

THE BLUE BOOK UNKNOWNNS

The unexplained UFO reports from the files of the U.S. Air Force's Project Blue Book UFO investigations.

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## THE UNEXPLAINED UFO CASES FROM THE PROJECT BLUE BOOK FILES

In January, 1974, I visited the U.S. Air Force Archives at Maxwell AFB, Montgomery, Ala., to review the files of Project Blue Book as the first step toward writing a book on the subject. In a full week, I read all the "unexplained" cases in the original files and made extensive notes, including the names and other identifying information on all witnesses where given. The cooperation of the staff of the Archives was excellent, and no restrictions were placed on my work.

A few months later, the files were withdrawn from public view so they could be prepared for transfer to the National Archives in Washington, D.C. This process involved making a xerox copy of almost 30 file drawers of material, blacking out the names and other identifiers of all witnesses, and then microfilming the censored xerox copy. The microfilm has been available to the public at the National Archives since 1976. The original Project Blue Book files remain under lock and key at the Archives.

On almost every page of the 12,000+ case files, there are big black marks where information that could be used to cross-check Project Blue Book's controversial work has been censored. This includes the names of witnesses to widely-publicized cases, and even names in newspaper clippings!

As it was perfectly legal for me to copy witness' names when I visited the Air Force Archives, those names can be found in this report of 585 (less 13 missing) unexplained cases. And since the Privacy Act, which motivated the Air Force to censor the files in the first place, does not apply to reporters or anyone else outside the Government, they can be used as the reader pleases.

Inasmuch as the book I planned to write has never progressed beyond the manuscript stage, I see no reason to keep this information under wraps any longer. Perhaps it will encourage others to re-investigate cases and make the results known.

"Unidentified" says a great deal...and it says almost nothing.

Probably the most controversial aspect of the entire Air Force investigation of UFOs was its handling of individual cases. The means by which one case was determined to be "identified" and another "unidentified" has no doubt fueled more arguments about Project Blue Book than anything else it did.

For many years, Blue Book's most vocal opponents have insisted that the standards by which cases were allegedly explained were grossly unscientific. Blue Book's goal, according to those who held it low esteem, was to attach some explanation to every case, regardless of logic or common sense. Examples of Blue Book saying a violently maneuvering disc was an aircraft, or of blaming a puzzling radar tracking on a supposedly malfunctioning radar set which it never bothered to check out, are numerous in the popular UFO literature.

And they are even more numerous in the files of Project Blue Book. The urgency with which Blue Book officials tagged answers onto cases without having done the proper investigation is obvious, though not proven. But if the Air Force was so eager to label cases "identified", despite the lack of supporting evidence, then those few cases which it labeled "unidentified" presumably withstood every attempt to apply every other kind of label. And so it may be that those cases are truly unidentifiable in familiar terms.

Indeed, the Air Force defines "unidentifiable" cases as those which "apparently contain all pertinent data necessary to suggest a valid hypothesis concerning the lack of explanation of the report, but the description of the object or its motion cannot be correlated with any known object or phenomenon."

To meet such criteria, a report must obviously come from a reputable source, and it must not bear any resemblance to airplanes, balloons, helicopters, spacecraft, birds, clouds, stars, planets, meteors, comets, electrical phenomena, or anything else known to frequent the air, the sky, or nearby space.

Unfortunately, the Air Force failed to stick to its own rules. Some of the "unidentifiable" cases most certainly can be correlated with known objects or phenomena. But most of them cannot. Moreover, many of the so-called "identified" cases cannot honestly be so correlated. But we are primarily concerned here with those cases which Project Blue Book openly admits it tried to explain and failed.

The amount of detail in these cases varies enormously. Some cases - frequently those which were well publicized at the time of the event - contain considerable information, while others are vague and seriously incomplete. Project Blue Book generally placed the blame for such incompleteness on the witnesses, but it should take its own share of the responsibility. In thousands of cases, there is no completed questionnaire in the Project files, nor even any indication that one was sent to the witness. And in

most of the instances where a questionnaire was filled out, it was never followed up to get more complete answers to questions which the witnesses failed to deal with properly. For much of the life of Project Blue Book and its predecessors, there was no satisfactory questionnaire at all. And one of those used for a lengthy period was so badly organized that a witness should not be held to blame for giving incomplete answers.

Yet, despite all the roadblocks, many reports are sufficiently complete to tell a pretty clear story of a puzzling experience. With this data now available, anyone can look at Project Blue Book's "unidentified" UFO reports and make up his own mind.

July 3, 1947; Harborside, Maine. 2:30 p.m. EDT. Witness: astronomer John Cole of South Brooksville, Me. Watched 10-15 seconds while ten very light objects, with two dark forms to their left, moved like a swarm of bees to the northwest. A loud roar was heard.

July 4, 1947; over Emmet, Idaho. 8:17 p.m. PDT. Witnesses: United Air Lines Capt. E.J. Smith, First Officer Ralph Stevens, Stewardess Marty Morrow. Watched for 12-15 minutes while four objects with flat bottoms and rough tops moved at varying speeds, with one high and to the right of the others.

July 6, 1947; Fairfield-Suisan Air Base, California. Daytime. Witnesses: Army Air Forces Capt. and Mrs. James Burniston. Watched for 1 minute while one object having no wings or tail rolled from side-to-side three times and then flew away very fast to the southeast.

July 8, 1947; Muroc Air Base, California. 9:30 a.m. PDT. Witnesses: 1st Lt. Joseph McHenry, T/Sgt Ruvolo, S/Sgt Nauman, Miss Janette Scotte. Watched for an unstated length of time while two disc-shaped or spherical objects--silver and apparently metallic--flew a wide circular pattern, and then one of them later flew a tighter circle.

July 9, 1947; Meridian, Idaho. 12:17 p.m. PDT. Witness: Idaho statesman aviation editor and former (AAF) B-29 pilot Dave Johnson. Watched for more than 10 seconds from an Idaho Air National Guard AT-6 while a black disc, which stood out against the clouds, made a half-roll and then a stair-step climb.

July 10, 1947; Harmon Field, Newfoundland, Canada. Between 3 and 5 p.m. local time. Witnesses: three ground crewmen, including Mr. Leidy, for Pan American Airways. Watched briefly while one translucent disc- or wheel-shaped object flew very fast, leaving a dark blue trail and then ascended and cut a path through the clouds.

July 29, 1947; Hamilton Air Base, California. 2:50 p.m. PDT. Witnesses: Assistant Base Operations Officer Capt. William Rhyerd, ex-AAF B-29 pilot Ward Stewart. Watched for unknown length of time while two round, shiny, white objects with estimated 15-25 foot diameters, flew 3-4 times the apparent speed of a P-80, also in sight. One object flew straight and level; the other weaved from side-to-side like an escort fighter.

Sept. 3, 1947; Oswego, Oregon. 12:15 p.m. PDT. Witness: housewife Mrs. Raymond Dupui. Watched for unknown length of time as 12-15 round, silver objects flew an unstated pattern.

Oct., 1947; Dodgeville, Wisconsin. 11 p.m. CDT. Witness: one unnamed civilian man. Watched for 1 hour while an undescribed object flew counterclockwise circles.

Oct. 14, 1947; 11 mi. NNE of Cave Creek, Arizona. Noon MDT. Witnesses: ex-AAF fighter pilot J.L. Clark, civilian pilot Anderson, third man. Watched 45-60 seconds while one 3-foot "flying wing"-shaped object, which looked black against the white clouds and red against the blue sky, flew straight at an estimated 350 m.p.h., at 8-10,000 feet, from NW to SE.

April 5, 1948; Holloman AFB, New Mexico. Afternoon. Witnesses: Geophysics Lab balloon observers Alsen, Johnson, Chance. Two irregular, round, white or golden objects. One made three loops then rose and disappeared rapidly; the other flew in a fast arc to the west during the 30-second sighting.

July 29, 1948; Indianapolis, Indiana. 9:55 a.m. Witnesses: James Toney, Robert Huggins, both employees of a rug cleaning firm. One shiny aluminum object, shaped something like an airplane's propeller, with 10-12 small cups protruding from either blade. Estimated size 6-8' long, 1.5-2' wide. The object glided across the road a few hundred feet in front of their vehicle and apparently went down in a wooded area. Sighting lasted a few seconds.

July 31, 1948; Indianapolis, Indiana. 8:25 a.m. Witnesses: Mr. and Mrs. Vernon Swigert; he was an electrician. Object was shaped like a cymbal, or domed disc; about 20' across and 6-8' thick, and was white without any shine. It flew straight and level from horizon to horizon in about 10 seconds, shimmering in the sun as if spinning.

July or August, 1948; vicinity of Marion, Virginia. Shortly after sunset. Witness: Max Abbott, flying a Bellanca Cruisair four-passenger private airplane. A single bright white light accelerated and turned up a valley.

Sept. 23, 1948; San Pablo, California. 12 noon. Witnesses: Sylvester Bentham and retired U.S. Army Col. Horace Eakins. Two objects: one, a buff or grey rectangle with vertical lines; the other a translucent "amoeba" with a dark spot near the center. The arms of the "amoeba" undulated. Both objects travelled very fast.

Oct. 15, 1948; Fusuoka, Japan. 11:05 p.m. Witnesses: pilot Halter and radar operator Hemphill of a P-61 "Black Widow" night fighter. Up to six objects tracked on radar, only one seen visually. Dull or dark object shaped like a dirigible with a flat bottom and clipped tail end. Six seen on radar separately. Pilot attempted to close on visual object, but it dove away fast.

Dec. 3, 1948; Fairfield-Suisan AFB, California. 8:15 p.m.  
Witness: USAF Sgt., control tower operator. One round, white light flew for 25 seconds with varying speed, bouncing motion, and finally a rapid erratic climb.

Jan. 4, 1949; Hickam Field, Hawaii. 2 p.m. Witness: USAF pilot Capt. Paul Storey, on ground. One flat white, elliptical object with a matte top circled while oscillating to the right and left, and then sped away.

Jan. 27, 1949; Cortez-Bradenton, Florida. 10:20 p.m. Witnesses: Capt. Sames, acting chief of the Aircraft Branch, Eglin AFB, and Mrs. Sames. They watched for 25 minutes while a cigar-shaped object as long as two Pullman cars and having seven lighted square windows and throwing sparks, descended and then climbed with a bouncing motion at an estimated 400 m.p.h.

March 17, 1949; Camp Hood, Texas. 7:52 p.m. Witnesses: guards of the 2nd Armored Division. While awaiting the start of a flare firing, they watched, for an hour, while eight large, green, red and white flare-like objects flew in generally straight lines.

April 3, 1949; Dillon, Montana. 11:50 a.m. Witnesses: construction company owner Gosta Miller and three other unnamed persons. One object shaped like two plates attached face-to-face; matte bottom, bright aluminum top; 20' diameter, 4-5' thickness. It rocked or rotated in six cycles, descended, rocked, flew, rocked; all this was very fast.

April 4, 1949; Merced, California. 10:20 p.m. Witness: William Parrott, former Air Force pilot and major. One generally round object with a curved bottom and dull coloring. The object gave off a clicking sound until overhead. Parrott's dog reacted. 35 seconds.

April 24, 1949; Arrey, New Mexico. 10:30 a.m. Witnesses: General Mills meteorologist and balloon expert C.B. Moore and others on a balloon launch crew. One white, round ellipsoid, about 2.5 times as long as wide.

April 28, 1949; Tucson, Arizona. 5:45 p.m. Witnesses: Howard Hann, Mr. Hubert, Tex Keahey. One bright, sausage-shaped object was observed for 40 minutes while it rolled and flew fast.

May 5, 1949; Ft. Bliss, Texas. 11:40 a.m. Witnesses: Army officers Maj. Day, Maj. Olhausen, Capt. Vaughn. Two oblong white discs, flying at an estimated 200-250 m.p.h., made a shallow turn during the 30-50 second observation.

May 6, 1949; Livermore, California. 9:35 a.m. Witness: C. G. Green. Two shiny, disc-like objects rotated around each other and banked. Then one shot upwards with a grey trail and rejoined the other. The sighting lasted 5 minutes.

May 9, 1949; Tucson, Arizona. 2:30 p.m. Witness: M/Sgt. Troy Putnam. Two round, flat silvery objects, estimated to be 25' in diameter, flew 750-1,000 m.p.h. in a banked but steady manner.

May 27, 1949; South-central Oregon. 2:25 p.m. Witness: Joseph Shell, ferrying SNJ trainer for North American Aviation, from Red Bluff, California, to Burns, Oregon. Five to eight oval objects, twice as long as wide, and 1/5 as thick. They flew in trail formation, with an interval equal to 3-4 times their length, except that the second and third were closer together.

July 24, 1949; Mountain Home, Idaho. 12 noon. Witness: Henry Clark, manager of a flying service, flying a Piper Clipper. Seven delta-shaped objects, 35-55' in span, 20-30' long, 2-5' thick; light colored except for a 12' diameter dark circle at the rear of each. They flew in a tight formation of twos with one behind, and made a perfect, but unbanked, turn. During the 10 minute sighting, they displayed decreasing smooth oscillations. Clark's engine ran rough during the sighting, and upon landing was found to have all its spark plugs burned out.

July 30, 1949; Mt. Hood, Oregon. 9 p.m. Witnesses: Northwest Airlines Capt. Thrush, two Portland control tower operators, and one flying instructor. One object with one white light and two red lights, maneuvered and hovered.

Feb 5, 1950; Teaticket, Massachusetts. 5:10 p.m. Witnesses: Marvin Odom, former U.S. Navy fighter pilot, USAF Lt. Philip Foushee, pilot from Otis AFB, and two others. Two thin, illuminated cylinders, one of which dropped a fireball, maneuvered together and then disappeared high and fast after 5 minutes.

Feb. 24, 1950; Albuquerque, New Mexico. 1:55 p.m. Witnesses: Municipal Airport Weather Observers Luther McDonald, Harrison Manson. One white, slightly elongated oval was watched for 1.5 minutes through a theodolite while it flew straight and level.

Feb. 25, 1950; Los Alamos, New Mexico. 3:55 p.m. Witnesses: Twelve Atomic Energy Commission security inspectors. One cylinder with tapered ends, silver and flashing, flew slow and then fast, fluttered and oscillated, and changed course. Observations by individuals varied from 3 seconds to 2 minutes.

March 3, 1950; Selfridge AFB, Michigan. 11:05 p.m. Witness: 1st Lt Frank Mattson. One intense, dull yellowish light

descended vertically, then flew straight and level very fast for 4 minutes.

March 20, 1950; Stuttgart, Arkansas. 9:26 p.m. Witnesses: Chicago & Southern Airlines Capt. Jack Adams, First Officer G. W. Anderson, Jr. One 100' circular disc with 9-12 portholes along the lower side emitting a soft purple light, and a light at the top which flashed 3 times in 9 seconds, flew at not less than 1,000 m.p.h.. It was seen for 25-35 seconds.

March 27, 1950; Motobo, Okinawa. 10:30 a.m. Witness: USAF radar operator Cpl. Bolfango. Tracked on radar for 2 minutes while it was stationary and then moved at 500 m.p.h.. Visual observation not detailed, only mentioned in summary.

March 28, 1950; Santiago, Chile. 3:15 p.m. Witness: M/Sgt. Patterson, of the office of the U.S. Air Attache. One white object observed for 5-10 seconds through binoculars while it flew high and fast, crossing 30° of sky.

March 29, 1950; Marrowbone Lake, Tennessee. 7 a.m. Witnesses: real estate salesman Whiteside and Williams. Six-twelve dark objects shaped like 300-lb. bombs, estimated 5 feet long. Flew 500 m.p.h. and descended, making a noise like wind blowing through the trees.

April 8, 1950; Kokomo, Indiana. 2 a.m. Witness: Earl Baker. One grey metallic disc, 50' in diameter, 15' thick; top-shaped with a "conning tower" at the top and three ports on the rim giving off a blue light. It hovered for 2 minutes, then flew away. Baker aroused from sleep by his dog.

April 14, 1950; Ft. Monmouth, New Jersey. 2:30 p.m. Witness: Army M/Sgt. James. Four rectangular, amber objects, about 3' by 4'. Changed speed and direction rapidly; the group of objects rose and fell during the 3-4 minute sighting.

May 7, 1950; Nine miles south of Ely, Nevada. 6:45 p.m. Witnesses: Mr. and Mrs. George Smith and their grandson. One silvery white object hovered at 100' altitude, moved back and forth for 10 minutes and then flew up and away. Note in case file: "No investigation."

June 27, 1950; Texarkana, Texas. 7:50 a.m. Witnesses: Terrell and Yates, employees of Red River Arsenal. One object, bright, shaped like two dishpans face-to-face, flew straight and level, fast for 4-5 seconds.

July 13, 1950; Redstone Arsenal, Alabama. 5 p.m. Witnesses: two skilled Arsenal employees including Mr. Washburn. One object, shaped like a bowtie, and like polished aluminum. Flew straight and level, then one triangle rotated 1/4 turn in the

opposite direction and returned to its original position. The object then made a right-angle turn and accelerated away after at least 30 seconds.

Aug. 4, 1950; approx. 100 mi. SE of New York City (39° 35' N., 72° 24.5' W.). 10 a.m. EDT. Witnesses: Master Nils Lewring, Chief Mate Jacob Koelwyn, Third Mate, of M/V Marcala. One 10' cylindrical object at 50-100' altitude, flying with a churning or rotary motion, accelerated at end of 15 second sighting.

Aug. 20, 1950; Nicosia, Cyprus. 1:30 p.m. Witnesses: USAF MATS liaison officer Lt. William Ghormley, Col. W. V. Brown, Lt. Col. L.W. Brauer. One small, round, bright object flew fast, straight and level for 15-20 seconds.

Aug. 25, 1950; approx. 250 mi. SW of Bermuda (29° 40' N., 67° 28' W.). 8 p.m. Witness: B-29 radarman S/Sgt. William Shaffer. Radar observation, plus possible blue streak 3 minutes later. B-29 followed unidentified target, then passed it at 1/4-mile distance, target followed for 5 minutes, then passed B-29 and sped away. Total time of tracking: 20 minutes.

Aug. 30, 1950; Sandy Point, Newfoundland, Canada. 1:30 p.m. Witnesses: three local employees, including Kaeel and Alexander, of the Air Force Base. A dark, barrel-shaped object with a pole down from it into the water, flew at 3-5 m.p.h. and 15-20' altitude for 5 minutes.

Sept. 3, 1950; Spokane, Washington. 2 p.m. Witnesses: Maj R.J. Gardiner, Mrs. Gardiner and neighbor (former saw three objects, others saw one). Metallic bronze discs, 20-30' long, 2-6' thick. Moved independently and erratically for 5 minutes.

Sept. 20, 1950; Kit Carson, Colorado. 10:49 a.m. Witness identified only as a "reliable source". Two large, round, glowing objects and three smaller, internally lit objects. Two hovered for 1 minute, moved, and three smaller ones came from behind or within the two larger objects, and all sped upward and away.

Sept. 21, 1950; Provincetown, Massachusetts. 9:52 a.m. Witness: M.I.T. research associate and Air National Guard Maj. M.H. Ligda. Radar tracking of one object during M.I.T tracking of USAF flight of F-84 or F-86 jet fighters. Object speed was 22 miles/minute (1,300 m.p.h.), made turn of 11-12 gs acceleration during 1 minute observation.

Oct. 15, 1950; Oak Ridge, Tennessee. 3:20 p.m. Atomic Energy Commission Trooper Rymer, J. Money maker, Capt. Zarzecki. Two shiny silver objects shaped like bullet or bladder. They dove

with a smoke trail and one vanished. The other hovered at 5-6' altitude, 50' away, left and returned several times somewhat further away.

Oct. 15, 1950; Pope AFB, North Carolina. Witness: Daniel. Listed as "unidentified" in folder index, but no supporting data could be found.

Oct 15, 1950; Pope AFB, North Carolina. Witness: Woodward. Same as previous observation.

Oct. 23, 1950; Bonlee, North Carolina. 12:42 p.m. Witness: ex-USAF pilot Frank Risher. One aluminum object shaped like a dirigible or Convair C-99 cargo plane, with 3 portholes, arrived from southeast, hovered 3-5 seconds and flew away to the south-south-east at end of 40 second sighting.

Nov. 5, 1950, Oak Ridge, Tennessee. 11:55 a.m. Witness: Fairchild Aircraft illustrator Don Patrick. One translucent object, light grey with dark core, shaped like a pear or bean. Flew for 5-10 minutes with rapid, darting movements.

Dec. 2, 1950; Nanyika, Kenya. 10:50 a.m. Mr. and Mrs. L. Scott. One pearly, iridescent object with a flattened top, spun while hovering and made a sound like bees buzzing. Only data in files was from East African "Standard" newspaper.

Dec. 6, 1950; Ft. Myers, Florida. 5 p.m. Witnesses: former aircraft purchasing agent Harry Lamp and four boys, using 10-power binoculars. One 75' object, 3-4' thick, bubble on top, silver with a red rim having two white and two orange jets along it. The center revolved when the object hovered; then it flew away very fast.

Dec. 11, 1950; 10 mi. NW of Gulcana, Alaska. 10:13 p.m. Witnesses: crew of Northwest Air Lines flight 802. Two white flashes, followed by a dark cloud which rose and split in two.

Jan. 8, 1951; South of Ft. Worth, Texas. 10:45 p.m. Witnesses: Mr. and Mrs. W.J. Boggus, plus unidentified drivers and passengers in other cars stopped to watch. Two groups of red and green lights in triangular formations were stationary and then moved.

Jan. 12, 1951, Ft. Benning, Georgia. 10 p.m. Witness: U.S. Army 2nd Lt. A.C. Hale. One light with a fan-shaped wake remained motionless like a star about 20 minutes and then sped away.

Jan 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills Aeronautical Research Laboratory, the manger of the Artesia

Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

Feb. 1, 1951; Johnson Air Base, Japan. 5:10 p.m. Witnesses: pilot and radar operator of F-82 night fighter. One amber light made three or four 360° turns to the right, reversed toward the F-82 and then climbed out of sight.

Feb. 21, 1951; Durban, South Africa. 4:55 a.m. Witnesses: three men in a truck, several other persons, none named. A dark red, torpedo-shaped object with darker center, flew straight and level.

Feb. 26, 1951; Ladd AFB, Alaska. 7:10 a.m. Witness: USAF Sgt. J.B. Sells. One dull grey, metallic object, estimated to be 120' long and 10-12' thick, hovered, puffed smoke and sped away after 1-1.5 minutes. Note: may have been Feb. 25.

Mar. 10, 1951; Chinnampo, Korea. 9:51 a.m. Witnesses: crew of USAF B-29 bomber, including scanners and tail gunner. A large red-yellow glow burst and became blue-white. No further information in files.

Mar. 13, 1951; McClellan AFB, California. 3:20 p.m. Witnesses: USAF 1st Lt. B.J. Hastie, Mrs. Rafferty. A cylinder with twin tails, 200' long and 90' wide, turned north and flew at incredible speed. Two minutes.

Mar. 15, 1951; New Delhi, India. 10:20 a.m. Witnesses: 25 members of a flying club, including the chief aerial engineer and his two assistants. One metallic cigar-shaped object with white exhaust which turned black when it accelerated to an estimated 1,000 m.p.h. and made a large loop. Seven minutes.

June 1, 1951; Niagara Falls, New York. 4:20 a.m. Witnesses: M/Sgt H.E. Sweeney, 2 enlisted men. One glowing yellow-orange, saucer-shaped object with arc-shaped wings, flew straight up. Seen for 30-40 seconds.

July 24, 1951; Portsmouth, New Hampshire. 7:10 p.m. Witnesses: Hanscom AFB Operations Officer Capt. Cobb, Cpl. Fein. One 100-200' tubular object, 5 times long as it was wide, with fins at one end, and colored greyish with many black spots. Flew 800-1,000 m.p.h. at 1-2,000' altitude, leaving a faint swath. 20 seconds.

Aug. 25, 1951; Albuquerque, New Mexico. 9:58 p.m. Witnesses: Sandia Base Security Guard Hugh Young and wife. A flying wing-shaped craft passed over their heads at an estimated 800-1,000' altitude with no sound. Size estimated at 1.5 times wingspan of B-36 bomber, or 350'. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing". Speed estimated at 300-400 m.p.h., object seen for about 30 seconds.

Aug. 31, 1951; Matador, Texas. 12:45 p.m. Witnesses: Mrs. Tom Tilson, one or two other women, all apparently of excellent reputations. One pear-shaped object with a length of a B-29 fuselage (100'), aluminum or silver with a port or some type of aperture on the side. It moved with smaller end forward, drifting slowly at about 150' altitude, then headed up in a circular fashion and out of sight after a few seconds.

Sept. 6, 1951; Claremont, California. 7:20 p.m. (not really clear). Witnesses: S/Sgt W.T. Smith, M/Sgt L.L. Duel (?). Six orange lights in an irregular formation, flew straight and level into a coastal fog bank after 3-4 minutes.

Sept. 14, 1951; Goose Bay, Labrador, Canada. 9:30 p.m. Witnesses: T/Sgt W.B. Maupin, Cpl. J.W. Green. Three objects tracked on radar. Two were on a collision course, then one evaded to the right upon the request, by radio, of one of the radar operators! No aircraft were known to be in the area. A third unidentified track then joined the first two. More than 15 minutes.

Oct. 2, 1951; Columbus, Ohio. 6 p.m. Witness: Battelle Memorial Institute graduate physicist Howard Cross. One bright oval with a clipped tail flew straight and level, fading into the distance after 1 minute.

Oct. 3, 1951; Kadena, Okinawa. 10:27 p.m. Witnesses: radar operators Sgt. M.W. Watson and Pvt. Gonzales and one other Sergeant. One large, sausage-shaped blip tracked at an estimated 4,800 m.p.h.

Oct. 9, 1951; Terre Haute, Indiana. 1:42 p.m. Witness: CAA Chief Aircraft Communicator Roy Messmore at Hulman Municipal Airport. One round silver object flew directly overhead, reaching the horizon in 15 seconds. Note: a very similar incident happened 3 minutes later near Paris, Illinois (15 miles NW) and was also listed as "unidentified" for several years, but was eventually reclassified.

Oct. 11, 1951; Minneapolis, Minnesota. 6:30 a.m. Witnesses: General Mills balloon researchers, including aeronautical engineer J.J. Kaliszewski, aerologist C.B. Moore, pilot Dick

Reilly in the air, and Doug Smith on the ground. The flight crew saw the first object, a brightly glowing one with a dark underside and a halo around it. The object arrived high and fast, then slowed and made slow climbing circles for about two minutes, and finally sped away to the east. Soon they saw another one, confirmed by ground observers using a theodolite, which sped across the sky. Total time first object was seen was 5 minutes, second was a few seconds.

Nov. 18, 1951; Washington, D.C. 3:20 a.m. Witnesses: Crew of Capital Airlines DC-4 Flight 610, Andrews AFB Senior air traffic controller Tom Selby. One object with several lights, followed the DC-4 for about 20 minutes and then turned back.

Nov. 24, 1951; Mankato, Minnesota. 3:53 p.m. Witnesses: USAF or ANG pilots W.H. Fairbrother and D.E. Stewart in P-51 Mustangs. One milky white object shaped like Northrop flying wing (broad, slightly swept-back wing with no fuselage or tail). Estimated 8' span. Flew straight and level for 5 seconds.

Dec. 7, 1951; Sunbury, Ohio. 4:30 p.m. Witness: amateur astronomer Carl Loar. One silvery sphere seen through telescope. Two specks sighted at sides, object seemed to explode and was replaced by a dark cloud and many specks. 30 minutes.

Dec. 7, 1951; Oak Ridge, Tennessee. 8:15 a.m. Witness: Atomic Energy Commission guard J.H. Collins. One 20' square object, white-grey but not shiny flew above ridge to clouds and back again twice, taking 30-40 seconds each time.

Feb. 11, 1952; Pittsburgh, Pennsylvania. 3 a.m. Witnesses: Capt. G.P. Arns and Maj. R.J. Gedson flying a Beech AT-11 trainer. One yellow-orange comet-shaped object pulsed flame for 1-2 seconds of a 1 minute straight and level flight.

Feb. 23, 1952; over North Korea. 11:15 p.m. Witness: Captain/B-29 navigator. One bluish cylinder, three times long as wide, with a tail and rapid pulsations, came in high and fast, made several turns and levelled out under B-29 which was evading mild anti-aircraft fire. 45 second sighting.

March 20, 1952; Centreville, Maryland. 10:42 p.m. Witnesses: WW1/WW2 veteran A.D. Hutchinson and son. One dull orange-yellow saucer-shaped light flew straight and level very fast for 30 seconds.

March 23, 1952; Yakima, Washington. 6:56 and 7:16 p.m. Witnesses: pilot and radar operator of F-94 jet interceptor. On either occasion, a red fireball increased in brightness and then faded over 45 second span. Stationary both times. Note:

Project Blue Book Status Report #7 (May 31, 1952) says target was also tracked by ground radar at 78 knots (90 m.p.h.) at 22,500' and 25,000' altitude.

March 24, 1952; 60 miles west of Pt. Concepcion, California. 8:45 a.m. Witnesses: B-29 navigator and radar operator. One target tracked for 20-30 seconds at estimated 3,000 m.p.h.

March 29, 1952; 20 miles north of Misawa AFB, Japan. 11:20 a.m. Witness: Brigham, pilot of AT-6 trainer. One small, very thin, shiny metallic disc flew alongside the AT-6, then made a pass at an F-84 jet fighter, flipped on edge, fluttered 20' from the F-84's fuselage and flipped in the slipstream...all in 10 seconds.

April 4, 1952; Duncanville, Texas. 7:30 p.m. Witnesses: two radar operators of the 147th AC&W Squadron. One object was tracked for one minute by radar at an estimated 2,160 m.p.h.

April 5, 1952; Phoenix, Arizona. 10:40 a.m. Witnesses: Mr. and Mrs. L.G. Ryan, R.L. Stokes, D. Schook. One large, dull grey circular object, followed by two more, flew straight and level at high speed.

April 5, 1952; Miami, Florida. 9:15 p.m. Witnesses: L.E. VanDercar and 9 year old son. Four dark circular objects with mostly fuzzy edges, crossed face of Moon; each was half the apparent diameter of Moon.

April 6, 1952; Temple, Texas. 2:59 p.m. Witness: H.L. Russell. 50-75 grey-white discs changed position within formation continually, tilted in unison every 12-15 seconds during 3.5 minute sighting.

April 12, 1952; North Bay, Ontario, Canada. 9:30 p.m. Witnesses: Royal Canadian Air Force Warrant Officer E.H. Rossell, Flight Sgt. R. McRae. One round amber object flew fast, stopped, reversed direction, climbed away at 30° angle during a 2 minute observation.

April 14, 1952; LaCrosse, Wisconsin. 12:35 p.m. Witness: unidentified CAL airline pilot. Several light colored objects flew in V-formation. No further details in files.

April 14, 1952; Memphis, Tennessee. 6:34 p.m. Witnesses: U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil. One inverted bowl, 3' long and 1' high, with vertical slots, flew fast, straight and level, 100 yards from observers' aircraft for 45-60 seconds.

April 15, 1952; Santa Cruz, California. 7:40 p.m. Witness: Mr. Hayes, brother of Master Sergeant. Two faint objects observed

flying fast along the horizon for 6-8 seconds, using 20x spotting telescope.

April 17, 1952; Longmeadow, Massachusetts. 8:30 p.m. Witnesses: S.B. Brooks, chemical engineer J.A. Eaton. One round, deep orange object flew fast and erratic, occasionally emitting a shaft of light to the rear during a 40 minute sighting.

April 17, 1952; Yuma, Arizona. 3:05 p.m. Witnesses: group of Army weather observation students, including several graduate engineers. One flat-white, circular object flew with an irregular trajectory and a brief trail, for about 7 seconds.

April 18, 1952; Yuma, Arizona. Time unknown. Witnesses: two Army weather observation students. One flat-white circular object flew for 5-10 seconds in a very erratic manner.

April 18, 1952; Bethesda, Maryland. 1:30 a.m. Witnesses: R. Poerstal and three other men. Seven to nine circular, orange-yellow lights in a 40° V-formation flew overhead silently for 4-8 seconds, from south to north.

April 18, 1952; Corner Brook, Newfoundland, Canada. 10:10 p.m. Witness: reporter Chic Shave. One round, yellow-gold object flew south and returned during 1.5 minute sighting.

April 18, 1952; 50 miles northwest of Kyushu, Japan (129° 51' E., 34° 19' N.). Witness: one radar operator. Tracked unidentified target for 1 minute at 2,700 m.p.h.

April 18, 1952; Corner Brook, Newfoundland, Canada. 4 a.m. Witness: janitor C. Hamilton. One yellow-gold object made a sharp turn and left a short, dark trail during 1 minute sighting.

April 22, 1952; Naha AFB, Okinawa. 9 p.m. Witnesses: crew of B-29 bomber, on ground. One elliptical object, followed by two and then another two, each with a white light that blinked every 1-2 seconds as they performed erratic maneuvers for 10 minutes.

April 24, 1952; Bellevue Hill, Vermont. 5 a.m. Witnesses: crew of USAF C-124 transport plane. Three circular, bluish objects in loose "fingertip" formation twice flew parallel to airplane during 3-4 minute period.

April 24, 1952; Milton, Massachusetts. 2:30 p.m. Witnesses: three Cambridge Research Center electronics engineers, one named Buruish. Two flat, red squares flew wobbly in level flight, climbed, levelled out during 1.5 minute observation.

April 24, 1952; Clovis, New Mexico. 8:10 p.m. Witness: USAF Flight Surgeon Maj. E.L. Ellis. Many orange-amber lights,

sometimes separate, sometimes fused, behaved erratically. Speed varied from motionless to very fast during 5 minute sighting.

April 27, 1952; Roseville, Michigan. 4:15 p.m. Witnesses: H.A. Freytag and three male relatives, including a minister. One silver oval rolled, descended and stopped. Two silver cigar-shaped objects appeared, one departing to the east and one to the west. A third silver cigar-shaped object flew by at high speed. Sightings lasted 45 minutes.

April 27, 1952; Yuma, Arizona. 8:30 p.m. Witnesses: M/Sgt. and Mrs. G.S. Porter (he was off-duty control tower operator). Bright red or flame-colored discs, appearing as large as fighter planes. Seven sightings of one disc, one of two in formation during 2 hours. All seen below 11,000' overcast.

April 29, 1952; Marshall, Texas. 3:30 p.m. Witness: private pilot R.R. Weidman. One round, white object which flew straight, with a side-to-side oscillation for 1.5 minutes.

April 29, 1952; Goodland, Kansas. 10 p.m. Witness: B-29 bombardier Lt. R.H. Bauer. One white fan-shaped light pulsed 3-4 times per second for 2 seconds.

May 1, 1952; Moses Lake, Washington. 5:32 a.m. Witnesses: Two Atomic Energy Commission employees, Eggan and Shipley. One silver object without wings flew straight and level for 1.5 minutes.

May 1, 1952; George AFB, California. 10:50 a.m. Witnesses: three men on the arms range, plus one Lt. Colonel 4 miles away. Five flat-white discs about the diameter of a C-47's wingspan (95') flew fast, made a 90° turn in a formation of three in front and two behind, and darted around, for 15-30 seconds.

May 5, 1952; Tenafly, New Jersey. 10:45 p.m. Witness: Mrs. M.M. Judson. Six or seven translucent, cream-yellow objects. One moved in an ellipse, while the others moved in and out.

May 7, 1952; Keesler AFB, Mississippi. 12:15 p.m. Witnesses: Capt. Morris, a Master Sergeant, a Staff Sergeant, and an Airman First Class. Ten times, an aluminum or silver cylindrical object was seen to dart in and out of the clouds during a 5-10 minute period.

May 9, 1952; George AFB, California. 5:20 p.m. Witness: A/1c G.C. Grindeland. One dull white, arrowhead-shaped object flew straight and level for 10 seconds.

May 10, 1952; Ellenton, South Carolina. 10:45 p.m. Witnesses: 4 duPont employees at the Savannah River nuclear plant. Up to

four yellow, disc-shaped objects were seen on five occasions between 10:45 and shortly after 11:15.

May 14, 1952; Mayaguez, Puerto Rico. 7 p.m. Witnesses: Attorney and ex-USAF pilot Mr. Stipes, Sr. Garcia-Mendez. Two shining orange spheres: one was stationary, while the other darted away and back for 30 minutes.

May 20, 1952; Houston, Texas. 10:10 p.m. Witnesses: USAF pilots Capt. J. Spurgin and Capt. B. Stephan. One bright or white oval object moved from side-to-side while making a gradual turn for 90 seconds.

May 25, 1952; Walnut Lake, Michigan. 9:15 p.m. Witnesses: seven persons, including John Hoffman, his family and friends. One large white circular object having dark sections on its rim, flew straight and level for 30 minutes, appearing red when behind a cloud.

May 28, 1952; Saigon, French Indo China. 10:30 a.m. Witnesses: many in crowd watching a ceremony. One white-silver disc-shaped object flew straight and fast for 2 minutes.

May 28, 1952; Albuquerque, New Mexico. 1:45-2:40 p.m. Witnesses: two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown--were seen three times performing fast maneuvers.

May 29, 1952; San Antonio, Texas. 7 p.m. Witness: USAF pilot Maj. D.W. Feuerstein, on ground. One bright tubular object tilted from horizontal to vertical for 8 minutes, then slowly returned to horizontal, again tilted vertical, accelerated, appeared to lengthen and turned red. The entire sighting lasted 14 minutes.

June 1, 1952; Rapid City, South Dakota. 6 p.m. Witnesses: A/1c Beatty and two civilians. At least five long silver objects flew in a neat box formation with a leader for 15-20 seconds.

June 1, 1952; Walla Walla, Washington. 1 p.m. Witness: ex-military pilot Reserve Maj. W.C. Vollendorf. One oval object with a "definite airfoil" performed a fast climb for 7 seconds.

June 1, 1952; Soap Lake, Washington. 3+ p.m. Witness: Ray Lottman. Three glimmering objects flew straight and level for 10 minutes.

June 2, 1952; Bayview, Washington. 5:02 p.m. Witness: Larry McWade. One purple object seen for unknown length of time. No further information in files.

June 2, 1952; Fulda, West Germany. Time unknown. Witness: 1st Lt. John Hendry, photo-navigator on an RB-26C reconnaissance bomber. One porcelain-white object flew very fast for an unknown length of time.

June 5, 1952; Lubbock, Texas. 11 p.m. Witnesses: Dan Benson, Mr. Bacon. A total of eight yellow circular objects, like large stars, were seen during 45 minutes. The first two were in a trail formation, the others were seen singly.

June 5, 1952; Albuquerque, New Mexico. 6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

June 5, 1952; Offutt AFB, Omaha, Nebraska. 11 p.m. Witnesses: 2nd Lt. W.R. Soper, a Strategic Air Command top secret control officer and former OSI agent; and two other persons. One bright red object remained stationary for 4.5 minutes before speeding away with a short tail.

June 6, 1952; Kimpo AFB, Korea. Case missing from official files.

June 7, 1952; Albuquerque, New Mexico. 11:18 a.m. Witnesses: crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

June 8, 1952; Albuquerque, New Mexico. 10:50 a.m. Witnesses: Mr. and Mrs. J.D. Markland. Four shiny objects flew straight and level in a diamond formation.

June 9, 1952; Minneapolis, Minnesota. Case missing from official files.

June 12, 1952; Ft. Smith, Arkansas. 7:30 p.m. Witnesses: U.S. Army Major and Lt. Colonel, using binoculars. One orange ball with a tail flew with a low angular velocity.

June 12, 1952; Marakesch, Morocco. 11:26 a.m. Witness: T/Sgt. H.D. Adams, operating an SCR-584 radar set. One unidentified blip tracked at 650 kts. (750 m.p.h.) at greater than 60,000' altitude.

June 13, 1952; Middletown, Pennsylvania. 8:45 p.m. Witness: R.S. Thomas, Olmstead AFB employee and former control tower operator. One round, orange object travelled south, stopped for 1 second, turned east, stopped 1 second, and went down.

June 15, 1952; Louisville, Kentucky. 11:50 p.m. Witness: Edward Duke, ex-U.S. Navy radar technician. One large, cigar-shaped object with a blunt front, lit sides and a red stern, maneuvered in a leisurely fashion for 15 minutes.

June 16, 1952; Walker AFB, New Mexico. 8:30 p.m. Witness: USAF maintenance specialist S/Sgt. Sparks. Five or six greyish discs, in a half-moon formation, flew at 500-600 m.p.h. for 1 minute.

June 17, 1952; McChord AFB, Washington. Between 7:30 and 10:20 p.m. Witnesses: many and varied. From one to five large silver-yellow objects flew erratically, stopped and started for about 15 minutes.

June 17, 1952; Cape Cod, Massachusetts. 1:28 a.m. Witness: pilot of USAF F-94 jet interceptor. A light like a bright star crossed the nose of the airplane while being observed for 15 seconds. No further information in the files.

June 18, 1952; Columbus, Wisconsin. 9 a.m. Witness: R.A. Finger. One crescent-shaped object hovered for several seconds and then sped away.

June 18, 1952; Walnut Lake, Michigan. 10 p.m. Witnesses: Marron Hoffman and four relatives, using 4x binoculars. One orange light was observed zigzagging and then hovering for an unspecified length of time.

June 19, 1952; Goose Bay, Labrador, Canada. 2:37 a.m. Witness: 2nd Lt. A'Gostino and unidentified radar operator. One red light turned white while wobbling. Radar tracked a stationary target during the 1 minute sighting.

June 19, 1952; Yuma, Arizona. 2 p.m. Witness: USAF pilot John Lane. One round, white object flew straight and level for 10 seconds.

June 20, 1952; Central Korea. 3:03 p.m. Witnesses: four Marine Corps Captains and pilots of F4U-4B Corsair fighter planes. One 10-20' white or silver oval object made a left-hand orbit at terrific speed for 60 seconds.

June 21, 1952; Kelly AFB, Texas. 12:30 p.m. Witness: T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000' altitude. One flat object with a sharply pointed front and rounded rear; white with a dark blue center and red rim, trailed sparks as it dove past the B-29 at a distance of 500', in 1 second.

June 22, 1952; Pyungthek, Korea. 10:45 p.m. Witnesses: Two Marine Corps Sergeants. One 4 ft. diameter object dove at a runway shooting red flames, hovered briefly over a hill, turned 180 , flashed twice and was gone.

June 23, 1952; Spokane, Washington. 4:05 p.m. Witness: Airport weather observer Rex Thompson. One round disc with a metallic shine flashed, and fluttered like a flipped coin for 5-7 minutes.

June 23, 1952; McChord AFB, Washington. 9 p.m. Witness: 2nd Lt. K. Thompson. One very large light flew straight and level for 10 minutes. No further information.

June 23, 1952; Kirksville, Missouri. Case missing from official files.

June 23, 1952; Oak Ridge, Tennessee. 3:30 a.m. Witness: secretary Martha Milligan. One bullet-shaped object with burnt-orange exhaust flew straight and level for 30-60 seconds.

June 23, 1952; Owensboro, Kentucky. 10:00 a.m. Witness: National Guard Lt. Col. O. L. Depp. Two objects looking like "giant soap bubbles", reflecting yellow and lavender colors, flew in trail for 5 seconds.

June 23, 1952; Location unknown, but information came via Japan Hq. "CV 4359". 6:08 a.m. Witness: USAF pilot of the 18th Fighter-Bomber Group. One black coin-shaped object, 15-20' in diameter, made an irregular descent.

June 25, 1952; Chicago, Illinois. 8:30 p.m. Witnesses: Mrs. Norbury, Mr. Matheis. One bright yellow-white, egg-shaped object which sometimes had a red tail, made seven circles in 1 1/2 hours.

June 25, 1952; Japan-Korea area. Case missing from official files.

June 26, 1952; Terre Haute, Indiana. 2:45 a.m. Witness: USAF 2nd Lt. C. W. Povelites. Undescribed object flew at 600 m.p.h. and then stopped. No further information in files.

June 26, 1952; Pottstown, Pennsylvania. 11:50 p.m. Witness: assistant manager of airport. Three sightings of flashing lights: two lights separated by 2 miles, with the leader flashing steadily and the other irregularly; two similarly flashing lights, but with 1 mile separation; finally a single light. Speed estimated at 150-250 m.p.h.. Total of 1/2 hour.

June 27, 1952; Topeka, Kansas. 6:50 p.m. Witnesses: USAF pilot 2nd Lt. K. P. Kelly and wife. One pulsating red object which changed shape from a circular to a vertical oval as it pulsed. Was stationary for about 5 minutes, then went out.

June 28, 1952; Lake Kishkanoug, Wisconsin. 6 p.m. Witness: G. Metcalfe. One silver-white sphere became an ellipse as it turned and climbed away very fast. 10 seconds.

June 28, 1952; Nagoya, Japan. 4:10 p.m. Witness: Capt. T. W. Barger, USAF electronics countermeasures officer. One dark blue

elliptical-shaped object with a pulsing border flew straight and level at 700-800 m.p.h..

June 29, 1952; O'Hare Airport, Chicago, Illinois. 5:45 p.m. Witnesses: three USAF air policemen. One bright silver, flat oval object surrounded by a blue haze, hovered, then moved very fast to the right and to the left, and up and down for 45 minutes.

July 3, 1952; Selfridge AFB, Michigan. 4:15 a.m. Witnesses not identified. Two big lights, estimated at 20' diameter, flew straight and level at tremendous speed.

July 3, 1952; Chicago, Illinois. 11:50 p.m. Witness: Mrs. J. D. Arbuckle. Two bright pastel green discs flew straight and level very fast for 6 seconds.

July 5, 1952; Norman, Oklahoma. 7:58 p.m. Witness: Oklahoma State Patrolman Hamilton in State Patrol airplane. Three dark discs hovered and then flew away, silhouetted against a dark cloud. 15 seconds.

July 6-12, 1952; Elizabeth, New Jersey. 11:00 p.m. Witness: Charles Muhr. Four pictures taken of some indistinct light which was admittedly not seen visually, but which appeared on the negatives.

July 9, 1952; Colorado Springs, Colorado. 12:45 p.m. Witness: USAF pilot Maj. C. K. Griffin. One object shaped like an airfoil less its trailing edge, luminous white, moved slowly and erratically for 12 minutes.

July 9, 1952; Kutztown, Pennsylvania. 6:30 p.m. Witness: farmer John Mittl. One aluminum, oval-shaped object changed direction and attitude, finally tipping on end and departing after 20 seconds. Case file includes three vague photographs.

July 9, 1952; Rapid City AFB, South Dakota. 3:35 p.m. Witnesses: S/Sgt. D.P. Foster and three other persons. Three times, a single white, disc-shaped object sped by, straight and level, in 5 seconds.

July 12, 1952; Annapolis, Maryland. 3:30 p.m. Witness: insurance company president William Washburn. Four large, elliptical-shaped objects were seen to fly very fast, stop, turn 90° and fly away in 7-8 seconds.

July 12, 1952; Kirksville, Missouri. 9 p.m. Witnesses: many radar controllers who were military officers. Several big blips tracked on radar at 1,500 kts. (1,700 m.p.h.). There was no visual sighting.

July 14, 1952; Norfolk, Virginia. 8:12 p.m. Witnesses: Pan American Airways First Officer William Nash, Second Officer William Fortenberry. Eight large, round, glowing red objects maneuvered below their airliner, in formation.

July 15, 1952; West Palm Beach, Florida. 10:10 p.m. Witnesses: J. Antoneff and two other persons. One discus-shaped object, greyish, except when hovering, when it appeared muddy. Hovered over Palm Beach International Airport, then followed an SA-16 twin-engined amphibian and flew away after 40-60 seconds.

July 16, 1952; Beverly, Massachusetts. 9:35 a.m. Witness: U.S. Coast Guard photographer Shell Alpert. Four roughly elliptical blobs of light in formation photographed through window of photo lab.

July 17, 1952; White Plains, New York. 3:10 p.m. Witness: Mrs. Florence Daley. Two round objects, bluish-white with brighter rims, flew in formation, making a sound like bombers, only softer. Note: Later, the witness stated she heard many feminine voices coming from the objects.

July 17, 1952; Lockbourne, Ohio. 1 a.m. Witness: Air National Guard employees. One light like a big star was seen for 3 hours, but disappeared when an aircraft approached. Also seen the nights of July 20, 22 and 23.

July 18, 1952; Lockbourne, Ohio. 9:10 p.m. Witnesses: T/Sgt. Mahone, A/3c Jennings. One amber-colored, elliptical-shaped object with a small flame at the rear, periodically increased in brightness. It moved very fast for 1 1/2 minutes, giving off a resonant beat sound.

July 18, 1952; Miami, Florida. 11 a.m. Witnesses: E. R. Raymer and daughter. One opaque, silvery bubble flew very fast at a right-angle to the wind direction for 10 seconds.

July 18, 1952; Patrick AFB, Florida. 9:45 p.m. Witnesses: three USAF officers and four enlisted men. Over an hour period, a series of hovering and maneuvering red-orange lights were observed moving in a variety of directions.

July 19, 1952; Williston, North Dakota. 2:55 a.m. Witness: one experienced civilian pilot. One elliptical-shaped object with a light fringe, travelled down fast, made a 360° and then a 180° turn in 5 minutes.

July 19, 1952; Elkins Park, Pennsylvania. 11:35 p.m. Witnesses: USAF pilot Capt. C.J. Powley and wife. Two star-like lights maneuvered, hovered and sped for 5-7 minutes.

July 20, 1952; Lavalette, New Jersey. 12:20 a.m. Witness: Seton Hall Univ. chemistry professor Dr. A.B. Spooner. Two large orange-yellow lights with some dull red coloring flew in trail, turned and circled for 5-6 minutes.

July 21, 1952; Weisbaden, West Germany. 6:30 p.m. Witnesses: USAF pilot Capt. E.E. Dougher, WAF Lt. J.J. Stong, situated miles apart. Four bright yellowish lights were seen by Dougher to separate, with two climbing and two flying away level in the opposite direction. Stong watched two reddish lights fly in opposite directions. Sightings lasted about 10-15 minutes.

July 21, 1952; San Marcos AFB, Texas. 10:40 p.m. Witnesses: one Lieutenant, two Staff Sergeants, three airmen. One blue circle with a blue trail was seen to hover and then accelerate to near-sonic speed (700+ m.p.h.) after 1 minute.

July 21, 1952; Converse, Texas. 4:30 p.m. Witness: wife of USAF Capt. J. B. Neal. One elongated, fuselage-shaped object flew straight and level, made a right-angle turn and went out of sight at more than 300 m.p.h., all in 3-5 seconds.

July 21, 1952; Rockville, Indiana. 8:10 p.m. Witnesses: one military officer, two enlisted men. One aluminum, delta-shaped object with a vertical fin, flew straight and level, and then hovered during a 3 minute sighting.

July 22, 1952; Holyoke, Massachusetts. After midnight. Witness: Mrs. A. Burgess. One round, yellow, flashing light went downward. No further information in files.

July 22, 1952; Los Alamos, New Mexico. 10:50 a.m. Witnesses: control tower operator Don Weins, and two pilots for Carco. Eight large, round, bright aluminum objects flew straight and level, then darted around erratically during 25 minutes.

July 22, 1952; Uvalde, Texas. 2:46 p.m. Witness: Don Epperly, Trans Texas Airlines station manager and weather observer. One large, round, silver object flew at more than 1,000 m.p.h. for 45 seconds, while gyrating.

July 22, 1952; between Boston and Provincetown, Massachusetts. 10:47 p.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor. One round blue light passed F-94, spinning.

July 22, 1952; Trenton, New Jersey. 10:50 p.m. to 12:45 a.m., July 23. Witnesses: crews of several USAF F-94 jet interceptors from Dover AFB, Del. Thirteen visual sightings and one radar tracking of blue-white lights during two hours.

July 23, 1952; Pottstown, Pennsylvania. 8:40 a.m. Witnesses: the two-man crews of three USAF F-94 jet interceptors. One large

silver object, shaped like a long pear with two or three squares beneath it, flew at 150-180 kts. (170-210 m.p.h.), while a smaller object, delta-shaped or swept back, flew around it at 1,000-1,500 kts. (1,150-1,700 m.p.h.). Seen by crews for 1-4 minutes.

July 23, 1952; Altoona, Pennsylvania. 12:50 p.m. Witnesses: two-man crews of two USAF F-94 jet interceptors at 35-46,000' altitude. Three cylindrical objects in a vertical stack formation flew at an altitude of 50-80,000'. Seen for 20 minutes.

July 23, 1952; South Bend, Indiana. 11:35 p.m. Witness: USAF pilot Capt. H. W. Kloth. Two bright blue-white objects flew together, then the rear one veered off after about 9 minutes.

July 24, 1952; Carson Sink, Nevada. 3:40 p.m. Witnesses: two USAF Lt. Colonels McGinn and Barton in a B-25 bomber. Three silver, delta-shaped objects, each with a ridge along the top, crossed in front of and above the B-25 at high speed, in 3-4 seconds.

July 26, 1952; Washington, D.C. 8 p.m. until after midnight. Witnesses: radar operators at several airports, airline pilots. Many unidentified blips tracked by radar all over Washington area, at varying speeds. Pilots spotted unidentified lights.

July 26, 1952; Kansas City, Missouri. 12:15 a.m. Witnesses: USAF Capt. H. A. Stone, men in control towers at Fairfax Field and Municipal Airport. One greenish light with red-orange flashes was seen for 1 hour as it descended in the northwest from 40° elevation to 10° elevation.

July 26, 1952; Andrews AFB, Maryland. This was a continuation of the extensive sightings and radar tracking reports reported throughout the Washington, D.C. area, all night long.

July 26, 1952; Kirtland AFB, New Mexico. 12:05 a.m. Witness: Airman 1st Class, J.M. Donaldson. Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

July 26, 1952; Williams, California. Case missing from official files.

July 27, 1952; Selfridge AFB, Michigan. 10:05 a.m. Witnesses: three B-29 bomber crewmen on ground. Many round, white objects flew straight and level, very fast. Two at 10:05, one at 10:10, one at 10:15, one at 10:20. Each was seen for about 30 seconds.

July 27, 1952; Wichita Falls, Texas. 8:30 p.m. Witnesses: Mr. and Mrs. Adrian Ellis. Two disc-shaped objects, illuminated by a

phosphorus light, flew at an estimated 1,000 m.p.h. for 15 seconds.

July 28, 1952; Heidelberg, West Germany. 10:20 p.m. Witnesses: Sgt. B.C. Grassmoen, WAC Pfc. A.P. Turner. One saucer-shaped object having an appearance of light metal and giving off shafts of white light, flew slow, made a 90° turn and climbed away fast after 4-5 minutes.

July 28, 1952; McGuire AFB, New Jersey. 6 a.m. Witness: Ground Control Approach radar operator M/Sgt. W.F. Dees, and persons in the base control tower. Radar tracked a large cluster of very distinct blips. Visual observation was of oblong objects having neither wings nor tail, which made a very fast turn and at one time were in echelon formation. Entire episode lasted 55 minutes.

July 28, 1952; McChord AFB, Washington. 2:15 a.m. Witnesses: T/Sgt. Walstead, S/Sgt. Calkins of the 635th AC&W Squadron. One dull, glowing, blue-green ball, the size of a dime at arms' length, flew very fast, straight and level.

July 29, 1952; Osceola, Wisconsin. 1:30 a.m. Witnesses: radar operators on ground, pilot of F-51 Mustang in flight. Several clusters of up to 10 small radar targets and one large target. Small targets moved from southwest to east at 50-60 kts. (60-70 m.p.h.), following each other. The large one moved at 600 kts. (700 m.p.h.). One hour total time. Pilot confirmed one target.

July 29, 1952; Langley AFB, Virginia. 2:30 p.m. Witness: USAF Capt D.G. Moore, of military air traffic control system. One undescribed object flew at an estimated 2,600 m.p.h., below 5,000' altitude, toward the air base for about 2 minutes.

July 29, 1952; Langley AFB, Virginia. 2:50 p.m. Witnesses: Mr. Moore, Gilfillan electronics representative W. Yhope. One radar target tracked moving away, stopped for 2 minutes, again moved very, very fast. Four minutes.

July 29, 1952; Merced, California. 3:44 or 4:35 p.m. Witnesses: Herbert Mitchell and one employee. One dark, discus-shaped object, trailed by a silvery light 2 lengths behind, tipped on its side, dove, hesitated and then circled very fast during the 2 minute sighting.

July 29, 1952; Wichita, Kansas. 12:35 p.m. Witnesses: USAF shop employees Douglas and Hess at Municipal Airport. One bright white circular object with a flat bottom flew very fast, and then hovered 10-15 seconds over the Cessna Aircraft Co. plant, during the 5 minute sighting.

July 29, 1952; Ennis, Montana. 12:30 p.m. Witnesses: USAF persons, alerted that UFOs were coming from the direction of Seattle, Wash. Two to five flat disc-shaped objects: one hovered 3-4 minutes, while the others circled it. Sighting length of 30 minutes not explained further.

July 30, 1952; Albuquerque, New Mexico. 11:02 p.m. Witness: USAF 1st Lt. George Funk. One orange light remained stationary for 10 minutes. No further details in files.

July 30, 1952; San Antonio, Texas. 10 a.m. Witnesses: E.E. Nye and one other person. One round, white object flew slow and then sped away after 20-30 minutes.

Aug. 1, 1952; Lancaster, California. 1:14 a.m. Witnesses: sheriff's deputies and other persons, one named Mallette. Two brilliant red lights hovered and maneuvered for 5 minutes.

Aug. 2, 1952; Lake Charles, Louisiana. 3 a.m. Witnesses: USAF 1st Lt. W.A. Theil, one enlisted man. One red ball with a blue flame tail flew straight and level for 3-4 seconds.

Aug. 4, 1952; Phoenix, Arizona. 2:20 a.m. Witness: USAF A/3c W.F. Vain. One yellow ball which lengthened and narrowed to plate shape, flew straight and level for 5 minutes.

Aug. 4, 1952; Mt. Vernon, New York. 11:37 a.m. Witnesses: one woman, two children. One object, shaped like a lifesaver or donut, emitted black smoke from its top and made a 15° arc in 1.5 minutes. Observed for 2 hours.

Aug 5. 1952; Haneda AFB, Japan. 11:30 p.m. Witnesses: USAF F-94 jet interceptor pilots 1st Lt. W.R. Holder and 1st Lt. A.M. Jones, and Haneda control tower operators. Airborne radar tracked a target for 90 seconds. Control tower operators watched 50-60 minutes while a dark shape with a light flew as fast as 330 kts. (380 m.p.h.), hovered, flew curves and performed a variety of maneuvers.

Aug. 6, 1952; Tokyo, Japan. This is a continuation of the Haneda AFB sightings.

Aug. 6, 1952; Port Austin, Michigan. Case missing from official files.

Aug. 7. 1952; San Antonio, Texas. 9:08 a.m. Witness: Mrs. Susan Pfuhl. Four glowing white discs: one made a 180° turn, one flew straight and level, one veered off, and one circled during the 70 minute sighting.

Aug. 9, 1952; Lake Charles, Louisiana. 10:50 a.m. Witness: USAF A/3c J.P. Raley. One disc-shaped object flew very fast and then hovered for 2 seconds during a 5-6 minute sighting.

Aug. 13, 1952; Tokyo, Japan. 9:45 p.m. Witness: USAF Marine Corps pilot Maj. D. McGough. One orange light flew a left orbit at 8,000' and 230 m.p.h., spiralled down to no more than 1,500', remained stationary for 2-3 minutes and went out. An attempted interception was unsuccessful.

Aug. 18, 1952; Fairfield, California. 12:50 a.m. Witnesses: three policemen. One object changed color like a diamond, and changed directions during the 30 minute sighting.

Aug. 19, 1952; Red Bluff, California. 2:38 p.m. Witness: Ground Observer Corps observer Albert Lathrop. Two objects, shaped like fat bullets, flew straight and level, very fast for 25 seconds.

Aug. 20, 1952; Neffesville, Pennsylvania. 3:10 a.m. Witnesses: Bill Ford and two others. An undescribed object flew at 500' altitude for several minutes. No further data in files.

Aug. 21, 1952; Dallas, Texas. 11:54 p.m. Witness: Jack Rossen, ex-artillery observer. Three blue-white lights hovered then descended; 1.5 minutes later, one of them descended more.

Aug. 23, 1952; Akron, Ohio. 4:10 a.m. Witnesses: USAF 2nd Lt. H.K. Funseth, a ground radar observer, and two U.S. Navy men. One pulsing amber light was seen to fly straight and level for 7 minutes.

Aug. 24, 1952; Hermanas, Mexico. 10:15 a.m. Witness: Georgia Air National Guard F-84G jet fighter pilot Col. G.W. Johnson. Two 6' silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. Sighting lasted about 10 minutes.

Aug. 24, 1952; Tucson, Arizona. 5:40 p.m. Witnesses: Mr. and Mrs. George White. One large round, metallic, white light with a vague lower surface, flew slowly, then fast with a dancing, wavering motion, for about 1 minute.

Aug. 24, 1952; Levelland, Texas. 9:30 p.m., 10:30 p.m. Witnesses: Mr. and Mrs. Elmer Sharp. One object, shaped like a spinning top, changing color from red to yellow to blue, and with a fiery tail, hovered for 20 minutes, whistling, then flew away. It, or another like it, returned an hour later.

Aug. 25, 1952; Pittsburg, Kansas. 5:35 a.m. Witness: radio station musician William Squyres. One dull aluminum object, shaped like two meat platters, face to face, estimated at 75'

long, 45' wide, and 15' thick. Through a window in the front section shone a blue light; the head and shoulders of a man could be seen. The mid section had numerous windows through which could be seen some kind of regular movement. A series of small propellers were spaced close together along the outer edge of the object, revolving at high speed. The object was hovering about 10' above the ground, 100 yards off the road, with a slight rocking motion. It then ascended vertically with a sound like a large covey of quail starting to fly at the same time. Vegetation showed signs of having been disturbed under the object.

Aug. 25, 1952; Holloman AFB, New Mexico. 3:40 p.m. Witnesses: civilian supervisor Fred Lee, foreman L.A. Aquilar. One round silver object flew south, turned and flew north, made a 360 turn and flew away vertically after 3-5 minutes.

Aug. 26, 1952; Lathrop Wells, Nevada. 12:10 a.m. Witness: USAF Capt. D.A. Woods. One large, round, very bright object with a V-shaped contrail having a dark cone in the center, flew very fast, hovered, made an instantaneous 90 turn, followed by a gentle climb and finally sudden acceleration.

Aug. 28, 1952; Chickasaw and Brookley AFB, Alabama. 9:30 p.m. Witnesses: USAF control tower operators, officer from USAF Office of Special Investigations, and others. Six objects, varying from fiery red to sparkling diamond appearance, hovered, flew erratically up and down for 1 hour and 15 minutes.

Aug. 29, 1952; Colorado Springs, Colorado. 8:35 p.m. Witness: pilot C.A. Magruder. Three objects, 50' in diameter, 10' high, aluminum with red-yellow exhaust, flew in trail at estimated 1,500 m.p.h. for 4-5 seconds.

Aug. 29, 1952; west of Thule, Greenland (77° N., 75° 15' W.) 10:50 a.m. Witnesses: two U.S. Navy pilots flying a P4Y-2 patrol plane. Three white disc-shaped or spherical objects hovered, then flew very fast in a triangular formation, in 2-3 minutes.

Sept. 1, 1952; Marietta, Georgia. 10:50 p.m. Witness: ex-AAF B-25 gunner. Two large white disc-shaped objects with green vapor trails flew in trail formation, merged, flew away very fast.

Sept. 1, 1952; Marietta, Georgia. 10:30 p.m. Witness: one unidentified person using binoculars. Two large objects shaped like spinning tops and displaying red, blue and green colors, flew side by side, leaving a sparkling trail for 30 minutes.

Sept. 1, 1952; Atlanta, Georgia. 9:43 p.m. Witnesses: Mrs. William Davis and nine other persons. One light, similar to the evening star, moved up and down for a long period of time.

Sept. 1, 1952; Marietta, Georgia. 10:30 p.m. Witnesses: Mr. Bowman (ex-artillery officer) and 24 others. A red, white, and blue-green object which spun and shot off sparks for 15 minutes.

Sept. 1, 1952; Yaak, Montana. 4:45 a.m. Witnesses: Visual sighting by two USAF enlisted men, radar tracking seen by three men using AN/FPS-3 radar set. Two small, varicolored lights became black silhouettes at dawn; flew erratically. One hour.

Sept. 2, 1952; Chicago, Illinois. 3 a.m. Witness: radar tracker Turason (ground controlled approach) at Midway Airport. 40 targets flew in miscellaneous directions, up to 175 m.p.h. Two seemed to fly in formation with DC-6 airliner. Total of 8 hours.

Sept. 3, 1952; Tucson, Arizona. 9 a.m. Witnesses: civilian pilots McCraven and Thomas. One shiny, dark ellipse made three broad, curving sweeps in 1.5 minutes.

Sept. 6, 1952; Lake Charles AFB, Louisiana. 1:30 a.m. Witnesses: T/Sgt. J.E. Wilson and two enlisted men. One bright star-like light moved about the sky for 2 hours.

Sept. 6, 1952; Tucson, Arizona. 4:55 p.m. Witnesses: ex-Congresswoman Mrs. Isabella King and Bill McClain. One orange teardrop-shaped object whirled on its vertical axis, descended very fast, stopped, retraced its path upwards, while whirling in the opposite direction. 1.5 minutes.

Sept. 7, 1952; San Antonio, Texas. 10:30 p.m. Witnesses: chemist J.W. Gibson and others. One orange object or light (the color of 2,000° F.) exploded into view. Seen for from 3-20 seconds by various observers.

Sept. 9, 1952; Rabat, French Morocco. 9 p.m. Witness: E.J. Colisimo, a civilian illustrator with USAF Intelligence. One disc with lights along part of its circumference, flew twice as fast as a T-33 jet trainer, in a slightly curved path for 5 seconds.

Sept. 12, 1952; Allen, Maryland. 9:30 p.m. Witnesses: Mr. and Mrs. David Kolb, of the Ground Observer Corps, using binoculars. One white light with a red trim and streamers flew northeast for 35 minutes.

Sept. 13, 1952; Allentown, Pennsylvania. 7:40 p.m. Witness: private pilot W.A. Hobler, flying a Beech Bonanza. One object, shaped like a fat football, flaming orange-red color, descended

and then pulled up in front of the witness' airplane. Seen for 2 seconds.

Sept. 14, 1952; Santa Barbara, California. 8:40 p.m. Witness: USAF C-54 transport pilot Tarbutton. One blue-white light travelled straight and level, then went up. Seen for 30 seconds.

Sept. 14, 1952; North Atlantic, between Ireland and Iceland. Witnesses: military persons from several countries aboard ships in the NATO "Operation Mainbrace" exercise. Among the sightings: one blue-green triangle was observed flying 1,500 m.p.h; three objects in a triangular formation gave off white light exhaust at 1,500 m.p.h.

Sept. 14, 1952; White Lake, South Dakota. 7 p.m. Witness: Ground Observer Corps observer L.W. Barnes, using binoculars. One red, cigar-shaped object, with three puffs behind it, flew west, then south, and then was gone. Seen 30-40 minutes.

Sept. 14, 1952; Ciudad Jaurez, Mexico. 11:30 p.m. to 1:20 a.m., Sept. 15. Witnesses: consulting engineer R. J. Portis and three others. Six groups of 12-15 luminous spheres or discs, which flew in formations varying from arcs to inverted-Y's, very fast.

Sept. 14, 1952; Olmstead AFB, Pennsylvania. Time not known. Witness: pilot of Flying Tiger Airlines airplane N67977. One blue light flew very fast on a collision course with the airliner. Note: the summary card attached to the file showed completely different information.

Sept. 16, 1952; Portland, Maine. 6:22 p.m. Witnesses: crew of U.S. Navy P2V Neptune patrol plane, visually and via radar. A group of five lights was seen at the same time a long, thin blip was being tracked on radar. Note: consideration was given to this being USAF KC-97 airplanes involved in a refueling operation. The sighting involved 20 minutes.

Sept. 16, 1952; Warner-Robbins AFB, Georgia. 7:30 p.m. Witnesses: three USAF officers, two civilians. Two white lights flew abreast, at 100 m.p.h., for 15 minutes.

Sept. 17, 1952; Tucson, Arizona. 11:40 a.m. Witnesses: Mr. and Mrs. Ted Hollingsworth. Two groups of three large, flat, shiny objects flew in tight formations: the first group slow, the second faster. Seen for 2 minutes.

Sept. 23, 1952; Gander Lake, Newfoundland, Canada. No time shown. Witnesses: Pepperell AFB operations officer and seven other campers. One bright white light, which reflected on the lake, flew straight and level at 100 m.p.h. for 10 minutes.

Sept. 24, 1952; Charleston, West Virginia. 3:30 p.m. Witnesses: crew of USAF B-29 bomber. A lot of bright, metallic particles or flashes, up to 3' in length, streamed past the B-29 for 15 minutes.

Sept. 26, 1952; 400 miles NNW of Azores Islands. 11:16 p.m. Witnesses: pilot, copilot, engineer and aircraft commander of USAF C-124 transport plane. Two distinct green lights were seen to the right and slightly above the C-124, and at one time seemed to turn toward it. The lights alternated leading each other during more than 1 hour of observation.

Sept. 27, 1952; Inyokern, California. 10 p.m. Witnesses: two couples, using a 5x telescope. One large, round object, which went through the color spectrum every 2 seconds, was seen to fly straight and level for 15 minutes.

Sept. 29, 1952; Rochester, England. 3:55 p.m. Witnesses unknown, but report came via the Rochester Police Dept. Two flat objects hovered for 3 minutes, and then sped away.

Sept. 29, 1952; Southern Pines, North Carolina. 8:15 p.m. Witnesses: U.S. Army Res. 1st Lt. C.H. Stevens and two others. One green ellipse with a long tail orbited for 15 minutes.

Sept. 29, 1952; Aurora, Colorado. 3:15 p.m. Witness: USAF T/Sgt. B.R. Hughes. Five or six circular objects, bright white but not shiny, circled in trail formation for 5-6 minutes.

Oct. 1, 1952; Shaw AFB, South Carolina. 6:57 p.m. Witness: USAF 1st Lt. T.J. Pointek, pilot of RF-80 reconnaissance jet. One bright white light flew straight, then vertical, then hovered, and then made an abrupt turn during a 23-minute attempted intercept.

Oct. 1, 1952; Pascagoula, Mississippi. 7:40 p.m. Witnesses: Mr. and Mrs. C.C. McLean and one other person. One round, milky-white object, shaped like a powder puff, hovered for 5-10 minutes then flew away very fast in an arc. A loud blast was heard at the start of the 22 minute sighting.

Oct. 7, 1952; Alamogordo, New Mexico. 8:30 p.m. Witness: USAF Lt. Bagnell. One pale blue oval, with its long axis vertical, flew straight and level for 4-5 seconds, covering 30 in that time.

Oct. 10, 1952; Otis AFB, Massachusetts. 6:30 p.m. Witnesses: USAF S/Sgt., two other enlisted men. One blinking white light moved like a pendulum for 20 minutes, and then shot straight up.

Oct. 17, 1952; Taos, New Mexico. 9:15 p.m. Witnesses: Four USAF officers. One round, bright blue light moved from north to

northeast at an elevation of 45° for 2-3 seconds and then burned out.

Oct. 17, 1952; Killeen, Texas. 10:15 p.m. Witnesses: Ministers Greenwalt and Kluck. Ten lights, or a rectangle of lights, moved more or less straight and level for 5 seconds.

Oct. 17, 1952; Tierra Amarilla, New Mexico. 11 p.m. Witness: one military person (no detail). One white streamer moved at an estimated 3,000 m.p.h. in an arc for 20 seconds. No further details in files.

Oct. 19, 1952; San Antonio, Texas. 1:30 p.m. Witness: one ex-USAF aircrewman Woolsey. Three circular aluminum objects, one of which was olive-drab colored on the side, flew in a rough V-formation. One object flipped slowly, another object stopped, during the 3-4 minute sighting.

Oct. 19. 1952; 500 miles south of Hawaii. 6:58 p.m. Witnesses: crew of USAF C-50 transport plane. One round yellow light, with a red glowing edge, estimated at 100' in diameter, flew at 300-400 kts. (350-450 m.p.h.) for 20 seconds.

Oct. 21, 1952; Knoxville, Tennessee. No time given. Witnesses: persons at airport weather station. Six white lights flew in a loose formation for 1-2 minutes, and made a shallow dive at a weather balloon.

Oct. 24, 1952; Elberton, Alabama. 8:26 p.m. Witnesses: USAF Lt. Rau, Capt. Marcinko, flying a Beech T-11 trainer. One object, shaped like a plate, with a brilliant front and vague trail, flew with its concave surface forward for 5 seconds.

Oct. 29, 1952; Erding Air Depot, West Germany. 7:50 a.m. Witnesses: USAF S/Sgt. Anderson, A/2c Max Handy. One round object, silhouetted against a cloud, flew straight and level and smooth at 400 m.p.h. for 20 seconds.

Oct. 31, 1952; Fayetteville, Georgia. 7:40 p.m. Witness: USAF Lt. James Allen. One orange, blimp-shaped object, 80' long and 20' high, flew at treetop level, crossed over Allen's car (at which time his radio stopped playing), then climbed out at 45° and tremendous speed at the end of a 1 minute sighting.

Nov. 3, 1952; Laredo AFB, Texas. 6:29 p.m. Witnesses: two control tower operators, including Lemaster. One long, elliptical, white-grey light flew very fast, paused, and then increased speed during a 3-4 second observation.

Nov. 4, 1952; Vineland, New Jersey. 5:40 p.m. Witness: housewife Mrs. Sprague. Two groups of 2-3 whirling discs of light flew toward the southeast over a period of 30 seconds.

Nov. 12, 1952; Los Alamos, New Mexico. 10:23 p.m. Witness: security inspector. Four red-white-green lights flew slowly over a prohibited area for 15 minutes.

Nov. 13, 1952; Opheim, Montana. 2:20 a.m. Witness: radar tracking by USAF 779th AC&W station. An unexplained track was followed for 1 hour, 28 minutes, at 158,000' altitude (30 miles) and a speed of 240 m.p.h. Radar was FPS/3 (PPI).

Nov. 13, 1952; Glasgow, Montana. 2:43 a.m. Witness: U.S. Weather Bureau observer Earl Oksendahl. Five oval-shaped objects, with lights all around them, flew in a V-formation for about 20 seconds. Each object seemed to be changing position vertically by climbing or diving as if to hold formation. Formation came from the northwest, made a 90° overhead, and flew away to the southwest.

Nov. 15, 1952; Wichita, Kansas. 7:02 a.m. Witnesses: USAF Maj. R.L. Wallander, Capt. Belleman, A/3c Phipps. One orange object (a blue streak?) varied in shape, as it made jerky upward sweeps with 10-15 second pauses during a 3-5 minute sighting.

Nov. 24, 1952; Annandale, Virginia. 6:30 p.m. Witness: L.L. Brettner. One round, glowing object flew very fast, made right angle turns and reversed course during a 1 hour sighting.

Nov. 27, 1952; Albuquerque, New Mexico. 12:10 p.m. Witnesses: pilot and crew chief of USAF B-26 bomber. A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.

Nov. 30, 1952; Washington, D.C. 12:30 a.m. Witnesses: radar operators at Washington National Airport. Radar trackings similar to those of July 26, 1952.

Dec. 8, 1952; Ladd AFB, Alaska. 8:16 p.m. Witnesses: pilot 1st Lt. D. Dickman and radar operator 1st Lt. T. Davies in USAF F-94 jet interceptor (s/n 49-2522). One white, oval light which changed to red at higher altitude, flew straight and level for 2 minutes, then climbed at phenomenal speed on an erratic flight path. Sighting lasted 10 minutes.

Dec. 9, 1952; Madison, Wisconsin. 5:45 p.m. Witnesses: Capt. Bridges and 1st Lt. Johnson in USAF T-33 jet trainer. Four bright lights, in diamond formation, flew at 400 m.p.h. and were passed by the T-33 at 450 m.p.h. during the 10 minute sighting.

Dec. 28, 1952; Marysville, California. Case missing from official files.

Jan. 1, 1953; Craig, Montana. 8:45 p.m. Witnesses: Warner Anderson and two women. A silver, saucer-shaped object with a red glowing bottom, flew low over a river and then climbed fast in a horizontal attitude. Ten second sighting.

Jan. 8, 1953; Larson AFB, Washington. 7:15 a.m. Witnesses: men from the 82nd Fighter-Interceptor Squadron, including the squadron commander; all were on the ground. One green, disc-shaped or round object flew southwest for 15 minutes, with a vertically bobbing motion and sideways movements, below clouds.

Jan. 10, 1953; Sonoma, California. 3:45 p.m. or 4 p.m. Witnesses: retired Col. Robert McNab, and Mr. Hunter of the Federal Security Agency. One flat object, like a pinhead, made three 360° right turns in 9 seconds, made abrupt 90° turns to the right and left, stopped, accelerated to original speed and finally flew out of sight vertically after 60-75 seconds.

Jan. 17, 1953; near Guatemala City, Guatemala. 3:55 p.m. Witness: geologist/salesman J.J. Sackett. One brilliant green-gold object, shaped like the Goodyear blimp with its length twice its height, flew 400 m.p.h. straight and level, stopped, then went straight up with one stop. Sighting lasted 22 seconds.

Jan. 28, 1953; Pt. Mugu, California. 1 p.m. Witness: R.W. Love, owner of Love Diving Co., engaged in retrieving radio-controlled drones. An 18-20' white, flat disc flew straight and level, overhead, for 6 minutes.

Jan. 28, 1953; Corona, California. 6:05 p.m. Witness: USAF T/Sgt. George Beyer. Five 25' green spheres flew in V-formation, then changed to trail formation at which time the end objects turned red. Sighting lasted 12 minutes.

Jan. 28, 1953; Albany, Georgia. No time given. Witnesses: radar maintenance personnel. Radar tracked one stationary target for 20 minutes. A visual sighting about the same time was explained. No further information in the files.

Feb. 3, 1953; Keflavik, Iceland. 5:25 p.m. Witnesses: radar operators. Four unidentified targets were tracked for 24 minutes. No further data.

Feb. 4, 1953; Yuma, Arizona. 1:50 p.m. Witness: U.S. Weather Bureau observer Stanley Brown, using a theodolite. One white, oblong object was tracked flying straight up, levelling off and being joined by a second, similar, object. The second twice flew away and returned to the first. After 5 minutes, both were lost to sight behind clouds.

Feb. 17, 1953; Port Austin, Michigan. 10:04 p.m. Witnesses: two officers and three airmen of USAF AC&W squadron, visually and

by radar. Visual object appeared to larger and brighter than a star and changed color; it was seen to move slowly for 5 minutes until 10:09 p.m. Radar picked up a target at 10:08 p.m. moving in a similar direction for 17 minutes, at similar speed.

Feb. 20, 1953; Pittsburg-Stockton, California. #1 time unknown; #2, 10:30 p.m. Witnesses: USAF B-25 bomber pilots. #1 was a bright yellow light seen for 8 minutes. #2 was a bright light which flew on a collision course, dimmed and climbed away fast.

Feb. 24, 1953; Sherman, Texas. 7:43 p.m. Witnesses: Warrant Officer and Mrs. Alden. Two bright red, round objects with big halos flew in small circles, climbed and faded during a 3-7 second sighting.

Feb. 27, 1953; Shreveport, Louisiana. 11:58 a.m. Witness: USAF airman/private pilot. Five yellow discs made circular turns, fluttered, three of them vanished, the other two flew erratic square turns for a total of 4 minutes.

March 11, 1953; Hackettstown, New Jersey. 4 a.m. Witness: Mrs. Nina Cook, an experienced private pilot and wife of a Pan Am flight engineer. A large light, blinking at 10-15 times per minute, moved up and down along a mountain range.

March 14, 1953; north of Hiroshima, Japan. 11:45 p.m. Witnesses: radar and visual observation by 10 crew members of U.S. Navy P2V-5 patrol plane. Groups of 5-10 colored lights, totalling 90-100, slowly moved aft off the left side of the airplane, as detected visually and by airborne radar for 5 minutes.

March 21, 1953; Elmira, New York. 3:05 p.m. Witness: Ground Observer Corps observation post. Six discs in a group flew high and fast for a few seconds.

March 25, 1953; San Antonio, Texas. 3:05 p.m. Witnesses: USAF Capt. and Mrs. D.E. Cox. Several lights, some of which moved straight, others, which made 360° turns for 1.5 hours.

March 27, 1953; Mt. Taylor, New Mexico. 7:25 p.m. Witness: pilot of USAF F-86 jet fighter at 600 kts. (700 m.p.h.). One bright orange circle flew at 800 kts. (900 m.p.h.), and executed three fast rolls. Pilot chased object for 4 minutes.

March 29, 1953; Spooner, Wisconsin. 3:45 p.m. Witness: L.C. Gillette. One aluminum, circular object flew high and fast, twice reversing its course. Note: Mr. Gillette saw a similar object in 1938. Fifteen second sighting.

April 8, 1953; Fukuoka, Japan. 7:55 p.m. Witness: 1st Lt. D.J. Pichon, pilot of USAF F-94B jet interceptor. One bright blue

light descended, accelerated, flew parallel to the F-94, increased its speed and blinked out after 45 seconds.

April 15, 1953; Tucson, Arizona. 5:45 p.m. Witness: S/Sgt. V.A. Locey. Three orange lights were seen for: 3 minutes, 30 seconds, and a few seconds.

May 1, 1953; Goose AFB, Labrador, Canada. 11:35 p.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor, and control tower operator. One white light evaded interception attempt by F-94 during 30 minute sighting.

May 27, 1953; San Antonio, Texas. 8:30 p.m. Witnesses: many unidentified civilians, including Jacobson. Nine separate meandering lights were seen during 15 minute sighting.

June 21, 1953; Naha, Okinawa. 7 p.m. Witnesses: Nine Japanese and Okinawan weather observers. One unidentified light moved slowly for 20 minutes. No further data in files.

June 22, 1953; Goose AFB, Labrador, Canada. 2:10 a.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor. One red light, flying at an estimated 1,000 kts. (1,100 m.p.h.) eluded the chasing F-94 after 5 minutes.

June 24, 1953; Iwo Jima, Bonin Islands. 11:30 p.m. Witnesses: crew of USAF KB-29 aerial tanker plane. Radar tracked an unidentified target which twice approached to within .5 miles of the airplane, and once to within 6 miles, during a 2 minute observation.

June 24, 1953; Simiutak, Greenland. 11:30 a.m. Witness: weather observer A/2c R.A. Hill. One red triangle hovered and rotated for 15 seconds, then climbed for 5 minutes.

Aug. 3, 1953; Amarillo, Texas. 12:04 p.m. Witness: Airport control tower chief C.S. Brown. One round and reflective or translucent object flew straight, stopped for 7 seconds, sped along, stopped again, was joined by a similar object and they flew off in different directions, after a total of 56 minutes.

Aug. 20, 1953; near Castle AFB, California. 9:05 p.m. Witnesses: crew of TB-29 bomber/trainer plane. One greyish oval object made four passes at the airplane (three times at 10-20 miles distance), then dived vertically as if two objects.

Aug. 27, 1953; Greenville, Mississippi. 9:45 p.m. Witnesses: USAF pilot, M/Sgt., others, all on the ground. One meandering light was observed for 50 minutes. No further details in file.

Sept. 2, 1953; Sidi Slimane AFB, French Morocco. 9:14 p.m. Witnesses: Lt. Col. William Moore and 1st Lt. J.H. McInnis,

flying a USAF C-47 transport plane. One very bright light was on a collision course with the C-47, levelled out, made 180° turn during 3 minute observation.

Sept. 3, 1953; Portland, Oregon. Two bright silver ovals moved very fast. Case missing from files.

Sept. 22, 1953; Hayward, California. 11:45 a.m. Witness: civilian, Mr. Bray, using a small telescope. One thin, yellow triangle moved slowly, made a rapid acceleration and a vertical climb during the 5-8 minute sighting.

Sept. 28, 1953; Palmdale, California. 7 p.m. Witness: radar observer of USAF F-94C jet interceptor. One object tracked at 2,000 kts. (2,300 m.p.h.) for 15 seconds.

Sept. 28, 1953; Newhall, California. 7 p.m. Witness: radar observer of USAF F-94C jet interceptor. Visual observation of one orange ball travelling 500-600 kts. (600-700 m.p.h.) for 6 seconds.

Oct. 15, 1953; Minneapolis, Minnesota. 10:10 a.m. Witnesses: three General Mills research engineers including Bartholomew. One glowing grey mass with a vapor trail dived for 10-15 seconds, levelled out and the trail stopped, leaving the grey mass visible. Total of 40 seconds.

Oct. 16, 1953; Nicosia, Cyprus. 10 p.m. Witness: USAF Capt. H.W. Watson, Maj. G. Watson. Two white or blue lights in trail formation, travelled very fast straight and level, then made a turn. Ten second sighting.

Oct. 19, 1953; Washington, D.C. 9:35 p.m. Witnesses: T/Sgt. Rommanis, T/Sgt. Osiecki, two others. One white sphere with a white or red tail, ascended at 20° angle, performed a loop and returned. Fifty second sighting.

Oct. 29, 1953; Mapleton, Maine. 8:30 p.m. Witnesses: two high school students, including Morrison. One blue object with a flaming trail, and two dark green glowing objects with white and blue-green fringe, flew from south to north with some erratic motions for 1 hour.

Nov. 18, 1953; Manitowoc, Wisconsin. 12:45 p.m. Witness: R.J. Bassett, a pilot for 31 years. One silver sphere or disc hovered several times during 45 minutes.

Dec. 17, 1953; Hasslehom, Sweden. 2:37 p.m. Witness: Capt. Ulf Christiernsson, chief pilot for Transair, flying a DC-3. One shiny metal spherical ellipse, 2,000' below DC-3, flew at approximately 700 m.p.h. for 6-7 seconds.

Dec. 24, 1953; El Cajon, California. 8:04 a.m. Witnesses: U.S. Navy Lts. J.B. Howard and L.D. Linhard, flying F9F-2 jet fighters. Ten silver, oval objects flew at more than 400 kts. (450 m.p.h.), straight and level, for 5 minutes.

Dec. 28, 1953; Marysville, California. 11:55 a.m. Witness: Yuba County Airport Manager Dick Brandt. One saucer, with a brilliant blue light, reflecting on a nearby building, hovered briefly during the 1.5 minute observation.

Jan. 28, 1954; Rangeley, Maine. 10-10:15 a.m. Witness: Wilhelm Reich. Two bright lights moved into valley, and were seen against the mountain background, for 15 minutes.

Feb. 26, 1954; Newburyport, Massachusetts. 2:30 p.m. Witnesses: architect R.M. Pierce, marine engineer George Avery and one other person. One silver disc, with a white trail, made a loud roar for 30-60 seconds.

March 2, 1954; vicinity of Harrisburg, Pennsylvania. 10 p.m. Witness: research engineer R.C. Swengel. Three objects, each with two lights, flew straight and level at medium speed for an unknown length of time.

March 5, 1954; Nouasseur, French Morocco. 8 p.m. Witnesses: crews of USAF KC-97 aerial tanker planes. One object or light made passes at KC-97s, the other flew straight and level. Sighting duration unknown.

March 12, 1954; Nouasseur, French Morocco. 9:35 a.m. Witness: USAF 1st Lt. Robert Johnson, flying an F-86 jet fighter. He chased an object at more than 530 m.p.h. for 30 seconds, but was unable to catch it. It appeared to be the size of a fighter plane but had neither tanks nor trails.

April 8, 1954; Chicago, Illinois. 4:30 p.m. Witness: Lelah Stoker. One white round-topped disc, with a humanoid suspended beneath it, skimmed over the water, landed, and an occupant in a green suit walked around. It then took off very, very fast. Sighting lasted 30 minutes.

April 23, 1954; Pittsfield, Maine. 9:30 a.m. Witnesses: Mr. and Mrs. F.E. Robinson. One silver dollar-shaped object with a dome and a flashing light made a sound like a swarm of bees. It hovered and tilted, flew horizontally, then rose vertically without tilting. Stones underneath it moved. Four minute sighting.

April 24, 1954; Hartland, Maine. 6:10 p.m. Witness: D. Robinson. One large, silver, oblong object with a dome and a flashing light flew straight and level and then straight up. Total of 15 minutes under observation.

April 26, 1954; Athens, Georgia. 7:35 p.m. Witnesses: C. Carthey, Mr. and Mrs. H. Hopkins and their daughter. Fifteen to twenty yellow objects in a V-formation, flew from south to north for 10 seconds.

May 10, 1954; Elsinore, California. 12:40 p.m. Witness: U.S. Marine Corps Squadron Leader D.R. Higgin, flying an F3D-2 jet fighter. One dark gunmetal delta-shaped object, 22' long and 10' wide, with a fin on the top, descended at a 25-30° angle under the lead airplane of a formation, and over the airplane of Higgin. Sighting lasted a few seconds.

May 11, 1954; Washington, D.C. 10:45 p.m. Witnesses: three USAF air policemen at Washington National Airport. Two bright lights were seen on three occasions to fly straight and level, make 90° turns and fade. Each sighting lasted about 45 seconds.

May 22, 1954; LaPorte, Indiana. 9:15 p.m. Witnesses: highway engineer R.W. Dring, engineer Geert Tibma. One bright light made a shallow climb for 45 seconds.

May 31, 1954; Concord, New Hampshire. 10:15 a.m. Witness: Mrs. L.K. Stevens. One very white, elongated object flew very, very fast, and then blinked out after 8-10 seconds.

June 1, 1954; from 400 miles south to Minneapolis, Minnesota. 9 p.m. Witnesses: crew of USAF B-47 jet bomber at 34,000' altitude. One object with running lights flew at 24-44,000' altitude for 1 hour.

June 8, 1954; Texarkana, Texas. 1 a.m. or 2:30 a.m. (file not clear). Witness: L.T. Prewitt, employee of Red River Arsenal. One golden yellow light flew over his house, making a "shhh" or buzzing sound for 2 minutes.

June 10, 1954; Estacado, Texas. 9:09 p.m. Witness: USAF pilot Capt. Bill McDonald, in flight. One white light descended at 45° from great altitude, passed under his aircraft, made two 360° turns and went out after 30 seconds.

June 22, 1954; Miami Beach, Florida. 9 p.m. Witnesses: U.S. Marine Corps Maj. E. Buchser and Maj. J.V. Wilkins. One meteor-like object descended, stopped, and became extremely bright. Sighting lasted 7 minutes.

June 24, 1954; Danvers, Massachusetts. 12:45 p.m. Witness: R.B. Tomer, director of commercial engineering for CBS-Hytron. One white, elliptical-shaped object covered 45° of sky in 30 seconds.

June 25, 1954; Indian Lake, Ohio. 5:05 p.m. Witnesses: experienced private pilot John Mark, flying Navion lightplane; radar at Dayton, Ohio airport, tracked very fast target at same location. One silver or aluminum round object with a flat bottom, raised front edge, inverted cone on top, and a diameter of about 60'. Flew horizontally, hovered, made a high-G pull up and then a steep climb into an overcast. Sighting lasted 3-5 minutes.

July 18, 1954; Normandy, Missouri. 8:40 p.m. Witness: A.T. Chamblin. One greenish-white disc was seen for 30 minutes.

July 25, 1954; Middle Sister Island, on U.S.-Canadian border in western Lake Erie. 7:12 p.m. Witness: attorney L.B. Tussing. One black cylinder, 12 times long as wide, moved fast along the surface of the lake.

July 30, 1954; Los Angeles, California. 10:15 a.m. Witness: Hughes Aircraft test pilots Englert and Peterson, flying a B-25 bomber. One metallic, pencil-shaped object flew slowly or hovered for an unstated length of time.

Aug. 2, 1954; Westlake, Ohio. 5:17 p.m. Witness: ex-AAF B-17 gunner (19 missions) N.E. Schroeder. One thin, bright ellipse, like polished metal, hovered for 5-8 seconds, dropped down 3,000' in 3 seconds, hovered again and faded out after a total of 20 seconds in view.

Aug. 6, 1954; San Antonio, Texas. 6 p.m. Witness: mechanical engineer L.H. Horner. One intensely white elliptical light changed to yellow, then orange, then pink, four or five times while flying straight and level for 5 minutes.

Aug. 11, 1954; Yoron Jima, near Okinawa. 8:55 p.m. Witness: P.L. Percharde, electrical engineer and assistant manager of Moeller Shipwrecker Co., of Okinawa. A line of blue lights, underneath a blue circle with a black center. Flew over ship and climbed, illuminating and agitating the clouds.

Aug. 15, 1954; San Marcos, Texas. 10:20 p.m. Witnesses: USAF Maj. W.J. Davis, Capt. R.D. Sauers, flying a C-47 transport plane. One dark blue oblong object paced the C-47, veered away, then crossed in front of it. Five minute sighting.

Aug. 24, 1954; Egilstadir, Iceland. 8:30 p.m. Witness: one unnamed farmer. A cylinder, 2-2.5' long, 4-5' in diameter, made a loud whizzing sound, flew straight and level fast, then slow, then fell into sandbar.

Aug. 26, 1954; Danville, Virginia. 6:15 a.m. Witness: Rev. W.L. Shelton. Two domed ellipses, 20' long, 8' thick, 10' at ends; glowing silver or orange. Hovered, then climbed side-by-

side while getting brighter. Observed for 2 minutes.

Aug. 27, 1954; Dorchester, Massachusetts. 1 p.m. Witness: E.A. Srazdes. Seven large, white, teardrop-shaped objects turned blue. Flew in line formation and increased speed during the 2 minute sighting.

Aug. 29, 1954; Prince Christian, Greenland. 11:05 a.m. Witnesses: 1st Officer H.G. Gardner, engineer J.V.D. Whitisy, flying Royal Dutch Airlines DC-4 (PH-DBZ). Three or four dark, lens-shaped objects veered north and changed position in formation during the 10 minute sighting.

Sept. 4, 1954; Butler, Missouri. 3 a.m. Witness: J. Faltemeier, CAA communications specialist. Twenty-thirty lights, as if on a string, flew straight and level for 1.5 minutes.

Sept. 5, 1954; Butler, Missouri. 12:23 a.m. Witness: J. Faltemeier, CAA communications specialist. One silver or white object with a slightly swept-back leading edge and a following exhaust, flew straight and level, then veered southwest to south after 30 seconds.

Sept. 18, 1954; Kimpo Air Base, Japan. 5:55 a.m. Witnesses: two control tower operators, a weather forecaster and a weather observer. One round object, like polished aluminum, flew straight and level for 11-13 minutes.

Sept. 21, 1954; Barstow, California. 1 a.m. Witnesses: two local policemen, four U.S. Marine Corps police, one highway patrolman. One red-orange ball giving off sparks, and a smaller light, made a zigzag descent and then hovered. Total of 20 minutes.

Sept. 21, 1954; Santa Maria, Azores Islands. 9:45 p.m. Witness: airport guard. One 10'x5' light metallic blue, pecan-shaped object with a clear glass or plastic nose having a door, and with poles or aerials on the nose. Humming or whining, it hovered, landed vertically, 50' away. A blond man, 5' 10" tall appeared, spoke in a strange language, patted the guard on the shoulder, got in the object, hooked up his harness, pushed a button, took off with the object's nose pointed up, then levelled off and climbed vertically. Sighting lasted 2-3 minutes.

Sept. 22, 1954; Marshfield, Missouri. 9 a.m. Witnesses: private pilot J.N. Williams, E.J. Ash. A thin, translucent tan asymmetrical boomerang-shaped object revolved, then tumbled down behind some trees. Marks were found in the dirt. Sighting lasted 15 minutes.

Sept. 23, 1954; Gatlinburg, Tennessee. 9:45 a.m. Witness: Dave Owenby. Two bright silver, wheel-shaped objects flew from north to south in trail for 2 minutes.

Oct. 13, 1954; Nouasseur, French Morocco. 10:05 a.m. Witness: weather observer, following a balloon with his theodolite. One round, flat, silver object flew straight and level for 30 seconds.

Oct. 15, 16 and 17, 1954; Kingfisher, Oklahoma. 8:45 p.m. Fifty objects with illuminated bottoms were seen flying in a V-formation, very fast, on successive nights. Only data is on summary card.

Oct. 28, 1954; Miho Air Base, Japan. 5:32 p.m. Witnesses: USAF pilots Lt. Col. O.C. Cook and Lt. J.W. Brown, on ground using 7x50 binoculars. One brilliant white, round-oval object climbed in front of clouds, brightened, turned 90 to the north. Seen for 45 seconds.

Oct. 29, 1954; Terciera Islands, Azores. 9 p.m. Witnesses: four Portuguese nationals. One object, shaped like a stovepipe with a center bulge and short wings (10' long, 3' in diameter, 3' wings) having concave wingtips, and grey colored. Made a gargling sound when hovering, then disappeared in the glare of airplane landing lights. Sighting lasted 4-5 minutes.

Nov. 15, 1954; Augusta, Maine. 4 p.m. Witness: N. Gallant, manager of radio station WFAV. Ten gold, circular objects flew in vertical V-formation, straight and level for 3 minutes.

Nov. 19, 1954; Corvallis, Oregon. 4:15 p.m. Witness: P.J. Gunn, assistant professor of art at Oregon State University and ex-U.S. Navy aviation cadet. One bright white light hovered 8.5-9 minutes, then crossed 20 of sky in 3-3.5 minutes.

Nov. 28, 1954; Manilla, Phillipine Islands. 10:50 a.m. Witness: one anonymous medical doctor. One flat-bottomed, domed object (65-70' across, 18-20' high), bright orange with yellow discs attached and an exhaust trail. Flew north, stopped, reversed its course during 4 minute sighting.

Dec. 3, 1954; Gulfport, Mississippi. 12:12 p.m. Witnesses: Mr. and Mrs. S.P. Mellen. One translucent grey, round, flat object rotated on its vertical axis at high r.p.m. for 30 seconds.

Dec. 7, 1954; Cape Province, South Africa. 1:15 p.m. Witness: weather officer, using a theodolite. One white, semi-circular, flat object with a dome flew from west to east, then turned north. Sighting lasted 7 minutes.

Jan, 1, 1955; Cochise, New Mexico. 6:44 a.m. Witnesses: instructor and student pilot in USAF B-25 bomber/trainer. A metallic disc, shaped like two pie pans face-to-face, and 120-130' in diameter, paced the B-25, showing both its edge and its face, for 5-7 minutes. Only item in case file was summary form.

Jan. 26, 1955; Lakeland, Florida. 6:15 p.m. Witness: J.M. Holland. A black smoke trail made a circle. There was an explosion and some objects fell. No further information in file.

Feb. 1, 1955; 20 miles east of Cochise, New Mexico. 7:55 p.m. Witnesses: Instructor Capt. D.F. Ritzdorf, aviation cadet F.W. Miller in TB-25 bomber/trainer. One red and white ball hovered off the left wing of the TB-25 for 5 minutes, then made a very fast climb. Total time of sighting was 8 minutes.

Feb. 2, 1955; Miramar Naval Air Station, California. 11:50 a.m. Witness: USN Cmdr. J.L. Ingersoll. One highly polished sphere, with reddish-brown coloring, fell, then instantly accelerated to 1,000-1,500 m.p.h.

Feb. 10, 1955; Bethesda, Maryland. 10:03 p.m. Witness: E.J. Stein, model maker at U.S. Navy ship design facility. One object, shaped like a small portion of the bottom of the Moon, with a radiant yellow color, hovered for 30 seconds. Its bottom changed to a funnel shape. Total sighting lasted 1.5-2 minutes.

April 30, 1955; Travis County, Texas. 7:30 a.m. Witness: USAF Wing Intelligence Officer Maj. L.J. Pagozalski. Four black objects in a cluster made a whooshing sound like a zephyr. Sighting lasted 2-3 seconds.

May 4, 1955; Keflavik, Iceland. 12:38 p.m. Witnesses: Lt. Col. E.J. Stealy, 1st Lt. J.W. Burt. About 10 round, white objects, one of which left a brief smoke trail, flew in an irregular formation, some of them making erratic movements during the 5-8 second sighting.

May 23, 1955; Cheyenne, Wyoming. Midnight. Witnesses: USAF Airman/Basic I.J. Shapiro and E.C. Ingber. During a 5 minute period, two slender, vertical rectangles were seen low on the horizon, and two ovals with tops (dark, with dark blue illumination) flew higher.

July 29, 1955; Columbus, Nebraska. 10:45 p.m. Witness: Morrice Raymond. Four orange flashing lights and one white flashing light moved up and down like yo-yos for 5-6 minutes.

Aug. 11, 1955; Iceland. 11:45 a.m. Witness: 2nd Lt. E.J. Marlow. Twelve grey objects, from cigar to egg-shaped, varied

their formation from elliptical to wavy line to scattered to straight line to trail formation. Speed varied from hover to 1,000 m.p.h. Sighting lasted 3-4 minutes.

Aug. 23, 1955; Arlington, Virginia. 10:45 a.m. Witness: G.M. Park, using a 400x telescope. Several orange lights moved singly or in groups, circling and stopping during 30 minute sighting.

Sept. 3, 1955; Bellingham, Washington. Witness: observer Saunders for Ground Observer Corps. One white pinhead moved slowly across 30° of sky in 15 minutes. No further information.

Sept. 7, 1955; Washington, D.C. Witnesses: two photographers, one plate maker for the Army Map Service (one named Smith). One glowing round object flew an arc for 1 minute.

Sept. 9, 1955; near Alcoa, Tennessee. 12 noon. Witness: M.N. Dawkins, using binoculars. One brown, almost square object flew with a circular motion for 10-15 minutes.

Oct. 8, 1955; Loogootee, Indiana. 4:38 p.m. Witnesses: R.D. Prather, H. Ahern. One round, silver or white object flew straight and level at more than 1,000 m.p.h. for an unstated length of time.

Oct. 11, 1955; Pt. Lookout, Maryland. 4 p.m. Witnesses: B. Hale, A. Ostrom. One round object which looked white in the daylight and turned red with sparks toward the end of the 2.5 hour sighting, made a deep roar, unlike an aircraft.

Nov. 17, 1955; St. Louis, Missouri. 6:10 a.m. Witness: J.A. Mapes. Twelve round, flat objects, silver on top and dark on the bottom, flew in 4-deep formation, tipping in pitch and roll, for 45 seconds.

Nov. 20, 1955; Lake City, Tennessee. 5:20 p.m. Witnesses: Operations Officer Capt. E.G. Denkler and five men of the USAF 663rd AC&W Sqdn. Two oblong, bright orange, semi-transparent objects flew at terrific speed and erratically, toward and away from each other. Observed by various persons from 4 to 15 minutes.

Nov. 25, 1955; La Veta, Colorado. 10:30 a.m. Witness: State Senator S.T. Taylor. One dirigible-shaped object (fat front, tapered toward the tail) object, which was luminous green-blue and jellylike, appeared overhead diving at a 45° angle, then reduced angle to 30°. Object seen for 5 seconds.

Dec. 21, 1955; Caribou, Maine. 11 p.m. Witness: Roberta V. Jacobs. One round, very bright gold, domed disc made a short climb, rotated, hovered and then accelerated during the 6-8 minute sighting.

Feb. 12, 1956; Goose Bay, Labrador, Canada. 11:25 p.m.  
Witnesses: F-89 pilot Bowen, radar observer Crawford. One green and red object rapidly circled the aircraft while being tracked on radar during 1 minute sighting. No further details.

Feb, 19, 1956; Houston, Texas. 6:07 a.m. Witnesses: crew of Eastern Airlines Super Constellation. One intense white light, moving 4-5 times the speed of the airplane, was evaded by the pilot.

April 4, 1956; McKinney, Texas. 3:15 p.m. Witnesses: Capt. Roy Hall, U.S. Army, ret.; Charles Anderson and others; some observed through a 6" telescope, others through a 55-200x telescope. One fat, oblong object with two lines around its middle, remained stationary for 6 hours.

June 6, 1956; Banning, California. 5:30 a.m. Witness: Mr. Bierman. One thin disc with a small dome, shimmering silver, hovered about 100 yards away for 8-10 seconds, then zoomed up.

Aug. 8, 1956; 20 miles south of Quartzsite, Arizona. 11 p.m.  
Witnesses: attorneys W.B. Buttermore and J.W. Smith. One blue-white pulsating light flew fast, straight and level, for 5-7 minutes.

Aug. 27, 1956; Juniata, Pennsylvania. 9:55 p.m. Witness: Mrs. R.S. Pope. One bright disc with a clear dome flew vertically, then north. A very cold breeze seemed to have been originated by the object during the 3 minute sighting.

Sept. 4, 1956; Dallas, Texas. 9 p.m. Witnesses: U.S. Marine Corps T/Sgt. R.D. Rogers and family. One large star, changing to red color, remained stationary for 20 minutes, then went west at 200 kts. (230 m.p.h.). Sighting lasted 23 minutes.

Sept. 14, 1956; Highland, North Carolina. 1 a.m. Witness: Scaly, N. Car. policeman O.S. Gryman. Fourteen yellow-to-red round objects with tremendous exhaust, flew in a vague formation from southwest to east to northeast and back again, while swooping up and down. Sighting lasted 1.5 hours.

Nov. 1, 1956; 60 miles east of St. Louis, Missouri, in Illinois. 5:30 p.m. Witness: USAF Capt. W.M. Lyons, Intelligence Division Chief (Aerial Weather Reconnaissance Officer), flying a T-33 jet trainer. One orange light with a blue tinge, flew across the sky for 2 minutes.

Nov. 30, 1956; Charleston AFB, South Carolina. 12:48 p.m.  
Witness: USAF aerial navigator Maj. D.D. Grimes. One unspecified object flew at an estimated 100' altitude over water for 10 minutes. No further details.

Dec. 31, 1956; Guam. 2:10 a.m. Witness: USAF 1st Lt. Ted Brunson, flying an F-86D jet interceptor. One round, white object flew under the F-86D, which was unable to turn as sharply as the object.

April 25, 1957; Ringgold, Louisiana. Military witness Robertson. Case missing from official files.

June 12, 1957; Milan, Italy. 7:30 p.m. Witness: G.U. Donadio, translator for export-import firm. One object "big as a hen's egg" flew very fast, zigzagged, hovered and revolved, then shot up after 17 minutes.

July 27 or 29, 1957; Longmont, Colorado. Early morning. Witness: J.L. Siverly. One thick disc, ice blue, with a top like honeycomb (interconnected hexagons), hovered and rocked below the hill tops for 10 minutes. Middle band was scalloped, bottom had four kidney-shaped forms.

July 29, 1957; Cleveland, Ohio. 10:31 p.m. Witnesses: Capital Airlines Capt. R.L. Stimley, First Officer F.J. Downing. One large, round, yellow-white object dimmed once, crossed the bow of the airliner, which then gave chase but was unable to catch it. Sighting last 8 minutes.

July 29, 1957; Oldsmar, Florida. 11:45 a.m. Witness: E.E. Henkins. One pale yellow fireball glided into the water and exploded. Viewed for 1 minute.

Sept. 20, 1957; Kadena AFB, Okinawa. 8 p.m. Witnesses: S/Sgt. H.T. O'Connor, S/Sgt. H.D. Bridgeman. One object, shaped like a coke bottle without the neck, translucent and fluorescent. Made four 5-10 second passes from north to south, with 4-5 minutes between passes.

Oct. 8, 1957; Seattle, Washington. 9:17 a.m. Witnesses: two U.S. Army sergeants. Two flat, round, white objects flew in trail formation along an irregular path, frequently banking during 25-30 seconds.

Nov. 6, 1957; Radium Springs, New Mexico. 10:50 p.m. Witnesses: one Las Cruces policeman, one Dona Ana County Deputy Sheriff. One round object--changing from red to green to blue to white--rose vertically from a mountain top. Sighting lasted 10 minutes.

Nov. 8, 1957; Merrick, Long Island, New York. 10:10 a.m. Witness: Mrs. L. Dinner. One bar-shaped object, 3.5' long, giving off blue flashes, made a swishing sound. No further data.

Nov. 26, 1957; Robins AFB, Georgia. 10:07 a.m. Witnesses: three control tower operators, one weather observer and four

others. One silver, cigar-shaped object suddenly vanished after 8 minutes.

Nov. 30, 1957; New Orleans, Louisiana. 2:11 p.m. Witnesses: three U.S. Coast Guardsmen. One round object turned white, then gold, then separated into three parts and turned red. Sighting lasted 20 minutes.

Dec. 13, 1957; Col Anahuac, Mexico. 9:35 a.m. Witness: R.C. Cano. Fourteen-fifteen circular, tapered discs, very bright, flew in a formation like a stack of coins, then changed to an inverted-V formation. Sighting lasted 20 minutes.

Dec. 17, 1957; near Grand Junction, Colorado. 7:20 p.m. Witness: F.G. Hickman, 17. One round object changed from yellow to white to green to red; red tail was twice as long as the body. It stopped, started, backed up for 45 minutes.

March 14, 1958; Healdsburg, California. 8:45 a.m. Witnesses: Mr. and Mrs. W.F. Cummings and one other. A 3' round, black object touched the ground and then took off. Watched for 2 minutes.

April 14, 1958; Lynchburg, Virginia. 1 p.m. Witness: USAF Maj. D.G. Tilley, flying C-47 transport. One grey-black rectangular object rotated very slowly on its horizontal axis for 4 seconds.

May 9, 1958; Bohol Island, Phillipine Islands. 11:05 a.m. Witness: Phillipine Airlines pilot. One object with a shiny, metallic surface was falling and spinning for 1.5 minutes.

June 14, 1958; Pueblo, Colorado. 10:46 a.m. Witness: airport weather observer O.R. Foster, using a theodolite. An object shaped like Saturn, less the bottom part; silver with no metallic luster, flew overhead for 5 minutes.

June 20, 1958; Ft. Bragg, North Carolina. 11:05 p.m. Witness: Battalion Communication Chief SFC A. Parsley. One silver, circular object, its lower portion seen through a green haze, hovered, then oscillated slightly, then moved at great speed. Watched for 10 minutes.

Aug. 17, 1958; Warren, Michigan. 7:05 p.m. Witness: A.D. Chisholm. One extremely bright object shaped first like a bell, then like a saucer, hovered for 5 minutes, flipped over and sped away to the west-south-west. Sighting lasted 6-10 minutes.

Sept. 1, 1958; Wheelus AFB, Libya. 12:15 a.m. Witness: Philco technical representative A.M. Slaton. One round, blue-white object flew at varying speeds. First sighting lasted 2 minutes, second lasted 1.5 minutes.

Oct. 2, 1958; Stroudsburg, Pennsylvania. 2:30 p.m. Witness: naturalist Ivan Sanderson. One dull-grey object, shaped like a pickle with a flat bottom, flew erratically and made loops for 15 seconds.

Oct. 27, 1958; Lock Raven Dam, Maryland. 10:30 p.m. Witnesses: Phillip Small, Alvin Cohen. One large, flat egg-shaped object affected a car's electrical system and caused a burning sensation on one of its occupants. Sighting lasted 1 minute.

Nov. 3, 1958; Minot, North Dakota. 2:01 p.m. Witness: M/Sgt. William R. Butler, medic. One bright green object, shaped like a 10 cent piece, and one smaller, silver round object. First object exploded, then second object moved toward the location of the first at high speed. Sighting lasted 1 minute.

March 26 or 27, 1959; Corsica, Pennsylvania. 12:45 p.m. Witness: T.E. Clark. One dark red, barrel-shaped object, 20' long, 6-7' high, descended below some trees during the 3 minute sighting.

June 18, 1959; Edmonton, Alberta, Canada. 9:30 p.m. Witnesses: A. Cavelli and R. Blessin, using 7x binoculars. One brown, cigar-shaped object came from below the horizon (close to the witnesses) ascending to 40-50° above the horizon in 4 minutes.

June 30, 1959; Patuxent River NAS, Maryland. 8:23 p.m. Witness: USN Cdr. D. Connolly. One gold, oblate-shaped object, nine times as wide as it was thick, metallic and with sharp edges, flew straight and level for 20-30 seconds.

July 25, 1959; Irondequoit, New York. 1 p.m. Witness: technical illustrator W.D. Neva. One thin, crescent moon-shaped object with a small white dome in the center, flew at tremendous speed for 5-10 seconds.

Aug. 10, 1959; Goose AFB, Labrador, Canada. 1:28 a.m. Witness: Royal Canadian Air Force pilot Flt. Lt. M.S. Mowat, on ground. One large star-like light crossed 53° of sky in 25 minutes.

Sept. 13, 1959; Gills Rock, Wisconsin. 1:05 a.m. Witness: R.H. Daubner. One round yellow light, with eight blue lights within it, and then five larger red lights, flew very fast vertically while making a pulsating jet noise. Sighting lasted 10 minutes.

Sept. 13, 1959; Bunker Hill AFB, Indiana. 4 p.m. Witnesses: at least two control tower operators and the pilot of a Mooney private airplane. One pear-shaped object, colored white, cream, and metallic, with a trail under it. Object showed little movement during 3 hours. Attempted intercept by USAF T-33 jet trainer failed.

Oct. (3rd or 4th week), 1959: Telephone Ridge, Oregon. 9:15 p.m. Witness: department store manager C.A. Cissman. One bright light approached, hovered about 30 minutes, and then was up and gone in 2 seconds.

Oct. 4, 1959; Quezon, Phillipine Islands. 9:25 p.m. Witnesses: USN Lt. C.H. Pogson, CPO K.J. Moore. One large round or oval object, changing from red to red-orange, flew straight and level for 15 minutes.

Oct. 6, 1959; Lincoln, Nebraska. 8:15 p.m. Witnesses: Lt. Col. L. Liggett (Selective Service) and wife. One round, white-yellow light made several abrupt turns and flew very fast for 2 minutes.

Oct. 19, 1959; Plainville, Kansas. 9:25 p.m. Witness: Capt. F.A. Henney, engineering instructor at USAF Academy, flying a T-33 jet trainer. One bright yellowish light came head-on at the T-33, the pilot avoided it and the light dimmed. Sighting lasted 30 seconds.

Nov. 18, 1959; Crystal Springs, Mississippi. 6:25 p.m. Witness: J.M. Porter. A row of red lights flew slow, then speeded up immensely. Sighting lasted 5-6 minutes.

Feb. 27, 1960; Rome AFB, New York. 6:27 p.m. Witnesses: control tower officer Capt. J. Huey and four other tower operators. One light trailing a white fan shape, made a mild descent for 3-4 minutes.

March 4, 1960; Dubuque, Iowa. 5:55 p.m. Witness: Charles Morris. Three elliptical-shaped objects made a slight climb for 4 minutes. Film exposed during sighting showed no images of the objects.

March 23, 1960; Indianapolis, Indiana. 3:35 a.m. Witnesses: Mr. and Mrs. E.I. Larsen. A series of balls, arranged like an "X" with one diagonal line, seen for 3/4 of a minute. Note: little data on the case in the files.

April 12, 1960; LaCamp, Louisiana. 9 p.m. Witness: Monroe Arnold. One fiery-red disc exploded four or five times. Analysis of paint samples from explosion proved inconclusive. Sighting lasted 2-3 seconds.

April 17, 1960; Richards-Gebauer AFB, Missouri. 8:29 p.m. Witnesses: USAF Maj. J.G. Ford and Link representative A. Chapdelaine, using a 48x telescope. One reddish glow made an odd orbit for 2.5 minutes.

April 25, 1960; Shelby, Montana. 7-10 p.m. Witness: Mrs. M. Clark. Five circular objects flew in trail formation, hovered

and accelerated and made sharp turns. Case file includes other reports from Mrs. Clark for previous 3 years.

July 19, 1960; St. Louis, Missouri. 8:30 p.m. Witness: T.L. Ochs. One round, bright red light flew overhead, stopped and hovered, and then backed up. Sighting lasted 20 minutes. Note: Ochs reported similar sightings on three following nights.

Aug. 23, 1960; Wichita, Kansas. 3:24 a.m. Witness: Boeing aeronautical engineer C.A. Komiske. One round object with yellow lights coming from what looked like three triangular windows at bottom. Object was dull orange. Flew in an arc for 2 minutes.

Aug. 29, 1960; Crete, Illinois. 4:05 p.m. Witness: farmer Ed Schneeweis. One shiny, round, silver object flew straight up very fast for 18 seconds.

Sept. 10, 1960; Ridgecrest, California. 9:50 p.m. Witnesses: Mr. and Mrs. M.G. Evans. Two light gray glowing objects, saucer or boomerang-shaped, which swished when accelerating. Seen 1-2 seconds each.

Oct. 5, 1960; Mt. Kisko, New York. 7:37 p.m. Witness: E.G. Crossland. One bright, star-like light moved across 120° of sky in 20 seconds.

Nov. 27, 1960; Chula Vista, California. 7:30 p.m. Witnesses: Mr. and Mrs. L.M. Hart. One orange-red point of light made huge circles and stopped during the 20-30 minute sighting.

Nov. 29, 1960; south of Kyushu, Japan. 6:38 p.m. Witnesses: USAF Lt. Col. R.L. Blwlin (sp?) and Maj. F.B. Brown, flying a T-33 jet trainer. One white light slowed and paralleled the course of the T-33 for 10 minutes.

Feb, 27, 1961; Bark River, Michigan. 10:15 p.m. Witness: Mrs. LaPalm. One fiery-red, round object, preceded by light rays, slowed and descended, while her dog howled. Sighting lasted 10 minutes.

Spring, 1961; Kemah, Texas. Case missing from official files.

April 24, 1961; 200 miles SW of San Francisco, California (35° 50' N., 125° 40' W.). 3:34 a.m. Witnesses: aircraft commander Capt. H.J. Savoy and navigator 1st Lt. M.W. Rand, on USAF RC-121D patrol plane. One reddish-white, round object or light, similar to satellite. Observed for 8 minutes.

May 22, 1961; Tyndall AFB, Florida. 4:30 p.m. Witnesses: Mrs. A.J. Jones and Mrs. R.F. Davis. One big silver dollar disc hovered and revolved, then suddenly disappeared after 15 minutes.

June 2, 1961; Miyako Jima, Japan. 10:17 p.m. Witnesses: 1st Lt. R.N. Monahan and Hazeltine Electric Co. technical representative D.W. Mattison. One blue-white light flew erratic course at varying speed, in an arc-like path for 5 minutes.

July 7, 1961; Copemish, Michigan. 11 p.m. Witness: waitress Nannette Hilley. One large ball flew slow, split into four after 45 minutes. Four flew close formation, descended and flew away to the west. Total sighting lasted 1 hour.

July 11, 1961; Springfield, Ohio. 7:45 p.m. Witnesses: ex-air navigator G. Scott, Mrs. Scott, and neighbors. One round, bright light like shiny aluminum, passed overhead in 20 minutes.

July 20, 1961; Houston, Texas. 8 a.m. Witnesses: Trans-Texas Airlines Capt. A.V. Beather, flying DC-3, plus vague report from ground radar. Two very bright white lights or objects flew in trail formation for 30 minutes.

Aug. 12, 1961; Kansas City, Kansas. 9 p.m. Witnesses: college seniors J.B. Furkenhoff and Tom Phipps. One very large oval object with a fin extending from one edge to the center; like a sled with lighted car running boards. Hovered at 50' altitude for 3-5 minutes, then flew straight up and east.

Nov. 21, 1961; Oldtown, Florida. 7:30 p.m. Witnesses: C. Locklear and Helen Hatch. One round, red-orange object flew straight up and faded after 3-4 minutes.

Nov. 23, 1961; Sioux City, Iowa. 9:30 p.m. Witness: F. Braunger. One bright red star flew straight and level for 15 minutes.

Dec. 13, 1961; Washington, D.C. 5:05 p.m. Witnesses: C.F. Muncy, ex-U.S. Navy pilot W.J. Myers, and G. Weber. One dark diamond-shaped object with a bright tip flew straight and level for 1-3 minutes.

Feb. 25, 1962; Kotzebue, Alaska. 7:20 p.m. Witnesses: one U.S. Army private, six anonymous civilians. One red light, trailed 30 seconds later by a blue light. Sighting lasted 5 minutes.

March 1, 1962; Salem, New York. 10:35 p.m. Witness: Mrs. L. Doxsey, 66. One gold-colored box, 12-14"x3-4", flew straight and level across the horizon for 3-4 minutes.

March 26, 1962; Ramstein Air Base, West Germany. 1:35 p.m. Witness: USAF Capt. J.M. Lowery, from an unspecified aircraft. One thin, cylindrical object--1/3 snout, 2/3 tail fins--flew at an estimated Mach 2.7 (2,000 m.p.h.) for 5-8 seconds.

March 26, 1962; Naperville, Illinois. 11:40 p.m. Witnesses: Mrs. D. Wheeler, Claudine Milligan. Six or eight red balls, arranged in a rectangular formation, became two objects with lights by the end of the 15 minute sighting.

March 26, 1962; Westfield, Massachusetts. 10:45 p.m. Witnesses: many unidentified young people. One large red ball flew or fell down, then went back up during 3-10 minute sighting. Note: May 26?

April 4, 1962; Wurtland, Kentucky. 0150Z. Witnesses: G.R. Wells and J. Lewis, using 117x telescope. One small object changing brightness, gave off smoke but remained stationary like a comet for 6 minutes.

May 26, 1962; Palmer, Alaska. Case missing from official files.

June 21, 1962; Indianapolis, Indiana. 4 a.m. Witnesses: Lt. Col. H. King and tail gunner M/Sgt. Roberts, aboard a B-52 heavy jet bomber. Three bright, star-like lights: one seen; 10 seconds later, two more were seen. Total sighting took 3 minutes.

June 30, 1962; Richmond, Virginia. 9 a.m. Witness: 13 year old Meadors. One red, star-like light seen for an unspecified length of time. No further details in files.

July 19, 1962. Bayhead, New Jersey. 9:30 p.m. Witnesses: C.T. Loftus, H. Wilbert. Four or five lights darted about the sky for 7-10 minutes.

July 29, 1962; Ocean Springs, Mississippi. 11:20 p.m. Witnesses: Mr. and Mrs. M.O. Barton. One bright cherry-red, diamond-shaped object flew slow, hovered, made fast 1/2 loops for 10 minutes.

Aug. 18, 1962; Bermuda. 5 p.m. Witnesses: owner M. Sheppard and chief announcer A. Seymour of radio station. Three dull-white, egg-shaped objects wavered as they moved for 20 minutes.

Sept. 21, 1962; WSW of Biloxi, Mississippi, in the Gulf of Mexico. 7:37 p.m. Witness: fishing boat captain S.A. Guthrie. Two objects, red and black with orange streaks, one as big as the Moon, and the other smaller. Arced across the sky for 13 minutes.

Oct. 23, 1962; Farmington, Utah. 3 p.m. Witness: R.O. Christensen. One grey and silver ball, trailing what looked like twine with two knots in it, swerved, and climbed away at a 45° angle, making a sound like a flock of ducks (rushing air). Twenty seconds.

Nov. 17, 1962; Tampa, Florida. 9 p.m. Witness: F.L. Swindale, college graduate and ex-USMC Capt. Three bright star-like lights approached, hovered and bounced, then faded after 11-15 minutes.

May 18, 1953; New Plymouth, New Zealand. 10:30 p.m. Witness: C.S. Chapman, 15. One white, fuzzy, flashing light hovered and darted around for 4 minutes.

May 22, 1963; Pequannock, New Jersey. 10:45 p.m. Witness: Myra Jackson. Four pink wheels spun or rolled very fast from east to west in succession, each taking about 1 second.

June 15, 1963; 200 miles north of Venezuela (14° 27' N., 69° 57' E.). 10:39 a.m. Witness: 3rd Mate R.C. Chamberlin, of S/S Thetis. One luminous disc travelled at 1.5 times the speed of satellite for 3-4 minutes.

Summer, 1963; Middletown, New York. 9:30 or 10 p.m. Witness: Grace Dutcher. Eight-ten lights moved at random, then in an oval formation, then singly, during the 1 minute sighting.

July 1, 1963; Glen Ellyn, Illinois. 8 p.m. Witness: R.B. Stiles, 11, using a theodolite. One light, the size of a match head at arm's length, flashed and moved around the sky for 1.5 hours.

Aug. 11, 1963; Warrenville, Illinois. 10 p.m. Witness: R.M. Boersma. One light moved around the sky for 20 seconds.

Aug. 13, 1963; St. Gallen, Switzerland. 8:04 p.m. Witness: A.F. Schelling. One fireball became a dark object after 4 minutes, and then a bigger glow, a minute later, and finally exploded. Note: same witness had another, undescribed, sighting on Aug. 14

Sept. 14, 1963; Susanville, California. 3:15 p.m. Witness: E.A. Grant, veteran of 37 years training forest fire lookouts for the U.S. Forest Service. One round object intercepted a long object and either attached itself to the latter or disappeared. Sighting lasted 10 minutes.

Sept. 15, 1963; Vandalia, Ohio. 6 p.m. Witness: Mrs. F.E. Roush. Two very bright gold objects--one shaped like a banana and the other like an ear of corn--one remained stationary, the other moved from west to north during 10 minutes.

Oct. 4, 1963; Bedford, Ohio. 3:32 p.m. Witness: R.E. Carpenter, 15. One intense oblong light with tapered ends and surrounded by an aqua haze, flashed and flickered while stationary for 15 seconds.

Oct. 23, 1963; Meridian, Idaho. 8:35 p.m. Witnesses: several unnamed students, including Gordon. One object shaped like a circle from below and like a football from the side, hovered low over the observers, making a deep, pulsating, loud, extremely irritating sound, for 6 minutes.

Oct. 24, 1963; Cupar Fife, Scotland. No time given. Witnesses: A. McLean (12) and G. McLean (8). One light moved for an unspecified length of time. No further details in files. Note: Project Blue Book chief Maj. H. Quintanilla told the youngsters, in a letter, that this was "one of the most complete" of the unexplained cases for the year.

Dec. 11, 1963; McMinnville, Oregon. 7 a.m. Witness: W.W. Dolan, professor of mathematics and astronomy, and dean of the faculty of Linfield College. One bright, star-like light hovered, slowed, dimmed and flashed in 1 minute.

Dec. 16, 1963; 800 miles north of Midway Island (40° N., 175° 54' W.). 5:05 p.m. Witness: unspecified persons aboard a military aircraft. One white light blinked 2-3 times per second as it moved very fast across the sky for 15 seconds.

April 3, 1964; Monticello, Wisconsin. 9 p.m. Witnesses: Mr. and Mrs. R. Wold (he was a graduate student in anthropology). Four huge red lights in a rectangular formation, with a white light above, were near the ground, tilted and flew away after 3-4 minutes.

April 11, 1964; Homer, New York. 6:30 p.m. Witnesses: physiotherapist W.B. Ochsner and wife. Two cloud-like objects darkened; one shot away and returned during the 30-45 minute sighting.

April 24, 1964; Socorro, New Mexico. 5:45 p.m. Witness: Socorro policeman Lonnie Zamora. Watched object with flame underneath descend toward the desert. Two small humanoids observed near vertical oval on ground. Later watched object take off with a roar, go silent and fly away. Burning and charred brush found at landing sight.

May 9, 1964; Chicago, Illinois. 10:20 p.m. Witness: J.R. Betz, U.S. District Court reporter. Three light green crescent-shaped objects, about half the apparent size of the Moon, flew very fast in tight formation from east to west, oscillating in size and color for 3 seconds.

May 18, 1964; Mt. Vernon, Virginia. 5:15 p.m. Witness: civil engineer F. Meyers. One small, glowing white oval split twice after moving from the right of the Moon around to the left. Sighting lasted 17 minutes.

May 26, 1964; Cambridge, Massachusetts. 7:43 p.m. Witness: P. Wankowicz, RAF pilot and ex-Smithsonian satellite tracker. One thin, white ellipsoid (3.5 times as long as wide) flew straight and level for 3-4 seconds.

May 26, 1964; Pleasantview, Pennsylvania. 11 p.m. Witness: Rev. H.C. Shaw. One yellow-orange light, shaped like the bottom of a ball, was spotted in a field and chased down the road for 2 miles.

June 13, 1964; Toledo, Ohio. 9:15 p.m. Witness: B.L. English, announcer for radio station WTOD. Three glowing white spheres, glowing red on their sides, moved slow, hovered and then moved in circles very fast, all the while making a low, rumbling sound.

July 16, 1964; 15 miles south of Houghton Lake, Michigan. 11:15 p.m. Witness: Northern Air Service pilot K. Jannereth. Four white lights in a stepped-up echelon formation, were joined by two more. They closed in on the airplane, then rapidly slowed and flew along with it for a total of 5 minutes.

July 20, 1964; Littleton, Illinois. 4:45 a.m. Witness: J.J. Winkle. One 60' diameter round-topped, flat-bottomed object with a long acetylene-colored flame shooting downward, flew straight and level, made a half loop, then rose up. Sighting lasted 1 minute.

July 27, 1964; Norwich, New York. 7:30 p.m. Witness: L. Duabert, engineering supervisor. One aluminum sphere with a luminous ring, remained stationary for 4-5 minutes.

July 27, 1964; Denver, Colorado. 8:20 p.m. Witness: A. Borsa. One white ball of fire, the size of a car, climbed slowly, then speeded up. Sighting lasted 2-3 minutes.

Aug. 10, 1964; Wake Island. 5:16 a.m. Witnesses: aircraft commander Capt. B.C. Jones and navigator 1st Lt. H.J. Cavender, in parked USAF C-124 transport plane. One reddish, blinking light approached the runway, stopped and made several reverses during 2 minutes.

Aug. 15, 1964; New York, New York. 1:20 a.m. Witness: S.F. D'Alessandro. One 10'x5' bullet-shaped object with wavy lines on the rounded front part and six pipes along the straight rear portion, made a "whishhh" sound. Witness' dog growled during sighting.

Aug. 15, 1964; Yosemite National Park, California. 8:15 a.m. Witnesses: E.J. Haug, of the San Francisco Orchestra and the San Francisco Conservatory of Music; and C.R. Bubb, a high school mathematics teacher. Three bright silver, round objects, in a stack formation, flew very fast, changing positions within the

formation. The sound of rushing air was heard during the 3-4 second sighting.

Aug. 18, 1964; Atlantic Ocean, 200 miles east of Dover, Delaware. 12:35 a.m. Witnesses: Maj. D.W. Thompson and First Pilot 1st Lt. J.F. Jonke, on a USAF C-124 transport plane. One round, blurred, reddish-white object was on a collision course with the C-124 from ahead and below. The airplane evaded the object. Sighting lasted 2 minutes.

Sept. 10, 1964; Cedar Grove, New Jersey. 7:09 p.m. Witness: chemist P.H. DePaolo. Four white lights, 3-4 apart, were seen to the north, going west for 45 seconds.

Nov. 14, 1964; Menominee Falls, Wisconsin. 9:40 p.m. Witnesses: Dr. G.R. Wagner, MD; and two girls. Three dim, reddish lights flew through a 160° arc in 5-6 seconds.

Nov. 19, 1964; 1,400 miles east of Tokyo, Japan (34° 55' N., 164° 05' E.). Witnesses: unidentified military persons. One bright white flashing light was travelling from horizon to horizon in 20 seconds.

Jan, 23, 1965; Williamsburg, Virginia. 8:40 a.m. Witness: Mr. T.F. Mains. One mushroom or lightbulb-shaped object, 75-80' high, 25' diameter on top and 10' bottom diameter; metallic grey with a red-orange glow on the near side and a blue glow on the far side. The object made a sound like a vacuum cleaner. The witness' car electrical system was affected as the object moved away at an altitude of 4'. The sighting lasted 25 seconds.

March 4, 1965; Corvallis, Oregon. 9:23 p.m. Witness: W.V. Harrison. Three lights rose from the ground, several seconds apart. The next day, an oily spot was found at the site.

March 8, 1965; Mt. Airy, Maryland. 7:40 p.m. Witness: J.H. Martin, instrument maker for U.S. Bureau of Standards. Six lights flew overhead slowly for 3 minutes.

April 4, 1965; Keesler AFB, Mississippi. 4:05 a.m. Witnesses: USAF A/2c Corum, a weather observer; confirmation by college student R. Pittman not clear from available data. One 40' black, oval object with four lights along the bottom, flew in and out of the clouds for 15 seconds.

May 7, 1965; Oxford, Michigan. 7:30 p.m. Witness: M.E. Marshall. One light, like a satellite, split into two parts, one of which was copperish color, then two more joined up. One object may have been tumbling. Sighting lasted 1 minute.

July 6, 1965; Kiel, Wisconsin. 9:30 p.m. Witness: Mrs. E.R. Hayner. One flashing light, like a satellite, was seen for less than 1 minute. No further data was in the files.

July 25, 1965; Castalia, Ohio. 9:15 p.m. Witness: amateur astronomer M.D. Harris, 16. One bright blue star crossed 90° of sky in 10-15 seconds.

Aug. 4, 1965; Dallas, Texas. 9:30 p.m. Witness: J.A. Carter, 19. One light flew fast, straight and level for 12 seconds. No further data in files.

Aug. 4, 1965; Tinley Park, Illinois. 11:35 p.m. Witnesses: two unnamed 14 year olds. One light moved around the sky for 16-17 seconds. No further data in files.

Aug. 19, 1965; Cherry Creek New York. 8:20 p.m. Witnesses: Mrs. William Butcher, son Harold, 17, and children. A large elliptical object, with a reddish vapor underneath, came close to the ground, then shot straight up into the clouds a few seconds later. Radio drowned out by static, a tractor engine stopped. When the object was on the ground, a steady beeping sound could be heard. Afterwards, a strange odor was noticed, and the next day, a purplish liquid, 2"x2" marks and patches of singed grass were found at the site. A bull bellowed and tried to break its bonds.

Aug. 30, 1965; Urbana, Ohio. 10:30 p.m. Witnesses: M.A. Lilly, N. Smith, T. Nastoff. One white ball, 5-8' in diameter and trailed by a 2-3' light, hit the road 100' in front of the witness' car, bounced and flew away. Sighting lasted 3-4 seconds.

Sept. 3, 1965; Exeter, New Hampshire. 2 a.m. Witnesses: Exeter Patrolmen Eugene Bertrand, Jr. and David Hunt, and Norman Muscarello. One large, dark, elliptical object with a row of red lights around it, moved slowly and erratically around houses and trees, while lights blinked in sequence. Farm animals were very noisy. Sighting lasted about 1 hour.

Sept. 3, 1965; Damon, Texas. 11 p.m. Witnesses: Brazoria County Chief Sheriff's Deputy Billy McCoy and Deputy Robert Goode. One triangular object, 150-200' long, 40-50' thick at middle and dark grey, with a long, bright, pulsing, purple light on the right side and a long blue light on the left side. Came from distance to 150' off highway and 100' in the air. Purple light illuminated ground beneath object and interior of police car. Driver felt heat on his left arm. Initial sighting lasted 5-10 minutes. Second sighting occurred later that night.

Sept. 25, 1965; Chisholm, Minnesota. 9:55 a.m. Witness: Bett Diamon. Five orange lights in a row flew fast and made an abrupt turn during the 1 minute sighting.

Sept. 25, 1965; Rodeo, New Mexico. 10 p.m. Witnesses: Dr. George Walton, physical chemist, and wife. Two round white objects flew side-by-side, at 30-50' altitude, pacing the witnesses' car for 6 minutes.

Oct. 4, 1965; Middletown, Ohio. Witness: Tucker. Case missing from official files.

Feb. 2, 1966; Salisbury, North Carolina. 11:15 p.m. Witnesses: Mr. and Mrs. L.J. Wise. One silver, diamond-shaped object with several balls constantly in very fast motion around it, and much light. Object hovered over the trees for 3-4 minutes, while a dog barked, and then zipped out of sight. Sighting lasted 1 hour.

Feb. 6, 1966; Nederland, Texas. 5:45 a.m. Witnesses: Mr. and Mrs. K.R. Gulley. One yellow, lighted object at 500; altitude and a pulsating red glow on the lawn. The house lights went out, and high frequency bothered the witnesses' ears. Sighting lasted 5-10 minutes.

March 20, 1966; Mims, Florida. 12:15 a.m. Witness: USAF Res. Maj. K.C. Smith, employee of NASA at Cape Kennedy. One pulsating light which varied from white to intense blue made a jerky ascent and then rapidly accelerated away to the north after 5 minutes.

March 22, 1966; Houston, Texas. 1:30 a.m. Witness: S.J. Musachia. White flashing lights, and the air full of smoke. Lit up witness' apartment. Sound of "yen yen yen" heard up close during 4 minute sighting.

March 23, 1966; Temple, Oklahoma. 5:05 a.m. Witness: W.E. Laxson. One large object, like a wingless C-124 transport plane; 75' long, 8' high and 12' wide; with a bubble canopy on top. Sat on highway, a man dressed in military work clothes entered, and it rose after about 40 seconds.

March 26, 1966; Texhoma, Oklahoma. Midnight. Witnesses: Mrs. P.N. Beer and Mrs. E. Smith. One flashing light buzzed their car from the front then hovered. Sighting lasted 10 minutes.

April 5, 1966; Alto, Tennessee. 11:55 p.m. Witness: W. Smith. One oval object with a dark top, appeared cone-shaped when moving. It made a high-frequency noise during the 2.5 hour sighting.

April 5, 1966; Lycoming, New York. 3 a.m. Witness: Lillian Louis. One vapor-like sphere hovered and spun at low altitude,

shooting its exhaust onto the ground below. Sighting of 1 minute.

April 30, 1966; Sacramento, California. 3:15 a.m. Witness: Anita Miller. One light moved around the sky for 2.5 hours. No further detail in files.

May 7, 1966; Goodfellow AFB, Texas. 9:55 p.m. Witness: A/3c W.L. Whitehead. One short, cylindrical object with pointed ends and a yellow light at one end and a blue light at the other, flew straight and level for 35 seconds.

June 6, 1966; Spooner, Wisconsin. 9:30 p.m. Witness: Dorothy Gray. Two domed discs with sparkling upper surfaces and square windows in their tops, revolved above a lake, apparently causing strange behavior of the lake water during the 25 second sighting.

June 8, 1966; Kansas, Ohio. 6:45 a.m. Witness: Max Baker. One bright silver, cigar-shaped object, as long as an airliner, buzzed the witness' car. Sighting lasted 1 minute.

June 18, 1966; Burnsville, North Carolina. 12:30 a.m. Witnesses: members of a Boy Scout group, including Sterrett. One bell-shaped object with three flashing red lights hovered for 5 hours and was then joined by six others.

June 27, 1966; 400 miles east of Wake Island (19° N., 172° E.). 4 a.m. Witness: Radio Officer Steffen Soresen, of the S/S Mt. Vernon Victory. One "cloud" expanded with a light inside, and then accelerated away after several minutes.

July 11, 1966; Union, Pennsylvania. 7:45 p.m. Witnesses: Carl Wood and Charles Hawthorne. One large (100' wide, 20' high) bright red object with small windows and yellow lights. The object emitted a humming noise, seemingly from the outside, and a grinding noise which seemed to come from inside. Observed for 1 hour.

July 25, 1966; Vanceboro, North Carolina. 1 a.m. Witness: college student James Clark. One object which changed color from orange to red to blue to green and back to orange. Followed witness' car at high speed, then stopped and hovered over the car. Rose and flew up and out of sight in less than 5 seconds. Entire sighting involved about 1 hour.

July 31, 1966; Presque Isle State Park, Pennsylvania. 7:25 p.m. Witnesses: Douglas Tibbetts, 16; Betty Klem, 16; Anita Haifley, 22; and Gerald Labelle, 29. Square or hexagonal object with edges lit or reflecting light, came tumbling down from right to left. Stopped 5-10' above the beach and settled heavily down; circle of spotlights at top were visible when it was on the ground. Sighting lasted 5 minutes.

Aug. 19, 1966; Donnybrook, North Dakota. 4:50 p.m. Witness: U.S. Border Patrolman Don Flickenger. Round disc with domed top, 30' in diameter and 15' high, colored white, silvery or aluminum. Moved across a valley from the southeast, hovered over a reservoir, appeared to land in a small field, then rose up into clouds very rapidly. Sighting lasted 5 minutes.

Aug. 23, 1966; Columbus, Ohio. 7 p.m. Witnesses: Broomall and Gilpin. One circular, luminous white object split into five objects and all streaked away toward the west. Sighting lasted 15 minutes.

Aug. 26, 1966; Gaylesville, Alabama. 8:50 p.m. Witnesses: Mr. and Mrs. Funk and their three children. A cluster of four small, glowing, orange-yellow lights in a triangular formation, moved from east to west for 4.5 minutes.

Sept. 1, 1966; Willsboro, New York. 2:45 p.m. Witness: T.H. Ridman. One oval object with lights that flashed red and white and occasionally blue, travelled west, then disappeared downward. It returned, several minutes later, at which time a loud noise was heard. The entire sighting lasted 30 minutes.

Sept. 6, 1966; Suffolk County AFB, New York. 6:50 p.m. Witnesses: Stahl and Ladesic. One white cylinder of light came from the east at high speed, stopped and hovered for 3 minutes, and then turned and slowly disappeared. Sighting lasted 8 minutes.

Sept. 9, 1966; Franklin Springs, New York. 9 p.m. Witness: Jacobson. One solid object, larger than an army tank, with lights all around it, made a low humming sound and disappeared into woods at the end of the 30 minute sighting.

Sept. 13, 1966; Gwinner, North Dakota. 7:30 a.m. Witness: Rotenberger. One silvery-grey ellipse with a clear bubble protruding from its top, hovered about a mile away, then landed within 300 yards and took off very fast. It made a low-pitched whine during the '5 minute sighting.

Sept. 28, 1966; Wilmington, Ohio. 3:38 p.m. Witness: Clarke. Three round, oval-shaped, aluminum-colored objects with rotating rings around them. Two remained stationary, while the third varied its altitude during the 90 second sighting.

Oct. 5, 1966; Osceola, Wisconsin. Witnesses: several members of one family. One small, bright orange, moon-shaped object remained stationary in the northeast for about 20 minutes, then suddenly took off very fast to the WNW.

Oct. 23, 1966; Southhampton, Long Island, New York. 6 p.m. Witness: Mr Acquino. One object with arms in front of it which sparkled like an arc-light. Traveled south along some power lines, then turned southwest. Made a slight humming sound during the 4 minute sighting.

Oct. 26, 1966; Cold Bay Air Force Station, Alaska. No time given. Witness: civilian control tower operator Ralston. One white object approached runway at 50' altitude. Runway lights were then turned on, and object accelerated and climbed away so fast that witness was unable to use binoculars. Sighting lasted 3 seconds.

Nov. 8, 1966; Saginaw, Michigan. At night. Witness: college graduate Annis. A group of lights that flashed and changed color hung stationary, almost touching the road, and would abruptly vanish during the 5 minute sighting.

Dec. 25, 1966; Monroe, Oregon. 3 a.m. Witnesses: civilians and military persons. Three round objects, as large as cars, gave off vapor, then became three bright reddish-orange lights. Blast at beginning of 90 minute sighting pushed one witness against a car.

Feb. 6, 1967; Odessa, Delaware. 8:45 p.m. Witnesses: Donald and Marie Guseman. One large, Saturn-shaped object--50' in diameter and 20' high--with two bright lights, a green light on one side and a red light on the other. Hovered motionless over the trees, then slowly moved north and suddenly disappeared after 2 minutes.

Feb. 12, 1967; Grand Rapids, Michigan. 3:40 a.m. Witness: Mr. Lou Atkinson. Four fluorescent, football-shaped objects, a dull, almost grey luminous color; flew northeast in a very rigid formation for 4-10 seconds. Made a chirping noise.

Feb. 16, 1967; Stoughton, Wisconsin. 9:11 p.m. Witness: Miss Lynn Marsh. One light with faded edges seemed to follow observer in her car for 5-6 minutes.

Feb. 20, 1967; Oxford, Wisconsin. 3:10 a.m. Witness: USAF veteran/truck driver Stanton Summer. One orange-red object flew parallel to truck for 2 minutes.

Feb. 27, 1967; Grand Haven, Michigan. 8:19 p.m. Witnesses: Sheriff Grysen, wife and others. Large white light, with smaller red and green lights seen to the sides. Made almost instantaneous 90° turn to left, shot out over road and stopped, moving too fast to follow. Sighting lasted 1 hour, 11 minutes.

March 6, 1967; Benton Harbor, Michigan. 12:01 a.m. Witnesses: Jerome Wolanin, assistant news director of radio station and

former policeman, and wife. One round saucer or oval-shaped object with red, green and yellow lights around bottom rim which pulsed red. Flew level, east to west, and was joined by second object from west. First object opened top, second came over and hovered for 30 seconds and disappeared. Sighting lasted more than 40 minutes. Objects made hissing sound.

March 6, 1967; Galesburg-Moline, Illinois. 4:25 a.m. Witness: Deputy Sheriff Frank Courson. One object shaped like a rubber cup which is placed under furniture leg, with a dome set in the cup. Bottom of object spun rapidly, rim pulsed red. Approached witness and passed overhead at low altitude, making a hissing sound.

March 9, 1967; Galesburg, Illinois. 7:10 p.m. Witnesses: two housewives. One object shaped like a pancake with a rounded top; object was pulsating red, with red lights around its rim. Approached witnesses and seemed to explode with a brilliant white light that lasted 10 seconds and almost blinded them. Then it accelerated to the north and disappeared.

March 9, 1967; Onawa, Iowa. 9:05 p.m. Witness: Jack Lindley. One bright white, saucer-shaped object, as big as a jet airliner, flew straight and fast to the east for 2 minutes.

March 22, 1967; Wapello, Iowa. 10:20 p.m. Witness: Douglas Eutsler, 15. Fluorescent, solid, multicolored lights stood still, then flew away at high speed after 1 minute.

March 24, 1967; Belt, Montana. 9 p.m. Witness: truck driver Ken Williams. One dome-shaped object, emitting a bright light, landed in a ravine. As the witness approached, it took off and settled back, hidden from the highway. Sighting lasted several minutes.

March 26, 1967; New Winchester, Ohio. 4 p.m. Witnesses: man, woman, three boys. One oval object, which looked like copper or brass with the sun shining on it, flew from southeast to northwest with tumbling motion for 30 minutes.

May 17, 1967; Rural Hall, North Carolina. 8:30 p.m. Witness: Red Ledford. One round, orange-colored object, similar in size to a small aircraft, zigzagged back and forth over a jet that was heading northeast for 5 minutes.

June 24, 1967; Austin, Texas. 3:12 a.m. Witness: artist Ray Stanford. One solid, blue-white, elliptical object flew from northwest to northeast and stopped, seemingly in response to flashlight signal, for 1.5 minutes. The object then proceeded along its original path at high speed and disappeared behind clouds. Sighting lasted 9 minutes.

June 29, 1967; Scotch Plains, New Jersey. 1:30 a.m. Witness: truck driver Damon Brown. One oyster-shaped object--200' wide, and 25-30' thick--with a huge red light at each end and one on the bottom, and a row of blue lights along the bottom. Circled an aircraft, hovering then moving rapidly, and then followed the witness' car for about 500', veered south and departed at great speed after 8-10 minutes.

July 10, 1967; Lizelia, Mississippi. 5:50 p.m. Witness: golf pro Harold Washington (Capt, USMC, ret.). One object with a dome, the top colored gunmetal blue, the bottom the color of old lead. Moved east, crossed the highway tilted upward, moved to the right, accelerated and disappeared into the clouds after 3-5 seconds. Object made a swishing sound.

Oct. 18, 1967; Lake Charles, Louisiana. 9 p.m. Witness: John Herbert. One bright, fiery ball flashed four times while moving east, just above the tree tops. Sighting lasted 1 minute.

Feb. 9, 1968; Groveton, Missouri. 4:20 a.m. Witness: Mr. R.W. Bland. One object, 100' in diameter, with concave sides having "portholes" in the center of each gave off yellow-green light. Hovered 25' above ground, then moved rapidly toward the southwest. Gave off pulsating sound, like a length of wire whirled at high speed above the head. Sighting lasted 1-5 minutes.

Sept. 15, 1968; near Ocala, Florida. 9:30 p.m. Witness: missionary pilot Jay Cole, flying a Beech C-45 twin-engined utility plane. One light performed aerobatics for 15 minutes and then vanished. A second light appeared, heading toward them on a collision course, made a 90° turn and disappeared. Later, ground radar told them a target was following them. Sightings lasted 15 minutes.

Nov. 23, 1968. Newton, Georgia. 8:05 p.m. Witness: Mr. Jones, accountant. One oblong light, 120-150' wide. Hovering 75' above the ground, it emitted a beam that lit the ground. Radio gave off static, then car engine stopped. Light flew away vertically and car engine restarted itself. Sighting lasted 3-4 minutes.

Jan. 17, 1969; Crittenden, Virginia. 3:24 a.m. Witness: Mr. Roman Lupton, test facility mechanic. Several amber lights--one of them blinking--in an elliptical formation, flew forward slowly while moving up and down, then turned and disappeared after 2 minutes. Made a humming sound.

# Comprehensive Catalog of 1,600 Project Blue Book UFO Unknowns: Work in Progress (Version 1.22, Apr. 12, 2011)

Compiled by Brad Sparks, © 2001-2011

The main purpose of this catalog *at present* is to help identify and fill in where possible missing or difficult-to-obtain U.S. Air Force documentation on better quality Unexplained UFO cases, not to present *here* the "proof" of UFO reality nor to discuss possible IFO identifications, subjects reserved for later analysis once full files can be examined. This is *not* a list of official USAF designations of "Unexplained" or "Unknown" cases as it has proven to be almost impossible to establish *when* such evaluations can be considered definitive and many more cases misdesignated IFO's have turned out to be Unexplained UFO's based on recent analyses.

Here the goal is preliminary and to compile more complete documentation, not the perfection of the analysis or categorizations. This catalog will be used eventually to produce *another* catalog of UFO Best Evidence after a screening process based on Hynek's and other criteria and for that reason columns for data on Duration, No. of Witnesses, Angular Size and "Instrumentation/Scientists etc." have been separately presented from the available case data and/or calculated where possible.

When Project Blue Book (BB) closed down on Jan. 30, 1970 (it was not on Dec. 17, 1969, which was merely the announcement date by the Secretary of the Air Force) the total number of Unidentified sightings was thought to be 701 and this is the number given on all subsequent press releases and so-called "fact sheets." However, based on the review by Hynek and the CUFOS staff of the released sanitized BB microfilm and Hynek's personal records which included many missing (and unsanitized) BB documents, the final number was determined to have been approximately 587, apparently reflecting an IFO elimination process carried out on old historical cases by the second-to- last BB Chief, Major Hector Quintanilla in the 60's (and of dubious scientific validity based on examples McDonald studied), which must have reduced the number of Unexplained cases by 114. Evidently the AF did not update its annual historical UFO statistics to reflect this gradual winnowing process, not realizing it could improve upon its anti-UFO PR position by reducing the perennially embarrassing number of Unidentifieds.

However, in reverse, Hynek re-evaluated 53 Blue Book IFO cases as Unexplained UFO cases, bringing the total partially back, up to 640, unfortunately a complete list identifying these is not available, though some of the worksheets have been copied by Jan Aldrich from CUFOS-Hynek files. A number of the re-evaluated cases have been included in *The Hynek UFO Report* book published in 1977.

Much more disturbing are the indications from my limited review of BB cases that there may be as many as possibly 4,000 Unexplained UFO cases miscategorized as IFO's in the BB files. McDonald similarly stated in 1968 at his CASI lecture that from his review of BB cases he estimated that 30-40% of 12,000 cases were Unexplained, or about 3,600 to 4,800. These are mostly military cases and many involve radar. McDonald argued with Hynek on a number of occasions from 1966 onward that the number of Unknowns in the BB files was in reality "about an order of magnitude" greater than what the AF claimed (so instead of 500-600 Unidentifieds possibly as many as 5,000-6,000).

The BB files total some 13,134 cases altogether, UFO and IFO, according to the Hynek-CUFOS revised statistics, or about 14,613 when 1,558 "info only" cases are included, per the Saunders/FUFOR Index. Many cases are actually multiple incidents, perhaps totaling 324 or more, filed under one date/location (e.g., Aug 1965 Houston, Texas, with no day specified in August, has "59 reports" in one case file as if it was only one case, but it is unclear how many are multiple witnesses' reports of one UFO incident or how many are actually separate UFO incidents lumped together into one catchall file). The CUFOS UFOCAT database, which includes the BB entries cataloged by former Condon Committee scientist David Saunders, has approximately 15,472 entries but include an unknown number of duplicates which are extremely time-consuming to weed out. For simplicity I am therefore rounding to 15,000 as the approximate total number of UFO incidents in the BB files.

This catalog is based primarily on the outstanding catalog prepared by Don Berliner of the Fund for UFO Research (FUFOR) from his exhaustive review of the then unreleased Project Blue Book (BB) files at Maxwell AFB (Air Force Base), Alabama, in Jan. 1974, which included many witness names that were later sanitized out ("blacked out") for the public release of the BB files by the Air Force in late 1975. (Sparks; Kevin Randle and Robert C. Cornett prepared an Unknowns catalog exactly like Berliner's, some time early in 1975 before the files were withdrawn from public access in April 1975 for release review and processing. Randle, *Project Blue Book Exposed*, 1997, pp. 208-265.) Berliner's effort is now supplemented with the tremendous intelligence coup by William Weitzel and FUFOR in early March 1998 in discovering and later securing copies of the unsanitized pre-redaction record copy 16 mm Maxwell AFB microfilm of the BB files, filmed at Maxwell in Feb. 1975, that the National Archives inadvertently made available (at the College Park, Maryland, NARA II facility in Record Group 341 / 190 / 68 / 08 / 03, boxes 1-6, 70 films numbered 30,362 through 30,431). All of UFOlogy owes an enormous debt of gratitude to FUFOR for this lasting contribution to the preservation and disclosure of this vast treasure of priceless military UFO records.

The AF security classification and privacy review panel began reviewing the BB files by April 1975 (when the BB files were withdrawn from access by AF Archives at Maxwell) and sanitizing witness names (also destroying or removing certain documents evidently thought embarrassing or incriminating to the AF such as famed Lockheed aircraft designer Clarence "Kelly" Johnson's signature page with his conclusion that the UFO he saw was an actual "device"). The AF finished the review and turned over sanitized files to NARS (now called NARA) in Dec 1975, including an added set of AF Office of Special Investigations (AFOSI) files of UFO investigations from 1948 to 1968 released by AFOSI (some of which were already in BB files and some not). Then NARS started microfilming files, publicly releasing the paper files in mid-May 1976 and the 94 reels of microfilm on July 12, 1976 (see CUFOS-NARS correspondence 1976).

Currently the newly founded (in 2004) Blue Book Archive project headed by software developer William Wise is ambitiously determined to put the entire BB file collection, both NARA and unsanitized Maxwell AFB versions (plus several rare Project SIGN and BLUE BOOK microfilms rescued from oblivion by Herbert Strentz in 1968, as well as other government UFO document collections), online on the Internet/Web including searchable OCR text. This project is likely to take a few years to complete, and if successful is likely to include new goals of adding the McDonald and Hynek BB collections, including their case investigation reports and notes. In 2007, the National Archives put the entire collection of sanitized BB documents on the Web through a non-user friendly interface, totaling nearly 130,000 pages (a figure that is much higher than my previous estimate of about 110,000 pages).

The Berliner and Randle-Cornett catalogs have been heavily augmented here with:

- (a) Listing of BB Unknowns selected from the National Archives index of BB cases (published by Steiger in Nov 1976 and available on the World Wide Web at various websites) but lacking descriptive sighting details.
- (b) Partial case listings of re-evaluations by Hynek and CUFOS staff (primarily in *The Hynek UFO Report*, Dell, Dec. 1977), who personally retained many hundreds of unsanitized BB case files in his personal papers which are now with CUFOS (partially made available thanks to the tremendous efforts of Mary Castner and Jan Aldrich; location and existence of some Hynek files still uncertain).
- (c) The 1969 Magonia catalog of landing/close encounter cases by Jacques Vallée who as Hynek's assistant in the 60's examined the BB files and Hynek's copies of BB cases, when many reports had not yet "disappeared."
- (d) Battelle Memorial Institute list of 12 Best Unknowns which also caught a few cases before records vanished (May 5, 1955, report issued as Blue Book Special Report No. 14).
- (e) Lists by James McDonald who saw and copied BB files on five research trips from June 1966 to Aug. 1970 and conducted his own exhaustive and independent investigations, especially see his prepared statement in the 1968 House Committee on Science and Astronautics hearing (McDonald 1968; see the National Capital Area Skeptics website) and his 1969 AAAS paper as revised and published posthumously by Sagan & Page (McDonald 1972).
- (f) Records obtained by Jan Aldrich of Project 1947 directly from unsanitized BB files on the Maxwell AFB microfilm, from McDonald, CUFOS, Robert G. Todd, Willy Smith, and Keyhoe/Richard Hall/FUFOR files, from FOIA requests to declassify AF HQ records at National Archives, and from SHG oral history and file recovery efforts.
- (g) Condon Committee investigations of BB cases published in the Condon Report (Bantam Books edition, New York, Jan. 1969; especially see the convenient "Sightings, Unexplained" listing in the index, p. 961).

- (h) FUFOR's *Index to the Case Files of Project Blue Book* (1997) which consists of a computer printout reportedly prepared by David R. Saunders of the Condon Committee, but which inexplicably includes cases up to Dec. 1969 near the end of BLUE BOOK and over a year after the AF contract with the Condon Committee had ended.
- (i) National Aviation Reporting Center on Anomalous Phenomena (NARCAP).
- (j) Willy Smith's case evaluations (*On Pilots and UFOs*, UNICAT 1997).
- (k) NICAP website compiled by Francis Ridge.
- (l) Dominique Weinstein's *Aircraft/UFO Encounters* (Nov. 1997; and rev. 5th ed. June 2001, *Aircraft UAP Encounters*).
- (m) H. B. Darrach and Robert Ginna, *LIFE* magazine article, April 7, 1952.
- (n) Various USAF records obtained by Freedom of Information Act (FOIA) requests, especially a collection of long-missing Project SIGN/GRUDGE records found at the St. Louis records center, however please note that it is uncertain whether all of these cases are in the BB/predecessor files or had ever been and got lost or were removed.
- (o) U.S. Air Force Intelligence TOP SECRET analysis of flying disc incidents, April 28, 1949, Report No. 100-203-79 or "AIR 203."
- (p) Martin Shough catalog of radar UFO incidents (RADCAT), 1987, revised 2002, and augmented by Jan Aldrich and Brad Sparks.
- (q) My personal investigations and research (especially all bracketed [ ] material and most parenthetical ( ) material).

There are other resources that could be consulted and will be eventually. An outstanding example is the voluminous collection of Loren Gross histories only recently made available to this researcher thanks to the untiring efforts of Mary Castner of CUFOS and still undergoing review. But this is a first pass at an ongoing, continually revised and supplemented work. The Blue Book Archive has been authorized by Gross to put his entire history collection online on the Web but this is a huge project for the future.

The Berliner, Randle-Cornett and the National Archives lists represent most of the cases that BB itself categorized as Unknowns when it closed down in 1970. Only after all of the unsanitized records have been examined will it be possible to complete and double check this list. I hope to eventually include all cases that have ever been categorized as Unknowns by BB or its predecessor projects. Later, this full list will then be fully re-screened for IFO's.

At present it is unclear at what stage or stages the various lists of Blue Book Unknowns represent initial, intermediate or final evaluations by Blue Book staff and/or Blue Book consultants such as Hynek and Battelle Memorial Institute (which carried out the March 31, 1952 – March 17, 1954, statistical study known as BB Special Report 14, and known internally as Project STORK subproject PPS-100). Hynek with graduate assistant Jennie Gluck (Zeidman) set up a subproject of STORK/Battelle for Blue Book, called Project HENRY from Jan. to Dec. 1953, to channel Hynek's astronomical consulting services and to act as an administrative and investigative supplement to the downsized Blue Book project. HENRY reviewed about ½ of the 1953 UFO cases that came into Blue Book (see CUFOS files for index tabulations and partial case file copies).

A comprehensive examination of the sanitized and unsanitized BB microfilm files and Hynek's enormous BB record collection at CUFOS would be needed to answer the question about what stage of evaluation did "Unknown" or "Unidentified" or "Unexplained" appear in most cases but at present there are no resources to undertake such a time-consuming project. Even so, because of lost and incomplete files this may not be possible in all cases even if the available records could be studied. The goal here is completeness of documentation and to try to fill in gaps where records have been lost. Whenever a case has been evaluated as an "Unknown" or "Unidentified" by BB staff and/or competent investigators it is included here, with preference given for those cases that have actually been *investigated* since it appears that quite a few that are on BB's list as Unknowns do not seem to have actually been investigated. Eventually such cases will be weeded out (at the screening stage mentioned above). Cases that were evaluated by the AF as Unknowns at some point but have turned out to be IFO's are excluded here (Fred Johnson and Chiles-Whitted are included here but with IFO notations), and some famous cases may never have been officially considered unexplained by the military or perhaps only briefly (e.g., Kenneth Arnold).

However, please note that in general when there is some doubt as to whether a case was ever actually on file at BB I will err on the side of *inclusiveness* and will include it rather than omit it.

IMPORTANT: Please note that the AF did *not* simply start by calling all 15,000 cases "Unknowns" and then whittle them down to 700. Rather, the AF started with 15,000 cases and after a process of elimination and some investigation came up with only some 700 "Unknowns." That is the total at the end in 1970 but if cases that were classed as Unknowns at various times from 1947 to 1969 are included the total may be closer to the 1,600 or so cataloged here. Also please note that *information on each BB case in this catalog is presented from all sources* not just the information from the BB case file so that the sighting event is as reasonably complete as possible within space limitations.

For convenience "BB files" will be considered inclusive of predecessor projects at Wright-Patterson AFB (Wright Field), but not projects or investigations elsewhere, such as Air Force Intelligence or AFOSI.

Note that operational dates are not necessarily the dates of the orders unless the orders were implemented immediately or made effective immediately or both (e.g., Project SIGN was ordered by the AF Director of R&D on Dec. 30, 1947, to be set up but was not initiated until Jan. 23 and not formally "operational" as Project HT-304 until Jan. 26, 1948; SIGN's name was ordered changed by the AF Director of R&D on Dec. 16, 1948, but the name change was not implemented until the day after SIGN's Final Report was issued on Feb. 11, 1949):

**Operational Dates of UFO Projects at Wright-Patterson AFB (Wright Field)**

Initial unnamed AMC project	June 30, 1947	-	Jan. 26, 1948
Project SIGN	Jan. 26, 1948	-	Feb. 11, 1949
Project GRUDGE	Feb. 12, 1949	-	Aug. 10, 1949
GRUDGE dormancy period	Aug. 10, 1949	-	July 7, 1950
GRUDGE reactivation	July 7, 1950	-	Oct. 22, 1951
"New Project" GRUDGE	Oct. 22, 1951	-	Mar. 25, 1952
Project BLUE BOOK	Mar. 25, 1952	-	Jan. 30, 1970

Comments such as "No further information in the files" are typically by Berliner. Annotations of "Case missing" are usually from the National Archives index. Uncertainties or discrepancies in reported data such as dates, times, etc., are indicated in brackets [ ] and/or with question marks [?], and conflicting data from differing sources may be indicated by "cf." in the sources notes. Cases that may seem out of order by time of day are listed approximately chronologically according to times as converted to GMT or UTC, though not perfectly rigorously. The local time is more important for indicating lighting conditions than robotically converting all times to a universal GMT/UTC which no one can relate to. Similarly I do not use 24-hour clock times as most people myself included do not do the mental time conversions necessary and the time data just gets ignored. Some date confusion exists on many nighttime cases due to midnight date crossovers, which will have to be resolved by study of the case files. Geographic locations and coordinates have been spot checked but not completely. State abbreviations (U.S.) are applied partially and only when confusion is avoided. Original units of measurement used by the witnesses are always preferred for accuracy and then conversions as needed presented in parentheses (except angular sizes are usually converted to degree measure or "full moon" units and the details if needed can be retrieved from the case file). Statute miles are preferred here, however in many cases military records referring to "miles" may refer to nautical miles and it is not possible at present to know for certainty which unit is used.

NOTE on Geographic Latitude-Longitude Coordinates: Many of the lat-long coordinates are from the Saunders/FUFOR Index and have not been checked; these usually refer to generic coordinates of a city or town and *not* to the exact location of the witness. UFO coordinates are usually never known as accurately as those of the witnesses so witness coordinates are given except where noted. The best coordinate data are when the lat-long coordinates are stated as "at" the given lat-long. This means the UFO witnesses were actually located "at" that position and it is not a generic set of coordinates. If locations changed because witnesses were in a moving vehicle the initial coordinates are given first in the geographic location header for the entry and subsequent coordinates are given in the body of the narrative if available.

No.	BB Case	BLUE BOOK UNKNOWN: Date. Location of Witnesses (when given as "at" a certain Lat-Long the	Duration	No. of	Angular Size	Instruments /
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	No.	actual coordinates have been checked and are not generic coordinates for a city/landmark). Time. Witnesses & Circumstances. (Principal Sources identifying case as found in BB/predecessor files)		Witnesses	(max.) in Full Moons (= 0.5° approx.)	Scientists, etc.
1.		Jan. 16, 1947. North Sea, 50 miles from Holland. 10:30 p.m. (GMT). RAF pilot of Mosquito pursued unidentified radar target showing efficient controlled evasive action at 22,000 ft speed equal or greater than Mosquito, headed W? towards Norfolk, Eng. (Sparks; FOIA)		1+		radar
2.		April 1947. Richmond, Virginia (37.55° N, 77.44° W). 11 a.m. (EST). Meteorologist Minczewski saw a silvery disc through a theodolite while tracking a pibal weather balloon, traveling E to W at less than 15,000 ft, appeared larger than the balloon. (Sparks; McDonald 1968; FOIA; Saunders/FUFOR Index)		1		theodolite; meteorologist
3.		May 17 [19?], 1947. Oklahoma City, Oklahoma (35.46° N, 97.51° W). 8:30-9 p.m. Field Engineer Savage saw a frosty white round and flat object, with diameter/thickness ratio 10:1, the size of a B-29 [?] (140 ft) traveling N at 350° heading at 10,000-18,000 ft and 3 times speed of a jet [1,800 mph] with a slight swishing sound. (Sparks; FOIA; Saunders/FUFOR Index)	30 mins	1	1 ?	
4.		June 2, 1947. 2-3 miles S [?] of Rehoboth Beach (near Lewes), Delaware. Pilot Horace P. Wenyon in aircraft flying N at 1,400 ft saw a silvery "mayonnaise jar"-shaped object 15 inches [?] in size cross in front of the plane at 1,000-1,200 mph heading W to E on a straight course at same altitude, with a silver-white fire exhaust. Confusion with previous sightings of "same object" in Sept and Oct 1946. [Daytime meteor?] (Sparks; Project 1947; McDonald list; FOIA; Bloecher 1967)		1		
5.		June 12, 1947. Weiser, Idaho (44.25° N, 116.98° W). 6:15 p.m. Mrs. H. Erickson saw 2 high speed round objects glistening in the sun at high altitude headed SE in trail formation moving up and down twice and leaving a vapor trail that persisted for over an hour. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index; Bloecher 1967)	several secs ?	1		
6.		June 14 [23?], 1947. Bakersfield, Calif. (35.37° N, 119.00° W). 12, 2:15 p.m. Veteran pilot Richard Rankin and a young boy saw 10 "almost round" or Flying Flapjack-shaped objects in formation at 9,000 ft and 300-400 mph headed N on a straight level course, then 7 returned on reverse S course at 2:15 p.m. (Sparks; McDonald list; Saunders/FUFOR Index; Bloecher 1967)		2		
7.		June 21, 1947. Spokane, Wash. (47.66° N, 117.44° W). 11:50 [11:55 PST?] a.m. Civilian woman [Mrs. Guy R. ?] Overman saw 8 [shiny silvery and slim-bodied?] disk-shaped objects the size of a house fly at 600 mph [or slower than a 2-engine army plane?] traveling SSW at 7,000 ft one object below an aircraft, then fall with a dead-leaf motion and land before 10 witnesses on the shore of the St. Joe River, Idaho. (Sparks; Vallée Magonia 57; cf. FOIA; Saunders/FUFOR Index; Bloecher 1967)	several mins ?	11		

8.	12	June 24, 1947. Mt. Adams, Wash. Afternoon. Prospector Fred Johnson of Portland, Oregon, was at the 5,000 ft level when he saw a group of 6-7 fast-moving objects [heading SE?], extremely bright on top, with long sharply pointed tails and one waving like a compass needle, flashing when seeming to bank, at perhaps 1° elevation (seemingly 1,000 ft higher and possibly 10 miles away), angular size roughly 0.03° (seeming 30 ft size at 10 miles) viewed through a small pocket telescope, focusing on one object mainly while noting 5-6 others; his compass needle fluctuated. [Probable daytime meteor fireball simultaneous with Kenneth Arnold.] (Sparks; FOIA; Bloecher 1967)	45-60 secs ?	1	1/15 ? (0.3° equiv in telesc??)	telescope; EM?
9.		June 28, 1947. Rockfield, Wisc. (43.24° N, 88.09° W). 3:43 [3:45 CST?] p.m. Marion Beuschler and her brother a farmer saw 7-10 saucer-shaped objects fly overhead heading S at high speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index; Bloecher 1967)		2		
10.		June 28, 1947. 30 miles NW of Lake Mead, Nevada (37° N, 115° W). 3:15 [1:15 PST?] p.m. AAF pilot Lt. K. B. Armstrong from Brook AAF, San Antonio, Texas, flying F-51 fighter at 6,000 ft saw a tight formation of 5-6 white circular 3 ft objects off his right wing heading 120° [about ESE] at 6,000 ft at 285 mph. (Sparks; Ruppelt p. 19; FOIA; Saunders/FUFOR Index; Bloecher 1967; FBI files)		1		
11.		June 28 [26?], 1947. Maxwell AFB, Montgomery, Alabama (32.37° N, 86.31° W). 9:20-9:45 p.m. 4 AAF officers including 2 pilots and 2 intelligence officers, Capt. W. H. Kayko, Capt. J. H. Cantrell, Capt. Redman, 1st Lt. T. Dewey, saw a bright light just above the SW horizon travel towards them in a zigzag with bursts of high speed, when directly overhead it made a sharp 90° turn and lost to view in the S [SW?]. (Sparks; Ruppelt p. 19; FOIA; Saunders/FUFOR Index; Bloecher 1967)	25 mins	4		
12.		June 29, 1947. Des Moines, Iowa (42.74° N, 93.74° W) [Clarion, Iowa ?]. 3:45 [4:45 CST?] p.m. Bus driver Dale Bays saw a single file line of 4 [18 ?] “dirty white” round objects between circular and oval in shape, inverted saucer shape about 175-250 ft diameter 12 ft thick, at about 1,200 ft height traveling about 300 mph to the SSE, sound of electric motor or dynamo. Another group of 13 objects seen heading SSE to NNW [later?]. (Sparks; Battelle/BBSR14 ?; Mary Castner/CUFOS; Saunders/FUFOR Index; FOIA; Bloecher 1967)	few mins		15-20 ?	
13.		June 29, 1947. About 7 [?] miles ENE of Las Cruces, New Mexico (at 32.3° N, 106.7° W). About 1:15 [1:20?] p.m. Rocket scientist-engineer Dr. Carl J. Zohn, Admin Asst., Rocket Sonde Section, USN Naval Research Lab (NRL) temporarily assigned to White Sands Proving Ground (WSPG), NRL high-altitude spectrograph scientist Curtis C. Rockwood and his wife Nancy, and NRL telemetry supervisor John R. [W.?] Kauke also posted to WSPG, were driving in a car from Las Cruces to WSPG to the V-2 launch site on Highway 17 [70?] headed NE at 60 mph when they saw to their right front [E] a rotating [?]	nearly 60 secs [30-60 secs?]	4	1	Naval Research Lab rocket scientist

		silvery or shiny disc or sphere with no appendages, wings, tail, propellers, angular size of the sun (0.5°), reflecting sunlight [pulsating?], crossing the sky at high speed heading N right to left at about an estimated 8,000-10,000 ft about 45° elevation which suddenly disappeared in mid-air in a clear cloudless sky (Kauke thought it disappeared by distance). Kauke had stopped the car and briefly saw a short vapor trail at one point not reported by the others. Zohn on the passenger side rolled the window for an unobstructed view. (Sparks; NARA BB Microfilm Roll 1, pp. 648-663, Maxwell Roll 2, pp. 865-878; FOIA; cf. Ruppelt, p. 20; Saunders/FUFOR Index; Randle; Bloecher 1967; etc.)				
14.		June 30, 1947. Near S rim of Grand Canyon, Ariz. 9:10 a.m. (MST?). Navy Lt. William G. [C.?] McGinty flying P-80 from Williams AAF at 30,000 ft heading S saw 2 gray, circular objects about 8 or 10 ft diameter, diving at "unconceivable" speed from about 25,000 ft, which appeared to land 25 miles S of the Grand Canyon. (Sparks; Vallée Magonia 59; cf. Project 1947; FOIA; Saunders/FUFOR Index; Bloecher 1967; FBI files)		1		
15.		July 2, 1947. Roswell, New Mexico. 9:50 p.m. (MST). Pharmacist Dan Wilmot, wife, and son Paul, at home in downtown Roswell. Fireball came from SE directly or almost directly overhead, heading towards and disappearing over Sixmile Mtn at about azimuth 306° (about NW). (Sparks; Roswell Daily Record, July 8, 1947)		3		
16.	27	July 3, 1947. South Brooksville-Harborside, Maine. 2:30 p.m. (EDT). Astronomer John F. Cole alerted by a roaring noise overhead saw about 10 very light colored 50-100 ft wide objects to the N at about 50° elevation in a formation initially about 1.5° wide, with 2 dark forms to their left or 2 objects had darker projections somewhat like wings, moving like a swarm of bees to the NW at about 600-1,200 mph through about 30° arc [at about 4-20 miles distance?]. (Sparks; Berliner; McDonald 1968; FOIA; Blicher 1967)	10-15 secs	1	1/4 to 1/2 ?	astronomer
17.		July 4, 1947. Near Redmond, Oregon. 11 a.m. C. J. Bogne of Tigard, Ore., and other witnesses in a car near Redmond saw 4 discs flying past Mt. Jefferson on a straight course at high speed. (Sparks; McDonald list; FOIA; Ruppelt p. 20; Bloecher 1967)		multiple		
18.		July 4, 1947. Portland and Milwaukie, Oregon, and Vancouver, Wash. 1:05 p.m. Radio newsman Frank Cooley of station KOIN, INS wire service employees in the Portland <i>Oregon Journal</i> Building, Clark County Sheriff's Deputy Fred Krives, Deputy Clarence McKay, Sgt. John Sullivan, Portland Police Officer Kenneth A. McDowell, Harbor Patrol Capt. K. A. Prahm, Harbor Patrolmen A. T. Austad and K. C. Hoff, Portland Police Officers Earl J. Patterson [Paterson?], Walter A. Lissy and Robert Ellis, Oregon Highway Patrol Sgt. Claude Cross, and many others over a wide area saw 5 large discs moving at high speed to the E, 2 flying S and 3 to the E, with oscillating or wobbling motion, sudden 90° turns or	30-90 secs	many (13+)		

		zigzagging, radio reports alerted other officers who saw the objects, aluminum or chromium color, disc or hubcap or piepan or half-moon shape flashing in the sun, no vapor trail, no noise (except possible humming), some at 10,000-40,000 ft others at about 1,000 ft. McDowell noticed pigeons reacted. Sullivan, McKay and Krives noted low humming sound and reported 20-30 objects. Cooley reported 12 discs at about 20,000 ft. [Further sightings at 2, 4:30, 5 p.m.] Patterson, Lissy and Ellis were pilots. (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)				
19.		July 4, 1947. Portland, Oregon. 2 p.m. E. A. Evans saw 3 metallic discs glinting sunlight, 1 moving W to E, followed by 2 others heading N. [Other sightings at 1:05, 4:30, 5 p.m.] (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)		1		
20.		July 4, 1947. Portland, Oregon. 4:30 p.m. Mrs. L. J. Hayward saw a silvery disc-shaped object looking like a new dime flipping in an erratic path moving slowly. [Other sightings at 1:05, 2, 5 p.m.] (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)		1		
21.		July 4, 1947. Portland and Milwaukie, Oregon, and Vancouver, Wash. [?] 5 p.m. [Other sightings at 1:05, 2, 4:30 p.m.] (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)				
22.	34	July 4, 1947. Near Emmett, Idaho (43.88° N, 116.48° W). 9:12 [8:17? 8:12?] p.m. (MST). United Air Lines Flight 105 Capt. Emil J. Smith, First Officer Ralph Stevens, Stewardess Marty Morrow who was called in by Smith as a confirming witness, flying NW on heading 300° from Boise to Seattle at about 7,000 ft, saw 5 disc-shaped objects with flat bottoms and rough tops (possibly 100+ ft size) move at varying speeds, in loose formation [or evenly spaced?] roughly 1,000 ft higher in altitude about 10° left of their heading [or at 290°], with one high and to the right of the others in the distance, all disappearing to the W [NW?] in a gradual climb at about 9:20 p.m. as 5 [4?] additional similar objects came into view slightly higher heading W [or took off to the NW; 3 objects in a line with 1 off to the side]. Smith tried to close on the objects at 185 mph as he climbed from 7,000 to 8,000 ft but could not. (Sparks; Berliner; cf. McDonald 1968; Bloecher 1967; FBI files Maury Island)	12-15 mins	3	2 ??	
23.	36	July 6, 1947. Fairfield-Suisan Air Base, Calif. (38.25° N, 121.99° W). Daytime. AAF Capt. and Mrs. James H. Burniston saw a highly reflective round flat object having no wings or tail, the size of a C-54 transport (118 ft) roll from side-to-side 3 times then fly away very fast from NW to the SE [SW?] at 10,000 ft. (Sparks; Berliner; Bloecher 1967)	1 min	2	1 ?	
24.		July 6, 1947. Clay Center (about 100 miles W of Kansas City), Kansas (39.32° N, 97.13° W). 1:45 p.m. AAF pilot Major A. B. Browning and crew flying B-25 E to Kansas City saw a silvery circular object 30-50 ft diameter pacing the aircraft at a little lower altitude then shot off at high speed heading E at 11,000 ft at 210 mph. (Sparks; Project		>2 ?		

		1947; FOIA; Bloecher 1967)				
25.		July 7, 1947. Lakeland, Florida (28.05° N, 81.94° W). Bet. [?] 1-2 p.m. (EST). Sign painter Griffin saw 5 round shiny objects in the NE climbing at 7,500 ft; shrill noise heard. (Sparks; Battelle/BBSR14 ?; Mary Castner/CUFOS; Saunders/FUFOR Index)		1?		
26.		July 7, 1947. Hickam Field, Hawaii (21.34° N, 157.95° W). 9 a.m. Civil Service employee Saito saw a large silver balloon-like object with silvery disc [attached?] immediately beneath it without attaching cables slowly ascending to the NW at 6,000 ft. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1		
27.		July 7, 1947. 7 miles N of Shreveport, Louisiana. Morning. Military aircraft pilot Harston saw a bright silver object about the angular size of the moon. (Sparks; Project 1947; McDonald list)		1	1	
28.		July 7, 1947. Muroc Army Air Field, Calif. (34.89° N, 117.88° W). 10:10 a.m. AAF experimental test pilot Major Jowell C. Wise while powering up an XP-84 jet on the runway looked up where others were looking and saw to the N a yellowish-white sphere about 5-10 ft diameter oscillating in a "forward whirling" motion without losing altitude at about 10,000-12,000 ft altitude moving W to E at about 200-225 mph. [Sightings at Muroc next day.] (Sparks; FOIA)		multiple	1/10 ?	
29.		July 7, 1947.				
30.		July 7, 1947.				
31.		July 7, 1947. Arlington, Virginia (38.91° N, 77.09° W). Bet. 10:30 and 11 p.m. (EDT). AAF Lt. Col. Cobb saw a "blob," the size of a small airplane, reflecting white light flying at less than 500 ft above ground to the SE at about 1,350 mph. (Sparks; FOIA; Saunders/FUFOR Index)			6 ?	
32.	50	July 8, 1947. Muroc Army Air Field, Calif. (34.89° N, 117.88° W). 9:30 a.m. (PDT). AAF 1st Lt. Joseph C. McHenry, T/Sgt Joseph Ruvolo, S/Sgt Gerald E. Nauman, and Miss Jannette Marie Scotte, saw 2 disc-shaped or spherical objects, silver and apparently metallic, fly a wide circular pattern [?] at about 7,000-8,000 ft at 300-400 mph heading 320° (about NW) toward Mojave, Calif. Before the first 2 objects disappeared a 3rd similar disc or spherical silver object reflecting sunlight was seen, with additional 5 witnesses, to the N flying tight circles at about 7,000-8,000 ft beyond capability of known aircraft, maintaining altitude. No sound or trails. [See sightings at Muroc later in the day and previous day.] (Sparks; FOIA)	3-4 mins + ?	9		
33.		July 8, 1947. Muroc Army Air Field, Calif. 11:50 a.m.-12 noon. AAF experimental test pilot Capt. John Paul Stapp, Mr. Lenz from Wright Field and 2 others in an observation truck at Area 3 of Rogers Dry Lake for a P-82 ejection seat test saw a round silver or aluminum-white object at first thought to be a parachute, about 25 ft wide, falling from a height below the 20,000 ft of the test aircraft at 3x the rate for an ejection seat test, drifting horizontally toward Mt. Wilson (to the S) at less than 50-80 mph, which when close to horizon appeared to have an oval outline with 2	8 mins	7+	1/5 ?	triangulation?

		thick fins or nobs on the upper surface which seemed to rotate or oscillate, no propellers, slowly disappearing below the mountain tops in the distance after 90 secs. Others witnesses (Black?) independently, including Muroc CO Col. Signa A. Gilkey and engineer Major Richard R. Shoop and wife saw from a different location 5-8 miles away to the N [?] the apparently same falling object, thin metallic aluminum colored and the size of a pursuit aircraft [50 ft?], reflecting sunlight and oscillating, descend to ground level, then rise again and move slowly off in the distance for a total of 8 mins. No sound or trail. [See sightings at Muroc earlier and later in the day and previous day.] (Sparks; FOIA; Vallée Magonia 60)				
34.		July 8, 1947. 40 miles S of Muroc Army Air Field. 4 p.m. AAF pilot of an F-51 fighter at about 20,000 ft saw a flat reflective object with no vertical fin or wings flying high above him which he could not reach in a climb. [See previous Muroc sightings.] (Sparks; Ruppelt p. 22)		1		
35.		July 9, 1947. Bet. Meridian and Boise, Idaho (at 43.63° N, 116.21° W). 12:17 p.m. (PDT). <i>Idaho Statesman</i> aviation editor and former (AAF) B-29 pilot Dave Johnson flying in an Idaho Air National Guard AT-6 saw a black disc, standing out against the clouds, make a half-roll then a stair-step climb. Object the size of a 25-cent coin [at arm's length?]. (Sparks; Berliner)	10+ secs	1	2 ?	
36.		July 10, 1947. Harmon Field, Newfoundland, Canada (48.54° N, 58.56° W). Bet. 3 and 5 p.m. [or 5:30 p.m. (ADT)]. 3 ground crewmen, A. R. Leidy, J. N. Mehrman, and J. E. Woodruff, of Pan American Airways, briefly saw a translucent disc or silvery wheel-shaped object the size of a C-54 transport fly very fast at 10,000 ft, leaving a dark bluish-black trail, then ascend and cut a path through the clouds. (Sparks; Berliner; FOIA)		3	1	photo
37.		July 10, 1947. Near Ft. Sumner, New Mexico. 4:47 p.m. Dr. Lincoln LaPaz with wife and 2 teenage daughters were driving W on Hwy 60 when they saw a sharply outlined, white ellipsoidal seemingly luminous 200 ft object ( $\pm 40$ ft, major/minor axis ratio 2.45) wobbling in the distance to the W [probably 272° azimuth initially] about 25 miles away ( $\pm 5$ miles; distance from triangulation of the cloud bank by driving around it by about 90° over 50 miles along Hwy 84 and from weather data). Object stayed about 30 secs almost motionless at a low speed of about 150 mph ( $\pm 30$ mph) then disappeared behind a cloud at 273° azimuth elevation 1° but reappeared 5 secs later further to the right, or N, and higher at 275° azimuth 2° elevation, about 1 mile distance traveled thus an average speed of roughly 600-900 mph [peak velocity about 1,400 mph at about 13 g's], but no sound, no trail. Object continued to slowly drift N about 2 mins [in level flight] until disappearing in the cloud bank [at about 287° azimuth]. (Sparks; LIFE Incident 2; Hynek astronomer survey Aug. 1952; etc.)	2 1/2 mins	4	1/6	Lincoln LaPaz, world's leading investigator of aerial phenomena
38.		July 11, 1947. Elmendorf Air Base, Anchorage, Alaska (61.25° N, 149.80° W). AAF Colonel Perry (?) plus another witness Guyer, saw a round 3 ft aluminum object		3?	2/3 ??	

		travel at great speed to the S. At 6:30 p.m. (AHST) [July 12?] AAF Major Graham saw a balloon-like grayish 10 ft object headed NW at 100 mph at 1,500 ft. [Same incident?] (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)				
39.		July 29, 1947. Canyon Ferry, Montana (Helena? 46.6° N, 112.01° W). 12:05 p.m. Observer Madden saw hovering and fluttering, rising and descending thin 3 ft gleaming and shimmering object heading BE at 3,000 ft height at tremendous speed. (Sparks; McDonald list; Saunders/FUFOR Index)			1/10	
40.	69	July 29, 1947. Hamilton Field, Calif. (38.07° N, 122.51° W). 2:50 p.m. (PDT?). Assistant Base Operations Officer Capt. William H. Ryherd and ex-AAF B-29 pilot 1st Lt. Ward Stewart saw for unknown length of time two round, shiny, white objects with estimated 15-25 foot diameters, fly 3-4 times the apparent speed of a P-80, also in sight, (or at 750 mph), at 6,000-10,000 ft heading S or SE at 120°. One object flew straight and level; the other weaved from side-to-side like an escort fighter. (Sparks; Berliner; FOIA; Saunders/FUFOR Index)		2	1/5 – 2/5	
41.		Aug. 4, 1947. Between Bedford Radio Beacon and Everett, Mass. (42.36° N, 71.06° W) (or 10 miles NW of Boston). 4 p.m. While flying at 265 mph at 8,000 ft, heading 244° Magnetic, Pan Am airliner pilot A. C. Powell and navigator White saw 45° to the left [of their course?] a bright orange or deep-gold colored blunt cigarette-shaped (or elliptical) object the length of a P-40 fuselage [or 15? ft long 2-3 ft wide?] flying at 150 (or 175) mph at 7,800 [7,000?] ft to the S [E?] at about a course of 200° [110°?] magnetic. (Sparks; Sign Microfilm Roll 8, p. 348; Project 1947; McDonald list; FOIA; Saunders/FUFOR Index)	30 secs	2	1/5	
42.		Aug. 4, 1947. 10 miles NW of Bethel, Alaska (60°47' N, 161°50' W). 8:20 p.m. (Bering Standard Time). Pilot Capt. Jack Peck and copilot Vince Daly with Al Jones Flying Service flying a DC-3 saw a smooth surfaced “discus like” (or like rear view of C-54 without motors or lie a Flying Wing) black object as large or larger than a DC-3 with no visible means of propulsion silhouetted against the brilliant sunset sky [sun set at 8:17 PM BST at azimuth 309° in the NW], at about their altitude, which crossed their flight path at right angles at 500-1,000 ft height [or they could not determine its direction of flight and climbed to avoid collision and pulled in behind the object and then were able to see object was moving away from them]. They averted collision by climbing to 1,200 ft [from 1,000 ft ?], then turned in pursuit at IAS 170 mph but the object flew out of sight at 3x their speed maintaining the same altitude [off to the NW at about 500 mph]. (Sparks; Project Sign Microfilm Roll 1, pp. 599-608)	4 mins (5? mins)	2	10 ??	
43.		Aug. 13, 1947. 40 miles SW of Twin Falls [at Salmon Dam?], Idaho. 9:30 a.m. County Commissioner L. W. Hawkins and Mr. Brown while fishing saw 2 disc-shaped objects 6 ft diameter reflecting light and making the echo		2	1/6 to 1/10 ?	

		of a motor, at 4,000-6,000 ft flying at high speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)				
44.		Aug. 13, 1947. Snake River 6 miles W of Blue Lake Ranch, 9 miles NW of Twin Falls, Idaho. 1 p.m. A. C. Urie on land and 2 sons Billy and Keith 300 ft away in a boat, all on the S side of the river or river bank looking to the N, saw a squeezed or elongated straw-hat shaped sky-blue object about 10 x 10 x 20 feet, with pods on the side emitting red flames, about 1/2 mile away fly towards them down the canyon at 1,000 mph E-W at 75 ft height, with a contour following motion up and down over uneven terrain, trees swaying underneath with a circular motion, disappearing with a swish sound. Urie was about 300 ft from the object which was about level with him about 75 ft above the river, and silhouetted against the canyon wall 1,200 ft away, disappearing behind a hill about 1 mile away. Object was at about 45° elevation to the boys on the river below him, disappearing behind trees. (Sparks; Maxwell BB Microfilm Roll 3, pp. 73-84; NARA BB Microfilm Roll 2, pp. 198-208; BB PR Microfilm Roll 1, pp. 663-673; Sign Microfilm Roll 8, p. 349-351; Battelle Unknown No. 9; FOIA; Saunders/FUFOR Index)	5 secs ?	3	8	triangulation
45.		Aug. 14, 1947. Harmon Field, Newfoundland, Canada. 10:40 a.m. 3 AAF airmen with the 147th AACS Sq saw 2 small crescent-shaped objects pass over them on a zigzag path at 2x jet speed [1,200 mph?] heading W at about 1,200 ft disappearing into clouds, a few secs later a same or similar object emerged from the clouds and continued to the W. (Sparks; FOIA)		3		
46.		Aug. 14, 1947. 5 miles S of Placerville, Calif. 4 p.m. Insurance adjuster Switzer saw a metallic highly-polished chromium surface object 4-6 ft wide 10-14 inches thick, rounded slightly on top larger in the front, leaving a white trail, at 500-1,000 ft height traveling at high speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)			2/5 - 1	
47.		Aug. 15, 1947. Weaver, Minn. 9:30 p.m. [?] Nocturnal light. (Sparks; Saunders/FUFOR Index)				
48.		Aug. 15-20 (approx.), 1947. Rapid City Air Base [Weaver?], South Dakota. Major Hammer sitting in the parking lot near the flight line shortly after dark saw to the NW about 12 elliptical objects about the span of a B-29 (140 ft) with a yellow-white luminous glow in a tight diamond formation, approaching in a shallow descent, level off at about 5,000 ft altitude [height?] at 300-400 mph, make a gentle 110° turn to its right about 4 miles away climbing to the SW, accelerating rapidly. No sound or trail. (Sparks; FOIA; Saunders/FUFOR Index)	1 min ??	1	3/4	
49.		Aug. 18, 1947. Near Mountain Home, Idaho. 12 p.m. United Airlines Flight 147 pilot and copilot saw 2 "skeet target" shaped objects flying under the plane. (Sparks; Project 1947)		2		
50.		Aug. 19, 1947. Twin Falls, Idaho (42.57° N, 114.46° W). 9:30 p.m. Housing Authority Executive Director Hedstrom saw 55 [?] [luminous?] objects in horizontal flight looking like electric lights headed NE at tremendous		1		

		speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)				
51.	83	Late Aug. 1947?. Alamogordo [Holloman] Army Air Field, New Mexico. AMC Watson Labs Project MOGUL engineer P. Rosmovski tracked a stationary target at 200 miles altitude using a modified CPS-4 height-finder radar aimed at 70° elevation. [Normally a CPS-4 requires a crew of 6 operators so there may have been other witnesses.] (Sign Microfilm Roll 2, pp. 363, 367-8; FOIA; Loren Gross Aug-Dec 1947 SUPP p. 28; Project 1947)		2+		radar
52.		Late Aug. 1947. Alamogordo [Holloman] Army Air Field, New Mexico. AMC Watson Labs Project MOGUL communications officer 1st Lt. Herbert G. Markley while watching 2 balloons with radar reflector to the SE in 10x binoculars saw traveling at “unprecedented rate of speed” a round white object in horizontal flight S to N several thousand feet over the tops of Sacramento Mtns. [Case falsely explained by AF as “false radar targets” when no radar observation was involved. Possible additional witnesses AMC Watson Labs MOGUL Project Scientist Dr. James W. Peoples, and Joseph Olsen also of same project.] (Sparks; BB Microfilm Roll 2, pp. 931-3; Sign Microfilm Roll 2, pp. 366; FOIA; Mary Castner/CUFOS; Loren Gross Aug-Dec 1947 SUPP p. 28; July-Dec 1949 orig ed p. 25; Project 1947)	secs	1 [3?]		binoculars
53.	85	Sept. 3, 1947. Lake Oswego, Oregon. 12:15 p.m. (PDT). Housewife Mrs. Raymond Dupui saw 12-15 round, silver objects fly an unstated pattern for unknown length of time. (Sparks; Berliner; FOIA)		1		
54.		Sept. 8, 1947. Logan [Salt Lake City?], Utah (41.74° N, 111.84° W). 10:30 or 11 p.m. Anderson and Hall saw 5 groups of a total of 12 [?] white or yellowish objects traveling at high speed to the N at 2,000-3,000 ft height, faster than birds, size of pigeons [?] (Battelle/BBSR14 ?; Mary Castner/CUFOS; Saunders/FUFOR Index)		2		
55.		Sept. 12, 1947. Midway Island to Oahu, Hawaii, [about 90 miles] past Necker Island (23°34' N, 164°42' W). 6:58 p.m. (Bering Standard Time). Capt. Stanley S. Griffin, pilot, and 2nd Officer Edward B. Polheaus on Pan Am airline flight [military air flight?] heading east at 110° True at 9,000 ft and 205 knots (236 mph) saw a bright white light with no blue or red tinge about 60° to the right [2 o'clock position] about 5 miles away, first heading 350° (almost due N), approaching to 1 mile while increasing in apparent brightness still on the right side of the airliner. When pilot switched [or was about to switch?] from autopilot to manual the object “abruptly” changed course to 109° [paralleling course of airliner to within 1° ?] while maintaining altitude at 9,500-10,000 ft then split into 2 reddish objects about a “wing length” (100 ft?) apart then disappeared traveling at 1,000 knots (1,200 mph), burning out about 30 miles ahead of airliner. (Sparks; McDonald list; Project 1947; FOIA; BB Sign Microfilm Roll 1, pp. 611-7)	6 secs	2		
56.		Sept. 17, 1947. Ft. Richardson, Alaska (61°15' N, 149°41'				

		W). [Army officer saw a 2-3 ft silver sphere traveling S at tremendous speed below the 10,000 ft cloud cover.] (Sparks; McDonald list; Mary Castner/CUFOS)				
57.	91	Oct. 1947. Dodgeville, Wisc. 11 [a.m.?]. Unnamed civilian man saw an undescribed object fly counterclockwise circles. (Sparks; Berliner)	1 hr	1		
58.		Oct. 8/9, 1947. Las Vegas, Nevada (36.17° N, 115.17° W). Daytime. [AAF reserve Capt. Moore saw an object traveling at 700 mph leave an almost white smoke/vapor trail and change direction from SE to W.] (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1?		
59.		Oct. 12, 1947. Guadalupe, Mexico. 9:30 a.m. (CST). Numerous witnesses saw a cigar-shaped, blue and silver color fireball trailing blue flame heading E to W plunge to earth resembling an errant V-2 rocket and appearing to head for impact in the Zamalayuca Mtns. with a billow of smoke and loud explosion. Mexican Army reserve Capt. Aranda saw the fireball from the Hernandez Torres filling station near Caseta and saw it disappear over the sandhills near Colonia Reforma. No meteorites or other remains found in saerches. (Sparks; Loren Gross, Jul-Dec 1947 p. 38; 1947 pp. 69-71; SUPP Aug-Dec 1947 pp. 44-45; Mary Castner/CUFOS; Saunders/FUFOR Index)		many		
60.	95	Oct. 14 [12?], 1947. 11 miles NNE of Cave Creek, Ariz. 12:11 p.m. (MDT). Ex-AAF fighter pilot J. L. Clark, civilian pilot Anderson and a third man saw 3-foot "flying wing," black against the white clouds and red against the blue sky, flying straight at an estimated 380 m.p.h., at 8,000-10,000 ft, from NW to SE. (Sparks; Berliner; Saunders/FUFOR Index)	45-60 secs	3	1/25	
61.		Oct. 20, 1947. Xenia, Ohio (39.69° N, 83.94° W). 11 a.m. Atkinson saw a round 1 ft object at 1,500 ft heading SW on a straight course. (Sparks; McDonald list; FOIA; Mary Castner/CUFOS)				
62.		Oct. 20, 1947. Dayton, Ohio (39.75° N, 84.18° W). 1:20 p.m. Farmer Britton saw 2 cigar-shaped objects reflecting brilliant sunlight traveling W to E on a straight course at high speed about 1 mile height in trail formation about a city block apart emitting a slight vapor trail, disappearing suddenly. (Sparks; McDonald list; FOIA; Mary Castner/CUFOS)				
63.		Nov. 2, 1947. Anderson Rd., Houston, Texas (29.76° N, 95.36° W). Daybreak. Immigration Service [agent?] Brimberry saw an almost round or oval or saucer-shaped object with bright light [?] about 100 ft [?] diameter spinning in its descent. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1?		
64.		Nov. 12, 1947. 40 miles N [S?] of Cape Blanco, Oregon, 20 miles off coast. Early morning. USS Ticonderoga USN 2nd Officer Williamson saw 2 balls of fire with a fiery trail headed NW at 700-900 mph. [Probable meteors.] (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1?		
65.		Dec. 30, 1947. 1 mile W of Pilot Hill, Calif. (at 38°50' N, 121° 2' W). 7:25 p.m. (PST). Crew of McClellan Field C-		multi ple		

		47 saw a high speed low altitude object trailing red, green and other colored flames headed E over hills. At 7:58 the crew found a growing ground fire about 7 miles E of Pilot Hill, at 38°50' N, 120°53' W, another C-47 crew sent to investigate found a triangular fire area with 2 points emitting bright blue-green flames, going out at 9:55 p.m. (Sparks; FOIA)				
66.		Dec. 30, 1947. Sawtooth Nat. Forest, Idaho (at 42° 9.3' N, 114°22.2' W). 7:26 p.m. (PST). Pilot AAF Lt. Col. W. W. Jones, Hq EPW [Enemy Prisoners of War?], and copilot Major A. A. Andrae, flying a C-54 from Great Falls to Fairfield-Suisun Field at 13,000 ft saw a high speed object trailing green and blue flames descending vertically at their 2:30 o'clock position, but slowing just above the ground. (Sparks; FOIA)	2 secs	2		
67.		Jan. 7, 1948. Central and south-central Kentucky, near Ft. Knox and other sites. About 1-3:50 and 4:45-7:06 p.m. (CST). Mantell case. At about 1:00 p.m., Kentucky State Police phoned USAF Godman Field Commanding Officer Col. Guy F. Hix's office reporting an unidentified object near Elizabethtown, Ky., (15 mi S of Godman). Another call to Godman's CO came from State Police at about 1:10 p.m. of observation by civilian in Madisonville (90 mi WSW of Godman) through Finch telescope of cone-shaped object, estimated 100 ft high by 43 ft wide, height 4 miles, speed 10 mph. This was apparently the Skyhook balloon Flight B, 70 x 30 ft, height 15 miles, speed 27 mph, heading 150° about SE, which passed about 40 miles to SW-SSW of Madisonville at 12-1 p.m. thus was within visibility range. Then still another call came from Lexington (80 mi E of Godman and far beyond visibility of the Skyhook balloon), the first of about 35 calls received by Hix's office. At 1:20 p.m. another report of [another UFO] a 250-300 ft unidentified "circular" object over Mansville [Maysville? 120 mi ENE of Godman?], Ky., moving W at "a pretty good clip" [300 mph??], sighted by State Police first radioed then phoned (at 1:30?) to Ft Knox Military Police and Godman Field CO Col. Hix. Between 1:20 and 2 p.m., Army Flight Service reported to Godman Army Air Field Control Tower, Ft. Knox, Ky., (37°54'23" N, 85°58'00" W, about 725 ft elevation) that the object was over Irvington (15 mi W of Godman) then Owensboro (60 mi W of Godman), Ky. [possibly 130 mi from Maysville to Irvington in 20-30 mins = 260-390 mph or roughly 300 mph]. Godman Tower operator Tech/Sgt Quentin A. Blackwell, Capt James F. Duesler, Jr., base air inspector Lt Col. E. Garrison Wood, and other USAF personnel sighted round white or silver or ice-cream cone-shaped UFO with revolving red streamer, to the S from base [apparently the same object hovering near Elizabethtown 15 mi S of Godman] beginning at 1:50 p.m., including many others such as Ops Ofcr Capt Cary W. Carter at 2:07 p.m.. onward and Col. Hix beginning about 2:10 p.m. Approaching flight of 4 F-51D fighters came from the SSE, led by Kentucky ANG pilot Capt Thomas F. Mantell,	2 hrs 50 mins + 2 hrs 21 mins	50+	½ to ¼ to 1/10	theodolite + binoculars

		<p>Jr., who was overheard by Godman Tower giving radio position report to their home base Standiford Field, Louisville, Ky., at 2:50 p.m. Godman broke in over the radio to request Mantell intercept and identify UFO at about 210° azimuth from Godman Tower (soon corrected to 205°), “slightly lower” than the sun [at about 14°] as reported by Mantell’s wingman [thus about 10-12° elevation, altitude about 15,000 ft]. UFO maintained constant angular position including elevation angle as seen from Godman Tower as it apparently receded on azimuth heading 205°, during most of Mantell’s pursuit, which required altitude of 50,000 to 60,000 ft to be reached at 60-70 miles distance at a recession velocity of about 240 mph, increasing to 300 mph when Mantell approached, but otherwise still maintaining constant position in the sky to Godman observers. Flying at 300 mph and gradually climbing to about 22,000 to 23,000 ft, Mantell overtook the UFO from below, past Bowling Green about 70-75 miles from Godman, at about 3:10 p.m. when in one of Mantell’s last radio reports to Godman Tower he described UFO as “metallic and tremendous in size.” Mantell went into war emergency (combat) maximum climb rate [2,000 ft/min at altitude] to reach UFO nearly overhead, but lost control at about 25,000 ft from hypoxia [?] and began fatal spiral descent at about 3:11 p.m. Mantell was killed in his F-51D fighter, which crashed at about 3:18 p.m. about 4 miles SSW of Franklin, Ky., (at about 36°40.4’ N, 86°35’ N) about 92 miles S (more exactly 202° azimuth) from Godman Tower. UFO disappeared from view of Godman Tower behind a cloud in the distance [at about azimuth 205°] at 3:50 p.m. (CST). From about 4:45 to 7:06 p.m., USAF 1st Lt. Paul I. Orner, Commander, 733-5 Detachment, AACS 103rd Sq, tracked unidentified white light with red coloration (or red cone with green tail) by weather theodolite from Godman Field hangar at 234° azimuth 6° elevation just after sunset [sunset at 4:40 p.m. CST thus roughly at 4:45 p.m.]. Object then at 240° azimuth 8° elevation at 5:35 p.m., (numerous measurements omitted here), 253.0° azimuth 1.2° elevation at 7:02 p.m., and disappeared over the horizon at 250° azimuth 0° elevation at 7:06 p.m. (CST). Illuminated inverted cone-shaped object looked like a sunlit Skyhook balloon except it was nighttime and 2 hours after sunset even for balloons at 80,000 ft (Louisville amateur astronomer Latimer J. Wilson observed and timed disappearance into earth shadow of Skyhook balloon about 180 mi S of Godman at 5:12 p.m.). See later sightings at Lockbourne AFB and Clinton County AFB, Ohio (below). (Sparks; NICAP; BB files).</p>				
68.		<p>Jan. 7, 1948. Lockbourne AFB, Columbus, Ohio, and Clinton County Air Base, Wilmington, Ohio. 7:15 p.m. (EST). Lockbourne Tower operators, Air Traffic Controller and pilot Alex A. Boudreaux and VHF DF Operator and amateur astronomer Frank M. Eisele, 103rd AACS Sq, sighted an bright object to the SW of the airfield which appeared and disappeared intermittently.</p>	40 mins	5+	1/3 to 5?	

		<p>Fighter pilot USAF Capt. Charles E. McGee, Asst. Operations Ofcr., Lockbourne AFB, sighted the object on runway 23 landing approach when he was at about 1800 ft and the light seemed to be at about 3,000 ft to the SW about 4-5 miles away, later on the ground sighted it to the W about 6-7 miles away. USAF VHF Direction-Finding (DF) Operator and pilot Albert R. Pickering, Detachment 733, 103rd AACCS Sq, Lockbourne AFB, was awakened by the sudden emergence of a lighted amber-color round or oval object about the size of a C-47 or larger [60+ ft] dropping out of the overcast bank 10,000 ft overhead. Lockbourne Control Tower at the same time radioed report of the object, which then maneuvered over to Commercial Point about 3-5 miles away to the WSW, then made 3 full 360° circles over one spot in 30-40 secs per turn diameter about 2 miles [about 600-700 mph at 7 g's centripetal acceleration] over the runway, at a speed of 500+ mph, leaving a luminous amber-colored tail or exhaust about 5x its length. Then the UFO went to another location [?] and did more 360° turns estimated 2 mi turn diameter at 3-5 mi distance [roughly 30° diameter]. Disappeared into the overcast at one point for 1 min then reappeared. Just before departing UFO hovered or "appeared to touch down" on the grass extension past the end of the Lockbourne AFB runway for 10 secs then left at 120° (ESE) heading into the overcast. Also sighted by pilot of USAF 9944 a C-45 at 5,000 ft off right wing at 7:53 p.m. Some observations in the SW possibly planet Venus setting. (Sparks; APRO 1977; BB Sign Microfilm Roll 1, pp. 245-265; NICAP)</p>				
69.		<p>Jan. 9, 1948. Near Cartersville, Georgia (at 34°10' N, 84°49' W). 11:30 p.m. Eastern Airlines DC-3 airliner pilot? DuBose saw a blue circular flame pass the plane, turn, then blink [out?]. (Sparks; Project 1947; Saunders/FUFOR Index)</p>				
70.		<p>Jan. 10, 1948. Wildwood, New Jersey. 8 or 10 p.m. Knitting designer saw a "saucer" or "queer light" approach from the ocean then rise and fall slowly, departed at high speed. Previous sightings of the same or similar phenomenon Dec. 27, 1947, Jan. 3, 1948, "all" at 8 p.m. (Sparks; McDonald list; FOIA)</p>		1		
71.		<p>Jan. 11, 1948. Hartford, Conn. (41.77° N, 72.68° W). 4:30 p.m. Pilot USAF Capt. Helton and copilot Pargoe in transport plane saw fast moving disc with bluish center and red edges dive at 45° angle to the E. (Sparks; Project 1947; FOIA; Saunders/FUFOR Index)</p>		2?		
72.		<p>Feb. 1, 1948. Circleville, Ohio. 2 a.m. C. Bruce Stevenson saw a large 60 ft domed disc, with bright orange-amber glow from within, approach slowly to about 100-150 ft away and just above his tool barn and then continue to slowly move away. (Sparks; Project 1947)</p>		1	60	
73.		<p>March 1, 1948. Coast of Sweden. 9:30 a.m. Airline pilot and copilot saw a missile-like object flying at 20,000 ft passing along the coast with a bluish flare [exhaust? trail?]. (Sparks; Project 1947)</p>		2		
74.		<p>April 1, 1948. About 9 miles SE of Sorsogon, SE Luzon</p>	5+ secs ?	1	1/5	

		Island, Philippines (at 12°52' N, 124° 3' E). 9:55 a.m. USAF Lt. Meyers leading a flight of 4 P-47 fighters of the 67th Fighter Sq was flying S heading 180° at 1,500 ft altitude when he saw a half-moon shaped "flying wing" about 30 ft wide 20 ft long, with a barely perceptible dorsal fin, flying on a N heading 360° at about 1,000 ft about 3 miles to his E [evidently silhouetted against the surface 9 miles away at a depression angle of about 2°]. He immediately made a 270° left turn to identify the object when it made a 90° left turn [banking evidently] leveled out on a W heading 270° accelerating rapidly to disappearance in 5 secs, no trail [assuming 10x distance increase to reduce apparent size below visual resolution limit, and constant acceleration, terminal velocity would be about 11 miles per second or 39,000 mph at about 350 g's]. (Sparks; FOIA; Saunders/FUFOR Index)	[10 mins?]			
75.	139	April 5, 1948. Holloman AFB, New Mexico (32.86° N, 106.10° W). 2 p.m. [?]. Geophysics Lab and/or AMC Watson Lab balloon observers Joseph Olsen, Johnson, Chance, saw 1 to 2 "irregularly rounded," round, gray-white or golden objects, indistinct in outline like a "major's insignia ... slightly concave on top," one [?] estimated 100 ft size. Both were rising straight up then one veered to the right, dropped, made a large loop, went upward again, then disappeared "suddenly" not due to distance. The other object arced off to the W at "terrific" or "tremendous speed," made 3 vertical loops or "violent maneuvers" then disappeared "suddenly" not due to "fading away in the distance." (Sign Microfilm Roll 2, pp. 356-367; Berliner; cf. Ruppelt p. 71; Vallée?; Loren Gross Jan-July 1948 orig ed p. 25; Saunders/FUFOR Index)	30 secs	3	1/5	geophysics balloon observers
76.		April 8, 1948. Ashley, Ohio [Delaware?]. Paines. Night. (Sparks; McDonald list; Saunders/FUFOR Index)		6+		
77.		April 9, 1948. Holloman AFB?, Alamogordo, New Mexico. 2:06 p.m. (MST). (Sparks; Trakowski GRUDGE rpt)				
78.		April 9, 1948. Montgomery, Alabama (32.37° N, 86.31° W). 3:10 p.m. Lt. Col. Hughes, Air Tactical School instructor, Tyndall AFB, Panama City, Florida, while flying a P-51H fighter at 16,000 ft and just before completing a 180° left turn spotted a silver parachute-shaped 8 ft disc with a 5 ft long cable or shroud underneath suspending a silver canister or ball, at his 10 o'clock position (to the SE) off his left wing headed NW, about 300-500 ft away and 200-300 ft below him. He banked sharp left to try to follow the object, at 310 mph IAS, but it disappeared in 5 secs without dropping in altitude. (Sparks; FOIA; Saunders/FUFOR Index)	5+ secs ?	1	2	
79.		April 11, 1948. Alton, Illinois (38.90° N, 90.17° W). Afternoon. Siegmund. (Sparks; McDonald list; Saunders/FUFOR Index)				
80.		April 18, 1948. N Atlantic bet. Iceland and Greenland (at 62° N, 33° W). (Sparks; McDonald list)				radar
81.		April 18, 1948. 1 mile N of Fairbanks, Alaska (64°50' N,	few mins	1	1/15 ??	

		147°50' W). 1:06 p.m. USAF member Johnson of 375th Recon Sq-Very Long Range, Ladd AFB, in the Chaechako Hotel saw a noiseless object with a flat discus shaped object 8 inches in size [at arm's length??] rapidly oscillating in flight at about 2,000-3,000 ft altitude about 1 mile away traveling NE to SW at about 250-300 mph visible only when the flat side was toward the observer reflecting high intensity sunlight (?). (Sparks; FOIA; Saunders/FUFOR Index)	or 15 secs ?			
82.		April 19, 1948. Greenville AFB, South Carolina (34.84° N, 82.39° W). 4:15 p.m. 1st Lt. Francis W. Hennin Jr. and 1st Lt. Robert G. Loomis, 5th Liaison Sq., Greenville AFB, heard jet fighter(s) and when looking for it saw a stationary white ellipse [sphere?] directly overhead [?] at about 15,000-20,000 ft [to the NE?], which looked like a weather balloon (but none had been launched), and after 1 min it was joined by [or seen to be with?] an identical object also at 15,000+ ft which remained relatively stationary (about 1 min) then both suddenly accelerated to high speed climbing to the NNE (against the winds aloft from the N at 10,000 and 20,000 ft) in N-S trail formation disappearing in about 30 secs ["a few" secs? 1 min?], while the original object drifted N [?]. Size estimated at slightly smaller than a 42 ft AT-6 at the indicated altitude. (Sparks; FOIA; Saunders/FUFOR Index; BB Maxwell Microfilm Roll 3, pp. 916-930)	2-3 mins	2	1/5	
83.		April 30, 1948. S of Anacostia NAS, Maryland. 10:15 a.m. Pilot USN Lt Cdr Marcus L. Lowe of USN Bruno aircraft flying S at 180° magnetic at 5,500 ft saw yellow or light-colored sphere 25-40 ft diameter on opposite course S to N at constant altitude at 100 mph about 1,000 ft below. (Sparks; Jan Aldrich; Project 1947; Saunders/FUFOR Index; AIR 203 Dec 10, 1948; NICAP)		1		
84.		May 5, 1948. Adapasari [or Adapazari], Turkey (40°45' N, 30°23' E). Rocket? (McDonald list; Saunders/FUFOR Index)				
85.		May 6, 1948. Near Wake Island, bet. Kwajalein and Hickam Field, Hawaii (19°18' N, 166°36' E ?). 9:05 a.m. USAF pilot Barnes of MATS plane saw a ball of fire explode like a shell. [Probable meteor bolide.] (Sparks; McDonald list; Project 1947; Saunders/FUFOR Index)		1?		
86.		May 7, 1948. Memphis, Tenn. (35.14° N, 90.03° W) Bray and Kaiser. (Sparks; McDonald list; Saunders/FUFOR Index)		2?		
87.		May 31, 1948. Wilmington, North Carolina (34.23° N, 77.94° W). 1:20 p.m. [?] Alspach and Colvin. (Sparks; McDonald list; Saunders/FUFOR Index)		2?		
88.		June 20, 1948. Scott AFB, Belleville, Illinois. Balloon? (McDonald list)				
89.		June 29, 1948. W Uniontown, Penna. 11 p.m. Mrs. Catherine MacDonald and Mrs. Margaret Hollar saw an oval luminous object "rolling" vertically on its edge in level (or climbing) flight at about 5,000 ft, below the clouds, with a short trail (about 1/2 length of object), in the SW moving SW to NE (to the S of witnesses?). 2 similar	5-10 secs + ? + 6-7 secs	6		

		objects seen at 5-min intervals, the 2nd seeming transparent as lightning could be seen flashing behind it. Police were then called so 2nd/3rd objects were seen by police Sgt. Charles Schulz [Schuh?] and Mrs. MacDonald's daughter Catherine. Another neighbor woman and her daughter were brought out, when a 3rd object was seen, height estimated 6,000-9,000 ft (climbing?), same SW to NE path. (Sparks; FOIA; Saunders/FUFOR Index)				
90.		June 30, 1948. S Knoxville, Tenn. (35.98° N, 83.92° W) Whitehouse. (Sparks; McDonald list; Saunders/FUFOR Index)				
91.		June 30, 1948. Hecla, South Dakota. Pfitzenreuter. (Sparks; McDonald list; Saunders/FUFOR Index)				
92.		July 1, 1948. Rapid City AFB, South Dakota. Major Hammer sighted 12 oval-shaped discs, about 100 ft long, flying in excess of 500 mph, descending from 10,000 ft. Discs made 30°-40° climbing turn accelerating very rapidly out of sight. (Sparks; AIR 203 Dec 10, 1948; NICAP)		1?		
93.		July 4, 1948. Dravosburg, Penna. Jannicky. (Sparks; McDonald list; Saunders/FUFOR Index)				
94.		July 8, 1948. McKeesport, Penna. Veway and Geltz. (Sparks; McDonald list; Saunders/FUFOR Index)				
95.		July 9, 1948. Fielding Lake, Wash. Caramia. (McDonald list; Saunders/FUFOR Index)				
96.		July 9, 1948. Osborn, Ohio. 9:47 p.m. AMC Technical Intelligence Division officer and pilot, Lt. C. W. G., of MCIAXO-4, saw to the N about 70° elevation a luminous yellowish-white object traveling E to W at estimated 3,000-4,000 ft about 500-600 mph, illuminated at regular intervals, first 1-2 secs, then dark 3 secs, lit 1-2 secs again, dark 3 secs, then lit 1-2 secs again disappearing to the W slightly above the horizon N of Patterson Field. No sound or trail. Moon 1/4 illuminated seen rising to the WSW (actually setting to the W at 272° azimuth 21° elevation 15% illuminated). (Sparks; FOIA; Saunders/FUFOR Index)	3-6 secs	1		
97.		July 17, 1948. 5 miles S of San Acacia Dam, New Mexico. 4:50 p.m. 2 Kirtland AFB Sgts. on a fishing trip with their families saw a group of 7 aluminum circular possibly spherical objects approach from the S at 20,000 ft pass overhead at 1,500 mph if the altitude was correct (5°/sec angular velocity), at first appearing like snub-nosed jet fighters of unknown type, shifting from V formation to L formation to circular formation to no regular formation, at which point a regular pulsating flashing light appeared in the group at 30° from zenith to the N, and at this oblique angle the objects did not appear circular. No noise or trail. (Sparks; FOIA; Saunders/FUFOR Index)	[10-30 secs?]	2		
98.		July 21, 1948. Van Nuys, Calif. (34.18° N, 118.45° W). (McDonald list; Saunders/FUFOR Index)		many		
99.		July 24, 1948. Altoona, Penna. Night. Griebel. Meteor? (McDonald list; Saunders/FUFOR Index)				
100.		July 24, 1948. 20 (25?) miles SW of Montgomery,	5-10 secs	8+	16 ?	

		Alabama (at 32.1° N, 86.7° W). 2:40-2:45 a.m. (EST). Chiles-Whitted case. Probable meteor fireball seen from North Carolina to Georgia to Alabama. (Sparks; Battelle Unknown No. 5; Loren Gross Jan-July 1948 pp. 34-48, 53-55, C-F; Supp. 1948 pp. 54-60)				
101.		July 26, 1948. Chamblee (near Atlanta), Georgia. 8:45-9 p.m. 5-15 (?) students outdoors at Georgia Tech at Chamblee, including Mr. and Mrs. Harold Shaw, Robert Sebring, Mrs. Jeanne Hill, Mrs. Myrtle Renfroe, Mrs. John Gall, saw a green light with a silver tail about the size of a football [at arm's length??] in steady flight to [in?] the SE slowly descending as if for a landing [maintaining steady horizontal flight?], completely silent. At 9 p.m. Atlanta Naval Air Base tower observer Doyle L. Avery saw a blue-white object in horizontal level flight at high altitude in the NE heading SE in a few seconds then gain altitude, then suddenly turn to the S, completely noiseless. Independent witnesses include City Editor of Atlanta <i>Chronicle</i> newspaper and 9 others. Possible meteor? (BB Maxwell Microfilm Roll 3, pp. 1201-4; FOIA; Saunders/FUFOR Index)	few secs?	16-26+		
102.		July 27, 1948. Albuquerque, New Mexico (35.1° N, 106.6° W). 8:35-8:45 a.m. Dr. Everton Conger, journalism instructor at Univ. of NM, sighted in the sky a round flat plate-like object like duraluminum metal highly polished and reflective. (Sparks; Hynek Astronomer Survey Aug. 6, 1952; BB NARA Microfilm Roll 86 p. 478, Maxwell Roll 1 p. 973)	10 mins	1		
103.	185	July 29, 1948. Indianapolis, Indiana (39.76° N, 86.15° W). 9:18 [9:55] a.m. James Toney and Robert Huggins, both employees of a rug cleaning firm in a truck headed W, saw a shiny propeller-shaped aluminum object, with 10-12 small cups protruding from either blade, 6-8 ft long, 1.5-2 (or 1-2) ft wide, above trees about 30 ft altitude to the NW about 300 ft away heading S about 170° approaching to about 100 ft at closest. Object glided across the road at 25-30 mph in a slight descent then made a 20° bank to the E, went down in a wooded area; witnesses stopped truck got out to look but object disappeared behind trees; later search found no traces. No sound or trail. (Sparks; Battelle Unknown No. 1; Vallée Magonia 65)	[15 secs]	2	8	
104.	190	July 31, 1948. S central Indianapolis, Indiana. 8:25 a.m. Mr. and Mrs. Vernon Swigert saw a cymbal-shaped or domed disc object or rounded coolie hat to the W, about 20 ft across, 6-8 ft thick, 3:1 ratio noted, white without any shine but shadowing on upper right (sun from the left or E), fly straight and level from horizon to horizon W to E heading 90°, first through window facing W then window facing S, altitude estimated at 2,000 ft covering distance of 5 miles (1,800 mph? distance 2 miles? elevation 10°?), shimmering in the sun as if spinning. No sound or trail. (Sparks; Battelle Unknown No. 8; FOIA; Saunders/FUFOR Index)	10 secs	2	1/5 ?	
105.	191	July 31, 1948. Near Marion, Virginia (36.81° N, 81.52° W). Shortly after sunset. Max Abbott, flying a Bellanca		1?		

		Cruisair four-passenger private airplane, saw a single bright white light [take off?] accelerate [to 300 mph?] and turn up a valley. (Sparks; Berliner; cf. Project 1947; Saunders/FUFOR Index)				
106.		Aug. 2, 1948. Columbus, Ohio (39.98° N, 82.99° W). 7:45 p.m. [?] Saunders. (Sparks; McDonald list; Saunders/FUFOR Index)				
107.		Aug. 3, 1948. 25 km NW of Moscow, USSR (55°45' N, 37°42' E). 8 a.m. [?] Long metallic cylinder with no wings, no sound, at very high altitude flew at high speed to the NE. (Sparks; McDonald list; Saunders/FUFOR Index)				
108.		Aug. 4, 1948. North Powder, Oregon. Night? Meteor? (McDonald list; Saunders/FUFOR Index)				
109.		Aug. 11, 1948. Near Hamel, Minn. Bet. 12 and 12:15 p.m. (CDT). 2 Leuer boys playing outside saw a round, dull gray or silver object 2 ft diameter, 1 ft thick, like inverted plates approach from the NW drop down between the boys from a height of 12 ft and land 8 ft away from one of the boys like a balloon with a metallic clinking sound and a train whistle noise. It spun once, shot up 20 ft, made the whistle noise again, hovered, shot up to a height of 30 ft maneuvering to avoid phone lines and trees, flew away to the NE. CIC Special Agent Capt. Charles L. Victor, 113th CIC Det., found an area 2 ft in diameter where the ground showed signs of extreme pressure. (Sparks; Vallée Magonia 66; FOIA; Saunders/FUFOR Index)		2	30	
110.		Aug. 29, 1948. Maplewood, Ohio (40.377° N, 84.029° W). 5:03 a.m. Farmer Niswenger saw a large silvery sphere rise from a wooded area and hover above his farm, dropping a silvery substance that disintegrated before touching the ground. (Sparks; Vallée Magonia 67; Saunders/FUFOR Index)		1		
111.		Sept. 12, 1948. 8-12 miles SE of Pittsburgh, Penna. 3:20 p.m. USAF pilot and copilot flying C-45 transport saw a round white object moving at high speed on a SW heading. (Sparks; Project 1947)		2		
112.		Sept. 18, 1948. SE Shreveport, Louisiana (32.50° N, 93.76° W). 5:00 p.m. Draftsman at home using high-power binoculars to watch an L-6 aircraft at 10,000 ft altitude at 60° elevation to the SE traveling 100 mph, for Air Force Day, saw a bright white-aluminum half-spherical object traveling the opposite direction in level flight at about 20,000 ft altitude 2-1/2 miles away ground distance at 100-150 mph heading S, no trail, lost when he tried to view it without binoculars. Object appeared to be 1/3 size of the L-6 (35.5 ft) but 2x the distance, or about 24 ft. (Sparks; FOIA; Saunders/FUFOR Index)	10-15 secs	1	1/10 (0.5° ? equiv in binocs)	binoculars
113.		Sept. 22, 1948. Near Turner AFB, Albany, Georgia (31.57° N, 84.17° W). 3:30 p.m. (EST). USAF Lt. Martin G. Rubisch, Asst. Combat Ops Ofcr. at Eglin AFB, Flor., the copilot of a C-47 was flying from Eglin heading NE into Turner AFB at 2,000 ft when he saw a shiny metallic object about the size of a radio-controlled target drone, but		1	1 ?	

		with no wings or rudder, approaching from about 1,500-2,000 ft away about 35° to the left heading 335° (or 155°?) at about 250 mph at 1,500 ft altitude, no trail. (Sparks; FOIA; Saunders/FUFOR Index)				
114.	208	Sept. 23, 1948. 4 miles E of San Pablo, 4.1 miles S of Pinole, Calif. Approx. 12:02-12:03 p.m. Retired U.S. Army Col. Horace S. Eakins and Sylvester Bentham saw a 2-engine bomber aircraft pass low overhead to the SE then saw far beyond and high above it, possibly 1 mile higher, a strange fast-flying irregularly shaped translucent white “amoeba” headed E, the size of a 4-engine bomber, with 3 appendages in front 2 trailing with a dark grey spot possibly spherical near the center which remained stable in motion, the arms of the “amoeba” undulating, the object wobbling, disappeared suddenly, no trail. [Another object sighted?: a buff or grey rectangle with vertical lines.] (Sparks; cf. FOIA; Saunders/FUFOR Index)		2	2 ?	
115.		Sept. 23, 1948. Los Alamos {Santa Fe?}, New Mexico (35.68° N, 105.94° W ?). 9:40 a.m. Group of Los Alamos Scientific Lab personnel, Angier, Fairchild and others, waiting for an aircraft at the landing strip saw a sun-reflecting glint in the sky from a flat circular metallic object high in the N sky appearing like a flat dime on-edge slightly tipped as if 50 ft away. (Sparks; Case recounted in unpublished Ruppelt manuscript said to be included in the TOP SECRET AMC Estimate of the Situation, apparently a revised version of the Aug. 5, 1948, initial draft. Saunders/FUFOR Index.)		several	1/10	
116.		Sept. 23, 1948. Los Alamos, New Mexico. [AESS security guard Hanson ?? saw an oval orange luminous object, length/width ratio about 1.5:1, to the E crossing the sky in level flight from right to left, trailing flame, disappearing in a cloud bank to the NE.]		1?		
117.		Sept. 28 [18?], 1948. San Simeon, Calif. Patterson. (Sparks; McDonald list; Saunders/FUFOR Index)				
118.		Oct. 1, 1948. Fargo (46.88° N, 96.78° W) to 25 miles SE of Fargo, North Dakota. 9:00-9:27 p.m. (MST). Air National Guard fighter pilot Lt. George F. Gorman plus 4 others including 2 CAA tower controllers saw a small 6-8-inch round white ball of light with a flat, no-depth disc-like appearance, blinking off and on at slow speed. First spotted by pilot Dr. A. D. Cannon and passenger Einar Neilson aboard Piper Cub aircraft at 1600 ft AGL, N of Hector Field moving fast to the W above them at about 250-270 mph, spotted by Gorman shortly after. Gorman radioed tower and began pursuit at 9:07 p.m. Cannon and Neilson landed, went up into airport tower and with binoculars watched Lt. Gorman attempt to chase the light in his F-51 fighter, closest approach less than 500 ft distance on his first pass at about 5,000 ft. Gorman climbed to 14,000 ft but stalled out unable to intercept light at about 16,000 ft. Light made evasive and aggressive maneuvers, such as seeming to try to ram the F-51, that outperformed the F-51 at a top speed 600+ mph. Light dropped to 11,000 ft, Gorman attempted to dive on it, light pulled up, rose vertically until it disappeared.	27 mins	5	1/6 – 1/9 (0.06°-0.08°)	binoculars; oculist

		(Sparks)				
119.		Oct. 11, 1948. Neubiberg AFB, Munich, West Germany. Swap and Ingelido. Balloon? (McDonald list; Saunders/FUFOR Index)				
120.		Oct. 13, 1948. South Bend, Indiana (41.68° N, 86.26° W). Brooke and Thompson. Debris? (McDonald list; Saunders/FUFOR Index)				
121.	218	Oct. 15, 1948. About 50 miles NW (at 330° from) Fukuoka, Japan (at 34°00' N, 130°00' E). 11:05 p.m. (intermittently to 1:30 a.m.?) USAF pilot 1st Lt. Oliver Hemphill Jr. and radar observer 2nd Lt. Barton Halter flying a P-61 "Black Widow" night fighter made 6 interceptions of the same or different objects tracked on airborne radar, only one seen visually (4th intercept). Dull or dark translucent object shaped like a dirigible with a flat bottom and clipped tail end. Speed varied from 200 to about 1,200 mph. Pilot tried to close on visual object, but it dove away fast. Continued search to 1:30 a.m. unsuccessful at finding object again. (Sparks; BB Maxwell Microfilm Roll 4, pp. 363-401; FOIA; Jan Aldrich; Saunders/FUFOR Index)	10 mins (total)	2		RV
122.		Oct. 15, 1948. At 36°42' N, 74°40' W (about 50 miles E of Virginia coast in the Atlantic). 5:20-6:10 p.m. (EST). Ship's observer aboard SS Gulfport, named Keme [?], saw a bright nearly moon-shaped object with distinct bright center about 1/4 moon's angular size at 350° azimuth (nearly N) 40°18' elevation heading SE becoming darker with nightfall, at 5:30 p.m. at 358° azimuth 43°41' elevation, [passing near the North Celestial Pole by about 10°], at 5:54 at 50° azimuth (nearly NE) 57°5' elevation. (Sparks; FOIA; Saunders/FUFOR Index)		1	1/5	marine sextant
123.		Oct. 16, 1948. 1 mile S, 8 [5?] miles E of Sterling, Utah. 11:45 a.m. Airplane mechanic and used car dealer Mr. Nash on a hunting trip on a mountain at 9,000 ft MSL heard a fluttering, throbbing or purring noise and saw a flattened football or lozenge shaped black object with wide silver longitudinal stripe 9 x 6 x 3 inches, with blunted opening in the rear but no exhaust, pass < 500 ft overhead on a NNW path at 300 mph. (Sparks; FOIA; Saunders/FUFOR Index)	4+ secs	1	1-1/2 (0.8°)	
124.		Oct. 17, 1948. Crescent City, Calif. (41.75° N, 124.20° W). 8:10 a.m. (PST) [4:10 p.m. GMT?]. Blimp-like object much too fast and maneuverable for a blimp. [Siler, Haley and 2 other witnesses saw bright silvery oval object heading SE at 6,000+ ft altitude moving faster than an aircarft.] (Sparks; FOIA; Saunders/FUFOR Index)		4		
125.		Oct. 18, 1948. Pacific Heights, Oahu, Hawaii (21.31° N, 157.87° W). 5:05 p.m. (AHST). USAF rated pilot Major Robert C. Drum, wife and daughter, saw a round or elliptical bright silver object 10-15 ft in size [or 4-5 inches at arm's length??] about 10,000-14,000 ft altitude heading NE on a steady course horizontal to the ground about 200 mph, no trail or sound, no markings of any kind seen, observed intermittently for up to 10 secs at a time [due to cumulus clouds?]. (Sparks; FOIA; Saunders/FUFOR Index)	mins	3	1/10 ? 20 ?	

		Index)				
126.		Oct. 24, 1948. 10 miles SW of Junction City, Kansas. Huber. Aircraft? (McDonald list; Saunders/FUFOR Index)				
127.		Oct. 24, 1948. Phoenix, Ariz. (33.45° N, 112.05° W). Night. Peterson. Green point source moved slowly from W to E. Balloon? (BB NARA Microfilm Roll 91 p. 407; McDonald list; Saunders/FUFOR Index)	75 mins	1		
128.		Oct. 24, 1948. 4 miles SE of Moorhead, Minn. 5:45 p.m. Mr. Sanders and his wife while driving NW on Hwy 52 towards Moorhead and Fargo (46.88° N, 96.78° W) saw a brilliant golden-white round object suddenly appear as if a light switched on, about 3 miles away to the NE at 1,000 ft altitude in a gradual climb traveling at high speed, estimated 600-1,000 mph, heading W towards Moorhead, no trail or sound, about 1/2 full moon angular size [moon and sun both below the horizon]. When they reached the N of Moorhead the object, which was slightly to the left of directly ahead, suddenly made a right turn to the N then 1 sec later disappeared by suddenly switching off. (Sparks; FOIA; McDonald list; Saunders/FUFOR Index)	5-7 mins ?	2	1/2	
129.		Oct. 29 [27?], 1948. Goose Bay AFB, Labrador, Canada (53.33° N, 60.41° W). On this date or succeeding dates Oct. 31, and Nov. 1, 1948, slow-moving unidentified targets were radar tracked at low altitude. On one date 2 targets were on a collision course S of base and were radioed a warning, the targets then veered off. High speed radar track on Nov. 1. (Sparks; McDonald list; Saunders/FUFOR Index; Ruppelt manuscript)				radar
130.		Oct. 30, 1948. About 15 (25?) miles WNW of Grays Harbor / Pacific Beach, Wash. (at 47°20-1/2' N, 124°42' W). 4:20?-4:30 p.m. (PST). While flying in an F-82 fighter headed N at 8,000 ft at 240 mph on a GCI intercept mission initially directed by the ADC radar site 634th Aircraft Control Sq., Neah Bay, Wash. (505th AC&W Group, Everett, Wash.) radar observer AF 2nd Lt. Robert L. Kunzman, 318th All Weather Fighter Sq, 325th Fighter Group, McChord AFB, Wash., saw as he headed toward an interception point a single compact group of yellow objects in the WNW at 10 o'clock position which burst into an in-line formation of about 10-20 or 25 white egg-shaped objects that crossed over in front of aircraft to 1 o'clock (in the NNE) heading W to E still in line formation at about 8,000 ft heading S and dropping back to 3 o'clock position in the E, which he first thought might be seagulls. Objects maintained same altitude and horizontal flight throughout. Objects then doubled back heading N paralleling the F-82's course while moving back up to 2:30 o'clock position at high speed, turning translucent part of the time just before disappearing by fading out or dissolving without going far enough to have vanished due to distance (some fog with visibility 5 miles may account for disappearance). [If at 5 miles objects covered 15° from 3 to 2:30 position in possibly 5-10 secs, time assumed not reported, then relative velocity was possibly 500-1,000 mph greater than F-82's 240 mph.] He	? (radar) + 20 secs (visual)	2+		RV

		called attention of the pilot Maj. Homer William Morris who missed seeing the objects. Ground radar lost object at this same time. AFOSI interviewed radar controllers at 635th AC&W Sq at Pacific Beach, who tracked "no unidentified objects at high rate of speed" (leaving unstated what about unidentifieds at moderate speed) but did not interview at 634th AC&W Sq at Neah Bay which did the tracking. (Sparks; McDonald list; BB Maxwell Microfilm Roll 4, pp. 630-657; Sign Roll, pp. 57-58; NARA Roll 88 pp. 144-149)				
131.		Oct. 31, 1948. Goose Bay AFB, Labrador, Canada (53.33° N, 60.41° W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
132.		Oct. 31, 1948. Azores. USAF AFB? Balloon? (McDonald list; Saunders/FUFOR Index)				
133.		Nov. 1, 1948. Goose Bay AFB, Labrador, Canada (53.33° N, 60.41° W). High speed radar track. (Sparks; Ruppelt manuscript; Saunders/FUFOR Index)				radar
134.		Nov. 3/4, 1948. 10 miles E of Vaughn, New Mexico (34.61° N, 105.21° W). About 10 p.m. U.S. Army Col. Hayes. Bright white round light "larger than a basketball" descended slowly vertically until exploding 400-500 ft above ground. (Sparks; BB NARA Microfilm Roll 91 p. 407; McDonald list; Saunders/FUFOR Index)	secs?	1		
135.		Nov. 6, 1948. Wakkanai, Japan (45°26' N, 141°43' E). Radar track of 2 UFO's in dogfight. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
136.		Nov. 12, 1948. Clark AFB, Manila, Philippines. Bet. 1 and 2 p.m. Airman Wright with 18th Maint. Sq saw a white speck flying in the distance to the NE, then N, then fly into a cloud bank and emerge to the NNW, approaching closer so that he saw it was a very large 300 ft long 140 ft wingspan snow-white aircraft with low wings darting in and out of clouds much faster than any jet, about 20-30 miles away about 3-6 miles high, leaving an exhaust trail like skywriting and making loud aircraft noise. (Sparks; FOIA; Saunders/FUFOR Index)		1	1/5	
137.		Nov. 17, 1948. Peace River, Alberta, Canada (at 56°10' N, 117°30' W). 6:18 a.m. (PST). Pilot and radio [radar?] operator of military aircraft saw a bright orange flaming egg-shaped object flying on a SW heading. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)		2		
138.		Nov. 18, 1948. Camp Springs, Maryland (38.81° N, 76.88° W ?). 9:45-10:03 p.m. USAF Lts. Jackson and Combs, 2 reserve pilots, aboard an Andrews AFB T-6 aircraft traveling 150 mph and 2 independent ground observers saw a highly maneuverable whitish-grey oval lighted object smaller than the T-6 cross over Andrews AFB from NE to SW and back again in a circular pattern from 4,000 ft dropping to 1,700 ft then climbing to 7,000 ft. T-6 followed object to identify it, made 3-4 passes at the object while climbing, dove on the object at 240 mph but it dropped down and came up behind the T-6 and continued circling the base. T-6 was able with difficulty to put object in front of city lights on the ground to try to	18 mins	4	10	triangulation?

		make out details, and came within about 300-400 ft turned on landing light and object responded with a dull glow, then sped off to the NE at 8,000+ ft and 500-600 mph disappearing. Object's speed varied from 80 to 600 mph in multi-directional or omnidirectional flight, with vertical maneuverability, highly evasive with high acceleration. Another reserve pilot, a USAF 2nd Lt. in another aircraft over the NE corner of Andrews AFB at 1,000 ft saw the object directly overhead. A further independent witness, USAF Staff Sgt. John J. Kushner, observed object from the ground. (Sparks; FOIA; Ruppelt p. 46; Saunders/FUFOR Index)				
139.		Nov. 23, 1948. Furstenfeldbruck AFB, Munich, West Germany (48°10' N, 11°15' E). 10:20 p.m. USAF F-80 jet fighter pilot Capt. Slater, another jet pilot Capt., and a 1st Lt. of 23rd Fighter Sq from the ground saw a reddish star-like object to the E moving S over Munich at 200-500 mph, turning slightly SW then SE. Slater called the Racecard DF Station equipped with radar which tracked an unidentified target at [900 mph] 27,000 ft and 30 miles S of Munich, rapidly climbing to 40,000 [50,000] ft at 40 miles S of Munich then circling around. (Sparks; FOIA; Saunders/FUFOR Index)		3		RV
140.		Nov. 23, 1948. 10 miles E of Vaughn, New Mexico (34.61° N, 105.21° W). About 10 p.m. U.S. Army Col. Hayes. Bright white round light "larger than a basketball" descended slowly vertically until exploding 400-500 ft above ground. (Sparks; BB NARA Microfilm Roll 91 p. 407; McDonald list; Saunders/FUFOR Index)	secs?	1		
141.		Nov. 26, 1948. Washington and Oregon. Young. (Sparks; McDonald list; Saunders/FUFOR Index)				
142.	257	Dec. 3, 1948. Fairfield-Suisun AFB, Calif. (38.25° N, 121.99° W). 8:15 p.m. USAF Sgt. control tower operator McFarland saw a round, white light fly with varying speed, bouncing motion, and finally a rapid erratic climb. (Sparks; Berliner; Saunders/FUFOR Index)	25 secs	1		
143.		Dec. 3, 1948. Dayton, Ohio (39.75° N, 84.18° W). S. R. [?] Hoffman. (Sparks; McDonald list; Saunders/FUFOR Index)				
144.		Dec. 5, 1948. W of Las Vegas, New Mexico. 9:05 p.m. (MST). USAF pilot Capt. William Goede, copilot Major Roger Carter, and S/Sgt. flight engineer, flying a C-47 from Lowry AFB, Denver, to Williams AFB, Chandler, Ariz., at 18,000 ft saw a green fireball. 2nd green fireball sighting E of Sandia Mtns. (10 miles E of Albuquerque) at 9:27 p.m. shot up from the ground to 500 ft height. (Sparks; FOIA; Saunders/FUFOR Index)	secs	3	1	
145.		Dec. 5, 1948. NW of Las Vegas near Montezuma Mission, New Mexico. 9:35 p.m. Pioneer Airlines Flight 63 pilot Ernest Van Lloyd and copilot James Smith saw a pale green (later said to be white or whitish-orange) fireball with pale green trail coming headon, while flying W on 272° heading at 9,000 ft in a C-47, attempted evasive action but object dropped close to ground level. (Sparks; BB NARA Microfilm Roll 91 p. 407; FOIA)	few secs	2	1 ?	

146.		Dec. 6, 1948. Albuquerque, New Mexico (35.1° N, 106.6° W). 10:55 p.m. AESS officer Joseph Toulouse driving W saw a green fireball almost directly overhead above Sandia Base nuclear weapons assembly site, slightly to the NW arching slightly downward from E to W, with a flaming tail. (Sparks; BB NARA Microfilm Roll 91 p. 407; FOIA)	2-3 secs	1	1/3 or 2/5	
147.		Dec. 8, 1948. About 20 miles E of Las Vegas (at 35°31' N, 104°51' W), New Mexico. 6:33 p.m. 2 AFOSI Special Agents, Capts. Melvin E. Neef and John J. Stahl, Jr. (Deputy Commander 17th Dist. AFOSI), returning from investigation of green fireballs in a Beech T-7, heading E at 90° and 190 mph at 11,500 ft altitude and 5,000 ft above ground, saw green fireball 30° to the left of their flight path, to the ENE at 60° azimuth, at an estimated 2,000 ft above their flight altitude of 13,500 ft., which shot past them maintaining almost level flight until the end to the WSW at 240° azimuth when it seemed to burn out and drop suddenly with reddish-orange glowing fragments which lasted less than 1 sec. Later aerial search of the ground site in daylight found nothing. (Sparks; BB NARA Microfilm Roll 91 p. 407; FOIA; Saunders/FUFOR Index)	2 secs	2		
148.		Dec. 8, 1948. Chanute AFB, Illinois. Night? Meteor? (McDonald list; Saunders/FUFOR Index)		many ?		
149.		Dec. 9, 1948. Near Pittsburgh, Penna. (40.44° N, 79.97° W). 3:20 p.m. (EST). USAF officers Mulling and Col. Brown flying in a C-45 saw round object to the N on converging course then at 250° then 270° in the W at 12,000-16,000 ft about 2 miles away traveling about 250 mph. Angular size about 2°. (Sparks; McDonald papers; Jan Aldrich; Saunders/FUFOR Index)	7 mins	2	4	
150.		Dec. 11, 1948. Hood River, Ore. 7:30 p.m. Blue and white flash of light. (Sparks; BB NARA Microfilm Roll 91 p. 410)				
151.		Dec. 12, 1948. Starvation Peak near Bernal, New Mexico. 9:02 p.m. ±0.5 min (MST). Dr. Lincoln LaPaz, USAF Capt. Charles L. Phillips, and CAP intelligence officer Lt. Allan B. Clark, returning from green fireball investigations while looking to the NW saw a green fireball at least stellar magnitude -4 traveling E to W low above the horizon about 3°-4° elevation in almost perfectly level flight until the last 0.1 to 0.2 sec when it slightly curved downward, disintegrating into 3-4 pieces, no sound. Based on independent witness, an AESS guard at Los Alamos, LaPaz triangulated object's flight path at about 8-10 miles height along a 25-mile path, speed 39,000 to 43,000 mph. (Sparks; BB NARA Microfilm Roll 91 p. 410; FOIA)	2.1-2.3 secs	3	1/7 (0.08°)	Lincoln LaPaz; triangulation
152.		Dec. 17, 1948. N Ambridge, Penna. 1:30 a.m. 2 witnesses in the railyard, a train conductor Hildebrand and the yardmaster Werner [?], saw a formation of 8 white luminescent rotating spherical objects, like wheels revolving around hubs, approaching from the N high above horizon, 45° elevation, headed S, just before reaching overhead they made a controlled dive and a sharp	30 secs	2	1 (as a group?)	

		90° right turn to the W, with the topmost object leading the others, fading from view while still high above horizon. (Sparks; BB Microfilm Roll 88 pp. 367-372; FOIA; Saunders/FUFOR Index)				
153.		Dec. 20, 1948. W of Los Alamos, New Mexico (35.89° N, 106.31° W). 8:54 p.m. AESS observation post sighted pale green or bluish-white round fireball descending from 20° elevation to horizon with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. Disappeared behind mountain. (Sparks; BB NARA Microfilm Roll 91 p. 410; FOIA; Saunders/FUFOR Index)	1-1/2 secs	4		triangulation
154.		Dec. 28, 1948. Los Alamos, New Mexico (35.89° N, 106.31° W). 4:31 a.m. White point source descended vertically from N to S to 6,000 ft [height above ground? elevation above MSL?] disappeared with green flash. (Sparks; BB NARA Microfilm Roll 91 p. 410)	1-1/2 secs	1		triangulation
155.		Dec. 30, 1948. Sweden. (Sparks; McDonald list)				
156.		Jan. 1, 1949. Jackson, Mississippi (32.30° N, 90.18° W). 5 p.m. Pilot D. [?] Rush flying private plane saw a 60 ft cigar-shaped object cross the sky in front of the plane to the SW, nearly colliding, at 500 mph. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)		1		
157.	275	Jan. 4, 1949. Hickam Field, Hawaii (21.34° N, 157.95° W). 2 p.m. USAF pilot Capt. Paul R. Stoney, on ground at Pacific Command HQ, saw a flat white, elliptical object, with a matte top, blinking once per sec, about the size of a T-6 aircraft, circle at about 3,000 ft while oscillating to the right and left, then speed away to the NE in a climb. (Sparks; Jan Aldrich; Saunders/FUFOR Index)		1	1	
158.		Jan. 6, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 3:10 a.m. Brilliant green light seen traveling horizontally E to W about 3° to 5° above horizontal (mountain line?) disappearing behind mountains. (Sparks; BB NARA Microfilm Roll 91 p. 410)	2 secs	1		
159.		Jan. 6, 1949. Kirtland AFB (Albuquerque), New Mexico. 5:30 p.m. Everitt and Willis. Bright white diamond shaped light in horizontal flight from SE to NW about 1500-2,000 ft height faster than a jet, about 2 ft in size [?]. [Meteor?] (Sparks; BB NARA Microfilm Roll 91 p. 410; McDonald list; Saunders/FUFOR Index)	secs?	2		
160.		Jan. 23, 1949. 4 miles S of Tillamook, Oregon (at 45°22'17" N, 123°48'12" W). 11:05 a.m. Burt Leckington and wife while driving S on Hwy 101, about 1/4 to 1/2 mile SE of Pleasant Valley, saw a shiny, silvery, round stationary object about 10-15 ft size glinting in the sun to the SE at about 35° elevation about 500 [or 2,000] ft height about 1/2 to 3/4 mile away. When he went inside his shop to get binoculars the object disappeared. No sound or trail. Witness Smith in Tillamook (at 45°26'4" N, 123°48'xx" W) saw for about 1 min the polished silver saucer-shaped object reflecting sunlight nearly overhead at 45° elevation stationary at first about 1,000-2,000 ft altitude, angular size of full moon (0.5°), then moving NE at about 30-50 mph, for about 1 min. (Sparks; FOIA;	2.5-3 mins	3	2/5 + 1	triangulation

		Saunders/FUFOR Index)				
161.		<p>Jan. 24, 1949. About 250 miles SW of Bermuda Island, Atlantic (at 29°30' N, 67°29' W). 12:00-2:10 a.m. (Z/GMT/UT) USAF pilot Capt. Marsden W. Mattatall and crew (copilot 1st Lt Frank J. Stockton, navigator Lt. Austin, S/Sgt Joseph D. Marx, S/Sgt Leonard G. Lerch, Sgt Sims) of RB-29 bomber no. 44-87750 in the 373rd Recon Sq (Very Long Range – Weather) based at Kindley AFB, Bermuda [on classified Atomic Detection System service] searching for lost BOAC Tudor IV airliner Star Ariel, at 1,500 ft heading 50° True (about NE) [at 200 mph] saw to the left (in the N) a red glow on the ocean 1 to 1-1/2 miles in size extending up to 2,500-3,000 (or 4,000-6,000) ft altitude with 2-4 white searchlight-like beams of light within the red glow. At 12:25 a.m. B-29 turned toward the light on heading 350° True and by 12:40 approached so close, estimated 100-150 ft [?] distance at 6,000 ft altitude at 31°24' N, 67° 8' W, that pilot made a sharp bank to avoid collision. B-29 crew unable to take nuclear fallout sample of air around red glow because in haste to take off on search mission they failed to bring filter paper. B-29 circled the red glow from all directions for 44 mins as the glow slowly moved to 31°25' N, 67° 14' W [at about 10 mph headed W], when they finally departed the area at 1:24 a.m. Red glow still visible on landing in Bermuda [at about 2:10 a.m.]. Crew took 15 (?) photos with K-20 camera set at 1/125th sec and f/4.5 aperture, but none were sensitive enough to show the red light. Later RB-29 (?) flight equipped with fallout filters visited the coordinates of the red glow at 11:00 a.m. but results of air sampling not known or reported. AMC Intell Dept Chief Col. William R. Clingerman ordered references to “filtering” deleted from sighting reports as the would “unnecessarily disclose classified Air Force operations.” (BB Maxwell Microfilm Roll 5 pp. 167-233; Project 1947; Saunders/FUFOR Index)</p>	2 hrs 10 mins	6?	100	nuclear monitor flight
162.	284	<p>Jan. 27, 1949. Cortez-Bradenton, Florida. 10:20 [10:15?] p.m. Capt. Sames [Sannes?], Acting Chief of the Aircraft Branch, Eglin AFB, and wife saw a cigar-shaped object as long as 2 Pullman cars, with 7 lighted square windows and throwing sparks 4 per sec, descend then climb with a bouncing motion at about 400 mph. (Sparks; Berliner; Saunders/FUFOR Index)</p>	25 mins	2		
163.		<p>Jan. 30, 1949. Near Amarillo (at 34°50' N, 102°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas. 5:54 p.m. (MST). Thousands of witnesses over several states saw spectacular green fireball, N-S trajectory [azimuth heading 186.7°] triangulated by Dr. Lincoln LaPaz as 12 mile altitude over Amarillo area descending slightly on nearly horizontal 143-mile [actually 141 miles] path to near Lamesa disappearing about 8 miles altitude, velocity estimated at 25,000 to 50,000 mph by triangulation and reenactment timings. From numerous AF witnesses at Walker AFB, Roswell, LaPaz measured with transit first appearance at 52° magnetic bearing, elevation 2.2°, disappearing at 87-1/2° magnetic (other witnesses</p>	10-20 secs	1,000' s	1/3	triangulation

		continued the flight path further south). No noise except slight hissing, broke into pieces at the end, no fragments found despite extensive ground search. 100+ witnesses interviewed. Estimated 200 witnesses in El Paso, 10 in Ft. Worth, Texas, 200 in Roswell, 200 in Alamogordo, NM. [Projected radiant of origin along a 1.7° descent angle is at 14.0 hrs Right Ascension +56° Declination.] (Sparks; BB Maxwell Microfilm Roll 5, pp. 279-284, NARA Microfilm Roll 91 pp. 410-1; FOIA; Saunders/FUFOR Index)				
164.		Feb. 14, 1949. Ganado, New Mexico. 6:40 p.m. Brilliant white slightly green fireball first stationary then fell with slight curve to the W slightly above the horizon. (Sparks; BB NARA Microfilm Roll 91, p. 411)	secs?	2		
165.		Feb. 17, 1949. SE of Grants (at 35° 7' ±2' N, 107°47' ±2' W), Sandia Base, and near Albuquerque (at 35° 5' N, 106° 35' W), New Mexico. 5:57-6:06 p.m. Green Oil Co. truck driver Herman Wilcox, at Chief's Rancho stop on Hwy 66 SE of Grants, NM, saw oval luminous white light with faint trail of white smoke in the SW at about 225° azimuth moving S in vertical climb then leveled off, then a gradual ascent, disappearing suddenly after several secs, no clouds in the sky to obscure it. Univ. of NM Prof. of Civil Engineering Marvin May, an associate of Dr. Lincoln LaPaz in meteorite tracking, saw a brilliant white object in the W at 6° elevation at 5:57 p.m. for >6 mins total. Object was first round [1/3 Full Moon in size at this point apparently] then shifted to ellipse as it approached then appeared to be elongated like a bent pipe with corners, 1 Full Moon in length and 1/10 in width. Object made slight climbing turn to the N, shifted to peach color [yellow-orange?] as it made rapid sharp turning climb to the S at the end, disappearing in cloudless sky by diminishing in size and brightness. 100 Sandia Base guards including Officer of the Guard saw a yellow-orange cigar or yellow-red cigar-shaped object for 7 minutes from 5:59 to 6:06 p.m. (Sparks; BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index)	9 mins	100+	1	UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)
166.		Feb. 23, 1949. Sandberg Pass 40 miles S of Bakersfield, Calif. 10:30 p.m. USAF pilot of T-11 with 703rd Air Reserve Division saw a sausage-shaped object circle the plane at 10,000 ft in 360° and 180° turns. (Sparks; Project 1947; Saunders/FUFOR Index)	40 secs	1		
167.		Feb. 27, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 7:05 p.m. Green-white fireball seen in horizontal flight parallel to earth from W to E, abruptly disappeared. (Sparks; BB NARA Microfilm Roll 91, p. 412; FOIA; Saunders/FUFOR Index)	2 secs	1		
168.		March 2, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 12:10 a.m. Sewald saw high speed light in horizontal flight low in the sky N to S, disappearing behind trees. [Meteor?] (Sparks; BB NARA Microfilm Roll 91, p. 412; FOIA; Saunders/FUFOR Index)	2 secs	1		
169.		March 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:20 [9?] p.m. Army artillery observers	1 sec	2		

		with triangulation equipment, Sgt. Hubert Vickery and PFC John Ransom, on patrol at the AFSWP (Armed Forces Special Weapons Project) national nuclear weapons storage Site B saw a blue-white oblong object about 2 ft x 1 ft in size with a trail travel from 286° to 279° azimuth elevation 5°45' [6°45'?] height about 600 ft. No sound. Other sightings by Army patrols from 8:30 p.m. [8:45? 9?], 1:10, 1:15 to 2 a.m. (Sparks; BB NARA Microfilm Roll 91, p. 412, Maxwell Roll 5, p. 627; FOIA)				
170.		March 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:45 p.m. Army artillery observation patrol saw a light-colored round object with trail about 10° long travel S to N from azimuth 189° elevation 21° to azimuth 210° elevation 6°31'. No sound. Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	1		
171.		March 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9 [8:20?] p.m. Army artillery observation patrol saw a blue-white ball-like "fixed flash," size of basketball [?], in the NE at azimuth 40° elevation 59°. No sound or trail. Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	2		
172.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 1:15 a.m. Army artillery observation patrol saw a brilliant blue-white flash of light like flash-bulb in the NE at azimuth 40° elevation 66°15'. No sound. [Meteor?] Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	1		
173.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 1:30 a.m. Army artillery observation patrol saw a blue-white ball-like "fixed flash," size of basketball [?], in the NNE at azimuth 16° elevation 27°30'. No sound. [Meteor?] Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	1		
174.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 1:30-2 a.m. Army artillery observation patrol saw a bluish-white ball-like flash of light like flash-bulb in the WSW at azimuth 250° elevation 26°. No sound. Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec ?	2		
175.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 1:45 a.m. Army artillery observation patrol saw an orange tear-drop shaped object, 2 x 1 ft in size [?], drop vertically to ground, in the ENE at azimuth 60°. No sound. [Meteor?] Other sightings by Army patrols (see above, below). (Sparks; BB NARA	2 secs	1		

		Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)				
176.		March 7, 1949. Window Rock, Ariz. 6:10 p.m. Sighting of round object fire red in the center shading to blue at edge, 3 ft in diameter [?], traveling estimated 200-300 mph, in the N at elevation 40°-45° disintegrating at the end. No sound. (Sparks; BB NARA Microfilm Roll 91, p. 414)	6-8 secs	1		
177.		March 8, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 1:03 [??] a.m. Army artillery observation patrols in separate locations 1/2 mile apart sight different [?] lights, one pale white light with roundish haed and hazy smoke trail (streak? 900 ft height?) seen by Payne moving in an arc from 122° to 126° azimuth [southward?] from 58° to 54° elevation, the other, by Cpl. Luke Sims, was of a lemon-shaped red light with whitish nose and red trail in level flight about 15° above horizon crossing 60° of sky from 304° to 244° azimuth [WNW to WSW]. (Sparks; BB Maxwell Microfilm Roll 5, p. 627, Roll 91, p. 414; FOIA; Saunders/FUFOR Index)	5 secs ?	2		
178.		March 8, 1949. Los Alamos and Kirtland AFB, New Mexico. 6:35-6:36 p.m. Los Alamos AESS guards Patterson and Lang at guard stations 103 and 106 saw noiseless greenish-white light in the WSW heading SE, descending at 60° [45°] angle. Kirtland Control Tower saw same object to the NW descending vertically. (Sparks; BB Microfilm Roll 88, p. 373, Roll 91, p. 414; Saunders/FUFOR Index)	2-4 [1-2?] secs	3+		
179.		March 13, 1949. Albuquerque, New Mexico. 9:53 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)		1		
180.		March 14, 1949. Aircraft bet. Honolulu and Canton Island. bet. 9 and 9:16 a.m. (GMT). (Sparks; BB Microfilm Roll 91, pp. 414ff.)		1		
181.	319	March 17, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 7:52 [7:47?] p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings [first 3 were yellow lights then 1 red light] by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (Sparks; BB Maxwell Microfilm Roll 5, p. 627; FOIA)	1 hr ?	multi ple		real-time triangulations
182.		March 18, 1949. Fort Chimo, Quebec, Canada (46°50' N, 71°15' W). 7:50 p.m. (EST). USAF and RCAF personnel at Detachment Crystal-I, 1227th Air Base Sq, including USAF 1st Lt. and Warrant Officer JG, RCAF Flying Officer/Liaison Officer Brodrigg, and a USAF civilian employee, saw a red light like an aircraft light to the S traveling W to E at high altitude estimated 10,000 ft and 200-250 mph silently with stops and starts and flickering, and a turn to the S at the end. (Sparks; FOIA)	2-5 mins	4+		
183.		March 27, 1949. Tucumcari (35°10' N, 103° 44' W),	15-30	5+	1/6	triangulation

		Montoya (35°6' N, 104°4' W), New Mexico. 6-6:30 p.m. Various witnesses, including police officer, postmaster (Montoya, N.M.), newspaper editor ( <i>Tucumcari Daily News</i> ), saw a contrail-like yellow-amber-orange object, length/width ratio 5:1, 1/6 moon's diameter, slowly moving from S (205° azimuth) to W (254° azimuth) at about 45°-60° elevation (75° at Montoya moving 180° to 260° azimuth), wiggling slightly, at first in a vertical orientation [?], dived steeply-leveled-climbed 2-3 times, reversed course once at top of a climb, a bright glitter of white light at a leveling off. No sound or trail. (Sparks; FOIA; BB Microfilm Roll 91, pp. 414ff.)	mins			n?
184.		March 29, 1949. Shemya AFB, Aleutian Islands, Alaska (52°45' N, 174° 5' W). 10:05 p.m. USAF crew of B-29 bomber saw a dull yellowish light flying at 2,400 ft. (Sparks; Project 1947)				
185.		March 31, 1949. E of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 11:50 [9:50?] p.m. Army Lt. Frederick Davis on patrol saw a reddish white round ball of fire [size of basketball?] with a trail pass horizontally over the base airstrip [at height of 2,000 ft?], and noted interference on the field telephone afterward when he reported it. (Sparks; BB Maxwell Microfilm Roll 5, p. 628, Roll 91, pp. 414ff.; FOIA)	10-15 secs	1		EM
186.		April 3, 1949. 1 mile SE of Dillon, Montana. 11:55 [11:50?] a.m. Miller Construction Co. owner Gosta Miller, who was a commercial pilot / aviation engineer, plus 3 other witnesses – an employee, a trucking company owner and a gas station attendant (Lovell, Lessey, Greene) – saw an object like two inverted plates attached face-to-face, matte blue-grey or greenish-grey non-reflective bottom, bright aluminum top reflecting sunlight, 20 ft diameter (others estimated 15-25 ft), 4-5 ft thickness. Object seen over the N end of town at 3,000-5,000 ft height about 4 miles away moving in several directions rocking or rotating in semi-circles 6 times, move E descending rapidly to about 700-1,000 ft height, rock again a few times with upper side now visible reflecting sunlight, fly SW to 2 miles W of Dillon, rock again a few times, then rapidly flew over airport 12 miles NE of Dillon at 1,000 ft departing rapidly to the E disappearing over mountains. No sound or trail. Speed > 1,000 mph so great object seemed blurred. (Sparks; Berliner; cf. FOIA; Jan Aldrich)	several mins	4	1/5	aviation engineer
187.		April 4, 1949. Merced, Calif. 10:20 p.m. Major William Parrott, former Air Force pilot, saw a generally round object with curved bottom and dull coloring, giving off clicking sound until overhead. Parrott's dog reacted. (Sparks; Berliner)	35 secs	1		
188.		April 5, 1949. Los Alamos, New Mexico. 11 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	½-1 sec	1		
189.		April 6, 1949. Los Alamos, New Mexico. 12:05 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	3-5 sec	1		
190.		April 7, 1949. Los Alamos, New Mexico. 1-1:35 a.m.	5-45 secs	2		

		(Sparks; BB Microfilm Roll 91, pp. 414ff.)				
191.		April 6-7, 1949. Memphis, Tenn. (35° 8' N, 89°59' W). 12:01 [12:30?], 2, 3:30, 4 a.m. Housewife Mrs. Mike Love Stewart and Dorthy [Dorothy?] Hall (and Helen Howell?), a husband and son, saw 6-9 climbing, diving, whirling yellow or silvery oval objects which avoided 3-4 airplanes, traveling from SW to SE about 45° elevation about 1-2 miles away, 1/4 moon angular size. (Sparks; FOIA)	2-4 hrs	5+	1/4	
192.		April 7, 1949. March AFB, Riverside, Calif. (34.12° N, 117.29° W). Bet. 2:45 and 3:00 p.m. Air National Guard Lts. Reeser and Salter, pilots in a T-6 heading SE over March AFB's radio beacon at 7,000 ft, first saw about 1,000 ft below them for 4-5 secs a tumbling red and grey wingtip-tank-shaped object, smaller than a T-6, and then 4 white domed-disc parachute-shaped objects separated by about 1,000 ft each. They circled around and copilot saw the 4 white parachute shapes, no shroud lines, etc., and climbed to 9,000 ft for a better look but the objects disappeared to the E. (Sparks; FOIA; Saunders/FUFOR Index)		2		
193.		April 12, 1949. Albuquerque, New Mexico. 7:30 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	8 secs	1	1/8	
194.		April 15, 1949. El Paso, Texas. 4:30 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	15 mins	1		
195.		April 18, 1949. Flagstaff and Williams, Ariz. 1:48 a.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	1-2 secs	2		
196.		April 20 [21?], 1949. Ludington, Mich. Afternoon. Paul Timm and Pat O'Connell, high school students, saw a fast moving white "comet with a tail" cross the sky to the W disappearing over Lake Michigan. (Sparks; FOIA; Saunders/FUFOR Index)		2		
197.		April 22, 1949. Cliff, New Mexico. 9:05 a.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2 mins	1		
198.	358	April 24, 1949. 3 miles N of Arrey, New Mexico (at 32°52.5' N, 107°19.5' W). 10:33 a.m. (MST). General Mills meteorologist and balloon expert Charles B. Moore and 4 Navy artillery fire-control crew on a balloon launch team (William Akers, Richard G. Davidson, Clifford E. Fitzsimmons, Moorman) saw a white, round ellipsoid, shadowed yellowish on one side, length/width ratio 2.5x, cross the sky from the S (azimuth 210° elevation 45° only reported by Moore; Akers first saw object while watching balloon at 175° azimuth 45° elevation; Fitzsimmons first saw it in the E; Davidson first saw it in the ESE at elevation about 35°). Object moved to the E at about 5°/sec angular velocity (per Moore) or 2.5°/sec (per Akers), the latter is more consistent with total azimuth change (about 185° to 190° even according to Moore; only roughly 100° to 150° per the crew) in the total duration of azimuthal change (about 50 secs per Moore, about 50-80 secs per the crew). Object passed near the sun (127° azimuth 61° elevation at 10:33 AM), roughly followed by Moore attempting to view it through ML-47 David White theodolite (with 25x or 3-3.5x power?) after it came out of	60 secs	5	1/20 to 1/25 (0.02° to 0.03° or poss 0.1 to 0.5° equiv in theod)	theodolite

		<p>the sun, but because of its speed Davidson had to visually point the theodolite through the naked-eye open sight while Moore tried to catch it in the telescopic view (previously Davidson viewed through the theodolite tracking the slow-moving balloon and was told by Moore to train it on the UFO). Davidson stated that Moore could only get the object within the telescopic view of the theodolite for about 1 sec when about NE “and could never get on it again” (Akers agreed that it was caught by Moore in theodolite only a “fraction of a second” because of its speed). Object seemed to turn to the N, until reaching and maintaining a constant azimuth at about 20°-25° (5° per Davidson’s diagram) when it suddenly climbed from 25° to 29° elevation in 10 secs (exact numbers only reported by Moore; Davidson said it was lost at about 35°), diminishing “rapidly” in apparent size (possibly by factor of about 3.5x), and disappeared by distance (per Moore) or dust obscuration (per Akers and Davidson; Moore claimed “no dust”). Distance unknown; by assuming 70 miles (67-72 mi increasing to 250 mi at end), horizontal velocity as object allegedly circled the site (per Moore only) is then 7 mi/sec or 25,000 mph (earth escape velocity not orbital velocity 5 mi/sec) but this is pure assumption (at 7 miles slant range the speed would only have been about 2500 mph, etc.). At Akers’ slower angular velocity of 2.5°/sec the linear speed at the assumed 70 miles distance would be about 12,500 mph (or 1250 mph at 7 miles). Object size at the larger assumed distance would be about 100 ft, or at the smaller distance about 10 ft. If disappearance was due to a distance increase of a factor 3.5x, using the smaller distance (7 miles) speed might have reached peak of about 13,000 mph at the end, accelerating at about 50 g’s, to a terminal altitude of about 14 miles (70,000 ft). Projected target radiant at 5° ascent angle, assuming disappearance by distance, at 20° azimuth is approximately 9 hrs Right Ascension +55° Declination. (Sparks; BB Maxwell Microfilm Roll 5, pp. 1451-1499; BB Misc [Strentz] Microfilm Roll 1, pp. 681-748; BB AFOSI Microfilm Roll 88, pp. 630-4, 703-708, Roll 89, pp. 319-320, Roll 90, pp. 997-1004)</p>				
199.		<p>April 25, 1949. Springer Lake, New Mexico. 6:50 [6:30-7:30] a.m. Mr. Abreu saw silvery white spherical objects like Christmas ornaments fly over the lake at high speed, reappearing repeatedly with a high-pitched whistling sound a few secs each time. (Sparks; FOIA; Saunders/FUFOR Index)</p>	4 x 5 secs	2		
200.		<p>April 27, 1949. SE of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3’53” N, 97°49’40” W). 9:20 p.m. 2 Army soldiers [Pillet and Belisandro?] on patrol saw a blinking violet object 1-1/2 inches in diameter 10-12 ft away and about 6-7 ft above ground in motion, passing through branches of a tree before disappearing. At 9:25 [9:35?] p.m., 2 miles away 4 Army men sighted a 4-inch bright light, with a 2-4-inch metallic cone trailing in the back, 600 ft away 6-7 ft</p>	1 min + ? + 30 secs	2 + 4	1.2 – 1.4 + 1/5 + ?  (0.6°- 0.7° + 0.1° + ?)	

		above ground silently approaching from the NE in level flight at 60-70 mph, disappearing suddenly in the SW at 150 ft away. At 9:37 p.m. the same witnesses saw a 2-inch white light appear 100 ft away to the NNE flying in a zigzag in level flight about 6 ft above ground, disappearing suddenly. At 9:39 p.m. the same witnesses saw a 3rd light in the WSW. (Sparks; BB Maxwell Microfilm Roll 5, p. 628; FOIA; Saunders/FUFOR Index; Jan Aldrich)				
201.		April 28, 1949. Homer, Mich. 9:15 a.m. William Sackett and William Gibson pursued 6 flying discs 10 inches diameter by car along Hwy 60 for 5 miles as they flew at low altitude in "wide circles" paralleling the road. (Sparks; FOIA)	5 mins ?	2		
202.	361	April 28, 1949. Tucson, Ariz. (32.23° N, 110.96° W). 5:45 p.m. Howard Hann [Hamm?], Mr. Hubert [Huber?] and Tex Keahey saw a very large bright, sausage-shaped object, with no fins, wings or protuberances, roll and fly fast. (Sparks; BB Microfilm Roll 91, pp. 414ff.; FOIA; Saunders/FUFOR Index)	12-40 mins	3 + ?		
203.		April 28, 1949. SE of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:30-10 p.m. Several Army security patrols sighted a variety of strange lights, mostly slow-moving changing color from white to red to green, one with a red blinking light, one with a "cone-shaped affair" trailing in the rear similar to one seen the day before. (Sparks; FOIA)		12		
204.		April 30, 1949. Albuquerque, New Mexico. 10:15 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2 secs	1		
205.		May 2, 1949. Elko, Nevada. 11:40 a.m. CAA radio operator Mr. Small using field glasses saw 3 flying discs 30 ft diameter at 14,000 ft moving (heading?) SW at 300-400 mph make a left turn and depart ahead of a United airliner taking off from Elko airport. (Sparks; FOIA; Saunders/FUFOR Index)	3-4 mins	1	1/10 ? (0.4°? equiv in binocs )	binoculars
206.		May 3, 1949. Los Alamos, New Mexico. 9:26, 9:43, 10:05 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2-10 secs	3		
207.		May 3, 1949. Sidney, Ohio. 9:00 a.m. Store owner Wilford and Sprague saw bright shiny disc high overhead at about 85° elevation heading NE wavering, climbing and descending slightly on a straight path. (Sparks; FOIA; Saunders/FUFOR Index)	2 mins	2	20 ?	
208.		May 4, 1949. 4-1/2 miles W of Maplewood, Ohio (40.377° N, 84.029° W). 6:30 p.m. Ms. Wical saw bright silver flat circular object to the SE traveling NE with sun glaring off the surface, spinning at high altitude, no sound or trail. (Sparks; FOIA; Saunders/FUFOR Index)	<2 mins	1	30 ?	
209.	376	May 5, 1949. Ft. Bliss, Texas. 11:40 a.m. Army officers Maj. Day [May?], Maj. Olhausen, Capt. Vaughn saw 2 oblong white discs, flying at about 200-250 mph, make a shallow turn. (Sparks; Berliner)	30-50 secs	3		
210.		May 6, 1949. Sidney, Ohio. 8:30 a.m. Stump, Herman and Quinn saw a bright object about 1/2 mile to the W moving S at high speed, no trail or sound, one saying it was too bright to see the shape the other saying it had a	2 mins	3	20 ?	

		flat circular shape. (Sparks; FOIA; Saunders/FUFOR Index; Jan Aldrich)				
211.	379	May 6, 1949. Livermore, Calif. (37.69° N, 121.76° W). 9:35 a.m. C. G. Green saw 2 shiny, disc-like objects rotate around each other and bank, then one shot upwards with a grey trail and rejoined the other. (Sparks; Berliner)	5 mins	1		
212.		May 6, 1949. Los Alamos, New Mexico. 1:05 a.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	<1 sec	1	1/8	
213.		May 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:40-9:30 p.m. UFO observation network using Army artillery observers (Lt. Mardell E. Ward?), established 2 days earlier, tracks its first object. (Sparks; BB Maxwell Microfilm Roll 5, p. 628, Roll 91, pp. 414ff.; FOIA; Jan Aldrich)	50 mins ?	2+	4-6 ?	real-time triangulation ?
214.		May 7, 1949. S St. Louis, Missouri (38.63° N, 90.21° W). 7 p.m. (CST). Just after sunset Vaughn saw the sun glinting off a flat reddish-brown object, "somewhat triangular" shaped, oscillating, the size of a private plane but faster. (Sparks; FOIA; Saunders/FUFOR Index)		1		
215.		May 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 7:40 p.m. Lt. Mardell E. Ward, at the Plotting Center (command post) of the Army's UFO observation and triangulation network established May 4 after a series of unexplained UFO incidents over the previous 2 months, and an artillery observer at another network observation site, spotted a brilliant white diamond-shaped object at triangulated location 15,000 ft away at 1,000 ft altitude headed NW. Object was tracked for 57 seconds as it traveled 20 miles (at 1,300 mph) while changing color from white to reddish to greenish as it dropped altitude and dimmed then disappeared. [Angular size 3 mils translates to actual size about 45 ft. Battery Commander scope used, 25x-40x.] No sound. [Another sighting 8:25-9:05 p.m.] (Sparks; FOIA; Jan Aldrich; Loren Gross Jan-Jun 1949 Supp p. 79, erroneously put at Los Alamos; BB Maxwell Microfilm Roll 5, p. 628)	57 secs + 40 mins	2+ + 4	1/3	real-time triangulation, scope
216.		May 8, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 10:08-10:17 [8:08-17?] p.m. Lt. Mardell E. Ward, at the Army's UFO observation post, and 2 other posts sighted brilliant diamond-shaped object to the W moving NW or NE at 1,600 ft altitude slowly dropping. Severe radio interference during sighting, none afterward. (Sparks; FOIA; Jan Aldrich; Loren Gross Jan-Jun 1949 Supp p. 80, erroneously put at Los Alamos; BB Maxwell Microfilm Roll 5, p. 628)	9 mins	3+	1/4	real-time triangulation
217.		May 8, 1949. Tucson, Ariz. (32.23° N, 110.96° W). 9:30-11 a.m. MSgt. Troy Putnam [?] plus 3 other witnesses saw round, flat silvery object, about 40-75 ft diameter, in the W flying faster than a jet, in horizontal flight at 4,000 ft, make 90° turn to the N, then rapid climb at 45° angle until out of sight. (BB Microfilm Roll 91, pp. 414ff.)	10-20 mins	4		
218.		May 9, 1949. Tucson, Ariz. (32.23° N, 110.96° W).	6-10 secs	1		

		About 2:30 p.m. MSgt. Troy Putnam saw two round, flat silvery objects, about 25 ft diameter, flying 750-1,000 mph in a banking but steady manner, from SW to NE, which faded from view. (Saunders/FUFOR Index; Randle)				
219.		May 12, 1949. Holloman AFB, New Mexico (at 32°50' N, 106° 4' W, elev. 4,070 ft). 9:30 p.m. (MST). AF contract solar astronomer, Donald H. Menzel, of Harvard Observatory, was being driven by military car from Holloman AFB, on Hwy 70 just outside the base, en route to Alamogordo [headed ENE on road azimuth 66°], when shortly after leaving the base he saw a bright reddish star Antares about 6°-8° East [to the lower left] of the nearly Full Moon estimated to be 15°-18° above the ridge line [99.3% illuminated Moon at about 19° elevation 136° azimuth, Antares at about 11° elevation 132° azimuth] rising above the Sacramento Mountain ridge. Shortly afterward he noticed first one small round white light low about 3°-4° over the ridge to the lower left of the Moon and star and then another identical light to the right of the first and in horizontal line, about 3° apart [at roughly 122° to 125° azimuth, 5°-6° elevation, seemingly over Moore Ridge, summit 7,264 ft, 32°42'22" N, 105°51'11" W, 15 miles away]. Each light was white possibly slight greenish tinge, about 0 to 1st stellar magnitude, the left one slightly brighter, both increasing in brightness as if possibly rising above a haze layer, both initially "fuzzy" but apparently sharpening in edge contrast. Each light suddenly disappeared one after the other before the car could be stopped. Menzel estimated that as the car traveled 50 mph it created a 3-mile baseline over which he nevertheless noticed no perceptible change in the lights' azimuths, or perhaps no more than 1° to 2°, hence a distance he calculated at 180 miles and object "diameter" about "¾ mile" (4,000 ft) [correct figure 2,300 ft]. (Sparks; BB NARA Microfilm Roll 88, pp. 904, 920-1; Roll 91, pp. 424-5; Maxwell Roll 6, pp. 241-9)	4 mins	1	1/4	astronomer Donald Menzel
220.		May 16, 1949. Tucson, Arizona. About 5 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	8-10 secs	1		
221.		May 21, 1949. Hanford AEC plant, Wash. 1:30 p.m. Hanford ADC radar detachment of 637th ACW Sq detected a stationary object over the East 200 area about 4 mi E of the Hanford Plant, which took off on a SE heading faster than a jet, reported it to the 637th ACW Sq, 505th AC&W Group, Moses Lake AFB, Wash. AF radar crew at 637th ACW (Spokane?) unable to detect object on radar but sighted round white or silver object by telescope (or telescope sighted by Hanford meteorologist Max Segoinns? who estimated altitude at 17,000-20,000 ft), which was heading NE faster than a jet at about 10,000 to 15,000 ft. At 2:20 p.m., USAF F-82 fighter, pilot Gardner, was airborne from Moses Lake AFB, Wash. (47.13° N, 119.29° W), to intercept Track 81 in the ESE from the 637th (Spokane? or Hanford?) detected on radar but target faded from radar scope about 5 mins after F-82 was airborne. (Sparks; BB Maxwell Microfilm Roll 6, pp. 475-9; Hynek UFO Rpt pp. 141-2; Saunders/FUFOR	?	3?		RV, telescope

		Index; Jan Aldrich; Loren Gross; 505th ACW Group AF History; Todd Lemire)				
222.		May 23, 1949. Moses Lake AFB, Wash. 8:45 a.m. (PST). Three USAF pilots, Lt. Col. Walter C. Hearne, Lt. Col. Wallace R. Jordan, and 1st Lt. Gerald B. Blish, sighted from the ground at 325th Fighter Wing, Moses Lake AFB, a small [pinpoint-like] bright silver light traveling at high speed straight and level heading about 15° - 20° course about 5-10 miles away at about 10,000 to 15,000 ft altitude. (Sparks; BB Maxwell Microfilm Roll 6, pp. 565-9)	1 to 1-1/2 mins	3	point?	
223.		May 24, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 12:30 a.m. Round pale-yellow slow-moving light about 6,000 to 9,000 ft away smaller than Full Moon, slightly above horizon. Tracked by Army UFO observation network at Site B nuclear weapons storage stockpile? (BB Maxwell Microfilm Roll 5, p. 630)	60 secs		<1	
224.		May 24, 1949. Rogue River 1-1/2 miles E of Gold Beach, Oregon (at 42°25' N, 124°24' W). 5:00 p.m. (PST). NACA Ames Research Lab employees Don Heaphy and Gilbert Rivera, with Roy McBeth and wives Mrs. Rivera, Mrs. Oliver Elizabeth McBeth and Madlyne [Amlyne?] MacBeth [?], saw in the E at azimuth 60° a hamburger-shaped metallic disc about 25-35 ft to 100 ft wide with a tail fin and "dirty" surface, rough wrinkled surface in the rear, at about 5,000 ft altitude about 1-4 miles away traveling at about C-47 speed (200 mph?) which accelerated to jet speed (600 mph?) to the S, azimuth 170°. Observed with 8x binoculars. (Sparks; Maxwell BB Microfilm Roll 5 pp. 863-879, 890-3; Battelle Unknown 10; Bruce Maccabee; FOIA; Saunders/FUFOR Index; Jan Aldrich)	90 secs-3 mins	5	1/5 - 2	binoculars
225.		May 24, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 7:46 p.m. Security agent [Army CIC?] sighted brilliant stationary incandescent round light [low on the horizon?] then sighted the same about 2 secs later but ½ the apparent size. (Sparks; BB Maxwell Microfilm Roll 5, p. 630)	1 sec	1?	2? + 1?	
226.	404	May 27, 1949. Near Hart Mtn., south-central Oregon (at 42° 27' N, 120° W). 2:25 p.m. (PST). Oil company vice-president, USNR pilot, former AAF flight instructor, Joseph C. Shell, flew his lightened-load SNJ Navy aircraft from Red Bluff, Calif, to Burns, Oregon, heading NNE at 212 mph ground speed at 9,000 ft above MSL (about 4,000 ft above ground level), saw to his right (about NE) something metallic in the distance [about 20 miles away] at about 42° 38' N, 119° 43' W, which as he approached resolved into 5-8, most likely 6-7, oval or egg-shaped metallic objects, 2:1 length/width ratio, and 1/5 as thick, each the same size less than 20 ft in diameter, fly in trail formation, with an interval equal to 3-4x their length between the lead object and the 2nd object, and only ½ to 2/3 object length spacing between the 2nd and all remaining objects, which separation remained constant	5 mins	1	1/30 ?	

		almost as if being towed by the lead object. He saw the objects "outlined" against the bluffs of Hart Mtn, and could see the dark ground between each object, and noticed they had slightly changed course from "quartering" path to a path parallel to his course in the opposite direction (heading SSW) at about 230 ±30-40 mph while following the rim of the bluffs (which rim was about 7,000 ft MSL), appeared to be about 1,000 to 1,500 ft below his altitude about 5-1/2 to 7-1/2 miles away at closest approach (to his ESE), but less than the 10-mile distance to the bluffs. Near end of sighting Shell dropped in altitude and then could see the objects at his flight level, at his estimated position 42° 41' N, 119° 49' W, hence his estimate of objects' altitude as about 1,000-1,500 ft below his original 9,000 ft MSL. Objects disappeared on the horizon out of visual range, at estimated position 42° 28' N, 119° 48' W. Visibility being >60 miles. (Sparks; Berliner; Jan Aldrich; Footnote.com images 6313041 ff.)				
227.		May 31, 1949. Misawa AFB, Honshu, Japan (at 40°43' N, 141°22' E). 11:10 a.m. USAF pilot Giles flying F-80 saw a circular object moving at high speed and disappearing into cirrus cloud overcast. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
228.		June 1, 1949. 2 miles from Stewart Field, Newburgh [or at Walden?], New York. 8:30-9 p.m. (EST). S/Sgt. and 6 others saw yellow oblong soundless object appear and disappear every few mins 30° NW of the moon [which was at about 268° azimuth 35° elevation]. (Sparks; FOIA; Saunders/FUFOR Index)	30 mins	7	1	
229.		June 2, 1949. Los Alamos, New Mexico. 12:40 a.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	1 sec	1		
230.		June 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9:05-9:08 p.m. Williams, Jones and others in the Army UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles. (Sparks; FOIA; Saunders/FUFOR Index)	2 mins 40 secs	multi ple	1/4	real-time triangulation
231.		June 10, 1949. 20 miles SW of Boston, Mass. USAF pilot Kirschbaum flying T-6 with 58th FI Sq saw a white tubular 100 ft long flying at 100 mph, chased but lost. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
232.		June 11, 1949. Los Alamos, New Mexico. 8:57 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	4-5 secs	1	star	
233.		June 14, 1949. White Sands Proving Ground, New Mexico. 3:35 p.m. (MST). During the test firing of a Navy rocket [actually AF V-2 rocket No. 47 to 83 miles altitude] 5 tracking stations observed 2 small circular objects about 1.7 ft in size parallel the 1,500 mph rocket on each side, then the W object passed through the rocket exhaust, joined the E object and both accelerated away. Observed through 20x telescope (theodolite) tracking		12+	1/50 ?? (0.25° equiv in theod ??)	missile tracking personnel; telescope (theodolite)

		instrument (with photos? that failed to show UFO's). 8 mins later a possible 3rd object was sighted. (Sparks; BB Maxwell Microfilm Roll 5, pp. 1466-7, 1470; McLaughlin TRUE article Mar 1950; Saunders/FUFOR Index; LA Times, Aug. 30, 1949)				
234.		June 20, 1949. Los Alamos, New Mexico. 8:10 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	1.5-3 secs	2		
235.		June 24, 1949. Mesa, Arizona. 3:45-4:30 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	4 for 30 mins + 25 secs	2		
236.		June 27, 1949. Albuquerque, New Mexico. 1:38 a.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2 mins	1		
237.		June 29, 1949. Flagstaff, Arizona. 8:10 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)		1		
238.		June 30, 1949. Seligman, Arizona. 4:30 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	8 secs	1		
239.		July 3, 1949. Longview, Wash. (46.12° N, 122.95° W). 10:40, 10:49, 11:25 a.m. (PDT?). Aeronautical engineer Moulton B. Taylor with experience in USN guided missile and pilotless aircraft development was airport manager at Longview preparing for an air show when someone pointed out an object in the sky to the NW at about 30° elevation. Taylor immediately announced this sighting over the public address system to the crowd of 150-200 observers, including pilots, who watched a metallic disc-shaped object cross the sky from NW to SE (track offset to the W not quite reaching zenith) with an oscillating falling-leaf motion along a straight path and occasional sun glints, estimated altitude 30,000 ft at 300 mph, approx. size of DC-3 [about 100 ft] disappearing in smoke from a wood pulp mill at about 80° elevation after a total duration about 2-1/2 to 3 mins. A 2nd similar object was seen about 6 mins later coming from the N [or NNE] at about the same altitude/distance, at about 45° elevation, heading about due S on slightly curved path (concavity of path away from witness, radius of curvature about 15 miles), disappearing in the sun (about ENE [actually ESE azimuth 116° elevation 53° at 10:51 a.m. assumed PDT]) after total duration about 2 mins (on a possibly 8 mile long path [240 mph]). Then a 3rd sighting at 11:25 a.m. coming from almost due W [or WNW] at about 40° elevation, on a W-E straight line path (passing to the N, not quite reaching zenith) again at about the same altitude/distance at which time the oscillations were precisely timed at 48/min, and again disappeared in the sun (to the ENE [actually ESE azimuth 127° elevation 58° elevation at 11:27 a.m.]) (again on a possibly 8 mile long path [240 mph]). (Sparks; BB Maxwell Microfilm Roll 6, pp. 1227-1240; McDonald 1968)	3 + 2 + 2 mins	150-200	1/5 – 2/5	aeronautical engineer
240.		July 11, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9:10 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2 secs	1		
241.		July 21, 1949. Mount Pleasant, Utah. 1:13 p.m. (MST). Military aircraft pilot Knight saw 2 white or silver objects		1		

		on headon course below the nose of his aircraft. (Sparks; Project 1947; Saunders/FUFOR Index)				
242.	483	July 24, 1949. Mountain Home, Idaho (at 43°10' N, 115°35' W). 12:03-12:13 p.m. Harry F. Clark, manager of a flying service, flying a Piper Clipper at 19,000 ft, saw 7 delta-shaped objects, 35-55 ft in span, 20-30 ft long, 2-5 ft thick, light colored except for a 12 ft diameter dark circle at the rear [center?] of each, with a flat top surface and a 2-5 ft high dome, sharp needle nose, flat tail, outer panels oscillated then disappeared. Objects flew in a tight formation of 2's with 1 behind, and made a perfect, but unbanked, right turn about 1,500 ft ahead and 500 ft below with no wake turbulence, displaying decreasing smooth oscillations, then turned right again passing the aircraft at about 450-500 mph. Clark's engine ran rough during the sighting, and on landing was found with all spark plugs burned out. (Sparks; BB Maxwell Microfilm Roll 6, pp. 1487-1509; Berliner; cf. NARCAP)	10 mins	1	2 - 4	EM
243.		July 24, 1949. Near Socorro, New Mexico. Green fireball sighting. Dr. William D. Crozier of the New Mexico School of Mines collected dust samples showing presence of copper particles possibly originating from the fireball. (Sparks; FOIA)				
244.		July 28, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:45, 10:58, 10:59 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	3-5 secs + 15-20 secs + 2-12 secs	1 + 1 + 1 ?		
245.	496	July 30, 1949. Mt. Hood, Oregon. 9 p.m. Northwest Airlines Capt. Thrush, 2 Portland control tower operators, and a flying instructor (Henry, Penhallegan, Brasford) saw an object with 1 white light and 2 red lights, maneuver and hover. (Sparks; Berliner; Jan Aldrich)		4		
246.		July 30, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9:35, 10:04 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2-2.5 secs + 2-3 secs	1 + 1 ?		
247.		Aug. 6, 1949. Las Cruces, White Sands, Alamogordo, and Albuquerque, New Mexico. 8-8:30 p.m. (Sparks; BB Microfilm Roll 91, pp. 414ff.)	1-5 secs	9		
248.		Aug. 20, 1949. Las Cruces, New Mexico (32.22° N, 106.75° W). 10:45 p.m. Astronomer and discoverer of planet Pluto, Clyde W. Tombaugh, with wife and mother-in-law, all saw a rigid formation of faint bluish-green rectangles as if windows on a solid dark object about 1° across, which flew at high speed from zenith SSE to about 35° above the horizon where it disappeared all the while the rectangles foreshortening due to the slant angle. No sound. Wife thought she saw faint interconnecting glow. [If object passed overhead at 1 mile altitude, size might have been about 100 ft, velocity about 1,700 mph.] (Sparks; Saunders/FUFOR Index; etc.)	3 secs	3	2	astronomer Clyde W. Tombaugh
249.		Aug. 26, 1949. White Sands Proving Ground, New Mexico. Just after 11 a.m. Just prior to a [planned Navy Viking] rocket launch a senior officer scanning the sky with binoculars sighted an unidentified object from the N		1+		

		which was in a shallow dive then turned W. [Viking no. 2 launch postponed to Sept. 6, 1949.] (Sparks; BB Maxwell Roll 5, p. 1467; LA Times, Aug. 30, 1949)				
250.		Sept. 5, 1949. Lebec, Calif. 12:10 p.m. 2 USAF pilots flying military aircraft with 3538th Maintenance Sq saw an oval object climb at tremendous speed to the S. (Sparks; Project 1947)		2		
251.		Sept. 9 [10?], 1949. Goose Bay, Labrador, Canada (53.33° N, 60.41° W). 9:56 p.m. (AST). Military aircraft pilot saw an egg-shaped object disappear into a cloud at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
252.		Oct. 14, 1949. Mt. Palomar Observatory, Calif. 1:15 and 1:20 p.m. Observatory Manager of Public Relations Harley C. Marshall drove away from Observatory when he saw a perfect "V of V's" formation of about 16-18 silver [round?] objects without tails or wings overhead traveling at high speed to the NW and emitting a sound like jets but not quite the same which noticeably lagged behind visual location of objects in the sky by about 35°-40°. Marshall stopped car and observed objects disappear [behind?] cloud cover that extended from horizon to about 45° elevation. [Marshall returned to Observatory] and phoned Asst. Superintendent-Electrical B. B. Traxler on duty who at about 1:20 p.m. saw one dark unidentified object traveling to the SW while checking the cosmic-ray Geiger counter recording equipment and saw that the needle had jumped off scale for several secs. For the next 10 days another 21 incidents of off-scale cosmic-ray detector incidents occurred at scattered times fitting a periodic 1.5-hour time schedule, a phenomenon not seen before or after, and unexplainable by equipment failure or radio interference from aircraft. Several Navy aircraft of differing prop and jet types were flown near Palomar Observatory using radio, radio altimeter and radars on Oct. 21 and Nov. 2 in an unsuccessful effort to trigger the Geiger counter. (Sparks; Jan Aldrich; McDonald list)		1 + 1		EM effects on cosmic ray detector
253.		Oct. 17, 1949. Mt. Palomar Observatory, Calif. 7:20 a.m. Observatory Asst. Superintendent-Electrical B. B. Traxler saw a small black object without apparent projections moving at high speed to the SW at the same time the cosmic-ray Geiger counter went off-scale again (see incidents of Oct. 14 and 21, 1949). (Sparks)		1		EM effects on cosmic ray detector
254.		Oct. 21, 1949. Mt. Palomar Observatory and Palomar Gardens, Calif. 2:30 p.m. Observatory Asst. Superintendent-Electrical B. B. Traxler saw an elongated slightly curved or banana shaped object traveling to the E or SE for about 3 secs. Independently and without knowledge of Traxler's sighting, George Adamski of Palomar Gardens saw the dark cigar-shaped object. (Sparks; Jan Aldrich; McDonald list)	3+ secs	2		
255.		Nov. 21, 1949. Akita, Honshu, Japan (39°44' N, 140° 5' E). USAF pilot flying F-80 fighter saw a rectangular object flying at 500 mph. (Sparks; Weinstein)		1		
256.		Dec. 4, 1949. Bet. Covington and Hammond, Louisiana	3 mins	3	2 ?	

		(at 30°30' N, 90°15' W). 4:35-4:38 p.m. (CST). USAF pilot of C-47 transport Flight AF 5566, Maj. F. E. Whitaker, Base Legal Officer of Walker AFB, Roswell, N.M., copilot 1st Lt. P. H. McDavid and crew chief engineer Staff Sgt. C. Thomas also from Walker AFB, while flying from Carswell AFB, Dallas, to Keesler AFB, Miss., at 180 mph at 5,500 ft heading 90° (E), saw a bright silver sphere about the size of a jet fighter [50 ft?] come towards their aircraft heading about 300° or about W nearly headon at 1 o'clock position [from about 120° ENE] at about the same altitude, 5,500 ft, at high speed in excess of 600 mph or faster than a jet then after about 30 secs object turned abruptly to the S, then stopped, bobbed up and down. Object made several accelerations and decelerations and sharp direction and altitude changes during sighting, very maneuverable in all directions, Whitker describing as appearing to "bounce all over the sky." Object disappeared by sudden burst of speed crossing field of vision in about 1 sec. No vapor trail, exhaust, distinguishing features, or sound noticeable above the C-47's noise. Apparent size half-dollar on windshield. (Sparks; Jan Aldrich)				
257.		Dec. 29 [28?], 1949. Bet. Hamlet and Greenwood, North Carolina. 5 p.m. James and 3 other pilots of military light training planes saw a blimp-shaped object outdistance the [4?] planes at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)		4		
258.		Dec. 31, 1949. Andrews AFB, Washington, D.C. Daytime. Wash DC Air National Guard 113th Aircraft Control Squadron Corporal Robert E. Guinn happened to look overhead during a jet takeoff and noticed an object like a "huge stack of tinfoil" when it tilted toward the sun, floating in and out of the clouds, the size of an ANG hangar, then suddenly headed SE at high speed. (Sparks; BB Maxwell Microfilm Roll 7, p. 1053-5)		1		
259.		Jan. 6, 1950. Near Howard, Kansas. Gray and 2 other USAF crew of C-47 transport saw a 30-60 ft silver football-shaped object flying in straight level flight. (Sparks; Project 1947; Saunders/FUFOR Index)		3		
260.		Jan. 7, 1950. S of Corona, New Mexico. 10:15 p.m. Holloman AFB Asst. Maintenance Officer Risley while driving saw a yellowish-white ball of light at about 45° elevation descending at a 60° angle, changing color to orange with trailing flame, to just above a mountain range where it leveled off becoming bright blue-green traveling 10° E [?] until it dropped behind the mountain. (Sparks; FOIA; Saunders/FUFOR Index)		1		
261.		Jan. 12, 1950. Gulf of Mexico SW of Florida at 24° 0' N, 85°20' W. (Sparks; McDonald list)				
262.		Jan. 18, 1950. Denver, Colo. 6:19 p.m. USAF pilots of T-6 saw a round reddish-white object tapered aft flying at 15,000 ft. (Sparks; Project 1947)		2		
263.		Jan. 22, 1950. Near Kodiak NAS, Alaska. 2:40-4:40 a.m. USN P2V3 patrol plane pilot Lt. Smith and radar officer A. L. C. Gaskey briefly detected a radar target 20 miles N,	? + 30 secs + 4 mins	4+ (8+?)		radar; EM

		then another target S of Kodiak at 2:48 a.m., possibly the same target traveling 225 mph in between. Smith radioed Kodiak NAS to look for other air traffic but none was reported. Gaskey then noticed strong radar interference preventing him from tracking the target. At 3 a.m. watch officers Morgan and Carver on the USS Tillamook S of Kodiak island saw a maneuvering red exhaust-like or orange ball of fire circle the Kodiak area in 30 secs clockwise beginning and ending in the SE. At 4:40 a.m., P2V3 radar picked up fast moving target at 5 miles which closed that distance in 10 secs (1,800 mph) to dead ahead position, where it was seen as "two orange lights rotating about a common center like two jet aircraft making slow rolls in tight formation." Smith tried to pursue but object came at him in a "highly threatening gesture." Smith turned off all aircraft lights to reduce visibility, object flew off to the SE disappearing in 4 mins. (Sparks; Project 1947; BB files??)				
264.		Jan. 24, 1950. Near Blackstone, Virginia (37° 5' N, 78° 1' W). 4:50-5:05 p.m. (EST). 3 Pentagon officials, including 2 USAF combat flying officers, pilot Capt. G. B. Edwards and copilot Capt. Theron C. Fehrevach flying C-45 transport plane heading 26° at 5,000 ft, saw a dark 200-250 ft diameter hemispherical parachute-shaped or B-35 flying wing shaped object at about 20° azimuth at about 7,000 ft about 5-10 miles away with a large black smoke region below it almost looking like a large suspended black object about 3x the object's diameter, possibly obscuring a lower portion of a sphere instead of the object being just an upper hemisphere. UFO was darker than the 50% cloud cover and "easy to distinguish as not being cloud." Object moved smoothly horizontally to the right to about 32° azimuth at about 300+ mph then back again without any noticeable turn radius. Edwards put the C-45 into a climb to 7,000 ft so they would be on the same height level as the UFO and turned left slightly to 20° to head directly toward it. Army Courier Service passenger 1st Lt. John H. Van Santen was alerted by Fehrevach and now also saw the object move right then left by 12° again, then they all saw the object recede at high speed radially away and disappear [at possibly 6,000 mph to reduce angular size below visual resolution by increasing distance at least 200 miles in <2 mins at about 4:55 p.m.]. About 1-1/2 mins later object reappeared about 30°-45° to the right of their heading at the same level but at greater distance, stationary in position, then oscillating or "wiggling" about that position horizontally right-left about 1-1.5x object's width. Object moved horizontally to dead ahead again and disappeared by receding in the distance at high speed. (Sparks; BB Maxwell Microfilm Roll 7, pp. 1160-6; Jan Aldrich)	15 mins	3	1/2 - 1	
265.		Jan. 31, 1950. N of Aleutian Islands, Alaska (at 53° N, 171°11' W). 6:55 p.m. USAF pilot saw 3 ft red and white elliptical object flying E. (Sparks; Project 1947)		1		
266.		Feb. 2 [1?], 1950. Davis-Monthan AFB, Tucson, Ariz. USAF bomber pilot saw object trailing smoke [heading		1? thous		

		W]. [Thousands of witnesses??] (Sparks; Weinstein; BB files??; Keyhoe 1953 pp. 43-44)		ands?		
267.		Feb. 5, 1950. Teaticket, Mass. 5:10 p.m. Marvin Odom, former U.S. Navy fighter pilot, USAF pilot from Otis AFB Lt. Philip Foushee, and 2 others saw 2 thin, illuminated cylinders, one dropped a fireball, both maneuvered together then disappeared high and fast. (Sparks; Berliner)	5 mins	4		
268.		Feb. 8, 1950. Tampa, Florida (27.98° N, 82.44° W). 11:45 p.m. USAF crew of B-29 bomber saw 300 ft long 30 ft wide rocket-shaped object flying at 2,000+ mph. [Eastern Airlines??] (Sparks; Project 1947; Saunders/FUFOR Index)		multiple?		
269.		Feb. 22?, 1950. Key West NAS, Florida. USN radar tracking of object at 50 miles altitude. [Beyond radar altitude limit?] (Sparks; Keyhoe 1953 pp. 43-44; BB??)				radar
270.		Feb. 24, 1950. Los Alamos, New Mexico. 1:15-2:00 p.m. At various locations around Los Alamos, AESS security personnel, including Philip C. Mackey AESS Inspector and another AESS inspector, and 2 Los Alamos Lab chemical operators, sighted shiny metallic or bright white, silver white, saucer or sphere hovering to the NW at azimuth 310° elevation about 30°, estimated distance possibly 20,000 to 30,000 ft, size estimated at about 100 ft if at 20,000-30,000 ft range, then moving erratically, flashing bright sunlight at times, heading E or NE, then suddenly climbing vertically at possibly supersonic speed straight up out of sight at about 70° elevation. One witness reported object dispersed nearby clouds as it passed, and emitted an intermittent vapor trail, no trail reported by others; no sound noted by anyone. (Sparks; BB Microfilm Roll 91, pp. 365-9)	2 to 45 mins	4+	1/3 to 1/2	
271.	642	Feb. 24, 1950. Albuquerque, New Mexico (35.10° N, 106.64° W). 1:55 p.m. While tracking a weather balloon from atop TWA Bld. at the Municipal Airport, Weather Observer Luther B. McDonald saw crossing the field of view in the theodolite a white, round object not quite as elongated as an egg, darkened on the top-left side, flying straight and level from about 20° to 23° elevation at about 110° azimuth in the E apparently on a trajectory towards them on about a 240° to 270° heading, covering 2° in 1-1/2 mins [probable roundoff in angles so that elevation may have changed from about 20.5° to 22.5° and azimuth from about 109° to 111°]. Object's angular size about that of the upper part of the moon as seen through theodolite [probable 21x telescope sight of David White pibal theodolite]. Lost sight when shifted to weather balloon (and back). Weather Observer Harrison S. Manson also observed object with the naked eye, for about 20-30 secs, appearing to be brilliant white like metal reflecting sunlight the apparent size of a weather balloon about to disappear in the distance, impression of flight heading to ESE [actually from ESE]. (Sparks; BB NARA Microfilm Roll 91 pp. 334-7, 372-3; Berliner; Jan Aldrich)	1.5 mins (theod) 20-30 secs (unaided)	2	1/20	theodolite
272.		Feb. 24, 1950. Datil, New Mexico (34° 8' N, 107°45' W). 7:30-10 p.m. (MST). USAF Corporal Lertis E. Stanfield,	2 hrs 30 mins	2 ?	1/2 (0.2552°	observation post photo

		3024th Air Police Sq., Holloman AFB, and other Holloman AFB Photographic Branch project staff for tracking aerial phenomena at the Datil observation post saw due S at about 30° elevation and took 5 photos of a circular luminous white object changing to red and green 15.31 arcmins (0.2552°) in diameter with a 3.785° long trail, using 1-5 Cineflex camera with 3-inch focal length lens. Angular velocity > 0.5°/min in azimuth calculated by LaPaz. Object appeared brighter and closer, in smooth straight-line motion from about 8 to 9:30 p.m. to the W, blinking red and green. Disappeared high in the sky. Note 2nd sighting that night on Feb. 25, 1950. (Sparks; BB NARA Microfilm Roll 91, pp. 400, 463-4; Maxwell Microfilm Roll 7 pp. 1226-52; Saunders/FUFOR Index)			diam)	
273.		Feb. 25, 1950. Datil, New Mexico (34° 8' N, 107°45' W). 2-2:30 a.m. White round light reappeared in the same position in the sky from 4 hours earlier, changing to red and green, moving slightly towards the NW, then disappeared behind mountain. Angular velocity 0.5°/min [in azimuth?] calculated by LaPaz. Note this is 2nd sighting of the same night by this Holloman AFB UFO observation post. (Sparks; BB NARA Microfilm Roll 91, pp. 465-6; Maxwell Microfilm Roll 7 pp. 1226-52)	30 mins	1		observation post photo
274.		Feb. 25, 1950. Albuquerque, New Mexico. 9:15 p.m. (Sparks; BB Microfilm Roll 91 pp. 465-6)	1.5 secs	1		
275.	645	Feb. 25, 1950. Los Alamos, New Mexico (35.89° N, 106.31° W). 2:10-3:55 p.m. 12 AEC Atomic Energy Security Service (AESS) inspectors saw a cylinder with tapered ends, silver and flashing, fly slow then fast, flutter and oscillate, change course. (Sparks; BB NARA Microfilm Roll 91 pp. 355-8, 370, 465-8; Berliner)	3 secs to 2 mins	12		
276.	650	March 3, 1950. Selfridge AFB, Mich. 11:05 p.m. USAF 1st Lt. Frank Mattson saw an intense, dull yellowish light descend vertically, then fly straight and level at high speed. (Sparks; Berliner)	4 mins	1		
277.		March 4, 1950. Los Alamos, New Mexico. (Sparks; BB Microfilm Roll 91 pp. 370)		1		
278.		March 5?, 1950. Vaughn, New Mexico. 11:35 a.m. – 1:00 p.m. White object in straight flight toward 195° azimuth? at 180-200 mph. (Sparks; BB Microfilm Roll 91 pp. 467-8)	1 hr 25 mins	4	4	
279.		March 9, 1950. Selfridge AFB, Mich. 7:45-9 p.m. (EST). USAF 1st Lt. Francis E. Parker, 1st Lt. Frank Mattson, Sgt. McCarthy, Cpl. Melton, made multiple air defense ground radar trackings of an object erratically varying height, position and speed from 25,000 to 47,000 ft altitude, 0 to 1,500 mph. High speeds were partially disputed. Despite claims of “evident correlation” or agreement between the two radars, height-finder CPS-4 and CPS-5, at 8:52 p.m. the former showed the target at 79 miles range but the latter at 110 miles. F-80’s were vectored but results not stated. Possible MOGUL-type high-altitude constant-level balloon? (Hynek UFO Rpt. pp. 123-5, 295-7; Todd Lemire)	75 mins + ?	4+		multiple radars (CPS-4 and CPS-5)
280.		March 10, 1950. Phoenix, Ariz. About 6-6:30 p.m.	10 mins	7	½ or 1	

		Object about 200 ft by 30 ft to SSE azimuth 160° at about 40,000-50,000 ft seen by 7 witnesses from moving car. (Sparks; BB Microfilm Roll 91 pp. 338-340, 467-8)				
281.		March 11, 1950. Holloman AFB, New Mexico. 1:00 a.m. USAF Air Provost Marshal Major William J. Haynor. (Sparks; BB Microfilm Roll 91 pp. 381-3, 469-470)	5 mins	1	4	
282.		March 11, 1950. Punta Arenas, Chile (53° 6' S, 70°53' W). 12 p.m. Many witnesses saw a silver ping-pong-shaped object at extreme altitude in the NE traveling toward the SW. (Sparks; Jan Aldrich)		many		
283.		March 16, 1950. Farmington, New Mexico. 10-11 a.m. 2 USNR pilots plus many others. (Sparks; BB Microfilm Roll 91 pp. 385-6, 392-3, 469-470; McDonald 1968)	30 mins, 3-5 mins	10-20+	¼ to 1/2	
284.		March 17, 1950. Los Alamos, New Mexico. 3:07-3:08 a.m. 5 AESS inspectors. (Sparks; BB NARA Microfilm Roll 91 pp. 359-364, 469-472)	1-5 secs	5	1/4	
285.		March 17, 1950. Los Alamos, New Mexico. 4:45 a.m. AESS inspectors. (Sparks; BB NARA Microfilm Roll 91 pp. 359-364, 471-2)	5 secs	1	1/4	
286.		March 20, 1950. 35 miles SE of Clovis, New Mexico. 1:16 a.m. USAF pilot of T-6 saw a white spherical then elongated object flying at 2,000 mph. (Sparks; Project 1947; BB NARA Microfilm Roll 91 pp. 471-2)	1-2 secs	1		
287.	671	March 20 [22? 31?], 1950. 40 miles E of Little Rock, N of Stuttgart, Ark. 9:26 [9:29?] p.m. Chicago & Southern Airlines Capt. Jack Adams and First Officer G. W. Anderson, Jr., flying a DC-3 at 2,000 ft heading W from Memphis to Little Rock, saw a 100 ft flat cylinder-section circular disc [or body of object not visible?], width/diameter ratio about 1:4.5, with 9-12 [or 7?] bright white lights or "portholes" along the lower side emitting a soft purple [?] light, and a blinding blue-white center light at the top which flashed 3 times in 9 secs [or 3/sec ??], fly at 700-1,000 mph [or 1,000+ mph?] from the S headed N, passing to their right at about 1/2 mile distance about 1,000 ft higher altitude. (Sparks; Battelle Unknown No. 11; Project 1947; Ruppelt)	25-35 secs	2	4	
288.		March 21, 1950. Kirtland AFB (Albuquerque), New Mexico. 1-1:30 p.m. 4 members 4925th Special Weapons Group. Sandia Base witnesses 1:15 and 1:20 p.m. (Sparks; BB NARA Microfilm Roll 91 pp. 342-5, 473-4)	5 mins + 30 mins	4 + 3		
289.		March 22, 1950. Kirtland AFB (Albuquerque), New Mexico. 12:10 a.m. (Sparks; BB Microfilm Roll 91 pp. 373-4, 475-6)	1.5-3 secs	2 [3?]		
290.		March 22, 1950. Kirtland AFB (Albuquerque), New Mexico. 11 a.m. 11 members 4925th Special Weapons Group. (Sparks; BB Microfilm Roll 91 pp. 351-4, 473-4)	5-6 secs++ ??	11	10 ?	
291.	678	March 27, 1950. Motubu Peninsula, Okinawa. 10:30 a.m. USAF anti-aircraft radar operator Cpl. Bolfango tracked stationary target on radar at 18 miles range for 10 mins at 13,000 ft. Object then moved on 220° heading for 16.9 miles in 2 mins or about 500 mph to a point over a mountain apparently still at 13,000 ft, where it was lost. Visual observation not detailed, only mentioned in summary. (Sparks; Berliner; Jan Aldrich)	12 mins	2+ ?		RV

292.	680	March 28, 1950. Santiago, Chile (33°30' S, 70°40' W). 3:15 p.m. M/Sgt. Prince Patterson, U.S. Air Attache's office, saw a white object through binoculars flying at extreme altitude and speed, crossing 30° of sky in the WNW about 300° azimuth at one point briefly lost in sun's glare [at 296° azimuth 29° elevation] then reappearing [and crossing the sky to about 330° azimuth]. Patterson left roof of U.S. Embassy to retrieve camera with telephoto lens but object was gone when he returned. (Sparks; Berliner; Jan Aldrich)	5-10 secs	1		binoculars
293.	682	March 29 [30?], 1950. Marrowbone Lake, Tenn. 7 a.m. Real estate salesmen Whiteside and Williams saw 6-12 dark objects shaped like 300-lb. bombs, estimated 5 ft long, flying 500 mph in descent, making a noise like wind blowing through the trees. (Sparks; Berliner)		2		
294.		April 1, 1950. Los Alamos, New Mexico. 4:20 a.m. (MST) White light seen about 75° above horizon. (Sparks; BB Microfilm Roll 91 pp. 374-5, 475-6)	<1 sec	1		
295.		April 7, 1950. Logan Airport, Boston, Mass. (42.36° N, 71.06° W). CAA Watch Supv. Connelly and 3 controllers saw a deep-blue ellipsoid object in the W at 15° elevation moving SW-NE opposite the winds, changing back to blue, split into 2 blue lights revolving around each other then separate, change to white then cherry-red, increasing to 45° elevation, disappearing in NE. Overcast at 16,000 ft. (Sparks; Hynek UFO Rpt pp. 65-68; Saunders/FUFOR Index)	10 mins	4		binoculars
296.	706	April 8, 1950. Kokomo, Indiana (40.50° N, 86.13° W). 2 a.m. Earl Baker saw a grey metallic disc, 50 ft in diameter, 15 ft thick, top-shaped with a "conning tower" at the top and three ports on the rim giving off a blue light. Hovered for 2 mins about 200 ft away, slowly spinning and oscillating, then flew away to the N. Baker aroused from sleep by his dog. (Sparks; Berliner; cf. Vallée Magonia 75)	2+ mins	1?	30	
297.		April 10, 1950. Brookley AFB (30°38' N, 88° 3' W) and Bates Field, Mobile, Alabama. 2 p.m. USAF control tower operator, civilian tower operator and pilots of 2 aircraft saw an object flying to the NE or E over Brookley AFB at 3,500 ft altitude about 45° elevation from Brookley tower. (Sparks; Willy Smith files)	30 secs	4		
298.	711	April 14, 1950. Ft. Monmouth, New Jersey (40°31' N, 74°05' W). 2:30 p.m. Army M/Sgt. James saw 4 rectangular, amber objects, about 3 ft by 4 ft, change speed and direction rapidly, rising and falling as a group. (Sparks; Berliner)	3-4 min	1		
299.		April 17, 1950. Los Alamos, New Mexico. 3:30 p.m. UC scientists Buck, et al., with telescope. (Sparks; BB Microfilm Roll 91 pp. 376-9, 475-6)	20-30 secs to 15-30 mins	3 to 13	1/5 to 1/4	UC scientist, telescope
300.		April 18, 1950. Near Memphis, Texas. 9 a.m.-12:40 p.m. (CST). CAA observers in Clarendon, Texas, saw unidentified object to the SE while observers in Childress about 50 miles SE saw object to NW and triangulated stationary object midway in between near Memphis, for	3+ hrs	5+	1/2	triangulation; test pilot

		<p>3+ hrs beginning at 9 a.m., which did not move significantly despite winds aloft. Northrop engineering test pilot Max Stanley and observers Lloyd Balsam and Sam F. West were asked to intercept object as they were about to take off in F-61C (AF 8357) from Amarillo on an MX-775 test (Navaho cruise missile celestial guidance test), and a B-36 also took off from Ft. Worth to intercept. At about 12:20 p.m., F-61C crew reached 20,000 ft near Memphis and saw a translucent silver spherical shaped object to the SE at "considerable distance" at 30,000+ ft with "prominent detents" top and bottom with a dark vertical streak or shadow, and streak tilted occasionally resulting in object moving laterally slowly and briefly, with no visible means of propulsion. Object was visible only when sunlight intermittently reflected on it. Contact with CAA Amarillo Range Station revealed no other aircraft in area at high altitude. Northrop crew flew 10 mins at 200+ mph (150 mph IAS) toward object but could not overtake it though apparently closed distance so that object was better observed, appearing as if possibly a weather balloon, however CAA Amarillo denied the possibility due to winds aloft and extreme length of CAA observation. Object then disappeared behind or into a deck of high altitude cirrus clouds. F-61C continued on SE heading for about 5 mins at 30,000 ft and UFO reappeared slightly to the right and higher, very close to the base of the cirrus cloud deck, and much closer than when it had disappeared. UFO angular size 1/2 of full moon. F-61C made radio contact with B-36 crew at 46,000 ft, above the cloud layer who could not see object. UFO then disappeared again behind or into a cloud [probably after &lt; 1 min], F-61C circled for about 5 mins, then regained object for about 30 secs in a break between 2 clouds before losing sight of it for the last time. F-61C had to descend due to depletion of oxygen supply, 2-3 mins later B-36 broke off attempted intercept too. (Sparks; Jan Aldrich)</p>				
301.		<p>April 23, 1950. Red Bud, Illinois. 3:58 p.m. Photographer Dean Morgan, Mr. and Mrs. Greene, and Donald Gene, saw and Morgan photographed hovering object that shot away. (Sparks; Randle)</p>		4		photo
302.		<p>April 27, 1950. 10 miles NE of Camp Haugen, near Hachinohe, Japan (at 40.6° N, 141.7° E). 2:45 p.m. Misawa AFB 7th Fighter Bomber Sq USAF pilot 2nd Lt. James Henry Petty was flying F-80C jet fighter in a slight turn to the left at 25,000 ft 320 mph (IAS?) heading NE about 45° azimuth to meet up with a lead aircraft (apparently another F-80C) piloted by Lt. Sofbom of 7th Fighter Bomber Sq, also heading NE at 45° at this point in a sharper gradual left turn, when he saw an unidentified object about 3 miles away at his 2 o'clock position (about ESE) following the lead aircraft in a tracking position about 1,000 ft below and to the right-rear [about 5 o'clock position roughly 1 mile away] from the lead aircraft traveling about 275-300 mph, silhouetted against clouds. During the lead aircraft's wide left turn that eventually</p>	2.5-3 mins	1	6	

		<p>resulted in a 260° heading, the UFO “accelerated” and pulled up to level position [at 3 o’clock] and climbed to the lead plane’s altitude while the F-80C rapidly approached and overflew both the lead aircraft and UFO, having to climb (slightly) to avoid collision [now heading about NW about 315°], but getting “a very good look from the top and both sides” of the UFO, Petty saw that it was a rectangular cream-colored flat object appearing to be made of “muslin” about 20 ft high, 60 ft long, but only about 2 inches thick, oriented vertically, not reflecting sunlight despite bright sun, no exhaust, no apparent means of propulsion, not wavering or fluttering. Petty first thought it was an aerial tow target but knew there was no aerial gunnery scheduled. After being overflown, UFO pulled away from lead aircraft, accelerated to 600 mph on a 330° heading [climbed to 28,000 ft?], overtook and crossed in front of Petty’s F-80C from behind and left to right [from about Petty’s 7 o’clock to 1 o’clock positions] and disappeared in the distance against a clear sky. Similar incident next day near Wakkanai. (Sparks; Jan Aldrich; Weinstein)</p>				
303.		<p>April 27, 1950. Plymouth, Mass. 9 a.m. USAF pilot flying F-86 jet fighter saw a light-brown flat oval object that climbed to 28,000 ft and turned. (Sparks; Weinstein; BB files??)</p>		1		
304.		<p>April 27, 1950. Holloman AFB, Alamogordo, New Mexico. While preparing for an MX-776A Shrike air-to-ground missile test Charles Riggs and other members of USAF contractor Land-Air, Inc., Askania theodolite crews saw, tracked, filmed 4 high flying objects on a cinetheodolite at station P-10 and a theodolite at station M-7. Triangulation resulted in 30 ft size and 150,000 ft altitude for the "high speed" objects located between Holloman AFB and Tularosa Peak. (Sparks)</p>		several	1/50 (0.25° equiv in theod)	cinetheodolite triangulation
305.		<p>April 27, 1950. Near South Bend (or Goshen?), Indiana. 8:25 p.m. Trans World Airlines Flight 117 pilot Capt. Robert Adickes and FO Robert F. Manning heading W en route to Chicago in a DC-3 at about 200 mph and 2,000 ft altitude saw off to the right well to the rear a bright red disc-shaped object, 5:1 to 10:1 width/height ratio, no trail, angular size of an orange at 20 ft, rolling on edge vertically on a parallel course to their plane overtaking it gradually in about 2 mins at slightly below 2,000 ft altitude until it reached about 100° relative bearing about 1/2 mile away. Adickes and stewardess Gloria Henshaw were then called in to watch, as well as at least 11 passengers including Boeing engineers C. H. Jenkins and D. C. Bourland, executives E. J. Fitzgerald, S. N. Miller, et al. When airliner was turned toward the object it veered off at 400 mph dropping down to about 1,500 ft headed N (or NNW), presenting edge-on view, disappearing in a few mins. (Sparks; McDonald 1968; Project 1947; Keyhoe 1953; NICAP)</p>	6-7 mins	14	2	Boeing aero? engineers
306.		<p>April 28, 1950. About 2 miles W of Wakkanai, Japan (at 45°23’ N, 141°38’E). 11:30 a.m., 12:30 p.m. Misawa AFB 9th Fighter Bomber Sq USAF pilot 1st Lt. James H.</p>	? + 5 secs + 5 secs	1 + 1	1/4 ?	radar

		Harvey flew an F-80C jet to attempt to intercept unidentified target tracked by Radar Site #18 without success. After 1 hr, at 12:30 p.m., while flying due N 360° about 2 miles W of Wakkanai at 300 mph (IAS?) at 30,000 ft Harvey saw an object about 7 miles to his left in the W on a S 180° heading at 600-650 mph and lost it in the clouds or over the top of the clouds after about 5 secs. Object apparently circled around at high speed in about 10 secs [roughly 8 miles or about 3,000 mph] reappearing on Harvey's right [at around 2 o'clock position] and continued to circle from right to left in front of the F-80C apparently still at 10,000 ft and closer [roughly 1 mile], was seen "clearly" contrasted against the ocean. Object was a white square 12 x 12 ft (height x length) thin, appearing somewhat like an aerial tow target, oriented vertically, with no evidence of propulsion, exhaust, control surfaces or lights. Object was lost after about 5 secs when it blended in with the lower overcast clouds on about 270° W heading [roughly 10 o'clock from F-80C possibly 3 miles range]. F-80C had been in continuous radio contact with Radar Site #18 during UFO sightings but radar was unable to track either the UFO or the F-80C. Harvey had another F-80 in sight the entire time. Harvey descended to 18,000 ft and searched for the UFO for 15 mins without success. Similar incident previous day near Camp Haugen, Japan. (Sparks; Jan Aldrich)				
307.		May 1, 1950. Kirtland AFB (Albuquerque), New Mexico. 3:10 p.m. 2 members 690th ACW Sq. saw metallic object angling downwards headed SW to NE. (Sparks; BB Microfilm Roll 91 pp. 388-390, 475-6)	1 sec	2		
308.		May 5, 1950. Elmendorf AFB, Alaska. Several witnesses reported to 57th FIS seeing hovering intense reddish-orange light overhaed above Elemendorf AFB beneath overcast cloud layer at 7,000 ft. Hovered for 5 mins then departed at high speed. No noise or acrobatic maneuvers. (Sparks; AFHRA index for 57th FIS History)	5 mins	several		
309.	721	May 7, 1950. 9 miles S of Ely, Nevada. 6:45 p.m. Mr. and Mrs. George Smith and their grandson saw a silvery white object hover at 100 ft altitude, move back and forth then fly up out of sight at high speed. Note in case file: "No investigation." (Vallée Magonia 79; Randle)	10 mins	3		
310.		May 11, 1950. 8 miles SW of McMinnville, Oregon (at 45.1043° N, 123.3335° W). 7:20 p.m. (PST). Evelyn Trent was feeding the rabbits in her backyard just before sunset when she spotted an object to the N in the distance and called out to her husband Paul Trent, who was in the house at the back door, asking him to retrieve their camera. She went into the garage to look for the camera but Paul found it in the house, ran out into the yard toward where his wife had been standing, then he saw the rapidly approaching large metallic object to the N heading almost directly towards them, "tipped up" its flat underside towards them, felt a gust of wind seemingly from the object, snapped a photo of the object at azimuth 334° (about NNW) elevation 14°, angular size 1.67°. Paul Trent was at 45.1007° N, 123.3335° W, in his back yard	2-3 mins	2+	3 (1.67°)	stereo photo pair

		between the house and garage. Then as the object turned on a W heading he walked 5 ft to his right to compensate for object's motion to the left, snapped a 2nd photo about 30 secs after the 1st, which shows a metallic pie-pan shaped object 1.46° angular size with a large off-center tilted antenna or pole projecting from the top, at azimuth 317° (about NW) 12° elevation. Evelyn had joined Paul by the time he started taking pictures and later described the arc covered between photos as about 15° (close to actual figure 17°). Distance and size of object estimated by the witnesses as about 1/4 mile distance and 20-30 ft diameter, or "parachute-sized" (about 24-28 ft), which size/distance figures translate to a maximum angular size 1.3° (close to the photographically measured 1.46°-1.67°). AF Colorado Project and Bruce Maccabee estimated distance about 1 mile and object diameter about 100 ft but methodology is mistakenly based on excess brightness of what was supposed to be dark shadow of the bottom of the object (in fact the bottom was not in shadow but caught bright near-sun sunset sky illumination at near grazing angle 2° off of direct sunlight). Several other witnesses reportedly saw the object. (Sparks; Condon Report pp. 396-407; Bruce Maccabee; Hynek UFO Rpt pp. 244-5; etc.)				
311.		May 19, 1950. 100 miles E of Honshu, Japan. 2 military aircraft pilots saw stationary kite-like object tracked by ground radar. (Sparks; Project 1947; McDonald list)		3+ ?		radar
312.		May 24, 1950. Holloman AFB, Alamogordo, New Mexico. During an MX-674 Tarzon controllable vertical bomb test, Floyd Fannon and other USAF contract Land-Air, Inc., Askania theodolite crew members saw 8 unidentified objects then separately tracked and filmed 2 of the objects down the North American Aviation missile firing range. Cinetheodolite station P-8 filmed one object to the NE for 6 frames (1.0 sec) moving uniformly to the S from azimuth 38°26'59.2" to 38°33'59.2" and elevation 47°32'20" to 47°25'50". Cinetheodolite station P-10, located 5.6781 miles down range to the N (to azimuth 347.07723°) from P-8 and 7 ft higher, filmed another object, hence no triangulation possible, viewed to the E for 74 frames (14.6 secs) moving uniformly to the N from azimuth 86° 9' 9.2" to 85°47' 9.2" and elevation 25°48' 0" to 25° 7'50". (Sparks)	15+ secs	multiple		films by cinetheodolites
313.		May 29, 1950. About 7 miles W of Mt. Vernon, Virginia (at about 38°42.5' N, 77°13' W). 9:20 p.m. Capt. Willis T. Sperry with about 10,000 flying hours, copilot Bill Gates, flight engineer Robert Arnholt, a stewardess and 2-3 or 8 passengers on a DC-6 airliner headed 230° (about SW) out of Washington, D.C., en route to Nashville, at 7,500 ft at 250 mph, saw a spindle-shaped 150 ft long metallic object with intense blue light (about mag. -6) on the tail, beginning with Gates who sighted blue light from their DC-6 airliner on headon collision course. Sperry made evasive 45° turn to the right (to 275° heading), object passed from 11 o'clock to 7 o'clock position (about 125° or SE) to the left at slightly higher altitude	2-3 mins	6-12 ?	2/3 – 3/4	

		meanwhile crossing in front of upper part of full moon to the S (at 145° or 159° azimuth 22° or 27° elevation, depending on whether EST or EDT time, 97% full) where submarine-like silhouette clearly seen, about 5 miles away. Sperry turned left back onto original course to get the object back in view, object may have stayed stationary about 30 secs at this point. Gates then noticed object circled around to the right side, Sperry banked right again, while the object paced the airliner about 20-30 secs before climbing to the E at a 30° angle at "fantastic" speed and disappearing. (Sparks, Tom Tulien)				
314.		June 16, 1950. E of Tucson, Ariz. (at 32° N, 110°35' W). 8:25 p.m. Air National Guard C-47 pilot Santini saw a triangular object pass the aircraft at 700 mph. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
315.		June 17, 1950. Hasselbach, East Germany. 2:30 a.m. Central Europe Time. Town mayor Oscar Linke and daughter Gabriele [Gabiella?] spotted landed 40-50 ft frying pan-shaped object with two rows of 1 ft holes on the periphery, a 10 ft tall black conical tower on top, about 450 ft away, walked towards it until at about 130 ft away saw two "men" in shiny metallic one-piece suits stooped over, and approached to within 30 ft of the "men," when Gabriele called out, the "men" were alarmed and jumped on the conical tower and went inside [object about 80 ft from witnesses?]. The tower retracted, a cylindrical support column shifted position, object turned from green to red, a slight hum was heard, it lifted off the ground and started spinning, sound turned to a whistling as it accelerated and headed off toward Stockholm. Linke found a round dug impression in the ground seeming to match the support column of the object. [Case frequently misdated to June-July 1952 when first published in the press after Linke escaped to the West.] (Sparks; Hynek UFO Rpt pp. 204-6; Davis-Bloecher 1978; Loren Gross June-July 20, 1952, pp. 39-41)		2+	60 - 70 ?	
316.		June 21, 1950. Hamilton AFB, Calif. 1:35 a.m. Cpl. Garland Pryor and S/Sgt. Ellis Lorimer saw a disc-shaped object shooting a blue flame, traveling at over 1,000 mph. Case missing. (Sparks; Randle)		2		
317.		June 23, 1950. Gulf of Mexico (at 26°50' N, 86° 5' W). 7:40 p.m. (CST). USAF 308th Recon Group, Tinker AFB, Okla., "Pelican" weather recon flight at 10,000 ft heading about 30° (about NNE turned to 326° at 7:44 p.m.) ground speed 173 knots (199 mph) with crew navigator 1st Lt. Donald D. Sherr, scanner Sgt. Elbert C. Bishop, engineer Tech. Sgt. John W. Horn, radio operator Sgt. Claudio S. Gonzales, saw at relative bearing 80° [to the right to the ESE?, contra other data to the left or NW?] a huge ball of fire descend slowly in 1-1/2 mins in a wavy spiral or erratic elongated "S" shaped path from at least 50,000 ft to 20,000 ft (or from 50-70 miles down to 30 miles per one witness) at estimated position 28°45' N, 89°45' W [estimated by triangulating vapor trail as aircraft flew along a baseline of about 60 miles from a distance of about 270 miles ?] where it faded, leaving an extremely bright	1.5 mins	> 4 + many		triangulation

		glowing bluish or blue-white smoke or vapor trail that persisted for 20 mins without dimming for 15 mins then finally fading into a soft blur at about 8:00 p.m. bright object with extremely bright trail flying erratically. Numerous other witnesses in Alabama, Texas, Mississippi [?], including National Airlines pilot Capt. James L. Hansen flying near Mobile, Ala., J. A. Ellis of Rosedale, Ala. (Sparks; Jan Aldrich; Saunders/FUFOR Index)				
318.		June 24, 1950. Daggett, Calif. 8:08 p.m. (PST). Numerous observers over Nevada and Calif. United Airlines Capt. E. L. Remlin, First Officer David Stewart, observer Capt. Sam B. Wiper, and crew of 2, plus about 25 of 50 passengers on an airliner at 290 mph at 14,000 ft saw a brilliant bluish-center cylindrical or dirigible-shaped object with orange-tint fly a parallel course with the airliner for 20 miles [3-5 mins duration] at about 20-30 miles distance at 20,000 or 60,000 or 80,000 ft then fade in the distance. Navy transport pilot sighted dark gray or gunmetal cigar-shaped object 1/8 Full Moon angular size, with faint radiant exhaust at estimated speed 1,000-1,500 mph, altitude 50,000-100,000 ft, 3 mins, traveling N then turned W to disappearance. Lovelock, Nev., airport 30 pilots sighted vapor trail persisting for 20 mins. Witnesses in Ely, Pioche, and Briston Silver Mine, Nev., sighted vapor trail or smoke in a "3" shape to the W for 1/2 hour. (Jan Aldrich; David Rudiak; Weinstein; UFO Evid.)	3 mins (1/2 hr duration of contrail)	100's	1/8	
319.	738	June 27, 1950. Texarkana, Texas (33.43° N, 94.05° W). 7:50 a.m. Red River Arsenal employees Terrell and Yates saw a bright object shaped like two dishpans face-to-face, fly straight and level at high speed. (Sparks; Berliner)	4-5 secs	2		
320.		June 27 ?, 1950. Louisville, Kentucky (38.24° N, 85.77° W). Movie film of UFO taken by newspaper reporter Al Hixenbaugh. Clandestine investigations initiated by AF Intelligence and AF R&D. (Sparks; Saunders/FUFOR Index)				film
321.		June 29, 1950. Phoenix to Blythe, Calif. 5:45-8:35 p.m. B-29 pilot. (BB NARA Microfilm Roll 91 pp. 482)		1		
322.		July 11, 1950. Near Osceola, Ark. USN pilots of 2 planes saw a domed disc. (Sparks; Weinstein; BB files??)		2		
323.		July 13, 1950. Fort Peck, Montana. 11:50 a.m. USAF Weather Recon flight crew saw 4 groups of round metallic silver objects. (Sparks; Weinstein)		2+ ?		
324.	758	July 13, 1950. Huntsville, Alabama. 5 p.m. 2 Redstone Arsenal employees including Mr. Washburn, saw a polished aluminum object, shaped like a bowtie fly straight and level, then one triangle rotated 1/4 turn in the opposite direction and returned to its original position. Object then made a right-angle turn and accelerated away. (Sparks; Berliner; Saunders/FUFOR Index)	30 secs +	2		
325.		July 15, 1950. Los Alamos, NM. 2:15 p.m. Sighting from Gamma Bld., LANL, of bright metallic aluminum-colored flying-wing-shaped object, no fuselage, with transparent section in middle, 15° above the horizon, heading E to W over mountain range at estimated distance	1 min	1	1/20 ?	

		of 15 miles, size about 35 ft, speed about 300 mph, yawing motion in straight flight, seen from window which blocked view of disappearance. (Sparks; BB NARA Microfilm Roll 91, pp. 489-492)				
326.		July 31, 1950. 12-15 miles NW of Bernalillo, NM (35°22' N, 106°40' W). 11:54 a.m.–12:20 p.m. (MST). NM Air National Guard 188th Fighter Sq, 1st Lt. James F. Savage, in F-51 fighter aircraft at 14,500 ft saw a flash of light about 2,200 ft below his aircraft level about 10° below his horizontal, object at about 3,000 ft slant range gradually descended to 9,800 ft as pilot increased speed to 340 (mph?) and descended to 12,200 ft to chase bronze-to-amber colored smooth tear-drop shaped object, slightly smaller than F-51, heading 60° gradually turning right to the E, for 26 mins until it disappeared in clouds, at about 34°35' N, 105°35' W. (Sparks; BB NARA Microfilm Roll 91, pp. 493-5)	26 mins	1	1	
327.	773	Aug. 4, 1950. Approx. 100 miles SE of New York City (39°35' N, 72°24.5' W). 10 a.m. (EDT). Master Nils Lewring, Chief Mate Jacob Koelwyn, and the Third Mate, of M/V Marcala saw a 10 ft elliptical half-egg or cylindrical object, with shiny aluminum or metallic white surface sparkling in sunlight, approach from the SW heading NE at 50-100 ft altitude, approaching to within 1,000 ft or 10 miles (depending on witness) at 25 to 500 mph (depending on witness), flying with a churning or rotary motion, accelerating at end of sighting. (Sparks; Berliner; Tony Rullan; NICAP website)	15 secs to 1.5 mins	3		
328.		Aug. 7, 1950. Near Santa Fe, New Mexico (35.68° N, 105.94° W). 4:50 a.m. USAF fighter pilot 1st Lt. Henry W. Frazier with 93rd FI Sq saw black object first thought to be a C-47 or C-54, at 20,000 ft on heading 20° outpace his 620 mph [F-86A] fighter (at 30,000 ft) and disappear in the distance, at about 15 miles range straight and level flight, as he descended to pursue. (Sparks; NARA BB Microfilm Roll 91, pp. 497-9; Project 1947; Saunders/FUFOR Index)	5 mins	1	1/10 ?	
329.		Aug. 14, 1950. 10 miles N of Cromer, England (52°56' N, 1°19' E). 1:22 p.m. (GMT). RAF Fighter Command Control at Neatishead radar (52°44' N, 1°28' E) tracked an unidentified aircraft designated "85N" at 55° azimuth range 90 miles, located near Cromer at 15,000 ft traveling about 325 knots (375 mph). After 2 mins radar tracking, Neatishead GCI controller scrambled 257 Squadron Red Section leader Flight Lt. Kartley and a wingman at 1:24 p.m. in 2 RAF Meteor jet fighters from RAF Horsham St. Faith (52°40' N, 1°17' E), airborne 1:27 p.m. At 1:28 p.m. Neatishead Type 13 radar tracked target at 40,000 ft and height was radioed to jets which leveled off at 15,000 ft. At 1:35 p.m. jets reached 10 miles N of Cromer climbing in altitude to 25,000 and 30,000 ft where the pilots saw two vapor trails suggesting to them widely spaced engines on a single aircraft to their right at great distance and higher altitude on a heading of 280° on a parallel course to the jets. Jets got "slightly ahead" of the contrails while keeping them in sight, at a radar track	23 mins	5+		RV

		<p>range of 5 miles to the target. At 1:41 p.m. Neatishead radar plotted unidentified target and Meteors at 7 miles due N of Hunstanton (52°56' N, 0°29' E) heading WNW. At 1:42-1/2 p.m. pilots saw contrails change heading to the right and they did the same, heading NW or N, all confirmed by Neatishead GCI radar controller. At 1:45 p.m. radar tracked jets and target 5 miles S of Mablethorpe (53°20' N, 0°15' E), when blips faded; at this time pilots were at 38,000 [or 38,800] ft with contrails still above them and behind on the left at 7 o'clock position, estimated visually at 30 miles distance when contrails turned to the right heading due N 360° then disappeared. Jets made 360° right turn while still climbing to 39,500 ft but were unable to see contrails or aircraft. Object always remained too far to be seen. At 1:49 p.m. blips reappeared on GCI Neatishead radar which tracked the jets 10-15 miles E of Grimsby (53°48' N, 0° 8' W), but no unidentified target, and GCI ordered jets to turn right to the S to verify target identity on scope. Two USAF F-84's from Manston (51°21' N, 1°21' E) in the area independently saw the Meteors at about 36,500 ft and also the two unidentified contrails higher above. [Apparently not reported to the USAF, two hours earlier at 11:27 a.m., about 150 miles to the SSW of Cromer area, Flight Lt. David Hubbard at the Royal Aircraft Establishment, Farnborough, Eng., after hearing a subdued humming noise like a "model" (?) diesel motor, looked around for the source then sighted a light pearl gray disc almost directly overhead estimated 50 ft diameter at about 5,000 ft altitude (= about 1 Full Moon angular size) heading on course 100° (almost due E) at 800-1,000 mph making S-turn oscillations which reflected sunlight off different parts of the disc, seen for 30 secs.] (Sparks; Jan Aldrich; [UK JTIC/DSI FSWP Report 7, June 1951])</p>				
330.	793 [783?]	<p>Aug. 20, 1950. Nicosia, Cyprus (35°11' N, 33°23' E). 1:30 p.m. USAF MATS liaison officer Lt. William G. Ghormley, Col. William V. Brown, Lt. Col. Lloyd W. Brauer heard an aircraft overhead (a Turkish C-47 at 9,500 ft heading SE to Beirut) and looked for it but saw a small, round or elliptical, bright object directly overhead traveling W at terrific speed and high altitude moving somewhat erratically passing through the glare of the sun about 15° below zenith with no change in brightness [sun then at 58° elevation 231° azimuth to the SW], until disappearing about 30°-35° above the [W?] horizon, clear weather visibility 50+ miles. Brown called Brauer's attention to object the last 2-3 secs. (Sparks; Jan Aldrich)</p>	15-20 secs	3		
331.		<p>Aug. 21, 1950. Echterdingen Air Base (48°41' N, 9°13' E elev 396 m), Stuttgart, W Ger. 9:54, 9:58-9:59 a.m. USAF Cpl. George P. Scarlett, 18th Weather Sq, Det 18-32, Echterdingen AB (Army Air Field), launched a 100-gram pilot balloon tracked by theodolite at 9:30 a.m., briefly noticed a small white object pass across his field of view at about 9:54 a.m., just before the balloon burst at 9:55 a.m. He followed a broken balloon fragment in the theodolite for 3 mins after the balloon burst, when at 9:58</p>	? + 1+ min	1	1.5 [in optics equiv to 30 ?]	theodolite

		a.m. he spotted a small white object again crossing his 2° field of view of the theodolite, at azimuth 80° (almost due E) 25° elevation headed S for 1 min, appearing as a white oval 15 arcmins in size [1/2 Full Moon with naked eye but possibly 10 Full Moons in theodolite] increasing in size to 50 arcmins [1.5 Full Moons or perhaps 30 Full Moons in optics] then appearing grayish-white with several small lines or shadows on its surface with indistinct outline, when it abruptly changed direction to WSW at high speed and disappeared into the sun [at 99° azimuth 25° elevation]. (Sparks; BB Maxwell Microfilm Roll 8, pp. 161-2)				
332.		Aug. 23, 1950. Philadelphia, Penn. (at 39°57.2' N, 75°10.0' W elev. 40 ft) 9:05 p.m. (EDT). Retired USAF Col. D. Moreau Barringer and mother-in-law Mrs. Albert Newcombe sighted a white point of light 15 to 45 arcsecs in diameter (?) with sharp leading edge, flickering trailing edge with short yellowish flame exhaust trail, to the NNE (?) coming up from the tree-lined horizon S (?) towards zenith, getting a little brighter, passed near bright stars including Vega [at 103° azimuth 85° elevation] so its brightness could be estimated at about 0 mag., passing 2° to 3° W of zenith, but noiseless, without altering course, disappeared in the trees on the S (?) horizon, where the 3/4 Moon was visible [at azimuth 167° elevation 20° illuminated 85%]. Speed possibly 300 mph if at 6,000 ft or 1,500 mph if at 25,000 ft [angular velocity about 4°/sec]. (Sparks; BB Maxwell Microfilm Roll 8, pp. 164-7)	30-40 secs	2	1/40	
333.	787	Aug. 24, 1950. About 250 miles SW of Bermuda (at 29° 40' N, 67° 28' W). 8:04-8:24, 8:27 p.m. (AST). USAF 373rd Recon Sq (Very Long Range) B-29 from Kindley AFB, Bermuda, piloted by 1st Lt. Frank J. Stockton was flying at 192 knots (221 mph) at 10,000 ft heading 27° (about NNE) when radarman S/Sgt. William W. Shaffer turned on his APQ-13-A radar and tracked a distinct bright unidentified target appearing to travel at same speed and heading as B-29 but about 1,000 ft lower and at 10° left of dead ahead 12 o'clock position about 1-1/2 miles away. Shaffer alerted pilot Stockton who alerted crew to look for visual, without success, possibly due to 50% cumulus cloud coverage; two officers verified Shaffer's radar scope readings. Radar target maintained position for several mins then started to fall behind gradually until overtaken by B-29 passing about 1/4 mile to the left, then holding a trailing position behind the B-29 for about 5 mins, then increased speed passing B-29 on the right at about 1/4 mile, drawing slightly ahead of B-29 then gradually turning away to the right and accelerating rapidly. Pilot turned away 20° left to see if target would follow, but it didn't, instead continuing its gradual right turn until it disappeared off scope at about 400 knots (460 mph) at 8:24 p.m. at 30°15' N, 67°12' W [about 30 miles to the SSW when B-29 was at about 30°37' N, 66°54' W]. At about 8:27 p.m. B-29 crew member saw a bluish streak flash past the left wing from head-on position about 1,000	20 mins + ?	3 + 1		radar

		ft below, appearing like a meteor but less bright than lightning. (Sparks; Jan Aldrich)				
334.		Aug. 27, 1950. Near Brockton, Mass. 6:30 p.m. USN radio mechanic John T. Early from Quonset NAS, Rhode Is., who was a licensed civilian pilot, was flying with a passenger Russell Des-Jardins at 1,300 ft when they spotted a shiny white spherical object with no projections or irregularities on its surface about 20 ft diameter at least 1,000 ft below their aircraft flying at high speed, jet speed [600 mph?], to the E cross wind. No exhaust smoke or unusual noise. (Sparks; Jan Aldrich)		2	2 ?	
335.	790	Aug. 30, 1950. S of Sandy Point/Indian Head, Newfoundland, Canada. 1:30-1:50 p.m. (ADT). 3 civilian Harmon AFB Water Transportation Section employees, John Kaeel, Fred Messervy and John Smith, located [in a boat] about 2 miles S of Indian Head (48°29' N, 58°30' W) saw a black or dark round object the size [shape?] of a barrel resembling a "large balloon" located about 3 miles SW of Indian Head (at 48°27' N, 58°33' W) about 1-1.5 [?] miles offshore [apparently about 2 miles to the W of the observers]. The object was hovering just above the water and after a few mins began to slowly ascend to about 15-20 ft above water, then descended again to just above water, in about a 40-60-sec cycle each time which occurred 3 times. On the last cycle the object remained near the surface about 3-4 mins when it ascended vertically until disappearance at 1:50 p.m. [See similar sighting at 2 p.m. near Kippens.] Helicopter search at 4:20 p.m. negative. [No unidentified ground radar returns were reported yet false explanation of "WX Returns" (weather returns) inserted into BB file listings.] (Sparks; Jan Aldrich)	20 mins	3	1/10 – 1/4 ??	
336.	790	Aug. 30, 1950. S of Kippens, Newfoundland, Canada. 2 and 4? p.m. (ADT). William Alexander, son Bill Alexander and nephew Austin Alexander, fishing in a dory boat about 1-1/2 miles offshore from Kippens, saw a black or yellowish-brown object thought to be a submarine, the size of a dory [about 20 ft] about 1-1/2 to 2 miles away [to the S?], about 3 miles offshore about 15-20 ft above the water, the shape of a large aerial gunnery target balloon or a barrel with a pole or periscope trailing from its center line into the water, moving at 3-5 mph to the NNE [towards shore?]. Object disappeared over the horizon; briefly resighted from high ground ashore sometime later [about 4 p.m.?]. Reported to the USAF at 4:10 p.m. No smoke, exhaust, noise or markings. Helicopter search at 4:20 p.m. negative. [See earlier similar sighting from Sandy Point/Indian Head.] (Sparks; Jan Aldrich)	5 mins + ?	3	1/5 to 1/4	
337.		Aug. 30, 1950. Holloman AFB, Alamogordo, New Mexico. 10:45 a.m. During a Bell Aircraft MX-776 Shrike missile test (for the later Rascal air-to-ground strategic missile) USAF M/Sgt and 8 Bell Aircraft employees on base saw two glaringly bright circular to elliptical unidentified objects maintaining relative position to each other following the B-50 launch aircraft from above on both the dry run and hot run prior to missile	30 mins	9		theodolite?

		release. Objects gave “strong glare at all times” not reflected sunlight, maneuvered at high estimated speeds up to 10x the B-50 or roughly 2,500 mph for short distances, left no vapor trails, hovered, accelerated rapidly, made abrupt “square” turns with apparent size changing to indicate ascent and descent. (Sparks; Jan Aldrich; McDonald files)				
338.		Aug. 31, 1950. Holloman AFB, Alamogordo, New Mexico. 10 a.m. – 1 p.m. (MST). After V-2 missile launch no. 51, Project TWINKLE Askania theodolite crews tracked and filmed multiple objects sporadically several times from several different directions at very high speeds over the course of 3 hrs. Askania cinetheodolite station P-5 filmed object with major axis varying from 8.65 to 13.243 arcmins (0.1442° to 0.22072°), minor axis 3.493 arcmins (0.05822°), one frame per second 60 cm focal length camera, 35 mm color film. Tape recording of audio reporting. Frames 593 and 595 (2 secs of nearly 10 mins? of film of object) show elevation angle changing from 53°44' to 52°38' at a rate of 0.37°/sec. Attempted interception by 4 F-86 jets from 93rd FIS, Kirtland AFB, for 1 hr failed to locate objects, which apparently returned after jets left. Cinetheodolite observers noted object with definite shape and 3-D depth but indistinct or not sharp edges, no smoke or trail, object seemed to “rock or oscillate,” lost when observer looked away to get angle reading. (Sparks; McDonald files; Jan Aldrich)	3 hrs intermittent	multiple	2/5 (0.22072° major axis)	cinetheodolite
339.		Sept. 1, 1950. McKorryuk, Nunivak Island, Aleutians, Alaska (60° N, 166° W). 7:30-7:35 p.m. Nunivak Island CAA Airways Observer Timothy J. Kenick, George Williams and others saw a strange deep red ball of fire near the horizon to the N towards Siberia “hundreds of feet” high which slowly faded out, followed by sudden appearance of another round red ball of fire above the first slowly fading out repeated another 2 times or so gradually becoming oval shaped and moving toward Siberia, finally disappearing behind clouds. (Sparks; Jan Aldrich)	5 mins	2+		
340.	797	Sept. 3, 1950. Spokane, Wash. (47.66° N, 117.44° W). 2 p.m. Major R. J. Gardiner saw 3 metallic bronze discs, 20-30 ft long, 2-6 ft thick, moving independently and erratically; his wife and neighbor [Fortney?] saw 1 object. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	3		
341.		Sept. 8, 1950. Germany. (Sparks; McDonald list)				
342.		Sept. 13, 1950. 5 miles SW of Effingham, Illinois (at 39° 3' N, 88°26' W). 7:30 p.m. (CST). Private plane pilot Frye saw 3 dull red lights in triangle formation on collision course. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
343.		Sept. 18, 1950. Poplar [Poplar Bluff?], Montana (36.76° N, 90.41° W). 4 p.m. Air National Guard pilot James and another flying F-51's, CAA tower personnel and other ground witnesses saw a round object moving erratically at high speed then hover. (Sparks; Project 1947; Saunders/FUFOR Index)		4+		
344.	807	Sept. 20 [19?], 1950. Kit Carson [10 miles S of Akron?], Colo. 10:49 [10:45? MST] a.m. USAF B-25 crew with	1 min +	multiple?		

		3416th Training Sq saw brilliant white star-like object accelerate and decelerate, emitting sparks. Source [?] saw 2 large, round, glowing objects and 3 smaller, internally lit objects; 2 hovered for 1 min, moved, and 3 smaller objects came from behind or within the 2 larger objects, and all sped upward and away. (Sparks; Berliner; cf. Project 1947)				
345.	809	Sept. 21, 1950. Provincetown, Mass. 9:53-9:55 a.m. (EST). MIT research associate/Air National Guard Maj. Myron Herbert Ligda and Joseph V. Connelly (plus another witness) tracked on SCR-615B radar an unidentified object heading N, during MIT Weather Radar Research Group tracking of USAF flight of 2 Otis AFB F-84 jet fighters which were heading 333° straight and level course at about 400 mph (IAS 250 knots) positioned at range 45 miles 105° azimuth initially, at 9:50 a.m. Object detected at 9:53 a.m. on a nearly intersecting straight line course heading about 358° [at about 500 mph?], F-84 pilots were warned by VHF-1 radio but could not see object due to poor visibility haze when ground radar showed object crossed about 3 miles [actually plotted about 1-1.5 miles ahead and blips “nearly merged”] in front of jets at 9:54:00 a.m. Object speed about 1,500 mph as it made a sharp right turn and loop of about 270° about 15 g's centripetal acceleration back to the W. (Sparks; Jan Aldrich; Hynek UFO Rpt pp. 139-141; etc.)	2 mins	3		MIT radar
346.		Oct. 12, 1950. Knoxville/Oak Ridge, Tenn. (35.98° N, 83.92° W). (Sparks; McDonald list)				radar
347.	819	Oct. 15, 1950. Oak Ridge AEC site, Tenn. (Solway Gate near Kerr Hollow 35°59.0' N, 84°13.7' W). 3:25 p.m. AESS (Atomic Energy Security Service) Trooper Edward D. Rymer and John Moneymaker of Univ. of Tenn. Research Farm, saw a strange diving object shaped like bullet with a smoke trail (Moneymaker saw a double pear-shape), the bullet or pear shape turned into a flat 2x5-inch grayish card shape with the smoke trail turning into a 20-ft long flat shimmering light gray ribbon-like streamer with small black line running down middle, which streamer had a pulsating glow on the end 15-ft section which was also partly transparent, which maneuvered at 3 mph to within 210 feet of witnesses, Rymer approached to 50 ft (but object did not seem larger), object at 6-ft height above ground maneuvered over road at Solway Gate to Oak Ridge, jumped over a 9-ft chain link fence with a terrain-following maneuver (object turned vertical to follow the fence), then rose sharply to negotiate a 30-ft willow tree similarly, card shape changed to pear shape with same tail while en route to disappearing at increased speed over top of a ridge to the SE about 1 mile away. Rymer called attention of Hightower, employee of Maxon Construction Co., who was driving up to Solway Gate, who then saw object disappearing. AESS Capt. Joe Zarzecki arrived just after disappearance of first object but saw 2nd and 3rd. Second similar object appeared shortly afterward seen by all 4 witnesses for about 30 secs at 300 ft height with similar shape and maneuvers disappearing over same ridge	? mins + 30 secs + 10 secs	4	3/4 ?	

		to SE. Then about 5 mins later a third object with similar shapes and maneuvers, seen for 10 secs at 500 ft height by all witnesses disappeared over same ridge to SE. One object had a double pear shape. (Sparks; Berliner; FBI files; BB AFOSI Microfilm Roll 90, pp. 636-637; Hynek UFO Rpt pp. 142-3)				
348.	821	Oct. 15, 1950. Pope AFB, North Carolina. 4:20 p.m. Miami Airlines DC-4 pilot and copilot Daniel and Woodward saw 4 round shiny 100 ft objects descend slowly then take off in a line. (Sparks; Berliner; Saunders/FUFOR Index)		2?		
349.		Oct. 16, 1950. Oak Ridge (Blair Gate), Tenn. 1:30 and 2:55 p.m. (Sparks; 36.0° N, 84.2° W) (BB Microfilm Roll 90, pp. 638-9; NICAP)	several mins	1 + 7 + radar crew		
350.	824	Oct. 23, 1950. Bonlee, North Carolina. 12:42 p.m. Ex-USAF pilot Frank Risher saw an aluminum object shaped like a dirigible or Convair C-99 cargo plane, with 3 portholes, arrive from SE, hover 3-5 secs and fly away to the SSE. (Sparks; Berliner)	40 secs	1		
351.		Nov. 5, 1950. Between Great Falls and Raynesford, Montana. 6:00 a.m. (MST). Mr and Mrs Morrisette. Disc came within 100 ft while driving. (Sparks; see BB Great Falls-Ennis July 29, 1952, case)		2		
352.	829	Nov. 5, 1950. Oak Ridge, Tenn. 11:55 a.m. Fairchild Aircraft illustrator Don Patrick saw a semi-translucent object, light grey with dark core, shaped like a pear or bean, flying with rapid darting movements in and out of a cloud over a mountain range, Waldron Ridge, about 6 miles away at 305° magnetic or NW. (Sparks; BB Microfilm Roll 90, pp. 643-5; Berliner)	5-10 mins	1	1/2	
353.		Nov. 7, 1950. E of Lakehurst, New Jersey (40.01° N, 74.31° W). 7:15 p.m. USN pilot Lt. jg Robert Haven flying AD-4Q at 3,500 ft heading W saw a steady white 10-12 inch light to his right at about 4,000 ft 5 miles away heading SE, made a slight climbing turn to the left to get on the tail of the object but it responded by making a headon pass about 100-200 ft over the AD-4Q in a slight dive at high speed. Haven made a tight turn to pursue, noted no wash or slipstream from the object traveling at about 900 mph, which made 5-6 headon passes at the AD-4Q, climb rate >2,000 ft/min, chase abandoned at 11,500 ft., as object outmaneuvered aircraft. When jets arrived object reached about 25,000 ft and disappeared. (Sparks; Hynek UFO Rpt pp. 68-70; NARCAP)		3	1/2 - 1	
354.		Nov. 10, 1950. South Ruislip, England, UK. (Sparks; McDonald list)				
355.		Nov. 14-15, 1950. Key West, Florida (24.58° N, 81.80° W). (Sparks; McDonald list)				
356.		Nov. 23, 1950. Maxwell AFB, Alabama (32.37° N, 86.36° W). Thompson. (Sparks; McDonald list; Saunders/FUFOR Index)				
357.		Nov. 29-30, 1950. Knoxville, Tenn. (35.98° N, 83.92° W). (Sparks; McDonald list)				
358.	845	Dec. 2, 1950. Nanyika [Nanyuki?], Kenya, Africa (0° 1'		2		

		N, 37° 5' E). 10:50 a.m. Mr. and Mrs. L. Scott saw a pearly, iridescent object with a flattened top, spin while hovering, making a sound like bees buzzing. Only data in files from East African <i>Standard</i> newspaper. (Sparks; Berliner)				
359.	848	Dec. 6, 1950. Ft. Myers, Florida (26.64° N, 81.87° W). 5 p.m. Former aircraft purchasing agent Harry Lamp and 4 boys, using 10x binoculars saw a 75 ft object, 3-4 ft thick, bubble on top, silver with a red rim having two white and two orange jets along it and a center that revolved when the object hovered. Object flew away at very high speed. (Sparks; Berliner)		5		binoculars
360.	849	Dec. 11 [18?], 1950. 10 miles NW of Gulkana, Alaska. 10:13 p.m. Crew of Northwest Air Lines flight 802 [and military ?] saw 2 white flashes, followed by a dark cloud which rose and split in 2. (Sparks; Berliner)		2+ ?		
361.		Dec. 18, 1950. Oak Ridge, Tenn. (36.05° N, 84.20° W). Calkins. (Sparks; McDonald list; Saunders/FUFOR Index)				
362.		Dec. 27, 1950. Lakehurst, New Jersey (40.01° N, 74.31° W). Folean. (Sparks; McDonald list; Saunders/FUFOR Index)				
363.	864	Jan. 8, 1951. S of Ft. Worth, Texas (32.75° N, 97.32° W). 10:45 p.m. Mr. and Mrs. W. J. Boggus, plus unidentified drivers and passengers in other cars stopped to watch 2 stationary groups of red and green lights in triangular formations which then moved. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	4+		
364.		Jan. 12, 1951. Los Alamos, NM. 5 a.m. 10 Los Alamos Lba employees saw tear-drop shaped brilliant light with small tail descend slowly, sky lit up for 1 sec. (Sparks; BB NARA Microfilm Roll 85, p. 504; Maxwell Roll 1, p. 904)	1 sec+	10		
365.	868	Jan. 12, 1951. Fort Benning, Georgia. 10 (11:01?) p.m. U.S. Army 2nd Lt. A. C. Hale saw a light with a fan-shaped wake remain motionless like a star then speed away. (Sparks; Berliner; Saunders/FUFOR Index)	20 mins	9 ?		
366.		Jan. 14, 1951. Jolon [S of King City or near Salinas?], Calif. 11:40 a.m. Private pilot Rosenburg of Navion 4582K saw 3 rectangular objects with flat tops. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
367.		Jan. 14, 1951. Big Bear Lake, Calif. (34°15' N, 116°53' W). 12:38 p.m. Private pilot K. D. Hillman flying Navion aircraft with 3 passengers saw 40-50 ft [150? ft] circular object at 30,000 ft moving W towards Los Angeles. George AFB unable to scramble fighters because of a crashed aircraft on the runway. (Sparks; Project 1947; Saunders/FUFOR Index; NICAP)		4		
368.	1037	Jan 16, 1951. Artesia, New Mexico (32.84° N, 104.40° W). 11 a.m. A. V. Swearingen, photographer Raymond Dugan, pilot Raymond E. Stiles, and Alvin H. Hazel, members of a balloon project of General Mills Aeronautical Research Laboratory, while observing the project's 110 ft balloon at an altitude of 112,000 ft spotted a motionless dull white, round object 5/3 larger than the	? + 40 secs	10+ + 7+	1/6 ?	

		balloon, apparently higher than the balloon, which then flew off at high speed covering 45° in 3 secs [5+ miles/sec]. Other observers included 6 pilots on the ground and a newspaper reporter from Artesia. Shortly thereafter, the balloon crew, the manager of Artesia Airport, 3 pilots and 2 newspaper reporters saw 2 gray flat elliptical objects from the NW flying side-by-side, then circle the balloon and fly away to the NE. Note: In May 1952 AFOSI re-interviewed the witnesses to clarify a 1951/1952 date ambiguity. (Sparks; BB Maxwell Microfilm Roll 9, pp. 743 etc.; Berliner; BB Rpt 6; cf. Hynek UFO Exp ch. 6, case DD-8; Loren Gross 1951 p. 4; Saunders/FUFOR Index; Joel Carpenter)				
369.		Jan. 20, 1951. Sioux City, Iowa. 9:20-9:26 p.m. (CST). Capt. Lawrence W. Vinther, copilot James F. Bachmeier, passengers AF Colonel and aide, and CAA tower controller John M. Williams. At 9:20 the 2 CAA tower controllers sighted light in the W [NW?]. After Vinther's Mid-Continent Airlines DC-3 took off he was asked by the tower to look for light, then while still in a climbing 360° turn at about 1,000 ft they spotted object to the NNW at about 8,000 ft and 4 miles away that looked like a B-29 fuselage with wings but no engines, which blinked some lights like running lights. Object came at the DC-3, flew across the nose within 200 ft, they had to turn their heads to follow it then suddenly found it instantly appeared on the other side again, paralleled them for 2-3 secs, then flew under them and disappeared in 2-3 secs to the NW. (Sparks; Battelle Unknown No. 3; cf. NARCAP)	6 mins + [3 mins?]	6	60 ?	
370.		Jan. 21, 1951. Oak Ridge, Tenn. (36.06° N, 84.20° W). 6:20 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				
371.		Jan. 22, 1951. 50 miles SE [ESE?] of Holloman AFB, New Mexico. 10 a.m. (EST [sic; PST?] 11 ? a.m.). Pilots Capt. Ernest W. Spradley of Aerial Photo Lab and Capt. James E. Cocker of All-Weather Flying Division both AMC, Wright-Patterson AFB, Ohio, a General Mills Aeronautical lab project engineer Mr. McAleese and an airman, were flying in a C-47 heading E [ESE?] at about 11,000 ft [10,000-12,000 ft] and tracking a Project GOPHER plastic balloon at about 50,000-70,000 ft [70,000-100,000 ft] when they saw a bright star-like object hovering seemingly next to the pear-shaped balloon or above and to the side. As they approached and flew under the balloon they noticed the object descend to the balloon's level and grow larger in apparent size until about 1/4 to 1/2 the 70 ft balloon, when it appeared to be round and flat like a dime, milky white or silvery in color with a clear outline. Cocker and McAleese left the cockpit, went to the astrodome to observe the object. After 3 mins they saw the object separate from the balloon and head W at high speed, after about 1 min it emitted a series of 3 bright flashes like photo flashes at 1 sec intervals and disappeared from sight. (Sparks; BB Maxwell Microfilm Roll 8 pp. 956-9; Jan Aldrich; Saunders/FUFOR Index)	3-5 mins	4	1/20 – 1/10	
372.		Jan. 24, 1951. Westover AFB, Mass. 10:45 a.m. (Sparks;	15+ mins			

		McDonald list; Saunders/FUFOR Index)				
373.		Jan. 26, 1951. Sea of Japan off coast of South Korea (at 36°40' N, 130°50' E). 2:05 p.m. Radar tracking of unidentified target at 3,000 knots (3,500 mph). (Sparks; Jan Aldrich; Saunders/FUFOR Index)				radar
374.	886	Feb. 1 [2?], 1951. Johnson AFB, Japan. 5:10 p.m. [?] Pilot and radar operator of F-82 night fighter saw an amber light make 3-4 360° turns to the right, reverse towards the F-82 then climb out of sight. (Sparks; Berliner)		2		
375.		Feb. 15, 1951. Sea of Japan off coast of South Korea (at 38°30' N, 130° 0' E). Early afternoon. Radar tracking of unidentified target at 12,000-14,000 mph. (Sparks; Jan Aldrich)				radar
376.		Feb. 19, 1951. Near Mt. Kilimanjaro, Kenya. 7:20 a.m. East African Airways Lodestar crew and several passengers saw stationary silvery elongated object. (Sparks; Project 1947; Saunders/FUFOR Index)	17 mins	several		
377.		Feb. 19, 1951. Rodeo, New Mexico. USAF? C-54 pilot saw a green flare [fireball?] pass his plane at 9,000 ft moving vertically [up?]. [Meteor?] (Sparks; BB NARA Microfilm Roll 85, p. 504; Maxwell Roll 1, p. 904; Project 1947; Saunders/FUFOR Index)		1		
378.	896	Feb. 21 [26?], 1951. Durban, South Africa (29°53' S, 31° 0' E). 4:55 a.m. 3 men in a truck and several other persons, none named, saw a dark red, torpedo-shaped object with darker center, fly straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	5+		
379.	897	Feb. 26 [25?], 1951. Ladd AFB, Alaska. 7:10 a.m. USAF Sgt. J. B. Sells saw a dull grey, metallic object, about 120 ft long 10-12 ft thick, hover, puff smoke and speed away. (Sparks; Berliner)	1-1.5 mins	1		
380.		March 9, 1951. About 20 miles SE of Tsushima Island, Japan (at 34° 5' N, 129°31' E). 2:25 p.m. Radar tracking of unidentified target at 3,350 mph. (Sparks; Jan Aldrich)				radar
381.		March 10, 1951. Chinnampo, Korea. 9:51 a.m. Crew of USAF B-29 bomber, including scanners and tail gunner, saw a large red-yellow glow burst and become blue-white. No further information in files. (Sparks; Berliner)		3+		
382.		March 12, 1951. Albuquerque, NM. Two witnesses saw a shining white ball-shaped object descend rapidly to the horizon. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)		2		
383.	907	March 13, 1951. McClellan AFB, Sacramento, Calif. (38.74° N, 121.35° W). 3:20 p.m. USAF 1st Lt. B. J. Hastie and Mrs. Rafferty saw a cylinder with twin tails, 200 ft long and 90 ft wide, turn N at incredible speed. (Sparks; Berliner)	2 mins	2		
384.	908	March 15, 1951. New Delhi, India (28°37' N, 77°13' E). 10:20 (9:50?) a.m. 25 members of a flying club, including the chief aerial engineer (Floats?) and his two assistants saw a metallic cigar-shaped object with white exhaust which turned black when it accelerated to about 1,000 mph and made a large loop. (Sparks; Berliner; Saunders/FUFOR Index)	7 mins	25		
385.		March 24, 1951. Holloman AFB, Alamogordo, New			1/4	photo by

		Mexico. 5:55-6:00 a.m. (MST). Project TWINKLE personnel photographed with a Leica 3c 50 mm camera an unidentified elliptical object with major axis 8.31 arcmins minor axis 6.343 arcmins (0.1385° and 0.1057°). (Sparks)			(0.1385° major axis)	observer network
386.		April 1, 1951. Los Alamos, NM. Los Alamos Lab employee saw bright oblong object moving slowly horizontally and vertically. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)		1		
387.		April 14, 1951. Yellow Sea (at 37° 9' N, 123°20' E). 1:22 p.m. Radar tracking of unidentified target at 3,755 mph. (Sparks; Jan Aldrich)				radar
388.	925	June 1 [May 31?], 1951. Niagara Falls, New York. 4:20 a.m. [GMT?] M/Sgt H. E. Sweeney and 2 enlisted men saw a glowing yellow-orange, saucer-shaped object with arc-shaped wings, fly straight up. (Sparks; Berliner)	30-40 secs	3		
389.		June 7, 1951. Los Alamos area?, NM. 11:10 a.m. Los Alamos Lab employee sighted pointed cylinder with cloth-like construction in vertical orientation fall into a canyon. Search party unable to find traces. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)		1		
390.		June 8, 1951. Los Alamos, NM. Los Alamos Lab employee sighted large reddish dot that turned bright green. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)	3 secs	1		
391.		July 1, 1951. Seoul, South Korea (37°30' N, 127° 0' E). 10:50 [10:20?] p.m. USMC pilots flying 4 F4U-5N fighters with 1st Marine Air Wing saw several bright green spheres [fireballs?]. Ground radar confirmation [?]. (Sparks; Project 1947; Saunders/FUFOR Index)		4+ ?		radar?
392.		July 9, 1951. Near Dearing (25 mi W of Augusta) (at 33°28'N, 82°25'W), Georgia. 1:40-1:50 p.m. (EST). 1st Lt. George H. Kinmon, Jr., 160th Tactical Recon Wing, Lawson AFB, Columbus, Ga., flying F-51 fighter at 250-270 mph at 8,000-8,500 ft on heading 247° saw high speed white oval disc about twice size of his plane [or about 75 ft] [or 10-15 ft?] in headon collision from the direction of the sun [sun at about 237° azimuth 72° elevation]] suddenly dive underneath narrowly missing his plane. He turned to pursue but couldn't find object, then 15 secs later the object made another headon dive at him, repeated it several times, on last pass climbed upward out of sight. [Conflicting account to AFOSI states after first dive object continued to barrel-roll around the plane for 10 mins, then disappeared under the plane. Pilot states object was 300 to 400 feet from plane and appeared to be 10 - 15 ft diameter.] Object flat on top and bottom, white not aluminum. Front view with rounded edges slightly beveled, and small crater-like spots. Top view as it dived, object appeared round and spinning clockwise. From front view as object dived observer noted. No vapor trails or exhaust or visible system of propulsion. Described as traveling tremendous speed. He compares its speed to that of a jet plane. Pilot turbulent wake "bump" when object passed under plane. Object left the plane a few miles S of Milledgeville, and 15-20 miles from Macon. (Sparks;	10 mins	1	5? 25?	

		Weinstein; NICAP Hall UFO Evid p. 20; Uninvited Guests pp. 328-330; AFOSI files)				
393.		July 9, 1951. Corona, New Mexico. 10:30 p.m. USAF Sgt. Meadows, security guard at Corona Experimental Radar Site, saw red glowing ball about size of full moon to the W descending into the tree line for 30 secs and afterglow seen another 10 secs. [Crescent moon was setting in the W about 268°-272° azimuth about 10-10:30 p.m. depending on height of mountains and tree line to the W.] (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	40 secs	1	1	
394.		July 14, 1951. Holloman AFB, New Mexico. (Sparks; McDonald list; Saunders/FUFOR Index; UFO Evid I, pp. 77, 84)				film
395.	943	July 24, 1951. Portsmouth, New Hampshire. 7:10 p.m.? Hanscom AFB Operations Officer Capt. Cobb and Cpl. Fein saw a greyish 100-200 ft tubular object with many black spots, 5:1 length/width ratio, with fins at one end, fly 800-1,000 mph at 1,000-2,000 ft altitude, leaving a faint trail. (Sparks; Berliner)	20 secs	2	12 ?	
396.		July 30, 1951. Selfridge AFB, Mich. 5:14 a.m. (Sparks; McDonald list; Saunders/FUFOR Index)	18 mins			
397.		Aug. 8, 1951. NE of Port Clinton, Ohio. 2:10 p.m. USAF pilot Skelops (?) in flight and ground witnesses saw a 20 ft dark cigar-shaped object flying at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)		3+ ?		
398.		Aug. 21, 1951. Sea of Japan (at 41°55' N, 133°52' E). 12:05 p.m. Radar tracking of unidentified target. (Sparks; Jan Aldrich)				radar
399.	955	Aug. 25, 1951. Albuquerque, New Mexico. 9:58 p.m. (MST). Sandia Base Security guard Hugh R. Young and wife saw a flying wing-shaped craft pass overhead at about 800-1,000 ft altitude and 300-400 mph with no sound. Size estimated at 1.5x wingspan of B-36 bomber, or 350 ft. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing." (Maxwell BB Microfilm Roll 8 pp. 1324-58; Berliner; Ruppelt; Grudge Status Rpt 1)	30 secs	2	40	
400.		Aug. 26, 1951. Larson AFB, Wash. (at 47°12' N, 119°18' W). 12:28-12:36 a.m. [08:28-08:36Z?] USAF Capt. Ernest W. Rees, senior radar controller, and other operators of two radars at USAF AC&W 637th Sq, Detachment 1, search radar CPS-1 and height-finder CPS-4 tracked 950 mph unidentified target at 13,000 ft heading N on course 340° Magnetic [= 355° True approx.] headed into the radar site [evidently from the S]. Tracked 95 miles in 6 mins [=950 mph] evidently the total duration was 8 mins, the accurate time plotting following an initial 2 mins of surprise from 12:28-12:30 a.m. (probably about 30 miles covered in the 2 mins for a total of about 125 miles in 8 mins). Object transmitted IFF Mode 1 signal in response to radar transponder interrogations from Larson AFB's TPX-22 interrogation set (using KY-97 encrypted? signal generator) which appeared to be emitted twice by an APX-6 transponder or something simulating it on the	8 mins	2+		IFF transmission, multiple radars

		UFO, at about 115 miles range and again at about 80 miles range, a difference of 35 miles representing 9 sweep intervals of the CPS-1 radar with 4 RPM sweep rate, providing a double-check on the estimated speed, which computes at 933 mph. Height-finder CPS-4 briefly detected UFO, which was determined to be at 13,000 ft. CPS-1 low beam tracked the object but not the high beam. The 2-1/2° to 25° high beam only covered down to about 30,000 ft at 80 miles range and thus could not have detected the target at the much lower altitude of 13,000 ft. Object apparently left radar low beam between about 50 and 35 miles from radar station and was lost. Attempted scramble of F-86 interceptor too late, no contact from 17,000 to 25,000 ft [but this was wrong altitude, too high]. (Sparks; Maxwell BB Microfilm Roll 8 pp. 1382-9; McDonald list; Saunders/FUFOR Index; Grudge Rpt 1; cf. Ruppelt pp. 96-98, 108-109)				
401.		Aug. 27, 1951. Vandalia, Illinois. Approx. 8-8:30 p.m. Private pilot Raymond Williams was on the runway about to take off when he saw a large blinding orange light to the SW, radioed the CAA tower but light went out. After takeoff he saw the object again, noticing it was not an airplane, the light was at one end of the object and had a small red light on top, and it came directly at him, circled his plane twice, then headed to W to Greenville. Williams followed, saw object circle Greenville twice then return E towards Vandalia. Commercial pilot at 20,000 ft radioed he also saw the object. (Sparks; Maxwell BB Microfilm Roll 8 pp. 1396-1401; NARCAP; Saunders/FUFOR Index; Grudge Rpt 2)		2		
402.	962	Aug. 31, 1951. Near Matador, Texas (34.01° N, 100.79° W). 12:45 p.m. (CST). Mrs. Tom Tilson, daughter Mrs. Eugenia T. Bethard were driving N on Hwy U.S. 70 from White Flatt to Matador, all apparently of excellent reputations, saw to the W a pear-shaped object the length of a B-29 fuselage (100 ft) or the size of a Matador railway freight shed (48 ft), aluminum or silver-yellow reflecting brightly in sunlight with a port or some type of aperture on the side, move with smaller end forward, drifting slowly at about 150 ft altitude about 200 ft (Bethard said 375-450 ft) in front of their car, then shot up in a circular fashion and out of sight to the E after a few secs. (Sparks; Maxwell BB Microfilm Roll 8 pp. 1408-29; Berliner; McDonald files; Jan Aldrich; Grudge Rpt 2)	few secs +	2		
403.	964	Sept. 6, 1951. Claremont, Calif. (E of Hwy 66?). 7:20 p.m. (GMT?). S/Sgt W. T. Smith and M/Sgt L. L. Deuel (?) saw 6 orange lights in an irregular formation, fly straight and level into a coastal fog bank. (Sparks; Berliner; Saunders/FUFOR Index)	3-4 mins	2		
404.		Sept. 9, 1951. About 50 miles off coast of North Korea (at 39° 5' N, 128° 40' E). 6:50 p.m. Radar tracking of multiple unidentified targets at 900 mph. (Sparks; Jan Aldrich)				radar
405.		Sept. 10, 1951. 3 miles NE of Asbury, New Jersey. 11:35-11:37 a.m. (EDT) USAF pilots Lt. Wilbert S. Rogers and Major Ezra S. Ballard flying in a T-33 at	2 mins	2	2/5 - 2/3	

		20,000 ft from Dover AFB, Delaware, to Mitchel AFB, New York, on a NNE course at 450 mph saw a silvery metallic discus-shaped 30-50 ft object to their 11 o'clock position below their altitude viewed against the Sandy Point area and silhouetted against the ground. Rogers immediately turned left and descended to intercept the object which then banked, revealing its flat round profile, no appendages, no trail, and curved in more tightly on the turn than the T-33, covering an estimated 30-50 n.mi. in 2 minutes (about 1,000-1,500 mph), and seen projected against the ground near Red Bank and Freehold, New Jersey, as the T-33 descended to 17,000 ft, accelerated to 550 mph and covering about 120° of its 360° turn during the sighting. The object passed within about 8,000 ft distance of the T-33, descending from about 12,000 to 5,000 ft and headed at high speed out to sea near Pt. Pleasant at about 120° heading until disappearance. Radar sightings earlier in the morning at Ft. Monmouth Army Signal Corps Labs, ending about 11:18 a.m., were inconclusive. (Sparks)				
406.	969	Sept. 13, 1951. Goose Bay, Labrador, Canada (53.33° N, 60.41° W). 9 and 9:15 p.m. (9:30?) (AST). 1932nd AACS Sq, Goose AFB, T/Sgt Warner B. Maupin, Cpl. John W. Green operators of GCA radar tracked 2 objects on a collision course, then one evaded to the right upon the request, by radio, of one of the radar operators (!). No aircraft were known to be in the area except the C-54 en route to landing at Goose AB which arrived during the second radar tracking (the 3rd object at 10:15). First target strong and steady radar return at 4,000 ft and 140 mph covering 7 miles in 3 mins. About 3 mins later 2nd target observed with weak intermittent return above 5,000 ft level of GCA radar, 3rd target similar and with similar speed appeared after first 2 disappeared. No visuals despite efforts by radar crew, tower crew and C-54 crew. (Berliner; McDonald files; Jan Aldrich; NICAP; NARA BB-AFOSI Microfilm Roll 89, pp. 1202-6)	3+ mins + ?	2		radar
407.		Sept. 17 [16?], 1951. 3 miles NE of Marion, Ohio (40.58° N, 83.13° W). 12:17 p.m. Cessna pilot Grover saw a black swept-wing object at 2,800 ft in near collision with his aircraft. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
408.		Sept. 17, 1951. Hudson Strait (at 61°30' N, 68°50' W) to Baffin Island, Canada. 10:20-11:55 p.m. (EST). USAF B-36 radar operator Major Paul E. Gerhart and navigator Major Charles J. Cheever on a flight from Goose Bay, Labrador, to Resolute, North West Territories, heading NW at 208 knots (239 mph) over Hudson Strait, picked up radar interference which came from an unidentified aircraft at relative bearing 130° (E) at 28 n.mi. (32 miles) heading away. Anti-jamming device on the APQ-24 radar was turned on at 11:20 p.m. but did not affect the jamming on the radar scope. At 11:35 jamming covered 120° of the right side of the radar scope and then an unidentified aircraft was seen visually on the right side of the B-36, which was then at 18,000 ft at 65°40' N, 71°40' W (over	1 hr 35 mins			RV, radar jamming

		SW Baffin Island). Object had "unconventional running lights" all white instead of red-green, with twin white flashing tail lights, traveling about 30 knots faster than the B-36, crossed the front from right to left heading 334° true towards the NNW, and was in view about 20 mins [to a distance of about 12 miles]. While the object was still visible, at 11:50 p.m. the B-36 autopilot and APQ-24 radar set went out, the latter returning after a few mins about when the object disappeared. ECM operators S/Sgt. Donald E. Jenkins and S/Sgt. Doty T. Larimore on 2 B-36 flights from Goose to Resolute while still over Labrador the next day detected carrier wave signals at several frequencies and some radar-like pulses at other frequencies, all below 1,000 MHz. (Sparks; Jan Aldrich; cf. Hynek UFO Exp ch. 7, case RV-11)				
409.		Sept. 18, 1951. ADC radar sites P-34 (Empire AFS, Mich.), P-31 (Elkhorn AFS, Wisc.), P-69 (Finland AFS, Minn.) 4:35-5:31, 7:10 a.m. USAF CPS-6B and CPS-5 radar tracks of 6,000 mph (intermittent?) targets. (Sparks; McDonald files; Jan Aldrich; Grudge Rpt 1; Saunders/FUFOR Index)	1 hr +	multiple		multiple radar
410.		Sept. 23, 1951. About 30 miles W of Long Beach Airport to Camp Pendleton, and March AFB, Calif. 7-9:25 a.m. (PDT). 2 F-86 jet interceptors were scrambled from George AFB, near Victorville, Calif., then vectored by air defense GCI radar to [a target?] at 33°50' N, 118°40' W (off the coast about 30 miles W of Long Beach Airport), where the jets circled and headed E toward Long Beach when an object was seen at 12 o'clock high position at 7:55 a.m. in a left orbit at about 50,000 ft above the F-86's, appearing to be a bright silvery aircraft with highly swept back 45° wings; [the F-86's tried to climb to intercept the object but it climbed away in response]. Another 2 F-86's were scrambled from George AFB at about 8:00 as the first 2 were running low on fuel and were released to return at 8:10-15 when the 2nd flight arrived. The 2nd pair of F-86's was vectored by GCI radar to 33°20' N, 117°30' W (Camp Pendleton), arrived there at 8:10 at 43,000 ft [and circled?], spotted the object at 1 o'clock high back to the N toward Muroc/Edwards AFB appearing at about 50,000-55,000 ft in a controlled orbit right and left, appearing as a swept wing aircraft [that sped up when the F-86's tried to close] and the object was found near March AFB, Riverside, to the NNW but they broke off intercept because of low fuel at about 8:20-25, landing at 8:45. 3rd flight of 2 F-86's scrambled [at about 8:45??] from George AFB [?] saw the object shortly after takeoff seeming to be heading S as F-86's made climbing turns up to 43,500 ft under the round silvery object [at 55,000? ft over the San Bernardino Mtns. ?] until breaking off intercept at about 9:25 a.m. [A 7th F-86 was scrambled to the S toward Long Beach but the UFO was gone.] (Sparks; GRUDGE Rpts. 1 and 2; Ruppelt pp. 94-5)	1.5+ hrs	7+ ?	1/2 ?	RV?
411.	980	Oct. 2, 1951. Columbus, Ohio (39.98° N, 82.99° W). 6 p.m. Battelle Memorial Institute physicist Howard Cross was in his car parked at Ohio State Univ. when he heard a	1 min	1	[2-10??]	Battelle physicist Howard

		loud noise from a DC-3 and looked in the sky to where it was coming from. He noticed what he first thought (as he escalated hypotheses) was a light flash like “sun reflecting from mirror,” then tried to explain it as a balloon, then a parachute (but object was not falling). The object was in the SE [?], above and to the W of the DC- 3, which was at roughly 1,000 ft height heading E, size “somewhat smaller” than the DC-3 fuselage, flying away from him in straight and level flight at “high speed” to the W into the wind (as checked with weather reporting), appearing as a bright oval with a clipped tail [or a shield or half-moon shape] with curved side always up as it traveled with the flat face forward, changing to an orange color as it faded into the distance. (Sparks; BB Maxwell Microfilm Roll 9 pp. 231-7; Berliner)				Cross
412.	984	Oct. 3, 1951. N of Kadena AFB, Okinawa (radar at 26°24' 55" N, 127°47' 49" E elev. 750 ft). 10:27-10:30 p.m. (1327-1330Z). USAF 529th AC&W Group, GCI Station Site #51 “A” Radar operators Sgt. Melvin W. Watson, Pvt. Manuel M. Gonzales and Senior Radar Mechanic Sgt. James E. Biscanto radar tracked a large, sausage-shaped blip (apparent echo size 4 miles x 2 miles), enlarged possibly due to effects of the blip being a transponder signal from the UFO, logged as Air Defense Control Center (ADCC) Track No. 86, tracked at about 2,520 to 4,800 mph [varying from about 2,400 mph to 4,800 mph] from azimuth 14° (almost NNE) slant range 90 statute miles at 27°42' N, 128°10'E, to 340° azimuth (almost NNW) slant range 152 statute miles at 29°59' N, 127°25' E, [a distance of 60 miles on a heading of 331°] in 7 sweeps of the CPS-1 radar (15-sec sweep rate) high beam (transmitting at 2860 MHz, covering about 3-1/2° to 25° elevation). Watson missed detection on 6th sweep due to adjusting range setting. Then Gonzales tracked target, apparently at about 45,000-49,000 ft transition altitude from high to low radar beams, brighter than average echo and very large in size (3x the size of a B-29 echo, measuring apparent echo size 2-1/2 to 3 miles x 6-8 miles) in about 5-6 sweeps of the low beam (2700 MHz apparently covering 0° to 2-1/2° elevation) swerving to a due N heading disappearing suddenly in the middle of the 2nd pulse in the last sweep, without fading on any sweep, at azimuth 355° slant range 247 statute miles. Gonzales missed about 1-2 sweeps while adjusting range setting. CPS-1 PRF rate 350 pulses/sec, pulse duration 1 microsec, horizontal beam width 0.8° to half power. FEAF (Far East AF) and Philco radar experts believed UFO was amplifying radar echoes by transponder (non-encrypted non-IFF), but only on the CPS-1’s frequencies of 2700 and 2860 MHz and not on the allocated beacon frequency of 2907 MHz or in the L-band and P-band frequencies of other nearby radars, types CPS-4, TPS-1B, and SCR-270DA, which did not detect the UFO. Radar site attempted to radio report of tracking to Itasuke ADCC at 10:35 and 10:50 p.m. but was blocked by “heavy CW [continuous wave] (code) interference” on HF at 5.85	3 mins	3		radar; possible UFO transponder transmissions

		MHz. (Sparks; BB Maxwell Microfilm Roll 9 pp. 257-332; Berliner; Saunders/FUFOR Index; Joel Carpenter)				
413.		Oct. 7, 1951. A few miles off coast of Honshu, Japan (at 37°37' N, 137°15' E). 7:37 p.m. Radar tracking of unidentified target at 420 mph. (Sparks; Jan Aldrich)				radar
414.	985	Oct. 9, 1951 5 miles E of Terre Haute, Indiana (39.48° N, 87.42° W). 1:42 [1:43?] p.m. (CST). CAA Chief Aircraft Communicator Roy Messmore at Holman Municipal Airport saw a flash on the distant SE horizon then a growing pinpoint of a rapidly approaching object appearing as a silvery "flattened tennis ball" when directly overhead disappearing to the NW [or SE??] after traveling from horizon to horizon in 15 secs, no sound or trail. Pilot Charles Warren at 5,000 ft flying W from Greencastle, Ind., to Paris, Ill., at location E of Paris (about 15 miles NW of Terre Haute) at 1:45 p.m. CST saw silvery "flattened orange" appearing stationary at first to the left rear (SE? or E? towards Holman Airport?) for a few secs (or longer?) then Warren banked in a tight left turn to pursue the object when it suddenly picked up speed and headed off NE towards the S of Newport, Ind. (Berliner; cf. Ruppelt pp. 112-3; Grudge Rpt 1)	15 secs + ?	3?	4 + ?	
415.		Oct. 10, 1951. 10 miles E of St. Croix Falls, Wisc. (at 45°24' N, 92°28' W). About 10:10 a.m. Private pilot Jack Donaghue and aero engineer Joseph J. Kaliszewski, Supv. of Balloon Manufacture, both with General Mills Aero Labs, were flying in a light plane at 6,000 ft heading 230° climbing toward a large balloon their team had launched, which was at about 20,000 ft and 6 miles to their SE, when they saw a strange object traveling E to W much higher than the balloon, about 1/4 apparent size of balloon [which itself was about 80 ft??] first at a slight dive, leveling off about 1 min, slowing down, then making sharp left turn and climbing at an ascent angle of 50°- 60° into the SE with a "terrific acceleration," having covered about 45° (or 40°-50°) of sky total. No vapor trail. See next day's sightings (below). (Sparks; Project 1947; Saunders/FUFOR Index)	2 mins	2	1/15 ?	aero engr
416.	989	Oct. 11, 1951. Few miles N of Minneapolis, Minn. (44.97° N, 93.27° W). About 6:30 and 8:30 a.m. General Mills Aeronautical Labs balloon researchers during Project GRAB BAG balloon launch, including aeronautical engineer Joseph J. Kaliszewski, aerologist Charles B. Moore, pilot Richard Reilly in the air heading E at 10,000 ft, and Douglas Smith and Richard Dorian on the ground at Univ. of Minnesota Airport (also Zuckert). Flight crew saw the first object, brightly glowing with a dark underside and halo around it appearing to be SE of UM Airport. Object arrived high and fast traveling E to W at about 5°/sec angular velocity (using fix point of windshield divider for stable reference), then slowed and made slow climbing circles "like falling oak leaf inverted" for about 2 mins, and finally sped away to the E with rapid acceleration. Reported by radio to and confirmed by ground observers Smith and Dorian at Univ. of Minn. Airport using a theodolite, of a cigar-shaped object seen	5 mins + few secs	6		theodolite C. B. Moore

		only in brief glimpses due to high angular speed as it sped across the sky. Soon they saw 2nd object (about 8:30 a.m.), traveling W to E. See previous day's sightings (above). (Sparks; Berliner; Saunders/FUFOR Index; McDonald)				
417.		Oct. 16, 1951. W of Whidbey Island NAS [S of Port Angeles?], Wash. (at 47°45' N, 123°30' W). 11:01 a.m. USAF pilots flying 3 F-94 fighters and USN ground personnel saw a round medium-grey object at high speed and high altitude, no sound. (Sparks; Project 1947; Saunders/FUFOR Index)	50 mins	4+		
418.		Oct. 18, 1951. 140 miles from Tsingtao, China over Yellow Sea (at 35°48' 38°248' N, 123°16' E). 3 a.m. [2:33 a.m.?] Gregory and other USN crew of PBM Mariner type BD-5 saw long orange-red conical flame change to white-orange. Airborne radar tracking [?]. (Sparks; Project 1947; Saunders/FUFOR Index)	16 mins			radar
419.		Oct. 21, 1951. 20 miles E of Battle Creek, Mich. (at 42°19' N, 84°55' W). 12:50 p.m. [10:25 a.m. CST?] Private pilot N. Manteris flying Navion aircraft (s/n N21424) at 4,000 ft saw a silver oval domed disc-shaped highly polished object closing at high speed on collision course at about 3,000 ft, pass underneath his plane, he turned 180° to pursue but it was gone. No trail or vents, upper surface had an indentation for a crown or dome. (Sparks; Project 1947; McDonald list; GRUDGE Rpt 1; NARCAP)	3-5 secs	1		
420.		Oct. 21, 1951. North Truro, Mass. 11:18-11:22 p.m. (EST) [1:30 and 9:30 p.m.?] (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	4 mins + 2 mins			
421.		Nov. 2, 1951. E of Abilene, Texas. 7:15 a.m. Crew of American Airlines DC-4 flying Los Angeles to Dallas, at 4,500 ft, saw a bright green projectile-shaped object, about same size as DC-4, streak past at about same altitude and same E heading. Object left trail then exploded, shooting red balls of fire in all directions. Green fireball sighted in Ariz., NM, Texas, Okla. Radiant about 3.5 hrs RA, 0 Dec (Taurid fireball? 3.5-4 hrs RA, +13° to +22° Dec.). (Sparks; LIFE Incident 10?; Saunders/ FUFOR Index?; Keyhoe 1955, pp. 92-93)		165+		
422.		Nov. 2, 1951. 30 (35?) miles N of Mojave, Calif. (35.06° N, 118.16° W). 11 p.m. Bromley and another forest observer in a canyon saw a 30 ft disk-shaped flying object in the SW, 10 ft thick, blue-green, well-defined, surrounded with a glow of same color. Stopping their jeep, they signaled to the object, which approached within 10 [?] ft, flew away, seemed to play with them, vanished "like a magician's trick." (Vallée Magonia 85; Saunders/FUFOR Index)		2	120 ?	
423.		Nov. 18, 1951. Washington, D.C. 3:20 a.m. Crew of Capital Airlines Flight 610 and Andrews AFB senior air traffic controller Tom Selby saw an object with several lights, follow the DC-4 for about 20 mins [miles?] then turn back, with ground radar tracking [?]. (Sparks; Berliner; Saunders/FUFOR Index)	20 mins	2+		RV?

424.		Nov. 24, 1951. Mankato, Minn. (44.16° N, 93.98° W). 3:53 p.m. One of 2 USAF pilots flying P-51 fighters flying W at 25,000 ft, 210 knots IAS, Capt. William Fairbrother, saw a white 8 ft flying-wing-shaped object hovering then pass 100 ft over and 100 ft to the left of his fighter, he immediately turned 180° to follow but could not find object. (Sparks; Project 1947; NARCAP; Saunders/FUFOR Index)	6 secs?	1	8	
425.		Nov. 24, 1951. Coopersville (etc.), Mich. 5:24 p.m. (CST). Capital Airlines Flight 94 pilot and several ground observer(s) saw a large round object flying at 500-1,000 ft height at about 1,000 mph. Possible meteor fireball. (Sparks; Grudge Status Rpt 2; Project 1947; Saunders/FUFOR Index)	5-6 secs	7		
426.		Nov. 26, 1951. 25 miles E of Milwaukee, Wisc. (43.03° N, 87.93° W). 4:25 a.m. (CST). Capital Airlines DC-3 pilot Schroeder saw an orange ball of fire with blue tail flying on a level trajectory. (Sparks; Project 1947; Saunders/FUFOR Index)	0.2 min	1		
427.		Dec. 1951. NW of Peru, Nebraska. 3 a.m. Mr. Barry from Lincoln driving to Indiana saw a blue light in the NW, vanish to the SE. He missed a turn, went back toward Auburn, when NW of Peru he saw an orange glow in the sky from a cauldron-shaped object on the ground, about 40 ft from the road. He stopped to examine the 30 ft diameter cast-iron object, with a row of 10-inch round windows 1 ft from the top, glowing orange; on the other side a blue flamelike glow. No noise, no sign of life or activity, no antenna or protrusion. Witness drove away. (Sparks; Vallée Magonia 86; Saunders/FUFOR Index)		1	80	
428.	1021	Dec. 7, 1951. Oak Ridge, Tenn. (at 35°56' N, 84°25' W). 8:15 a.m. AESS guard J. H. Collins in Tower #14 W of K-25 Gaseous Diffusion Plant, ORNL, [at about 700-800 ft MSL] saw a 20 ft square object, white-grey but not shiny, like a piece of canvas with no markings, to the NNW about 300 ft above ridge about 1 mile away [Blackoak Ridge, height about 1,000-1,100 ft MSL], fly vertically into the clouds at about 6,000 ft MSL and back again 300 ft above ridge, taking 30-40 seconds each time traveling at constant speed like that of conventional aircraft [roughly 100 mph at about 4,600 ft in 30-40 secs]. On second rise object climbed at 45° angle to the left and into the clouds then emerged out of the clouds diving straight down to 300 ft above ridge. Object circled slowly as it rose a third time at a 20° angle into the clouds again finally disappearing. Always kept broadside to witness. No sound or smoke. Report mistakenly treated as ground intrusion, thus GCI radar not alerted until 10:02 a.m., and F-47 fighters dispatched found nothing. (Sparks; BB Maxwell Microfilm Roll 9, pp. 640-4; Berliner; Saunders/FUFOR Index)	2 mins	1		
429.	1023	Dec. 7, 1951. Sunbury, Ohio. 4:30 p.m. Amateur astronomer Carl Loar saw a silvery sphere through telescope; 2 specks sighted at sides, object seemed to explode was then replaced by a dark cloud and many specks. (Sparks; Berliner)	30 mins	1		telescope

430.		Dec. 12, 1951. 5 mi SE of Hastings, Minn. 3:50 p.m. (CST). USAF 133rd FI Wing pilot Donald K. "Deke" Slayton [future NASA astronaut] flying F-51 fighter at 10,000 ft at 280-300 mph heading [NW] back to Wold-Chamberlain Field, Minneapolis, Minn., saw a 1-1/2 to 2 ft white (or gray) object off his left wing about 1 mile away and 1,000 ft below flight level [about 10° below local horizon or 8° below earth's horizon] at (about 8 o'clock position) looking like a kite at first, then like a weather balloon then 2 rapidly counterclockwise revolving discs overlapping with centers about 1 ft apart. He went into left 180° turn to intercept, approached to about 1,500 ft [heading SE] with object at about 1 o'clock (level ?) position, object accelerated to about 380-400 mph turning to the left, Slayton made 30° bank to turn left with object, but object outpaced him on the outside of turn [heading roughly SW at end of turn], changed appearance to look like a single object, then it made a sudden 45° climbing left turn, accelerated and disappeared. In 1980 Slayton estimated angular size as grapefruit at arm's length or about 11° but size/distance data indicate about 0.1°. Wing Intell ofers told Slayton a balloon research team [General Mills] sighted the same or similar UFO near a large balloon [Skyhook?] launch. (Sparks; Maxwell Microfilm Roll 1, pp. 537-8, 563-4, Roll 9, pp. 660-5; BB Grudge Status Rpt. 2, pp. 3-4, Rpt. 3, pp. 5-6; Project 1947; Richard Haines; etc.)	3-4 mins	1 [several?]	1/6	future astronaut Deke Slayton; possible independent sighting by research balloon crew
431.	1011	Dec. 18, 1951. Andrews AFB, Washington, D.C. Civilian pilot. [Nov. 18, 1951, case??] (Sparks; NARA)		1?		
432.		Dec. 22, 1951. 5 miles E of Columbus, Ohio. 10:30 a.m. (EST). USAF F-84C pilot with 166th FI Sq saw an aircraft without a tail rolling on its longitudinal axis. (Sparks; McDonald list; GRUDGE Rpt 3; Project 1947; Saunders/FUFOR Index)	1+ min	1		
433.	1013	Dec. 24, 1951. Mankato, Minn. Military witness(es). [Nov. 24, 1951, case??] (Sparks; NARA)				
434.		Jan. 1952. Weston, Wyoming. 10:30 p.m. 38-year-old rancher saw a "shooting star" suddenly stop in mid-air between him and a mountain, spinning clockwise, with one red window periodically facing the observer, went down toward the Little Powder River, come up again. He turned his car to send light signals, object seemed to respond by stopping its red window to face witness. Spinning resumed, object rose and came down. Similar object arrived, then both went into the deep valley out of sight. (Sparks; Vallée Magonia 88)		1		
435.		Jan. 20, 1952. Fairchild AFB, near Spokane, Wash (at 47.62° N, 117.67° W). 7:20 p.m. 2 M/Sgts. in Intelligence saw a large bluish-white spherical object with long blue tail in the E about 2 miles away traveling N on a horizontal path below and seen against solid overcast cloud cover at 4,700 ft, speed later estimated at 1,400 mph, no sound, disappearing in the W. (Sparks; Ruppelt pp. 12-3; Saunders/FUFOR Index)	15 secs	2 [3?]		
436.		Jan. 22, 1952. E of Nenana, Alaska (64°35' N, 149°20' W). 12:20-2 ? a.m. (AHST). USAF Lt. A. L. Boyd, Jr., a	6? mins + 1 min	6+		ground and airborne

		<p>CPS-6B radar operator at ADC radar site F-2 with CPS-6B radar, Murphy Dome AFS (about 19 miles WNW of Fairbanks), Alaska, tracked an inbound or outbound target at 210° azimuth at about 1,500 to 2,400 mph, and after 10-12 radar sweeps 12 secs each, urgently called twice (at 12:25 and 12:26 a.m.) for interception, and 2 USAF F-94 jets were scrambled [possibly multiple reversals of UFO direction in this time interval]. At 12:52-53 a.m., unidentified target was tracked inbound at 210° azimuth heading N at 45 miles range for about 1 min, first F-94 at 30,000 ft was vectored on 180° heading to attempt intercept at 20 miles projected range of target to radar site, but target reversed course over an 8-mile radius of turn (roughly 5 g's) and headed outbound at 1,500+ mph heading S and away from radar site and F-94. Pilot Lt. C. E. Garrett and radar observer Capt. V. D. Ramey on first F-94 tracked two targets, one strong one faint on APS-33 airborne radar, at 25,000 ft altitude range 24,000 yards at 40° to the right (220° azimuth) rapidly crossing over to the left to disappear at range 200 yards 55° left of heading, closure rate too rapid to follow by hand control of antenna and unable to lock on. F-94 circled for an hour before getting another target at 12 o'clock low, dropped to 25,000 ft with 100-knot closure rate, no visual contact, had to pull up at 200 yards distance to avoid collision, F-94 released to return to base at 2:13 a.m. Pilot Capt. R. B. Peterson of another F-94, from Galena AFS, during this time also obtained radar lockon to a target at 12 o'clock high at 17,000 yards range for 2-3 mins. (Sparks; Maxwell BB Microfilm Roll 9, pp 817-9; BB Status Rpt 7; McDonald files; Jan Aldrich; Saunders/FUFOR Index; cf. Ruppelt)</p>	+ ? + 2-3 mins			radars
437.		<p>Jan. 21, 1952. 3 miles ESE of Mitchel AFB runway 30, New York (40.73° N, 73.59° W). 9:50 a.m. (EST). USN pilot Lt. James R. Zeitvogel, USN Special Devices Center, Long Island, flew USN TBM-3W bomber heading 45° (NE) at 160 knots (200 mph) at 6,000 ft shortly after takeoff from Mitchel AFB, sighted a 20-30 ft white circular domed or parachute-shaped, with parachute-like segmentation and dark underside, about 1/3 ratio thickness to diameter, which appeared to be about 1-1/2 miles to the WNW or half way between TBM and end of runway 30 at Mitchel AFB, silhouetted against the ground at a depression angle of about 45° at a very low altitude of 200-300 ft (consistent with ground range of 1-1/2 miles from TBM at 6,000 ft height). Pilot then chased object which was at first traveling about 300 knots (350 mph), by turning left in the TBM in a sharp 2-3 g turn, having to bank at almost 90° to see the low altitude object about 1-1/2 mins into sighting when TBM about completed 360° turn, object cutting on inside of TBM's turn apparently accelerating. Object at about 2 mins into sighting started climbing in altitude while still accelerating, disappearing suddenly not due to distance about 7 miles to the SW at 500+ knots (600+ mph) and about 10° above TBM's horizontal level. (Sparks; GRUDGE Rpts. No. 3, p. 8, No. 4, pp. 9-11ff.; Project 1947; NICAP)</p>	2-1/2 mins	1	1/3 to 1	

438.		Jan. 29, 1952. 30 miles SW of Wonsan, South Korea. 11 p.m. USAF crew of B-29 flying at above 20,000 ft and 148 knots (170 mph) ground speed saw an orange luminous rotating and pulsating 3 ft sphere [or disc?], with blue flame halo, follow the B-29 at a distance of about 600 ft at the 8 o'clock position advancing forward to 9 o'clock then falling back to 8 o'clock [at one point almost withdrawing from view then returning?]. (Sparks; LIFE Incident 9; Project 1947; Loren Gross)	5 mins [1 min?]	3	1/2	
439.		Jan. 29-30, 1952. Sunchon, South Korea. 11:24 p.m. USAF crew of B-29 at 20,000 ft and 125 knots (144 mph) ground speed saw an orange sphere follow the B-29 at their level or slightly below [sun-like in brightness and 600 ft away?]. (Sparks; LIFE Incident 9; Project 1947; Loren Gross)	1 min [5 mins]	2+		
440.		Feb. 1, 1952. 10 miles W of Terre Haute, Indiana. 9:30 p.m. Military aircraft pilot saw a close group of moving lights changing color from blue to green to yellow. (Sparks; Project 1947; BB files??)		1		
441.		Feb. 2, 1952. About 40 miles E of Pusan, South Korea (at 35° 0' N, 129°40' E). 10:30 and 10:40 a.m. Radar track of 767 mph unidentified target. 2nd track from position 35°30' N, 129°40' E, at 10:40 of 1,257 mph unidentified target. (Sparks; Jan Aldrich)				radar
442.		Feb. 2, 1952. E of South Korea (at 37°44' N, 130°30' E). 7:35 p.m. USS Philippine Sea heading S 180° at 13 knots (15 mph) tracked approaching radar target from the N 0° azimuth at 25 miles, veered off in a wide left turn to the E radius about 12 miles (when visual observers spotted exhaust trails), reversing course on radar away from the aircraft carrier accelerating from 600 mph to 1800 mph at 52,000 ft altitude, split into 2 targets 5-12 miles apart on a slightly zigzag wavy course headed due N 0° to disappearance at about 110 miles. Visual observers sighted 3 exhaust flames at 30° azimuth [?]. (Sparks; Hynek UFO Rpt pp. 126-8)	10 mins ?	4+		RV
443.	1052	Feb. 11, 1952. Pittsburgh, Penna. (40.44° N, 79.97° W). 3 a.m. USAF Capt. G. P. Arns and Maj. R. J. Gedson flying a Beech AT-11 trainer saw a yellow-orange comet-shaped object pulsing flame for 1-2 secs in straight and level flight. (Sparks; Berliner)	1 min	2		
444.		Feb. 12, 1952. Bet. Friendship Airfield and Baltimore, Maryland. 9:30 p.m. USAF MATS C-47 pilot and copilot saw a bright white object move slowly then speed away. Then at 10 p.m. they saw 10 miles S of Baltimore a similar object. (Sparks; GRUDGE/BB Rpt; Saunders/FUFOR Index)	2+ mins	2		
445.		Feb. 13, 1952. Granite City, Illinois (38.73° N, 90.14° W). 10:30 p.m. Radar. (Sparks; McDonald list; BB Rpt 6)				radar
446.		Feb. 16, 1952. About 60 miles E of Pusan, South Korea (at 35° N, 130° E). 2:40 and 3:50 p.m. USMC GCI Sq 3 at Yongil (36° N, 129° E) CPS-5 radar tracking of unidentified target traveling at 4,320 knots (5,000 mph). 2nd track at 3:50 at position 36°30' N, 129°30' E (a few				radar

		miles off the coast of South Korea) of large target equivalent of 6-8 jet aircraft, traveling 1,380 knots (1,600 mph) target heading 170°, faded momentarily, then continued on 120° heading until lost. Visual sighting of contrail in direction of radar track. (Sparks; Jan Aldrich; McDonald files; Saunders/FUFOR Index)				
447.		Feb. 17, 1952. 25 miles SE of Roswell, New Mexico (at 33°15' N, 104°10' W). 1:45 a.m. (MST). USAF crew of B-29 bomber saw 3 ft [?] greenish-blue ball of fire flying straight at 15,000 ft. (Sparks; Project 1947)				
448.		Feb. 20, 1952. Mt. Diablo, Calif. 11:30 p.m. USAF pilot Montgomery and copilot of B-25 bomber saw bright yellow light on collision course climb and accelerate. (Sparks; Project 1947; Saunders/FUFOR Index)		2		
449.	1061	Feb. 23 [24?], 1952. Sinuiju [Antung?], North Korea (40° 4' N, 124° 25' E). 10:15 [11:15?] p.m. USAF 345th Bomber Sq Captain/B-29 navigator saw a bluish cylinder, 3x long as wide, with a tail and rapid pulsations, come in high and fast, make several turns and level out under B-29 which was evading mild antiaircraft fire. (Sparks; Berliner; Saunders/FUFOR Index)	45 secs	1?		[radar?]
450.		Feb. 27, 1952. Ft. Stockton, Texas. B-29 and radar. (Sparks; McDonald list; BB Rpt 5)				radar
451.		March 4, 1952. 15 miles W of Ashiya AFB, Japan (at 33°53' N, 130°40' E). 10:35 a.m. USAF C-54 crew with 53rd Troop Carrier Sq saw a bright orange oval object at 10,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)	< 2 mins ?			
452.		March 7, 1952. Bet. Claremore and Tulsa, Okla. 1 a.m. USAF copilot of C-54 transport saw a bright light pass from right to left, lose altitude and blink out 3 times. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
453.		March 15, 1952. Sandia Mtns. [Kirtland AFB?], New Mexico. 4:30 p.m. (MST). (Sparks; McDonald list; BB Rpt 7)	5 mins			
454.	1074	March 20, 1952. Centerville (Queen Anne's County), Maryland. 10:42 p.m. CIA clandestine employee [OPC?] who was WW1/WW2 Army veteran and pilot with extensive flight experience, A. D. Hutchinson, and son (Hutchinson Jr.), saw a dull orange-yellow saucer-shaped light, lighting looking like that of old-fashion light-bulb and about 2-3x size of aircraft wing light [or about 4-6 ft?], fly straight and level very fast from SW to SE about half way between horizon and zenith [or roughly 30° to 45° elevation], possibly about 5 miles away [better estimate about 1 mile], then made 2 sudden vertical jumps on order of 2° upwards each jump, jumps being like a "basketball bounce," before disappearing behind trees. No sound. (Sparks; BB Maxwell Roll 9, pp. 1097 to 1100; Berliner; Randle)	30 secs	2	1/3 ??	CIA
455.	1076	March 23 [22?], 1952. 20 miles S of Yakima, Wash. 6:56 and 7 [6:05? 6:33?] p.m. USAF pilot and radar operator of F-94 jet interceptor made 2 sightings of a stationary red fireball that increased in brightness then faded over 45 secs. Note: Project Blue Book Status Report #7 (May 31,	45 secs x 2	3+ ?		RV ground and air radars

		1952) says target was also tracked by ground radar at 78 knots (90 mph) at 22,500 ft and 25,000 ft altitude. (Sparks; Berliner)				
456.	1077	March 24, 1952. 60 miles W of Pt. Conception, Calif. 8:45 a.m. [p.m.?] B-29 navigator and radar operator Hancock tracked unidentified target on airborne radar at about 3,000 mph. (Sparks; Berliner; Shough; Randle)	20-30 secs	2		radar
457.	1082	March 29, 1952. 20 miles N of Misawa AFB, Japan (40°42' N, 141°23' E). 11:20 a.m. Lt. David C. Brigham, pilot of AT-6 trainer, saw a small, very thin, shiny metallic disc fly alongside the AT-6, then make a pass at an F-84 jet fighter, flip on edge, flutter 20 ft from the F-84's fuselage and flip in the slipstream. (Sparks; Berliner; Saunders/FUFOR Index)	10 secs	1?		
458.		March 29, 1952. Elizabethville, Belgian Congo. Two fiery discs were seen over uranium mines gliding in curves, changing orientation many times thus appearing as plates, ovals and lines. Discs suddenly hovered then took off in a zigzag to the NE. Commander Pierre of Elizabethville airfield took off in a fighter aircraft in pursuit and came within 120 meters (400 ft) of one disc. (Sparks; McDonald files; Jan Aldrich)		many		
459.		March 29 [April 24?], 1952. Glen Burnie, Maryland. 10:45 p.m. Donald F. Stewart [Steward?] and George Tyler III saw 50 ft flat silver disc with cupola/dome to one side, a porthole and hatch on the dome, neon-like lighting around the edges [strangely pulsating?], approaching car from ahead to the NE about 60° elevation, then hovered and "wavered slightly" for 3 [2?] mins several hundred feet off the ground, whirring sound like a vacuum cleaner, car engine died while object hovered. Witness got out of car with Thompson submachine gun considering whether to shoot the disc, companion urged him not to. Object suddenly turned up on edge seeming to "roll across the sky" faster than a jet to the SW disappearing about 3-1/2 miles away. Witness claimed car wires "magnetized" and paint cracked. Secy. AF Finletter interest, AFOSI investigation. Hoax? (Hynek UFO Rpt pp. 196-8; Jan Aldrich; Saunders/FUFOR Index; Loren Gross Jan-May 52 p. 75)	3 mins +	4	10-20 ?	EM
460.		April 3, 1952. Marana, Ariz. 8:15 [8:23-9:15? MST] a.m. Pilot of T-6 aircraft and 6 pilots on ground saw a bright aluminum shiny oblong object above 54,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)	52 mins	7 [4?]		
461.	1095	April 4, 1952. Duncanville, Texas (32°38.8' N, 96°54.3' W). 8:30 p.m. (CST) USAF Cpl. Billy D. Greer and PFC John W. Harrington of the Radar Maintenance Section, 147th AC&W Sq, tracked unidentified target by FPS-10 radar first to the NW at 310°-315° azimuth at about 70 nautical miles (80 miles) moving at high speed of about 2,160 knots (2,500 mph) until it disappeared off scope at maximum range of 260 n.mi. (300 miles). Height-finder reading not taken, estimated at 42,000+ ft due to radar beam coverage at max range. (Sparks; BB Maxwell Microfilm Roll 9, pp. 1288-9; BB Rpt 71 Jan Aldrich; Saunders/FUFOR Index)	5+ mins	2		radar; radar maint personnel

462.	1096?	April 5, 1952. Phoenix [Glendale?], Ariz. (33.45° N, 112.05° W). 10:40 a.m. Mr. and Mrs. L. G. Ryan, R. L. Stokes, and D. Schook saw a large, dull grey circular object, followed by 2 more, fly straight and level at high speed. (Sparks; Berliner)		4		
463.	1097	April 5, 1952. Miami, Florida (25.78° N, 80.21° W). 9:15 p.m. L. E. VanDercar and 9 year old son saw 4 dark circular objects with mostly fuzzy edges, cross the face of the Moon [in the S at 175° azimuth 77° elevation, 83% illuminated or almost full], each 1/2 the angular size of Moon [one with a sharp leading edge and more plainly seen?]. (Sparks; Berliner; Randle)		2	1/2 (crossed face of moon)	
464.	1099	April 6, 1952. Temple (Draughan-Miller AFB), Texas (at 31°09'N, 97°24'30"W). 2:59 p.m. Herman L. Russell saw 50-75 greyish-white metallic disc-like shapes to the NNW about 30° – 40° elevation in random arrangement within a circular formation covering area of only 1 Full Moon [hence each object probably <3 arcmins would have been too small to resolve disc-like details]. Objects would flash in unison every 12-15 secs for a period of 2 secs as if tilting on horizontal axis. After 2 mins cluster became less dense in the center and more dense at the outer rim. Formation estimated at distance of 15-25 miles [hence height about 50,000 ft] moved upwards in elevation by about 5° and laterally by 10° to 15° (direction not specified) until disappearing by fading into distance. [Possible shattered plastic fragments of Skyhook balloon fluttering in the sunlight.] (Sparks; BB Maxwell Microfilm Roll 9, pp. 1303-4; Berliner)	3.5 mins	1	1 (whole formation)	
465.		April 9, 1952. Bet. Shreveport and Barksdale AFB, Louisiana. 2:30 p.m. (CST). USAF C-46 crew [pilot and copilot] flying E at 90° heading at 9,000 ft saw a 30-40 ft cream color disc-shaped object ahead of the plane at about 4,000 ft, object reversed course heading E [but was overtaken by C-46 and passed under it ??], C-46 and object both [?] made 360° turns, object climbing into clouds at 12,000 ft at 200-400 mph. Similar sighting at 2:45 p.m. by another C-46 5-6 miles N of Barksdale AFB of an object disappearing on a N heading at 11,000 ft. (Sparks; BB Status Rpt 6; cf. NARCAP)		2?	1/2 ?	
466.		April 9-10, 1952. 6 miles W of Pecos [near Lackland AFB? 29.39° N, 98.61° W], Texas. 10:40 p.m. (CST). Bethune. (Sparks; Hynek UFO Rpt p. 43; Saunders/FUFOR Index)	5 mins (+ ?)			
467.	1108	April 12, 1952. North Bay CFS, Ontario, Canada (46.30° N, 79.46° W). 9:30 [11:30?] p.m. RCAF Warrant Officer E. H. Rossell, Flight Sgt. R. McRae saw a round amber object fly in from the S at 2x speed of F-86 at low level, stop, reverse direction, climb away at 30° angle. (Sparks; Berliner; Randle)	2 mins	2		
468.	1109	April 13, 1952. Moriarty AFS, New Mexico (35° 1'50" N, 105°49' 0" W, 6,700 ft MSL). 4:45 p.m. (MST). 4 USAF airmen of the 768th AC&W Sq ADC radar station, Staff Sgt. John R. O'Neal, A/1c David C. Miller, A/2c Earl O. Cormier, Airman Basic Charles E. Baker, saw silver disc-shaped (or egg-shaped) object to the E estimated altitude	3-5 mins	4?		radar?

		40,000+ ft traveling very erratically at high speed, disappeared making a turn to the N due to its flatness in profile, then reappeared further N, then disappeared again in vertical dive, reappeared further S, and finally disappeared heading S. No trail, exhaust or sound. [CPS-5 radar tracking?] (Sparks; BB Maxwell Microfilm Roll 9, pp. 1368-1405; McDonald files; Jan Aldrich; BB Rpt 6; Saunders/FUFOR Index)				
469.	1113	April 14, 1952. La Crosse, Wisc. 12:35 p.m. Unidentified CAL (Central Air Lines) pilot saw several light colored objects fly in V-formation [and change position?]. No further details in files. (Sparks; Berliner; Randle)				
470.	1112	April 14, 1952. Memphis, Tenn. (35.14° N, 90.03° W). 6:34 p.m. U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil flying on 18° (about NNE) heading at 2,000 ft over NAS Range Station saw to their left an inverted bowl glowing bright red, 3 ft long and 1 ft high, with vertical slots, approaching at high speed on 300° heading, straight and level at 2,000 ft, passing 300 ft from their aircraft and below overcast at 4,200 ft. [Red glowing exhaust trail?] (Sparks; Berliner; McDonald files; Jan Aldrich; cf. NARCAP; Randle)	45-60 secs	2	1	
471.	1115	April 15, 1952. Santa Cruz, Calif. (36.97° N, 122.04° W). 7:40 p.m. Mr. Hayes [Hays?], brother of Master Sgt., saw 2 faint circular objects flying fast along the horizon through 20x spotting telescope. (Sparks; Berliner; Randle)	6-8 secs	1		telescope
472.		April 16, 1952. Shreveport, Louisiana (32.50° N, 93.76° W). 9:28 p.m. (CST). Senior USAF pilot Capt. E. Maths [Mathis? Matthis?]. Course reversing light. (Sparks; Willy Smith pp. 25-29; Saunders/FUFOR Index)	70 secs	1		
473.	1124	April 17 [13?], 1952. Longmeadow, Mass. 8:30 p.m. S. B. Brooks and chemical engineer J. A. Eaton saw a round, deep orange object fly fast and erratic, occasionally emitting a shaft of light to the rear. [Star color and shape??] (Sparks; Berliner; cf. Randle)	40 mins	2		
474.	1127	April 17 [18?], 1952. Yuma Test Station, Ariz. 3:05 p.m. (MST). Group of Army weather observation students, including several graduate engineers saw a flat-white, circular object flew with an irregular trajectory and a brief trail. (Sparks; Berliner)	7 secs [5-10 secs]	several [2?]		
475.	1128	April 18, 1952. Bethesda, Maryland (38.99° N, 77.09° W). 11:30 [1:30?] a.m. (EST). R. Poerstal [Parstel?], Mrage, Watkins and another man [Young?] saw 7-9 circular, orange-yellow lights in a 40° V-formation fly overhead silently from S to N in straight and level flight. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	4-8 secs	4		
476.	1129	April 18, 1952. Corner Brook, Newfoundland, Canada (48.95° N, 57.96° W). 4 [3:30?] a.m. Janitor C. Hamilton saw a yellow-gold object make a sharp turn, leaving a short, dark trail. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	1		
477.	1131	April 18, 1952. Corner Brook, Newfoundland, Canada (48.95° N, 57.96° W). 10:10 [9:40?] p.m. Reporter Chic	1.5 mins	1		

		Shave saw a round, yellow-gold object fly S [disappearing?] then return. Reporter had published article debunking subject of UFO's the day before. (Berliner; Saunders/FUFOR Index; Randle)				
478.	1130	April 18, 1952. 50 miles NW of Kyushu, Japan (at 34°19' N, 129°51' E [34°30' N ?, 129°30'E ?]). 12:07 p.m. [9:07 p.m.?] A radar operator tracked unidentified target at 2,700 [2,100?] mph. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	1		radar
479.		April 20, 1952. [Flint, Mich.? 43.00° N, 83.70° W?] 9:15-9:40 p.m. (EST?) Naval aviation student [Kohut ? Choot?], wife and several others at a drive-in movie saw about 20 groups of 2-9 aircraft-shaped objects fly over enveloped in a red glow, mostly on straight-line course, except for occasional standard aircraft-like turns. (Sparks; Battelle Unknown No. 2; Saunders/FUFOR Index)	25 mins [80 mins?]	several		
480.	1144	April 22, 1952. Naha AFB, Okinawa. 9 p.m. Crew of B-29 bomber, on ground saw an elliptical object, about 2-3 ft long [?], followed by 2 then another 2, each with a white light that blinked every 1-2 secs as they performed erratic maneuvers. (Sparks; Berliner; Randle)	10 mins	2+		
481.	1147	April 24, 1952. Bellevue Hill, Vermont (at 40°30' ?? N, 72°15' ?? W [Atlantic]). 5 a.m. Crew of USAF C-124 transport plane saw 3 circular, bluish objects in loose "fingertip" formation, 2 flying parallel to the plane, all straight and level flight. (Sparks; Berliner; Project 1947; Randle)	3-4 mins [2+ mins?]	2+		
482.	1148	April 24, 1952. Great Blue Hill near Milton, Mass. (at 42°12.7' N, 71° 7.0'W, elev. 635 ft). 2:30 p.m. (EST) AF Cambridge Research Center, Radar Systems Lsb, Electronics Research Div, electronics engineers, Alfred P. Furnish and Herbert J. Brun, and MIT electrical engineering senior Joseph Page, were in an observation tower on top of Great Blue Hill saw to the NW 2 very thin flat, dull reddish orange squarish objects with no corners or "ovals pulled in at the waist" about 10-15 ft wide, with a lip around outer edges, fly wobbly in consistently undulating "swooping" motion in horizontal flight at about 2,000 ft altitude. Objects then climbed about 15° elevation at an estimated 240 mph, then flew away and disappeared due to distance. No trail or exhaust, no sound, visibility 70+ miles. [Unclear whether observers used 6x aircraft tracking telescope.] (Sparks; Berliner; Saunders/FUFOR Index; Loren Gross Jan-May 1952 p. 57)	1.5 mins	3		AFCRL-MIT elect engrs; telescope?
483.	1151	April 24, 1952. Clovis, New Mexico (34.40° N, 103.21° W). 8:10 p.m. USAF Flight Surgeon Maj. E. L. Ellis saw many orange-amber lights in a "blob" formation, sometimes separate, sometimes fused, behave erratically, varying speed from motionless to very fast. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	5 mins	1		flight surgeon
484.		April 25, 1952. Rheim-Main AFB, [Darmstadt ?], West Germany. 9:20 [9:15?] p.m. 2 USAF C-47 pilots [Wisnieski ?] had near-collision with white circular object heading NW. (Sparks; Weinstein; Jan Aldrich; Saunders/FUFOR Index)	2 mins	2+ ?		

485.	1160	April 27, 1952. Roseville, Mich. (42.49° N, 82.93° W). 4:15 p.m. H. A. Freytag [Freitag?] and 3 male relatives, including a minister, saw an silver oval roll, [change shape?], descend and stop. 2 silver cigar-shaped objects appeared, one departing to the E, one to the W; 3rd silver cigar flew by at high speed. (Sparks; Berliner; Saunders/FUFOR Index; cf. Randle)	45 mins	4		
486.		April 27, 1952. Birmingham (NW of Detroit) [Pontiac 42.63° N, 83.31° W ?], Mich. 10:45-11:15 [10:06?] p.m. Family of 4 of Mr. [John ?] Hoffman in a car saw a brilliant white round-flat object with 2 tiers of windows descend from the NE, hover with rocking motion at about 15° elevation, stop and start at 100 mph drifting to NW. Witnesses pursued in car, lights went off and on 4 times changed color to white-orange, got 4 other witnesses, called police, <i>Detroit Times</i> newspaper and Selfridge AFB. Object disappeared over treetops to NW. [Same witness(es) as in May 25, June 18, 1952, cases??] (Sparks; Hynek UFO Rpt pp. 70-73; Saunders/FUFOR Index)	30 mins	8	2	
487.	1163	April 27, 1952. Yuma, Ariz. (32.72° N, 114.62° W). 8:30 p.m. Off-duty control tower operator M/Sgt. G. S. Porter and wife saw bright red or flame-colored discs, appearing as large as fighter planes; 7 sightings of one disc, one of 2 in formation. All seen below 11,000 ft overcast. (Sparks; Berliner)	2 hrs total	2		
488.	1167	April 29, 1952. Marshall, Texas (32.54° N, 94.36° W). 3:30 p.m. (CST). Private pilot R. R. Weidman [Weedsman?] saw a round, white object fly straight, with a side-to-side oscillation. (Sparks; Berliner; Saunders/FUFOR Index)	1.5 mins	1		
489.	1168	April 29 [28?], 1952. N of Goodland, Kansas (at 39°38' N, 101°40' W). 10 p.m. (CST). B-29 bombardier Lt. R. H. Bauer saw a white fan-shaped light pulsing 3-4 times per second. (Sparks; Berliner; Project 1947)	2 secs	1		
490.		April 30, 1952. Moriarty AFS, New Mexico (35° 1'50" N, 105°49' 0" W). 7:40 and 7:46 a.m. (MST). CPS-5 radar tracking of 4,000 mph first target at 230° azimuth (about SW) at 149 miles range moving 11 miles per 10-sec sweep for 4 sweeps heading into the radar site. 2nd track at 7:46 a.m. of 4,000 mph target at 280° azimuth (about W) at 140 miles moving 11 miles per 10-sec sweep for 6 sweeps [toward the radar] until disappearing at about 70 miles range. (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	30-40 secs + 60 secs	1+		radar
491.	1174	May 1, 1952. Moses Lake, Wash. (47.13° N, 119.29° W). 5:32 a.m. (PST). AEC employees Eggan and Shipley saw a silver object without wings fly straight and level. (Sparks; Berliner)	1.5 mins	2		
492.		May 1, 1952. Davis-Monthan AFB, Tucson, Ariz. 9:10 a.m. (MST). Base Intelligence Officer Major Rudolph Pestalozzi, M/Sgt. Edmund L. Bouton, Jr., and several others saw 2 shiny round 20-28-foot objects rapidly overtake then pace a B-36 in E-W flight at 20,000 ft at about 50° ±10° elevation, then depart at high speed, one	3 mins	10+	1/10	

		object stopping to hover briefly, before disappearing, no sound, no trail. B-36 crew also saw objects and interrogated on landing. (Sparks; Case file was not missing, McDonald did not have a date or even the precise year.) (Maxwell BB Microfilm Roll 10, pp. 332-341; Hynek UFO Rpt pp. 109-112; Saunders/FUFOR Index)				
493.	1176	May 1, 1952. George AFB and Apple Valley, Calif. 10:50 a.m. (PDT?). 3 men on the arms range, plus Lt. Col. Lyle Albert Silvernail 4 miles away in Apple Valley saw 5 flat-white discs about the diameter of a C-47's wingspan [95 ft] or length of P-51 [32 ft] fly fast about 1,000 mph at about 4,000 ft height, make a 90° turn in a formation of 3 in front and 2 behind, and dart around. Silvernail reported the sighting and was told radar was tracking the object(s) and fighters were being scrambled. (Sparks; Berliner; NICAP)	15-30 secs	5+	2 ?	RV?
494.	1183	May 5, 1952. Tenafly, New Jersey. 10:45 p.m. Mrs. M. M. Judson saw 6-7 translucent, cream-yellow objects, one moved in an ellipse, others moved in and out. (Sparks; Berliner)		1		
495.	1185	May 7, 1952. Keesler AFB, Mississippi (30.42° N, 88.94° W). 12:15 p.m. (CST). Capt. Morris, a M/Sgt., a S/Sgt., and an Airman 1/c saw an aluminum or silver cylindrical object dart in and out of the clouds 10 times. (Sparks; Berliner)	5-10 mins	4		
496.		May 8, 1952. Atlantic, 600 miles E of Jacksonville, Florida (at 31°20' N, 70° W). 2:27 a.m. (EST?) Pilot Capt. Cent and copilot 1st Ofcr Gallagher of Pan Am Flight 203 flying DC-4 airliner at 8,000 ft on 180° heading from NYC to San Juan, Puerto Rico, saw brilliant white approaching from the left below the solid overcast at 10,000 ft. and streak by the left [?] wing at 1/8 to 1/4 mile, followed by 2 smaller orange balls of fire. (Sparks; NARCAP; McDonald list; Project 1947; Ruppelt pp. 133-4)	secs	2		
497.	1194	May 9, 1952. George AFB, Calif. 10:30 a.m. 2 USAF F-86 pilots (Crown and another) in the air and a witness on the ground saw a round silver object. (Sparks; Berliner; Saunders/FUFOR Index)		3		
498.	1194	May 9, 1952. George AFB, Calif. 5:20 [12:50?] p.m. USAF A/1c G. C. Grindelnd saw a dull white, arrowhead-shaped object fly straight and level. (Sparks; Berliner; cf. Saunders/FUFOR Index)	10 secs [4 mins?]	1		
499.		May 10, 1952. Albuquerque, New Mexico. 2 [3?] p.m. (MST). USAF Lt. Col. M. G. B. and wife in the yard of their home saw 2 silvery disc-shaped objects one after the other moving SW to NE at above 20,000 ft, first object seeming to waver on axis or "flop over," 2nd object followed similar path but at higher altitude. Officer alerted radar station but unable to track object(s). (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	5-10 mins + 10 mins	2		
500.		May 10, 1952. Paphos, SW Cyprus. 8:30 p.m. British scientist and others saw a luminous circular object rise from sea level, waver back and forth for an interval before fading from sight directly overhead. (Sparks; Jan				

		Aldrich)				
501.	1198	May 10 [12?], 1952. New Ellenton, South Carolina. 10:45 [11:45?] p.m. 4 DuPont employees at the Savannah River AEC nuclear plant saw up to 4 yellow, disc-shaped objects on 5 occasions between 10:45 and shortly after 11:15. One object pulled up to avoid hitting ground objects [terrain?]. (Sparks; Berliner; Randle; Bruce Maccabee)	5 x ? [4 mins?]	4		
502.		May 11, 1952. George AFB, Calif. Grendilund. (Sparks; McDonald list; Saunders/FUFOR Index)				
503.		May 13, 1952. George AFB, Calif. 1:55 p.m. (PST). T-6 case. [Same as May 14?] (McDonald list; Saunders/FUFOR Index)	30 mins	2		
504.		May 13, 1952. Greenville, So. Carolina. 10:33 p.m. (EST). Richardson and 3 other amateur astronomers set up telescopes at dark area of Furman University when they saw a diamond formation of 4 oval reddish-yellow or reddish-brown luminous objects nearly overhead and disappeared after 3 secs motion through 12° arc [or at 12° elevation?]. Apparent size of half dollar at arm's length, 1/4 turned and wobbling in flight. (BB Status Rpt; Saunders/FUFOR Index)	3 secs	4	4	
505.		May 14, 1952. George AFB, Calif. 1:05 p.m. (PST). [Same as May 13?] (Sparks; McDonald list; Saunders/FUFOR Index)	25 mins	2		
506.	1213	May 14, 1952. Mayaquez, Puerto Rico. 7 p.m. Attorney and ex-USAF pilot Mr. Stipes and Sr. Garcia-Mendez saw 2 shining orange spheres: one was stationary, while the other darted away and back for 30 mins. (Sparks; Berliner)	30 mins	2		
507.		May 15, 1952. S of Changsong-ni and N of Nangnim Mountain, North Korea. 11 a.m. USAF Lt. McCarthy and another pilot flying two F-86E jets, 51st Fighter Interceptor Wing, 25th FI Sq, at 30,000 ft, airspeed 500 knots, on 280° heading. Sighted a silvery oval-shaped object larger than a MiG jet airplane at 9 o'clock position below, to the S, at estimated altitude of 8,000-10,000 ft, about 1,200-1,500 mph, and about 20 miles away. Object on S to N straight flight path in a "rolling maneuver," disappeared at about 3 o'clock position to N. (Sparks; Jan Aldrich)	3-5 secs	2		
508.		May 15, 1952. S of Changsong-ni and N of Nangnim Mountain, North Korea. 6:35 p.m. USAF F-51 fighter pilot of 18th Fighter Bomber Group flying F-51 at 9,000 ft on 180° heading at 240 mph sighted 50 ft diameter silver object at 1 o'clock position moving to 3 o'clock at 1,000 mph at about the same altitude, which then started a steep climb, but at the top of the loop the object resumed a horizontal course (heading 360° or N) wavered momentarily, descended and disappeared into the haze which reached an altitude of about 7,000-8,000 feet. (Sparks; Jan Aldrich)	15-25 secs	1	4 - 6 ?	
509.		May 15, 1952. Georgetown, Washington, D.C. 10:25 p.m. (EST) [9:35? 9:50? p.m. EDT?] USN Lt. H. W. Taylor and Lt. P. G. R. and two girls saw soft golden glowing oval object on straight level path heading S	10-15 secs	5+		

		moved through 70° arc. (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)				
510.		May 19, 1952. 30 miles SW of San Angelo, Texas (at 30°37' N, 100°47' W). 8:05 [7:46?] p.m. (CST). USAF 31st Strategic Recon Sq pilot and crew of RB-36 flying at 18,000 ft on a 301° heading at 214 mph TAS, Capt. Gerard A. Sharrock, Capt. Jack L. Bailey, Capt. Bernice O. Bowers, 1st Lt. Constantine G. Kollinzas, 2nd Lt. Norman V. Stewart, S/Sgt. John J. Fisher, S/Sgt. William O. Warr, A/1c Robert Schick, saw 7 bright white circular or doughnut shaped white contrails, like lenticular clouds, stacked vertically about 10°-20° elevation estimated distance 50-75 miles height ranging from 25,000 to 60,000 ft about 1 mile wide. Sighted through 6x binoculars and photographed in 6 frames with 35 mm camera by Bailey, also seen by radar station ground observer alerted by radio. Contrails persisted for at least 15-20 mins possibly 1 hr. Last seen when RB-36 was at 30°53' N, 101°20' W. (Sparks; Jan Aldrich)	15-20 mins	9		
511.		May 20, 1952. George AFB, Calif. 1:25 p.m. (PST). (McDonald list; Saunders/FUFOR Index)	5 mins			
512.	1219	May 20, 1952. Houston, Texas. 10:10 p.m. USAF pilots Capt. J. Spurgin and Capt. B. Stephan [Steven?] saw a bright or white [orange-white?] oval object move from side-to-side while making a gradual turn [towards them?]. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	90 secs	2		
513.		May 22, 1952. Falls Church [or Alexandria], Virginia, (at 38°52' N, 77°10' W). Bet. 1 and 2 a.m. Top CIA official and several dinner guests, including a retired general, noticed noiseless red light approach from W at about 5,000 ft then suddenly climb almost vertically in the SE, stop, level out for a few secs, go into near vertical dive, level off, disappear to the E. (Sparks; Ruppelt pp. 135-6; BB Status Rpt 7; Jan Aldrich).		6+		CIA
514.		May 23, 1952. Kirtland AFB, Albuquerque, New Mexico, at 35° 2.9' N, 106°32.6' W. 4:00-4:45 p.m. (MST). USAF CO of 135th AC&W Sq ADC radar site, Lt. Col. Orlando W. Stephenson Jr., and other staff of radar site, Senior Director Lt. William J. Hopkins, Capt. Clarence R. Holloway, Lt. Edwin G. Kenyon, Philco radar tech rep John B. Cooper, and at least one other witness (door guard), saw a silvery or aluminum color flat on the bottom, slightly rounded on top, the highest part off center to the left, in the W at 268° azimuth 2° elevation at an estimated height of about 1,000-3,000 ft at 10-20 miles distance, seen through transit telescope, 7x 50mm binoculars and possibly theodolite [?]. Object reflected sunlight at varying irregular intervals of brightness for 3 secs to 2-3 mins and then dark or invisible for similar periods, headed to the right descending below the horizon at 271° azimuth about 0° elevation. Radar and 93rd FI Sq F-86D fighter interception unsuccessful. (Sparks; Jan Aldrich)	45 mins	6+	1/50 ? (0.1° equiv in binocs, telescope ?)	transit telescope, binoculars, (theodolite ?)
515.		May 24, 1952. Zuni, New Mexico. 1:27 a.m. Pilot of TWA airliner Brass saw 2 reddish torpedo-shaped objects appear in front of the aircraft. (Sparks; Project 1947; Saunders/FUFOR Index)	18 secs	1		

516.		May 25, 1952. Randolph AFB, Texas. 9:27 p.m. (CST). USAF navigator in charge of navigation section of Combat Crew Training School, Capt. J. S. J., his wife, and pilot Lt. P. H., saw a group of about 12 orange-white tear-drop shaped lights, points forward, in 3 groups of 4 objects moving from W to E at high speed 2,000 mph at 10,000 ft at 70° elevation. Heard deep soft intermittent noise. (Sparks; McDonald files; Jan Aldrich; cf. Ruppelt p. 140; Saunders/FUFOR Index)	3 secs	3		
517.	1227	May 25, 1952. Walnut Lake, Mich. 9:15 p.m. John Hoffman, family, friends [and others?] saw and followed in their car a large white [white-yellow-orange?] circular object having dark sections on its rim, fly straight and level, appearing red when behind a cloud. [Same witness(es) as in April 27, June 18, 1952, cases??] (Sparks; Berliner; Randle)	30 mins	7		
518.		May 26, 1952. W or NW North Korea. 3:20 a.m. (local). USAF 319th FI Squadron pilot 1st Lt. John W. Martin and radar observer 1st Lt. Edward A. Monard, flying N to S from an intercept mission near the front lines of the Korean War in an F-94C jet fighter at 2,500 ft altitude saw an unidentified brilliant white or blue light above them and in front. F-94 made about 7 passes in an attempt to identify the light, first to within 600 ft distance and then succeeding passes at different cardinal directions to within 50 ft range but could not see a shape due to the brightness of the light and airborne radar could not detect object. [Possible balloon since passes occurred over 5 mins as altitude increased to about 7,000-7,500 ft or at roughly standard weather balloon rise rate of 1,000 ft/min.] At 3:25 a.m. ground radar site "Bromide" told F-94 there was an unknown target on their tail, and F-94 radar observer visually sighted an aircraft behind them, while pilot saw that the original bright light was still visible too. Pilot turned right to come around behind the new target and radar observer detected on airborne APG-33 radar and locked on the object nearly dead ahead and slightly above at about 5°-10° elevation, range 7,000 yards, overtake speed 50 knots, F-94 at 250 knots and 7,000-7,500 ft altitude now heading NE [after ~50 secs of sharp turn]. Pilot went into shallow climb, closing range to object to 6,000 yards [after ~35 secs] when object started to rapidly pull away. F-94 went on afterburner [to ~500 knots] while object steadily accelerated in shallow climb to high speed [peak velocity of ~6,700 mph at about 21 g's] in 14 secs increasing range from 6,000 yards to 24,000 to 26,000 yards, till breaking radar lock, while F-94 accelerated on afterburner from 250 knots [to roughly 500? Knots], and object evidently still being tracked by ground radar site "Bromide." No visual contact made with object, no exhaust observed, no evasive maneuvers other than high acceleration. Flight crew timing was calibrated afterwards and found to be about ±2 secs in 60 secs or about ±0.5 sec in 14 secs. (Sparks; Weinstein; Saunders/FUFOR Index; NICAP)	~7 mins	3+		RV ground and air radars
519.	1232	May 28, 1952. Saigon, French Indo-China (10°46' N,	2 mins	many		

		106°43' E). 10:30 a.m. Many in crowd watching a ceremony saw a white-silver disc-shaped object fly straight and fast. (Sparks; Berliner; Randle)				
520.	1233	May 28, 1952. Albuquerque, New Mexico. 1:45-2:40 [1:30?] p.m. (PST). City fire department employees Romero and Atterbury saw 2 circular objects, one shiny silver and the other orange or light brown, come in from the NE at high speed, stop to circle, 3 times performing fast maneuvers, then climb out of sight. (Sparks; Berliner; Randle)	55 mins	2		
521.	1233	May 28, 1952. E of Albuquerque, New Mexico [and Okla. ?]. 8:10 [8:20? 8:40?] p.m. (MST). USAF crews of 5 B-29 bombers saw green spherical objects [fireballs?]. (Sparks; Project 1947; Saunders/FUFOR Index)		5+		
522.		May 29, 1952. S of Florida Keys, U.S. 5-5:30 p.m. Vickers electronics engineer aboard USS Oriskany aircraft carrier CV-34 headed S to Cuba was alerted by radar officer that there were two saucers in the sky. Using the ship's telescope on the navigation deck he observed the two elliptical outlines with a bubble on top of each, leaving white vapor trails, estimated at 10,000-15,000 ft altitude in the W about 30°-40° above horizon traveling supersonic headed S, larger than jet fighters (50 ft) possibly as large as flying wings (200 ft). AFOSI report sent to BB but not found in BB files. (Sparks; AFOSI BB NARA Microfilm Roll 90, pp. 1166-7)	15-20 secs	2+	½ ?	RV, telescope
523.	1236	May 29, 1952. San Antonio, Texas. 7 p.m. USAF pilot Maj. D. W. Feuerstein [Weinstein?], on ground, saw a bright tubular object tilt from horizontal to vertical for 8 mins, then slowly return to horizontal, again tilt vertically, accelerate, appear to lengthen and turn red. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	14 [8?] mins	1		
524.		May 30, 1952. Japan Sea, S of Oshima island, Japan (at 34°15' N, 139°30' E). 7 p.m. 3 USAF crew members of C-54 transport plane saw a round black object first motionless then moving rapidly to the W. (Sparks; Project 1947; Saunders/FUFOR Index)	5+ mins	3		
525.		May 31, 1952. S of Chorwon, South Korea (at 37°55' N, 129° 7' E). 3:45-55 a.m. Bright object to NE fell from about 3,500-3,600 ft to 2,000-2,600 ft height then ascended to 3,000-4,000 ft, headed E about 1/2 mile with jerky motion, stopped, reversed coursed to NE again at a speed of about 100-150 mph, reversed again heading E, climbed at 25° angle increasing to 45° angle away in 3-4 secs accelerating with jerky motion to disappearance. Second guard at different location Post 6 saw same but also heard "pulsating sound" and saw disc shape. Duration 2 mins. At about 3:50 a.m. 319th FI Sq F-94 interception of white-bluish round object on airborne radar for 9 mins at 500 mph at 6,000 ft height heading 90° initially, maneuvering down to 1,000 ft then up to 28,000 ft. disappearing on 45° heading. (Sparks; Hynek UFO Rpt pp. 87-90; Project 1947)	9 mins	3+		RV
526.	1243	June 1, 1952. Rapid City, South Dakota. 6 p.m. USAF A/1c Beatty and two civilians. At least 5 long silver	15-20 secs	3		

		objects flew in a neat box formation with a leader. (Sparks; Berliner)				
527.	1245	June 1, 1952. Walla Walla, Wash. 1 p.m. Ex-military pilot Reserve Maj. W. C. Vollendorf saw an oval object with a "definite airfoil" perform a fast climb. (Sparks; Berliner)	7 secs	1		
528.	1246	June 1, 1952. Soap Lake, Wash. >3 p.m. [?] Ray Lottman saw 3 glimmering objects fly straight and level. (Sparks; Berliner)	10 mins	1		
529.	1249	June 2, 1952. Bayview, Wash. 5:02 p.m. Larry McWade saw a purple object for unknown length of time. No further information in files. (Sparks; Berliner)		1		
530.	1250	June 2, 1952. Fulda, West Germany. Time unknown. 1st Lt. John Hendry, photo-navigator on an RB-26C recon bomber, saw a porcelain-white object fly very fast for an unknown length of time. (Sparks; Berliner)		1		
531.		June 4, 1952. Stuttgart, West Germany (48°47' N, 9°12' E). 7:30 p.m. USAF pilot and copilot of C-47 transport saw a circular object with white lights on the leading edge. (Sparks; Weinstein)				
532.	1255	June 5, 1952. Lubbock, Texas. 11 p.m. Dan Benson and Mr. Bacon saw a total of 8 yellow circular objects, like large stars, the first 2 in a trail formation, the others seen singly. (Sparks; Berliner)	45 mins	2		
533.	1256	June 5, 1952. Albuquerque, New Mexico. 6:45 p.m. S/Sgt T. H. Shorey saw a shiny round object fly 5-6x as fast as an F-86 jet fighter. (Sparks; Berliner)	6 secs			
534.	1257	June 5, 1952. Offutt AFB, Omaha, Nebraska. 11 p.m. 2nd Lt. W. R. Soper, a Strategic Air Command TOP SECRET Control Officer, former AFOSI agent; and 2 others saw a bright red stationary object for 4.5 mins before speeding away with a short tail. (Sparks; Berliner)	4.5 mins	3		
535.	missi ng	June 6, 1952. Kimpo AB, Korea. 8:42 a.m. Flight Sergeant saw cylinder-section flat disc-shaped object, width/diameter ratio 1:7, doing a series of erratic spinning and tumbling motions, level flight, hovering, shooting straight up, level flight, tumbling, changing course, disappearing into the sun in the E, reappearing back and forth across the sun. At one point an F-86 fighter passed in front of object. Case file missing. (Sparks; Battelle Unknown No. 7; Randle)		2+		
536.	1260	June 7, 1952. Albuquerque, New Mexico. 11:18 a.m. Crew of B-25 bomber #8840 at 11,500 ft saw a rectangular aluminum object, about 6 ft x 4 ft, fly 250-300 ft below them. (Sparks; Berliner)			2	
537.	1263	June 8, 1952. Albuquerque, New Mexico. 10:50 a.m. Mr. and Mrs. J. D. Markland saw 4 shiny objects fly straight and level in a diamond formation. (Sparks; Berliner)		2		
538.	missi ng	June 9, 1952. Minneapolis, Minn. Case file missing. (Sparks; Berliner; Randle)				
539.	1269	June 12, 1952. Ft. Smith, Ark. 7:30 p.m. U.S. Army Major and Lt. Colonel using binoculars saw an orange ball with a tail fly with a low angular velocity. (Sparks; Berliner)		2		binoculars

540.	1270	June 12, 1952. Marrakech, Morocco. 11:26 a.m. T/Sgt. H. D. Adams, using an SCR-584 radar set, tracked an unidentified target at 650 knots (750 mph) at 60,000+ ft altitude. (Sparks; Berliner)		1		radar
541.	1273	June 13, 1952. Middletown, Penna. 8:45 p.m. (EST). R. S. Thomas, Olmstead AFB employee and former control tower operator, saw a round orange object travel S, stop for 1 sec, turn E, stop 1 sec, and drop down. (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	1		
542.	1285	June 15 [16?], 1952. Louisville [Boundsville?], Kentucky. 11:50 p.m. Edward Duke, ex-U.S. Navy radar technician, saw a large, cigar-shaped object with a blunt front, lit sides and a red stern, maneuver in a leisurely fashion. (Sparks; Berliner; Saunders/FUFOR Index)	15 mins	1		
543.	1295	June 16, 1952. Walker AFB, Roswell, New Mexico. 8:30 p.m. USAF maintenance specialist S/Sgt. Sparks saw 5-6 greyish discs, in a half-moon formation, fly at 500-600 mph. (Sparks; Berliner)	1 min	1		
544.	1299	June 17, 1952. Cape Cod, Mass. 1:28 a.m. USAF pilot of F-94 jet interceptor saw a light like a bright star cross the nose of the jet. No further information in the files. (Sparks; Berliner)	15 secs	1		
545.	1298	June 17, 1952. McChord AFB, Wash. Between 7:30 and 10:20 p.m. Many witnesses saw 1-5 large silver-yellow objects flying erratically, stop and start. (Sparks; Berliner)	15 mins	many		
546.	1302	June 18, 1952. Columbus, Wisc. 9 a.m. R. A. Finger saw a crescent-shaped object hover then speed away. (Sparks; Berliner)	several secs	1		
547.	1305	June 18, 1952. Walnut Lake [Pontiac], Mich. 10 p.m. Marron [Marion ?] Hoffman and 4 relatives, using 4x binoculars, saw an orange light zigzag then hover for an unspecified length of time. [Same witness(es) as in April 27, May 25, 1952, cases??] (Sparks; Berliner)		5		binoculars
548.		June 18, 1952. 100 miles E of March AFB, Calif. UFO paced a USAF B-25 bomber. (Sparks; Ruppelt p. 146; etc.)	30 mins			
549.	1308	June 19, 1952. Goose Bay, Labrador, Canada. 2:37 a.m. 2nd Lt. A'Gostino and unidentified radar operator saw a red light turn white while wobbling. Radar tracked a stationary target that suddenly enlarged then returned to previous size possibly a disc rotating to present wider reflective surface. (Sparks; Berliner; cf. Ruppelt p. 146)	1 min	2		RV
550.	1310	June 19, 1952. Yuma, Ariz. 2 p.m. USAF pilot John Lane saw a round, white object fly straight and level. (Sparks; Berliner)	10 secs	1		
551.	1313	June 20, 1952. Central Korea. 3:03 p.m. 4 USMC Capts. and pilots of F4U-4B Corsair fighters with 7302nd Sq saw a 10-20 ft white or silver oval object make a left-hand orbit at terrific speed. (Sparks; Berliner)	60 secs	4		
552.		June 20, 1952. Near Paulette, Mississippi (at 33° 2' N, 88°26' W). 8:26 p.m. USAF pilot Lt. Milo Roberts and bombardier Lt. Julius Prottegeier with 308th Bomb Sq, 310th Bomb Wing, Forbes AFB, Kansas, flying a B-29 bomber (s/n 44-62204) at 190 mph at 17,000 ft saw a		2	1/10 – 1/2	

		cone-shaped object approach on collision course from the 2 o'clock position, before evasive action object made sharp left left and disappeared, followed by a 2nd object [?]. Object's length/width ratio 3:1, about 8-10 ft long at 1,200-1,500 ft away or 100 ft if at 15 miles away. (Sparks; NARCAP; BB files??)				
553.	1319	June 21, 1952. Kelly AFB, Texas. 12:30 p.m. T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000 ft altitude, saw a flat object with a sharply pointed front and rounded rear, white with a dark blue center and red rim, trailing sparks as it dove past the B-29 at a distance of 500 ft, in 1 sec. (Sparks; Berliner)	1 sec ?	1		
554.		June 21 [23?], 1952. Oak Ridge [Marxville?], Tenn. 10:58 p.m. GOC post spotted target, confirmed by ADC radar, followed by F-47 fighter interception of a 6-8-inch white blinking light which made ramming attacks on the F-47 from 10,000 to 27,000 ft. (Ruppelt p. 43)		3+		radar
555.	1323	June 22, 1952. Pyunghyek, South Korea. 10:45 p.m. 2 U.S. Marine Sgts. saw a 4 ft diameter orange object dive at a runway from the N dropping from 800 ft to 100 ft altitude over W end of runway, shooting 2-5 ft red flames, then head W at about 300-450 mph for 2-3 secs, hover briefly over a hill, turn 180° in 45-60 secs, flash, head E 1/2 mile, flash again and blink out. No sound. (Sparks; Hynek UFO Rpt pp. 82-83)	60 secs +	2	1/2	
556.	1331	June 23, 1952. Spokane, Wash. 4:05 p.m. Airport weather observer Rex Thompson saw a round disc with a metallic shine flash, and flutter like a flipped coin. (Sparks; Berliner)	5-7 mins	1		
557.	1332	June 23, 1952. McChord AFB, Wash. 9 p.m. 2nd Lt. K. Thompson saw a very large light fly straight and level. No further information. (Sparks; Berliner)	10 mins	1		
558.		June 23, 1952. Kirksville AFS, Missouri. 7:30 or 7:35 p.m. USAF ADC radar operators Lt. A. N. Robinson, Jr., and Airman Ray H. Foote, plus 5 other controllers, officers and maintenance technicians, tracked one (two?) unidentified target with a clear sharp return about the size of a B-29's (or B-50 or B-36) suddenly appear 80-85 miles NNW of radar site moving at a constant speed of about 3,600 mph [to 4,300 mph] on a straight path of about 120-125 miles headed 357° or almost due N to disappearance off scope. (Sparks; Hynek-CUFOS files)	1.75-2 mins	7		radar
559.	1334	June 23, 1952. Oak Ridge, Tenn. 3:30 a.m. Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Sparks; Berliner)	30-60 secs			
560.		June 23, 1952. Location unknown, but information came via Japan Hq "CV 4359." 6:08 a.m. USAF pilot Wermack of the 18th Fighter-Bomber Group saw a black coin-shaped object, 15-20 ft in diameter, at 6,000 ft approach to within 1,500 ft, then make an irregular descent. (Sparks; Berliner; Project 1947)		1	1 - 1.3	
561.	1335	June 23, 1952. Near Owensboro, Kentucky. 10 a.m. National Guard Lt. Col. O. L. Depp heard sound, saw 2 objects looking like "giant soap bubbles" reflecting yellow and lavender colors, fly in trail. (Sparks; Berliner;	5 secs	1		

		Randle)				
562.	1340	June 25, 1952. Tokyo, Japan. (Sparks; Berliner)				
563.	1344	June 25, 1952. Chicago, Illinois. 8:30 p.m. Mrs. Norbury and Mr. Matheis saw a bright yellow-white, egg-shaped object, sometimes with a red tail, make 7 circles. (Sparks; Berliner)	1-1/2 hrs	2		
564.		June 25, 1952. Michigan. (Saunders/FUFOR Index)				
565.	1347	June 25, 1952. Japan-Korea area. Military witness(es). Case missing [?]. (Sparks; NARA; Randle)				
566.	1348	June 26, 1952. Terre Haute, Indiana. 2:45 a.m. USAF 2nd Lt. C. W. Povelites saw an undescribed object fly at 600 mph then stop. No further information in files. (Sparks; Berliner)		1		
567.	1351	June 26, 1952. Pottstown, Penna. 11:50 p.m. Assistant manager of airport Mr. Wells made 3 sightings of flashing lights: (1) 2 lights separated by 2 miles, with the leader flashing steadily and the other irregularly; (2) 2 similarly flashing lights, but with 1 mile separation; (3) Finally a single light. Speed estimated at 150-250 mph. (Sparks; Berliner)	1/2 hr total	1		
568.	1355	June 27, 1952. Topeka, Kansas. 6:50 p.m. Forbes AFB USAF pilot 2nd Lt. K. P. Kelly and wife saw a pulsating red object change shape from circular to a vertical oval as it pulsed, first stationary then moving. (Sparks; Berliner)	5 mins	2		
569.		June 28, 1952. Kirtland AFB, Albuquerque, New Mexico. 1:20 p.m. 2 observers with CARCO air service saw 2 silvery disc-like objects high in the sky moving slowly to the S, noiseless, suddenly climbed nearly vertically at high speed, one going SSE the other almost due E. (Sparks; Hynek UFO Exp ch. 6, case DD-7)	30 secs	2		
570.	1361	June 28, 1952. Lake Koshkonong, Wisc. 6 p.m. G. Metcalfe saw a silver-white sphere over the lake become an ellipse as it turned 180° and climbed away very fast. (Sparks; Berliner; Randle)	10 secs	1		
571.	1363	June 28, 1952. Nagoya, Japan. 4:10 p.m. Capt. T. W. Barger, USAF Electronics Counter Measures officer, saw a dark blue elliptical-shaped object with a pulsing border fly straight and level at 700-800 mph. (Sparks; Berliner)		1		ECM officer
572.		June 28, 1952. Pacific bet. Hawaii and Calif. (at 29° 0' N, 145°20' W). 10:50 p.m. USAF C-47 pilot saw a very bright light pass across the flight path from left to right. (Sparks; Project 1947)		1		
573.	1364	June 29, 1952. O'Hare Airport, Chicago, Illinois. 5:45-6:30 p.m. (CDT). 3 USAF air policemen, 83rd Air Base Sq, Air Police Detachment, S/Sgt. Lopez, A/1c Weber, and A/3c Korkowski, saw a bright silver, smooth surfaced, flat oval 30 ft object at about 500-1,000 ft height about 2-3 miles away reflecting sunlight surrounded by a blue circle of haze for the first 20-25 mins, hovering, appeared between radio towers for stations WGN and WBBN 7 miles away [at 42° 0' 42" N, 88° 2' 7" W, and 41° 59' 32" N, 88° 1' 36" W] to the WSW at about 2° elevation and to the left and S of the setting sun (which was at 284° azimuth, 20° elevation, at 6:30), then move very fast to the right and left, and up and down relative to the radio	45 mins	3+	1/5 – 1/3	triangulation?

		towers, moving almost instantaneously and much faster than any jet fighter. Object rocked on its longitudinal axis, appeared oval (major/minor axis ratio about 2.2) when oriented vertically, thin and difficult to see when horizontal. Object receded at high speed then disappeared like shutting off a light. No trail, no noise. Independently witnessed by Chicago firemen several miles away. (Sparks; Jan Aldrich; unpublished Ruppelt manuscript).				
574.		June 30, 1952. Columbia, Missouri. 1:46-3:54 a.m. (CST). U.S. Weather Bureau observer tracked by theodolite an object at extreme distance irregularly changing color from red to green, seeming to move away, to the NNE making only "small" angular movement in the 14 recorded measurements of position in 2 hrs. (Sparks; Jan Aldrich)	2 hrs 8 mins	1		theodolite
575.		June 30 [July 1?], 1952. Phoenix, Ariz. Gaudet [and Wolf?]. (Sparks; Jan Aldrich; Saunders/FUFOR Index)		2?		
576.		June 30, 1952. Sea of Japan. 7 p.m. 3 USAF crew members of C-54 transport saw circular object flattened on top and bottom. (Sparks; Weinstein; BB files??)		3		
577.		July 1, 1952. Boston, Lynn and Bedford, Mass. 7:25-7:30 a.m. (EDT). 2 F-94's scrambled (at 7:25?) to intercept UFO that a GOC spotter saw heading SW over Boston, no radar contact and F-94's searched area found nothing. Erwin W. Nelson and wife at Lynn (9 mi NE of Boston) at 7:31-7:34 noticed two vapor trails from the climbing jets, looked around, saw in the W a bright silver "cigar shaped object about six times as long as it was wide" heading SW over Boston at a very high altitude, speed a little faster than the two jets. An identical UFO was following the first some distance back. No vapor trails. Witnesses watched the F-94's search back and forth far below the UFO's. At 7:30 AF Capt. Robert E. Metcalf, Petroleum Officer, 6520th Supply Sq, 6520th Test Support Wing, and USAF air policemen MSgt James Stiner and MSgt Joseph R. Bosh, 6520th Air Police Sq., near Hangar B, Hanscom Field, Bedford, Mass. (15 mi NW of Boston, W of Lynn) saw the two jets, looked for what they were intercepting and saw to the E [?] a 100 ft long silvery ellipse "fatter than a cigar" traveling SW but did not spot the 2nd UFO. At two points object seemed to hover for a few secs, then continued at about 40,000 ft. Object path intersected contrails of the two jets heading SE. Metcalf lost sight of object on his way to the Tower after a few (2-3?) mins then caught sight again at about 7:40, noting it had increased distance "considerably," but lost it at the Tower and unable to see it with unaided eye or 7x50mm binoculars. (Sparks; Maxwell BB Microfilm Roll 11, pp. 485ff.Ruppelt)	15+ mins	7+		
578.		July 1, 1952. Ft. Monmouth, New Jersey (40°31' N, 74°05' W). 9:30 a.m. 3 radar instructors and 12 Army Signal Corps radar students tracked 2 slow-moving UFO targets in the NE heading SW on SCR-584 radar while tracking 9 military jets [evidently a SAC exercise of 9 B-36's from 7th Bomb Wing, Carswell AFB, Ft. Worth, Texas, a high-altitude formation radar-camera flight to	5+ mins	15		radar

		conduct simulated attack on NYC after circling around Cape St. Francis, Newfoundland]. UFO radar targets were much slower than the jets [400 mph B-36's] then hovered near Ft. Monmouth at 50,000 ft for about 5 mins then took off in a "terrific burst of speed" to the SW. An instructor and some students went outside shortly after the UFO targets appeared, searched sky for about 1 min and spotted 2 shiny objects in the same location painted by the radar, watched the objects for several minutes and saw them disappear in the SW with a burst of speed at same time radar showed the acceleration. (Sparks; McDonald list; Saunders/FUFOR Index; Ruppelt)				
579.		July 1, 1952. Washington, DC. George Washington Univ. Physics Professor saw "dull, gray, smoky colored" object in the NNW sky hovering motionless about 30°-40° above horizon, which occasionally moved through arc of about 15° right or left, and gradually descended from the sky until hidden by buildings on skyline. Angular size ½ of a quarter (coin) at arm's length [=1°]. He estimated at least 500 other witnesses in the streets, confirmed by brief newspaper reporting. (Sparks; Ruppelt)	8 mins	500+ ?	2	physics prof
580.	1380	July 3, 1952. Selfridge AFB, Mich. 4:15 a.m. Witnesses not identified (civilians?) saw 2 big lights, about 20 ft diameter, fly straight and level at tremendous speed. (Sparks; Berliner)		2+ ?		
581.	1382	July 3, 1952. Chicago, Illinois. 11:50 p.m. Mrs. J. D. Arbuckle saw 2 bright pastel green discs fly straight and level very fast. (Sparks; Berliner)	6 secs			
582.		July 5, 1952. Elmendorf AFB, Alaska. (Saunders/FUFOR Index)				radar
583.		July 5, 1952. Hanford Atomic Works, Richland, Wash. 6 a.m. Conner Airlines C-46 pilot Baldwin, another pilot and 2 copilots saw a perfect circular white disc above the Hanford site. (Sparks; Project 1947; Saunders/FUFOR Index)		4		
584.	1390	July 5, 1952. SSE of Norman, Okla. 7:58 p.m. Oklahoma State Patrolman Hamilton in State Patrol airplane saw 3 dark discs [at 4,000 ft?] hover then fly away, silhouetted against a dark cloud. (Sparks; Berliner)	15 secs	1		
585.		July 6, 1952. Berkeley, Calif. (elevation 925 ft, near Claremont Hotel). 9:30 a.m. (PDT). Dr. Henry Ehrenberg saw an elliptical object the size of the Full Moon hovering in midair with no sound, about 40° elevation in the West about 5,000 ft over Golden Gate Race Track about 5 miles away. Object faded away without apparent motion. (Sparks; Maxwell BB Microfilm Roll 11, pp. 567-570)	30 secs	1	1	scientist
586.	1397	July 6-12, 1952. Governors Island, New York [Elizabeth, NJ?]. 11:00 p.m. Charles Muhr [and Neff?] took 4 photos of some indistinct light admittedly not seen visually, not known until film was developed. (Sparks; Berliner; Saunders/FUFOR Index; Randle)				photos
587.	1405	July 9, 1952. Colorado Springs, Colo. 12:45 p.m. USAF pilot Maj. C. K. Griffin saw an object shaped like an airfoil less its trailing edge, luminous white, move slowly and erratically. (Sparks; Berliner)	12 mins	1		

588.	1409	July 9, 1952. Kutztown, Penna. 6:30 p.m. Farmer John Mittl saw an aluminum, oval-shaped object change direction and attitude, finally tipping on end then departing. Case file includes three vague photographs. (Sparks; Berliner)	20 secs			photos
589.		July 9, 1952. Rapid City AFB, South Dakota. (Sparks; Saunders/FUFOR Index)		1?		
590.		July 10, 1952. Near Quantico, Virginia. 8:18 p.m. Pilot of National Airlines Flight 42, a C-60 aircraft, saw a very bright amber glow, stationary then climbing slowly till disappearance. (Sparks; Project 1947)		1?		
591.	1431	July 12, 1952. Annapolis, Maryland. 3:30 p.m. Insurance company president William Washburn saw 4 large, elliptical-shaped objects fly very fast, stop, turn 90° and fly away. (Sparks; Berliner)	7-8 secs			
592.		July 12, 1952. Arlington, Illinois. 9:04 p.m. USAF pilot of F-86 fighter in a flight of 2 F-86's with 62nd FI Sq after coming out of a right turn saw [and radar tracked?] an oblong yellowish lighted object with a trail flying in a straight course heading 240° about 15 miles away at 22,000 ft traveling 700 knots. F-86 pursued at max speed but object pulled away. Both pilots heard a strange radio transmission on their restricted comm channel during the pursuit saying the name of the pursuit pilot, "Casey," in eerie tone. (Sparks; Project 1947)	20 secs	2		unexplained radio message; radar?
593.		July 12, 1952. Near Greenfield, Indiana. 9:05 p.m. American Airlines Convair pilot and copilot saw an object paralleling the plane then dropping down. (Sparks; Project 1947)		2+ ?		
594.		July 12, 1952. Dayton, Ohio. 9:13 p.m. USAF pilots of 2 F-86's with 97th FI Sq saw 2 brilliant round white lights hovering at 21,000 ft which then disappeared. (Sparks; Project 1947)		2		
595.	1436	July 12 [13?], 1952. Kirksville, Missouri. 9 p.m. Many radar controllers who were military officers saw several big radar blips tracked at 1,500 knots (1,700 mph). No visual sighting. (Sparks; Berliner)		many		radar (scope photos)
596.		July 13, 1952. 60 miles SW of Washington, D.C. 4 a.m. (EDT). National Airline Flight 611 Capt. William Bruen piloting airliner heading N from Jacksonville, Flor., saw round ball of bluish-white light hovering to the W then ascend to airliner altitude of 11,000 ft, then parallel course off left wing at about 2 miles distance, took off upwards at 1,000 mph when Bruen turned on all aircraft lights. (Sparks; Hynek UFO Rpt pp. 90-91; NARCAP)		2+ ?		
597.	1444	July 14, 1952. 20-25 miles N of Norfolk, Virginia. 9:12 p.m. (EDT). Pan American Airways FO William B. Nash, Second Officer William H. Fortenberry, in a DC-4 airliner at 8,000 ft heading 200° magnetic, sighted a total of 8 large, round, glowing red coin-shaped objects, 100 ft diameter 15 ft thick, maneuvering in two groups of 3 then joined slightly after by another 2. Objects approached headon at high speed estimated at about 12,000 [27,000] mph at about 2,000 ft altitude [about 2° depression angle] silhouetted against the ground, to a position almost	12 secs	2 + 7?	2	

		directly below their airliner, in a stack formation then suddenly making a 150° hairpin turn like balls bouncing off a wall, joined by 2 more identical but much brighter red objects which came from behind on the right under the aircraft at about the same 2,000 ft altitude as the first 6 objects joining formation by falling in behind, all silhouetted against the black background of bay water, with one moment when all 8 objects blacked out then reappeared. At about 10 miles S of Newport News objects ascended as a group in fixed formation in an arc to the right towards Newport News to about 10,000 ft altitude [about 0.4° above level or about 2° above horizon line] out to disappearance by blinking out randomly, after covering a total distance of roughly 90 miles from start to finish (35 miles on approach, 55 miles to departure). Possibly 7 ground observers. (Sparks; McDonald; Tom Tulien; Joel Carpenter; etc.)				
598.		July 15 [16?], 1952. 20 miles S of McChord AFB, Wash. 12:50 [7:50?] a.m. (PDT). USAF pilots of 2 fighters from 318th FI Sq saw a strange object with red and green lights slowly rolling between the aircraft. (Sparks; Project 1947)		2?		
599.	1451	July 15, 1952. West Palm Beach, Florida. 10:10 p.m. J. Antoneff and 2 others saw a discus-shaped object, greyish, except when hovering, when it appeared muddy. Hovered over Palm Beach International Airport, then followed an SA-16 twin-engined amphibious aircraft and flew away. (Sparks; Berliner)	40-60 secs + ?	3		
600.		July 16, 1952. Hampton Roads, Virginia. 8 p.m. NACA aeronautical engineer Paul R. Hill saw 2 amber-colored objects approach fro the S, turn W, reach overhead, begin a maneuver to relolve around a common center, change to a vertical plane [?] after a few orbits, were joined by 2 more objects and flew off to the S. (Sparks; McDonald list; Tom Tulien)				NACA aero engineer
601.	1501	July 16, 1952. Beverly, Mass. 9:35 a.m. U.S. Coast Guard photographer Seaman Shell R. Alpert saw several bright lights through a window screen (no glass) from his position inside the air station photo lab while cleaning a camera, watched them for 5-6 secs, called out to another Coast Guardsman, Hospitalman 1st Class Thomas E. Flaherty from sick bay to see. Objects dimmed then brightened suddenly, Alpert grabbed a camera and filmed 4 roughly elliptical irregular blobs of light in formation through the screen, on Super XX cut film 4 x 5 inch format, lens set at infinity, aperture f/4.7, 1/30 sec exposure. (Sparks; Berliner; etc.)	5-6+ secs	2		photo
602.	1502	July 17, 1952. White Plains, New York. 3:10 p.m. Mrs. Florence Daley saw 2 round objects, bluish-white with brighter rims, fly in formation, making a sound like bombers, only softer (witness later said she heard many feminine voices coming from the objects). (Sparks; Berliner)		1		
603.	1476	July 18 [17?], 1952. Lockbourne, Ohio. 9:10 p.m. T/Sgt. Mahone and A/3c Jennings saw an amber-colored, elliptical-shaped object with a small flame at the rear,	1-1/2 mins	2		

		periodically increasing in brightness, move very fast giving off a resonant beat sound. (Sparks; Berliner)				
604.	1479	July 17, 1952. Rapid City, South Dakota. Military (USAF?) witness(es).				
605.	1482	July 18 [17?], 1952. Lockbourne AFB, Ohio. 11 a.m. Air National Guard employees saw a light like a big star that disappeared when an aircraft approached. Also seen the night[s?] of July 20, 22 and 23. (Sparks; Berliner)	3 hrs	multi ple		
606.	1483	July 18, 1952. Miami, Florida. 11 a.m. E. R. Raymer and daughter saw an opaque, silvery bubble fly very fast at a right-angle to the wind direction. (Sparks; Berliner)	10 secs	2		
607.	1485	July 18 [21?], 1952. Patrick AFB, Florida. 9:45 p.m. 3 USAF officers and 4 enlisted men saw a series of hovering and maneuvering red-orange lights moving in a variety of directions. (Sparks; Berliner; Saunders/FUFOR Index)	1 hr	7		
608.		July 19, 1952. Centerville, Va. 12 midnight. Part-time farmer Constatine (Constantine?) and hired hand Davis saw 2 cigar-shaped objects, one hovering the other moving to the E then come back, both ascending vertically until disappearing. Both objects transparent (translucent?), lit from within, and emitted an exhaust from one end. Object shapes possibly more like elongated footballs. (Sparks; Battelle Unknown No. 4; BB Index Maxwell Microfilm Roll 2, p. 293)	3-4 mins	2		
609.	1492	July 19, 1952. Williston, North Dakota. 2:55 a.m. Experienced civilian pilot saw an elliptical-shaped object with a light fringe, descend fast, make a 360° then a 180° turn. (Sparks; Berliner)	5 mins	1		
610.	1494	July 19, 1952. Elkins Park, Penna. 11:35 p.m. USAF pilot Capt. C. J. Powley and wife saw 2 star-like lights maneuver, hover and speed. (Sparks; Berliner)	5-7 mins	2		
611.		July 19-20, 1952. Andrews AFB and Washington National Airport, Washington, D.C. 11:40 p.m.-6 a.m. (EDT). Numerous visual, radar and radar-visual sightings by ground observers and pilots in the air. (Sparks)	6 hrs 20 mins	many		RV
612.	1504	July 20, 1952. Lavalette, New Jersey; yacht at 40°N, 75°W (Delaware River near Philadelphia) and Elk Park, Penna. 12:20-12:25 a.m. 3 independent groups of witnesses, including Seton Hall Univ. chemistry professor Dr. A. B. Spooner, saw 2 large orange-yellow lights with some dull red color fly in trail, turn and circle observers. First seen to the S at about 40° elevation, then E, N, W, and S again but at elevation 80°. Stellar magnitude about -3 to -5. AF pilot in Elk Park estimated 10°/min angular velocity accelerating up to 2°/sec. No sound. (Sparks; Hynek UFO Rpt pp. 73-77)	5-6 mins	10	1/2 ?	Seton Hall Univ Chem Prof
613.		July 21, 1952. Dobbins AFB, Georgia. (Sparks; McDonald list)				
614.	1514	July 21, 1952. Wiesbaden, West Germany (50° 5' N, 8° 15' E). 6:30 p.m. USAF pilot Capt. E. E. Dougher and WAF Lt. J. J. Stong, separated by miles saw 4 bright yellowish lights, seen by Dougher to separate, with 2 climbing and 2 flying away level in the opposite direction. Stong saw 2 reddish lights fly in opposite directions. (Sparks; Berliner)	10-15 mins	2		

615.	1522	July 21, 1952. Randolph AFB - Converse, Texas. 4:30 p.m. Wife of USAF Capt. J. B. Neal saw an elongated, fuselage-shaped object fly straight and level, make a right-angle turn, fly out of sight at 300+ mph. (Sparks; Berliner)	3-5 secs	1		
616.	1533	July 21 [22?], 1952. Rockville, Indiana. 8:10 p.m. Military officer and 2 enlisted men saw an aluminum, delta-shaped object with vertical fin, fly straight and level, then hover. (Sparks; Berliner)	3 min	3		
617.	1516	July 21, 1952. San Marcos AFB, Texas. 10:40 p.m. Lt., 2 Staff Sgts. and 3 Airmen saw a blue circle with a blue trail hover then accelerate to near-sonic speed (700+ mph) after 1 min. (Sparks; Berliner)	1 min	6		
618.	1524	July 21 [22?], 1952. Holyoke, Mass. After midnight. Mrs. A. Burgess saw a round, yellow, flashing light fly downward. No further information in files. (Sparks; Berliner)				
619.	1538	July 22, 1952. Los Alamos, New Mexico. 10:50 [11:05] a.m. Control tower operator Don R. Wiens and 2 CARCO pilots, Jack E. Chinn and F, Dew, and fireman I. V. Rowland, saw 8-10 large, round or bell-shaped, bright aluminum objects fly straight and level, then dart around erratically. First overhead then headed SW where one object disappeared into or behind a cumulus cloud about 10-15 miles away over James Mtns. (Sparks; Berliner; BB Maxwell Microfilm Roll 12, pp. 1012-6, etc., Misc Roll 1, pp. 506-8)	25 mins	4		binoculars
620.	1654	July 22 [?], 1952. Stafford, Virginia. 12 p.m. USAF pilot of C-54 transport saw a bright ovoid object hover then move in stops and starts, first approaching the plane then paralleling it. (Sparks; Berliner; Loren Gross)				
621.		July 22, 1952. Brookley AFB (30°40' N, 88° 5' W), Mobile, Alabama. 2 p.m. USAF Tech Sgt. and a civilian employee saw a barrel-shaped black object 3.5-4 ft diameter, emitting black smoke trail and a black puff of smoke flying about 5,000 ft above ground 1 mile away heading E then flying "perpendicular" (vertical?). (Sparks; Hynek-CUFOS-Willy Smith files)	2 mins	2	1/15	
622.	1536	July 22, 1952. Uvalde, Texas. 2:46 p.m. Don Epperly, Trans Texas Airlines station manager and weather observer, saw a large, round, silver object fly at 1,000+ mph while gyrating. (Sparks; Berliner)	45 secs	1		
623.		July 22, 1952. 12 miles E of Peterson Field, Colo. 6:45 p.m. USAF ADC personnel in Cessna 140 and the pilot saw a round silver object disappear into clouds. (Sparks; Project 1947)		several		
624.	1556	July 22, 1952. Near Braintree, bet. Boston and Provincetown, Mass. (at 42°10' N, 71° 0' W). 10:20 and 10:47 p.m. (EST). USAF pilot and radar operator of F-94B jet interceptor saw a large round spinning object throwing off a blue light. At 10:47 p.m., same or different F-94B jet fighter chased blue-green or green object circling at high speed, with airborne radar tracking and lockon. Another [?] F-94 intercepted 2 objects with flickering white light and swishing circling blue light		2 + 2 ?		RV ?

		which passed the jet, with airborne radar tracking and ground visual observation. [Confusion with Misawa case of July 23??] (Sparks; Berliner; cf. Weinstein)				
625.		July 22, 1952. MacDill AFB, Florida. 10:45 p.m. USAF pilot and copilot of bomber with 364th Bomb Sq saw high speed object over MacDill AFB tracked by ground radar. (Sparks; Project 1947; McDonald list)		3+ ?		RV
626.	1572	July 22-23, 1952. Trenton, New Jersey. 10:50 p.m. - 12:45, 1:28-3:47 a.m. Crews of several USAF F-94 jet interceptors from Dover AFB, Del., made 13 visual sightings and one radar tracking of blue-white [orange?] lights. White, green and blue lights were seen by ground observers and F-94 pilots moving in arcs and blinking out suddenly. F-94 crew got radar lockon at 30,000 ft away of object the size of an F-94, at 9,000 ft away the object made a sharp right turn, suddenly dropped in height and disappeared. Other sightings in the Dover-Trenton area. (Sparks; Berliner; Loren Gross)	2 hrs + 2 hrs	several		RV
627.		July 23, 1952. Boston, Mass. [Same as or continuation of July 22 sightings near Braintree?] (Sparks; Saunders/FUFOR Index)				radar?
628.		July 23, 1952. Jamestown, Rhode Island. 7:36 a.m. USN radar tracked high speed target heading N at 42,000 ft and confirmed by ADC radar at Camp Hero, N.Y. F-94's and F-86's scrambled unsuccessfully. (Sparks; McDonald list; Loren Gross)				radar
629.		July 23, 1952. E of Misawa AFB, Japan. 8:20 p.m. USAF pilot flying F-94 jet fighter chased blue-green fireball. (Sparks; Weinstein)		2?		
630.	1554	July 23, 1952. Pottstown, Penna. 8:40 a.m. 2-man crews of 3 USAF F-94 jet on training mission saw a large silver object 50-300 ft in size, shaped like a long pear with 2-3 squares beneath it, flying at 150-180 knots (170-210 mph) headed W, while a smaller object, delta-shaped or swept back, flew around it at 1,000-1,500 knots (1,150-1,700 mph) for 1-4 mins. Possible Skyhook balloon. (Sparks; BB Maxwell files, roll 12, pp. 1173-1175; Berliner)	35-40 mins	6		
631.	1567	July 23, 1952. Altoona, Penna. 12:50 p.m. 2-man crews of 2 USAF F-94 jet interceptors at 35,000-46,000 ft altitude saw 3 cylindrical objects in a vertical stack formation fly at an altitude of 50,000-80,000 ft. (Sparks; Berliner)	20 mins	4		
632.	1578	July 23, 1952. South Bend, Indiana. 11:35 p.m. USAF pilot Capt. H. W. Kloth saw 2 bright blue-white objects flying together, then the rear one veered off. (Sparks; Berliner)	9 mins	1		
633.	1584	July 24, 1952. Carson Sink, Nevada. 3:40 p.m. (MST). USAF HQ Directorate of Operations Lt. Cols. John L. McGinn (Deputy of Ops, Fighter Br) and John R. Barton (AFOOP-OP-D) flying E in a B-25 bomber at 11,000 ft and 185 knots airspeed saw 3 silver white, delta-shaped or arrowhead-shaped objects at their 1 o'clock position slightly larger than the size of F-86's (40 ft), each with a ridge along the top, in V-formation, cross in front of and above the B-25 from right to left (S to N) at about 1,200 to	3-4 secs	2	2 - 4	

		2,400 ft away at about 1,800+ mph. (Sparks; Berliner; NARCAP; cf. Ruppelt pp. 10-1; NICAP)				
634.	1588	July 24, 1952. Travis AFB, Calif. (Sparks; NARA)				
635.		July 25, 1952. Elmendorf AFB, Alaska. (Saunders/FUFOR Index)				radar
636.		July 25, 1952. Wilmington, Delaware. Afternoon. VA employee saw 2 discs reflecting light in a climb.		1		
637.		July 26, 1952. Hampton, and bet. Newport News and Langley AFB, Virginia. 12:15-12:45? a.m. Ground observers saw a brilliant luminous alternately bright silver, red and green object hovering over the James River Bridge at about 1,500 ft for 1/2 hour, then ascend towards the E where seen by Langley AFB tower. USAF crews of 2 F-94's and ground observers saw 4 round silver/bluish objects in V-formation shoot straight up and disappear at 5,000 ft, one tracked by USN ground radar at Norfolk and by airborne radars. (Sparks; Weinstein; Project 1947? Condon Committee?)				RV ground and air radars
638.	1628	July 26, 1952. Kansas City, Missouri. 12:15 a.m. USAF Capt. H. A. Stone, men in control towers at Fairfax Field and Municipal Airport, saw a greenish light with red-orange flashes descend in the NW from 40° to 10° elevation. (Sparks; Berliner)	1 hr	3+		
639.	1637	July 26, 1952. Kirtland AFB, New Mexico. 12:05 a.m. Airman 1st Class J. M. Donaldson saw 8-10 orange balls in triangular or V-formation flying fast. (Sparks; Berliner)	3-4 secs	1		
640.	1732	July 26, 1952. Langley AFB, Virginia. 2:30 p.m. USAF Capt Daniel G. Moore, military air traffic controller with 1909-7 AACS Detachment, and Tech Sgt. Edward N. Rosner [Roaner?], tracked on MPN-1C radar an unidentified object from about 15 miles [probably NM] S to disappearance 8 miles [probably NM] S of site, speed about 2,600 mph [7 mi in 0.2 min is 2,100 knots or 2,400 mph], below 5,000 ft altitude, headed towards the air base. Duration of 2 mins in report must be typo for 0.2 min. No visual. Possible radar interference (high-speed target moving radially inward towards radar not crossing center of scope). See similar case below. (Sparks; Berliner; Randle; NICAP)	0.2 min	2		radar
641.		July 26, 1952. Langley AFB, Virginia. 2:50 p.m. Capt Daniel G. Moore, military air traffic controller with 1909-7 AACS Detachment, and Gilfillan electronics technician William Yhope [Thorpe?] tracked a radar target moving E away from radar site at an unstated initial distance [possibly 8 NM if like case above], stopping for 2 mins [probably 0.2 min] at 12 miles [probably NM] E, again moving extremely fast, speed not estimated, disappearing at 15 miles [probably NM] E. Possible radar interference (high-speed target moving radially outward away from radar not having crossed center of scope). See similar case above. (Sparks; Berliner; NICAP)	4 mins ? [0.4 min??]	2		radar
642.	missi ng	July 26, 1952. Williams, Calif. 5:15 p.m. (PST). Case file missing. (Sparks; Randle) [N Calif. F-94C intercept case involving large orange-yellow object moving fast and		[3?]		RV ground and air radars

		slow, tracked by airborne and ground radars?? (Weinstein)]				
643.		July 26, 1952. Plainview, Texas. 7:17 p.m. USAF pilot and copilot of T-33 saw a stationary object move in a slight descent changing color from white to blue. (Sparks; Project 1947)		2		
644.		July 26, 1952. Atlantic 200 miles S of New York City, New York. 8:30 p.m. USAF B-29 gunner, 301st Bomb Wing, saw 3 amber edged [?] white flashing objects traveling at Mach 1. (Sparks; Project 1947)		1		
645.		July 26, 1952. Florence, South Carolina. 10:04 [10:10?] p.m. Eastern Airlines Flight 606 Constellation pilot and 2 crew members saw a steady white light traveling at high speed in a straight line at 22,000 ft. (Sparks; Project 1947)		3		
646.	1661	July 26-27, 1952. Andrews AFB and Washington National Airport, Wash., D.C. 8 p.m. [9:50? p.m. EDT] until after 12 midnight [1:00? a.m. EDT]. Radar operators at several airports, airline and F-94 fighter pilots, sighted and tracked many unidentified blips and/or lights all over Washington area, at varying speeds. (Sparks; Berliner)	3 hrs 10 mins	20+		RV
647.	1664	July 27, 1952. Wilmington, Delaware. 7 p.m. (EDT)?). James R. Thomas saw a cylindrical object with domed top and bottom moving NW to SE in an upright position, disappearing suddenly. (NARA; NICAP)	90 secs	1?		
648.		July 27, 1952. 10 miles SSW of Columbus, Ohio. 12:05 a.m. USAF pilot of B-25 with 3 Pentagon Colonels on board saw a white light with 4 flashing lights stationary then move. (Sparks; Project 1947)		4		
649.	1680	July 27, 1952. Selfridge AFB, Mich. 10:05 a.m. 3 B-29 bomber crewmen on ground saw many round, white objects fly straight and level, very fast. Two at 10:05, one each at 10:10, 10:15, 10:20. [Possible Exercise SIGNPOST SAC B-36's from Carswell AFB en route to simulated attack run on Detroit, Mich.??] (Sparks; Berliner)	4 x 30 secs	3		
650.	1684	July 27, 1952. Wichita Falls, Texas. 8:30 p.m. Mr. and Mrs. Adrian Ellis saw 2 disc-shaped objects, illuminated by a phosphorus light, fly at an estimated 1,000 mph. [Possible returning B-36's of Exercise SIGNPOST??] (Sparks; Berliner)	15 secs			
651.		July 27, 1952. Manhattan Beach, Calif. (Saunders/FUFOR Index)				
652.	1708	July 28, 1952. McChord AFB, Wash. 2:15 a.m. T/Sgt. Walstead and S/Sgt. Calkins of the 635th AC&W Sq ADC radar site saw a dull, glowing, blue-green ball, size of a dime at arms' length, fly very fast, straight and level. (Sparks; Berliner)		2	2	radar? RV?
653.		July 28, 1952. Hallock, Minn. (Saunders/FUFOR Index)				
654.	1707	July 28, 1952. McGuire AFB, New Jersey. 6 a.m. GCA radar operator M/Sgt. W. F. Dees, and persons in the base control tower. Radar tracked a large cluster of very distinct blips. Visual observation was of oblong objects having neither wings nor tail, which made a very fast turn, at one time in echelon formation. (Sparks; Berliner)	55 mins	3+		RV

655.	1700	July 28, 1952. Heidelberg, West Germany (49°25' N, 8°42' E). 10:20 p.m. Sgt. B. C. Grassmoen and WAC PFC A.P. Turner saw a saucer-shaped object having appearance of light metal giving off shafts of white light, flying slow, make 90° turn and climb away fast. (Sparks; Berliner)	4-5 mins	2		
656.		July 28-29, 1952. 20 miles W of Port Huron, Mich (at 43.0° N, 82.8° W). 9:40-10 p.m. (EST). One of 3 USAF F-94B's on an ECM exercise at 9,000-9,500 ft from 61st FIS at Selfridge AFB climbed to 20,000 ft on a 270° heading when it was vectored to a UFO headed S [or SE?] at 625 mph from Saginaw Bay by a GCI air defense radar (callsign "Avenger") [tracked for about 7 mins evidently]. Ground radar told pilot Capt. Edward J. Slowinski (Sloan) to look at his 3 o'clock low position for a target (to the N), but nothing was found, then told to look at 3 o'clock high (radar man remembered being told "low" then "high," pilot said he was told "high" then "low"). F-94 turned right to pursue. Object suddenly reversed course with a tight 180° turn back N on ground radar scope [evidently at 300 mph to match F-94's speed, in a visible loop on the radar scope on a right turn paralleling the F-94's right turn but tighter]. As the F-94 continued right turn, radar observer Lt. Victor Helfenbein picked up target at 4 miles range on APG-33 airborne radar, level with jet altitude, at 60° relative or 2 o'clock (about 330° to 360° azimuth depending on how far into the turn) (pilot said Helfenbein reported 2:30 o'clock). Airborne radar contact made [for possibly 20 secs during the turn] then at dead ahead 12 o'clock position radar got lockon for 30 secs until target "jumped lock" when it apparently almost doubled its 4-mile [or 4-5 mi] distance in one sweep of the ground radar accelerating to 1,400 mph average speed [4-mile jump in 10-sec sweep of radar, thus reaching peak 2,600 mph at about 20 g's]. Jet briefly put on afterburner to try to close distance with object on 360° heading at 21,000 ft increasing speed with afterburner to about 350 knots IAS (about 490 knots TAS or 560 mph) [for about 5 mins?], but object would put on a burst of speed and pull away from the jet. F-94 pilot first saw multiple lights ahead as if from a jet aircraft, but no exhaust or trail, and followed the GCI vectoring to target ahead between 12 o'clock and 1 o'clock positions. Object appeared "many times larger than a star" then "took on a reddish tinge, and slowly began to get smaller, as if it were moving away," and changed color from reddish then bluish-green then white then red again in sequence (both crewmembers in agreement) low on the horizon to the N (possibly the star Capella and unrelated to radar target, though Helfenbein was an expert celestial navigator since 1943 with 1,400 flying hours and had never seen anything "like this before"). F-94 continued N heading [for about 5 mins] at about 300 mph as object maintained lead at 6-10 miles range, with GCI telling F-94 crew they were not gaining on the target on scope. Chase ended with F-94 about 5 miles N of peninsula at Burnt Cabin Point (at 44°10' N,	20 mins	3+		RV

		82°45'W) having to return because of low fuel, object then slowed to 200-300 mph before disappearing after another 1-2 mins. (Sparks; McDonald 1968; McDonald papers; Mary Castner/CUFOS; Loren Gross July 21-31, 1952 SUPP pp. 71-77; Ruppelt pp. 171-172, 190; BB Status Rpt 8, pp. 27-28, in NARA Microfilm Roll 85, p. 701-2, Maxwell Roll 1, pp. 674-5; Todd Lemire)				
657.	1731	July 29, 1952. Osceola, Wisc. 1:30 a.m. Radar operators on ground and pilot of F-51 Mustang in flight. Several clusters of up to 10 small radar targets and one large target. Small targets moved from SW to E at 50-60 knots (60-70 mph), following each other. Large target moved at 600 knots (700 mph). Pilot confirmed one target. (Sparks; Berliner)	1 hr	3+		RV (scope photos in Steiger book)
658.		July 29, 1952. Walker AFB, Roswell, New Mexico. 4 weather observers including base weather officer sighted several high-speed discs through theodolite. (Sparks; Hynek UFO Rpt. pp. 114-5)		4		theodolite
659.		July 29, 1952. Los Alamos, New Mexico. 10:45 or 10:55 a.m. (MDT). Several Los Alamos Scientific Lab and other witnesses saw white object moving E to W, about 1.8°/sec angular velocity, with gyrating or fluttering motion. 2 F-86 jet interceptors from Kirtland AFB arrived about 5 mins later chasing object W to E, all 3 leaving contrails. At 10:57 a.m. light-brown egg-shaped object with wings was sighted hovering then shot off to the NW disappearing in 3 secs. (Sparks; Hynek UFO Rpt pp. 61-64; BB Misc Microfilm Roll 1, pp. 506-8 etc.)	30 secs +	7+	1/10 + ?	field glasses
660.	1739	July 29, 1952. Wichita, Kansas. 12:35 p.m. USAF shop employees Douglas and Hess at Municipal Airport saw a bright white circular object with a flat bottom fly very fast then hover 10-15 secs over the Cessna Aircraft Co. plant. (Sparks; Berliner)	5 min	2		
661.	1747	July 29, 1952. 8 mi S of Ennis, Montana (at 45°14' N, 111°40.7' W, elev. 5300 ft). Between 2 and 3 p.m. (MST). US Army (res.) Maj. Ben Shaffer with wife and 3 children sighted and filmed objects with Bell & Howell color movie camera and Kodak Retina b&w still camera, and sighted with 8x binoculars, for 30+ mins between 3 and 4 p.m. (MST). Shaffer saw an object hovering about 1,000 ft over a mountain or hills [to the E] about 3-4 [7 ?] miles away, reportedly at 45°13' N, 111°32' W [Cedar Mtn, elev. 10,718 ft], while driving N, stopped the car, and stopped two other cars, for a total of about 12 witnesses, one of whom used 50x binoculars. The object formed a cloud around itself, then three smaller disc-like objects possibly jet fighter-sized (50 ft) burst out of the cloud from different angles at about 200 mph, forming an arc then disappeared. Another 5 small objects appeared on the right side of the cloud in V formation traveling slowly, then each of the small objects formed clouds around themselves, then re-entered the large cloud one behind the other. No other clouds in the sky. Near end of Shaffer's sighting another cloud suddenly appeared to the left of highway about 6 [13 ?] miles away [to the W] over Hill 9572 (9572 ft elev.) [Baldy Mtn?] at 45°11' N, 111°57'	30+ mins	12	1/4 ?	color movie and still photos, 8x and 50x binoculars

		W, with same phenomenon of objects emerging and re-entering the cloud. ADC 29th Air Div, AACS (1906-5 Sq Detachment) and CAA checked for radar tracks, none reported. (Sparks; Martin Shough; NICAP; Berliner)				
662.	1747	July 29, 1952. Great Falls AFB, Montana (47°30' N, 111°13' W). 3:25-4:48 p.m. (MST). 17+ military and civilian USAF personnel (possibly totaling 50) at AACS Sq, and 1701st Air Traffic Sq and 1701st Air Transport Wing and Wing Intelligence, Great Falls AFB were alerted by a Plan 62/Plan 113 inter-base intercom alert at 3:20 p.m. MST from McChord AFB, Seattle, Wash., of a possible incoming UFO, including USAF Maj. John J. LeGrand, Maj. Raymond L. Kolman, Capt. Roy J. Jackson, S/Sgt Donald M. Manchester, Lt Hilton D. Logan, Capt. Orin G. Harman, Lt John Macgill, Mrs Anne L. Macgill (off base 8 mi from Great Falls alerted by husband Lt Macgill), Miss Virginia Walbon, Airman Charles Hooks, Mrs Anne E. Mihalik, Mrs Margaret Evans (Western Union at GFAPB), Mrs Forrester, Airman William Cole, Airman Harold Bennett, S/Sgt Charles C. Boden, Jr., M/Sgt Clarence R. Stotesbury, T/Sgt Fernandez. McChord AFB transmission was cut off in mid-sentence right after the words "flying saucer" and base personnel later falsely denied ever making the alert (though heard by multiple GFAPB personnel). Some GFAPB personnel sightings possibly as early as 2:30 p.m. Disc-shaped object. ADC 29th Air Div, AACS (1906-5 Sq Detachment) and CAA checked for radar tracks, none reported. (Sparks; NICAP; Berliner)	2 hr period non-continuous	18+ [50+]	1/3?	binoculars
663.	1738	July 29, 1952. Merced, Calif. 3:44 or 4:35 p.m. Herbert Mitchell and employee saw a dark, disc-shaped object, trailed by a silvery light 2 lengths behind, tipped on its side, dive, hesitate then circle very fast. (Sparks; Berliner; Saunders/FUFOR Index)	2 min	2 [3?]		
664.	1758	July 30, 1952. San Antonio, Texas. 10 a.m. E. E. Nye and another saw a round, white object fly slow then speed away. (Sparks; Berliner)	20-30 mins	2		
665.		July 30, 1952. Atlanta, Georgia. (Saunders/FUFOR Index)				
666.	1755	July 30, 1952. Albuquerque, New Mexico. 11:02 p.m. Kirtland AFB USAF 1st Lt. George Funk saw a stationary orange light. No further details in files. (Sparks; Berliner)	10 mins	1		
667.		July 30, 1952. Holloman AFB, Alamogordo, New Mexico. (Saunders/FUFOR Index)				
668.		July 30, 1952. Keesler AFB, Mississippi (30°20' N, 88°57' W). 11:55 p.m. (CST). Capt. Eugene P. Daspit, Supv., Ground Ops Branch, Electronics Observer Dept, 3398th Tech Training Sq, Keesler AFB, and Tech Sgt. James E. Hansen, CPS-5 Team Chief, 3381st Tech Training Sq, Keesler AFB, detected a slow-moving radar target on CPS-5 radar about size of C-54 radar blip, about 43 miles (40 miles according to Hansen) N at 335° azimuth, first (stationary for 2 mins according to Hansen) moving slowly S about 1 mile in 2 mins [30 mph] (or 2	17 mins	2		radar

		miles per Hansen [60 mph?]), that stopped for 4 mins, then slowly headed N for 3 mins, stopped 2 mins (at its original position per Hansen), disappeared for 3 mins, then reappeared traveling at higher speed of 40-45 mph, heading NE to range of 50 miles [6-1/2 miles traveled] in 3 mins [130 mph?] at 345° before disappearing at 12:12 a.m. (Sparks; BB Maxwell Roll 13, pp. 1151-1163)				
669.		July 31, 1952. 15 miles E of Yokota AFB, Japan (at 38°30" N, 139°57' E ??). 10:10 p.m. USAF pilot Leach and copilot Kato of C-47 with 548th Tech Recon Sq saw an object at 7,000 ft off their left wing. (Sparks; Project 1947; Saunders/FUFOR Index)		2		
670.		Aug. 1952. Skylight Mtn., Washington County, Ark. 3:30 p.m. Inverted tin colored saucers, 4:1 width/thickness ratio, darted in and out of cloud bank, in 5 mile circles in 5 secs [3,600 mph]. (Sparks; Berliner)	5 secs x ?	2		photo
671.	1771	Aug. 1, 1952. Lancaster, Calif. 1:14 a.m. Sheriff's deputies and others, one named Mallette, saw 2 brilliant red lights hovering and maneuvering. (Sparks; Berliner)	5 mins	2+		
672.		Aug. 1, 1952. Near Troy [radar at Bellefontaine], Ohio. 10:51-11:13 a.m. (EST). Lt. James Lott, radar controller at USAF ADC radar site 664th AC&W Sq at Bellefontaine atop Campbell Hill at 1549 ft elevation (40°22'20" N, 83°43'10" W). tracked target from 25 miles at 230° azimuth from radar site, altitude within FPS-3 search radar (1290 MHz 3.3 RPM) high beam or above 10,000 ft, to 20 miles NNW of Wright-Patterson AFB, Dayton, Ohio, traveling 400-450 knots (~500 mph) on a heading of 240° about WSW and [at 10:54 a.m. ?] vectored 2 F-86's piloted by Major James B. Smith and Lt. Donald J. Hemer, from 97th FIS, Wright-Patterson AFB, Dayton, Ohio, at 30,000 ft, located 10 miles SE of the UFO. Jets made visual contact at 10:55, climbed to 48,000 ft, fell off, climbed again to 48,000 ft and Smith got a weak return on his radar gunsight, shot gun camera film of the (estimated 24-40 ft) white round object or silver-colored sphere or disc estimated at 60,000-70,000 ft [which then took off at high speed ?]. F-86's broke off intercept at about 11:13 a.m., apparently about 60 miles WSW of Dayton. Film reportedly shows UFO image in the upper right of the frames with noticeable motion to the lower left. (Sparks; BB Microfilm Maxwell Roll 14, pp. 51-72, BB Misc Roll 1, pp. 563-580; BB Rpt 8; cf. Ruppelt pp. 174-6; Keyhoe 1953 p. 107; CR pp. 161-3)	22 ? mins	3+	2 miles measured in gunsight (1/5 Full Moon)	RV, gun camera film
673.	1783	Aug. 2, 1952. Lake Charles, Louisiana. 3 a.m. USAF 1st Lt. W. A. Theil and enlisted man Edwards saw a red ball with blue flame tail fly straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	3-4 secs	2		
674.		Aug. 2, 1952. Houlton, Maine. Smart and another witness on a wharf saw 21 objects traveling 200-600 mph. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	35 mins	2		
675.		Aug. 3, 1952. Hamilton AFB, Calif. 4:15-5:30 p.m. (PDT). 2 AF pilots Capt. L. R. Hadley and Lt. D. A. Swimley, and AF Capt. W. T. Perske, saw visually and	1 hr 15 mins + ?	3	1/3 to 1	binocs

		with binoculars 2 circular or spherical silvery objects 60-100 ft diameter at 12,000 and 18,000 ft drifting E to W on a 15-mile track passing overhead, darting and dogfighting at estimated 400-450 mph, the upper object dropping from 18,000 to 12,000 ft, at the end replaced by 8 more similar objects appearing in pairs in the W about 15-20 miles distant. No sound. (Sparks; BB Microfilm Misc Roll 1, pp. 538-541)				
676.		Aug. 3, 1952. Truth or Co nsequences, New Mexico. 10:20 p.m. Civilian engineer Anderson saw 3 light-green cylindrical objects hovering at 45° elevation in inverted-V formation, switching to echelon when one object moved, with a rolling motion along its long axis. Disappeared by rapidly rising vertically. (Sparks; BB Rpt 8; Saunders/FUFOR Index)	9 mins	1	4	engineer
677.	1812	Aug. 4, 1952. Phoenix, Ariz. 2:20 a.m. USAF A/3c W. F. Vain [and Parker?] saw a yellow ball which lengthened and narrowed to plate shape, flying straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	2+ (?)		
678.	1813	Aug. 4, 1952. Mt. Vernon, New York. 11:37 a.m. Woman and 2 children saw an object, shaped like a lifesaver or donut, emitting black smoke from its top and making a 15° [?] [reciprocating?] arc in 1.5 mins. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	2 hrs	3		
679.		Aug. 5, 1952. Bet. Lima (12° 6' S, 77° 3' W) and Huacho, Peru. 5:13 a.m. Panagra DC-3 pilot Sullivan and crew saw 3 saucer-shaped objects in a V-formation maneuver around the plane. (Sparks; Project 1947; Saunders/FUFOR Index)		multi ple		
680.	1827	Aug 5-6. 1952. Haneda AFB, Japan (35°33' N, 139°46' E). 11:30 p.m. USAF F-94 jet interceptor pilots 1st Lt. W. R. Holder, 1st Lt. A. M. Jones, and Haneda control tower operators. Airborne radar tracked a target for 90 secs. Control tower operators watched 50-60 mins while a dark shape with a light flew as fast as 330 knots (380 mph), hover, fly curves and perform a variety of maneuvers, at one point splitting into 3 targets [?]. (Sparks; Berliner)	50-60 mins	4+		RV
681.	1841	Aug. 6, 1952. Tokyo, Japan. Continuation of Haneda AFB sightings. (Sparks; NARA)				
682.	1843	Aug. 6, 1952. Belleville, Mich. Military witness(es). (Sparks; NARA)				
683.	1845	Aug. 6, 1952. Port Austin, Mich. Case missing. (Sparks; NARA)				
684.		Aug. 6-7 [7?], 1952. Port Lyautey [Mina Hassam Tani?], French Morocco (34°20' N, 6°34' W). 7:51 p.m. Control tower personnel and 3 USN officer pilots [one named Dobos?] while flying R5-D saw a brilliant white disc-shaped luminous object with red blinking light, leaving a smoke trail, traveling straight and level at high speed then shut up vertically to 15,000 ft at high speed, then hovered, descended. When aircraft tried to climb towards object it started moving at high speed and chase was abandoned. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)		4+		

685.	1855	Aug. 7, 1952. San Antonio, Texas. 9:08 a.m. Mrs. Susan Pfuhl [Pzuhl?] saw 4 glowing white discs, one made a 180° turn, one flew straight and level, one veered off, and one circled. (Sparks; Berliner; Saunders/FUFOR Index)	70 mins	1		
686.		Aug. 8, 1952. Warren AFB, Wyoming. 7:48 p.m. Pollack and another witness saw an object immediately stop without appearing to decelerate. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	2-1/2 mins	2		
687.		Aug. 9, 1952. K-3 area E of Pohang, Korea (at 38° N, 127° E). 8:57 p.m. Pilot Nagrodsky of 1st Naval Air Wing aircraft a fireball with stream of flame pass the aircraft at 1,500 mph, tracked on airborne and ground radars. (Sparks; Project 1947; Saunders/FUFOR Index)		2+ ?		ground and air radars
688.	1870	Aug. 9, 1952. Lake Charles AFB, Louisiana. 10:50 a.m. USAF A/3c J. P. Raley while walking to work saw a disc-shaped object fly S at 5,000 ft at high speed, turn W then [?] hover for 2 secs. (Sparks; cf. Hynek-CUFOS re-eval; Jan Aldrich)	5-6 mins [1 min?]	1		
689.		Aug. 11, 1952. Hampton, Virginia. 9/10 p.m. USAF Capt. and wife driving to town saw a series of 7 yellowish-orange low-flying objects climb away. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	5 mins [7 x secs?]	2		
690.		Aug. 12, 1952. Near Cape May, New Jersey. 5:43 a.m. USAF pilot of F-94B saw stationary glowing object lose brightness and diminish in size. [Star?] (Sparks; Weinstein; BB files??)		1?		
691.		Aug. 12, 1952. Big Spring, Texas. 4:49 p.m. USAF pilot of T-6 saw a light flying at 500 mph and 15,000 ft pass his aircraft. (Sparks; Project 1947)		1		
692.		Aug. 12, 1952. 70 miles W of Wink, Texas. 10:48 p.m. [?] USN? pilot and copilot of SNB aircraft saw several pie-pan-shaped aluminum colored objects pass ahead of their aircraft and ascend. (Sparks; Project 1947)		2		
693.	1889	Aug. 13 [10?], 1952. Tokyo, Japan. 9:45 p.m. USMC pilot Maj. D. McGough saw an orange light fly a left orbit at 8,000 ft and 230 mph, spiral down to no more than 1,500 ft, remain stationary for 2-3 mins and blinked out. Attempted interception unsuccessful. (Sparks; Berliner; Hynek-CUFOS re-eval; Jan Aldrich)	2-3 mins +	1		
694.		Aug. 17, 1952. W of Athens, Alabama (at 34°49'30" N, 87°11'30" W). 12:47 p.m. USAF pilot of T-6G saw an intensely bright bright white round object hovering then disappear suddenly. (Sparks; Project 1947)		1		
695.		Aug. 17, 1952. E of Abilene, Texas (at 32°35' N, 99°13' W). 4:49 p.m. USAF pilot of T-6D [from Webb AFB?] saw an oblong polished metal object climbing at 500 mph. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
696.	1920	Aug. 18, 1952. Fairfield, Calif. 12:50 a.m. 3 policemen saw an object change color from red-green-orange-blue, shaped like a diamond, and change directions [?] traveling in a straight line "sideways" [?] gaining altitude. Military witnesses [?]. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	30 min	3		
697.	1928	Aug. 19, 1952. Red Bluff, Calif. 2:38 p.m. GOC observer Albert Lathrop saw 2 objects, shaped like fat	25 secs			

		bullets, fly straight and level, very fast. (Sparks; Berliner)				
698.	1928	Aug. 19, 1952. Boron, Calif. 8 p.m. (PDT). Pilot of USAF aircraft saw tailless object greatly accelerate away to the E and disappear, with airborne radar tracking [?]. No ground radar tracking due to ground clutter. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)		1		radar?
699.	1938	Aug. 20 [19?], 1952. Neffsville [Lancaster?], Penna. 3:10 a.m. Bill Ford and 2 others saw an undescribed object flying at 500 ft altitude. No further data in files. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	several mins	3		
700.	1944	Aug. 21, 1952. Dallas, Texas. 11:54 p.m. Jack Rossen, ex-artillery observer, saw 3 blue-white lights hover then descend, 1.5 mins [30 secs?] later one [2?] of them descended further. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	1.5 mins +	1		
701.		Aug. 23, 1952 [not out of order by GMT/UTC]. Sinuiju, North Korea. 1:04 a.m. USAF 19th Bomber Group weather recon B-29 crew saw an orange-red cigar-shaped object. (Sparks; Weinstein; BB files??)				
702.		Aug. 22, 1952. Ontario, Calif. 3 p.m. Pilot Irvin of aircraft saw 2 teardrop shaped objects cross his flight path 1/2 mile away in high speed straight level flight creating severe turbulence that rocked his aircraft. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	2 secs	1?		
703.	1956	Aug. 23, 1952. Akron, Ohio. 4:10 a.m. USAF 2nd Lt. H. K. Funseth, a ground radar observer, and 2 U.S. Navy men saw a pulsing amber light fly straight and level. (Sparks; Berliner)	7 mins	3		RV ?
704.	1961	Aug. 24, 1952. Bet. Hermanas, New Mexico, and El Paso, Texas. 10:15 [10:20?] a.m. Georgia Air National Guard F-84G jet fighter pilot Col. G. W. Johnson saw two 6 ft silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. (Sparks; Berliner)	10 mins			
705.	1964	Aug. 24, 1952. Tucson, Ariz. 5:40 p.m. Mr. and Mrs. George White saw a large round, metallic, white light with a vague lower surface, fly slowly, then fast with a dancing, wavering motion. (Sparks; Berliner)	1 min	2		
706.	1969	Aug. 24, 1952. Levelland, Texas. 9:30-9:53? p.m., 10:30 p.m. Mr. and Mrs. Elmer Sharp saw an object, shaped like a spinning top, changing color from red to yellow to blue, with a fiery tail, hover for 20 mins with whistling [shrill?] sound, then fly away on a NNW course in 3 mins. Same or similar object returned 1 hr later repeating maneuvers. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	23 mins +	2		
707.	1972	Aug. 25, 1952. Frontenac-Pittsburg, Kansas. 5:35 a.m. (CST). Radio station musician William Squyres saw 70-75 ft inverted platter-shaped dull aluminum color object to right side of road about 40° elevation and 750 ft away with head and shoulders of a "man" inside visible in a window, midsection had many windows in which regular motion of some kind could be seen. He stopped the car and got out to look from 300 ft away, object had "rocking motion" and	1/2 min. +	1	25	

		deep throbbing sound, series of 6-7-inch rapidly rotating "propellers," then after 1/2 min rose vertically at high speed from 10 ft height, with the sound like a mass of quail suddenly aflight, and disappeared in a gap of broken clouds but not behind clouds. Later found 60 ft circle of grass matted down in the field. (Sparks; Hynek UFO Rpt pp. 200-3; Battelle Unknown No. 12; Vallée Magonia 98; Randle)				
708.	1915	Aug. 25, 1952. Delaware, Ohio. Stanger. (Sparks; NARA; Saunders/FUFOR Index)				
709.	1979	Aug. 25, 1952. Holloman AFB, New Mexico. 3:40 p.m. Civilian supervisor Fred Lee and foreman L. A. Aquilar saw a round silver object fly S, turn and fly N, make a 360° turn, fly away vertically. (Sparks; Berliner)	3-5 mins	2		
710.	1986	Aug. 26, 1952. Lathrop Wells, Nevada. 12:10 a.m. USAF Capt. D. A. Woods saw a large spherical very bright object with a V-shaped contrail, a dark cone in the center, approach at 1,000 mph, hover briefly, make an instant 90°-180° turn, then a gentle climb and final sudden acceleration leaving blue-white contrail which evaporated immediately. No sound. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)		1		
711.	1987	Aug. 26, 1952. Biloxi, Miss. (Sparks; NARA)				
712.	1994	Aug. 26-27, 1952. Veracruz, Mexico. 2:15 a.m. Many witnesses of object traveling in straight line out to sea with buzzing noise. Sighting on Aug. 30. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	8 secs	many		
713.	2006	Aug. 28, 1952. Chickasaw (30°45' N, 88°4' W) and Brookley AFB (30°38' N, 88°5' W), Mobile, Alabama. 9:30-10:20 p.m. 3 civilians in Chickasaw reported to duty officer USAF Capt. at Brookley AFB seeing multiple red stationary and maneuvering objects to the S and one moving from S to W, all over the direction of Brookley. AFOSI agent arrived in Chickasaw at 9:50 to investigate and saw the same 4 objects to the S and SW estimated 8-12 miles distance, one fiery red object stationary for 15 mins then drifted 15°-20° to the right then stationary again. Radar operator visually spotted red-green object over Chickasaw to the N. USAF duty officer and control tower operators saw one object to the SW at 240° azimuth to the right and lower than the moon [which was at about 214° azimuth 22° elevation], and another object to the W at 280° azimuth at 10°-20° elevation the latter was confirmed by GCA's MPN-1 radar as a stationary target at 280° azimuth 4 miles range 4,000 ft altitude [= 11° elevation]. AFOSI officer, and others saw one object explode, one do a figure-8 maneuver, etc., 4-6 objects larger than a star or planet varying from fiery red, red-blue, red-green and sparkling diamond appearance, a civilian AF employee saw a flat oval shape. (Sparks; Berliner; cf. Hynek-CUFOS-Willy Smith files)	50 mins	10+		RV, binoculars, triangulation
714.	2013	Aug. 29, 1952. Colorado Springs, Colo. 8:35 p.m. Military [? USAF?] pilot C. A. Magruder saw 3 objects, 50 ft in diameter, 10 ft high, aluminum with red-yellow exhaust, fly in trail about 1,500 mph. (Sparks; Berliner)	4-5 secs	1		

715.		Aug. 29, 1952. W of Thule, Greenland (77° N., 75°15' W). 10:50 a.m. 2 U.S. Navy pilots flying a P4Y-2 patrol plane saw 3 white disc-shaped or spherical objects hover, then fly very fast in a triangular formation. [May be same as Aug. 1952 sighting by P4Y-2 crew at 10,000 ft, pilot Lt. John C. Callaghan, copilot Lt JG Bill O'Flaherty, Mr. Merchant, following Skyhook balloon where 3 silvery discs briefly clustered on the Skyhook instrument package at 90,000 ft for several minutes then flew off with a vertical banking then climbed to disappearance in 3 secs. Naval History Magazine Oct 2004, web version.] (Sparks; Berliner)	2-3 mins	2 [3?]		
716.		Aug. 30, 1952. Santa Monica, Calif. 8, 11:30 p.m. Hehr and another witness sitting in a park saw many horizontal bar-shaped objects appearing and disappearing, forming a formation, traveling laterally at 1,500 mph. 2nd sighting of light near moon. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	10 mins + ?	2		
717.		Sept. 1, 1952. Atlanta, Georgia. 9:43 p.m. Mrs. William Davis and 9 others saw a light, similar to the evening star, move up and down for a long period of time. (Sparks; Berliner)		10		
718.	2022	Sept. 1, 1952. Marietta, Georgia. 10:30 p.m. Mr. Bowman (ex-artillery officer) and 24 others saw a red, white, and blue-green object which spun and shot off sparks. An unidentified witness using binoculars saw 2 large objects shaped like spinning tops with red, blue and green colors, fly side by side, leaving a sparkling trail for 30 mins. (Sparks; Berliner)	15-30 mins	26		binoculars
719.		Sept. 1, 1952. Marietta, Georgia. 10:50 p.m. Ex-AAF B-25 gunner saw 2 large white disc-shaped objects with green vapor trails fly in trail formation, merge, fly away very fast. (Sparks; Berliner)		1		
720.	2023	Sept. 1, 1952. Yaak, Montana. 4:45 a.m. Visual sighting by 2 USAF enlisted men, radar tracking by 3 men using FPS-3 radar set. 2 small, varicolored lights became black silhouettes [of "dark, cigar-shaped object"?] at dawn, flew erratically. (Sparks; Berliner; cf. Ruppelt p. 194)	1 hr	5		RV
721.		Sept. 2, 1952. Tokyo, Japan. (Sparks; McDonald list)				
722.	2025	Sept. 2, 1952. Chicago, Illinois. 3 a.m. Radar controller Turason (GCA) at Midway Airport tracked 40 targets flying in miscellaneous directions, up to 175 mph, 2 targets seemed to fly in formation with DC-6 airliner. (Sparks; Berliner)	8 hrs total	1		radar
723.		Sept. 3, 1952. Tucson, Ariz. 9 a.m. Civilian pilots McCraven and Thomas saw a shiny, dark ellipse make three broad, curving sweeps. (Sparks; Berliner)	1.5 mins	2		
724.	2045	Sept. 6, 1952. Lake Charles AFB, Louisiana. 1:30 a.m. T/Sgt. J. E. Wilson and 2 enlisted men saw a bright star-like light move about the sky. (Sparks; Berliner)	2 hrs	3		
725.	2048	Sept. 6, 1952. Tucson, Ariz. 4:55 p.m. Ex-Congresswoman Mrs. Isabella King and Bill McClain saw an orange teardrop-shaped object whirl on its vertical axis, descend very fast, stop, retrace its path upwards, while whirling in the opposite direction. (Sparks; Berliner)	1.5 mins	2		

726.	2049	Sept. 7, 1952. San Antonio, Texas. 10:30 p.m. Chemist J. W. Gibson and others saw an orange object or light (color temperature 2,000° F.) explode into view. (Sparks; Berliner)	3-20 secs	3+		
727.	2052	Sept. 7, 1952. San Antonio, Texas. (Sparks; NARA)				
728.	2062	Sept. 9, 1952. Rabat, French Morocco. 9 p.m. USAF Intelligence civilian illustrator E. J. Colisimo saw a disc with lights along part of its circumference, fly twice as fast as a T-33 jet trainer, in a slightly curved path. (Sparks; Berliner)	5 secs	1		
729.	2077	Sept. 12, 1952. Allen, Maryland. 9:30 p.m. GOC observers Mr. and Mrs. David Kolb using binoculars saw a white light with red trim and streamers fly NE. (Sparks; Berliner)	35 mins	2		binoculars
730.	2085	Sept. 13, 1952. Near Allentown, Penna. 7:40 p.m. Private pilot W. A. Hobler, flying a Beech Bonanza at 10,000 ft from Allentown to the Caldwell-Bright Omni station, saw a 3 ft object, shaped like a fat football, flaming orange-red color, at his 11 o'clock high position about 450-600 ft away descend at a 30° angle on a collision course, Hobler made a sharp climb to avoid it, object then pulled up in a 65° climb in front of Hobler's airplane, Hobler made a rapid 180° right turn but lost the object traveling at about 700 mph. (Sparks; Berliner; NARCAP)	< 15 secs ?	1	1/2 – 2/3	
731.	2086	Sept. 14, 1952. Santa Barbara, Calif. 8:40 p.m. USAF C-54 transport pilot Tarbuton saw a blue-white light travel straight and level, then fly up. (Sparks; Berliner)	30 secs	1		
732.	2087	Sept. 14, 1952. North Atlantic between Ireland and Iceland. Military personnel from several countries aboard ships in the NATO Operation MAINBRACE exercise. Sightings include a blue-green triangle flying 1,500 mph and 3 objects in triangular formation giving off white light exhaust at 1,500 mph. (Sparks; Berliner)		multiple		radar?
733.	2089	Sept. 14, 1952. White Lake, South Dakota. 7 p.m. GOC observer L. W. Barnes, using binoculars saw a red, cigar-shaped object, with three puffs behind it, fly W, then S, then was gone. (Sparks; Berliner)	30-40 mins	1		binoculars
734.	2093	Sept. 14, 1952. Olmstead AFB, Penna. Time not known. Pilot of Flying Tiger Airlines airplane N67977 saw a blue light fly very fast on a collision course with the airliner. Note: the summary card attached to the file showed completely different information. (Sparks; Berliner)		1		
735.	2092	Sept. 14, 1952. El Paso, Texas. (Sparks; NARA)		multiple		
736.		Sept. 14-15, 1952. Ciudad Juarez, Mexico. 11:30 p.m. - 1:20 a.m. Consulting engineer R. J. Portis and 3 others saw 6 groups of 12-15 luminous spheres or discs, which flew in high speed formations varying from arcs to inverted-Y's. (Sparks; Berliner)	1 hr 50 mins	4		
737.	2099	Sept. 16, 1952. Portland, Maine. 6:22 p.m. Crew of U.S. Navy P2V Neptune patrol plane saw a group of 5 lights in circular formation at the same time a long, thin blip was tracked on radar. Note: Possible USAF KC-97 airplanes involved in a refueling operation. (Sparks; Berliner)	20 mins	2+ ?		RV

738.	2100	Sept. 16, 1952. Warner Robins AFB, Georgia. 7:30 p.m. 3 USAF officers and 2 civilians saw white lights fly abreast at 100 mph. (Sparks; Berliner)	15 mins	5		
739.	2105	Sept. 17, 1952. Tucson, Ariz. 11:40 a.m. Mr. and Mrs. Ted Hollingsworth saw 2 groups of 3 large, flat, shiny objects fly in tight formations, the first group slow, the second faster. (Sparks; Berliner)	2 mins	2		
740.		Sept. 20 [19? 21?], 1952. Topcliffe RAF Station, Yorkshire, England, UK. 10:53 a.m. [4:14 p.m.?] Operation MAINBRACE Meteor jet fighter (flown by Flight Lt. John W. Kilburn and Flight Lt. Cybulski ?) was descending to land at 5,000 ft when they saw a slow-moving circular silver [or white?] object about 5 miles behind them at about 15,000 ft following a similar course then swinging like a "falling sycamore leaf" or pendulum and began descending. As the Meteor turned towards Dishforth the object followed, then stopped falling leaf motion and descent, began rotation on its axis, suddenly accelerated at "incredible speed" faster than a meteor to the W then turned to SE [and disappeared]. Ground ? observers included Flying Officer Paris, Master Signaller Thompson, Higgins ? and 5 other aircrew [on the ground?]. (Sparks; Jan Aldrich; Ruppelt pp. 195-6; NICAP; Saunders/FUFOR Index)	15-20 secs +	10 ?		
741.		Sept. 21?, 1952. North Sea near England, UK. Operation MAINBRACE sighting by 6 British pilots [including Higgins?] in a formation of Meteor jets who pursued shiny spherical object but lost it in 1-2 mins then it reappeared following one of the jets which turned to pursue but the object outmaneuvered the jet. (Sparks; Ruppelt p. 196; BB files?; Saunders/FUFOR Index ?)	several mins	6		
742.	2119	Sept. 23, 1952. Gander Lake, Newfoundland, Canada. No time shown. Pepperrell AFB operations officer and 7 other campers saw bright white light, which reflected on the lake, fly straight and level at 100 mph. (Sparks; Berliner)	10 mins	8		
743.	2124	Sept. 24, 1952. Charleston, West Virginia. 3:30 p.m. Crew of USAF B-29 bomber saw a lot of bright, metallic particles or flashes, up to 3 ft in length, stream past the B-29. (Sparks; Berliner)	15 mins	2+		
744.		Sept. 24, 1952. Guantanamo Bay, Cuba. 7:45 p.m. USN crew of TBM-18 chased an orange light with greenish tail. (Sparks; Weinstein)		3		
745.	2126	Sept. 26, 1952. 400 miles NNW of Azores Islands, at 41°N, 35°W. 11:16 p.m. Pilot, copilot, engineer and aircraft commander of USAF C-124 transport plane saw 2 distinct green lights to the right and slightly above the C-124, at one time seemed to turn toward it, the lights alternated leading each other. (Sparks; Berliner)	1 hr+	4		
746.		Sept. 27, 1952. Hempstead, Texas. 2 USAF T-33 pilots saw a white-silver circular flat disc flying erratically at 600-700 mph. (Sparks; Weinstein)		2		
747.	2128	Sept. 27, 1952. Inyokern, Calif. 10 p.m. 2 couples, using a 5x telescope saw a large, round object, which went through the color spectrum every 2 secs, fly straight and	15 mins	4		telescope

		level. (Sparks; Berliner)				
748.		Sept. 28, 1952. Tsushima Island, Japan (35°11' N, 136°45' E). (Sparks; McDonald list)				
749.		Sept. 28, 1952. Goose Bay, Labrador, Canada (53.33° N, 60.41° W). (Sparks; McDonald list)				
750.	2136	Sept. 29, 1952. Rochester, England, UK [NY?]. 3:55 p.m. Witnesses unknown, but report came via the Rochester Police Dept., of 2 flat objects hovering then speeding away. (Sparks; Berliner; Randle; Saunders/FUFOR Index)	3 mins			
751.		Sept. 29 [?], 1952. Aurora [Denver?], Colo. 3:15 p.m. USAF T/Sgt. B. R. Hughes saw 5-6 circular objects, bright white but not shiny, circle in trail formation. [Same as Denver Sept. 30 case?] (Sparks; Berliner)	5-6 mins	1		
752.	2140	Sept. 29, 1952. Southern Pines, North Carolina. 8:15 p.m. U.S. Army Res. 1st Lt. C. H. Stevens and 2 others saw a green ellipse. with a long tail, orbiting. (Sparks; Berliner)	15 mins	3		
753.	2138	Sept. 30, 1952. Denver, Colo. [Same as Sept. 29 Aurora case?] (Sparks; NARA)				
754.	2142	Oct. 1, 1952. Shaw AFB, South Carolina. 6:57 p.m. USAF 1st Lt. T. J. Pointek, pilot of RF-80 recon jet, saw a bright white light fly straight, then vertical, then hover, then make abrupt turn during attempted intercept. (Sparks; Berliner)	23 mins	1		
755.	2143	Oct. 1, 1952. Pascagoula, Mississippi. 7:40 p.m. Mr. and Mrs. C. C. McLean and another heard a loud blast and saw a round, milky-white object, shaped like a powder puff, hover for 5-10 mins then fly away very fast in an arc. (Sparks; Berliner)	22 mins	3		
756.	2150	Oct. 7, 1952. Alamogordo, New Mexico. 8:30 p.m. USAF Lt. Bagnell saw a pale blue oval, with its long axis vertical, fly straight and level covering 30° of sky. (Sparks; Berliner)	4-5 secs	1		
757.	2155	Oct. 10, 1952. Otis AFB, Mass. 6:30 p.m. USAF S/Sgt and 2 other enlisted men saw a blinking white light move like a pendulum then shoot straight up. (Sparks; Berliner)	20 mins	3		
758.		Oct. 15, 1952. Ashiya, Japan (34°42' N, 135°16' E). (Sparks; McDonald list)				
759.	2171	Oct. 17, 1952. Taos, New Mexico. 9:15 p.m. 4 USAF officers saw a round, bright blue light move from N to NE at an elevation of 45° then burn out. (Sparks; Berliner)	2-3 secs	4		
760.	2172	Oct. 17, 1952. Killeen, Texas. 10:15 p.m. Ministers Greenwalt and Kluck saw 10 lights, or a rectangle of lights, move more or less straight and level. (Sparks; Berliner)	5 secs	2		
761.	2173	Oct. 17, 1952. Tierra Amarilla AFS, New Mexico (36°37'25" N, 106°39'50" W). 11 p.m. Military witness [at USAF radar site] saw a white streamer move at an estimated 3,000 mph in an arc. No further details in files. (Sparks; Berliner)	20 secs	1		
762.	2177	Oct. 19, 1952. San Antonio, Texas. 1:30 p.m. Ex-USAF aircrewman Woolsey saw 3 circular aluminum objects, one olive-drab colored on the side, fly in a rough V-formation. One object flipped slowly, another stopped. (Sparks; Berliner)	3-4 mins	1		

763.	2175	Oct. 19, 1952. 12°17' N, 155°35' W (Pacific) 500 miles S of Hawaii. 6:58 p.m. Crew of USAF C-50 transport plane saw a 100 ft diameter round yellow light, with a red glowing edge, fly at 300-400 knots (350-450 mph). (Sparks; Berliner)	20 secs	2+		
764.	2179	Oct. 21, 1952. Knoxville, Tenn. No time given. Witnesses at airport weather station saw 6 white lights fly in a loose formation, make a shallow dive at a weather balloon. (Sparks; Berliner)	1-2 mins	2+		
765.	2184	Oct. 24, 1952. Elberton [Elberta?], Alabama. 8:26 p.m. USAF Lt. Rau and Capt. Marcinko, flying a Beech T-11 trainer, saw an object, shaped like a plate, with a brilliant front and vague trail, fly with its concave surface forward. (Sparks; Berliner; Saunders/FUFOR Index)	5 secs	2		
766.	2196	Oct. 29, 1952. Erding Air Depot, Germany. 7:50 a.m. USAF S/Sgt. Anderson and A/2c Max Handy saw a round object, silhouetted against a cloud, fly straight, level and smooth at 400 mph. (Sparks; Berliner)	20 secs	2		
767.		Oct. 29, 1952. Hempstead, Long Island, New York. 5:10 a.m. (EST). 2 USAF F-94 jet fighter crews saw a white luminous object maneuvering at high speed. (Sparks; Weinstein; BB files)	20 mins	4		
768.	2200	Oct. 31, 1952. 4 miles S of Fayetteville, Georgia. 7:40 p.m. USAF Lt. James Allen saw an orange, blimp-shaped object, 80 ft long 20 ft wide, appear to the N at treetop level about 600 ft away, traveling towards him about 60-70 mph, cross over his car (when his radio faded out) at about 500 ft height. He got out of the car and watched object linger overhead about 20 secs, then point its nose at 45° angle, accelerate and climb to disappearance in 30-40 secs to the E and slightly to right of the full moon (96° azimuth 35° elevation) at tremendous speed. (Sparks; Hynes UFO Rpt pp. 191-2)	1 min	1	17	EM
769.	2202	Nov. 3, 1952. Laredo AFB, Texas. 6:29 p.m. 2 control tower operators, including Lemaster, saw a long, elliptical, white-grey light fly very fast, pause, and then increase speed. (Sparks; Berliner)	3-4 secs	2		
770.		Nov. [Dec.?] 4, 1952. Congaree AFB, Columbia, South Carolina. 1:42 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				
771.		Nov. 4, 1952. W Hokkaido, Japan. (Sparks; Saunders/FUFOR Index)				
772.		Nov. 4, 1952. Caribou, Maine. 5:30 p.m. USAF pilot of T-6 saw a slow moving light of varying colors, stop and move. (Sparks; Project 1947)		1		
773.	2206	Nov. 4, 1952. Vineland, New Jersey. 5:40 p.m. Housewife Mrs. Sprague saw 2 groups of 2-3 whirling discs of light fly toward the SE. (Sparks; Berliner)	30 secs	1		
774.		Nov. 8, 1952. Tierra Amarilla AFS, New Mexico (36°37'25" N, 106°39'50" W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
775.	2219	Nov. 12, 1952. Los Alamos, New Mexico. 10:23 p.m. AESS security inspector saw 4 red-white-green lights fly slowly over a prohibited area. (Sparks; Berliner)	15 mins	1		
776.	2220	Nov. 13, 1952. Opheim, Montana. 2:20 a.m. Crew of	1 hr 28	2+ ?		radar

		USAF 779th AC&W station tracked an unidentified target on FPS-3 radar at 158,000 ft altitude (30 miles) and 240 mph. (Sparks; Berliner)	mins			
777.	2220	Nov. 13, 1952. Glasgow, Montana. 2:43 a.m. U.S. Weather Bureau observer Earl Oksendahl saw 5 oval-shaped objects, with lights all around them, fly in a V-formation. Each object seemed to be changing position vertically by climbing or diving as if to hold formation. Formation came from the NW, made a 90° turn overhead, and flew away to the SW. (Sparks; Berliner)	20 secs +	1		
778.		Nov. 15, 1952. Near Pyongyang, North Korea. USAF pilot flying T-6 aircraft was circled 3 times by a 10 ft silvery sphere. (Sparks; Weinstein)		1		
779.	2224	Nov. 15, 1952. Wichita, Kansas. 7:02 a.m. USAF Maj. R. L. Wallander, Capt. Belleman, A/3c Phipps saw an orange object (a blue streak?) varied in shape, as it made jerky upward sweeps with 10-15 sec pauses. (Sparks; Berliner)	3-5 min	3		
780.		Nov. 15, 1952. Wichita, Texas [Kansas?]. 8:25 p.m. USAF B-47 crew and passengers saw an elliptical blue-white object with orange or red tail, moving erratically. (Sparks; BB Status Rpt?; Saunders/FUFOR Index) [Same case as above??]		multi ple		
781.		Nov. 20, 1952. Salton Sea, Calif. 8:05 p.m. USAF pilot of B-50 saw a stationary light change color from white to red to green, then move SW. (Sparks; Project 1947)		1		
782.	2246	Nov. 24, 1952. Annandale, Virginia. 6:30 p.m. L. L. Brettner saw a round, glowing object fly very fast, make right angle turns and reverse course. (Sparks; Berliner)	1 hr	1		
783.		Nov. 25, 1952. White Sands, New Mexico. (Sparks; McDonald list)				
784.		Nov. 26, 1952. Goose Bay, Labrador, Canada. 2:30 a.m. F-94 chased maneuverable disc that changed color from white [orange?] to red, as it climbed and turned. (Sparks; McDonald list; NICAP; Project 1947)		1		
785.	2249	Nov. 27, 1952. Albuquerque, New Mexico [S of Prescott, Ariz. ?]. 12:10 p.m. Pilot and crew chief of USAF B-26 bomber saw a series of 20 ft black smoke bursts (4-3-3-4-3), similar to antiaircraft fire. (Sparks; Berliner)	20 min	2		
786.	2253	Nov. 30, 1952. Washington, D.C. 12:30 [6:30?] a.m. Radar operator(s) [?] at Washington National Airport. Radar trackings similar to those of July 26, 1952. Military witness(es) [?]. (Sparks; Berliner; Saunders/FUFOR Index)		multi ple		radar
787.		Dec. 4, 1952. Colorado Springs, Colo. 11 a.m. (Sparks; McDonald list; Saunders/FUFOR Index)				
788.		Dec. 4, 1952. 8 miles SW of Laredo, Texas. 8:46-8:53 p.m. USAF pilot Lt. Robert Arnold flying T-28 trainer aircraft at 6,000 ft saw a bright bluish-white glowing object below him rapidly climbing to his level, showing no navigation lights. Arnold tightened his left turn to keep object in view, object suddenly climbed to 9,000 ft in several secs then dropped down to his altitude again headed E to 6 miles SE of AFB where it stopped and hovered. Arnold pursued on SE heading but after 2 secs	7 mins	1	< 30 ??	

		object suddenly headed towards him on collision course at high speed, wavering slightly at about 300 ft as if determining which side to pass the aircraft then heading off Arnold's left wing at 150 ft distance, at which point he could see object as a blurred reddish-bluish haze smaller than his T-28, all of which happened too fast for evasive action. Arnold in fear turned off running lights, spiraled down to 1,500 ft while keeping object in sight as object continued to head towards him in a dive then pulled up and climbed out of sight. (NARCAP)				
789.		Dec. 5, 1952. Lackland AFB, Texas. 8:48 p.m. USAF pilot of T-28 saw a blue light maneuver in a counterclockwise orbit then climb. (Sparks; Project 1947)		1		
790.		Dec. 6, 1952. About 90 miles S of Louisiana coast in Gulf of Mexico, at 28°10' N, 92°04' W. 5:25-5:35 [5:37?] a.m. (CST?) [0525-0535 GMT Dec. 7 ??]. USAF crew of B-29 bomber, based at 3510th Flight Training Wing (Medium Bomber), Randolph AFB, Texas, radar observer 1st Lt Norman Karas, radar observer/Instructor Navigator 1st Lt William W. Naumann, Jr., Staff Sgt B. R. Purcell, Staff Sgt. William J. de Rause, 2nd Lt. Robert J. Eckert, Staff Sgt. Harry D. Shogren. B-29 flying at 20,000 ft, heading 320° true ground track (315° heading with wind from 276° 24 knots), 186 knots (214 mph) ground speed, 204 knots true air speed, tracked on radar 4 high speed targets at true azimuth 330° on a true heading 120° [nearly reciprocal headon heading] moving in a straight line about 12-14 miles [nautical?] per 2.25-sec [~2.5 secs effective] radar sweep [or 5 or 17 miles per sweep?] at 5,240 to 9,900 mph [23,000 to 27,000 mph], followed by more targets moving SE. Initial target disappeared at 15-20 (naut.) miles range 70° true azimuth (then reappeared?) and finally disappeared at true azimuth 150° [??]. Karas alerted the crew to the radar targets over the intercom. Twice radar observer Naumann called out a radar target in 3 or 4 o'clock position then visual observers Purcell and de Rause sighted corresponding blue-white flashes moving at high speed from left to right [on the right side of B-29]. Purcell saw flashes for 3 secs below wing (estimated at 18,000 ft and 25 miles away). Naumann saw a group of radar targets move from 330° to 150° heading SE [offset to the right of B-29 flight path] then "swing" around behind B-29 maintaining constant 30 (naut.) miles range for 10 secs [9 or 11.25 secs] and disappeared. Eckert saw radar targets on the left side of the B-29 move rapidly from 10 to 9 o'clock position closing in distance. Karas said up to 20 radar targets 2-3 at a time were seen mostly small round targets except one which was larger and shaped like a semi-circle arc. Karas also tracked a "large" target approach from behind to 40 miles then disappear. Shogren sighted radar target moving from 10 to 9 o'clock position on scope [to the W]. At 5:35 [CST? GMT?] Naumann tracked several (5?) blips merging into a ½-inch arc (on 5-inch diameter radar scope set to 50 n.mi. radius) about 30 miles away at 320° [true] bearing and moved off the scope at 9,000+ mph [radially away from center of	10 mins [12? mins]	6		radar-visual

		scope?]. (Sparks; NICAP; McDonald; cf. Condon Rpt pp. 148-150; etc.)				
791.		Dec. 6, 1952. Angoon, Alaska. 9:15 a.m. (AHST). Air National Guard pilot saw 2 shiny spheres connected by a solid rod heading S. (Sparks; BB Status Rpt)				
792.	2266	Dec. 8, 1952. Ladd AFB, Alaska. 8:16 p.m. Pilot 1st Lt. D. Dickman and radar operator 1st Lt. T. Davies in USAF F-94 jet interceptor (s/n 49-2522) saw a white, oval light which changed to red at higher altitude, fly straight and level for 2 mins on 240° course, then climb at phenomenal speed on an erratic flight path. After landing object could still be seen moving erratically, no noise, for 3 mins then took up 160° heading gaining speed while descending, becoming brighter red. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	10 mins	3-4		RV?
793.	2267	Dec. 9, 1952. About 10 miles S of Madison, Wisc. (at 42°57' N, 89°20' W). 5:45 p.m. Capt. Bridges and 1st Lt. Johnson in USAF T-33 jet trainer saw 4 bright lights, in diamond formation, fly at 400 mph heading 130° or about SW at about 8,000 ft. They followed objects at 450 mph until passing (overtaking) them near 10 miles NE of Janesville, Wisc. (at 42°47' N, 88° 55' W) at 5:50 p.m., at which time they radioed the ADC 755th AC&W radar site "Soapberry," which could not detect objects, only the T-33. Objects continued on 90° E heading and T-33 followed until breaking off due to low fuel at 5:55 about 10 miles W of Racine, Wisc. (at 42°45' N, 88° 0' W). No silhouette visible even when objects seen against Milwaukee city lights. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	10 mins	2		
794.		Dec. 10, 1952. 8 miles from [?] Pope AFB, South Carolina. 2:20 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				
795.		Dec. 10, 1952. Hungnam, Korea. USN pilot flying aircraft in near-collision with orange fireball. (Sparks; Weinstein; BB files??)				
796.		Dec. 10, 1952. Odessa-Hanford, Wash. 7:15-7:30 p.m. (PST). F-94 crew spotted a light while flying at 26,000-27,000 ft and approached to identify it. Object appeared large, round and white with reddish light coming from two "windows," came at F-94 on collision course, F-94 banked to avoid impact, radar contact and/or lockon made multiple times on airborne ARC-33 radar. (Sparks; Ruppelt p. 43; NARCAP)	15 mins	2		radar
797.		Dec. 14, 1952. Charlottesville, Virginia. 11:45 a.m. (EST). Aeronautical engineer former test pilot saw a light orange elliptical shaped object, hovering then move NE at extreme speed, 1,000+ mph estimated. Object gave off discharge that changed brightness when object moved; debris lofted in the air apparently by the object. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	55 secs	3		aeronautical engineer
798.		Dec. 15/16, 1952. Goose Bay, Labrador, Canada. 11:15 p.m. F-94 chased maneuverable disc that changed color from white to red, and tracked it on airborne radar. T-33 crew also sighted it. (Sparks; NICAP; Saunders/FUFOR		2-3?		radar

		Index)				
799.		Dec. 15, 1952. Honshu, Japan. Radar tracking. (Sparks; McDonald list; Saunders/FUFOR Index)				
800.		Dec. 15, 1952. Greensboro [Hurstville? Hartsville, SC?], North Carolina. 9:15 [9:25?] a.m. [EST?] USAF pilot of RF-80 saw a bright circular or spherical silvery object, losing and gaining altitude. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
801.		Dec. 19 [18?], 1952. Anderson AFB, Guam. 6:50 [8:48? 8:50?] a.m. USAF crew of B-17 bomber and ground witnesses saw a silvery cylindrical object. (Sparks; BB Status Rpt 8; Saunders/FUFOR Index)		multiple		
802.		Dec. 22, 1952. Larson AFB, Moses Lake, Wash. [??] 7:30 p.m. Instrument technician stopped his car to watch a hat-shaped glowing object rising vertically in odd spurts right and left, then level off at high speed, glowing white with a red side when rotated, and halfway through a roll no light, then held stationary in the sky with jumpy movements, S of Jupiter (which was to the SSE at about 151° azimuth 53° elevation). Case file missing? (Battelle Unknown No. 6)	15 mins	1		
803.		Dec. 24 [23?], 1952. Camp Carson, Colo. 11:17 p.m. (MST) [?]. (Sparks; McDonald list; Saunders/FUFOR Index)				
804.	2302	Dec. 28, 1952. Marysville, Calif. Civilian witness(es). Case missing. (Sparks; NARA; Saunders/FUFOR Index)				
805.		Dec. 28, 1952. Albuquerque, New Mexico. 11:09 [9:16?] p.m. [4:16 a.m.?] Military pilot saw an elongated cigar-like object the size of a medium bomber traveling E to W. (Sparks; BB Status Rpt 8; Saunders/FUFOR Index)	12 secs?	1		
806.		Dec. 29 [28?], 1952. Chitose AFB [Misawa AFB? Hokkaido?], Japan. 7:30 [7:39? 7:48?] p.m. USAF crews of B-26 (Ashley and Wood) and F-84G (Col. Howard Blakeslee) saw object emitting 3 beams of light and tracked on airborne radar. (Sparks; Weinstein; Saunders/FUFOR Index)	7 mins	several		radar?
807.		Dec. 29, 1952. About 35 miles W of Amarillo near Vega, Texas (at 35°15' N, 102°25' W) and ESE of Tucumcari, New Mexico. 9:05 p.m. (CST). USAF Capt. William T. Bowley and Capt. Herbert T. Lange, both of Perrin AFB, Texas, piloting a B-26 on a training flight headed W at 257° at 6,000 ft altitude and 250 knots (300 mph) saw a extremely large and intense bright round bluish-white light with frequent green tints, no trail or exhaust or aerodynamic features, about 3x the size of a C-54 (or about 350 ft) at a distance of possibly 40 miles at their 11 o'clock position paralleling their course at about the same altitude 6,000 ft heading forward but closing with the B-26. After 5 mins object suddenly climbed vertically 7,000 ft in 5 secs [1,400 ft/sec average, or peak velocity about 2,000 mph at about 17 g's] to disappear in thin broken overcast clouds at 13,000 ft and causing the clouds to glow as if lit by searchlight. Bowley radioed the CAA controller in Tucumcari, N.Mex. Shortly after, the object reappeared under the clouds, the CAA controller was told	7-10 mins	2	1/6	

		to look for it but couldn't see it [probably because he was told to look in the wrong direction, to the SW, or it was obscured by clouds], after 2 mins it climbed to the W and disappeared. (Sparks; Jan Aldrich)				
808.		Dec. 30, 1952. Terrigal, New South Wales, Australia (at 33°26' S, 151°27' E). 12 noon. RAAF Wing Commander Tomkins and wife and child [Alexander?] saw an extremely brilliant carbon-arc bright object to the E about 7.5° elevation in very slow level flight to the left or N for about 1 min over about 8° of arc, estimated at about 2,000 ft height and 2 miles away. Object suddenly turned E and departed away from the observers at high speed disappearing in about 20 secs. (Sparks; Jan Aldrich; Saunders/FUFOR Index)	1 min 20 secs	3		
809.		Dec. 31, 1952. NE of Ramey AFB, Puerto Rico. 4:50 [4:45?] a.m. USAF crew of RB-36 saw a large red-orange ball of light pass the plane. (Sparks; Weinstein; Saunders/FUFOR Index)		3		
810.		Jan. 1, 1953. Mobile, Alabama (at 30°38' N, 88°7' W). Brookley AFB USAF Capt. and senior pilot saw to the W from a drive-in theater a bluish-white object 1-2 ft size with a short exhaust trail in rapid level flight left to right through 80° arc about 2,000-3,000 ft altitude, 1 mile distance, 250-300 knots speed, started climbing turn at the end and suddenly disappeared like turning off a light. (Sparks; Hynek-CUFOS-Willy Smith files)	30 secs	1	1/50 – 1/25	
811.	2315	Jan. 1, 1953. Craig, Montana (47.20° N, 111.83° W). 8:45 p.m. (MST). Warner Anderson and 2 women saw a silver, saucer-shaped object with a red glowing bottom, fly low over a river then climb fast in a horizontal attitude. (Sparks; Berliner)	10 secs	3		
812.		Jan. 6, 1953. Near Dallas, Texas [and Oklahoma City, Okla.?]. 1/1:05 a.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)		many		radar?
813.	2323	Jan. 8, 1953. Larson AFB, Moses Lake, Wash. (47.1° N, 119° W). 7:15-7:30 a.m. [8:15 a.m. PST?] USAF 82nd Fighter Interceptor Sq personnel, including squadron commander, all on the ground, saw a green, disc-shaped or round object fly SW, with a vertical bobbing motion and sideways movements, below the overcast clouds at 13,000 ft against the wind from 240°. [Astronomical?] (Sparks; Berliner; McDonald 1968)	15 mins	60+		
814.		Jan. 9, 1953. Misawa AFB, Japan. 6:50 p.m. (Sparks; McDonald list)	2 mins			
815.	2326	Jan. 10, 1953. 8 miles NW of Sonoma, Calif. 3:45 or 4 p.m. [4:45 p.m. PST?] Retired AF Col. Robert McNab, and Mr. Hunter of the Federal Security Agency saw a flat object to the NW at 45° elevation traveling about 2,400 mph make three 360° right turns in 2-3 secs each in about 1/8 radius required for jets [i.e., about 1/4 mile radius and 300 g's], two abrupt 90° turns to the right and left, each turn 5 secs apart, almost stop, accelerate to original high speed, almost stop again, speed up again and finally fly out of sight vertically. Sound similar to F-86 at high altitude. (Sparks; Hynek UFO Rpt pp. 115-6)	60-75 secs	2	1/2	

816.	2337	Jan. 17, 1953. Near Guatemala City, Guatemala. 3:55 p.m. Geologist/salesman J. J. Sackett saw a brilliant green-gold object, shaped like the Goodyear blimp with length/height ratio 2:1, fly 400 mph straight and level, stop, then fly straight up with one stop. (Sparks; Berliner)	22 secs	1		
817.		Jan. 23, 1953. Bergstrom AFB, Texas. 3:40 p.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)	19 mins	1?		radar
818.	2361	Jan. 28, 1953. Point Mugu, Calif. 1:06 p.m. R.W. Love, owner of Love Diving Co., and Mr. Ferrenti, while engaged in retrieving radio-controlled drones on a boat 1,100 yards offshore S of the Pt. Mugu Naval Air Missile Training Center, saw an 18-20-inch [18-20 ft?] white, flat disc with fuzzy or shimmering edges rapidly approach from about 305° azimuth (about NW) fly straight and level overtaking a jet aircraft flying at 150-200 knots in 3 secs, pass overhead, disappearing in haze to the E. (Sparks; Berliner; cf. Jan Aldrich; Randle)	3+ secs [6 mins?]	2		
819.	2364	Jan. 28, 1953. Corona, Calif. 6:05 p.m. USAF T/Sgt. George Beyer saw five 25 ft green spheres fly in V-formation, then change to trail formation at which time the end objects turned red. (Sparks; Berliner)	12 mins	1		
820.	2365	Jan. 28, 1953. Turner AFB (31°36' N, 84° 6' W), Dobbins, Georgia. 9:40-10:00 p.m. (EST). USAF senior pilot at Moody AFB, Major Hal W. Lamb, apparently saw the setting planet Venus changing color and shape (at 267°-270° azimuth 3° elevation dropping below horizon, his estimates varying from 250° to 295°-310° azimuth) while flying a T-33, also seen by Turner AFB tower operators (with time errors of about 10 mins). At about 9:40-9:48 (reported as 9:50-9:58) 2 GCA radar maintenance men at Turner AFB radar tracked 3 moving targets and a stationary target (at due W 270° azimuth, range 26 miles?). At 10:00 (reported as 10:10), the GCA reported 2 stationary targets at 17 and 27 (or 23-27?) miles both 300° azimuth. No visual confirmation though binoculars used. (Sparks; Jan Aldrich; Saunders/FUFOR Index)	12-20 mins [25 mins?]	2		radar
821.		Jan. 28, 1953. St. Georges, Delaware. 5:18 p.m. (EST). 4 witnesses driving S on St. Georges Bridge, 3 of whom were members of UFO investigation group, Mrs. Gene Thropp, Mrs. Lucille T. Nichols and Mrs. W. Forman, saw a rose-orange 7-inch [?] shiny disc-shaped object with a "white tail" at their 8 o'clock position heading S at about 10° above the horizon traveling about 100 mph, no sound no trail. Object seen through binoculars reversed course to the N then continued alternating heading N to S. (Sparks; Jan Aldrich)	10 mins	4		binoculars
822.		Jan. 29, 1953. Presque Isle AFB [Caswell?], Maine. [9:55 a.m. (EST) ?] Three or more fighters from 7th Fighter Interceptor Squadron and other squadrons. Radar tracking ? by Air Defense Direction Center. (Sparks; Hynek UFO Rpt p. 58)	[4 mins?]	3+		RV?
823.		Jan. 29, 1953. Conway, So. Carolina. 10:45 p.m. Mr. Boothe heard commotion of animals, grabbed gun, saw oblong-shaped lighted object 10 ft above trees slowly moving or stationary, low humming sound. Boothe shot at	20-30 mins	1		RV?

		the object 2x, first bullet bounced off with metallic sound, at 2 <sup>nd</sup> shot object tilted slightly went up at 65° angle to the W at 600-700 mph and disappeared. Cattle deaths claimed connected by townspeople. (Sparks; Jan Aldrich/CUFOS files)				
824.		Feb. [deleted], 1953. Finland AFS, Minn. 6:29 a.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
825.	2384	Feb. 3, 1953. Keflavik Airport, Iceland. 5:25 p.m. Radar operators tracked 4 unidentified targets. No further data. (Sparks; Berliner)	24 mins	2+		radar
826.	2388	Feb. 4, 1953. Yuma, Ariz. 1:50-55 p.m. U.S. Weather Bureau observer Stanley H. Brown, using a theodolite, tracked to the E [W?] at 107° [270°?] azimuth 53° elevation a white, oblong object almost round, with a solid dull pure white color and a thin white mist completely edging it, flying straight up, leveling off. After 20 secs 1st object was joined by a 2nd similar object that twice flew away and returned to the 1st. Both lost to sight behind clouds to the SSW at 204° azimuth 29° elevation after 5 mins timed with stopwatch. (Sparks; Berliner; McDonald 1968)	5 mins	1	1/25 (0.5° equiv in theodolite?)	theodolite; weather observer
827.		Feb. 6, 1953. Rosalia, Wash. 1:37 a.m. (PST). USAF pilot of B-36 saw a blinking white light turn and disappear. (Sparks; Project 1947; McDonald list)		1		
828.		Feb. 7, 1953. Okinawa. 9:22 p.m. USAF F-94 crew and other witnesses saw a bright orange object change color to red and green at intervals, disappear behind a cloud, ground radar tracking. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	15-35 mins?	5+ [?]		RV
829.		Feb. 8, 1953. Barter Island, Alaska (70° 7' N, 143° 40' W). 4:50 a.m. (AHST). Military pilot [and another witness?] working at airstrip heard a deep heavy sound and saw brilliant round white object with small ray-like appendages descending in a falling-leaf motion but without the upward swings, then hovered, moved about 50 ft against the wind to original position, after 45 secs began to climb using reverse falling-leaf maneuver, picked up speed changing color to orange tint. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	10 mins	2		
830.		Feb. 10, 1953. Misawa AFB, Japan. 6:45 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
831.		Feb. 11, 1953. Bet. Tunis, Tunisia, and Tripoli, Libya. 8:45 p.m. (GMT). USAF C-119 transport crew saw a disc pass the plane. (Sparks; Project 1947; Saunders/FUFOR Index)	55 mins	6		
832.		Feb. 13, 1953. Carswell AFB, Ft. Worth, Texas. 2:35 a.m. (CST). Pilots and crew of B-36 aircraft (one named Ruth) saw 3 bright lights of equal intensity in stacked vertical echelon formation approaching at moderately high speed (cruise speed of F-86), one object suddenly accelerated then came to complete halt and the other 2 objects did the same, then returned to original formation and repeated the maneuver, ending in a horizontal echelon with center object the pivot, then all climbed steeply in "swinging" motion at high speed. Possible ground radar	10-15 mins	9		RV?

		contact. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)				
833.		Feb. 13 [12?], 1953. Vichy, Missouri. 8:30 p.m. USAF Capt. Robert Bailey, his FO, and crew chief of C-47 transport at 7,000 ft, 170 knots (200 mph) airspeed, heading 43° (NE), saw a small round light as they neared the Vichy Radio Range Station. Light changed intensity and looked like it was on collision course at 238° bearing [heading? from behind or in front?]. Bailey turned on landing lights to try to signal it, light then stopped its approach, flew off their left wing at about 1 mile while changing color from red to amber to green. After 5-10 mins the light dropped back, increased speed, made 3 dives and zooms on a parallel course before disappearing. (Sparks; NARCAP; Saunders/FUFOR Index)	5-10+ mins [1 hr?]	3		
834.		Feb. 16, 1953. Ramer, Alabama. 5:30 p.m. (EST). Hawk and Stern. (Sparks; McDonald list; Saunders/FUFOR Index)	20 mins	2		
835.		Feb. 16, 1953. Turnagain Arm (S of Anchorage) [Willow? (61°42' N, 150° 8' W)], Alaska. 11:50 p.m.-12:05 a.m. [11:45 p.m. (AHST) ?]. C-47 crew pursued nocturnal light which was below horizon, then ascended, hovered, maneuvered, disappeared. Initially to the E, after hovering, C-47 turned to pursue on 345° heading, object accelerated, brightened and decreased in size, C-47 chased at 270°-290° heading to disappearance in 45 secs. (Sparks; Willy Smith pp. 43-48; Saunders/FUFOR Index)	15 mins	2		
836.		Feb. 17, 1953. Elmendorf AFB, Alaska. 6:55 p.m. (AHST). Ground observers and fighter interception. Nocturnal light with rapid vertical takeoff. (Sparks; Berliner; Saunders/FUFOR Index)	5+ mins	6		
837.	2419	Feb. 17, 1953. Port Austin, Mich. 10:04-10:25 p.m. 2 officers and 3 airmen of USAF AC&W squadron saw an object larger and brighter than a star, changing color, moving slowly until 10:09. Radar tracked a target at 10:08 moving in a similar direction for 17 mins, at similar speed. (Sparks; Berliner)	21 mins	5		RV
838.	2426	Feb. 20, 1953. Pittsburg-Stockton, Calif. Sighting #1 time unknown; #2, 10:30 [11:30 PST?] p.m. USAF B-25 bomber pilots. Sighting #1, a bright yellow light seen for 8 mins. Sighting #2, a bright light flew on a collision course, dimmed and climbed away fast. (Sparks; Berliner; Saunders/FUFOR Index)	8 mins + ?	2+		
839.	2441	Feb. 24, 1953. Sherman, Texas. 7:43 p.m. Warrant Officer and Mrs. Alden saw 2 bright red, round objects with big halos fly in small circles, climb and fade. (Sparks; Berliner)	3-7 secs	2		
840.		Feb. 25, 1953. Charleston, West Virginia. 3:30 p.m. (EST). (Sparks; McDonald list; Saunders/FUFOR Index)	15 mins			radar
841.		Feb. 27, 1953. Great Falls AFB, Montana. 3:16 a.m. (MST). (Sparks; McDonald list; Saunders/FUFOR Index)	11 mins			
842.	2543	Feb. 27, 1953. Shreveport, Louisiana. 11:58 a.m.- 12:02 p.m. USAF airman/private pilot saw 5 yellow discs make circular turns, flutter, 3 vanished first, then the other 2	4 mins total	1		

		flew erratic square turns. (Sparks; Berliner)				
843.		March 3, 1953. 130 miles W of Luke AFB, Phoenix, Ariz., near Blythe, Calif. 1:25-1:32 p.m. (MST). USAF Capt. Roderick D. Thompson, 3600th Fighter Training Group, Luke AFB, instructor pilot in an F-84 at 25,000 ft 500 mph TAS heading 305° Mag spotted 300-500 ft wide aircraft leaving contrail crossing his path at 2 [10?] o'clock high position from left to right at about 35,000 to 45,000 ft and about 400 mph TAS, visible only by condensation vapor emitted from manta-ray shape flat surface. Student pilots of two F-84's, Lt. Jack E. Brasher and Lt. Thomas W. Hale, saw the object but did not follow the pursuit. When Thompson turned (right?) to pursue object climbing at full power at about 560 mph, object made slight dipping turn to NW and began climbing at about 20° angle and object appeared to be very thin, and immediately began to form a heavy condensation trail behind it for roughly 1,000 ft and split in two for about 1,000 ft but which ended abruptly and moved with the object, the trail not being left behind. Thompson reached 30,000 ft and closed to within roughly 5-10 miles of object to a point over Colorado River N of Parker Dam, about 70 miles N of Blythe, when he took 151 frames or about 30 ft [6 ft?] of gun camera film of object, 16 mm N-9 camera, apparently at 16 fps 1/40 sec exposure setting. (Sparks; BB Rpt 11; NICAP website; McDonald list; Ruppelt pp. 229-230; Saunders/FUFOR Index)	7 mins	3	1/2 to 1	gun camera film
844.		March 5, 1953. Congaree AFB, South Carolina. 3:45 p.m. (EST). (Sparks; McDonald list)	18 mins			
845.		March 5, 1953. Shaw AFB, South Carolina. 5:07 [3:45?] p.m. (EST). (Sparks; McDonald list)	1 hr?			radar
846.		March 9, 1953. Ashiya AFB, Kyushu, Japan (34°42' N, 135°16' E). 6:30 a.m. (Sparks; McDonald list; Saunders/FUFOR Index)	35 mins			radar
847.	2490	March 10-11, 1953. Hackettstown, New Jersey. 4 [2?] a.m. (EST). Mrs. Nina Cook, an experienced private pilot and wife of a Pan Am flight engineer, saw a large light, blinking at 10-15 times per minute, move up and down along a mountain range. Earlier sighting at 9 p.m.? (Berliner; Saunders/FUFOR Index)	1 min+ [10 mins?]	1		
848.	2496	March 14, 1953. N of Hiroshima, Japan (at 37°25' N, 132°25' E, Sea of Japan). 11:45 p.m. [2:43 p.m.?] USN pilot Lt. Wooton, copilot Lt. J. S. Rose, navigator Lt. D. W. Carey, Capt. G. E. Truelove, radarmen G. F. Delmel and R. D. Kelly, radiomen J. Schaefer and J. L. Chavers, other crewmen L. B. Brown and G. E. Noiseux of U.S. Navy P2V-5 patrol plane saw groups of 5-10 colored lights, totalling 90-100, slowly move aft of the left side of the airplane at a range of 3-7 miles as estimated by copilot. Unidentified target tracked at 7 miles range by airborne APS-20 radar from 45° to 250° relative bearing. (Sparks; Jan Aldrich; NICAP; Saunders/FUFOR Index)	5 mins	10		RV
849.		March 20, 1953. Pork Chop Hill [Old Baldy?], Korea. 11 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
850.	2511	March 21, 1953. Elmira, New York. 3:05 p.m. (EST). 4	few secs	4		

		GOC observers at GOC observation post saw 6 discs in a group fly high and fast. (Sparks; Berliner; Saunders/FUFOR Index)				
851.		March 23, 1953. Pasadena, Texas. 10:12 p.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)	30 mins			RV
852.	2521	March 25, 1953. San Antonio, Texas. 3:05 [11:15 CST ?] p.m. USAF Capt. and Mrs. D. E. Cox saw several lights, some moving straight, others making 360° turns. (Sparks; Berliner; Saunders/FUFOR Index)	1.5 hrs	2		
853.		March 25, 1953. Nouasseur AFB, Rabat, French Morocco. 9:23-10:15 p.m. (GMT). Majors Radin and Rend plus 1+ crew of C-47 at 5,000 ft saw white light above at 7,000 to 8,000 ft maneuvering in spiral pattern over airfield, descend and land on airbase S of runways at 9:28 p.m. visible until suddenly blinked out on the ground at about 10:15. (Sparks; Hynek UFO Rpt pp. 83-87; Saunders/FUFOR Index)	52 mins	4+		RV
854.	2524	March 27, 1953. Mount Taylor, New Mexico. 7:25 p.m. (MST). Pilot of USAF F-86 jet fighter at 600 knots (700 mph) saw and chased a bright orange circle flying at 800 knots (900 mph), and executing three fast rolls. (Sparks; Berliner; Saunders/FUFOR Index)	4 mins	1		
855.	2526	March 29, 1953. Spooner, Wisc. 3:45 p.m. (CST). L. C. Gillette saw an aluminum, circular object fly high and fast, twice reversing its course. Note: Gillette saw a similar object in 1938. (Sparks; Berliner; Saunders/FUFOR Index)	15 secs	1		
856.		March 31, 1953. Honshu, Japan. 7:35 p.m. USAF F-84 jet. (Sparks; McDonald list; Saunders/FUFOR Index)	30 mins			
857.	2535	April 8, 1953. Fukuoka, Japan. 7:55 p.m. 1st Lt. D. J. Pichon, pilot of USAF F-94B jet interceptor, saw a bright blue light descend, accelerate, fly parallel to the F-94, increase its speed and blink out. (Sparks; Berliner; Saunders/FUFOR Index)	45 secs [18 secs?]	1		
858.		April 8, 1953. Bet. Goose Bay, Labrador, and Sondrestrom AFB, Greenland (at 66° 0' N, 53°30' W). 7 p.m. (AST). USAF MATS transport pilot Swenson and copilot saw a white light at 15,000 ft on a steady course in a shallow descending turn. (Sparks; Project 1947; Saunders/FUFOR Index)	6 secs?	2		
859.		April 12, 1953. Sweetwater, Nevada. 3:10 p.m. (PST). USAF crew of C-47 en route to Stead AFB, Nev., observed 10 round flat metallic objects changing formation traveling at high speed on 110° heading at about 7,500 ft [objects' altitude or C-47's?]. No trail, sound, or exhaust. Objects passed under right nacelle of C-47, now observed by copilot who took control of the C-47, and made tight 300° right turn for a better view, then 2 more crew sighted the UFO's. Objects then made a right turn of greater radius than the C-47's turn, at a lower altitude. Objects seen for about 120° of their turn, disappeared on 300° heading. (Sparks; NICAP; McDonald list; Saunders/FUFOR Index; BB Rpt 11, p. 12)	2 mins?	4		radar?
860.		April 14, 19, 21, 23, 1953. Antung, Manchuria, China. (Sparks; McDonald list; Saunders/FUFOR Index)				RV

861.	2542	April 15, 1953. Tucson, Ariz. 5:45 [5:50?] p.m. (MST). S/Sgt. V. A. Locey saw 3 orange lights. (Sparks; Berliner)	3 mins 30 secs	1		
862.		April 19, 1953. Calumet AFS, Mich.-Lake Superior area. 7:18 p.m. (CST) [?]. (Sparks; McDonald list; Saunders/FUFOR Index)	57 mins			radar
863.	2555	May 1, 1953. 10 miles S of Goose Bay AFB, Labrador, Canada. 11:35 [11:20?] p.m. (AST). USAF 59th FIS pilot Capt. R. L. Emberry and radar operator 1st Lt. J. R. Morin of F-94 jet interceptor flying at 24,000 ft, and control tower operator, saw a white light or unidentified aircraft with afterburner but unlike any known aircraft, about 10,000 ft below the jet, evaded interception by F-94. Both object and F-94 climbed to 40,000 ft but object outpaced the jet and continued climb until out of sight. (Sparks; Berliner; Joel Carpenter; Saunders/FUFOR Index)	30 mins	3		triangulation?
864.		May 4, 1953. Goose Bay AFB? Harmon AFB?, Labrador, Canada. 1:50 a.m. [?] Canadian civilian woman saw a football-shaped light metal colored object reflected in a rotating beacon traveling S at high speed, low altitude, disappearing in stratus cloud over the base. Sound like tins striking together. (Sparks; Joel Carpenter; Saunders/FUFOR Index)		1		
865.		May 12 [2? 13?], 1953. [39 miles NW of ?] Goose Bay AFB, Labrador, Canada. 3:20 a.m. [?] [Unidentified radar tracking by USAF F-94 pilot Lt. D. C. Rogers and radar operator Lt. J. A. Lane who attempted interception but unable to make visual contact.] (Sparks; McDonald list; Joel Carpenter; Saunders/FUFOR Index)	30 mins?	2 ?		radar?
866.	2577	May 27, 1953. San Antonio, Texas. 8:30 p.m. Many unidentified civilians, including Jacobson, saw 9 separate meandering lights. (Sparks; Berliner)	15 min	many		
867.		June 10-11, 1953. Goose Bay AFB, Labrador, Canada. 11:34 p.m.-2 a.m. (AST). GCA radar tracking of 25 separate unidentified objects near base traveling about 30-100 knots (35-115 mph) in no specific pattern. [Anomalous propagation?] (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs 26 [2 hrs 15 mins? mins			radar
868.		June 16, 1953. Kelly AFB, San Antonio, Texas. 7:45 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)	5 mins ?			
869.		June 17-18, 1953. 15 miles from Iwo Jima. 11:45 p.m. (McDonald list; Saunders/FUFOR Index)				radar
870.		June 21, 1953. Naha, Okinawa. 7 p.m. 9 Japanese and Okinawan weather observers saw an unidentified light move slowly. No further data in files. (Sparks; Berliner)	20 mins	9		9 weather observers
871.	2601	June 22, 1953. Goose Bay AFB, Labrador, Canada. 2:10 [5:40?] a.m. Pilot and radar operator of USAF F-94 jet interceptor saw a red light, flying at 1,000 knots (1,100 mph) elude the chasing F-94. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	2		RV?
872.		June 24, 1953. Hampton Bays, Long Island, New York. 12:18-12:21 a.m. Civilian woman Madelaine Ward saw "a large aircraft" of exotic design with a lighted red band around the middle, 100 ft diameter, flying very slowly and low, coming straight toward her house with an oscillating	3 mins	1	80 ?	

		motion, then stop near her, 80 ft above ground, fly backward over the water, hover, making the noise of a swarm of bees. Object's top section supported a series of red lights and a cabin with 4 portholes through which a control panel was visible, no occupant seen. The cabin rose above the object, rotated, then glided back. Object tilted toward the W, rose toward the SE, disappearing within 3 secs at an 80° angle of climb. 2 days later a yellowish moss was found at the site. (Sparks; Vallée Magonia 112; McDonald files; Jan Aldrich; Saunders/FUFOR Index)				
873.	2606	June 24, 1953. Simiutak, Greenland (66° N, 53.8° W). 11:30 a.m. USAF weather observer Airman/2nd Richard A. Hill saw through a theodolite a rotating red delta-shaped or circular object 3x the size of the weather balloon being tracked at 18,000 ft [object size 30 ft ??] collide with and disintegrate the balloon as the object traveled SE to NW. After hitting the balloon it hovered and rotated for 15 secs, then climbed for 5 mins into the wind at 300°. (Sparks; Berliner; Joel Carpenter; Saunders/FUFOR Index)	5 mins+	1	3 ??	theodolite; weather observer
874.	2605	June 24, 1953. Iwo Jima, Bonin Islands. 11:30 p.m. Crew of USAF KB-29 aerial tanker plane. Radar tracked an unidentified target that twice approached to within 0.5 mile of KB-29, and once to within 6 miles. (Sparks; Berliner; cf. Saunders/FUFOR Index; McDonald list)	2 mins	2+		radar
875.		July 3, 1953. Tipp City, Ohio. 11:45 p.m. [GMT? EST?] Focht. (Sparks; McDonald list; Saunders/FUFOR Index)	3 mins	1?		
876.		July 20, 1953. Offutt AFB, Omaha, Nebraska. 9:40 p.m. (CST) [?]. Dupray and Smith. (Sparks; McDonald list; Saunders/FUFOR Index)	9 mins	2?		radar
877.		Aug. 2, 1953. Saraland, Alabama (at 30°48' N, 88°4' W). Between 4:30 and 5:30 [6?] p.m. Woman named Hughes in her backyard looking to the NE saw a highly polished spinning top or cone-shaped object reflecting the sun at low altitude traveling from NW to SE. (Sparks; Hynek-CUFOS-Willy Smith files; Saunders/FUFOR Index)	< 1 min [6 secs?]	1		
878.	2663	Aug. 3, 1953. Amarillo, Texas. 12:04 p.m. Airport control tower chief C. S. Brown saw a round and reflective or translucent object fly straight, stop for 7 secs, speed along, stop again, joined by a similar object, then both fly off in different directions. (Sparks; Berliner)	56 mins	1		
879.		Aug. 5-6, 1953. Near Rapid City, South Dakota, and Bismarck, North Dakota. 9:05 p.m. – 1:23? a.m. (CST). GOC observer Miss Phyllis Killian in Black Hawk, S.D., (about 8 miles NW of Rapid City), reported to Ellsworth AFB bright red object first stationary 4 miles estimated distance to the SE [NE?] low on the horizon then rapidly heading S [SSE?] 30° to the right at roughly 2°/sec angular velocity (estimated by Hynek in interview), toward Rapid City, changing color from red to green becoming “greener” as speed increased. Object then returned to original location to SE of Black Hawk but at a greater distance about 7 miles, disappearing behind hills. ADC radar controller found 2 targets heading S, had difficulty	4 hrs intermittent	many		RV, triangulations

		tracking due to ground clutter, 3 airmen sent outside to look saw a high speed light heading S. A few minutes later GOC observer reported the object had returned. An F-84 was vectored and made visual contact then directed to stationary radar target about 15 miles NE of Black Hawk, target started moving 320° Mag out to 70 miles range and F-84 intercept was called off. F-84 pilot was about to land in Rapid City when he noticed silvery object like the brightest star he'd ever seen, to the NW, which he pursued on 350° Mag keeping it at 11 o'clock high, 30°-45° elevation, it disappeared after 30 secs, reappeared for 30 secs then faded from sight. A 2nd F-84 was scrambled from Ellsworth AFB, and on a N 360° Mag heading at 15,000 ft he saw a target 30°-40° to his right and at level elevation which "jumped" in elevation to 15°-30°, changed color from white to green, was much brighter than a star and was moving in relation to the stars (3 specific stars he picked out for reference). Pilot turned on radar gunsight which showed possible target beyond maximum range of 4,000 yards (2.3 miles) and GCI ground radar tracked target 5-10 miles ahead of the F-84 out to 80 miles for 5 mins [960 mph?] when intercept was broken off and target went off scope [about 11:42 p.m.?]. About 20 miles from base F-84 pilot, now at 12,000-14,000 ft, saw a red and white pair of lights 10° below the horizon at 180° Mag and height-finder ground radar showed a target at 8,000 ft. Lights visible for 30 sec periods. Radar scope photos and gun camera photos reportedly malfunctioned. (Sparks; NICAP; Ruppelt pp. 232-5; CR pp. 132-6; Saunders/FUFOR Index; NICAP; BB Misc Microfilm Roll 1, pp. 123-151)				
880.	2686	Aug. 20, 1953. Near Castle AFB, Calif. 9:05 p.m. [GMT?] Crew of TB-29 bomber/trainer plane saw a greyish oval object make 4 passes at the airplane (3 times at 10-20 miles distance), then dive vertically as if two objects [?].(Berliner; Saunders/FUFOR Index)		2+		
881.		Aug. 23, 1953. Port Moresby, New Guinea. 12 p.m. Movie film taken by Drury. (Sparks; McDonald list; Saunders/FUFOR Index)				film
882.	2692	Aug. 27, 1953. Greenville AFB, Mississippi. 9:45 p.m. USAF pilot, M/Sgt., others, all on the ground, saw a meandering light. No further details in file. (Sparks; Berliner; Saunders/FUFOR Index)	50 mins	2+		
883.		Sept. 2, 1953. Sidi Slimane AFB, French Morocco. 9:14 p.m. Lt. Col. William Moore and 1st Lt. J. H. McInnis [in USAF C-47?]. (Sparks; Berliner; Saunders/FUFOR Index)	3 mins?	2		
884.		Sept. 28, 1953. Palmdale, Calif. 7:10 p.m. [PST?] Radar observer of USAF F-94C jet interceptor. Visual observation of 1 orange ball traveling 600-700 mph. (Sparks; Berliner; McDonald list; Saunders/FUFOR Index)	6 secs?	2?		radar
885.		Oct. 13, 1953. Offutt AFB, Omaha, Nebraska. 3 a.m. (CST) [?]. (Sparks; McDonald list; Saunders/FUFOR Index)	36 mins			radar

886.		Oct. 15, 1953. Minneapolis, Minn. 10:10 a.m. During tracking of Project GRAB BAG 79-foot balloon launch, a 40 ft object leaving brief vapor trail was seen by 3 General Mills Aeronautical Lab research engineers including Bartholomew, traveling S in horizontal flight 10° in 9 secs at about 40,000 ft altitude and 25° elevation, 1,100 mph, went into vertical dive for about 10-15 secs, object glowed or flashed in the sun 2-3 times for 1 sec each, seen as a gray mass in the theodolite, leveling off, vapor trail stopped. (Sparks; Hynek UFO Rpt pp. 113-4; Hynek UFO Exp ch. 6, case DD-9; Saunders/FUFOR Index)	40-45 secs	3	1/20 (0.5° ? equiv. in theodolite)	aeronautical research engineers; theodolite
887.		Oct. 16, 1953. Presque Isle AFB, Maine. 9:30 p.m. (EST) [?]. (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs 15 mins			radar
888.		Dec. 3, 1953. North Truro, Mass. (Sparks; McDonald list)				
889.		Dec. 3, 1953. Holloman AFB, New Mexico. (Sparks; McDonald list)				
890.		Dec. 3, 1953. Newark, New Jersey. 12:15-12:45 a.m. Amateur astronomer watching for meteors saw a tiny reddish-brown oval luminous object flying steady from N to S at high altitude without sound or trail, also observed through binoculars. Half the brightness of Jupiter [mag. - 1 ?]. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	60-90 secs	1		binoculars
891.		Dec. 3, 1953. Ellington AFB, Houston, Texas. 5:12 p.m. (CST). Civilian ground observers saw a silver grey bright light with "skipping" motion, like a stone skipping on the water, with red trail, same or similar objects seen 3x. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	5 secs + 10 secs + 15 mins	multiple		
892.		Dec. 5, 1953. Houston, Texas. 8:15 p.m. Children saw yellow-orange ellipse with 40x telescope. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	5 mins	multiple		telescope
893.		Dec. 16, 1953. Mediterranean. (Sparks; McDonald list)				
894.		Dec. 16, 1953. Ground site 3 miles WNW of Agoura, Calif., (at 34° 9.75' N, 118° 47' W) and aircraft SW of Long Beach, Calif. 4:58-5:05 p.m. (PST). Lockheed Skunk Works chief Clarence L. "Kelly" Johnson and wife near Agoura and top Lockheed crew aboard WV-2 aircraft near Long Beach, independently of each other, saw black flying-wing or ellipse or crescent-shaped object about 170-230 ft wide at about 15,000 ±2,000 ft altitude to the W hovering about 30-60 miles away (255° ±1° true to Johnson; 285°-290° true to WV-2 crew, or 270°-275° magnetic) against the bright sky of the immediate post-sunset background. At 5:04 p.m. after 4 mins (to the Johnsons) 6 mins (to WV-2 crew) object suddenly took off in a shallow climb accelerating (at about 130 g's) to approximately earth escape velocity (25,000 mph) to the W over the Pacific, disappearing in 10-13 secs (to WV-2 crew) in 90 secs (to Johnson using 8x binoculars) after reaching 90+ miles altitude. Projected target radiant at ascent angle of about 5° at about azimuth 270° is at 17 hrs Right Ascension +2° Declination. (Sparks)	7 mins	7+	1/10 (2/3 or 0.3° equiv. in binocs)	world's leading aircraft designer, Cal Tech trained Lockheed chief aerodynamicist, chief test pilots; binoculars
895.	2838	Dec. 17, 1953. Hassleholm, Sweden. Ulf Christiernsson, pilot of the DC-3 aircraft, and flight mechanic Olof Johansson, saw a brilliant metallic sphere at about 2,000 ft	4-5 secs [6 secs?]			

		[or at 5,000 ft, above a cloud bank?], below their aircraft [?], traveling 700 mph (?) heading S. Balloon? (NARA; Clas Svahn)				
896.		Dec. 23, 1953. Bismarck, North Dakota [?]. 3:20 a.m. Ground observer saw 4 yellowish-white oval objects in trail formation with pulsating light the main part of the object and a short ragged red streamer exhaust about 1/4 the size of the object, heading SSW. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	1-2 mins			
897.	2840	Dec. 24, 1953. El Cajon, Calif. 8:04 a.m. U.S. Navy Lts. J. B. Howard and L. D. Linhard, flying F9F-2 jet fighters, saw 10 silver oval objects flying at 400+ knots (450+ mph), straight and level. (Sparks; Berliner)	5 mins	2		
898.		Dec. 24, 1953. Scott AFB, Illinois. 10:00-10:14 a.m. (CST). Ground observers using binoculars saw 2 oval extremely brilliant silver objects with mirror-like reflections hovering stationary until F-51's were vectored in and the objects disappeared. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	14 mins	many ?		binoculars
899.	2844	Dec. 28, 1953. Marysville, Calif. 11:55 a.m. Yuba County Airport Manager Dick Brandt saw a saucer, with a brilliant blue light, reflecting on a nearby building, hovering briefly at one point. (Sparks; Berliner)	1.5 min	1		
900.		Jan. 1, 1954. Toms River, Marlton, Woodbury, and Surf City (39°40' N, 74°10' W), New Jersey. 10:35 p.m – 12:05 a.m. (Jan. 2). Navy pilot Lt. JG George G. Morgan of Lakehurst NAS, police chief (or captain?) Richard Clement, police officer Oliver G. Osborne and other officers, and 20+ other witnesses, saw 3-12 round or oval white objects with fuzzy edges slightly smaller than Full Moon angular size hovering in the sky to the S for 1.5 hours as 2 objects circled around one (in 2-4 secs) (seen to the ESE from Woodbury, SW from Surf City at higher elevation), then switched places with each other. Some witnesses (such as Mrs. Worthington and son Norton in Woodbury) attempted to drive towards the objects to investigate. Objects suddenly departed to the SW at extremely high speed growing smaller until disappearance in 1-2 secs covering about 60° of sky. Multiple independent witnesses across a baseline of at least 12 miles resulted in triangulation near Beach Haven, NJ, from distances of about 15 to 40 miles. At least 5 witnesses used binoculars including 7x50 Bausch & Lomb. Hynek calculated speed of 90,000 mph, hovering altitude 4 miles, object diameter 1,500 ft [based on distance of 40 miles]. Projected target radiant at ascent angle of about 5° at about azimuth 225° is at 22 hrs Right Ascension -30° Declination. (Sparks; Mary Castner/UFOS)	1.5 hrs	25	3/4	multiple binoculars; multiple triangulations
901.		Jan. 10, 1954. 5 mi N of Sonoita (about 25 mi SSE of Tucson), Ariz. (at 31° 45' N, 110° 41' W, elev. 4800 ft). 5:25-5:40 p.m. (MST). James E. McDonald, two other Univ. of Chicago meteorologists, and another passenger in a car were driving N on Hwy 83 when McDonald spotted a brilliant white stationary object, stellar magnitude about -5 to -7, in the SW at about 238° azimuth about 1° to 2° above the Santa Rita Mtns. (elev. about 9,400 ft) about 10	15 mins	4	1/30 ?	McDonald + 2 other Univ. Chicago meteorologists

		miles away, or at a total elevation about 6° to 8° above horizontal. Sun had set below mountains at 243° azimuth, +2° apparent elevation (refraction included), to the right of the UFO. No noticeable parallax with mountains as they drove 8-10 miles further N (with wide swerves W and E by about 1.5 mi), thus distance estimated at >10 miles (size possibly about >15 ft). Lost sight due to mountains as they drove on. (Sparks; Mary Castner/CUFOS)				
902.		Jan. 14, 1954. Kelly AFB, Texas. (Sparks; McDonald list)				
903.		Jan. 14, 1954. New York City, New York. 5:30 p.m. USAF crew of B-47 and passengers saw a fiery object hit the aircraft wing without any damage. (Sparks; Weinstein; BB files??)				
904.		Jan. 28 [26?], 1954. Cold Bay, Alaska. [10 p.m.?] USAF crew of C-54 transport saw a red fireball that stopped then passed the plane. (Sparks; Weinstein; BB files??)	11 mins?			
905.		Feb. 1, 1954. 35 miles SW of Tuscaloosa, Alabama {E of Palestine, Texas?}. 2 or 3:15 p.m. (CST). Electronics engineer Verne Baumgartner of Winzen Research and pilot Glenn Hovland, crew of USN Office of Naval Research aircraft at 6,000 or 12,000 ft heading E at 80 [?] or 120 mph towards a Skyhook cosmic-ray balloon at 90,000-100,000 ft and 15-30 [20?] miles away from the balloon saw 2 then 4 objects for a total of 6 very bright or deep white or gray circular objects about 20 ft in size [had to be at least 100 ft to be visible to naked eye if 15 miles away] in evenly spaced V-formation (or trail formation?) at about 80,000 or 85,000 ft about 15 miles away about 45° (or 60°) above horizontal fly over [in between aircraft and balloon] to the left or N of the balloon and around the balloon [??], hover [?] under the balloon in level flight headed ENE then vertically ascend at right angles to level flight out of sight at about 70° elevation in several seconds. Movie film taken by Bolex camera with 6-inch telephoto lens. Observed through binoculars. Balloon camera took one photo which captured some of the UFO's, which reportedly were translucent (terrain could be seen through them). (Sparks; Hynek-CUFOS-Willy Smith files; austin, Minn, Daily Herald, July 22, 1954; Joel Carpenter)	1-1/2 to 5 mins	2		[triangulating photos from instrumented balloon and chase aircraft; binoculars]
906.		Feb. 4, 1954. Carswell AFB, Ft. Worth, Texas. 11 p.m. (Sparks; Shough)				RV
907.		Feb. 15, 1954. Near Savannah River AEC site, South Carolina. 10:15-10:36 p.m. (EST). USAF ADC radar operator S/Sgt. K. A. Payne, 728th AC&W Sq, Donaldson AFB, Greenville, South Carolina, using MPS-7 radar tracked high speed unidentified target the size of about 2 normal aircraft to the S at 203° azimuth at roughly 100 miles range (at about 33.5° N, 83.0° W, near Siloam, Ga.) heading E about 100° true at about 360 knots (400 mph) and 20,000 ft altitude as of 10:18 p.m. (when near Crawfordville). At 10:21 at about 33°28' N, 82° 5' W (near Augusta) the target had reached 22,000 ft and turned slightly right to about a 110° heading straight toward the Savannah River AEC plant and accelerating to operator	21 mins	2+		multiple radars

		estimated speed of 900 knots (1,000 mph) average speed (or as recalculated from mapped positions about 750 mph, probable peak speed about 1,000 mph at 1 g at 10:21:30), then it violated the prohibited AEC airspace at 10:22 at about 33°24' N, 81°53' W. Pope AFB radar also tracked the target violating AEC airspace and notified Payne at Donaldson AFB. At that point at 10:22:30 (?) object had made a left turn to about a 75° heading, slowing to about 600 mph and continued turning to about 55° heading. At 10:23 at about 33°30' N, 81°39' W (near New Ellenton, S.C.), target made a sharp 75° turn to the N at about 340° heading having accelerated again to about 1,200 mph average speed (probable peak speed about 1,800 mph at 1.5 g's at 10:22:45) heading out of the AEC prohibited zone. Target slowed to about 600 mph again by 10:24 near Aiken when it sharply turned to the E on a heading of about 70° then 50° then 45° while passing to the S of Columbia, then turned N to a heading of about 20° where it faded near Kershaw at 10:36 p.m. (Sparks; Jan Aldrich)				
908.		Feb. 22 [Mar. 2?], 1954. York, Penna. (39.96° N, 76.72° W) Several pilots of fighters in the air and GOC observers on ground saw 14 discs climb when the fighters approached. Ground radar tracking. (Sparks; Weinstein; BB files??)		several		
909.	2913	Feb. 26, 1954. Newburyport, Mass. 2:30 p.m. Architect R. M. Pierce, marine engineer George Avery and another, saw a silver disc, with a white trail, make a loud roar. (Sparks; Berliner)	30-60 secs	3		
910.	2923	March 2, 1954. Near Harrisburg [Middletown and York], Penna. 10 p.m. Research engineer R. C. Swengel saw 3 objects, each with two lights, fly straight and level at medium speed. Military and civilian witnesses? (Berliner; Saunders/FUFOR Index)	30 mins?	1+ ?		research engineer
911.	2926	March 5, 1954. Nouasseur AFB (33°22' N, 7°35' W), French Morocco. 7:15, 7:38, 9:55 p.m. Crews of USAF KC-97 aerial tanker planes and a C-54 transport saw 1-2 white or amber objects or lights make passes at the aircraft on collision courses as they practiced GCA landings. At 7:15 p.m., KC-97 pilots Capt. G. E. Brown, 1st Lt. L. B. Gordon and 1st Lt. J. P. Glover, 301st Air Refueling Sq, 301st Bomb Wing, while flying KC-97 to practice landing on 180° heading at 1,500 ft about 5-8 miles SW of Nouasseur base saw 2 white lights to the right at about the same altitude, with one light slightly lower than the other, appearing to be 2 aircraft in formation on collision course or "making a pass" forcing an evasive turn away by the KC-97. Later [at 8:20? 9:20?], after landing and takeoff they saw the same or similar 2 white lights on the same course from the S at 180° on a collision course and they made an evasive 360° turn. At 7:38 p.m. another KC-97 flown by pilots Capt. Robert R. Zadnick, Lt. Paul R. Fisher and Lt. George A. Kerr, also 301st ARS, 301st BW, on GCA landing at 180° heading at 1,500 ft about 5 miles SW of Nouasseur base saw a light at about the same altitude and to the left of course appearing to be headed W on a cross path or collision course, as it crossed it was seen	mins	9		

		to be 2 lights as if 2 jets in formation, no aircraft running lights. One light passed over and one under the KC-97. At 9:55 p.m., C-54 from Lagos, Nigeria, based at Kelly AFB, Texas, senior pilot Capt. William M. Pond, copilot Lt. I. W. Gilchrist and navigator Capt. James F. Pullen while flying at 2,000 ft on 170° heading on GCA landing at Nouasseur base saw white or amber light like an aircraft landing light at about the same altitude approaching on a collision course heading W 2-3 miles away, then turned onto a direct headon course, passing within 2 miles, then suddenly disappeared like turning off a light for 10-15 secs, then reappeared hovering, descended to ground then rose, and disappeared behind the C-54 after completing its turn onto final landing approach. No radar or other visual contact made. (Sparks; Jan Aldrich)				
912.		March 9, 1954. Cincinnati, Ohio. 3:57-4:05? a.m. Civilian-military pilot John H. Stewart while driving N saw a pulsating bluish-white luminous halo surrounding a dark ellipsoidal object that may have been larger than a DC-6 (117 ft) slowly moving S at about 2,000-3,000 ft height, then hovered for 7-8 mins over the General Electric plant, the last 4 mins of which Stewart observed after stopping his car. Object accelerated and suddenly changed color to yellow then red, changed course to the E, then disappeared in an almost vertical climb in secs. (Sparks; Jan Aldrich)	7-8+ mins ?	1	4	
913.		March 11-12, 1954. Pittsburgh, Penna. (Sparks; McDonald list)				
914.	2937	March 12, 1954. Nouasseur AFB, French Morocco. 9:35 a.m. USAF 1st Lt. Robert Johnson, flying an F-86 jet fighter, chased an object at more than 530 mph for 30 secs, but was unable to catch it. Object appeared to be the size of a fighter plane but had neither tanks nor trails [tail?]. (Sparks; Berliner)	30 secs +	1		
915.		March 25, 1954. Cape Canaveral [Ft. Lauderdale?], Florida. 3:30 [3:20?] p.m. USMC pilot Capt. Dan Holland flying one of 3 jets with the 3rd Marine Air Wing on an E heading at Ft. Lauderdale at about 26,000 ft and 400+ mph saw a gleaming white ball-shaped object with a gold ring around the lower 1/3, about 2x size of his jet, descend vertically on a collision course, took evasive action, radioed the other jet pilots to look. Object suddenly stopped 3,000-4,000 ft above, he banked toward it and activated gun camera but object then accelerated and disappeared to the E at tremendous speed in about 15 secs. The other 2 pilots flying ahead of him did not see object. (Sparks; Weinstein; NARCAP; BB files??)	15+ secs	1	1/2	gun camera film?
916.		April 7, 1954. 3 miles SW of Fentress, Virginia. 3 p.m. USN pilot C. R. Allen flying F-6F for Fleet Training Center, Norfolk, Virginia, at 3,000 ft heading W near Fentress saw 2 strange saucer-shaped discs in close formation at 3,500 ft height about 15 miles away at about 2 miles NW of Lake Drummond heading NE, seen below and against cloud base of scattered cumulus clouds at 3,000-3,500 ft. Allen turned right to follow objects as they covered about 140° of arc maintaining about the same	25-30 secs	1		

		distance, disappearing near Cape Henry to the NE about 20 miles, covering 30 miles total in about 25-30 secs [3,600-4,300 mph]. (Sparks; Jan Aldrich)				
917.	2962	April 8, 1954. Chicago, Illinois. 4:30-5 p.m. Lelah H. Stoker saw a brilliant white round-topped disc, parachute-shaped, with a humanoid suspended beneath it, skim back and forth over the water. Stoker called the Coast Guard, a CG cutter appeared after 10 mins, then the UFO approached shore. Stoker saw a short human-like occupant in a green tight one-piece suit and suspended below the object who got out in undergrowth along the shore then walked around. When CG cutter gave up searching the occupant returned to the object which moved back over the lake then took off at high speed to the E. (Sparks; Berliner; Davis-Bloecher 1978)	30 mins	1		
918.		April 22, 1954. San Nicholas Island, Calif. 2 p.m. USN Seaman Apprentice James B. Stephens, Jr., and Seaman Bernard G. Klein, Jr., while driving a Navy vehicle on base saw a 4-6 ft long gray cigar-shaped object with pointed nose traveling just above the ground on a near parallel course that would not cross the road until far ahead. The object suddenly impacted the ground sending up a cloud of dirt or dust and disappeared from sight. They stopped and searched for 20+ mins but found nothing. Further USN investigations and radioactivity surveying found no traces. (Sparks; Jan Aldrich)		2		
919.	2974	April 23, 1954. Pittsfield, Maine (at 44°53' N, 69°35'W). 9:30 a.m. Mr. and Mrs. Floyd E. and Rose Belle Robinson saw a silver circular saucer-shaped object with a dome 1/2 the size of the base that was the source of constantly flashing brilliant light, making a loud sound like a swarm of bees, which hovered at about 70° azimuth without tilting, flew horizontally with a whirlwind effect and cold air that moved stones underneath its path, then it rose vertically at 30° azimuth without tilting until out of sight. (Sparks; Jan Aldrich)	4 mins	2	6	
920.	2976	April 24, 1954. Hartland, Maine. 6:10 p.m. (EST). GOC observer Dean Robinson saw a very large, silver, oblong object with a dome on top and flashing light inside the dome, no sound or exhaust trail, stationary on the horizon for 15 mins then climbed straight up to disappearance. (Sparks; Jan Aldrich)	15 mins	1		
921.	2983	April 26, 1954. Athens, Georgia. 8:35 p.m. (EDT). Cecil M. Cartey, Howard and Mabel Hopkins and their daughter Betty, saw 15-20 yellow objects in a V-shaped or check-mark-shaped formation, fly at tremendous speed from low elevation in the S in smooth motion to high elevation in the N where they disappeared, no sound. (Sparks; Jan Aldrich)	10 secs	4	20	
922.	2997	May 11, 1954. Washington, D.C. 10:45 p.m. 3 USAF air policemen at Washington National Airport saw 2 bright lights on 3 occasions fly straight and level, make 90° degree turns and fade. (Sparks; Berliner)	3 x 45 secs	3		
923.		May 13, 1954. Pacific bet. Hawaii and Calif. (at 26° 5' N, 146°12' W). 1:45 a.m. (AHDT). USAF pilot Capt. D. B.	5 mins	2+ ?		

		Mautner, 32nd Air Transport Sq, McChord AFB, Wash., and crew of C-124 transport en route from Hickam AFB, Hawaii, to Travis AFB, Calif., saw bright light moving parallel with them moving to the left, object signaled back in response to aircraft blinking lights, departed to NE at very high speed climbing. (Sparks; Jan Aldrich)				
924.		May 14, 1954. 10 miles NNW of Great Yarmouth, England, UK. 3:40 p.m. 3 USAF F-86 jets flown at 40,000 ft Mach 0.85 (560 mph) by Capt. Kenneth J. Scott, Jr., 2nd Lt. Harry Joseph Ickes and 2nd Lt. David B. Clardy, 91st Fighter Sq, were vectored by GCI radar Type 7 at RAF Bawdsey to unidentified object at 8 miles at 1 o'clock to their course taveling at 240 knots IAS, to the S [N?] at 10° azimuth, sighted visually as about 30 ft silver or gray round object as seen from below, showing thin silhouette while turning, at 50,000-60,000 ft. Fighters unable to close on object which made 180° turn and disappeared at high speed beyond conventional aircraft capability, climbing high above ground radar range. (Sparks; Jan Aldrich)	90 secs	3	30 ??	RV
925.		May 14, 1954. Dallas, Texas. USMC pilots of 4 fighter planes saw 4 formations of 4 round objects changing color from orange to white. (Sparks; Weinstein; BB files??)				
926.	2994	May 18, 1954. 10-15 (or 6-7) miles SE of Lake Elsinore (33°36' N, 117°20' W), Calif. 12:48 p.m. RAF Squadron Leader Donald R. Higgin, assigned to USMC All Weather Fighter Sq, El Toro MCAS, Calif., while flying an F3D-2 jet fighter at 15,000-16,000 ft on a heading of 240° magnetic [255° true] at 300 knots IAS and descending, saw a dark blue almost black gun-metal "glint" delta-shaped object, about 22-23 ft long and 20 ft wide, with a 3 fins of equal size and shape, at his 11 o'clock position just above the cockpit of his wingman flying another F3D-2 about 250 ft away. Object was on a headon collision course but before Higgin could radio warning it passed under his wingman and between their aircraft, descending at a 25°-30° angle on a heading N of about 30°. (Sparks; Jan Aldrich)	few secs	1	10	
927.		May 18, 1954. Cannon AFB, New Mexico. 7 p.m. 2 witnesses saw a house-size lens-shaped object land near railroad tracks, kicking up a small sand storm in the desert. One witness approached it, then ran away in fear. (Sparks; Vallée Magonia 129; BB files??)		2		
928.	3009	May 22, 1954 LaPorte, Indiana. 9:15 p.m. Highway engineer R. W. Dring and engineer Geert Tibma saw a bright light make a shallow climb. (Sparks; Berliner)	45 secs	2		
929.		May 24 [23?], 1954. 15 miles NW of Dayton, Ohio (39.75° N, 84.18° W). 12 p.m. 2 USAF crew members of RB-29 saw circular object below the plane. (Sparks; Weinstein)				
930.	3020	May 31, 1954. Concord, New Hampshire. 10:15 a.m. Mrs. L. K. Stevens saw a very white, elongated object fly extremely fast then blink out. (Sparks; Berliner)	8-10 secs			
931.		June 1, 1954. Near Boston, Mass. 9:30-9:40 a.m. TWA pilot Capt. Charles J. Kratovil, copilot W. R. Davis, and	10 mins	3		

		flight engineer Harold Raney, on a Paris-New York TWA Constellation heading SW, spotted "a large, white-colored disc-like object" overhead, occasionally lost behind overlying clouds. Flying into WSW headwinds at 300 mph, they concluded it could not be a balloon, and radioed Boston airport control tower, which said jets were scrambled and then saw the object at about 10,000 ft higher than their 10,000 ft altitude, but could not close with it. (Sparks; McDonald list)				
932.	3029	June 1, 1954. From 400 miles S to Minneapolis, Minn. 9 p.m. Crew of USAF B-47 jet bomber at 34,000 ft altitude saw object with running lights fly at 24,000-44,000 ft altitude, pacing the B-47 within 10,000 feet of its 34,000 foot cruising altitude as it flew 400 miles north to Minneapolis, varying its height both below and above the aircraft. (Sparks; Berliner; Sparks)	1 hr	2+		RV?
933.		June 7, 1954. West Germany. 2 Germans saw 2 glowing discs descend vertically then rise rapidly. (Sparks; Jan Aldrich)	10 secs	2		
934.	3037	June 8 [9?], 1954. Texarkana, Texas. 1 a.m. or 2:30 a.m. (file not clear). L. T. Prewitt, employee of Red River Arsenal, saw a golden yellow light fly over his house, making a "shhh" or buzzing sound. (Sparks; Berliner)	2 mins	1		
935.	3042	June 10, 1954. Estacado Plain [or Llano?], Texas. 9:09 p.m. USAF pilot Capt. Bill McDonald, in flight, saw a white light descend at 45° from great altitude, pass under his aircraft, make two 360° turns and blink out. (Sparks; Berliner)	30 secs			
936.		June 21, 1954. Delray Beach, Florida. 9:30 p.m. (EDT). Anne Nekel Brown and John Thomas Brown saw bright round disc-shaped object with dome-like structure on top seen when tilted toward the witnesses after hovering stationary to the S at 45° elevation. Object was spinning and then started moving very slowly E over the ocean with an erratic wobbly motion, straightened out then disappeared at high speed to the E at 8° elevation. (Sparks; Jan Aldrich)	12 secs	2		
937.	3062	June 22, 1954. Miami Beach, Florida. 9 p.m. USMC Maj. E. Buchser and Maj. J. V. Wilkins saw a meteor-like object descend, stop, and become extremely bright. (Sparks; Berliner)	7 mins	2		
938.		June 23, 1954. 10 miles SE of Columbus, Ohio. 8 [9?] p.m. Pilot Capt. Harry Roe, Jr., flying Ohio Air National Guard F-51 fighter at 240 mph from Dayton to Columbus saw round white object with no exhaust trailing the fighter in the same position a little above and behind him at close range, detected on airborne radar [?]. Roe maneuvered to try to lose the object or collide with it but it remained in relatively the same position to the aircraft until it departed to the SE. Ground controller radar tracked object [?]. (Sparks; Project 1947; NARCAP)	30+ mins	2?		RV?
939.	3067	June 24, 1954. Danvers, Mass. 12:45 p.m. R. B. Tomer, director of commercial engineering for CBS-Hytron, saw a white, elliptical-shaped object cover 45° of sky. (Sparks; Berliner)	30 secs	1		engineer?

940.	3072	June 25, 1954. Indian Lake, Ohio. 5:05 p.m. Experienced private pilot John Mark, flying Navion lightplane, saw a 60 ft silver or aluminum round object with a flat bottom, raised front edge, inverted cone on top, fly horizontally, hover, make a high-g pull up and then a steep climb into an overcast. Radar at Dayton, Ohio, airport, tracked very fast target at same location. (Sparks; Berliner)	3-5 mins	2 ?		RV
941.		June 29-30, 1954. NE of Seven Isles, Quebec, Canada (at 51°53' N, 63°10' W initial position). 8:05-8:23 p.m. (AST). Capt. James Howard, FO Lee Boyd, navigator George Allen, radio officer Doug Cox, engineering officers Dan Godfrey and Bill Stewart, stewardess Daphne Webster, and passengers of BOAC airliner flying at 230 knots (265 mph) at 19,000 ft heading 49° (about NE) to Goose Bay, Labrador, saw a large opaque or black object with six smaller satellite objects on a horizontal line, constantly shifting in shape like a mirage, but first seen at roughly 20°-45° depression angle below horizon, seemingly at about 8,000 ft and below a cloud level. Object azimuth about 5° left or S of sun low on horizon, or at about 300° to 305° True as sighting progressed. Satellite objects merged with main object which disappeared within seconds (within 3 mins according to Capt Howard's log) by growing smaller about time when F-94 interceptor approached at 8:20. Possibly mass flock of millions of birds (Arctic tern?) seen against bright sunset sun, <i>sorta sol</i> "Black Sun" effect, where the flocking creates complex shapes against the sunset sky. (Sparks; AP dispatch, July 1, 1954; NICAP website)	18 mins	12		
942.		June 30, 1954. Mobile (at 30°40' N, 88°5' W) and Brookley AFB, Alabama. 6:50 p.m. 4 civilians and a number of military personnel saw a brilliant silver or white object with short stubby wings approach from the S, circle over Mobile, then depart to the NE. Radar contact at 6:30 p.m. with stationary 8-mile object at 55 miles at 60° azimuth is evidently unrelated anomalous propagation. (Sparks; Hynek-CUFOS-Willy Smith files)	60 secs	6+		
943.		July 3, 1954. Near Bermuda. 1:45-1:55 a.m. Radar scope photos of a geometric formation of 7 objects traveling SW [10-50 miles?]. [6 disc-shaped objects circled larger disc in the center at low altitude. B-56?? aircraft crew sighting?] (Berliner)	10 mins	1+		radar scope photos
944.		July 5, 1954. West Berlin, Germany. (Sparks; Jan Aldrich)				
945.		July 11, 1954. Hunterdon County, New Jersey. USAF crews of 4 bombers saw a disc-shaped object pace their planes. (Sparks; Weinstein; BB files??)		4+		
946.		July 14, 1954. St. Louis, Missouri. 7:50 a.m. (CDT). McDonnell Aircraft Propulsion Lab employees sighted 1.5-foot sheet-like object maneuvering in company parking lot from distances varying from 4 to 200 feet, first descending from the E at 30 ft altitude, stopped on the ground, rose to 4 ft height, made right-angle turn to N, traveled 75 ft and climbed above 8-ft fence to disappear in the overcast sky, under light almost calm wind conditions.	3-5 mins	10	40	aeronautica 1 lab employees

		One observer followed at 5-ft distance. (Sparks; Hynek UFO Rpt pp. 150-1)				
947.	3116	July 18, 1954. Normandy, Missouri. 8:40 p.m. A. T. Chamblin saw a greenish-white disc. (Sparks; Berliner)	30 mins	1		
948.		July 19, 1954. French Equatorial Africa. (Sparks; Jan Aldrich)				
949.		July 25, 1954. Middle Sister Island, U.S.-Canadian border W Lake Erie. 7:12 p.m. Attorney L. B. Tussing saw a black cylinder, 12:1 length/width ratio, moving fast along the surface of the lake. (Sparks; Berliner)		1		
950.		July 27, 1954. Pepperrell AFB, Newfoundland, Canada. (Sparks; McDonald list)				
951.		July 29, 1954. Korea. (Sparks; McDonald list)				
952.		July 29, 1954. About 3 miles SSE of Carysfort Reef Lighthouse, Key Largo, Florida (at about 25°10' N, 80°12' W). 3:40 a.m. Key West Naval Base USN Chief Quartermaster Milbert James Brown and Helmsman Seaman Sydney J. Martin aboard USS YTB-543 sailing S on 205° true course at 6.5 knots saw a huge, bright pale blue or whitish-blue egg or blimp-shaped 300-500 ft object with 4 pointed cones of light, major/minor axis about 3:1 oriented horizontally, angular size 3x sun, traveling at tremendous speed estimated at about 7,200 mph (better estimate about 5,000 mph) in level horizontal flight from the W through S then E then NE, at 10°-12° above the horizon passing in front of mostly cumulus clouds covering 30% up to 15° elevation. Brown first saw the object at about 243° azimuth 10° elevation about 4 miles away moving to the left heading E viewed across the bow of the ship to the SSW at which point he began stopwatch timing (6.3 secs at disappearance, azimuths measured immediately after sighting by reference to 5 ships and a landmark used as sighting fix points). Object passed through point of closest approach at about 160° azimuth 12° elevation 1-1/2 miles away, moving to the left through a gradual-arc flight path of about 8 miles radius of curvature (about 40 g's centripetal acceleration), passed through E along a now straightened path headed to the NE, reaching maximum N position at 70° azimuth about 8 miles away when it curved slightly back as if veering off sharply to the right to head E, disappearing at about 68° azimuth 10° elevation 9 miles away behind a cloud bank. No sound or trail. (Sparks; Jan Aldrich)	6.3 – 8 secs	2	1.5°	binoculars, stopwatch
953.	3140	July 30, 1954. About 15 miles SE of Los Angeles, Calif. 11:15 a.m. (PDT). Hughes Aircraft test pilots Englert and Peterson, flying a B-25 bomber on a maintenance test hop heading ESE airspeed 170 mph [true airspeed about 200 mph] at 7,000 ft, saw a metallic, pencil-shaped object in horizontal orientation hover at above 30,000 ft for an unstated length of time while they climbed to 11,000 ft and made 30° turns to try to get a better view of object [over 4+ mins at max climb rate of about 1,000 ft/min]. Peterson, also a National Guard F-86 jet pilot, attempted to scramble jet intercept from Van Nuys National Guard Ops but could not establish radio contact (EM??). USN aircraft	4+ mins	2		Hughes test pilots; EM ?

		from the S seemed to pass under object without noticing it. (Sparks; Jan Aldrich)				
954.	3149	Aug. 2, 1954. Westlake, Ohio. 5:17 p.m. Ex-AAF B-17 gunner (19 missions) N. E. Schroeder saw a thin, bright ellipse, like polished metal, hover for 5-8 secs, drop down 3,000 ft in 3 secs, hover again then fade out. (Sparks; Berliner)	20 secs	1		
955.	3155	Aug. 6, 1954. San Antonio, Texas. 6 p.m. Mechanical engineer L. H. Horner saw an intensely white elliptical light change to yellow, orange, pink, 4-5 times while flying straight and level. (Sparks; Berliner)	5 mins	1		mech engineer
956.		Aug. 7, 1954. West Germany. (Sparks; Jan Aldrich)				
957.	3162	Aug. 11, 1954. Yoron Jima, near Okinawa. 8:55 p.m. P. L. Percharde, electrical engineer and assistant manager of Moeller Shipwrecker Co., of Okinawa, saw a line of blue lights underneath a blue circle with a black center fly over ship and climb, illuminating and agitating the clouds. (Sparks; Berliner)		1		elec engineer
958.		Aug. 12 [11?], 1954. Maxwell AFB, Alabama (32.37° N, 86.36° W). 2:29 a.m. [9:54 p.m.?] Pilots flying 2 helicopters and 2 ground controllers saw a saucer-shaped object with slight red glow. (Sparks; Weinstein; Saunders/FUFOR Index)	35 mins	4		
959.	3166	Aug. 15, 1954. San Marcos, Texas. 10:20 p.m. USAF Maj. W. J. Davis and Capt. R. D. Sauers, flying a C-47 transport plane, saw a dark blue oblong object pace the C-47, veer away, then cross in front of it. (Sparks; Berliner)	5 mins	2		
960.		Aug. 22 [23?], 1954. N France [W Germany?]. (Sparks; Jan Aldrich)	30 mins?			
961.	3180	Aug. 24, 1954. Egilstadir [Lagarfiot or Lagarfljot River?], Iceland. 8:30 p.m. An unnamed farmer saw a flat cylinder, 2-2.5 ft long, 4-5 ft in diameter, make a loud whizzing sound, fly straight and level, fast, then slow, then fall into sandbar. (Sparks; Berliner)		multiple?		
962.	3182	Aug. 26, 1954. Danville, Virginia. 6:15 a.m. Rev. W. L. Shelton saw 2 domed ellipses, 20 ft long, 8 ft thick, 10 ft at ends, glowing silver or orange, hover, then climb side-by-side while getting brighter. (Sparks; Berliner)	2 mins	1		
963.	3185	Aug. 27, 1954. Dorchester, Mass. 1 p.m. E. A. Srazdes saw 7 large, white, teardrop-shaped objects turn blue fly in line formation and increase speed. (Sparks; Berliner)	2 mins	1		
964.		Aug. 28, 1954. Tinker AFB, Okla. (35.42° N, 97.37° W). 8:30 p.m. Several USAF pilots flying fighters saw a triangular formation of 15 objects, tracked by ground radar. (Sparks; Weinstein)		several		
965.	3189	Aug. 29, 1954. Prince Christian, Greenland. 11:05 a.m. 1st Officer H. G. Gardner and engineer J. V. D. Whitisy [and another witness Namely?] flying on Royal Dutch Airlines DC-4 (PH-DBZ), saw 3-4 dark, lens-shaped objects veer N and change position in formation. (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	2 [3?]		
966.	3196	Sept. 4, 1954. Butler, Missouri (38.26° N, 94.34° W). 3 a.m. [CST?] CAA communications specialist J. Faltemeier saw 20-30 lights, as if on a string, fly straight and level. (Sparks; Berliner)	1.5 mins	1		

967.	3198	Sept. 5, 1954. Butler, Missouri (38.26° N, 94.34° W). 12:23 a.m. [CST?] CAA communications specialist J. Faltemeier saw a silver or white object with a slightly swept-back leading edge and a following exhaust, fly straight and level, then veer SW to S. (Sparks; Berliner)	30 secs [24? secs]	1		
968.	3213	Sept. 18, 1954. Kimpo Air Base, Japan. 5:55 a.m. 2 control tower operators, a weather forecaster and a weather observer, saw a round object, like polished aluminum, fly straight and level. (Sparks; Berliner)	11-13 mins	4		weather forecaster & observers
969.		Sept. 18, 1954. Near Denver, Colo., Santa Fe, Las Cruces, New Mexico, to Enid, Okla. (36.39° N, 97.88° W). 8:40 p.m. Green fireball seen by thousands of witnesses heading SE, noiseless, angular size of full moon. (Sparks; Ruppelt p. 47)		1,000's	1	
970.	3222	Sept. 21, 1954. Barstow, Calif. (34.90° N, 117.02° W). 1 a.m. (PST) 2 local policemen, 4 USMC police, and a highway patrolman saw a red-orange ball giving off sparks, and a smaller light, making a zigzag descent then hover. (Sparks; Berliner)	20 mins	7		
971.	3224	Sept. 21, 1954. Santa Maria Airport, Azores (36°58' N, 25°10' W). 9:45 p.m. Airport guard saw a 10 ft x 5 ft light metallic blue, pecan-shaped object with a clear glass or plastic nose and door, poles or aerials on the nose, humming or whining as it hovered, then land vertically 50 ft away. A blond man, 5 ft 10 in tall appeared, spoke in a strange language, patted the guard on the shoulder, got in the object, hooked up his harness, pushed a button, took off with the object's nose pointed up, then levelled off and climbed vertically. (Sparks; Berliner)	2-3 mins	1+ ?	20	
972.	3226	Sept. 22, 1954. 3 miles E of Marshfield, Missouri. 9 [11?] a.m. Private pilot Jack N. Williams and Ernest J. Ash saw a thin, translucent, tan asymmetrical boomerang-shaped object about 6-7 ft wide revolving as it hovered to the SW about 600 ft height and 600 ft distance, ascended to 1500 ft in 20 secs, descended, then tumbled down behind some trees after emitting white puff of smoke or vapor. Marks were found in the ground "pulverized." (Berliner)	15 mins	2	1	
973.	3227	Sept. 23, 1954. Gatlinburg, Tenn. 9:45 a.m. (EST) Dave Owenby [and Trainer?] saw 2 bright silver, wheel-shaped objects fly N to S in trail. (Sparks; Berliner; Saunders/FUFOR Index)	2 mins	1 [??]		
974.		Sept. 26, 1954. Altoona, Penna. 9:04 p.m. (EST) Capt. Picune and crew of United Airlines DC-6 Flight 606 at 19,000 ft and ground speed 382 mph saw a fire-colored object, flat on bottom rounded on top, approaching, flying parallel for about 1 min, then pulling forward at tremendous speed, disappearing in the E. (Sparks; NARCAP; Saunders/FUFOR Index)	3 mins	2+ ?		
975.		Oct. 5, 1954. Houston, Texas. [Smith?] [6:45 p.m. CST?] (Sparks; McDonald list; Mary Castner/CUFOS)	15 mins? 45 mins?			radar?
976.	3260	Oct. 13, 1954. Nouasseur, French Morocco. 10:05 a.m. Weather observer following a balloon in his theodolite saw a round, flat, silver object fly straight and level. (Sparks; Berliner)	30 secs	1		theodolite

977.	3269	Oct. 15, 16, 17, 1954. Kingfisher, Okla. 8:45 p.m. 50 objects with illuminated bottoms were seen flying in a V-formation, high speed, on successive nights. Only data is on summary card. (Sparks; Berliner)				
978.		Oct. 23, 1954. Tinker AFB, Okla. (35.42° N, 97.37° W). 9:23 p.m. (CST) (McDonald list)				
979.	3281	Oct. 28, 1954. Miho Air Base, Japan. 5:32 p.m. USAF pilots Lt. Col. O. C. Cook and Lt. J. W. Brown, on ground using 7x50 binoculars, saw a brilliant white, round-oval object climb in front of clouds, brighten, turn 90° to the N. (Sparks; Berliner)	45 secs	2		binoculars
980.		Oct. 29, 1954. SE of Taiwan (at 21°50' N, 123°30' E). 6 p.m. USAF crew of C-47D transport plane saw a long narrow bright blue object emitting deep-orange sparks from front and rear. (Sparks; Project 1947)				
981.	3287	Oct. 29, 1954. Terciera Islands, Azores. 9 p.m. 4 Portuguese nationals saw a grey object, shaped like a stovepipe with a center bulge and short wings (10 ft long, 3 ft in diameter, 3 ft wings) having concave wingtips, make a gargling sound when hovering, then disappear in the glare of airplane landing lights. (Sparks; Berliner)	4-5 mins	4		
982.	3326	Nov. 15, 1954. Augusta, Maine. 4 p.m. N. Gallant, manager of radio station WFAV, saw 10 gold, circular objects fly in vertical V-formation, straight and level. (Sparks; Berliner)	3 mins	1		
983.		Nov. 19 [16?], 1954. 130 miles ESE of New Orleans, Louisiana. 9:04 p.m. Crew of National Airlines Flight 918 at 17,500 ft en route from New Orleans to Tampa, Flor., heading about 105°, saw a light flashing blue and white moving up and down directly in front at an unknown distance for 3-5 mins when it moved to the NE out of sight. (Sparks; NARCAP; McDonald list; Mary Castner/CUFOS)	3-5 mins			radar?
984.	3331	Nov. 19, 1954. Corvallis, Oregon. 4:15 p.m. P. J. Gunn, assistant professor of art at Oregon State University and ex-USN aviation cadet, saw a bright white light hover 8.5-9 mins, then cross 20° of sky in 3-3.5 mins. (Sparks; Berliner)	12 mins	1		prof
985.	3341	Nov. 28, 1954. Manila, Philippines. 10:50 a.m. An anonymous medical doctor saw a flat-bottomed, domed object 65-70 ft across, 18-20 ft high, bright orange with yellow discs attached and an exhaust trail, which flew N, stopped, reversed its course. (Sparks; Berliner)	4 mins	1		
986.		Dec. 2, 1954. Spanish Morocco. (Sparks; McDonald list)				
987.	3352	Dec. 3, 1954. Gulfport, Mississippi. 12:12 p.m. Mr. and Mrs. S. P. Mellen saw a translucent grey, round, flat object rotating on its vertical axis at high rate. (Sparks; Berliner)	30 secs	2		
988.	3356	Dec. 7, 1954. Cape Province, South Africa. 1:15 p.m. Weather officer, using a theodolite, saw a white, semi-circular, flat object with a dome fly from W to E, then turned N. (Sparks; Berliner)	7 mins	1		theodolite; weather officer
989.		Dec. 23, 1954. NE of Nogales, Ariz. Pilot flying F-86 fighter chased a light emitting red and green flashes. (Sparks; Weinstein)		1		
990.		Dec. 29, 1954. San Diego, Calif. Daytime. Crew flying		1+ ?		

		B-47 saw 2 objects pass the plane. (Sparks; Weinstein; BB files??)				
991.	3382	Jan, 1, 1955. 30 miles E [W?] of Cochise, New Mexico. 6:44 [5:44?] a.m. Instructor [Capt. D. F. Ritzdorf ?] and student pilot [F. W. Miller?] flying USAF B-25 bomber/trainer saw a metallic disc, shaped like two pie pans face-to-face, 120-130 ft diameter, pace the B-25, showing both its edge and its face. Only item in case file was summary form. [See Feb. 1, 1955, incident.] (Sparks; Berliner; cf. NARCAP)	5-7 mins	2		USAF instructor pilot
992.		Jan. 14, 1955. Bet. Virginia and Kansas. 6 p.m. Airliner pilot saw a dark object leaving a contrail. (Sparks; Project 1947)		1?		
993.		Jan. 19, 1955. Pacific Ocean. 8:10 a.m. U.S. military pilot saw a white-reddish globular object flying level with the aircraft. (Sparks; Project 1947)		1?		
994.	3401	Jan. 26, 1955. Lakeland, Florida. 6:15 p.m. J. M. Holland saw a black smoke trail make a circle. There was an explosion and some objects fell. No further information in file. (Sparks; Berliner)		1		
995.		Jan. 29, 1955. Winterset near Des Moines, Iowa. 9:07 p.m. (CST). Iowa Air National Guard pilots, Major A. Packer and Lt. D. Myers with 132nd Fighter Bomber Group flying a T-33A jet (s/n 52-9590) heading 30° at 290 knots (330 mph) saw a white light flashing at a set rate, no trail, on a direct headon collision course in level flight at 20,000 ft. At the last instant the object rose and flew over the jet, climbing rapidly to 35,000 ft. When the pilot tried to chase the object it out climbed and out turned him, seemingly using radar or similar means to track the T-33A so as to employ highly maneuverable tactics at "excess" speed and altitude. (Sparks; Project 1947; NARCAP)	25 secs	2	3	
996.		Jan. 31, 1955. Fuju [?], Japan. 1:33 p.m. U.S. military pilots saw a white circular object, no trail, moving against the wind. (Sparks; Project 1947)		2?		
997.	3414	Feb. 1, 1955. 20 miles E of Cochise, New Mexico. 7:55 [6:55?] p.m. Instructor Capt. D. F. Ritzdorf and aviation cadet F. W. Miller flying TB-25 bomber/trainer (s/n 44-86894) at 13,000 ft and ground speed 238 mph saw a very bright round object with red and white hues approach then hover off the left wing of the TB-25 for 5 mins about 5° above horizontal. Object climbed rapidly on a parallel flight track to disappearance in 3 mins. [See Jan. 1, 1955, incident.] (Sparks; Berliner; NARCAP)	8 mins	2	12-20	USAF instructor pilot
998.	3416	Feb. 2, 1955. Miramar NAS, Calif. 11:50 a.m. USN Cdr. J. L. Ingersoll saw a highly polished sphere, with reddish-brown coloring, fall, then instantly accelerate to 1,000-1,500 mph. (Sparks; Berliner)		1		
999.		Feb. 7, 1955. Harrisburg, Penna. 10:18 a.m. Flying Tiger pilot saw a brilliant object flash off to the S. (Sparks; Project 1947)		1?		
1000.		Feb. 7, 1955. Ft. Wayne, Indiana. 7:55 p.m. American Airlines Flight 266 crew saw 5 star-like objects appear intermittently motionless then moving. (Sparks; Project 1947)		1+ ?		

1001.	3427	Feb. 10, 1955. Bethesda, Maryland. 10:03 p.m. E. J. Stein, model maker at U.S. Navy ship design facility, saw an object, shaped like a small portion of the bottom of the Moon, with a radiant yellow color, hover for 30 seconds. The bottom changed to a funnel shape. (Sparks; Berliner)	1.5-2 mins	1		
1002.		Feb. 11, 1955. Ryukyu Islands, S Japan. 10:15 a.m. USAF MATS crew flying C-124 transport saw a yellow or amber object shaped like a Jack o lantern flying 1,000 mph. (Sparks; Project 1947)		1+ ?		
1003.		Feb. 17, 1955. Blackstone, Virginia. USAF pilot in flight saw an extremely large light-blue object at 35,000 ft. (Sparks; Project 1947)		1 ?		
1004.		March 2, 1955. Huntley, Illinois. 5:00 p.m. Car was followed by 3 elongated "balloons," each showing 8 red lights and about 20 ft long. (Sparks; Vallée Magonia 362)	10 mins			
1005.		March 16 [17?], 1955. 35 miles N of Salton Sea [or Ripley?], Calif. 9:24 a.m. USAF SAC pilot flying B-47 saw a silver circular object on a steady course S fading in the distance. (Sparks; Project 1947)		1 ?		
1006.		March 20, 1955. Johnson AFB, Tokyo, Japan. 4:21 p.m. CPS-1 air traffic control radar of the USAF 1954th AACS Sq, Johnson AFB, Tokyo RATCC, detected 4 unidentified targets due N at about 32 miles, then after adjusting manual scan found 16 unidentified targets in 6 separate formations N of base at ranges of about 20 to 28 miles, which slowly moved [about 50 mph] from radar scope azimuth 0° to 20° while heading about 145° over 10 mins until 4:31 p.m. F-86D was scrambled from Yokota AFB (about 30 mi ENE of Tokyo airport and RATCC) at 4:32, piloted by USAF 1st Lt. G. D. Merrick, takeoff at 4:36, heading N (350°) at 10,000 ft then W then S then N on a search pattern [roughly around the Yokota AFB] since ADC control site "Butterfly" at Chiba Peninsula did not detect targets on radar. Meanwhile targets on CPS-1 ground radar had become erratic, leaving trails on radar scope like jet aircraft, then became almost stationary at 4:35. USAF 5th AF went on Yellow Alert due to radar tracks. At about 4:51 the F-86D pilot while heading N on the search pattern detected on airborne radar 2 unidentified targets at 45° azimuth (NE), he turned towards them but lost the targets. Then the F-86D radar picked up another target at 30° at 22 miles and headed towards it on afterburner at about 560 mph, with closure rate 100-175 knots. F-86D got radar lock-on at 15 miles, closed on UFO to closest range 2.5 to 3 miles, was within 15 secs of firing position, dropped afterburner to not overtake too quickly, but UFO began to accelerate to 50 knots faster than the F-86D despite the pilot going on afterburner again. When the UFO pulled out to 7 miles range it made a left turn, the F-86D turned to follow, then the UFO made 90° right turn and F-86D followed, back onto 20° (~N) heading. ADC site "Butterfly" cleared F-86D pilot to fire on the UFO. UFO began climbing while F-86D closed to 5 miles and climbed to 16,000 ft on afterburner to follow, overshoot the UFO's leveled off altitude of 15,000 ft then went into a shallow dive back to 15,000 ft reaching Mach	~44 mins	2+		ground and air radar

		0.98 (~650 mph). UFO then began to pull away to 9 miles range, increasing speed to 200 knots faster than the F-86D [or ~880 mph supersonic], then gradually turning left 45° while pulling away to 15 miles range, breaking the F-86D's radar lock, and pilot broke pursuit at ~5:05 p.m. No visual confirmations, and no direct correlation of specific ground and air radar targets due to lack of specific reporting. (Sparks; Project 1947; NICAP)				
1007.		March 24, 1955. Ryukyu Islands, S Japan. 2:30 [2:13?] p.m. Beechcraft pilot instructor and student pilot saw a hat-shaped object with 3 windows on top section, change color from white to orange, fly under and around their plane. Instruments failed and engine sputtered, pilot dove the plane to evade the object but it kept pace. 2 jets scrambled from Kadena AFB. (Sparks; NARCAP; Project 1947)		2		EM; pilot instructor
1008.		March 29, 1955. Sonoma and Soledad, Calif. 7:35/7:38 p.m. (PST) McGrath (GOC observer) and Brown. (Sparks; McDonald list)	30 secs			
1009.		April 6, 1955. Beaumont, Calif. 7:45 p.m. (PST) Briggs. (Sparks; Hynek UFO Rpt p. 44; Saunders/FUFOR Index)	2 mins	1	8	
1010.		April 21, 1955. 3 miles NE of Moisant Airport, New Orleans, Louisiana. 10 [4?] p.m. Air National Guard pilot Ponticelli flying L-19 aircraft saw a bright silver delta-shaped object. (Sparks; Project 1947; Saunders/FUFOR Index)	1+ min	1?		
1011.		April 28, 1955. Dahlgren, Virginia. 1:20 p.m. (EST). Conlon. (Sparks; McDonald list)	90 mins	multi ple?		
1012.	3517	April 30, 1955. Travis County, Texas. 7:30 a.m. USAF Wing Intelligence Officer Maj. L. J. Pagozalski saw 4 black objects in a cluster make a whooshing sound like a zephyr. (Sparks; Berliner)	2-3 secs	1		
1013.	3523	May 4, 1955. Keflavik Airport, Iceland (63°58.7' N, 22°35.8' W ?). 12:38 p.m. USAF Lt. Col. E. J. Stealy and 1st Lt. J. W. Burt saw about 10 round, white objects, one of which left a brief smoke trail, flying in an irregular formation, some of them making erratic movements. (Sparks; Berliner; Saunders/FUFOR Index)	5-8 secs	2		
1014.		May 12 [11?], 1955. Thurmon, Colo. 1:06 a.m. [6:06 p.m. MST?] Crew of American Airlines DC-7 saw an object flying on a SE course at 20,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)				
1015.		May 13, 1955. Duluth, Minn. 8:30 p.m. (CST) (McDonald list)				
1016.	3565	May 23 [23-24?], 1955. Cheyenne, Wyoming (41.13° N, 104.80° W). 12 midnight. USAF Airman/Basic I. J. Shapiro and E. C. Ingber saw 2 slender, vertical rectangles low on the horizon, and two ovals with tops, dark, with dark blue illumination, which flew higher. (Sparks; Berliner; Saunders/FUFOR Index)	5+ mins	2		
1017.		June 1, 1955. N Canada. RB-47 onboard APG-32 gun-control radar and/or radar jamming case. (Sparks)				radar
1018.		June 2, 1955. N Canada. RB-47 onboard APG-32 gun-control radar and/or radar jamming case. (Sparks)				
1019.		June 4, 1955. Melville Sound, N Canada. 0030 (GMT).	9+ mins	sever		RV +

		RB-47 crew sighted "glistening silver metallic" object and "obscured by contrails" confirmed by onboard APG-32 gun-control radar tracking of target at 7,000 yards range (4 miles) from 0030 to 0039 GMT. Object stayed "low and to the rear of the RB-47" until the UFO "broke off contact to the north with an increase in speed." Gun camera photos. (Sparks)		al		photos
1020.		June 4, 1955. Parker, Ariz. 2:50 a.m. USAF pilot flying T-33 trainer saw a yellow-white-red stationary object that abruptly disappeared. (Sparks; Project 1947)		1		EM?
1021.		June 7, 1955. N Canada. RB-47 onboard APG-32 gun-control radar case. (Sparks)				
1022.		June 8, 1955. S of Bathurst Island, N Canada. 2044 (GMT). RB-47 crew detected UFO briefly on the onboard APG-32 gun-control radar, visual contact was made for 20 minutes from 2044 to 2104 GMT, object trailing behind RB-47 at about 5-10 miles range. Second RB-47 some 80 miles behind the first spotted the contrail left behind as the UFO disappeared. (Sparks)	20+ mins	several		RV
1023.		June 26, 1955. Holt, Florida. Civilian and military witnesses. (Sparks; Hynek UFO Rpt p. 45)		several		
1024.		July 1, 1955. China Lake, Calif. (Sparks; McDonald list)				
1025.		July 5, 1955. Newfoundland, Canada. 3:00-3:56 a.m. (AST). At 3:00 a.m., USAF 97th Air Refueling Sq pilot Lt. Homer H. Speer and copilot Lt Paul Daily of KC-97 callsign Archie 29, and pilot Lt. Robert W. Schneck and copilot Lt. David Cueldner (sp?) of KC-97 Archie 91, both planes at 20,000 ft on a refueling mission out of Harmon AFB (48°32.7'N, 58°33.0'W), saw 2 bright objects at 49°10' N, 59°50' W, at 20,000 ft appearing stationary. They reported sighting to Harmon at 3:05, made contact with radar site, 2nd Lt. Charles H. Denney, Senior Director, USAF ADC site N-23 (Air Defense Direction Center, 640th AC&W Sq, Harmon AFB, Stephenville, Newf., CPS-6B search and height-finder radar, TPS-502 backup height-finder, at 48°35.3' N, 58°40' W). Radar painted object at 3:07 with intermittent contact till 3:56 (also 4-5 additional objects). Archie 29 KC-97 in best position to close on object ordered to do so by Harmon, position 290° from radar site at about 80 miles, 10 o'clock to KC-97 [inconsistent with lat-long coords]. Objects started moving to NE at 50° true heading accelerating to 275 knots (300 mph) faster than Archie 29 KC-97. After object reversed course to S heading, pilot Lt. Speer of Archie 29 reached closest approach to 18 miles distance, maintained visual contact with object calling direction changes of object to radar site by radio, changes correlated exactly with those painted on scope by controller. Brief height-finder radar contact at 35,000 ft. Object began climbing at 3:38 a.m. and fighters scrambled, no radar or visual contact made. Speer lost sight of object at about 40,000-50,000 ft. Radar then tracked object accelerating to 1,600 knots (1,800 mph) moving off to NE. At same times radar also painted 5 smaller objects at 5,000-10,000 ft (briefly detected on height-finder) and thus below the KC-97's at 30° true [heading??], 60 miles from radar,	56 mins	11+		RV

		[inconsistent with other coords] moving very fast, changing direction and azimuth, jumping on and off scopes, forming circular pattern, changing to line abreast, traveling 10-20 miles then changing direction, speed 1,500+ knots (1,700+ mph). Radar tracked about 4 objects at point of initial sighting on 40° true heading, speed 300 knots (350 mph). Objects at 3:40 a.m. at 50°10' N, 57°50' [?] W. One C-119 aircraft en route from Goose Bay passed within 5 miles of the objects, not known if seen. Radar targets confirmed by 1st Lt. Anthony G. Scarpace (sp?), Ground Electronics Officer of 670th ACW Sq, who found radar operating properly and no inversion effects present. Investigated by NEAC AFSSO (AF Special Security Office), reported to AFSS (NSA subunit not to be confused with AFSSO compartmented security agency), NSA and CIA. (Sparks; CIA, AF, NSA FOIA; Project 1947)				
1026.		July 11, 1955. Toulon, France. Daytime. Military pilot of C-47 transport saw a round reddish-orange light changing color to bright white, no trail. (Sparks; Project 1947)		1?		
1027.		July 20, 1955. Portland, Oregon. 2 fighter pilots and GOC ground observers saw a round object with a silver lower part climb when fighters approached. (Sparks; Weinstein; BB files??)		2?		
1028.		July 25, 1955. Near Syracuse, New York (43.05° N, 76.15° W). 5:22 a.m. [12:22 a.m. EST ?] Pilot flying F-86 fighter saw an orange object. (Sparks; Project 1947; Saunders/FUFOR Index)		1?		
1029.		July 26, 1955. Kansas City, Kansas. 9:34 p.m. [3:34 p.m. CST ?] USAF pilot flying B-47 bomber saw a round object, no trail. (Sparks; Project 1947; Saunders/FUFOR Index)	1 min	1?		
1030.	3673	July 29, 1955. Columbus, Nebraska. 10:45 p.m. (CST) Morrice Raymond saw 4 orange flashing lights and a white flashing light move up and down like yo-yos. (Sparks; Berliner; Saunders/FUFOR Index)	5-6 mins	1		
1031.	3699	Aug. 11, 1955. Iceland. 11:45 a.m. USAF 2nd Lt. E. J. Marlow saw 12 grey objects, from cigar to egg-shaped, vary formation from elliptical to wavy line to scattered to straight line to trail formation. Speed varied from hovering to 1,000 mph. (Sparks; Berliner)	3-4 mins			
1032.		Aug. 21-22, 1955. Kelly, 7 miles N of Hopkinsville, Kentucky (at 36.97° N, 87.477° W). 7, 8-11 p.m., 2:30-4:45 a.m. At about 7 p.m. Billy Ray Taylor went into the backyard of the Sutton farmhouse and saw a bright object from the SW [or actually about SSW about 210° azimuth from the direction of Fort Campbell U.S. Army base] then pass over and descend into a gully about 500 [300-600?] ft N of the farmhouse and about 35-40 ft lower elevation. Mrs. Glennie Lankford and 6 other adults [most Sutton family], plus 3 children (Charlton, Lonnie and Mary Lankford), saw two or more 3 ft tall gremlin-like creatures float down from trees and approach the house from the dark, which were shot at by rifle and shotgun fire without effect. At about 11 p.m. the entire group fled in terror in	brief + 3 hrs + brief + 2-1/4 hrs	1 + 12 + 1 + 10		

		their two cars and drove at high speed into Hopkinsville to report the incident to the Police Dept. State police officer leaving the Shady Oaks restaurant 3 miles N of Hopkinsville in a car to respond to the call heard several meteor-like objects streaking over him sounding like artillery shells, and was able to see 2 in a series looking like meteors from the SW [or actually about S, from about 190° azimuth, headed towards Kelly from the direction of Fort Campbell and the TOP SECRET Armed Forces Special Weapons Project Site C, Clarksville Base, 36.665° N, 87.487° W, National Stockpile Site for nuclear weapons storage apparently recently including multi-megaton yield H-bombs]. City, county, state and military police and reporters drove out to the Sutton farm to investigate from around 11:30 p.m. to 2 a.m. UFO entities returned at about 2:30 a.m. and were again shot at without effect, finally disappearing at about 4:45 a.m. (Sparks; Davis-Blöcher 1978; Hynek UFO Rpt pp. 212-6; Vallée Magonia 372; Saunders/FUFOR Index)				
1033.		Aug. 23, 1955. Cincinnati, Ohio. 11:50 p.m. Several USAF fighter pilots saw 3 round disc-shaped objects making evasive maneuvers. Ground radar tracking. (Sparks; Weinstein; BB files??)		several		radar
1034.	3720	Aug. 23, 1955. Arlington, Virginia (38.91° N, 77.09° W). 10:45 a.m. G. M. Park, using a 400x telescope saw several (6+) orange lights moving singly or in groups, circling and stopping. (Sparks; Berliner; Saunders/FUFOR Index)	30 mins	1		telescope
1035.		Aug. 25, 1955. Fordland, Missouri. 7:56 p.m. (CST) (McDonald list; Saunders/FUFOR Index)				radar?
1036.	3743	Sept. 3, 1955. Bellingham, Wash. 9:30 p.m. (PST) GOC observer Saunders saw white pinpoint move slowly across 30° of sky. No further information. (Sparks; Berliner)	15 mins	1		
1037.	3750	Sept. 7, 1955. Washington, D.C. (38.89° N, 76.95° W). 6:30 a.m. (EST) 2 photographers, one plate maker for the Army Map Service, one named Smith, saw a glowing round object fly an arc. (Sparks; Berliner)	1 min	2?		
1038.	3757	Sept. 9, 1955. Near Alcoa [Rock Garden?], Tenn. 12 noon. M. N. Dawkins, using binoculars, saw a brown, almost square object fly with a circular motion. (Sparks; Berliner)	10-15 mins	1		binoculars
1039.		Oct. 4, 1955. S of Baku, USSR. 7? p.m. US Sen. Richard B. Russell, US Army Col. E. U. Hathaway, CIA Clandestine Service Foreign Intelligence Staff officer Reuben Efron (under cover as a “translator”), and an accompanying Calif. businessman named Robert R. Gros, VP of Public Relations of PG&E (Pacific Gas & Electric), sighted two separate nearly vertical ascents of a lighted domed-disc saucer-shaped object about 1 minute apart, while traveling by train. (Sparks; Joel Carpenter, Sparks, FOIA docs from CIA, FBI)	secs	4		
1040.	3800	Oct. 8, 1955. Loogootee, Indiana. 4:38 [5:38?] p.m. R. D. Prather and H. Ahern saw a round, silver or white object fly straight and level at more than 1,000 mph. (Sparks; Berliner; Saunders/FUFOR Index)	12 secs ?	2		
1041.	3810	Oct. 11, 1955. Pt. Lookout, Maryland. 4 p.m. B. Hale	2.5 hrs	2		

		and A. Ostrom saw round object, white in daylight and turning red with sparks near end of sighting, with a deep roar unlike an aircraft. (Sparks; Berliner)				
1042.		Oct. 19, 1955. 40 miles NW of Knoxville, Tenn. [Tex.?]. 8:30 p.m. (EST) F-86 case. (Sparks; McDonald list; Saunders/FUFOR Index)	2+ mins	1?		
1043.		Oct. 20 [21? 26?], 1955. Minneapolis, Minn. 7:40, 8 p.m. CST [2:21 a.m.?] USAF F-89D fighter pilot Steck saw a white luminous oval-shaped object making 90° turns at 1,000 mph, tracked on airborne radar. Ground observer(s). [Same as Oct. 26, 1955, case?] (Sparks; Weinstein; Saunders/FUFOR Index)	18 secs ?	2?		radar
1044.		Oct. 26 [30? 21?], 1955. Minneapolis, Minn. [Same as Oct. 21, 1955, case?] (Sparks; McDonald list)				
1045.		Nov. 14, 1955. Deming, New Mexico. 1 a.m. Commercial airline pilot in flight saw a fast moving object, with a light on the rear, come from the SW. (Sparks; Project 1947)		1?		
1046.	3860	Nov. 17, 1955. St. Louis, Missouri. 6:10 a.m. J. A. Mapes saw 12 round, flat objects, silver on top and dark on the bottom, fly in 4-deep formation, tipping in pitch and roll angles. (Sparks; Berliner)	45 secs	1		
1047.	3862	Nov. 20, 1955. Lake City, Tenn. 5:20 p.m. Operations Officer Capt. B. G. Denkler and 5 men of the USAF 663rd AC&W Sq saw 2 oblong, bright orange, semi-transparent objects fly at terrific speed and erratically, toward and away from each other. (Sparks; Berliner)	4 -15 mins	6		radar?
1048.	3869	Nov. 25, 1955. LaVeta, Colo. 10:30 a.m. State Senator S. T. Taylor saw a dirigible-shaped object, fat front, tapered toward the tail, luminous green-blue and jellylike, appear overhead diving at a 45° angle, reducing to 30°. (Sparks; Berliner)	5 secs	1		
1049.		Dec. 6, 1955. Marianna, Florida. 6 [1?] a.m. USAF pilot flying MATS transport radar tracked unidentified target. (Sparks; Project 1947; Saunders/FUFOR Index)	< 5 mins	1?		radar
1050.		Dec. 11, 1955. Near Jacksonville, Florida. 9 p.m. 2 airliner pilots [and crews?] and ground observers saw fast maneuvering orange-red round object, with ground radar tracking. 2 USN jets on a practice night-flying mission were vectored to the object by a Jacksonville NAS controller, on approach the object suddenly rose up to 30,000 ft then dove back down in a circle, buzzing the jets. (Weinstein; NARCAP; BB files??)		several		RV
1051.		Dec. 13, 1955. Arlington, Virginia. 10:09 p.m. (EST). Intelligence management engineer and amateur astronomer with Army G-2 Comptroller, Pentagon, sighted maneuvering reddish (?) light, about stellar magnitude of Sirius, starting mag -1 and diminishing to +4 to+4.5 mag when it disappeared. Sighted in the sky above his home, which made ~200° turn to right passed near star Capella [azimuth 253° elevation 71°] and disappeared in the NNE into horizon [??] haze approaching star Gamma Leonis [azimuth 79° elevation 42°]. No sound despite complete quiet, speed fluctuating. Clear sky and visibility down to 6th stellar magnitude. Observer plotted course on star	2 mins 12 secs	1	point source	amateur astronomer

		map.				
1052.		Dec. 14, 1955. Caddo Lake, Louisiana. 2:45 a.m. USAF pilot flying B-47 in 513th Bomber Sq saw and radar tracked oblong object. (Sparks; Project 1947)		2?		radar
1053.		Dec. 17, 1955. Laguna [Mt. Laguna ?], Calif. 9:45 a.m. (PST) (McDonald list)	13 mins			
1054.	3893	Dec. 21, 1955. Caribou, Maine. 11 p.m. Roberta V. Jacobs saw a round, very bright gold, domed disc in a short climb, then rotate, hover and accelerate. (Sparks; Berliner)	6-8 mins	1		
1055.		Jan. 11, 1956. Wurtsmith AFB, Mich. 5:40 p.m. (MST) F-89D. Culpepper and Complauer. (Sparks; McDonald list; Saunders/FUFOR Index)	2-15 mins			RV?
1056.		Jan. 18, 1956. Itazuke AFB, Japan. 1 [10?] a.m. Air crew sighting of white round balloon-shaped object traveling at high speed, no trail. (Project 1947; Saunders/FUFOR Index)	42 secs			
1057.		Jan. 24, 1956. Wheelus AFB, Tripoli, Libya. 1:52 p.m. (GMT) (McDonald list; Saunders/FUFOR Index)	12 mins			
1058.		Feb. 2, 9, 21, 1956. Camp Irwin, Calif. (Sparks; McDonald list)				
1059.		Feb. 7, 1956. Keesler AFB, Biloxi, Mississippi (30.42° N, 88.94° W). 8 a.m. (CST) (McDonald list; Saunders/FUFOR Index)				
1060.		Feb. 11, 1956. S of Japan (at 28°53' N, 131°30' E):15 p.m. MATS C-124 air crew sighting of a yellow or amber object at 1,000 knots (1,150 mph). (Sparks; Project 1947)		1?		
1061.	3969	Feb. 12, 1956. 38 miles SW of Goose Bay, Labrador, Canada. 11:25 [10:55? 11:10?] p.m. (AST). USAF F-89D pilot Bowen and radar observer Crawford saw a green and red object rapidly circle the jet, and tracked on radar. No further details. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	2		RV
1062.		Feb. 15, 1956. Riverside, Calif. (33.98° N, 117.38° W). 8:40 [12:40?] p.m. USN pilot Taylor flying aircraft saw a cigar-shaped brown object on a straight level course. (Project 1947; Saunders/FUFOR Index)	8 mins	1?		
1063.		Feb. 18, 1956. N of Montelimar Airdrome, France. 8:20 p.m. 3 USAF C-119 crew, 780th Troop Carrier Sq, saw a round dot change color every 30 secs from white to red to green. (Sparks; Project 1947; Saunders/FUFOR Index)	4 hrs?	3		
1064.		Feb. 18 [17?], 1956. Orly Airport, Paris, France (54.16° N, 0.05° E). 10:50 [8:20?] p.m. Air France pilot De Vaux of DC-3 and radio operator saw large red blinking light flying erratically, tracked by ground radar. (Sparks; Project 1947; Saunders/FUFOR Index)	30 mins? 4 hrs ?	3+ ?		radar
1065.	3977	Feb. 19, 1956. Houston, Texas. 6:07 a.m. (CST). Crew of Eastern Airlines Super Constellation saw intense white light, moving 4-5 times the speed of the airplane, evaded by the pilot. (Sparks; Berliner; Saunders/FUFOR Index)	28 mins	2+		
1066.		March 2 [5?], 1956. Spokane, Wash. (47.66° N, 117.44° W). 4:40 p.m. (PST). Stoner. (Sparks; McDonald list; Saunders/FUFOR Index)	30+ secs			
1067.	4050	April 4, 1956. McKinney, Texas. 3:15 p.m. Capt. Roy Hall, U.S. Army (Ret.), Charles Anderson and others saw	6 hrs	4+ ?		2 telescopes

		fat, oblong, stationary object with two lines around its middle through a 6-inch telescope and a 55-200x telescope. (Sparks; Berliner)				
1068.		April 5, 1956. Almy Pond, Newport, Rhode Island (at 41°30' N, 71°18' W). 12:30-12:35 p.m. (EST). USN Underwater Ordnance Test Station physicist Mrs. Genevieve Mathison and her 3 children from the front door of their home saw a circular silver object with no trail or sound descending from 45° elevation in the N down to 0° elevation on an approaching path, with a receding 135° maneuver [?] and disappearing by whirling into the haze. (Sparks; Jan Aldrich)	5 mins	4	20 (? binoc equiv ?)	USN physicist; binoculars
1069.		April 6, 1956. 5 miles E of McKinney, Texas. Mitchell and another man saw a 6 ft silvery, balloon-shaped craft land in a field 300 ft away from them. They stopped their car to investigate, but the object took off at fantastic speed. (Sparks; Vallée Magonia 379; Saunders/FUFOR Index)		2		
1070.		April 8, 1956. N of Schenectady to W of Syracuse, New York. 10:15 p.m. (EST) Capt. Raymond E. Ryan, First Officer William Neff, flight attendant Phyllis Reynolds, and passengers, took off in an airliner from Albany heading N then nearly due W (about 280° True) at 260 mph and 6,000 ft N of Schenectady when a brilliant white light about 2-3 miles away was spotted about 90° to the left appearing like an airliner heading in to land at Albany. The white light moved about 90° to dead-ahead position about 8-10 miles away at high speed estimated at about 800-1,000 mph where it changed color to orange and seemed to block the airliner's path or risk collision, disappeared briefly, reappeared as an orange light again but standing still ahead of the airliner to the W. Airliner contacted Griffiss AFB, Rome, NY, where controllers asked pilot to turn lights off and on to help identify aircraft and was told airliner was seen and the orange UFO to the S. Airliner was ordered to maintain course to follow the UFO to the W, skipping its scheduled landing at Syracuse after nearly 30 mins of following the object. Promised fighter jet interception was not seen. Object disappeared at high speed to the NW (or N) towards Oswego, NY. (Sparks; McDonald list; NICAP website)	30+ mins	6+ (?)		
1071.		April 16, 1956. Henderson, North Carolina. 5:00 a.m. FBI agents Richards and another, driving on Route 1, just before dawn, saw a top-shaped object as large as the road pass over their car, no sound. (Sparks; Vallée Magonia 381)	few secs	2		
1072.		April 28, 1956. Near Newport (?), England, UK. 8:30 p.m. Lockheed/Curtis-Wright technical rep and JCS scientific consultant and his wife saw bright white star increase in brightness in the E for 10+ secs at "high altitude," dim to medium dull red, then move from E to W roughly 3°/sec, dimming after 30 secs of travel to dull red, accelerating to "enormous speed," wobbling as it disappeared. (Sparks; Hynek UFO Rpt pp. 91-92)	3 mins	2		aeronautica l scientist
1073.		May 8, 1956. Aliquippa, Penna. (40.62° N, 80.26° W). 9:48 a.m. (EST) (McDonald list)	10 mins			

1074.		May 22, 1956. 58 miles NW of Monroe, Louisiana. 11:05 p.m. (CST) USAF officer 1st Lt. Earl D. Holwadel, piloting T-33 jet, and an accident investigation officer 1st Lt. Curtis Carley in the back seat during a night flight heading 50°-55° at 18,000-19,000 ft at 240 knots, saw a bright light due E, then saw it again in the E at 11:15 p.m. Holwadel banked right to the SE somewhat behind the object now seen in the SE at great distance. Object suddenly came straight at them at high speed passing in front of the T-33 at about 225 ft away under the "nose" of the object, no jet wash, on a heading of 330° when the object flashed an intensely bright white light from a "greenhouse-shaped dome" or cockpit window at its front end that lit up the canopy of the T-33. Object about 30-40 ft long, elliptical in shape, shorter than a C-47 but wider, a small steady red running light in the center, with no wings, only stubby protrusions extending 3-4 ft and 25 ft long on each side, bottom surface like steel with ribs extending down 2-4 ft with a wave-like appearance. Object moved away then returned at high speed on a W course with "fantastic" maneuverability never changing flight attitude at any time, disappeared at estimated distance of about 60 miles. (Sparks; BB Misc Microfilm Roll 1, pp. 173-182; NARCAP; McDonald list; Hynek-CUFOS files)	10-15 mins	2	20	
1075.		June 2, 1956. Newton, Mississippi. 10:51 p.m. Military pilot of Convair T-29 saw white-green light on parallel course at 5-7 miles [distance?]. (Sparks; Project 1947)				
1076.	4127	June 6, 1956. Banning, Calif. (33.93° N, 116.88° W). 5:30 [4:30?] a.m. Mr. Bierman saw a thin disc with a small dome, shimmering silver, hover about 300 ft away at 100 ft height then zoom up. [Crossed the road slowly, turned, crossed the road again behind the car and vanished suddenly. ??] (Sparks; Vallée Magonia 383; Saunders/FUFOR Index)	8-10 secs	1		
1077.		June 29, 1956. Los Angeles to San Diego, Calif. 5:10 p.m. (PST). (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs			
1078.		July 6, 1956. Euclid, Ohio. 9:37 a.m. (EST). (Sparks; McDonald list; Saunders/FUFOR Index)				
1079.		July 17, 1956. Otis AFB, Westover, Mass. 11:42 p.m. (EDT). USAF jet fighter pilot saw a white-yellow circular object that reversed course. (Sparks; McDonald list; Weinstein; Saunders/FUFOR Index)	40 mins	1		
1080.	4270	Aug. 8, 1956. 20 miles S of Quartzsite, Ariz. 11 p.m. (MST). Attorneys W. B. Buttermore and J. W. Smith saw a blue-white pulsating light fly fast, straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	5-7 mins	2		
1081.		Aug. 10-11, 1956. Duncanville AFS near Dallas, Texas. 12:05/12:20 p.m. (CST). McConnell. (Sparks; Jan Aldrich; McDonald list; Saunders/FUFOR Index)	4 hrs			
1082.		Aug. 13, 1956. RAF Bentwaters, England, UK. 9:55 p.m. Extremely high speed radar-visual approximately 18,000 mph E-W radar track of brilliant white light, from about 30 miles E to 30 miles W passing directly over the radar site, "streaked under" C-47 at 4,000 ft near base. Radar	30 secs	several		RV

		track provides height-finding data confirming extremely low altitude, roughly 2,000 ft, also estimated by ground visual observers. (Sparks)				
1083.		Aug. 13-14, 1956. RAF Lakenheath, England, UK. 11 p.m. to 12:30 a.m. Radar-visual of hovering-darting objects that outmaneuvered Venom NF-3 jet interceptor beginning at 12:01 a.m. Later attempted intercepts at about 2-3 a.m. were unsuccessful. (Sparks)	1-1/2 hrs	several		RV
1084.		Aug. 16, 1956. Near Azores [41.41° N, 95° W ?]. 1:45 a.m. [2:30 a.m. GMT?]. Capt. Dennis and crew of Eastern Airlines DC-4 Flight 49, flying at 4,000 ft en route to New York heading W, saw a bright white light to the W pass within 40 ft from above and below [multiple passes?]. Pilot took evasive action. (Sparks; NARCAP; Weinstein; Saunders/FUFOR Index)	20-25 mins	multiple		
1085.		Aug. 17, 1956. SSW [of] Spragueville, Maine. (Sparks; McDonald list)				
1086.		Aug. 20, 1956. North Bend, Oregon. 10:15 p.m. (PST). Camillo. (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs			
1087.		Aug. 22, 1956. Bornholm, Denmark. 8:50 p.m. (GMT). (Sparks; McDonald list; Saunders/FUFOR Index)	3 hrs			radar
1088.	4348	Aug. 27, 1956. Juniata, Penna. 9:55 p.m. Mrs. R. S. Pope saw a bright disc with a clear dome fly vertically, then N. A very cold breeze seemed to emanate from the object. (Sparks; Berliner)	3 mins	1		
1089.	4379	Sept. 4, 1956. Dallas, Texas. 9 p.m. USMC T/Sgt. R. D. Rogers and family saw a large star, changing to red color, remain stationary for 20 mins, then move W at 200 knots (230 mph). (Sparks; Berliner)	23 mins	3+		
1090.		Sept. 13, 1956. S Calif. (at 34°32' N, 119°48' W, near Santa Barbara). 9:35 [9:34?] p.m. United Airlines Flight 459 crew saw a star-like object stationary then moving. (Sparks; Project 1947; Saunders/FUFOR Index)	1 min	2+ ?		
1091.	4399	Sept. 14, 1956. Highland, North Carolina. 1 a.m. Scaly, N. Car., policeman O. S. Gryman saw 14 yellow-to-red round objects with tremendous exhaust fly in a vague formation from SW to E to NE and back again, while swooping up and down. (Sparks; Berliner)	1.5 hrs	2 ?		
1092.		Sept. 25, 1956. Grand Rapids, Mich. 4 p.m. Cessna pilot Marcus saw 2 delta-shaped objects flying S under the right wing. (Sparks; Weinstein; CUFO files; Saunders/FUFOR Index)		1		
1093.		Oct. 9, 1956. Little Easton, Essex, England (51°54' N, 0°19' E). 6:55 p.m. (GMT). USAF witness Pollock. (Sparks; McDonald list; Saunders/FUFOR Index)	hrs	4		
1094.		Oct. 17 [18?], 1956. Wheelus AFB, Tripoli, Libya. 10:17 p.m. (GMT). (McDonald list; Saunders/FUFOR Index)				
1095.	4489	Nov. 1, 1956. 60 miles E of St. Louis, Missouri, near Mt. Vernon and Sandoval, Illinois. 5:30 p.m. [11:30 a.m. CST?] USAF Capt. W. M. Lyons, Intelligence Division Chief (Aerial Weather Recon Officer) [and Daniel?], flying a T-33 jet trainer, saw an orange light with a blue tinge, fly across the sky. (Sparks; Berliner; Saunders/FUFOR Index; etc.)	2 mins	2?		

1096.		Nov. 4, 1956, Point Arena, Calif. 8:22 p.m. (PST). (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs 40 mins ?			radar
1097.		Nov. 9 [?], 1956. Destin, Florida. 7 p.m. (EST). USAF pilot flying RF-84F with 3242nd Test Group saw a long narrow object with a series of bright orange lights. (Project 1947; Saunders/FUFOR Index)	4 mins	1?		
1098.		Nov. 11, 1956. El Toro Marine Corps Air Station, Calif. 9:30 p.m. (PST). USMC pilot flying helicopter and ground witnesses saw a flashing red light with ground radar tracking. (Sparks; Weinstein; Saunders/FUFOR Index)	2 hrs 45 mins	3+ ?		radar
1099.		Nov. 14, 1956. SE of Jackson, Alabama. 10:10-10:12 p.m. Capital Airlines Flight 77 pilot Capt. W. J. Hull with 3 million miles and 17 years' flight experience and author of anti-UFO skeptical article "The Obituary of the Flying Saucer" in <i>The Airline Pilot</i> magazine (Sept. 1953), with copilot FO Peter MacIntosh were flying from New York to Mobile, Ala., in a Viscount airliner at 300 mph descending at 10,000 ft, when they saw a brilliant bluish-white light (mag. -7) descend in a steep downward angle diagonally (about 45°?) from left to right from WSW at azimuth 315° to dead ahead SSW at 205° azimuth 30°-40° elevation where it stopped at the same or slightly higher altitude. Hull radioed Bates tower near Mobile to look for object, then at that moment the object began a series of maneuvers for 30 secs, rising and falling, darting back and forth, instant 90° turns, then hovered motionless again at same/slightly higher level. When Bates field radioed again the object began another series of "crazy gyrations, lazy 8's, square chandelles" with undulating motion, then shot out to the S over the Gulf of Mexico in a steep climb at "fantastic speed" until it disappeared. (Sparks; Condon Committee Unexplained case, CR pp. 127-9; Hynek-CUFOS-Willy Smith files; NARCAP)	2 mins	2	1/10	
1100.	4543	Nov. 30, 1956. Charleston AFB, South Carolina. 12:48 p.m. USAF aerial navigator Maj. D. D. Grimes saw an unspecified object fly at an estimated 100 ft altitude over water. No further details. (Sparks; Berliner)	10 mins	1+ ?		
1101.		Dec. 17, 1956. Itazuke AFB, Japan. 4:20 p.m. 2 USAF pilots flying F-86D interceptors saw a golden brown round object flying at 1,500 knots (1,700 mph), strong interference on airborne radar. (Sparks; Weinstein; Saunders/FUFOR Index)	3-7 mins	2		radar
1102.	4577	Dec. 31, 1956 [Jan. 1, 1957?]. Guam. 2:10 a.m. USAF 1st Lt. Ted Brunson, flying an F-86D jet interceptor, saw a round, white object fly under the jet, which was unable to turn as sharply as the object. (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	1		radar, EM
1103.		Jan. 16, 1957. Bet. Ft. Worth and Lubbock, Texas. 8 p.m. USAF crews of 2 B-25's saw a round white object make rapid maneuvers, effects on radio and compass. (Sparks; Weinstein)		4+ ?		radar, EM
1104.		Feb. 7, 1957. Las Cruces, New Mexico. 3:53 a.m. (MST). 54 radar targets? (McDonald list; Saunders/FUFOR Index)	1 hr 39 mins			radar
1105.		Feb. 13, 1957. Marrero, Louisiana. 8 p.m. Martin.	1 hr 40			

		(Sparks; McDonald list; Saunders/FUFOR Index)	mins			
1106.		Feb. 13, 1957. Tierra Amarilla AFS, New Mexico (36°37'25" N, 106°39'50" W). 4:40 a.m. (MST). Meyer. (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs			
1107.		Feb. 13, 1957. Lincoln AFB, Lincoln, Nebraska. 2:30 a.m. USAF SAC (98th Bomb Wing?) Director of Operations and 3 tower controllers at 2 radar sites, and the GCA's NCOIC, tracked several targets flying behind an airliner at a distance of 5-6 miles traveling 2x as fast. No IFF response. Objects could hover and move at high speed, one split into 2 objects, another did 180° turn. Blips the size of a B-47. (Sparks; Hynek UFO Exp ch. 7, case RV-7)	3-5 mins [25 mins?]	5		RV multiple radars
1108.		Feb. 27, 1957. Castle AFB, Calif. 9:45 p.m. (PST). 9 radar targets. (Sparks; McDonald list; Saunders/FUFOR Index)	24 secs			radar
1109.		March 6, 1957. Great Meadows-Hope, New Jersey. 2 p.m. Martin's attention drawn by barking dogs looking up at white derby-hat-shaped object 50+ ft wide hovering low over a field about 450 ft away with a gentle rocking motion and streamers underneath like tinsel. Object suddenly took off almost vertically to the NE without sound disappearing into cloud bank. (Sparks; Hynek UFO Rpt pp. 151-4; Saunders/FUFOR Index)	1 min +	1	12	
1110.		March 22, 1957. Point Mugu, Calif. 12:10 p.m. (PST). (Sparks; McDonald list)				
1111.		March 22, 1957. Long Beach-Los Angeles Airport, Calif. 11:55 p.m. (PST). CAA airport surveillance radar operated by Norman Johnson (unclear whether located at Los Angeles or Long Beach) picked up 2 high speed 3600 mph targets in trail with each other (later just one blip) in the NW at 300° Mag at 10 miles range headed outward radially from radar at about course 320° Mag [probably 4 blips 10 miles apart for 30 secs] until stopping abruptly at 40 miles range [for 10 secs?]. Target reversed course heading radially inward to station going 30 miles in reverse direction [in 10 secs?] then a 2nd stop at 10 miles range [for a 10-sec sweep?]. Target reversed direction going 40 miles [in 40 secs?] on 320° Mag heading beyond radar range last blip at 50 miles at 315° Mag azimuth. High speed radar targets traveling radially inward and outward from station only on one side of scope with probably slight curvature of path (i.e., 300°, 315° and 320° Mag azimuths or headings) is suggestive of mutual interference with another radar at almost exactly the same frequency. 2 F-89 jets scrambled from Oxnard AFB found nothing. No visuals at any time. (Sparks; McDonald list; Saunders/FUFOR Index; NICAP)	120 secs	1		radar no visual
1112.		March 23 [22?], 1957. Oxnard AFB, Calif. 11:15 p.m. (PST). Beaudoin and several independent witnesses saw maneuvering lights. (Sparks; Hynek UFO Rpt pp. 53-54; Saunders/FUFOR Index)	5 hrs 45 mins ?	several		
1113.		March 27, 1957. Roswell, New Mexico. 8:35 p.m. USAF pilot Lt. Sontheimer flying C-45 transport saw to the left 3 bright white circular objects in tight formation on	6 secs	1?		

		collision course. He immediately flashed his taxi lights, one object shot straight up above him the other 2 continued on passing in front. When he flashed his taxi lights (again?) the objects instantly blinked out and disappeared. (Sparks; Weinstein; NARCAP; Saunders/FUFOR Index)				
1114.		April 14, 1957. 1/2 mile E of Vins sur Caramy, France (at 43°25.7' N, 6°10' E). 3 p.m. Mrs. Marie Garcin and Mrs. Julia Rami walking NE on Road D24 heard a loud deafening noise and saw about 300 ft ahead of them a 5 ft tall 3 ft wide metallic top-shaped object covered with vibrating sharp spines landing near a road sign which started to vibrate loudly, then the object hopped over the road at a height of about 15-30 ft, the women cried out and another witness Mr. Jules Boglio about 1,000 ft away looked and with the women saw the object land (a 2nd time) in the next road, then jump over another road sign which then vibrated with loud noise. 2 other witnesses reportedly saw the object at a much greater distance. (Sparks; Hynek UFO Exp ch. 9, case CEII-16; Mark Cashman)	1-2 mins	3	2	
1115.	4706	April 25, 1957. Ringgold, Louisiana. 2:30 a.m. (CST). Military witness Robertson. Case missing. (Sparks; NARA; Saunders/FUFOR Index)	25 mins	1		
1116.	4715	May 2, 1957. Edwards AFB, Calif. 6:55-7:20 a.m. (PDT). James D. Bittick and John R. Gettys, Jr., civilian phototheodolite operators, were driving by truck to Askania Site #4 when they sighted an object above them about 500 yards away. They radioed a report to their supervisor Frank Baker who told them to set up the camera and try to film the object, which they did after about 10 mins. They photographed what they described as a golden luminous domed-saucer shaped object with holes or ports around the dome about 100 ft in diameter about 1 mile in the distance to the N headed E (photos show multiple? objects). Available phototheodolite frames 614, 620 and 651 (609 too blurred, cutoff) show azimuth 10°28' elevation 2°24' shifting E to azimuth 40°30' elevation 1°0'. Disappeared at about 5 miles. Possible jet fighter interception. [Possible weather balloon with slow leak, explanation denied by Edwards AFB Colonel Klein (sp?) analyzing actual tracking of balloon and wind direction.] (Sparks; Tom Tulien; Jan Aldrich; McDonald 1968 pp. 75, 85; Loren Gross Mar-May 1957 pp. 67-68; IUR Oct 2005)	25 mins	2	8?	photo-theodolite
1117.		May 4 [5?], 1957. Near Calif. coast (at 33°52' N, 127°33' W?). 3:25 a.m. (PDT) [4 a.m. PDT?]. USAF copilot of radar patrol aircraft with 552nd AEW&C Wing saw a yellowish-red light at 10,000 ft pass in front of aircraft. (Sparks; Weinstein; Saunders/FUFOR Index)	30 secs	1?		
1118.		May 29, 1957. Houma, Louisiana. 3:03 p.m. (CST). (Sparks; McDonald list)	14 mins			radar
1119.		May 30, 1957. Detroit, Mich. 9:01 a.m. (CST). (Sparks; McDonald list)	30 secs			radar
1120.		June 3, 1957. Shreveport to Converse, Louisiana. 8:30	1 hr ?	4+		RV,

		[9:35?] -9:30? p.m. (CST). Shortly after takeoff from Shreveport Airport, heading for Lake Charles, La., and climbing, Capt. Lynn Kern and FO Abbey Zimmerman flying Trans-Texas Airlines Flight 103 were told by the control tower that a small light was visible nearby. They saw the star-like blue-green pulsating [?] object hovering (approaching?) at their 10 [2?] o'clock position at about 400 ft then climbing rapidly to 1,000 ft paralleling the airliner then at 110 knots speed (130 mph later 165 mph) but at higher altitude and 1/2 mile away. Kern flashed landing lights and object responded with a beam [?] of light. 2nd blue-green pulsating object joined the first on the opposite side of the airliner (then at 9,000 ft), air crew confirmed from tower that it had both objects on radar and visually through binoculars, objects headed S at 170° climbing to about 10,000 ft and followed airliner to Converse, La., (about 45 miles S of Shreveport) where pilot queried ADC radar site, England AFS, Alexandria, La., which confirmed the 2 targets in the airliner's vicinity at 9,700 ft. Objects disappeared from sight in a cloud deck to the SW. (Sparks; Hynek UFO Exp ch. 7, case RV-6; NARCAP)				multiple radars, binoculars
1121.	4760	June 12, 1957. Milan, Italy. 7:30 p.m. G. U. Donadio, translator for export-import firm, saw an object "big as a hen's egg" [at arm's length?] fly very fast, zigzag, hover and revolve, then shoot up. (Sparks; Berliner)	17 mins	1		
1122.		July 16, 1957. Las Vegas, Nevada/N Arizona. 1:56-1:58 p.m. (MST). USAF ADC radar station 865th ACWRON, Las Vegas AFS, Angel Peak (36°19.1'N, 115°34.4'W), Nevada, Senior Director 1st Lt. Clifford E. Pocock, scope operator A/2c Walter Lyons, and control technician A/1c Armand Therrien, using the FPS-3A L-band search radar tracked an inbound target at average speed of about 6,200 mph for 48 secs [?] when it "stopped abruptly" and "remained stationary" for 12 secs to the ENE at 75° azimuth 85 miles range, N of Grand Canyon, then target headed outbound at about 7,000 mph on 85° heading over the last 72 secs before disappearing at the radar's maximum range at 81° azimuth 224 miles range (near Marble Canyon, Ariz.). Target responded to encrypted military IFF transponder signals and transmitted encrypted responses. Similar occurrence 2 days earlier noted by night crew but none others in 2 years. See July 17 and 18 radar-emitting and/or IFF-transmitting UFO incidents in Mississippi and Arizona. (Sparks; Jan Aldrich)	2 mins 12 secs	3		radar and IFF
1123.		July 17, 1957. Gulfport, Mississippi, E Texas to Ft. Worth and to E of Oklahoma City. 4:30-6:40 a.m. (CDT). Electronic Intelligence (ELINT) RB-47 jet on training mission repeatedly encountered maneuvering radar-transmitting UFO which correlated with visual of brilliant white-red light tracked at 10 nautical miles from RB-47 by Dallas/Duncanville AFS 647th ACWRON air defense FPS-10 radar (32°38.8' N, 96°54.3' W), with same motions outpacing jet, simultaneous blink outs on Duncanville radar, ELINT monitors, visually and on airborne navigation radar. (Sparks in <i>The UFO Encyclopedia</i> , 2nd	2 hrs 10 mins	6+		RV and ELINT

		ed. 1998, vol. 2, pp. 761b-790b)				
1124.		July 18, 1957. Mt. Lemmon, Ariz. (32°26.5'N, 110°47.4'W). 10:46-11:20 p.m. (MST). USAF ADC radar station 684th ACWRON, Mt. Lemmon AFS, Senior Director Capt. Claiborne F. Bickham and crew using both MPS-7 L-band search and MPS-14 S-band height-finder radars tracked a stationary target at 42,000 ft to the NW at 308° azimuth 82 miles range (S of Chandler, Ariz.). Target responded to encrypted military IFF Mode 3 transponder signals, transmitted encrypted responses resulting in "normal Mode 3 paint" on radar scopes, and "a very slight strobe came from object appearing like ECM jamming." See similar incident on July 16, 1957, in Arizona (Las Vegas radar station) and RB-47 case on July 17. (Sparks; Jan Aldrich)	34 mins	3+ ?		radar and IFF
1125.		July 24, 1957. Nemuro Strait, Japan. 10 a.m. 2 USAF pilots flying F-86 jet fighters scrambled to intercept disc-shaped object, tracked by ground radar and seen by ground witnesses. (Sparks; Weinstein; BB files??)		3+ ?		RV
1126.		July 25, 1957. Niagara Falls, New York. 12:25 a.m. (EST). USAF pilot 1st Lt. Robert S. Hipkins and alert center operator S/Sgt Raymond C. Henry, both 47th Fighter Interceptor Sq on the ground, saw a circular brilliant white object with smaller 6? pale green lights on its perimeter move slowly at constant altitude at first then make fast pivoting turns, maneuvering radically SE to NE (from azimuth 150° elevation 45° to azimuth 75° elevation 65°), disappearing in a rapid steep climb. Radar tracked for 3 mins by CPS-6 ground ADC site. (Sparks; McDonald list; Jan Aldrich)	8 mins	2+ ?		RV
1127.	4841	July 27 or 29, 1957. Longmont, Colo. Early morning. J. L. Siverly saw a thick disc, ice blue, with a top like honeycomb (interconnected hexagons), hover and rock below the hill tops. Middle band was scalloped, bottom had four kidney-shaped forms. (Sparks; Berliner)	10 mins	1		
1128.	4847	July 29, 1957. Cleveland, Ohio. 10:31 p.m. Capital Airlines Capt. R. L. Stimley and First Officer F. J. Downing saw a large, round, yellow-white object dim once, cross the bow of the airliner, which then gave chase but was unable to catch it. (Sparks; Berliner)	8 mins	2		
1129.	4848	July 29, 1957. Oldsmar, Florida. 11:45 a.m. E. E. Henkins saw a pale yellow fireball glide into the water and exploded. (Sparks; Berliner)	1 min	1		
1130.		Aug. 3, 1957. About 175 miles SW of San Francisco, Calif. (at 35°30' N, 124°30' W). 7:45-8:24 a.m. (PDT). USAF 965th Aircraft Early Warning & Control Sq (552nd AEW&C Wing), pilot 1st Lt. Robert J. Springer, Jr., Tech. Sgt. Herman L. Giles, and 16 other air crewmen, while on routine Airborne Operations Center radar early warning patrol over the Pacific aboard RC-121D aircraft (s/n 53-3400) detected a target on IFF Mode 2 transponder only. At 7:56 the IFF target became a direct radar "skinpaint," at 8:02 the IFF equipment APX-6/APX-7 was turned off but target was still tracked on airborne radar. At 8:15 target was at 2 o'clock position 10 miles range when aircraft	37-39 mins	2+		radar and IFF

		started a right turn to reverse course putting target at dead ahead and target "suddenly" took off to the NW at "very high" speed, disappearing at 58 miles range (within 1-2 mins? at 1,800-3,600 mph?). Regained radar contact at 8:18 at 1 o'clock position 22 miles range moving right to left, crossed in front of aircraft again, closing distance to 8 miles at 11 o'clock position at 8:20 when target turned to head on parallel path. Lost contact at 8:24 at 7 o'clock position behind the plane at 15 miles, IFF remaining off, no visuals. (Sparks; Jan Aldrich)				
1131.		Aug. 22, 1957 Cecil NAS, Florida. 3:40 p.m. Sheetz and another civilian in a car chased a 50 ft black, bell shaped object bearing two bright, white lights at the top until the engine stalled when object hovered 10 ft away. Underside resembled a disk with fins. When a jet took off from the airfield, the object went out of sight almost instantly. Car battery was found completely dead. Noise from the object compared to helicopter though no helicopter in the area. (Sparks; Vallée Magonia 399; Saunders/FUFOR Index)		2	140 ?	EM
1132.		Aug. 22, 1957. Cambria AFS, Calif. 7:35 p.m. (PST). USAF personnel at 775th ACWRON, radar operator Sq, Lt George Miller, and XXX, sighted 2-3 round red and orange objects in stack formation to the SW at 15° elevation, observed in binoculars. At 7:58 a.m. FPS-3 search radar and FPS-6 height-finder radar detected object in the same direction at 12,000 to 17,000 ft. Miller and two others at radar station observed another object in the W, apparently the planet Venus. Two F2H Navy fighters from Moffett Field NAS were sent to the area and made visual contact with what they considered to be a star. When fighters got within 50 miles of objects both fighters' IFF transponder signals disappeared from FPS-3 search radar scope. Fighter aircraft IFF did not reappear until the fighters departed and reached range of about 70 miles from the objects. (NICAP; Sparks; McDonald list; Saunders/FUFOR Index)	1 hr 33 mins	3	1 ?	radar-visual + binoculars
1133.		Aug. 27, 1957. Dry Tortugas, Florida. 4:45 p.m. (EDT?). Crew of military aircraft saw an object with bright red to reddish-yellow pulsating light, tracked by ground radar. (Sparks; Project 1947)				RV
1134.		Aug. 29, 1957. Paso Robles, Calif. Daytime? Taylor and Bunting saw silver circular object flying N to W. (Sparks; Hynek UFO Rpt p. 44; Saunders/FUFOR Index)	4 mins	2		
1135.		Sept. 19, 1957. Point Pleasant, New Jersey. 6:40 p.m. Connell saw a boomerang-shaped object bigger than a house land. Grass flattened. (Sparks; Vallée Magonia 403; Saunders/FUFOR Index)				
1136.	4959	Sept. 20, 1957. Kadena AFB, Okinawa. 8 p.m. S/Sgt. H. T. O'Connor and S/Sgt. H. D. Bridgeman saw an object, shaped like a coke bottle without the neck, translucent and fluorescent, make four 5-10 second passes from N to S, with 4-5 mins between passes. (Sparks; Berliner)	4 x 5-10 secs ?	2		
1137.		Sept. 20, 1957. Montauk, New York - Benton, Penna. 4 p.m. National air defense UFO alert (previous cases on Dec. 6, 1950, Apr. 17, 1952, not in BB files apparently;	20+ mins ?	multiple		multiple radars

		see subsequent alert of Apr. 18, 1962, in BB files). High speed 2,300 mph radar target on E-W path at 50,000 ft altitude tracked by multiple radars, including 1-min track by FPS-3 at Montauk Point and 9 mins by CPS-6B at Benton, from E Long Island to Buffalo, New York (with alleged 11 min gap in between??), triggering a White House alert, high level CIA, USAF Intelligence, IAC Watch Committee, and IAC Executive Session meetings (IAC was board of directors of US Intelligence Community now called National Foreign Intelligence Board, NFIB). Speed varied from 1,500 to 4,500 mph. (Sparks; FOIA; Sparks; FBI files)				
1138.	5003	Oct. 8, 1957. Seattle, Wash. 9:17 a.m. 2 U.S. Army sergeants saw 2 flat, round, white objects fly in trail formation along an irregular path, frequently banking. (Sparks; Berliner)	25-30 secs	2		
1139.		Oct. 19, 1957. Mildenhall, England, UK. (Sparks; McDonald list)				RV
1140.		Oct. 21, 1957. RAF Gaydon [North Luffenham?], Warwickshire, England. 9:18 p.m. RAF pilot flying Meteor fighter had near collision with object, 6 lights emerged when fighter approached, object disappeared suddenly, ground radar tracking confirmed sighting. (Sparks; Project 1947; Saunders/FUFOR Index; Mary Castner/CUFOS)		2+ [?]		RV
1141.		Oct. 22, 1957. Wiesbaden, West Germany. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1142.		Nov. 2, 1957. 3 miles W of Canadian, Texas. 3:30 a.m. Calvin and other military/civilian witnesses saw a submarine-shaped object, red and white, 2-3x car length (40-60 ft) and about 10 ft high, at ground level. A figure was seen near the object, compared to a white flag [?]. When a car stopped nearby, a flash of light from the object coincided with the sudden failure of the headlights. (Sparks; Vallée Magonia 418; Saunders/FUFOR Index)		2+ ?		EM
1143.		Nov. 2, 1957. 4 miles W of Levelland, Texas. 10:50 p.m. Pedro Saucedo and Jose Salaz driving W saw a flash of light to the right of the road then a large 200 ft long 6 ft wide blue torpedo-shaped object, with yellow flame and white smoke emitted from the rear, rose up out of the field, headed straight toward their truck, passed directly overhead at about 200 ft with a loud thundering roar, a rush of wind and great heat, causing the truck engine to die and headlights to go out, then disappeared in the E towards Levelland, and the lights came back on spontaneously and the engine was able to be restarted. (Sparks; Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)	2-3 mins	2	100	EM
1144.		Nov. 3, 1957. 9 miles E of Levelland, 1 mile W of Smyer, Texas. 12:05 a.m. Texas Tech college student Newell H. Wright was driving W when the ammeter on his car dashboard started fluctuating widely, car motor gradually went out then headlights and radio died. He got out to check and saw a white or aluminum-colored oval-shaped object flat on the bottom like a loaf of bread, with a greenish tint, about 75-125 ft long. After a few mins	4 mins	1		EM

		object suddenly rise up from the road ahead and ascend almost vertically at great speed, slightly to the N, disappearing in secs. Afterward car was able to be restarted. (Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)				
1145.		Nov. 3, 1957. White Sands Proving Ground (WSPG), New Mexico. 2:30-3 a.m. (MST). Army Cpl. Glenn H. Toy and PFC James E. Wilbanks, Army Garrison Detachment 5, WSPG, in a jeep patrol driving N, located S of Stallion Site, saw an orange or fire-like, "apparently controlled," egg-shaped luminous object about 120 ft (PFC estimate) 225-300 ft (Cpl. estimate) in size, first high in the sky descending to 60-80 ft (PFC estimate) or 150 ft (Cpl. estimate) above ground, hovering for 3 mins (then disappeared for a few mins and reappeared almost as bright as the sun, then fell at about a 40° angle to the ground as if landing and light went out, about 2-3 miles away at the N end of the test grounds. Possibly the nearly Full Moon which set about 2:40 a.m. (Sparks; BB files; Magonia 420; Saunders/FUFOR Index)	10 mins	2	2 ?	
1146.		Nov. 3, 1957. White Sands Proving Ground, New Mexico. 8 p.m. (MST). Army Spec-3 Henry R. Barlow and Spec-3 Forest R. Oakes, Army Garrison Detachment 5, WSPG, in a jeep patrol driving W near the site of the first A-bomb explosion, Trinity Site, saw a pulsating red then white light, possibly 200-300 ft in size about 4-5 miles away, brightening and dimming sometimes going out, rising in the sky from the ground (per Spec-3 A) or from about 50 ft over the bunker (per Spec-3 Z) up to about 45° elevation until it looked like a star or point source then disappeared. Possibly Venus in the SW disappearing in cloud layer or setting at about 7:50 p.m. (Sparks; BB files; Magonia 420; Saunders/FUFOR Index)	25 mins	2	1?	
1147.		Nov. 4, 1957. About 8-10 [4?] miles SSW of Orogrande, New Mexico (at about 32° 18' N, 106° 8' W, elev. 4100 ft). 1:10 p.m. (MST). James Stokes, electronics instrumentation technician, Rocketsonde Branch, High Altitude Test Division, AF Missile Development Center, Holloman AFB, NM, a Mr. Duncan of Las Cruces, NM, and Allan Baker of Holloman AFB. Stokes was driving S down Hwy 54 when his radio faded and the car slowed [stopped?] as if the battery was failing then he noticed 6-12 cars ahead of him had stopped and drivers were out looking at the sky (looking behind him to the NE), including Duncan and Baker. Stokes stopped and got out, saw pearl-white oval or egg-shaped object about 500 ft wide with slight purplish tinge heading S at high speed estimated 1500-2000 mph from the NE below elevation angle of Sacramento Mtns ridgeline (about 1°), descending from about 5,000 ft above ground level in shallow dive to about 1,500-2,500 ft AGL as it swerved to the W to pass to the S of Stokes and the other stopped cars about 2 or 3-5 miles at closest, then circling around headed W and disappearing. The same or another object appeared in the NE (as if the object had completely circled) and performed	2+ 2 mins [~1.5 + 1.5 mins]	7+	2-1/2	EM

		same rounded course but passing farther to the S of the parked cars [about 5 miles?] and disappeared in the W. Duncan took 35 mm film of the object. Stokes noticed a wave of heat from the object at closest approach, later that evening was sunburned, but it cleared up the next day. (Sparks; APRO; BB files; McDonald list; Saunders/FUFOR Index; etc.)				
1148.		Nov. 4, 1957. Elmwood Park, Illinois (at 41°56.3' N, 87°49' W). 3:12-3:22 [3?] [3:15?] a.m. (CST). Police officers Joseph Lukasek and Clifford Schau and fireman Daniel De Giovanni on patrol noticed unexplained dimming of their spotlight and headlights, saw setting-sun-like orange globe straight ahead down the street to the W [street oriented to 268° azimuth], various maneuvers as they pursued it over 1-1/2 miles and U-turns, seen to N, passing over their car behind them to E and again W, approaching to within 150-300 ft [?]. Noiseless, changed to cigar shape at one point. Disappeared high up in the sky like a black shade pulled up from the bottom. Moon reportedly seen to the E in clear sky [actually W, at about 274°-275° setting at 276° at about 3:30 a.m., 90% full, and street oriented to 268° so moon not visible through ½ mile of buildings lining alleyway of W. Wellington Ave.]. Independent witness Helmut Reuter saw the red-orange cigar-shaped object to the W at 3:15 a.m. from 73rd Ave., Elmwood Park. (Sparks; Hynek UFO Rpt pp. 172-6; Vallée Magonia 421; Loren Gross Nov. 3-5, 1957, pp. 22-27; Herb Taylor)	10-15 mins	4	1	EM
1149.		Nov. 4, 1957. 3 miles SE of El Paso Airport, Texas. 7:30 p.m. Border Patrol inspector Burton saw egg-shaped object with bluish glow approaching from the SW at 30° elevation with whirring sound like artillery shell after car stalled and headlights dimmed and blacked out. Object passed over car at 100 ft height headed W, changing altitude at irregular intervals, rose vertically at Franklin Mtns. (Sparks; Hynek UFO Rpt p. 181; Saunders/FUFOR Index)		1		EM
1150.		Nov. 4, 1957. Kirtland AFB (at 35° 3' N, 106°38' W) and Manzano Base/Site A National Nuclear Stockpile, Albuquerque, New Mexico. 10:45 p.m. (MST). CAA air traffic controllers R. M. Kaser and E. G. Brink saw a highly maneuverable 15-20 ft egg-shaped object with a white light at its base circle over the W [E?] end of the base at 150-200 mph and come down in a steep 30° dive as if landing on Runway 26, to the N or NW of the tower at about 1500 ft. Radar tracked part of this maneuver. Object then crossed flight line, runways and taxiways heading towards the tower at about 50 mph and 20-30 ft above ground, observed through 7x binoculars till it reached about 3,000 ft to the ENE near the NE corner of the floodlit restricted nuclear Weapons Storage Area / Area D/Drumhead Area (Manzano Base/Site A National Nuclear Stockpile), and a B-58 bomber service site, where it hovered for 20 secs-1 min then headed E again, at about 200-300 ft height, then suddenly shot up at a steep climb at about 45,000 [4,500?] ft/min. Controllers contacted	25 mins ?	3+	1/2 ? (2° ? equiv in binocs)	RV, binoculars

		RAPCON which tracked object on CPN-18 radar traveling E then turning S, circling the Albuquerque Low Frequency Range Station then headed N [disappearing at 10 miles and reappearing 20 mins later to circle around ?] to follow 1/2 mile behind a USAF C-46 that had just taken off to the S for 14 miles until both went off scope. Hovering radar target then appeared to the N over outer marker for 1-1/2 mins before fading. (Sparks; McDonald 1968, 1972; Hynek UFO Exp ch. 7, case RV-3)				
1151.		Nov. 5, 1957. Long Beach Airport, Calif. Zibello. (Sparks; McDonald list; Saunders/FUFOR Index)				
1152.		Nov. 5, 1957. Eglin AFB, Florida. (Sparks; McDonald list)				radar
1153.		Nov. 5, 1957. About 200 [350?] miles S of Mobile (at 25° [27°?] 47' N, 89°24' W) and near Selma, Alabama. 5:16-5:23? a.m. US Coast Guard cutter Sebago heading NNE at 23° azimuth tracked radar target to the S at 188° azimuth range 22 miles traveling at 650 mph disappearing at 190° azimuth at 55 miles range. Visual object like a brilliant planet was seen at 5:21 for 5 secs traveling left to right from W to NW from 270° to 310° azimuth at about 31° elevation. A radar target seemingly stationary for 1 min at 5:20-21 to the N at 350° azimuth range 7 miles moved slowly towards the NE then accelerated rapidly off the scope at 15° azimuth (about NNE) at 175 miles. 3 USAF pilots at Selma saw a bright object flash from S to N, time uncertain. (Sparks; Hynek-CUFOS-Willy Smith files; cf. CR p. 165)	7 mins ?	5+ ?		RV
1154.		Nov. 5, 1957. Scotia, Nebraska (41.46° N, 98.68° W). 5:30 p.m. Winslow heard helicopter-like noise, smelled "burning" odor, saw a balloon-like, elongated object coming to ground level, without touching down, emanating thick smoke, then object rose again and disappeared. Witness was "paralyzed" during sighting. (Sparks; Vallée Magonia 424; Saunders/FUFOR Index)		1		
1155.		Nov. 6, 1957. Kagoshima, Japan (31°37' N, 130°32' E). (Sparks; McDonald list)				radar
1156.		Nov. 6, 1957. Laredo AFB, Texas. (Sparks; McDonald list)				radar
1157.		Nov. 6, 1957. Whiteman AFB, Missouri. (Sparks; McDonald list)				radar
1158.		Nov. 6, 1957. N of Seoul, South Korea (at 37°30' N, 127° E ?). Morning. A luminous bluish-white barrel-shaped object was seen close to the ground, reflected in a pool of water. It rose and vanished "like a light switched off." (Vallée Magonia 426)				
1159.		Nov. 6, 1957. Santa Fe, New Mexico. 12:10 a.m. J. Martinez and A. Gallegos saw an egg-shaped object slowly coming toward them at low altitude, illuminating their car, producing a humming sound. Car engine, clock and a wristwatch stopped. Object shot away to the SW. (Sparks; Vallée Magonia 425; BB files??)		2		EM
1160.	5205	Nov. 6, 1957. Boerne, Texas. 6 p.m. McGregor saw an oval object, about 15 ft long, bright orange similar to glowing coals, hovering 12 ft above ground. He went to		1		

		call his family but the object had vanished when he returned. Tape [?]. (Sparks; cf. Vallée Magonia 431; Saunders/FUFOR Index)				
1161.		Nov. 6, 1957. Lake County, Ohio. 6:30 a.m. Markell saw an unbearably bright round object, much larger than a plane, landing on a ridge, then taking off again. Object had an "odd color," left no trail, made no noise. (Sparks; Vallée Magonia 428; Saunders/FUFOR Index)		1		
1162.		Nov. 6, 1957. Montville, Ohio (41.62° N, 81.06° W). 11:30 [11:20] p.m. (EST). Olden J. Moore, 28, a plasterer, while driving home suddenly saw an object like a bright meteor split into two pieces, one going straight up, the other getting larger while color changing from bright white to blue-green. Object hovered 200 ft above a field close to ground, 500 ft away, with a soft whirring sound. After 15 mins, Moore walked to the object, which was shaped like "a covered dish" 50 ft in diameter, 15 ft high, with a cone on top about 10 ft high, surrounded by haze or fog, pulsating slowly. Holes, footprints and decaying radioactivity found at the site by Civil Defense Director Kenneth Locke. (Sparks; Vallée Magonia 433; Michel-Mebane 1958)	15 mins +	1	12 +	radioactivity
1163.	5227	Nov. 6, 1957. Radium Springs, New Mexico. 10:50 p.m. Las Cruces policeman [Barela?] and a Dona Ana County Deputy Sheriff saw a round object changing from red to green to blue to white rising vertically from a mountain top. (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	2		
1164.		Nov. 7, 1957. Harlingen AFB, Texas (26.18° N, 97.69° W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1165.	5254	Nov. 8, 1957. Merrick, Long Island, New York. 10:10 a.m. Mrs. L. Dinner saw a bar-shaped object, 3.5 ft long, giving off blue flashes and a swishing sound. No further data. (Sparks; Berliner)		1		
1166.		Nov. 9, 1957. Lake City, Missouri. 1 a.m. Boardman driving home from work saw a hovering object 50 ft long. Car engine died as he approached, restarted again after object's departure. (Sparks; Vallée Magonia 439; Saunders/FUFOR Index)		1		EM
1167.		Nov. 12, 1957. Houma, Louisiana. (Sparks; McDonald list)				
1168.		Nov. 14, 1957. Rothwesten, West Germany. [601st AC&W Sq ?] (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1169.		Nov. 22, 1957. 10 miles SE of Tarakly, Turkey (at 40°15' N, 30°32' E). Daytime. Turkish Air Force pilot saw a 10 ft regular-hexagon-shaped object. (Sparks; Project 1947)		1		
1170.		Nov. 23, 1957. Joliet, Illinois. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1171.		Nov. 23, 1957. 30 miles W of Tonopah, Nevada. 6:10-30 a.m. (PST). 1st Lt. Joseph F. Long, fighter pilot. Car engine stalled, he heard high-pitched whining noise, saw 4 landed 50-foot saucer-shaped UFO's to the right of the road at 900-1200 ft away. He approached on foot to 50 ft distance, objects lifted off, flew north over highway, disappeared behind hills 1/2 mile away. Ground	20 mins	1	72	

		impressions at the landing site. (Sparks; Hynek UFO Rpt pp. 182-6; Willy Smith pp. 71-79; Vallée Magonia 445)				
1172.		Nov. 25, 1957. Eglin AFB [S of Hurlburt Field?], Florida. 10 p.m. USAF B-66 crew saw 3 objects, tracked by ground radar. (Sparks; McDonald list; Project 1947)				RV
1173.		Nov. 26, 1957. West Mesa AFS, New Mexico. 8:41 p.m. (MST). Airmen Montoya, Bazinette and Scott at 687th ACWRON Squadron ADC radar site M-94 with MPS-7 radar tracked unknown target at 3,000 knots (3,500 mph) at 315° azimuth 170 NM range decreasing range to 115 NM at 315° azimuth then disappearing at 63 NM, still at 315° azimuth, in 6 additional sweeps of radar antenna in 1 min 24 secs. Elevation angles unknown. Target correlated with IFF Mode 3 transponder signals emitted by UFO radar target. (McDonald list; Saunders/FUFOR Index)	1 mins 24 secs	3		radar IFF
1174.		Nov. 26, 1957. Sea of Okhotsk, W of Kamchatka, USSR (at 53°30' N, 154°28' E). 11:04 p.m. USAF crew of RB-50, 6091st Recon Sq, saw a brilliant red object with bluish-green tail in level trajectory. (Sparks; Project 1947)				
1175.		Nov. 26, 1957. Joliet, Illinois. 6:30 a.m. Air National Guard F-86A pilot saw a stationary yellowish object disappear slightly [?] to the N. (Sparks; Project 1947)		1		
1176.	5419	Nov. 26, 1957. Robins AFB, Georgia. 10:07 a.m. 3 control tower operators, 1 weather observer and 4 others saw a silver, cigar-shaped object, which suddenly vanished. (Sparks; Berliner)	8 mins	8		
1177.		Nov. 27, 1957. Yakima, Wash. 1:25 a.m. (PST). Northwest Airlines Flight 535 pilot in the air and control tower operator on the ground saw a bright red glow turning to white smoke moving S. (Sparks; Project 1947)		2		
1178.		Nov. 27, 1957. Toledo, Ohio. 7:35 p.m. (EST). Pilots of Eastern and Northwest Airlines airliners saw an object flying straight at about 4,800 knots (5,500 mph). (Sparks; Project 1947)		2+ ?		
1179.		Nov. 30, 1957. Minot, North Dakota. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1180.	5445	Nov. 30, 1957. New Orleans, Louisiana. 2:11 p.m. 3 U.S. Coast Guardsmen saw a round object turn [?] white, then gold, then separate into 3 parts and turn red. (Sparks; Berliner)	12 or 20 [?] mins	3		
1181.		Dec. 11, 1957. Guthrie, Penna., and Parkersburg [near Lockbourne AFB, Ohio?], West Virginia. 10 p.m. USAF pilots of 3 F-86's with 87th FI Sq saw an orange circular or crescent-shaped object moving erratically at Mach 1.5 (about 1,000 mph) with ground radar tracking. (Sparks; Project 1947; McDonald list)		3		radar
1182.		Dec. 11, 1957. Lake City AFS, Tenn. (Sparks; McDonald list)				radar
1183.		Dec. 12-15, 1957. Misawa Chitose, Hokkaido, Japan. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1184.	5545	Dec. 13, 1957. Col Anahuac, Mexico. 9:35 a.m. R. C. Cano saw 14-15 [or 30] circular, tapered discs, very bright, fly in a formation like a stack of coins, then change to an	20 mins	several?		

		inverted-V formation. (Sparks; Berliner; cf. Hynek UFO Rpt. p. 120)				
1185.	5559	Dec. 17, 1957. Fruita-Grand Junction, Colo. 7:20 p.m. F. G. Hickman, 17, saw a round object change from yellow to white to green to red, with red tail 2x as long as the body. Object stopped, started, backed up. (Sparks; Berliner)	45 mins	1		
1186.		Dec. 19, 1957. Pepperrell AFB, Newfoundland, Canada. (Sparks; McDonald list)				
1187.		Dec. 23, 1957. Sea of Japan. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1188.		Jan. 3, 1958. Old Westbury, Long Island, New York. 2:35 p.m. (EST). Fensterstock. (Sparks; Hynek UFO Rpt p. 43; Saunders/FUFOR Index)	8-10 secs			
1189.		Jan. 4 [1?], 1958. SW Libya. 12:08 a.m. (GMT). Military aircraft pilot and navigator saw a bright orange light streaking across the sky on a NE heading, with airborne radar tracking. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	6 secs	2		radar
1190.		Jan. 9, 1958. Biggs AFB, El Paso, Texas. 7:37 p.m. (CST). (McDonald list; Saunders/FUFOR Index)	5 mins			radar
1191.		Jan. 11, 1958. Bering Sea, about 150 miles N of Atka Island, Aleutian Islands, Alaska (at 54°43' N, 175°15' W). 7:30 a.m. USN pilot of P2V-5F aircraft saw a formation of 3 lights flying at 900 knots (about 1,000 mph) tracked by airborne radar merging into one target. [Identical to Jan. 14, 1958, incident??] (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	5 mins			RV
1192.		Jan. 14, 1958. Bering Sea. 8:34 a.m. Military aircraft crew saw 3 lights in triangular formation flying SW at 320 knots (about 400 mph) tracked on airborne radar. [Identical to Jan. 11, 1958, incident??] (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)				RV
1193.		Jan. 16, 1958. NE of Trindade Island, Brazil (20°30' S, 29°19' W). 12, 12:15 p.m. Captain of IGY research ship and many crew members, plus ship's photographer Almiro Barauna sighted and photographed Saturn-shaped object maneuvering over Trindade Island at about 12:15, about 15 mins after ship's radar detected the unidentified target. Power failure on the boat when object sighted; power returned upon object's departure. (Sparks; Hynek/CUFOS 1982 tape interview; APRO/Lorenzen/Fontes; etc.)	15 mins	many	3	photos; EM effects; RV
1194.		Jan. 31, 1958. 25 miles SW of Tokyo, Japan. Night. USAF pilots of T-33 jet(s) saw 12 yellow-orange lights fly S in 3 groups. (Sparks; Project 1947)	30 secs			
1195.		Feb. 12 [13?], 1958. W of Wake Island. 9:14 [8:14?] p.m. Military pilot saw a greenish-blue object emitting a bright flash and tracked on airborne radar with a 2nd object. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)				RV
1196.		Feb. 20, 1958. NW of Winslow, Ariz. 6:32 p.m. (MST). 12 military officers including on the ground [?] saw a round or cigar-shaped stationary object. (Sparks; Project 1947; Saunders/FUFOR Index)	4+ mins	12		

1197.		Feb. 25, 1958. Glenwood, Newfoundland. 12:10 a.m. (AST). Johnson. (Sparks; McDonald list; Saunders/FUFOR Index)	1 hr 25 mins			
1198.		Feb. 25, 1958. Gander AFB, Newfoundland. 2:30 a.m. (AST). Miller. (Sparks; McDonald list; Saunders/FUFOR Index)	1 hr 30 mins			radar
1199.		March 2 [1?], 1958. Tampa, Florida. 7:45 [8:45?] p.m. Francis saw a balloon-shaped object with bright light land on the airfield then take off slowly and hover at 750 ft altitude before disappearing. (Sparks; Vallée Magonia 461; Saunders/FUFOR Index)	15 mins	1		
1200.	5716	March 14, 1958. Healdsburg, Calif. 8:45 a.m. Mr. and Mrs. W. F. Cummings and another saw a 3 ft round, black object come from the W, touch the ground 50 ft away in the backyard, then take off to the E, turn S, and disappear. (Sparks; Berliner; cf. Vallée Magonia 462)	2 mins	3	6	
1201.		April 7, 1958. Dayton airport, Ohio. 7:30 p.m. Civilian pilot Hilt saw a very dark blue 6-8 ft cloud-shaped object on a SW heading. (Sparks; Project 1947; Saunders/FUFOR Index)	4 mins			
1202.	5763	April 14, 1958. Lynchburg, Virginia. 1 [12:20?] p.m. USAF Maj. D. G. Tilley, flying C-47 transport, saw a grey-black rectangular object rotate very slowly on its horizontal axis. (Sparks; Berliner; Saunders/FUFOR Index)	4 secs	1		
1203.		May 3, 1958. Flagstaff, Ariz. 8:25 a.m. (PST). (Sparks; McDonald list; Saunders/FUFOR Index)	15 mins			
1204.	5800	May 9, 1958. Bohol Island, Philippines. 11:05 a.m. Philippine Airlines pilot saw an object with a shiny, metallic surface, falling and spinning. (Sparks; Berliner)	1.5 mins	1+ ?		
1205.		May 15, 1958. Caracas, Venezuela. Venezuelan Air Force aircraft pilot saw a formation of circular saucers disappear in the NW at high speed. (Sparks; Project 1947)				
1206.		May 15, 1958. Fort Bragg, North Carolina. 10:57 p.m. (EDT). Military pilot Beck [?] and 2 civilian airline pilots saw an orange round object heading N at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)	5 mins	3		
1207.		May 28, 1958. Templehof, Germany. 1:30 p.m. (GMT). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1208.		June 9, 1958. Central Puget Sound, Wash. 10:17 a.m. (PST). USAF 1st Lt. Charles Scharf, pilot of F-102 jet fighter (no. 1425) with 318th FI Sq. McChord AFB, Tacoma, Wash., and ground witnesses [?] saw a pinkish-whitish cylindrical object (length/width ratio 12:1) with a slight orange tint [?] and a dark circle in the center approaching at high speed at about 30° elevation with an oscillating motion. F-102 was heading S or 180° between 40,000 and 50,000 ft at about 600 mph. Pilot banked left to keep object in sight, object continued N, then climbed, decelerated, made a large 360° orbit, then circled the jet 3 times as it descended closer. Object finally pitched up 45° and accelerated in a climb, rapidly disappearing on a NW heading. (Sparks; NARCAP; Project 1947; Saunders/FUFOR Index)	4 mins	3+ ?		

1209.		June 12, 1958. 10 miles W of Huntsville, Texas. 5:26 a.m. (CDT). Military pilot saw an oval reddish object the size of a pinhead [at arm's length?] on a S to NE course. (Sparks; Project 1947)		1	4/10 ?	
1210.	5852	June 14, 1958. Pueblo, Colo. 10:46 a.m. Airport weather observer O. R. Foster, using a theodolite, sighted an object shaped like Saturn, less the bottom part, silver with no metallic luster, which flew overhead. (Sparks; Berliner)	5 mins	1		theodolite; weather observer
1211.	5857	June 20, 1958. Fort Bragg, North Carolina. 11:05 p.m. Battalion Communication Chief SFC A. Parsley saw a silver, circular object, its lower portion seen through a green haze, hover, then oscillate slightly, then move at great speed. (Sparks; Berliner)	10 mins	1		
1212.		July 20, 1958. 4 miles N of Glennie, Mich. (at 44° 37' N, 83°43' W). 2 p.m. (CDT). 3 independent witnesses heard an object hit water of a private lake making a circle 10 ft across with foam on edge of circle 2-3 ft high, making loud sound heard 200 yards away. Object sizzled 1.5 mins, zigzagged across surface 200 ft with violent motion, then sank into 50 ft depth of water as circling died out. (Sparks; Tony Rullan)	1.5+ mins	3	2 ?	
1213.		July 20, 1958. Crystal Lake, NW of Chicago, Illinois. 5:07 p.m. (CDT). Pilot Allyn saw a white disc the size of a basketball [at arm's length??] in straight line flight. (Sparks; Project 1947; Saunders/FUFOR Index)	0.1 min	1		
1214.		Aug. 4, 1958. Malmstrom AFB, Montana (47.50° N, 111.18° W). 11:15 p.m. (MDT). (Sparks; McDonald list)	0.5 min			
1215.		Aug. 11, 1958. Osel Island and Gulf of Finland. (Sparks; McDonald list)				
1216.		Aug. 12 [13?], 1958. 12 miles NW of Las Vegas, Nevada. 1:30 a.m. (MDT). Witness Burgy. (Sparks; Hynek UFO Rpt p. 43)	4+ mins			
1217.	5999	Aug. 17, 1958. Warren, Mich. 7:05 p.m. A. D. Chisholm saw an extremely bright object shaped first like a bell, then a saucer, hover for 5 mins, flip over and speed away to the WSW. (Sparks; Berliner)	6-10 mins	1		
1218.		Aug. 30, 1958. Gray AFB, Killeen, Texas. 1:45 p.m. (CDT). (Sparks; McDonald list)	2 mins			
1219.	6027	Sept. 1, 1958. Wheelus AFB, Tripoli, Libya. 12:15 a.m. Philco technical representative A. M. Slaton saw a round, blue-white object fly at varying speeds. (Sparks; Berliner)	2 + 1.5 mins			
1220.		Sept. 5, 1958. Atlantic (at 29° 3' N, 68°56' W). 2:06 a.m. (EDT). Pan Am airline pilot saw a bright light move E to W, tracked on airborne radar [?]. (Sparks; Project 1947; McDonald list)		1		radar
1221.		Sept. 7, 1958. Miles City AFS, Ellsworth AFB, 12 miles S of Minot, North Dakota. 5:08 a.m. (MDT). Military pilot saw 2 objects with green, white, red flashing lights. Ground radar target lost when aircraft approached. (Sparks; Project 1947; McDonald list)		multiple		RV
1222.		Sept. 8, 1958. SAC HQ, Offutt AFB, Omaha, Neb. 6:40 p.m. (CST). SAC Operations officer-flight-engineeer-celestial navigator Maj. Paul A. Duich, USAF, plus several USAF officers from AF Ballistic Missiles Division, Los	20 mins	25+	10-20?	SAC HQ + photos?

		Angeles AFS, Calif., and many other Offutt AFB officers and airmen, plus Offutt air traffic control tower personnel, saw an brilliantly white elongated cylindrical object hovering in the W at about 270° azimuth elevation 30° just after sunset [sunset at 6:46 p.m. CST at azimuth 278°], object oriented vertically with blunter end highest [about 1/10 width/length ratio]. After several mins object turned dull orange-red and became sharper in outline. A swarm of about 10 “black specks” appeared to “cavort” around the lower end of the object for about 1 min before disappearing then the cylinder object began to rotate counterclockwise so no longer oriented vertically and started drifting slowly to the S from due W and dropping in elevation angle over about 5 mins [to about 20° elevation about 268° azimuth] until oriented horizontally and diminishing in angular size. Then during final 5 mins object continued angular descent and S drift and gradual decrease in angular size but began rotating orientation back clockwise to about 45° angle (10:30 o’clock) until disappearing by fading into the slight atmospheric haze in the cloudless sky at about 265° azimuth 5° elevation [angular size about 1/3 of initial size]. USAF Col. took several color photos with 35 mm camera on tripod but later claimed nothing came out. Reported to ATIC but no report in BB files. (Sparks; NICAP)				
1223.		Sept. 14, 1958. Wheelus AFB, Tripoli, Libya. (Sparks; McDonald list)				
1224.		Sept. 21, 1958. Sheffield Lake (Ohio). 3 a.m. Civilian woman inside her house saw a circular, aluminum color flat object, 20 ft diameter, 6 ft thick, hovering 5 ft above ground, making a jetlike sound. Object wobbled and emitted gray smoke before rising and taking off. (Sparks; Vallée Magonia 471)		1		
1225.		Sept. 23, 1958. Kindley AFB, Bermuda. (Sparks; McDonald list)				
1226.	6089	Oct. 2, 1958. Stroudsburg, Penna. 2:30 p.m. Naturalist Ivan Sanderson saw a dull-grey object, shaped like a pickle with a flat bottom, fly erratically in loops. (Sparks; Berliner)	15 secs	1		biologist Ivan Sanderson
1227.		Oct. 7, 1958. Alexandria, Virginia (at 38°47.9’N, 77° 2.6’ W). 6:02 p.m. (EDT). John R. Townsend, Special Assistant for Research & Engineering to the Asst. Secretary of Defense, saw a large stationary sharply outlined Saturn-shaped “silvery” or “aluminum clad” oblate spherical object (with “gossamer” surface appearance) with a rim or girdle around its equator in clear sky due S azimuth about 180° at about 20° elevation for about 10 secs, which started rapidly rising at an estimated speed of 1,000 mph and disappeared due to extreme distance at about 30° to 35° elevation still due S after 40 secs, with the impression it was heading away from him to the S growing smaller until unable to be seen [apparently increased distance to at least 400 miles to drop below minimum visual resolution, at about 36,000 mph average velocity at 80 g’s acceleration to an altitude of about 200 miles, terminal velocity about 72,000 mph]. Witness	50 secs	2+	6	highest DoD R&D official; air-ground triangulation

		<p>estimated angular size 3° and actual size 600 ft at distance 3 nautical miles, using the passing and turning Capitol Airlines Flight 407 at 2 miles distance during the sighting as aerial distance reference point. Townsend was familiar with standard takeoff pattern of flights from Washington National Airport and said that the airliner he saw during the sighting headed S on a track about 1 mile to his left (along the Potomac River) and then turned right across his field of view of the object. Pilot of Capitol Flight 407 took off in a DC-4 at 5:59 p.m. (EDT) from Washington National heading S and climbed to 2,000 ft and as he was turning right to a W heading out of the traffic pattern [at about 6:02 p.m.] he saw an "unidentified aircraft" with "nose light" at about 3,000 ft heading N, seen in the direction of or over Beacon Field 3 miles to the W (at about azimuth 265° so object was in the glare of the setting sun at approximately elevation 7° azimuth 258° and may have been reflecting the sunlight so as to appear to have a "nose light"). Thus sighting lines crossed with Townsend at right angles, establishing distance and location of object by triangulation as 2 miles S of Townsend at about 3,000 ft altitude and 1 mile W of the airliner, or at 38°46'N, 77° 3'W, and thus actual size as about 500 ft and angular elevation to Townsend about 17° in close agreement with Townsend's measurement (done by protractor after the sighting) and in exact agreement with pilot estimate of 3,000 ft altitude of object. No sound. Townsend reenacted the timing by walking the half block down the N-S running Lee Street (which runs toward 190° True azimuth). Projected target radiant at ascent angle of about 30° at about azimuth 180° is at 17 hrs Right Ascension -20° Declination. (Sparks; Jan Aldrich; Loren Gross Oct. 1958 pp. 22-24, 26)</p>				
1228.		Oct. 17, 1958. Grand Rapids, Mich. (Sparks; Hynek UFO Rpt p. 44)	25 secs			
1229.	6148	Oct. 26, 1958. Loch Raven Dam, Maryland. 10:30 p.m. (EST). Phillip Small and Alvin Cohen saw a large, flat egg-shaped object, flying low about 100-150 ft above the bridge, which affected their car's electrical system and caused a burning sensation, rose vertically and disappeared in 5-10 secs. (Hynek UFO Exp ch. 9, case CEII-4; NICAP; BB Microfilm Roll )	1-2 mins	2		EM
1230.		Oct. 27, 1958. Union Dale, Penna. Large gray cigar-like object with an assembly tail flew at treetop height, making a strong "swishing" sound. (Sparks; Vallée Magonia 472)				
1231.		Oct. 31, 1958. Caledon East, Ontario, Canada. 3:50 p.m. Civilian saw an elliptical, aluminum-colored object at 6,000 ft altitude, coming down to 12 ft, flying up and down by sudden jumps, stopping at ground level less than 600 ft away for 5 mins. A red light appeared at one end of the object, which gradually took a fiery color, then exploded. Witness ran away. (Sparks; Vallée Magonia 473)	5 mins +	1		
1232.	6153	Nov. 3, 1958. Minot [AFB?], North Dakota. 2:01 p.m. [USAF?] Medic M/Sgt. William R. Butler saw a bright green object, shaped like a dime coin, and one smaller,	1 min	1		

		silver round object. First object exploded, then second object moved toward the location of the first at high speed. (Sparks; Berliner)				
1233.		Nov. 4, 1958. Pope AFB, North Carolina. 4:03 [9:03?] p.m. (EST). USAF pilot of a landing KB-50 tanker and USAF tower personnel saw an object with strange lights on collision course. Pilot and crew also noticed that "strange lights" were observed inside the cockpit. Pilot aborted landing, climbed and flew around to observe object. Pope AFB tower personnel had watched object hovering above the base through binoculars for 20 mins. (Sparks; NARCAP)	20+ mins	4+ ?		binoculars
1234.		Nov. 8, 1958. Brazilia, Brazil. 2 p.m. (EST). Brazilian [?] Air Force pilot and 500 ground observers saw a moving saucer at 40,000 ft. (Sparks; Project 1947)		500		
1235.		Nov. 13, 1958. Troy Peak and Tonopah Airport, Nevada. (Sparks; McDonald list)				
1236.		Nov. 19, 1958. Montauk AFB, New York. (Sparks; McDonald list)				
1237.		Nov. 20, 1958. W of Calif. coast. 6:15 a.m. (PST). Military pilot saw a round silver object traveling at high speed and high altitude. (Sparks; Project 1947)		1?		
1238.		Jan. 4-5, 1959. Taft, Calif. 11:30 p.m. (PST). Pilots of TWA C-54 and TWA Constellation saw a silver oval object with silver trail flying at 20,000 ft and 10 miles from aircraft [?]. (Sparks; Project 1947)		2?		
1239.		Feb. 2, 1959. Near Sandusky, Ohio. University of Michigan professor and his wife driving on the Ohio Turnpike saw a yellow half-sphere in the sky. (Sparks; Willy Smith pp. 92-93)				professor
1240.		Feb. 16, 1959. Benghazi, Libya. 9:30 p.m. British military man saw a silvery blue to reddish to dark round object with dome, sharply outlined, with vents of green light, varying brightness, varying speed from hovering to very fast, suddenly disappeared. (Sparks; CUFOS re-eval.; Jan Aldrich)	15 mins	1		
1241.		Feb. 24, 1959. 13 miles SW of Williamsport, Penna. 8:20-9 p.m. American Airlines Flight 139 pilot Capt. Peter W. Killian and First Officer James Dee, on a DC-6B airliner flying from Newark to Detroit, saw 3 lights changing relative position, separation and color (yellow-orange to brilliant blue-white) at the 9 o'clock position to the SSW at 30° elevation. (Sparks; Willy Smith pp. 85-96)	40 mins	many	1	
1242.		Feb. 24, 1959. Victorville, Calif. 10:00-10:15 p.m. Intense white light lit up bedroom, dogs barked as if terrified, witness sighted to the W at about 20° elevation a biconvex dull red object about 25 ft wide with a blunt teardrop profile approaching rapidly within 10 secs lowering height to about 8-10 ft passing about 80 ft away N of house and veering slightly to NE disappearing from behind; 5 mins later reappeared to W and made a similar pass and at similar intervals 3 more W-NE passes. Object made high-pitched transformer hum, radio static noted. (Sparks; Hynek UFO Rpt pp. 167-170)	5 x 20 secs	2	40	EM

1243.		March 10, 1959. Grand Bahama Island, West Indies. (Sparks; McDonald list)				
1244.		March 12, 1959. Duluth-Finland, Minn. (Sparks; McDonald list)				
1245.		March 13, 1959. Duluth, Minn. 6:20 p.m. (CST). Military aircraft crew saw an object with orange, red, white, green lights, the red lights rotating on the bottom. (Sparks; Project 1947; McDonald list)				
1246.		March 14, 1959. Ellsworth AFB, South Dakota. (Sparks; McDonald list)				
1247.		March 22, 1959. Ann Arbor, Mich. (Sparks; McDonald list)				
1248.		March 23, 1959. Bismarck, ND. USAF radar-visual of 4 objects, photo of 7 objects. ?? (CUFOS?)				RV
1249.		March 25, 1959. S Saskatchewan-N Montana. 7:36 p.m. (MST). B-52, call sign "Outcome 15," from 92nd Bomb Wing, Fairchild AFB, Wash., was on refueling mission initially flown into Canada. At 7:36 p.m. at about 52°N, 118°W (near Swift Current, Sask.) while B-52 headed 180° Mag (SSW True) at 32,000 ft traveling 375 knots (432 mph) tail gunner Joe Cobb sighted an object leaving a strange, non-persistent and intermittent contrail at 2 o'clock position (to the W) and headed N. At 7:41 p.m., B-52 Electronic Warfare Officer 1st Lt. Millard detected on APS-54 Radar Warning Receiver an X-band radar emission at 9130 MHz from unidentified object tailing the B-52, then also detected same signal on APR-9 ELINT Radar Receiver. Shortly after, the B-52 radar officer Capt. Feirran detected UFO on MB-9 airborne radar showing it trailing behind at a range of about 11,000 to 15,000 yds (about 6-8 miles). B-52 pilot radioed ADC GCI radar site at Malmstrom AFB, Great Falls, Mont. (LAT LONG) that UFO had entered Air Defense Identification Zone by following B-52 into U.S. territory and ADC scrambled F-89J fighter intrereceptor. UFO had red and green bright flashing lights about 30-40 ft apart with a steady white light in between and somewhat to the rear, thus suggesting delta or swept-wing aircraft, described as "relatively high performance," speed in excess of Mach 0.8 (530 mph), altitude above 53,000 ft, with a "considerable acceleration capability." ELINT RADAR-VISUAL with F-89 intercept of radar-emitting UFO tailing B-52. (Sparks; BB NARS microfilm; McDonald list)	60+ mins	many		ELI NT RV case
1250.	6317	March 26 or 27, 1959. Corsica, Penna. 12:45 p.m. T. E. Clark saw a dark red, barrel-shaped object, 20 ft long, 6-7 ft high, descend below some trees. (Sparks; Berliner)	3 mins	1		
1251.		April 13, 1959. Antigo & Madison, Wisc. (Sparks; McDonald list)				
1252.		May 2, 1959. Pease AFB, New Hampshire. (Sparks; McDonald list)				
1253.		May 13, 1959. Offutt AFB, Omaha, Nebraska. (Sparks; McDonald list)				
1254.		May 14, 1959. Philadelphia, Penna. (Sparks; McDonald list)				
1255.		May 18, 1959. Greenbush, Kansas. (Sparks; McDonald list)				

		list)				
1256.		May 21, 1959. 8 miles E of Rapid City, South Dakota. (Sparks; McDonald list)				
1257.		June 3, 1959. Genoa, Italy. (Sparks; McDonald list)				
1258.		June 9, 1959. Manassas-Roanoke, Virginia. (Sparks; McDonald list)				
1259.		June 16, 1959. SE of Meridian, Mississippi. (Sparks; McDonald list)				
1260.		June 18, 1959. Pacific bet. Hawaii and Calif. (at 33° 5' N, 134° W). (Sparks; McDonald list)				
1261.		June 18, 1959. Forest Park, Illinois. (Sparks; McDonald list)				
1262.		June 18, 1959. Stephenson-Sault Ste. Marie, Mich. (Sparks; McDonald list)				
1263.		June 18, 1959. Enon, Ohio. (Sparks; McDonald list)				
1264.		June 18, 1959. Lyons, Colo. (Sparks; McDonald list)				
1265.	6400	June 18, 1959. Edmonton, Alberta, Canada. 9:30 p.m. A. Cavelli and R. Blessin, using 7x binoculars, saw a brown, cigar-shaped object come from below the horizon (close to the witnesses) ascending to 40°-50° above the horizon. (Sparks; Berliner)	4 mins	2		binoculars
1266.		June 22, 1959. South China Sea S of Macao, China (at 21° N, 113° 12' E). 6:23 a.m. ELINT operator 4 aboard RB-66C recon mission detected "strange" pulsed signals on ELINT APS-63 (and APR-5) and called attention to the location about 1 o'clock position 60 NM away, based on 6 ELINT "cuts" (direction-finder or D-F bearings that intersected) triangulated as coming from a 3-beam [or 3-lobed] radar signal. At 6:46 [6:40?] a.m. USAF pilot Maj. Noble J. McSwain, Operations Ofcr of 11th Tactical Recon Squadron, Yosuka AB, Japan, and gunner of RB-66C (serial no. 55-389; mission FJ-056 of 67th Tactical Recon Wing) at 34,000 ft initially headed 035° then turned to 127° [to intercept UFO's? at about 6:32 a.m.], at 430 kts TAS, saw 4 pairs dark round or spherical objects of uniform size (total of 8), spaced over 50-miles area and 15 NM between each pair, aligned parallel to the aircraft flight path, each pair about 600-900 ft apart and in echelon formation, heading 215° (about SW) at about 15 kts (17 mph) [?] and appearing to be 200-500 ft above water surface, casting shadows on the water roughly 3 object diameters from objects [sun at about 12° to 14° elevation, azimuth 69° to 70°, from 6:46 to 6:52 a.m. contrary to mistaken BB calculation of 6° elevation] indicating objects were airborne. Objects about 100-200 ft diameter looking like an EW (electronic warfare) or a ground radar radome. One pair of UFO's moved together as RB-66 approached. Round shape did not change when RB-66 passed directly over objects. A single surface ship was sighted approx. 3-5 NM off each end of line of objects. ELINT continued to detect the same weak radar signals at same intensity for 250 NM (about 35 mins) after visual sighting ended. Roll of KD-2 negative film showing ELINT scopes, included frame 8180 at 7:45:02 [6:45:02?] a.m. which showed the radar signal emanating from area of objects (contrary to	ca. 64 mins (radar signals); 6 mins (visual)	3+	1/3 to 2/3	UFO emitting radio/radar signal on ELINT with D-F triangulation; ELINT scope photos

		Pacific AF which claimed radar was commercial radar unconnected to UFO's). BB suggested preposterous explanations of "submarine" objects, fishing boats, or "giant manta rays" (!) disregarding sun shadow evidence objects were airborne. (Sparks; USAF Air Intelligence Report 1264291 dated 13 July 1959). (Sparks; NICAP files; Project 1947; McDonald list; Ballester-Olmos)				
1267.		June 25, 1959. S of Taegu, Korea. (Sparks; McDonald list)				
1268.		June 26, 1959. Boianai Mission, Papua New Guinea (10.02° S, 149.71° E). 6:45-7:20, 8:28-9:10, 9:20-9:30, 9:46-10:10, 10:30-10:50 p.m. Father William Gill plus 38 others. Platform shaped object with "men" on top appeared in the sky above Venus (which was to the W at 297° azimuth, 32° elevation initially, but set before 9:06 p.m. below the mountains), with electric blue spotlight, about 500 ft away at 300-400 ft height (object shined light on broken cloud cover at 2,000 ft altitude known from nearby mountains). Men and spotlight disappear at 7:20 and object disappears into clouds, reappears at 8:28 without "men" or spotlight but joined by 2rd, 3rd and 4th objects at 8:29, 8:35 and 8:35-50, coming and going through clouds. Main "mother ship" "large, clear, stationary," gives red light and disappears overhead into cloud at 9:10, reappears at 9:20, moves across sea to Giwa [to the NE?] appearing white-red-blue disappears at 9:30. Overhead objects reappears 9:46, hovering, disappears behind cloud 10:10, reappears in gap between clouds 10:30, gone at 10:50. [Further sightings June 27 and 28, 1959]. (Sparks; Hynek UFO Rpt pp. 216-223, etc.)	2 hrs 11 mins	39	5	
1269.		June 27, 1959. Dunville, Virginia. (Sparks; McDonald list)				
1270.		June 27, 1959. Boianai Mission, Papua New Guinea (10.02° S, 149.71° E). 6:02-6:30 p.m. Object returned from previous night with 2 others, one to the W and one overhead. Father William Gill and another waved their arms and "men" on the main object waved back; to the waving of a torch the object moved back-and-forth laterally. [Other sightings June 26 and 28, 1959.] (Sparks; Hynek UFO Rpt pp. 216-223, etc.)	28 mins	many ?	20 ?	
1271.		June 28, 1959. Boianai Mission, Papua New Guinea (10.02° S, 149.71° E). 6:45-11 p.m. Father William Gill [and others?] saw up to 8 lights at varying heights. [Prior sightings June 26 and 27, 1959.] (Sparks; Hynek UFO Rpt pp. 216-223, etc.)	4 hrs 15 mins			
1272.	6409	June 30, 1959. Patuxent River NAS, Maryland. 8:23 p.m. USN Cdr. D. Connolly saw a metallic gold, oblate-shaped object, major/minor axis ratio 9:1, with sharp edges, fly straight and level. (Sparks; Berliner)	20-30 secs	1		
1273.		July 3, 1959. Needles, Calif. (Sparks; McDonald list)				
1274.		July 4, 1959. South China Sea S of Macao, China (at 20°38' N, 112°35' E). 7:43 a.m. USAF pilot and gunner of RB-66 saw a group of 18 cream-colored oval objects flying at 36,000 ft. (Sparks; Project 1947; BB files??)		2?		
1275.		July 5, 1959. South China Sea S of Macao, China (at		2?		

		20°38' N, 112°35' E). 7:18 a.m. USAF pilot and gunner of RB-66 saw 5 oval objects flying at 36,000 ft. (Sparks; Project 1947; BB files??)				
1276.		July 9, 1959. Bahamas. (Sparks; McDonald list)				
1277.		July 11, 1959. N Pacific, 800 n.mi. from Hawaii. 6:02 a.m. Pan Am Boeing Stratocruiser pilot and crew saw a big bright light followed by 3-4 smaller lights. (Sparks; Project 1947; McDonald list)				
1278.		July 14, 1959. New Delhi, India. (Sparks; McDonald list)				
1279.	6446	July 25, 1959. Irondequoit, New York. 1 p.m. Technical illustrator W. D. Neva saw a thin, crescent moon-shaped object, with a small white dome in the center, fly at tremendous speed. (Sparks; Berliner)	5-10 secs	1		
1280.		July 28, 1959. Corpus Christi, Texas. (Sparks; McDonald list)				
1281.		July 28, 1959. E of Florida. (Sparks; McDonald list)				
1282.		Aug. 2, 1959. Washington, D.C. (Sparks; McDonald list)				
1283.		Aug. 3, 1959. Silver Springs, Maryland. (Sparks; McDonald list)				
1284.	6462	Aug. 10, 1959. Goose AFB, Labrador, Canada. 1:28 a.m. RCAF pilot Flt. Lt. M. S. Mowat, on ground, saw a large star-like light cross 53° of sky. (Sparks; Berliner)	25 mins	1		
1285.		Aug. 13, 1959. Bet. Roswell and Corona, New Mexico (at 33°52' N, 105° 6' W). Jack H. Goldsberry, former USN PBY, flying Cessna 170 from Hobbs to Albuquerque, N.M., at 8,000 feet, noticed halfway between Roswell and Corona, that his Magnesyn electric compass suddenly moved around a slow 360° rotation in about 4-5 secs, and his other standard magnetic compass was spinning wildly. About this time, he saw 3 small gray slightly fuzzy elliptical objects in close echelon formation passing in front from left to right and around his plane at a distance about 450 to 600 ft and a speed of about 200 mph. Magnesyn compass followed the objects' position as they circled the plane, and after one full circle they disappeared to the rear, then both compasses settled back to normal. CAA controller at Albuquerque canceled his flight plan and ordered him to land at Kirtland AFB, where he was interrogated by a USAF major. (Sparks; NARCAP-NICAP-McDonald; BB files??)		1	4	EM
1286.		Aug. 14, 1959. NE of Hawaii (at 37° N, 142°45' W). 7:53 p.m. (AHDT). Military pilot saw a very bright white light change color to red as it moved into [?] the sunlight. (Sparks; Project 1947)		1		
1287.		Aug. 16, 1959. Macon and Forsyth, Georgia. (Sparks; McDonald list)				
1288.		Aug. 19, 1959. 80 miles E of U.S. [?]. (Sparks; McDonald list)				
1289.		Aug. 19, 1959. Elburn, Illinois. 9:30 p.m. (CDT). Airline pilot saw a string of 3-4 white lights seemingly part of one object. (Sparks; Project 1947)		1		
1290.		Aug. 28, 1959. Charlotte Island, Canada. (Sparks; McDonald list)				
1291.		Sept. 5, 1959. Naha, Okinawa. (Sparks; McDonald list)				

1292.		Sept. 7, 1959. Wallingford, Kentucky. Walter Ogden. 15-ft burned mark left by object on takeoff. (Sparks; McDonald list; Loren Gross 1959 SUPP)				
1293.		Sept. 10, 1959. Camp Kinser, Okinawa. (Sparks; McDonald list)				
1294.	6506	Sept. 13, 1959. Gills Rock, Wisc. 1:05 a.m. R. H. Daubner saw a round yellow light, with 8 blue lights within it, and 5 larger red lights, fly very fast vertically while making a pulsating jet noise. (Sparks; Berliner)	10 mins			
1295.	6507	Sept. 13, 1959. Bunker Hill AFB, Indiana. 4 p.m. At least 2 control tower operators and the pilot of a Mooney private airplane saw a nearly motionless white, cream and metallic pear-shaped object, with a trail under it. Attempted intercept by USAF T-33 jet trainer failed. Ground radar tracking [?]. (Sparks; Berliner; Project 1947)	3 hrs	3+		radar
1296.		Sept. 15, 1959. Kadena AFB, Okinawa. 7 a.m.-1 p.m. 3 USAF personnel radar tracked multiple green objects, and sighted 4-5 mins a silvery object tilted downwards visible only when lit by a rotating beacon light and which moved slowly on a straight path in the direction of the winds. (Sparks; CUFOS re-eval.; Jan Aldrich)	6 hrs ?	3		RV
1297.		Sept. 24, 1959. Near Redmond, Oregon. About 4:55 a.m. (PST). Redmond Police officer Robert Dickerson saw a strange bright light [white ball-shaped?] rapidly descending north of the airport then stopped and hovered several hundred [200?] feet above ground for several mins where it lit up the juniper trees below. He drove toward it on the Prineville Hwy then turned toward the airport, when the object turned orange [reddish-orange?] and moved rapidly to [dive and hover?] about 10 miles NE of the airport at about 3,000 ft [height? altitude? Redmond is at 3,000 ft elevation MSL]. Dickerson arrived at the airport to report sighting in person at 4:59 a.m. at Redmond FAA Air Traffic Communication Station. FAA Flight Service Specialist Laverne Wertz, Dickerson and others viewed object through binoculars. FAA station reported UFO to Seattle Air Route Control Center at 5:10 a.m., which in turn reported it to Hamilton AFB, Calif., which scrambled 6 F-102 jets from Portland [?] to intercept UFO. FAA station observers saw object hover and emit long tongues of red, yellow and green light which extended and retracted at irregular intervals. As F-102's approached the object from the SE [?] it turned into mushroom shape, emitted red and yellow flames from lower side and ascended rapidly, disappearing above scattered clouds at about 14,000 ft [altitude? height?]. [Object's departure forced one F-102 to swerve to avoid collision, another nearly lost control from UFO's turbulent wake; tracked on F-102 airborne radars but jets unable to intercept.] Object reappeared about 20 miles S of Redmond at about 25,000 ft. Seattle Center reported at 6:20 a.m. radar contact with object about 25 miles S of Redmond at 52,000 ft was made by USAF ADC radar site at Klamath Falls, Ore., which tracked a large 300-400 ft [?] target and vectored B-47 and F-89 aircraft to identify. Redmond FAA controllers lost	> 2 hrs 15 mins	many		RV multiple air and ground radars ?

		sight of object. Seattle FAA reported at 7:11 a.m. that Klamath Falls radar still tracked object at 25 miles S of Redmond but varying altitude from 6,000 to 52,000 ft. (Sparks; Fran Ridge/NICAP)				
1298.	6534	Oct. 1 [or 3rd or 4th week?], 1959. Telephone Ridge, Oregon. 9:15 p.m. Department store manager C. A. Cissman saw a bright light approach, hover about 30 mins, then take off and disappear in 2 secs. (Sparks; Berliner)	30 mins	1		
1299.		Oct. 2, 1959. Seattle, Wash. (Sparks; McDonald list)				
1300.	6538	Oct. 4, 1959. Quezon, Philippines. 9:25 p.m. USN Lt. C. H. Pogson and CPO K. J. Moore saw a large round or oval object, changing from red to red-orange, fly straight and level. (Sparks; Berliner)	15 mins	2		
1301.	6543	Oct. 6, 1959. Lincoln, Nebraska. 8:15 p.m. Selective Service Lt. Col. L. Liggett and wife saw a round, white-yellow light make several abrupt turns at high speed. (Sparks; Berliner)	2 mins	2		
1302.		Oct. 12, 1959. Washington, Georgia. (Sparks; McDonald list)				
1303.		Oct. 19, 1959. N of Langley AFB, Virginia. (Sparks; McDonald list)				
1304.	6563	Oct. 19. 1959. Plainville, Kansas. 9:25 [10:25? EST] p.m. Capt. F. A. Henney, engineering instructor at USAF Academy, flying a T-33 jet trainer, saw a bright yellowish light on collision course with the T-33, the pilot avoided it and the light dimmed. (Sparks; Berliner; Project 1947)	30 secs	1		USAF Academy Engr Prof
1305.		Oct. 21, 1959. Warsaw, New York. (Sparks; McDonald list)				
1306.		Oct. 22-23, 1959. Near Loring AFB, Maine. (Sparks; McDonald list)				
1307.		Oct. 26, 1959. Toccoa, Georgia. (Sparks; McDonald list)				
1308.		Nov. 3, 1959. Utica, New York. 6:55 p.m. (EST). USAF pilot of T-33 with 4039th Strategic Wing saw a round a stationary round yellow-white object move away, disappear, then reappear. (Sparks; Project 1947)		1?		
1309.		Nov. 5, 1959. Montauk AFS, Long Island, New York. (Sparks; McDonald list)				
1310.	6600	Nov. 18, 1959. S of Crystal Springs, Mississippi. 6:25 p.m. J. M. Porter saw a row of red lights fly slow, then accelerate immensely. (Sparks; Berliner)	5-6 mins	1		
1311.		Dec. 18, 1959. S Victoria Island, Canada. (Sparks; McDonald list)				
1312.		Dec. 23, 1959. W of Albuquerque, New Mexico. (Sparks; McDonald list)				
1313.	6663	Feb. 27, 1960. Rome AFB, New York. 6:27 p.m. Control tower officer Capt. J. Huey and 4 other tower operator saw a light trailing a white fan shape make a mild descent. (Sparks; Berliner)	3-4 mins	5		[radar?]
1314.	6667	March 4, 1960. Dubuque, Iowa. 5:50 [a.m.? p.m.?] Pilot Charles Morris saw 3 elliptical-shaped objects make a slight climb. Film exposed during sighting showed no images of the objects. (Sparks; Berliner)	4 mins	1		photo
1315.	6691	March 23, 1960. Indianapolis, Indiana. 3:35 a.m. Mr. and Mrs. E. I. Larsen saw a series of balls, arranged like an "X" with one diagonal line. Note: Little data on the case	3/4 min	2		

		in the files. (Sparks; Berliner)				
1316.	6711	April 12 [18?], 1960. La Camp (Lacamp), Louisiana. 9 p.m. Physical scientist Monroe Arnold saw a fiery-red disc from the S touch the ground about 1,000 ft away with a loud explosion heard by many people, and a flame. It bounced in an E direction for about 1,000 ft then rose again, turned W and disappeared. The ground was scarred in 9 places, and a substance resembling metallic paint was found, analysis inconclusive. (Sparks; Berliner; cf. Vallée Magonia 503)	2-3 secs ?	1		physical scientist
1317.	6721	April 17, 1960. Richards Gebaur AFB, Kansas City, Missouri. 8:29 p.m. (Sparks; Berliner)				
1318.	6727	April 25, 1960. Shelby, Montana. 7-10 p.m. Mrs. M. Clark saw 5 circular objects fly in trail formation, hover, accelerate and make sharp turns. Case file includes other reports from Mrs. Clark for previous 3 years. (Sparks; Berliner)	3 hrs	1		photo movie film ?
1319.		May 7, 1960. Canada, Montana, North Dakota. (Sparks; McDonald list)				
1320.		May 19, 1960. Dillingham, Alaska. Silver-colored round object 20-25 ft wide with hanging appendages hovered at 50-100 ft distance at 12 ft altitude, sucked up trash cans and grass, carried them about 300 ft then dropped them. (Sparks; Hynek UFO Rpt pp. 146-9)		several	40	
1321.		June 4, 1960. Pacific Ocean. (Sparks; McDonald list)				
1322.		July 14, 1960. 2 miles E of Miho AFB, Japan. 1:03 a.m. Military aircraft pilot saw a brilliant pale yellow oblong object with a short trail flying at about 10,000 mph. (Sparks; Project 1947)		1		
1323.	6858	July 19, 1960. St. Louis, Missouri. 8:30 p.m. T. L. Ochs saw a round, bright red light fly overhead, stop and hover, and then back up. Ochs reported similar sightings on 3 following nights [July 20 and 21 plus ?].	20 mins	multiple?		
1324.		Aug. 13-14, 1960. Red Bluff, Calif. 11:50 p.m.-2:05 a.m. Officers Charles A. Carson and Stanley B. Scott plus 3 others observe maneuvering silent red light with 5 white lights to the E descending to 100-200 ft height, reversed course, lifted to 500 ft, hovered, swept ground with red beam, aerial gymnastics, then headed E chased by police car, joined by similar object from S, disappearing in the E. (Sparks; Hynek UFO Rpt pp. 92-94)	2 hrs 15 mins	5+	6 ?	RV
1325.	6914	Aug. 23, 1960. Wichita, Kansas. 3:24 a.m. Boeing aeronautical engineer C. A. Komiske saw a dull-orange round object, with yellow lights coming from what looked like 3 triangular windows at bottom, flying in an arc. (Sparks; Berliner)	2 mins	1		Boeing aeronautical 1 engr
1326.	6929	Aug. 29, 1960. Crete, Illinois. 4:05 p.m. Farmer Ed Schneeweis saw a shiny, round, silver object fly straight up at high speed. (Sparks; Berliner)	18 secs	1		
1327.	6962	Sept. 10, 1960. Ridgecrest, Calif. 9:50 p.m. Mr. and Mrs. M. G. Evans saw 2 light gray glowing objects, saucer or boomerang-shaped, which swished when accelerating [in 2 sightings?]. (Sparks; Berliner)	2 x 1-2 secs	2		film
1328.		Sept. 17, 1960. Kirksville AFS, Missouri. (Sparks; McDonald list)				

1329.		Sept. 19, 1960. Susanville, Calif. (Sparks; McDonald list)				
1330.		Sept. 20, 1960. Kirksville AFS, Missouri. (Sparks; McDonald list)				
1331.		Sept. 20, 1960. SE of Farmington, New Mexico. (Sparks; McDonald list)				
1332.		Sept. 25, 1960. Midway Isles. (Sparks; McDonald list)				
1333.		Sept. 28, 1960. Kirksville, Missouri. (Sparks; McDonald list)				
1334.	7057	Oct. 5, 1960. Mount Kisco, New York. 7:37 p.m. E. G. Crossland saw a bright, star-like light move across 120° of sky. (Sparks; Berliner)	20 secs	1		
1335.		Nov. 15, 1960. 30 miles from Cressy, Tasmania. 10:40 p.m. USAF pilot and navigator of RB-57 saw a spherical 75 ft object flying at great speed at 36,000 ft. (Sparks; Project 1947; BB files??)		2?		
1336.	7133	Nov. 27, 1960. Chula Vista, Calif. 7:30 p.m. Mr. and Mrs. L. M. Hart and 5 others saw an orange-red point of light, with white sparkler-like light moving in and out of it, make huge circles, seen to the S and to N, overhead, then stopped. 3 witnesses had separate binoculars. (Sparks; Hynek UFO Rpt pp. 78-80)	20-30 mins	7		3 binoculars
1337.	7134	Nov. 29, 1960. S of Kyushu, Japan. 6:38 p.m. USAF Lt. Col. R. L. Blwlin [sp?] and Maj. F. B. Brown, flying a T-33 jet trainer, saw a white light slow and parallel the course of the T-33. (Sparks; Berliner)	10 mins	2		
1338.		Jan. 10, 1961. Atlantic bet. Cuba and Haiti (at 19°48' N, 73°40' W). (Sparks; McDonald list)				
1339.		Jan. 10, 1961. Wichita Falls, Kansas. (Sparks; McDonald list)				
1340.		Feb. 16, 1961. Atlantic N of Bermuda (at 36°35' N, 67°45' W). (Sparks; McDonald list)				
1341.		Feb. 23, 1961. Misawa AFB, Japan. (Sparks; McDonald list)				
1342.		Feb. 26, 1961. Tyndall AFB, Florida. (Sparks; McDonald list)				
1343.		Feb. 27, 1961. Yuma, Ariz. (Sparks; McDonald list)				
1344.		Feb. 27, 1961. Herndon, Virginia. (Sparks; McDonald list)				
1345.	7284	Feb. 27, 1961. Bark River, Mich. 10:15 p.m. Mrs. LaPalm saw a fiery-red, round object, preceded by light rays, slowing and descending, while her dog howled. (Sparks; Berliner)	10 mins	1		
1346.		Feb. 28, 1961. Waverly AFB, Iowa. (Sparks; McDonald list)				
1347.		March 3, 1961. Ephrata, Wash. (Sparks; McDonald list)				
1348.		March 10, 1961. RAF Upper Heyford, England, UK. (Sparks; McDonald list)				
1349.	7321	Spring 1961. Kemah, Texas. Case missing. (Sparks; Berliner)				
1350.		March 22 [23-29?], 1961. Ft. Pierce, Florida. 9:45 p.m. Beechcraft pilot and passenger saw an intense bright light rise from 8,000 to 20,000 ft and accelerate. (Sparks; McDonald list; cf. Project 1947)		2		
1351.		April 11, 1961. Cape Canaveral, Florida. (Sparks;				

		McDonald list)				
1352.		April 14, 1961. Far East. (Sparks; McDonald list)				
1353.		April 18, 1961. Eagle River, Wisc. 11 a.m. Joe Simonton heard a whining sound and saw an object, 30 ft in diameter, 12 ft high, with exhaust pipes around the periphery, land near his house. A door opened and a man appeared, about 5 ft tall, wearing a black, turtle-neck pullover with a white band at the belt, and black trousers with a vertical white band along the side. Two other [?] figures were visible inside. Simonton filled a jug with water, returned it to the man, who gave him three ordinary pancakes, and the object took off. (Sparks; Vallée Magonia 517)				
1354.		April 20, 1961. Hanna City AFS, Illinois. (Sparks; McDonald list)				
1355.	7359	April 24, 1961. 200 miles SW of San Francisco, Calif. (35°50' N, 125°40' W). 3:34 a.m. (PST). 551st AEW&C Sq aircraft commander Capt. H. J. Savoy and navigator 1st Lt. M. W. Rand, on USAF RC-121D radar patrol plane at 11,000 ft saw reddish-white round object or light, similar to satellite or aircraft, angular size of pinhead at arm's length, moving W to E, tracked through sextant from 29°55' elevation 140° azimuth (SE) disappearing at the horizon at 50° (or 60° text barely legible) azimuth. No sound, no trail, weather clear, check for Echo satellite negative. (Sparks; Berliner; Jan Aldrich-NICAP; AFRHA index for 551st AEW&C Sq History)	8 mins	2	1/6	sextant
1356.		May 19, 1961. About 7 miles W of Bay Minette, Alabama (at 30°52' N, 87° 53' W). 10:18 a.m. Man checking mast of a ship saw an oval aluminum or silver-like object with tapered edges reflecting sunlight to the NNE at 20° azimuth 60° elevation traveling to SSW at 200° azimuth 60° elevation, no sound or trail. (Sparks; Hynek-CUFOS-Willy Smith files)	30 secs	1	20 ?	
1357.		May 20, 1961. Maxwell AFB, Alabama. (Sparks; McDonald list)				
1358.		May 20, 1961. Tyndall AFB, Florida. Morning. USAF fighter and helicopter pilots with 4756th Air Police Sq saw a maneuvering white-orange round object, disappearing when the fighter approached. Ground radar tracking. (Sparks; Project 1947; BB files??)		3+ ?		RV
1359.	7417	May 22, 1961. Tyndall AFB, Florida. 4:30 p.m. Mrs. A. J. Jones and Mrs. R. F. Davis saw big silver-dollar disc hover and revolve, then suddenly disappear. (Sparks; Berliner)	15 mins	2		
1360.		June 2, 1961. Tampa, Florida. (Sparks; McDonald list)				
1361.	7437	June 2, 1961. Miyako Jima Air Station, Japan. 10:17 p.m. 1st Lt. R. N. Monahan and Hazeltine Electric Co. technical representative D. W. Mattison saw a blue-white light fly erratic course at varying speed, in an arc-like path. (Sparks; Berliner)	5 mins	2		
1362.		June 25, 1961. Pacific Ocean. (Sparks; McDonald list)				
1363.	7491	July 7, 1961. Copemiah, Mich. 11 p.m. Waitress Nannette Hilley saw a large ball fly slow, split into 4 after 45 mins flying close formation, descend, then fly away to	1 hr	1		

		the W. (Sparks; Berliner)				
1364.		July 10, 1961. Golden, Colo. (Sparks; McDonald list)				
1365.	7499	July 11, 1961. Springfield, Ohio. 7:45 p.m. Ex-air navigator G. Scott, wife, and neighbors saw a round, bright light like shiny aluminum, pass overhead. (Sparks; Berliner)	20 mins	4+		
1366.		July 17, 1961. 1 mile N of Bonny Spring Ranch [Bonnie Springs?] near Las Vegas, Nevada. 2 a.m. On U.S. Highway 91 [95?], 2 civilians in a car saw in the rear-view mirror a low-flying object that overtook their car, followed by a rush of cold air. It stopped, circled the vehicle, flew off and was lost to sight behind the mountains, where it may have landed but exhaustive military investigation found no trace. (Sparks; Vallée Magonia 521)		2		
1367.	7510	July 20, 1961. Houston, Texas. 9 a.m. (CDT). Trans-Texas Airlines Capt. A. V. Beather, flying a DC-3, saw 2 very bright white lights fly in trail formation. Ground radar report vague. (Sparks; Berliner)	30 mins	2+ ?		Radar, audio tape
1368.	7579	Aug. 12, 1961. Kansas City, Kansas. 9 p.m. College seniors J. B. Furkenhoff and Tom Phipps saw a very large oval object with a fin extending from one edge to the center, like a sled with lighted car running boards, which hovered at 50 ft altitude for 3-5 mins, then flew straight up and E, disappearing in about 5 secs. (Sparks; Berliner; cf. Vallée Magonia 522)	3-5 mins +	2		
1369.		Sept. 2, 1961. Albuquerque, New Mexico. 4:40-4:50 p.m. (MST). Ziegler saw reflection of sun from a shiny surface moving erratically W to E from about 240° azimuth (about WSW) to 210° when it stopped and emitted several smaller silvery objects about 1/6 the size of the main object, then continued on to about 150° azimuth (about SSE) where it again stopped and emitted several silvery objects about 1/6 size then moved away and climbed to about elevation 50° until disappearance by fading. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	10 mins	1		
1370.		Sept. 7, 1961. Cape Canaveral, Florida. (Hynek UFO Rpt p. 44)				missile tracking scope
1371.		Sept. 19-20, 1961. Indian Head, New Hampshire. 11 p.m.-2 a.m. Barney and Betty Hill saw a lenticular object with a double row of portholes and half-a-dozen dark figures working at control panels inside, when they stopped to investigate a light following their car. They became afraid and drove away. A "beeping sound" enveloped the car, they felt a prickling sensation before losing consciousness. When they came to, they were driving near Ashland. A series of nightmares and medically controlled hypnosis brought back what apparently was the memory of their abduction by the occupants of the object. Pease AFB 1917th AACS Det. 2 had an unidentified radar contact on Precision Approach Radar at 2:14 a.m. of an unseen or invisible object at 4 miles range aborting a landing on the runway at ½ mile range. (Sparks; Vallée Magonia 524, etc.)	3 hrs ?	2		radar? EM?

1372.		Sept. 27, 1961. Pacific Coast. (Sparks; McDonald list)				
1373.		Sept. 30, 1961. Las Vegas, Nevada. (Sparks; McDonald list)				
1374.		Nov. 7, 1961. Arlington Heights, Illinois. (Sparks; McDonald list)				
1375.	7741	Nov. 21, 1961. Oldtown, Florida. 7:30 p.m. C. Locklear and Helen Hatch saw a round, red-orange object fly straight up and fade. (Sparks; Berliner)	3-4 mins	2		
1376.	7742	Nov. 23, 1961. Sioux City, Iowa. 9:30 p.m. F. Braunger saw a bright red star fly straight and level. (Sparks; Berliner)	15 mins	1		
1377.	7754	Dec. 13, 1961. Washington, D.C. 5:05 p.m. C. F. Muncy, ex-U.S. Navy pilot W. J. Myers, and G. Weber saw a dark diamond-shaped object with a bright tip fly straight and level. (Sparks; Berliner)	1-3 mins	3		
1378.		Jan. 22, 1962. Kirksville, Missouri. (Sparks; McDonald list)				
1379.		Feb. 12, 1962. Winnemucca AFB, Nevada. (Sparks; McDonald list)				
1380.		Feb. 19, 1962. Dauphin Island (at about 30°18' N or farther N initially, 88° 8' W), Alabama. 3 witnesses driving S on the Dauphin Island toll bridge saw a reddish-orange object 1/3 the sun's diameter to the S about 10° elevation, changing shape from round to football or cigar shape then covered with fog. Car stopped for witness to call Dauphin Island AFS radar site, 693rd Radar Sq which coincidentally had 2 USAF airmen driving N on the toll bridge and saw the object to the W, and thus object's location can be approximately triangulated at about 30°16' N, 88° 10' W, distance to civilian observers 2-5 miles depending on how far N when first seen, and actual size at least 30 ft. No radar contact reported. (Sparks; Hynek-CUFOS-Willy Smith files)	12 mins	5	4/10	triangulation
1381.	7818	Feb. 25, 1962. Kotzebue, Alaska. 7:20 p.m. U.S. Army private and 6 anonymous civilians saw red light, trailed 30 secs later by a blue light. (Sparks; Berliner)	5 mins	7		
1382.	7823	March 1, 1962. Salem, New York. 10:35 p.m. Mrs. L. Doxsey, 66, saw a gold-colored box, 12-14 inches x 3-4 ft fly straight and level across the horizon. (Sparks; Berliner)	3-4 mins	1		
1383.	7840	March 26, 1962. Ramstein AFB, Germany. 1:35 p.m. USAF Capt. J. M. Lowery, from an unspecified aircraft, saw a thin, cylindrical object, 1/3 snout, 2/3 tail fins, fly at an estimated Mach 2.7 (1,800 mph). (Sparks; Berliner)	5-8 secs	1		
1384.	7841	March 26, 1962. Naperville, Illinois. 11:40 p.m. Mrs. D. Wheeler and Claudine Milligan saw 6-8 red balls, arranged in a rectangular formation, become 2 objects with lights by the end of sighting. (Sparks; Berliner)	15 min	2		
1385.	7930	March [May?] 26, 1962. Westfield, Mass. 10:45 p.m. Many unidentified young people saw a large red ball fly or fall down, then rise back up. (Sparks; Berliner)	3-10 min	many		
1386.		April 2, 1962. Goose Bay, Labrador, Canada. (Sparks; McDonald list)				
1387.	7851	April 3-4, 1962. Wurtland, Kentucky. 8:50 p.m. (EST). G. R. Wells and J. Lewis, using 117x telescope spotted a	6 mins	2		telescope

		small object changing brightness, giving off smoke but stationary like a comet. Case missing. (Sparks; Berliner)				
1388.		April 12, 1962. Kunia, Hawaii (at 22° 2' N, 160° 4' W). (Sparks; McDonald list)				
1389.		April 18, 1962. New York to Eureka, Utah, to Nellis AFB, Las Vegas, Nevada. National air defense UFO alert (previous cases on Dec. 6, 1950, Apr. 17, 1952, not in BB files apparently, and Sept. 20, 1957, in BB files). High speed brilliant maneuverable object is tracked by radars and sighted visually across the continent by numerous military and civilian witnesses. (Sparks; Berliner)	hrs	many		RV
1390.		April 28, 1962. Ft. Worth, Texas. Night. Nuclear engineer Ralph Jackson saw egg shaped light crossing the sky brighter than the Echo I satellite. (Sparks; Mary Castner/CUFOS)		1		nuclear engineer; telescope, binoculars
1391.		May 19, 1962. Marksville, Leesville, Colfax, Louisiana. (Sparks; McDonald list)				
1392.		May 24, 1962. Albuquerque, New Mexico. (Sparks; McDonald list)				
1393.	7931	May 27, 1962. Palmer, Alaska. (NARA)		multiple		
1394.		June 7, 1962. Hallett Station, Antarctica. (Sparks; McDonald list)				
1395.	7957	June 21, 1962. Indianapolis, Indiana. 4 a.m. Lt. Col. H. King and tail gunner M/Sgt. Roberts, aboard a B-52 heavy jet bomber, saw 3 bright, star-like lights, first one then 10 secs later 2 more. (Sparks; Berliner)	3 mins	2		
1396.	7968	June 30-July 1, 1962 [?]. Richmond, Virginia. 9 a.m. 13 year old Meadors [?] saw a red, star-like light for unspecified length of time. No further details in files. (Sparks; Berliner)		1?		
1397.	8020	July 19, 1962. Metuchen [Bayhead?], New Jersey. 9:30 p.m. C. T. Loftus and H. Wilbert saw 3-5 lights from different parts of the sky dart about the sky with no pattern, brightness increased with speed of motion, complete stops, zigzags, generally straight lines, N course [?]. No trails or sound. (Sparks; Mary Castner/CUFOS)	7-10 mins	2		
1398.	8034	July 29 [30?], 1962. Ocean Springs, Mississippi. 11:20 p.m. Mr. and Mrs. M. O. Barton saw a bright cherry-red, diamond-shaped object fly slow, hover, make fast 1/2 loops. (Sparks; Berliner)	10 mins +	2		
1399.	8064	Aug. 18 [19?], 1962. Bermuda. 5 p.m. Owner M. Sheppard and chief announcer A. Seymour of radio station saw 3 dull-white, egg-shaped objects waver as they moved. (Sparks; Berliner)	20 mins	2		
1400.		Sept. 15, 1962. Oradell, New Jersey. 5, 6, 7:50 p.m. 2 bright disks seen at 5 p.m., again at 6 p.m., at the state line. 2 witnesses saw one round object with a fin on top and another under it at 7:50, heading down toward Oradell reservoir. 3 young men saw and heard the object touch the water. Another witness called police. Bright luminous object surrounded with a glow, apparent size of a small plane 1/2 mile away, took off a few minutes later to the S. (Sparks; Vallée Magonia 547)	few mins ?	6+	1/10 ?	
1401.	8133	Sept. 21, 1962. WSW of Biloxi, Mississippi, in Gulf of	13 mins	2	1	binoculars

		Mexico. 7:37-7:50 p.m. Fishing boat captain S. A. [Danny?] Guthrie and deck hand saw 2 objects, red and black with orange streaks, one as big as the Moon, and the other smaller and trailing [?], arcing across the sky. (Sparks; Mary Cadtner/CUFOS; Berliner)				
1402.	8182	Oct. 23, 1962. Farmington, Utah. 3 p.m. R. O. Christensen saw a grey and silver ball, trailing what looked like twine with two knots in it, swerve, and climb away at a 45° angle, making a sound like a flock of ducks (rushing air). (Sparks; "Duck Hunter Case") (Berliner)	20 secs	1		
1403.	8215	Nov. 17, 1962. Tampa, Florida. 9 p.m. F. L. Swindale, college graduate and ex-USMC Capt., saw bright star-like lights approach, hover and bounce, then fade. (Sparks; Berliner)	11-15 mins	1?		
1404.		Jan. 5, 1963. Nantucket Point, Long Island, New York. 3 a.m. (Sparks; Hynek UFO Rpt p. 45-46)	1 hr	2	16	
1405.		Jan. 28, 1963. Shilton, U.K. 5:20 p.m. Mary Sharp and Mrs. E. L. Sharp saw an object on the ground with 4 windows, emitting yellow-orange light, departed toward Rugby. (Sparks; Vallée Magonia 559)		2		
1406.		Jan. 28, 1963. Mamina, Chile. Nighttime. Former Chilean Air Force officer, driving a truck, saw 2 disk-shaped objects follow him. (Sparks; Vallée Magonia 560)	10 mins +	1		
1407.		Feb. 5, 1963 (approx.). Ascension, Paraguay. Student, Anastasio Lenven, saw an object land on the school grounds. A separate sighting by several residents, including an official of the Ministry of the Interior, was of an object flying at very high speed over Ascension. (Sparks; Vallée Magonia 562)		1 + several		
1408.	8277	Feb. 8, 1963. About 5 miles S of Maysville, Kentucky (at 38°32.5' -38°35' N, 83°47.5' W, 720 ft elevation ASL). 9:50 p.m. Mr. Pyles and 4 other witnesses saw a hovering saucer-shaped object about 200 ft away about 100 ft altitude (or 240 ft?) over a nearby field. Object was >30 ft across with 2 blue and 2 red lights equally spaced on periphery. Object tilted vertically then flew away to the W disappearing over low hill horizon about 1/2 mile away at 840 ft ASL after traveling about 1 mile. Sound like an aircraft engine. (Sparks; BB Maxwell Microfilm Roll 1, pp. 1113, 1131; NARA Microfilm Roll 1, p. 284; Loren Gross Jan-Jun 1963, pp. 17, 19)	30 secs	5	15?	
1409.		Feb. 15, 1963. Willow Grove, NW of Moe, Victoria, Australia. 7:10 a.m. Charles Brew saw a 25 ft blue and battleship-gray metallic object, 9-10 ft high, arrive from the E, stop at 50 ft altitude over his farmhouse [75-100 ft over a tree and a shed on his property]. Object made a swishing sound, underside spun counter-clockwise slowly about 1 rev/sec, had a bright chrome 5-6 ft long "aerial" or antenna, scoop-like protuberances on the outer rim spaced 1-1.5 ft apart, no light except for pale blue glow of underside, took off faster than a jet to the W at a 45° angle into the cloud deck, after hovering about 5 secs. Animal reactions. Witness developed strong headaches on the approach of the object and all day. (Sparks; Vallée Magonia 563; Project 1947; Bill Chalker)	5 secs +	1	20 ?	

1410.		March 6, 1963. Louisiana, Arkansas, Texas. (Sparks; McDonald list)				
1411.	8360	May 18, 1963. New Plymouth, New Zealand. 10:30 p.m. C. S. Chapman, 15, saw a white, fuzzy, flashing light hover and dart around. (Sparks; Berliner)	4 mins	1		
1412.	8363	May 22, 1963. Pequannock, New Jersey. 10:45 p.m. Myra Jackson saw 4 pink wheels spin or roll very fast from E to W in succession, each about 1 sec. (Sparks; Berliner)	4 x 1 sec	1		
1413.	8388	June 15, 1963. About 200 miles N of Venezuela (at 14°17' N, 69°57' W). 10:39 a.m. 3rd Mate R. C. Chamberlin, of S/ [SS?] Thetis saw luminous disc travel at 1.5 times the angular speed of a satellite. (Sparks; Berliner)	3-4 mins	1		
1414.	8371	Summer 1963. Middletown, New York. 9:30 or 10 p.m. Grace Dutcher saw 8-10 lights move at random, then in an oval formation, then singly. (Sparks; Berliner)	1 min	1		
1415.	8434	July 1, 1963. Glen Ellyn, Illinois. 8 p.m. R. B. Stiles, II, using a theodolite, saw a light, the size of a match head at arm's length, flash and move around the sky. (Sparks; Berliner)	1.5 hrs	1	1/2	theodolite
1416.		Aug. 4-5, 1963. Near Mt. Vernon (or Keenes) to Wayne City, Illinois. 11:30 p.m. – 12:20 a.m. (EDT). Ronnie Austin and Phyllis Bruce while driving E noticed a bright white round object to the SW about 20° elevation then S then N which followed them for several miles. When Austin dropped off Phyllis at home it was to the E about 500 ft away and her sister Forestine also saw the object with them. After about 15 mins Austin attempted to leave for home but the object followed him, at one point as he headed E it came over his car at about 100 ft, changed color to orange and appeared car sized, hovered above the car while the car radio had whining noise static and car engine almost failed, then made a pass from behind W to E. On arriving home object was about 900 ft to the SE or E and other family members also saw it, Mr. and Mrs. Orville Austin, sister Roxie and a brother. (Sparks; NICAP)	50 mins	6	16 ?	EM, radioactivity?
1417.		Aug. 7, 1963. 4 miles E of Fairfield, Illinois. 8:45-9:10 p.m. Chauncey Uphoff and Mike Hill heard dogs bark, saw a yellowish-orange diamond shaped noiseless luminous object to the SW about 1,000 ft altitude moving E, joined by a pinpoint white light that went from SE to NW climbing with a possible drumming sound and when near the first object the latter blinked out. When the pinpoint light disappeared to the NW the diamond-shaped object reappeared as dim gray to the SW maneuvering towards them to the S about 45° elevation then SE with a U-turn or loop, appearing on edge with a tail or trail, changing color to orange then brilliant blue-white, disappearing in the SE. Object's angular size much larger than the moon. (Sparks; BB Maxwell Microfilm Roll 1, pp. 1115-6; NICAP)	25 mins	2+	20 ?	
1418.	8506	Aug. 11, 1963. Warrenville, Illinois. 10 p.m. R. M. Boersma saw a light move around the sky. (Sparks; Berliner)	20 secs	1		

1419.	8514	Aug. 13-14, 1963. St. Calen, Switzerland. 8:04 p.m. A. F. Schelling saw a fireball become a dark object after 4 mins, then a bigger glow, 1 min later, finally exploding. Note: same witness had another, undescribed, sighting on Aug. 14. (Sparks; Berliner)	4 mins + ?	1		
1420.		Aug. 20, 1963. Rome, Italy. 9:32 p.m. Fattorini. In the Italian President's forest reserve area near Rome, President's chauffeur driving his official car saw an object like a plate turned upside down, with a central turret, flying low over his vehicle. (Sparks; Vallée Magonia 579; FUFOR/Saunders; Edoardo Russo; Vallée Forbidden Science p. 133)		1?		
1421.	8548	Sept. 14, 1963. Susanville, Calif. 3:15 p.m. E. A. Grant, veteran of 37 years training forest fire lookouts for the U.S. Forest Service, saw a round object intercept a long object then either attach itself to the latter or disappear. (Sparks; Berliner)	10 mins	1		
1422.	8549	Sept. 15, 1963. Vandalia, Ohio. 6 p.m. Mrs. F. E. Roush saw 2 very bright gold objects, one shaped like a "banana" the other like an "ear of corn," one staying stationary, the other moving from W to N. (Sparks; Berliner)	10 mins	1		
1423.	8581	Oct. 4, 1963. Bedford, Ohio. 3:32 p.m. R. E. Carpenter, 15, saw an intense oblong light with tapered ends, surrounded by an aqua haze, flash and flicker while stationary. (Sparks; Berliner)	15 secs	1		
1424.		Oct. 6, 1963. Philadelphia, Penna. Freidman. (Sparks; Mary Castner/CUFOS)				
1425.		Oct. 7, 1963. Lanham, Maryland. Francis. (Sparks; Mary Castner/CUFOS)				
1426.	8603	Oct. 23, 1963. Meridian, Idaho. 8:35 p.m. Several unnamed students, including Gordon, and an adult saw an object shaped like a circle from below and a football from the side, hover low over the observers, making a deep, pulsating, loud, extremely irritating sound, changed course to SW, disappeared behind houses and trees. (Sparks; Mary Castner/CUFOS; Berliner)	6 mins	several		
1427.	8604	Oct. 24, 1963. Cupar Fife, Scotland. No time given. A. McLean, 12, and G. McLean, 8, saw a light move for an unspecified length of time. No further details in files. Note: BB Chief Maj. Quintanilla told the youngsters, in a letter, this was "one of the most complete" of the unexplained cases for the year. (Sparks; Berliner)		2		
1428.		Dec. 6-7, 1963. APO 253, France. (Sparks; McDonald list)				
1429.		Dec. 10, 1963. White Plains, NY. (Sparks; Mary Castner/CUFOS)				
1430.	8647	Dec. 11, 1963. McMinnville, Oregon. 7 a.m. W. W. Dolan, professor of mathematics and astronomy, and dean of the faculty of Linfield College, saw a bright, star-like light hover, slow, dim and flash. (Sparks; Berliner)	1 min	1	point source	Astro / Math Prof
1431.	8654	Dec. 16, 1963. Pacific, 800 miles N of Midway Island (at 40° N, 175°54' W). 5:05 p.m. Crew of military aircraft saw a white light blink 2-3 times per second moving very fast across the sky. (Sparks; Berliner)	15 secs			
1432.	8729	April 3, 1964. 1 mile W of Monticello, Wisc. 9 p.m. R.	3-4 mins	4		

		Wold, graduate student in anthropology, and wife, Rossing and another, saw 4 huge red lights in a rectangular formation, with a white light above, near the ground, tilt and fly away. (Sparks; Vallée Magonia 594; Saunders/FUFOR Index)				
1433.	8739	April 11, 1964. Homer, New York. 6:30 p.m. physiotherapist W. B. Ochsner and wife saw 2 cloud-like objects darken, one shot away and returned. (Sparks; Berliner; cf. Hynek UFO Exp, case DD-2)	30-45 min	2 [3?]		
1434.	8766	April 24, 1964. 1 mile SSW of Socorro, New Mexico (landing site near 34° 2'33" N, 106°53'52" W). 5:45-5:50? p.m. Socorro Police Dept. patrol officer Lonnie Zamora, while chasing a speeder heading S, heard a roaring sound and saw a bluish-orange funnel of flame in the sky to the SW slowly descending possibly 1/2 to 1 mile away, bottom of flame hidden behind a hill. He tried to pursue the flame, turning off to the right on a rough gravel road to the SW, lost sight of flame while trying to get car up steep rough hill. At the top after 10-15 secs of continuing along gravel road he suddenly noticed a shiny whitish-aluminum color landed object about 12-15 ft tall about 800 ft away to the SW down in a gully, at first looking like upturned car but actually appearing oval long-axis vertical on two legs, and for about these 2 secs also saw 2 small-adult-like figures in white coveralls near object, one turning toward him seemingly startled and jumping. He lost sight of object as he drove about 1,000 ft further WSW, radioed headquarters he was investigating possible car accident, then stopped at the top of the ridge about 103 ft from landing site down in the gully to the SE. He got out, heard 2-3 loud thumping noises like a door shut hard, walked 3 steps to the front of the car to possibly 90 ft distance when he heard a very loud roar increasing in volume and saw a smokeless blue-orange flame coming from beneath the oval object, now seeming long-axis horizontal at this angle (about 120° from previous sighting), with a red insignia or lettering in the middle about 2 x 2-1/2 ft, and slowly rising. He thought it was going to explode and ran away, putting car between him and the object, about 25 ft and 6 secs of running from the car he glanced back and saw object had risen about 20-25 ft to level of his car, ran another 25 ft and "ducked down" below edge of ridge. Roaring noise stopped, he looked up and saw object heading to the SW (towards W end of Socorro Municipal Airport 1 mile away) at level height just clearing 8 ft dynamite shack by about 3 ft moving "very fast," no flame or smoke or noise. He ran back to patrol car, radioed headquarters, saw object climbing slowly and "get small" in the distance just clearing Box Canyon or Sixmile Canyon Mtn. (about 6 miles to WSW). Immediate police and military investigation found physical traces, burning brush and indentations in the ground, and several other more distant witnesses. (Sparks; Hynek UFO Rpt pp. 223-9, etc.)	5 mins ?	1+	20	
1435.		April 26, 1964. Las Vegas, Nevada. (Sparks; McDonald list)				

1436.		April 26, 1964. La Madera, New Mexico. (Sparks; McDonald list)				
1437.		April 28, 1964. Minot AFB, N.Dakota. (Sparks; McDonald list)				
1438.		April 30, 1964. Canyon Ferry Reservoir, Montana. 9:30 [10:30?] p.m. Flittner, Harold Rust family children, and Linda Davis, saw egg-shaped object size of an automobile land about 150 [125?] ft away. Left 4 indentations in the ground, 8 x 10 inch rectangles, 4-8 inches deep, about 13 ft apart, and a burned area. (Tony Rullan; Lorenzen 1966, pp. 223-4; Saunders/FUFOR Index)	< 60 secs	6	10-15	
1439.	8787	May 9, 1964. Asheville, North Carolina. Civilian witnesses. (NARA)		multiple		
1440.	8788	May 9, 1964. Chicago, Illinois. 10:20 p.m. J. R. Betz, U.S. District Court reporter, saw 3 light green crescent-shaped objects, about half the apparent size of the moon, flew very fast in tight formation from E to W, oscillating in size and color for 3 secs. (Sparks; Berliner)	3 secs ?	1	1/2	
1441.	8811	May 18, 1964. Mt. Vernon, Virginia. 5:15 p.m. Civil engineer F. Meyers saw a small, glowing white oval split twice after moving from the right of the moon (to the E, half moon phase, 115° azimuth, 48° elevation) around to the left. (Sparks; Berliner)	17 mins	1		civil engineer
1442.		May 24 [26?], 1964. Millinocket, Maine. 9 p.m. Man and a friend driving on Millinocket Lake Road saw a fiery, structureless 2 ft spherical object to the side, stopped, left the car to get a better look. They became afraid, walked back to the car, the sphere followed them. Car would not start while sphere was within 5-10 ft. (Sparks; Vallée Magonia 607)	5 mins	2	20-40 ?	
1443.	8836	May 26, 1964. Cambridge, Mass. 7:43 p.m. P. Wankowicz, RAF pilot and ex-Smithsonian satellite tracker, saw a thin, white ellipsoid (3.5x length/width ratio) fly straight and level. (Sparks; Berliner)	3-4 secs	1		satellite tracker
1444.	8839	May 26, 1964. Pleasantview, Penna. 11 p.m. Rev. H. C. Shaw saw a yellow-orange light, shaped like the bottom of a ball, in a field and chased down the road for 2 miles. (Sparks; Berliner)		1		
1445.	8870	June 13, 1964. Toledo, Ohio. 9:15 p.m. B. L. English, announcer for radio station WTOD, saw 3 glowing white spheres, glowing red on their sides, moving slow, hover then moving in circles very fast, making a low, rumbling sound. (Sparks; Berliner)		1		
1446.		July 10, 1964. Cape Guardian, Missouri; Jackson, Mississippi, Belleville. (Sparks; McDonald list)				
1447.	8924	July 16, 1964. 15 miles S of Houghton Lake, Mich. 11:15 p.m. Northern Air Service pilot K. Jannereth saw 4 white lights in a stepped-up echelon formation, joined by 2 more, closing in on the airplane, then rapidly slow and fly along with it. (Sparks; Berliner)	5 mins	1		
1448.	8942	July 20, 1964. Clinton, Iowa-Littleton, Illinois [?]. 4:45 a.m. J. J. Winkle saw a 60 ft diameter round-topped, flat-bottomed object with a long acetylene-colored flame shooting downward, flying straight and level, make a half loop, then rise up. [Military and civilian witness(es)]??	1 min	1 ?		

		Two different cases?] (Sparks; Berliner)				
1449.		July 24, 1964. Langley AFB, Virginia. (McDonald list)				
1450.	8969	July 27, 1964. Norwich-Sherburne, New York. 7:30 [9?] p.m. Duabert, engineering supervisor [engineer?] stopped his car when he saw an aluminum sphere with a fluorescent luminous ring, stationary 50 ft above ground, which emitted 3 beams of very bright light before flying off at high speed. (Sparks; Vallée Magonia 618)	4-5 mins [6? mins]	1		
1451.	8973	July 27, 1964. Denver, Colo. 8:20 p.m. A. Borsa saw a white ball of fire, the size of a car, climb slowly, then speed up. (Sparks; Berliner)	2-3 mins	1		
1452.		July 28, 1964. Lake Chelan, Wash. 10:30 p.m. Former Navy pilot and another man, at work in a field saw an intense light, cone-shaped, emitted from the ground and a similar light in the sky, alternating which was on and off. A round, aluminum-looking object, about 30 ft in diameter, with one red and one white light, then appeared and descended to ground with a strong whistling sound similar to a small jet, piercing and high-pitched voices similar to those of children playing were heard. Before this object took off a low-flying jet circled its position. The densely wooded area was explored by helicopter and on foot 3-4 days later by Sheriff Nickell and a USAF officer, but nothing was found. (Sparks; Vallée Magonia 619)	40 mins	2		
1453.	9031	Aug. 10, 1964. Wake Island. 5:16 a.m. Aircraft commander Capt. B. C. Jones and navigator 1st Lt. H. J. Cavender, in parked USAF C-124 transport plane, saw a reddish, blinking light approach the runway, stop and make several reverses. (Sparks; Berliner)	2 mins	2		
1454.	9048	Aug. 15, 1964. New York City, New York. 1:20 a.m. S. F. D'Alessandro saw a 10 ft x 5 ft bullet-shaped object with wavy lines on the rounded front part and 6 pipes along the straight rear portion, making a "whishhh" sound. Witness' dog growled. (Sparks; Berliner)		1		
1455.	9049	Aug. 15, 1964. Yosemite National Park, Calif. 8:15 a.m. E. J. Haug, of the San Francisco Orchestra and Conservatory, and C. R. Bubb, high school math teacher, saw 3 bright silver, round objects, in a stack formation, fly very fast, changing positions within the formation, with a sound of rushing air. (Sparks; Berliner)	3-4 secs	2		
1456.	9053	Aug. 18, 1964. Atlantic, 200 miles E of Dover, Delaware. 12:35 [5:29? 12:29? EST] a.m. USAF Major D. W. Thompson and First Pilot 1st Lt. J. F. Jonke flying a C-124 transport (no. 31007) with the 31st Air Transport Sq, 1607th Air Transport Wing, out of Dover AFB at 9,000 ft and 200 mph true airspeed, saw a large round, blurred or diffuse-edged, reddish-white luminous object on a collision course with the C-124 from ahead and about 500 ft below, collision averted when pilot took evasive action by turning from a 260° heading to 340° and object made a right turn and disappeared. (Sparks; Berliner; cf. Hynek UFO Exp ch. 5, case NL-10; NARCAP)	2 mins	4		
1457.		Sept. 5 [4?], 1964. 10 p.m. Near Cisco Grove, Calif. Donald Schrum on a hunting trip became separated from	several hrs	2		

		his 2 friends, climbed a tree for the night, saw 3 flying silvery lighted objects [one dome-shaped?] about 1/4 mile away emitting "cooing" noises which dropped 2 objects to the ground with a loud crashing noise on impact. 2 human-like and one robotic being were drawn to his signal fires, Schrum tried to scare them away and shot the robot with arrows, the robot emitted noxious fumes that nauseated him and made him black out [a second robot appeared with similar effects]. Finally the vehicles departed with a noxious vapor emission that made him black out. One of his companions also saw one of the UFO's. (Sparks; Hynek UFO Rpt pp. 210-2; Vallée Magonia 624; NICAP website; etc.)				
1458.	9104	Sept. 10, 1964. Cedar Grove, New Jersey. 7:09 p.m. Chemist P. H. DePaolo saw 4 white lights, 3-4 [degrees?] apart, to the N, going W. (Sparks; Berliner)	45 secs	1		chemist
1459.		Oct. 25?, 1964. Caribbean. US Navy radar tracking. (Sparks; Tony Rullan)				
1460.	9170	Nov. 14, 1964. Menomonee Falls, Wisc. 9:40 p.m. Dr. G. R. Wagner, MD, and two girls, saw 3 dim, reddish lights fly through 160° arc. (Sparks; Berliner)	5-6 secs	3		
1461.		Nov. 16, 1964. Caribbean. US Navy radar tracking of unidentified object emitting encrypted IFF Mode 1 transponder signals in response to shipboard IFF interrogation. (Sparks; Tony Rullan)				radar IFF
1462.		Nov. 17, 1964. Caribbean. US Navy radar tracking of unidentified object emitting encrypted IFF Mode 1 transponder signals in response to shipboard IFF interrogation. (Sparks; Tony Rullan)				radar IFF
1463.		Nov. 18, 1964. Caribbean. US Navy radar tracking of unidentified object emitting encrypted IFF Mode 1 transponder signals in response to shipboard IFF interrogation. (Sparks; Tony Rullan)				radar IFF
1464.		Nov. 18-19, 1964. S Puerto Rico (near 18°10' N, 66°12'W). USS Gyatt radar tracking of low altitude low speed object. F-8C fighter attempted but failed to intercept object. (Sparks; Saunders index; Tony Rullan)	8 mins	multi ple		encrypted IFF signals, radar
1465.	9183	Nov. 19, 1964. 34°55' N 164°05' E (Pacific, about 1,400 miles E of Tokyo). Military personnel saw a bright white flashing light traveling from horizon to horizon. (Sparks; Berliner)	20 secs	multi ple		
1466.		Nov. 24, 1964. Caribbean. US Navy radar tracking of unidentified object emitting encrypted IFF Mode 1 transponder signals. (Sparks; Tony Rullan)				radar IFF
1467.		Dec. 4, 1964. Baker, Oregon. (Sparks; McDonald list)				
1468.		Dec. 19, 1964. Patuxent River NAS, Maryland. 3:30 a.m. USN control tower operator Bernard Sujka and 2 other CTO's tracked 2 large target 10 miles apart heading directly toward the radar station at about 7,000 mph, swerving off at 15 miles range, then approaching again to 10 miles, then one target returned to 8 miles range and made a high speed 160° turn. (Sparks; NICAP)		3		radar
1469.		Dec. 21, 1964. Harrisonburg, Virginia. 5 p.m. Mr. Burns and others in the area saw a huge object cross the road, hover at ground level in a field, then take off vertically.	< 1 min	1+		

		(Sparks; Vallée Magonia 628)				
1470.		Jan. 12, 1965. Blaine AFB, Wash. Member of a federal agency, who was driving toward the base, saw a low-flying object, 30 ft in diameter, which avoided collision at the last moment. He got out of the car and saw it hovering for 1 min, then fly off at high speed. Object tracked on radar. Same night, a round, glowing object with a dome on top landed on a nearby farm, melting snow in a 30 ft diameter circle. (Sparks; Vallée Magonia 630; NICAP March 1965; BB files??)	1+ min	1 + ?		RV
1471.	9242	Jan. 23, 1965. Lightfoot, N of Williamsburg, Virginia. 8:40 a.m. Cars stalled near intersection of US Hwy 60 and State Route 614, witness T. F. Mains saw light-bulb or mushroom-shaped object 75-80 ft tall, 10-25 ft wide, metallic gray, red-orange and blue glows, hovering over nearby field about 4 ft off the ground, making a vacuum cleaner-type noise, suddenly accelerate horizontally to the W against the wind and disappear. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 177-8; Vallée Magonia 633)	25 secs	2+		
1472.		Jan. 24-28, 1965. Alaska. (Sparks; McDonald list)				
1473.		March 2, 1965. E of Weeki Wachee, near Brooksville, Florida. 1:55 p.m. John F. Reeves, 65, retired, while walking in the woods saw a bluish-green and reddish-purple object 20-30 ft in diameter, 6 ft thick, saucer-shaped with an outer rim and a stairway, with 2 2-ft windows on top, landed on the ground on 4 4-ft legs about 2,000 ft away. He approached to 100 ft. After watching it for 10 mins [?], he saw a robot-like being about 200-300 ft away, about 5 ft tall, wearing a gray-silver uniform, glass dome headgear, wide-spaced eyes, pointed chin, walking to 15 ft from Reeves, stared at him for 1-1/2 mins, pointing a box [?] or 6-7-inch black object at Reeves that emitted a flash 3 times, then walked back to the landed vehicle and climbed in. Object had Venetian-blind-like blades on the rim that opened and closed, rim started rotating counterclockwise, landing gear retracted, then it took off with a whooshing-rumbling sound and disappeared vertically in < 10 secs, dropping 2 sheets of paper with indecipherable writing, and leaving indentations and footprints in the ground. Investigated by MacDill AFB. (Sparks; Vallée Magonia 638; etc.)	10 mins +	1	20-30 (UFO) 40 (robot)	
1474.	9301	March 4, 1965. Corvallis, Oregon. 9:23 [6:30?] p.m. W. V. Harrison and his employee while driving in a car saw 3 yellow-orange spheres or lights rise rapidly from the ground, several seconds apart. Next day an oily spot was found at the site. (Sparks; Berliner; cf. Vallée Magonia 639)	secs?	2		
1475.	9305	March 8, 1965. Mount Airy, Maryland. 7:40 p.m. J. H. Martin, instrument maker for National Bureau of Standards, and 2 others, saw 6 lights fly overhead slowly [and/or a cigar-shaped object with 2 fixed red lights, fly above them, just missed hitting the house, disappearing to the NE]. (Sparks; Berliner; cf. Vallée Magonia 640)	3 mins	3		
1476.	9345	April 4, 1965. Keesler AFB, Biloxi, Mississippi. 4:05 a.m. USAF A/2c Corum, weather observer, with	15 secs	1-2		[radar?]; weather

		confirmation by college student R. Pittman not clear from available data. Saw a 40 ft black, oval object with 4 lights along the bottom, fly in and out of the clouds. (Sparks; Berliner)				observer
1477.		April 10-14, 1965. Misawa AFB, Japan. (Sparks; McDonald list)				
1478.		April 23, 1965. Rivesville, West Virginia. 8 a.m. Woman saw a 25 ft object land near her house while she was working in the kitchen. Shaped like a disk, with portholes, a cylinder about 3 ft high, a sliding door from which a small being, about 3 ft tall emerged and jumped to the ground. Its face was not clearly visible but it had pointed ears, a sort of tail, was linked to the main object by a cable, wore white clothing, picked up something from the ground, then re-entered the cylinder, which slid up into the larger white disk. Outside rim of landed object started spinning in a counterclockwise motion with a soft whistling sound, it then rose straight up out of sight. (Sparks; Vallée Magonia 644)		1		
1479.		May 6, 1965. Philippine Sea at 20°22' N, 135° 50' E. 9:10 a.m. [GMT? = 6:10? p.m. Local Time?] Crew of USN ship heading W at 265° at 15 knots sighted aircraft at bearing 000° [N?] approaching. At 9:14 the SPS-6C air search radar detected 4 targets at ranges up to 22 miles for the next 6 mins at extremely high speed 3,000 knots (3,500 mph) and various maneuvers, viewed through binoculars appeared as 3 lighted objects one of 1st stellar magnitude the others 2nd magnitude. Objects hovered directly over the ship for 3 mins as confirmed visually and on radar by the Commanding Officer, bridge crew and others on deck. No IFF response, one object to starboard appeared larger on radar. Objects departed to the SE at extremely high speed. (Sparks; Hynek UFO Exp ch. 7, case RV-5)	10? mins	12		RV
1480.	9389	May 7, 1965. Oxford, Mich. 7:30 p.m. M. E. Marshall saw a light, like a satellite, split into 2 parts, one of which was copperish color, then 2 more joined up. One object may have been tumbling. (Sparks; Berliner)	1 min	1		
1481.		June 8-9, 1965. Turkey. (Sparks; McDonald list)				
1482.		June 29, 1965. Frankfurt, West Germany. (Sparks; McDonald list)				
1483.		July 3, 1965. Antarctica. (Sparks; McDonald list)				
1484.		July 6, 1965. Arlington, Texas. (Sparks; McDonald list)				
1485.	9474	July 6, 1965. Kiel, Wisc. 9:30 p.m. Mrs. E. R. Hayner saw a flashing light, like a satellite. No further data in the files. (Sparks; Berliner)	< 1 min	1		
1486.		July 13, 1965. Penna. and Ohio. (Sparks; McDonald list)				
1487.		July 22, 1965. Forbes AFB, Kansas. (Sparks; McDonald list)				
1488.	9550	July 25, 1965. Castalia, Ohio. 9:15 p.m. Amateur astronomer M. D. Harris, 16, saw a bright blue star cross 90° of sky. (Sparks; Berliner)	10-15 secs	1		
1489.		July 31 - Aug. 3, 1965. Oklahoma. (Sparks; McDonald list)				
1490.		Aug. 1, 1965. Ent AFB, Colo. (Sparks; McDonald list)				
1491.		Aug. 1 and 2, 1965. Whiteman AFB, Missouri. (Sparks;				

		McDonald list)				
1492.		Aug. 2, 1965. Justin, Texas. 2 Tarrant County deputy sheriffs saw an object as bright as burning magnesium, land as they patrolled near Wagle Mountain Lake. Extensive investigation by police found no traces. (Sparks; Vallée Magonia 667)		2		
1493.		Aug. 2, 1965. Oklahoma City, Okla. 5 children saw a brilliant, round object without wings, close to the ground, in the 600 block on Northwest 63. (Sparks; Vallée Magonia 668)		5		
1494.		Aug. 3, 1965. Cocoa, Florida. (Sparks; McDonald list)				
1495.		Aug. 3, 1965. Lake Hefner, Okla. Young man saw an object rise from the lake area. (Sparks; Vallée Magonia 669)		1		
1496.		Aug. 4, 1965. Dallas, Texas. 1:30 a.m. Man in a car saw a red and blue light, thought it came from a police car, then was passed by a huge, orange object flying at ground level. (Sparks; Vallée Magonia 672)		1		
1497.		Aug. 4, 1965. Calumet AFS, Mich. (47.371° N, 88.171° W). USAF radar tracking of 10 targets in V-formation traveling from the SW at about 9,000 mph over Lake Superior at 5,200 to 17,000 ft (1-3 miles). Other targets other Duluth chased by USAF jets. (Sparks; Todd Lemire; UFOCAT)	10 mins?			radar
1498.	9675	Aug. 4, 1965. Dallas, Texas. 9:30 p.m. J. A. Carter, 19, saw a light fly fast, straight and level. No further data in files. (Sparks; Berliner)	12 secs	1		
1499.	9680	Aug. 4, 1965. Tinley Park, Illinois. 11:35 p.m. 2 unnamed 14 year-olds saw a light move around the sky. No further data in files. (Sparks; Berliner)	16-17 secs	2		
1500.		Aug. 13, 1965. Baden, Penna. [> 9:30 p.m.?] 37-year-old civilian had just put his car in the garage when he saw an disk-shaped object about 300 ft in diameter, fly in front of the moon (which rose in the E about 9:30 p.m. EDT at 107° azimuth) on a N heading at about 50 mph about 2,300 ft away, surrounded with orange lights that weakened as a blue source came on, very intense for about 3 secs. Then all lights disappeared and a sort of "shock-wave" effect shaking tree leaves ensued. Witness entered his house and called the USAF, 20 mins later his vision became hazy, eyes painful, gradually losing vision in both eyes, and his entire body was "sunburned." Medical exam compared symptoms to UV exposure. Vision came back gradually over several days. (Sparks; Vallée Magonia 677)		1	14	
1501.	9806	Aug. 19, 1965. Cherry Creek, New York. 8:20-9 p.m. (EDT). Mrs. William Butcher, son Harold, 17, and children [3 students?], heard radio interference and beeping sound in a barn, went outside to see 50 ft wide saucer like two plates lip-to-lip [elliptical?], 20 ft thick, shiny silver or chrome color with red glowing streamers [reddish vapor underneath?] and leaving a red-yellow trail, which landed nearby then rapidly ascended into the clouds turning the clouds bright green a few seconds later; burned gasoline odor; farm animals reacted and later	20 mins ??	5 ?		EM

		reduced milk production. Object returned twice at 8:45 and 9 p.m. finally disappearing to SSW [or SW?]. Radio drowned out by static, a tractor engine stopped. Next day, a purplish liquid, 2 ft x 2 ft marks and patches of singed grass were found at the site by USAF Capt. James Dorsey and 4 technicians from Niagara Falls AFB. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 170-2; Vallée Magonia 675, 684)				
1502.		Aug. 20, 1965. Plattsburgh, New York. (Sparks; McDonald list)				
1503.		Aug. 28, 1965. Glasgow AFB, Montana. (Sparks; McDonald list)				
1504.	9864	Aug. 30, 1965. Urbana, Ohio. 10:30 p.m. M. A. Lilly, N. Smith and T. Nastoff, saw a white ball, 5-8 ft in diameter and trailed by a 2-3 ft light, hit the road 100 ft in front of the witnesses' car, then bounce and fly away. (Sparks; Berliner)	3-4 secs	3	6-10	
1505.		Aug. 31, 1965. Nevada. (Sparks; McDonald list)				
1506.	9890	Sept. 3, 1965. 3 miles SW of Exeter, New Hampshire. 1-3 a.m. (EDT). Exeter Patrolmen Eugene Bertrand, Jr. and David Hunt, and Norman Muscarello saw a large silent, dark, elliptical object with a row of 5 bright red lights oriented about 60° to horizontal, move slowly and erratically around houses and trees at 100 ft height to SE [or 60-70 ft height 100 ft away], lighting up the ground and houses in red light, while lights blinked in sequence; falling leaf motion. Farm animals very noisy. Disappeared at 160° magnetic after covering about 135° arc [from NNE?]. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 154-166; NICAP)	1 hour +	5	18	
1507.	9915	Sept. 3, 1965. Damon, Texas. 11 p.m. Brazoria County Chief Sheriff's Deputies Billy McCoy and Robert Goode saw a triangular object, 150-200 ft long, 40-50 ft thick at middle and dark grey, with a long, bright, pulsing, purple [violet?] light on the right side and a long blue light on the left side, approach to 150 ft off highway and 100 ft in the air. Purple light illuminated ground beneath object and interior of police car, and object cast a shadow in moonlight. Driver Goode felt heat on his left arm and an alligator bite on his left index finger, suddenly relieved of pain and later healed rapidly but unnaturally. They drove away in fear but returned later that night to find object still there. (Sparks; Berliner; cf. Vallée Magonia 694)	5-10 mins + ?	2	80	
1508.		Sept. 22, 1965. Clover, Minn. (Sparks; McDonald list)				
1509.	9970	Sept. 25, 1965. Chisholm, Minn. 9:55 a.m. Bett Diamon saw 5 orange lights in a row fly fast and make an abrupt turn. (Sparks; Berliner)	1 min	3		
1510.	9971	Sept. 25, 1965. Rodeo, New Mexico. 10 p.m. Dr. George Walton, physical chemist, and wife, saw 2 round white objects fly side-by-side, at 30-50 ft altitude, pacing the witnesses' car. (Sparks; Berliner)	6 mins	2		physical chemist
1511.		Sept. 26, 1965. Licking County, Ohio. (Sparks; McDonald list)				
1512.		Sept. 29, 1965. Swanlake, New York. (Sparks; McDonald list)				

1513.	10066	Oct. 4, 1965. West Middletown to Poast Town, Ohio. 6:45 p.m. Mrs. Helen Tucker and 3 teenage girls driving in a car turned S onto Brown's Run Road and saw a bright, flashing red and white object, at one point with sparks shooting off. As they drove W to Poast Town, the object stopped flashing and appeared steady red and white (and possibly bluish) and began moving fast (to the SW?) toward the airport, then it landed past Carmody Blvd. on the river bank but before reaching the airport, where it looked like a Christmas tree (lights?), a winged-fuselage object with a possible cockpit dome, then lifted off like a helicopter and looked like (red?) "hot metal." (Case data missing.) (Berliner; <i>Middletown Journal</i> , Oct. 5, 1965)		4+		
1514.		Oct. 7, 1965. Edwards AFB, Calif. Ground radar tracked 12 objects and USAF F-106 pilot sighted object(s). (Sparks; Weinstein; McDonald list)				radar [gun camera film?]
1515.		Oct. 14, 1965. Sawyer AFB, Mich. (Sparks; McDonald list)				
1516.		Oct. 23, 1965. 4 miles from Long Prairie, Minn. 7:15 p.m. Radio announcer James F. Townsend driving W on State Hwy 27 found road blocked by landed silver rocket-shaped object about 30-40 ft tall, 10 ft wide, after his car engine, lights and radio died, and he coasted to a stop about 20 ft away. He got out and saw three small brownish-black "creatures" with "tripod arms and matchstick legs," no eyes or facial features, emerge from behind the object, stand underneath in an intense lighted circle, and stare at each other for 3 mins then they returned to the object. A few secs later it lifted off and vanished by turning off its lighting about 1/4 mile up. At that moment the car restarted spontaneously and headlights came on. No traces found on the ground. (Sparks; Hynek UFO Rpt pp. 206-8; Vallée Magonia 712)	3 mins +	9+	120	EM
1517.		Jan. 7, 1966. 3 miles SW of Georgetown (5 miles NE of Wilmer), Alabama. 3:17 p.m. Civilian had to stop his car when he found object landed on the road blocking his way. Round silver color object 10-12 [25?] ft diameter with 8-10-inch ring or hoop at equator, 5 ft hatch on bottom, [and a cone with a flashing green light?] hovered about 5 ft above ground at 20 ft away, gradually climbed to NE, engine [whirring?] noise increasing, then rapid acceleration to disappearance in a few secs. Watch stopped [engine had died and now could be restarted?]. [Sulfur or rotten-egg smell noted?] (Sparks; Hynek UFO Rpt p. 42; Vallée Magonia 721)	1-2 mins +	1	60-70	EM
1518.		Jan. 29, 1966. Rexburg, Idaho. 12:10 a.m. 2 civilians returning from a sporting event saw what they first thought was the moon. After driving for about 1/2 mile, they saw it was a flat, well-defined object blocking the road, the size of a truck, casting an intense yellow-orange light on the ground. They turned around and drove back to Rexburg. (Sparks; Vallée Magonia 724)		2		
1519.	10193	Feb. 2, 1966. Salisbury, North Carolina. 11:15 p.m. Mr. and Mrs. L. J. Wise saw a silver, diamond-shaped object with several balls constantly in very fast motion around it, and much light. Object hovered over the trees for 3-4	1 hour	2		

		mins, while a dog barked, and then zipped out of sight. (Sparks; Berliner)				
1520.	10196	Feb. 6, 1966. Nederland, Texas. 5:45 [6:05?] a.m. Mr. and Mrs. K. R. Gulley saw tadpole-shaped object about 14 ft long 2 ft wide with 8 yellow and red neon-like lights at 250-500 ft altitude, casting a pulsating red glow on the lawn. House and street lights went out, high frequency sound bothered the witnesses' ears. Object blinked out when aircraft passed overhead then came on again afterward. Object departed to W [or from W to SW] about 1-1/2 miles to vicinity of airport, where an aircraft's landing lights lit up UFO, then disappeared about 20°-25° elevation in a slow climb. (Sparks; Hynek UFO Rpt pp. 186-8; Hynek UFO Exp ch. 8, case CEI-3)	5-10 mins	2 [3?]	1-2	EM
1521.		Feb. 16, 1966. Brunswick NAS, Maine. 8:30 p.m. A luminous object flashing red, blue, and green lights, landed in the woods. A second object was later seen to join the first one. (Sparks; Vallée Magonia 726)				
1522.		Feb. 26, 1966. 5 miles E of Farmington, 5 miles W of Hanna City, Illinois. Civilian witness was driving when a flying oval object, the size of a car, came within 10 ft of him, then circled twice and left toward the N. It emitted a bright red glow, supported a sort of dome with a green light on top, caused radio interference, and made a strange "signallike noise." (Vallée Magonia 727)		1	100	EM
1523.		March 3, 1966. Oswego, New York. 7:20 p.m. Several civilians saw an object fly slowly to the S, hover, come within 50 ft, then fly off to the SW. (Sparks; Vallée Magonia 728)		several		
1524.		March 17, 1966. Milan, Mich. 12:00 midnight. Police officer with 10 yrs experience saw a 50 ft diameter object in the SW he thought was a plane crashing, though soundless. He tried to contact police headquarters, but his radio did not work. Object now with colored lights spinning at the periphery came within 80 ft of the patrol car, following it for 1/2 mile, then flew off to the NW. [Another sighting by police in the area at 4:25 a.m.] (Sparks; Vallée Magonia 730)		1	50	EM
1525.	10247	March 20, 1966. Miami, Florida. 12:15 a.m. USAFR Maj. K. C. Smith, with NASA Kennedy Space Center, saw a pulsating light, varying from white to intense blue, make a jerky ascent then rapidly accelerate away to the N. (Sparks; Berliner)	5 mins	1		[aerospace engr??]
1526.		March 20, 1966. Dexter, Mich. 8-8:30 p.m. Frank Mannor and his son, Ronald [plus 40-60 others including 12 policemen ?] saw hovering over a swamp about 1,500 ft away a brown luminous car-sized object, with a "scaly" or "waffled" surface, cone-shaped on top, flat on bottom, or football-shaped, and 2 bluish-green lights on right and left edges that turned bright red and helped illuminate object in between. Lights blinked out and object reappeared instantly across the swamp 1,500 ft away. The whole object lit up with a yellowish glow at one point and also rose up 500 ft then descended again. After 2-3 mins of viewing, when 2 flashlights appeared in the distance the	1/2 hr	2+ 40-60 ?	1.5	

		object seemed to respond by flying away at high speed directly over the witnesses with a whistling sound like a rifle bullet ricocheting. Object remained in the swamp area for 1/2 hr. [Various other sightings in the area by police shortly afterward.] (Sparks; Vallée Magonia 731; Todd Lemire; etc.)				
1527.		March 21, 1966. Hillsdale, Mich. 10:32, 11 p.m.-4:30 a.m. 17 Hillsdale College students including Barbara Kohn [Cole?] and Cynthia Poffenberger saw a football-shaped object with red-green-white pulsating lights descend from the NE pass close to their dorm then disappear to the S as if crashing to the ground, then return at 11 p.m. William Van Horn, Civil Defense Director and rated commercial pilot, and police arrived and conducted a ground search 1/2 to 2 miles away to the E but found nothing until Van Horn reached the college dorm where he, using binoculars, and [87?] students saw a maneuvering lighted 20-25 ft object on or near the ground about 1,500-1,700 ft away to the E, with a dirty-white light on the left and dim orange on the right, which brightened after 10 mins to white and red and began to rise at a rate of 25-30 ft/min to a height of 100-150 ft (about 3-6 mins), stopped momentarily then descended and repeated the motion several times. At one point on a descent a "convexed" surface (between?) the lights could be seen. Radiation was later detected at the landing area about 600 microrentgens/hr, roughly 30-60x background level, and possible boron contamination. (Sparks; Vallée Magonia 732; Todd Lemire; etc.)	? + 5.5 hrs +	18+ [87?]	1.6 [6° equiv in binocs]	radioactivity; binoculars
1528.	10262	March 22, 1966. Houston, Texas. 1:30 a.m. S. J. Musachia saw white flashing lights light up witness' apartment; the air was full of smoke. Sound of "yeh" [hen??] heard up close. (Sparks; Berliner)	4 mins	1		
1529.		March 23, 1966. Fort Pierce, Florida. 2 young men walking through woods saw a bright object like a balloon covered with fluorescent paint that became so intensely bright they could not look directly at it. As they walked closer, it exploded, leaving no trace. (Sparks; Vallée Magonia 733)		2		
1530.	10270	March 23, 1966. Temple, Okla. 5:05 a.m. Sheppard AFB instructor Eddie Laxson was driving W on US Hwy 70 he found the road blocked by a wingless aircraft, perch fish-shaped, landed in the road, about 75 ft long, nearly 8 ft high, 12 ft wide, with a plexiglass bubble on top, bright lights forward and aft. Laxson stopped his car about 300 ft away and walked toward the object to 50 ft away, noticing a labeling on its side like "TLA138" or "TLA738" [or "TL 4768"]. He saw a "man" wearing a baseball cap or mechanic's hat climbing steps or ladder on the object and soon after it lifted off with a hissing or drilling sound and headed off SE at about 700 mph. No landing traces. Laxson found another witness C. W. Anderson a mile down the road. (Sparks; Hynek UFO Rpt pp. 208-210; Vallée Magonia 734)		2	140	
1531.		March 24, 1966. Sheboygan, Wisc. 10:15 p.m. 2 women saw a glowing bowl-shaped object on the road hovering,		2		

		with 2 intense white lights, and green and red light. They lost sight of it driving away but saw it again later, flying low on a S-N trajectory. (Sparks; Vallée Magonia 735)				
1532.	10291	March 26, 1966. Texahoma, Okla. 12 midnight. Mrs. P. N. Beer and Mrs. E. Smith driving back from Amarillo saw a flashing light [or object with waffle-like surface glowing intense red light] coming from the N buzz their car from the front, engine and headlights died, then the object hovered 1/4 mile away. After 10 mins they could restart their car and left. (Sparks; Berliner; cf. Vallée Magonia 738)	10 mins ?	2		EM
1533.		March 28, 1966. Fayetteville, Tenn. 8 p.m. Man driving 60 mph suddenly saw a large lighted object 3 ft above the road on a hilltop, which flew off, as the car engine and headlights died. Headlight bulbs later had to be replaced. Object was oval, 25 ft long, dark gray, with about 30 lights along its periphery. (Sparks; Vallée Magonia 739)		1		EM
1534.	10329	March 30, 1966. Ottawa, Ohio. (Sparks; NARA)				
1535.		March 30, 1966. 10 miles N of Lexisburg, Indiana. 8:35 p.m. Civilian woman and her 4 children saw an oval object crossing the road as they were driving S, with a pulsating sound increasing in frequency as the object came nearer, but it seemed to come through the car radio rather than the object. They drove away in fear, but were followed for 8 miles by the object, with color suddenly changing from reddish-orange to bluish-white before accelerating out of sight. (Sparks; Vallée Magonia 741)	10 mins ?	5		
1536.		April 1, 1966. 5 miles S of Tangier, Okla. 10:40 p.m. Civilian man, 34, while driving reached a hilltop and saw a green object wider than the road flying N at very high speed, emitting a shrieking noise and a "heat wave." Car engine died. (Sparks; Vallée Magonia 746)		1		EM
1537.		April 4, 1966. <1 mile SE of Hague, Florida. 6:05 a.m. Civilian man, 40, saw an elongated object on the ground as he was going to work, 6 ft long, 2 ft high, with 6 4-inch openings, making a "turbine" noise so loud the witness had to put his hands over his ears. When he tried to touch it, the object left at great speed to the W vanishing suddenly after several feet of travel. Rain fell throughout. (Sparks; Vallée Magonia 748)	4 mins	1		
1538.	10385	April 5, 1966. Lycoming, New York. 3 a.m. Lillian Louis, 42, went to get a glass of water in her kitchen and saw a spinning vapor-like sphere, 10 ft in diameter, shooting its exhaust onto the ground from 20 ft height near her house, which departed very suddenly, leaving a trail. (Sparks; Berliner; cf. Vallée Magonia 751)	1 min	1	50 ?	
1539.		April 5, 1966. Kittery, Maine. 7 p.m. 4 people saw a landed object through binoculars which took off, hovered for a while, and left. (Sparks; Vallée Magonia 752)		4		binoculars
1540.	10384	April 5, 1966. Alto, Tenn. 11:55 p.m. W. Smith and another stopped to watch an object hovering about 15 ft above a swamp, tried to follow it but it flew away. Object 100 ft long oval with a dark top, appearing cone-shaped when moving, making a high-frequency noise, and flying between a high-tension power line and a row of trees.	2.5 hrs	2		

		Animal reactions wherever the object flew over. (Sparks; Berliner; cf. Vallée Magonia 753)				
1541.		April 11 [10-11?], 1966. Greensburg, Penna. 12 midnight. Civilian man, 43, saw a well-defined cigar-shaped object 50 ft long with no wings, tail or wheels, with flashing red light, 15 ft above ground, 300 ft away. Object rose, was lost in the fog, then came back at treetop level with a strong whistling sound. (Sparks; Vallée Magonia 756)		1	20	
1542.		April 17, 1966. Portage County, Ohio, bet. Atwater and Randolph, Ohio, to Pittsburgh, Penna. 5-6:10 a.m. (EST). E of Akron Deputy Sheriff Dale F. Spaur and associate Wilbur Neff saw a 30-45 ft metallic object approach over the treetops from the woods, bathing the witnesses and the whole area in light while making a transformer-like hum, then headed E and they gave chase in the patrol car at speeds up to 105 mph for 85 miles. Officer Wayne Huston about 35 miles to the ESE saw the object he described as ice cream cone-shaped, point downwards, approach from the W and pass overhead at about 800-900 ft height with Spaur and Neff in pursuit to the SE and he joined them near Unity, Ohio, with the object about 1/2 to 3/4 mile ahead of them, reaching the Penna. state line at 5:35. They lost sight of object at Brady Run Park regained it in Bridgeport, Penna. At about this time officers Lonnie Johnson and Ray Esterly in Salem, Ohio, saw 3 jet fighters [two F-102's] attempting to intercept a bright object at about 10,000-20,000 ft about 25° elevation to the E for about 2 mins. In Conway, Penna., at 6 a.m. they met with officer Frank Panzarella who had been watching the object for 10 mins to the E or SE which he described as 25-35 ft half-football-shaped object at about 1,000 ft height (or 1,500-2,000 ft according to the others), when it stopped in the NE towards Harmony, Penna, then rose. They watched as the object climbed to about 3,500 ft to the left of and level with the quarter moon in the ESE (which was at about azimuth 116° elevation 14° and 11% illuminated at 6:00 a.m.) and Venus (at 122° azimuth 22° elevation) and it passed near a 707 airliner taking off from Pittsburgh Airport and disappeared shooting up vertically at about 6:10. (Sparks; Hynek UFO Exp ch. 8; NICAP)	1 hr 10 mins	many	4 ?	
1543.		April 17, 1966. Millersville, Texas. Daytime. Man in a car saw an sun-reflecting oval, car-sized object follow him, then cross the road behind at 15 ft height. (Sparks; Vallée Magonia 758)		1		
1544.		April 18, 1966. Battle Creek, Mich. 10:10 p.m. 42-year-old witness driving a car saw an egg-shaped object, 75 ft long, 15 ft high, gray-colored, following from a distance of 75 ft. Object had a cockpit with windows and 3 rows of lights, emitted red flames, and made the same noise as a heavy truck on wet pavement. (Sparks; Vallée Magonia 759)		1	80-100 ?	
1545.		April 22, 1966. Beverly, Mass. 9-9:45 p.m. Witnesses including 2 policemen spread over a distance of saw a platter shaped object the size of a large automobile, with 3 red-green-white lights, no sound, hover over Beverly High	45 mins	10	100 ?	

		School then depart to the SW. At one point witnesses saw the object only 20-30 ft over the head of another witness. (Sparks; Hynek UFO Exp ch. 8, case CEI-5; cf. Condon Rpt Case 6)				
1546.		April 24, 1966. Ashby, Mass. 6:10 p.m. 2 men saw a silent object with a bright blue light on top dive within 100 ft of their car, then suddenly accelerate, and was lost to sight toward Mt. Watatic. (Sparks; Vallée Magonia 765)		2		
1547.		April 26, 1966. Follansbee, West Virginia. 11:30 p.m. Young man saw a silent 30 ft object shaped like two bowls glued together, at 100 ft altitude, ahead of his car. He drove away without looking behind. (Sparks; Vallée Magonia 766)		1	30 ?	
1548.		April 30, 1966. Sacramento, Calif. 3:15 a.m. Anita Miller saw a light move around the sky. No further detail in files. (Sparks; Berliner)	2.5 hrs	1		
1549.		May 4, 1966. Charleston, West Virginia. 4:30 [3:40?] a.m. FAA air traffic controller tracked an unidentified non-transponding target about 5 miles to the 11 o'clock position from Braniff Airline Flight 42 headed E at 33,000 ft, which crew saw high above as a white-blue object giving off brilliant flaming light of alternating white-green-red colors. Radar showed object veering away to 8-10 miles away at 10 o'clock position, then come at the Braniff airliner to 3 miles distance then made a 180° left turn to the NW again within a diameter of 5 miles at 1,000 mph [5 g's] which the Braniff crew confirmed with object descending from 20° elevation above horizon. (Sparks; Hynek UFO Exp ch. 7, Case RV-2)	5 mins	3+		RV
1550.	10535	May 7, 1966. Goodfellow AFB, Texas. 9:55 p.m. A/3c W. L. Whitehead saw a short, cylindrical object with pointed ends, a yellow light at one end, blue light at the other, fly straight and level. (Sparks; Berliner)	35 secs	1		
1551.	10626	June 6, 1966. Spooner, Wisc. 9:30 p.m. Dorothy Gray saw 2 domed discs with sparkling upper surfaces and square windows in their tops, revolve above a lake, apparently causing strange behavior of the lake water. (Sparks; Berliner)	25 secs	1		
1552.	10629	June 8, 1966. Between Kansas and Toledo, Ohio. 6:45 a.m. Max Baker, 43,. driving W on Sandusky Road, suddenly saw a bright silver, cigar-shaped object, as long as an airliner, silently buzz the witness' car to 100 ft distance then flew low to the NE. (Sparks; Berliner; cf. Vallée Magonia 771)	1 min.	1	100 ?	
1553.		Jun. 13, 1966 Milan, Mich. Policeman who saw the object over Milan on March 17 saw another object on the ground at a street intersection. He drove toward it with his headlights illuminating the object, which took off like an airplane, flying away to the SE. (Sparks; Vallée Magonia 773)		1		
1554.	10663	June 18, 1966. Burnsville-Mt. Mitchell, North Carolina. 12:30 a.m. 4 Boy Scout campers, including Sterrett, using binoculars saw a red bell-shaped object with 3 flashing red lights hover then land 700 ft away, remaining all night, joined by 6 other objects, then rose at dawn. Broken trees	5 hours +	4		binoculars

		and other traces found. (Sparks; Berliner; cf. Vallée Magonia 776)				
1555.		June 23, 1966. Hamburg, New York. 9:30 p.m. Civilian woman, 63, was reading when an intense red light lit the ground near her house. She went outside and saw a 3 ft lighted object 60 ft away, which backed up and flew away "like a bullet." 3 other witnesses in the next house. (Sparks; Vallée Magonia 777)		4	6	
1556.	10693	June 27, 1966. Pacific, 400 miles E of Wake Island (at 19° N, 172° E). 4 a.m. Radio Officer Steffen Sorensen, of the S/S Mt. Vernon Victory, saw a "cloud" expand with a light inside, then accelerate away. (Sparks; Berliner)	several mins	1		
1557.	10739	July 11, 1966. Union-Kirkwood, Penna. 7:45 p.m. Carl Wood and Charles Hawthorne [and 2 women?] saw a large (100 ft wide, 20 ft high) bright red luminous object with small windows and yellow lights 100 ft away in a field. Object had small openings, emitted a humming or whirring noise, seemingly from the outside, and a grinding noise from inside. (Sparks; Berliner; cf. Vallée Magonia 779)	1 hr [90 mins?]	2 [4?]	80 ?	
1558.	10781	July 25, 1966. Between Greenville and Vanceboro, North Carolina. 1-2 a.m. College student James Clark saw a pulsating object change color from orange to red to blue to green and back to orange, which followed his car through the woods at high speed up to 100 mph, then stopped and hovered over the car from 300 ft away about 50 ft high, wobbling on its axis, approached to 100 ft, then shot out of sight vertically in <5 secs. (Sparks; Berliner; cf. Vallée Magonia 782)	1 hr	1		
1559.	10798	July 31, 1966. Presque Isle State Park, Erie, Penna. 7:25-7:30 [8:25?] p.m. Douglas Tibbetts, 16, Betty Klem, 16, Anita Haifley [?], 22, and Gerald Labelle, 29, saw a square or hexagonal [or mushroom-shaped?] object with edges lit or reflecting light, [sweeping the area with a light beam?], come tumbling down erratically from right to left, stopped 5 ft-10 ft above the beach 1,000 ft away and settled heavily down. A circle of spotlights at top were visible when it was on the ground [and a strange 6 ft tall being]. (Sparks; Berliner; cf. Vallée Magonia 784)	5 mins	4		
1560.		Aug. 6, 1966. Harlingen, Texas (26.18° N, 97.69° W). 2 p.m. Civilian man and his family saw a dark object hover near their isolated house. 3 children saw a dwarf in shiny black coveralls through a square "door" emitting yellow light in the object, which left slowly with a soft humming sound. See later incident on Sept. 3. (Sparks; Vallée Magonia 786; Saunders/FUFOR Index)		4-5		
1561.	10872	Aug. 19, 1966. Donnybrook, North Dakota. 4:50 p.m. U.S. Border Patrolman Don Flickinger saw a bright, shiny, round disc, 30 ft in diameter and 15 ft high, colored white, silvery or aluminum, floating down the side of a hill wobbling from side to side about 10 ft off the ground. It moved across a valley from the SE climbing to 100 ft height, hovered for 1 min over a reservoir in a horizontal position when a dome on top became visible, appeared about to land in a small field about 250 ft away, then tilted	5 mins	1 [2?]	14	

		on edge and rose up into clouds at high speed. (Sparks; Berliner; cf. Vallée Magonia 788; Jan Aldrich)				
1562.		Aug. 23, 1966. Da Nang, Vietnam (16° 4' N, 108°14' E). (Sparks; McDonald list)				
1563.	10888	Aug. 23, 1966. Columbus, Ohio. 7 p.m. Broomall and Gilpin saw a circular, luminous white object split into 5 objects, all streaking away to the W. (Sparks; Berliner)	15 mins	2		
1564.		Aug. 24, 1966. Minot AFB, North Dakota. 10 p.m. USAF Airman 3rd Class Turner saw and reported by radio a multi-colored light high in the sky. USAF Airman 2nd Class Aldrich sight white light to the E between 75° and 110° near the horizon. Location estimated 75 miles N of Minot AFB at altitude 30 miles (160,000 ft). Missile Combat Crew Commander Capt Smith in underground Minuteman nuclear ICBM silo of Mike Flight 60 ft below surface reported radio interference static when UFO approached missile site from SE at undetermined distance. UFO hovered from 10:57 to 11:12 p.m. at 100,000 ft [?] then descended and began to "swoop and dive," then seemed to land 10-15 miles S of missile silo M-6. Strike team sent to this location at 11:20 p.m. confirmed the object and reported radio interference about 10 miles from UFO landing site, about 5-8 mins later UFO darkened and took off. F-106 fighter interceptor from 5th Fighter Interceptor Sq at Minot AFB was scrambled at 12:19 a.m. but could not detect object at the various altitudes checked. Second object, white, was seen to pass in front of clouds. ADC radar site Z-28 detected and tracked an object at heights up to 100,000 ft down to 4,000 (4,400) ft at 95 miles to the N at azimuth 357°. Also tracked [by Minot South Base radar?] between 2,400 and 8,200 ft to N at 75 miles azimuth 360°. Sightings made by 3 different Minuteman ICBM missile sites in Mike and November Flights, including M-4, M-6 and n-7, near Carpio and Grano, ND. Radio interference was noted by teams sent to locations where object was hovering at ground level. (Sparks; BB files on NICAP website; Vallée Magonia 791; Saunders/FUFOR Index)	nearly 4 hrs	many		radar-visual, EM
1565.	10899	Aug. 26, 1966. Gaylesville, Alabama [Rome, Georgia?]. 8:50 p.m. Mr. Funk, wife and their 3 children saw a cluster of 4 small, glowing, orange-yellow lights in a triangular formation, moving from E to W. (Sparks; Berliner; Saunders/FUFOR Index)	4.5 mins	5		
1566.	10917	Sept. 1, 1966. Willsboro, New York. 2:45 p.m. T. H. Ridman [Kidman?] saw an oval object with lights flashing red and white, occasionally blue, fly W, then disappear downward, returning several minutes later with a loud noise. (Sparks; Berliner; Saunders/FUFOR Index)	30 mins	1		
1567.		Sept. 3, 1966. Harlingen, Texas (26.18° N, 97.69° W). 2 p.m. 2 children went outside when the TV set became blurred and they saw a fantastic spinning light illuminating the house coming from an object hovering at the same location as the earlier sighting on Aug. 6. (Sparks; Vallée Magonia 793 cf. 786; Saunders/FUFOR Index)		2		
1568.		Sept. 5, 1966. Finland AFS, Minn. Johnson. (Sparks;				radar

		McDonald list; Saunders/FUFOR Index)				
1569.		Sept. 5, 1966. Texas. Evening. Civilian man saw a peculiar light phenomenon and a small figure that appeared to enter a bedroom. The figure was not seen again. (Sparks; Vallée Magonia 794)		1		
1570.	10933	Sept. 6, 1966. Suffolk County AFB, New York. 6:50 p.m. Stahl and Ladesic saw a white cylinder of light come from the E at high speed, stop and hover for 3 mins, then turn and slowly disappear. (Sparks; Berliner)	8 mins	2		
1571.	10942	Sept. 9, 1966. Franklin Springs, New York. 9 p.m. Jacobson saw a solid object, larger than an army tank, with 3 horizontal bands of light-blue, red and green lights [or lighting] all around it, descend from a cloud bank with a low humming [or soft whirring] sound, slow down and land, and disappear into woods. (Sparks; Vallée Magonia 796)	30 mins	1		
1572.	10944	Sept. 13, 1966. Stirum, North Dakota. 7:30 a.m. Rotenberger, 11, saw a silvery-grey elliptical [or disk-shaped] object with a clear bubble dome on top, tripod landing gear, 2 red lights, 2 white lights, 1 green light, hover about 1 mile away, then land within 900 ft making a low-pitched whine and taking off so fast it just "vanished." USAF Lt. Col. and a Gwinner, ND, businessman investigated, found compact landing indentations 7 inches deep and radiation level 100 microroentgens/hr (5-10x background level). (Sparks; Berliner; cf. Vallée Magonia 797)	5 mins	1		photos ?; radioactivity
1573.	10973	Sept. 28, 1966. Wilmington, Ohio. 3:38 p.m. Clarke saw 3 round, oval-shaped, aluminum-colored objects with rotating rings around them, 2 remained stationary, while the 3rd varied its altitude. (Sparks; Berliner)	90 secs	1		
1574.	10996	Oct. 5, 1966. Osceola, Wisc. Several members of a family saw a small, bright orange, moon-shaped object stationary in the NE for about 20 mins, then suddenly take off very fast to the WNW. (Sparks; Berliner)	20 mins	several	1?	
1575.		Oct. 23 [30?], 1966. Southampton, Long Island, New York. 6 p.m. Mr. Acquino [Aquino?] saw an object with arms in front of it which sparkled like an arc-light, fly S along some power lines, then turn SW, with a slight humming sound. [Same as Oct. 30 case?] (Sparks; Berliner)	4 mins	1		
1576.	11092	Oct. 26, 1966. Cold Bay AFS, Alaska. No time given. Civilian control tower operator Ralston saw a white object approach runway at 50 ft altitude. When runway lights were turned on the object accelerated and climbed away so fast the witness was unable to use binoculars. (Sparks; Berliner)	3 secs	1		binoculars?
1577.		Oct. 30, 1966. Southampton, New York. [Same as Oct. 23 case?] (Sparks; Saunders/FUFOR Index)				
1578.		Nov. 6 or 13, 1966. 3 miles W of White Plains, New York. 7:30 p.m. Chief Engineer of radio station WFAS and his Asst. saw rectangular object emitting steady bluish light moving slowly to the N while beaming light towards station's parking lot. No sound. Object had blue-black sky appearing through the middle [?]. [Plastic hot-air	1+ min	2	1	

		balloon?] (Sparks; Tony Rullan)				
1579.	11135	Nov. 8, 1966. Saginaw, Mich. Night. College graduate Annis saw a group of lights flash and change color while hovering, almost touching the road, then abruptly vanished. (Sparks; Berliner)	5 mins	1		
1580.		Dec. 18, 1966. E Lake Tiorati, Bear Mtn. State Park, New York. 4:40 p.m. Witness looked up and saw a silver-brown domed-disc in the W at 45° elevation heading NE, wobbling, noiseless, disappear over and behind a fire tower on a 1,320-ft hill about 1/2 mile away, after taking a photo. (Sparks; Hynek UFO Rpt pp. 239-245)	5-7 secs	2?		photo
1581.	11239	Dec. 25, 1966. Monroe, Oregon. 3:30 [?] a.m. Civilians and military personnel saw 3 round objects, as large as cars, give off vapor, then became 3 bright reddish-orange lights. Blast at beginning of sighting pushed one witness against a car. (Sparks; Berliner)	90 mins	4+		
1582.		Dec. 30, 1966. Haynesville, Louisiana. 8:15 p.m. Physics professor Dr. Galloway driving through a wooded area saw a bright, pulsating glow, changing from orange to white, in the woods about 1 mile away, estimated visible light power output at about 1 megawatt. Coming back the next day, he located traces of burns, and called the USAF and University of Colorado UFO project. (Sparks; Vallée Magonia 808; Condon Rpt pp. 277-280; Richard Hall NICAP letter Mar. 3, 1967)		1		physics prof
1583.		Jan. 5 [25?], 1967. Winsted [Howard Lake?], Minn. 4:30 a.m. Civilian man [Lenz?], 32, driving to work stopped to check his 1964 Chevy truck when its engine stalled. He then saw an intense light to his right, coming closer, then landing on the road, so he locked himself inside the truck. Object 75 ft diameter 30 ft high settled on tripod landing gear, an elevator-like device came down, and a man dressed in blue coveralls with "a glass fishbowl on his head," of medium height, seemed to check something then left. (Sparks; Vallée Magonia 812; Saunders/FUFOR Index)		1		EM
1584.		Jan. 8, 1967. Goose Bay AFB, Labrador, Canada. USAF MAC C-97 pilot and ground radar operators tracked object at 2,100 knots (2,400 mph). (Sparks; Project 1947)		multiple		radar
1585.		Jan. 13, 1967. SW New Mexico, NW of El Paso, Tex., to Flagstaff-Winslow, Ariz. 10 p.m. Pilot Carl M., an FO, and a passenger Jimmie Moran on a Lear Jet 23 en route from Houston, Tex., to Las Vegas, Nev., at 41,000 ft and 300 knots airspeed (Mach 0.82 or about 540 mph TAS) on a 300° heading saw a flashing [?] red oval luminous object in the 10 o'clock position. Object split into 4 similar red oval objects vertically a number of times, each separated by about 2,000 ft and each emitting a "red ray," then retracting the lowest objects up into the top object. Albuquerque radar tracked the object 39 miles ahead of the Lear jet moving on the same heading, with no transponder signal and at that moment the object blinked off visually for 30 secs then blinked on. Albuquerque control contacted a National Airlines DC-8 over Casa Grande, Ariz., whose pilot confirmed the Lear pilot's	29 mins	4+	90+ ?	RV

		reports. Albuquerque control warned the Lear that the object suddenly darted towards the Lear at high speed within secs until the radar blips merged [possibly 39 miles in 10 secs or roughly 14,000 mph]. Object flooded the Lear with intense red light so bright the pilot had difficulty seeing his instrument panel, and it maintained position in front of the Lear for a few mins then, then blinked out then came on again and started falling back behind the left wing, then pulled forward again. (Sparks; When the object blinked off radar at Albuquerque controllers would lose the object then regain it when it blinked on again (?).) Both UFO and Lear jet made left turns over Winslow, Ariz., then Los Angeles Center radar picked up both targets. Past Flagstaff the object climbed at a 30° angle disappearing to the W in <10 secs. (Sparks; Hynek UFO Exp ch. 7, case RV-1; NARCAP; BB files??)				
1586.		Jan. 16, 1967. Charleston, South Carolina. (Sparks; McDonald list)				
1587.		Jan. 26, 1967. Near Coffeen, Illinois. 9 p.m. John Cox, Methodist minister, driving on Route 185 saw a 60 ft object, flat on the bottom, rounded on top, 10 ft thick, cross the road silently 300 ft away, at low speed. (Sparks; Vallée Magonia 813; Hynek-CUFOS-Willy Smith files)		1	20	
1588.		Jan. 30, 1967. 5 miles SW and 20 miles W of Crosby, North Dakota. 8:04 a.m. (CST). Delton Schwanz, commercial pilot of 29 years' experience and past AAF/AF service, with wife Della and children Robert, Roger and Diane saw a bright white sharply outlined lozenge-shaped object (length/width ratio 4:1) to the W elevation 15°-20° momentarily stopped then moving in level flight to the left, with a smooth climb in the SW, dropped white "strips" of light that descended vertically, disappeared to the S at azimuth 170° by ascending to about 30°-45° elevation. George Larsen (Larson?) and Larry Pateof (Pace?) were independent witnesses driving by car 20 miles W of Crosby near intersection of Hwys 5 and 85 who saw large white light move rapidly from W to S dropping a "piece" of the object and disappearing suddenly. (Sparks; Hynek-CUFOS-Willy Smith files; Hynek UFO Exp, case DD-11)	1 min	7	1/5	
1589.	11350	Feb. 6 [9?], 1967. Odessa, Delaware. 8:45 p.m. Donald and Marie Guseman saw a large, Saturn-shaped object, 50 ft in diameter and 20 ft high, with 2 bright lights, a green light on one side red light on the other, hover motionless over the trees, then slowly move N and suddenly disappear. (Sparks; Berliner)	2 mins	2		
1590.	11355	Feb. 12, 1967. Grand Rapids, Mich. 3:40 a.m. Lou Atkinson saw 4 fluorescent, football-shaped objects, a dull, almost grey luminous color, fly NE in a very rigid formation with a chirping noise. (Sparks; Berliner)	4-10 secs	1		
1591.	11383	Feb. 16, 1967. Stoughton, Wisc. 9:11 p.m. Miss Lynn Marsh saw a light with faded edges follow her car. (Sparks; Berliner)	5-6 mins	1		
1592.	11394	Feb. 20, 1967. Oxford, Wisc. 3:10 a.m. USAF veteran/truck driver Stanton Summer saw an orange-red	2 mins	1		

		object fly parallel to his truck. (Sparks; Berliner)				
1593.		Feb. 23, 1967. Glasgow AFB, Montana. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1594.	11419	Feb. 27, 1967. Grand Haven, Mich. 8:19-9:30 p.m. Sheriff Grysen, wife and others saw a large white light, with smaller red and green lights to the sides, make an almost instantaneous 90° left turn, shoot out over the road and stop, [then] moving too fast to follow. (Sparks; Berliner)	1 hr 11 mins	4+		
1595.		March 2, 1967. Holloman AFB/White Sands Missile Range. 10:25-11:31 a.m. (Sparks; NICAP website; Condon Rpt.)	1 hr 6 mins	many		radar-visual
1596.		March 5, 1967. Minot AFB, North Dakota. ADC radar tracked an unidentified target descending over the Minuteman ICBM missile silos of the 91st Strategic Missile Wing. Base security teams saw a metallic, disc-shaped object ringed with bright flashing lights moving slowly, maneuvering, then stopping and hovering about 500 ft above ground. Object circled directly over the launch control facility. F-106 fighters were scrambled but at that moment object climbed straight up and disappeared at high speed. (Sparks; Ray Fowler; etc.)				
1597.	11454	March 6, 1967. Benton Harbor, Mich. 12:01 a.m. Jerome Wolanin, assistant news director of radio station and former policeman, and wife, saw a round saucer or oval-shaped object with red, green and yellow lights around bottom rim which pulsed red, flying level, E to W, joined by 2nd object from W. 1st object opened top, 2nd came over and hovered for 30 secs and disappeared. Objects made hissing sound. (Sparks; Berliner)	40+ mins	2		
1598.	11460	March 6, 1967. Galesburg-Moline [?], Illinois. 4:25 a.m. Deputy Sheriff Frank Courson saw an object shaped like a rubber cup placed under a furniture leg, with a dome set in the cup, bottom spinning rapidly, rim pulsating red, which approached and passed overhead at low altitude, making a hissing sound. (Sparks; Berliner)		1		
1599.		March 9 [11?], 1967. Galesburg, Illinois. 7:10 p.m. 2 housewives [Powell and McKee?] saw an object shaped like a pancake with a rounded top, pulsating red, and red lights around its rim, which approached and seemed to explode with a brilliant white light that lasted 10 seconds and almost blinded them. Object accelerated to the N and disappeared. (Sparks; Berliner; Saunders/FUFOR Index)	10+ secs	2		
1600.		March 9, 1967. Follansbee, West Virginia. 9 p.m. 3 witnesses driving on Route 2 saw a round car-sized object, with several lights on the underside, hovering at rooftop level, which left suddenly at high speed. (Sparks; Vallée Magonia 824)		3		
1601.	11480	March 9, 1967. Onawa, Iowa. 9:05 p.m. Jack Lindley saw a bright white, saucer-shaped object, as big as a jet airliner, fly straight and fast to the E. (Sparks; Berliner)	2 mins	1		
1602.		March 12, 1967. Rochester, Minn. Boy Hrubetz went out to buy a newspaper and saw a car-sized, inverted mushroom-shaped object hovering 30 ft above ground, then tilted at a 45° angle, oscillated, and left to the NW. 3		1		photos?

		photos reportedly taken. (Sparks; Vallée Magonia 825; Saunders/FUFOR Index)				
1603.		March 16, 1967. Near Roy (about 30 miles NE of Lewistown), Montana. Oscar ("O") Flight [November Flight?] of Malmstrom AFB, USAF 341st Strategic Missile Wing, had unexplained deactivation of 6-8 Minuteman nuclear ICBM's within several secs of each other during UFO close encounters involving a red saucer-shaped object in early morning hours. USAF security guard injured and medivacked out. Capt. Robert Salas was Deputy Missile Combat Crew Commander on duty at O Flight. Similar event occurred with Echo Flight later in the morning (?). (CUFON; NICAP; not in BB files??)		several		EM? missile deactivation
1604.		March 16, 1967. 15 miles N of Lewistown, Montana. 8:45 a.m. Echo ("E") Flight of 10 Minuteman nuclear ICBM's of Malmstrom AFB, USAF 341st Strategic Missile Wing, SAC, were inexplicably deactivated within 10 secs of each other and for 1 day after UFO's hovered near 2 missile silos. Followed a series of UFO sightings during early morning hours by USAF security teams. Similar unexplained deactivation of Minutemans occurred with O-Flight earlier in the morning. (Sparks; CUFON; NICAP; not in BB files??)	15+ mins ??	several		EM? missile deactivation
1605.	11541	March 22, 1967. Wapello, Iowa. 10:20 p.m. Douglas Eutsler, 15, saw a fluorescent, solid, multicolored lights stand still, then fly away at high speed. (Sparks; Berliner)	1 min	1		
1606.	11551	March 24 [26?], 1967. Belt, Montana. 9 p.m. Truck driver Ken Williams saw a dome-shaped object, emitting a bright light, land in a ravine. As he approached, it took off and settled back, hidden from the highway. Numerous other reports came in from this area and at dawn police and a Malmstrom AFB helicopter made a search without success. (Sparks; Berliner; cf. Vallée Magonia 827)	several mins + ?	1 + many ?		
1607.	11559	March 26, 1967. New Winchester, Ohio (40.717° N, 82.919° W). 4 p.m. Man, woman, three boys, saw an oval object, like copper or brass with the sun shining on it, fly from SE to NW with tumbling motion. (Hynek UFO Exp ch. 6, case DD-12; Saunders/FUFOR Index)	30 mins	5		
1608.		April 10-11, 1967. Houma, Louisiana. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1609.		April 16, 1967. Shoreline at NE corner of Ramey AFB, Puerto Rico. Bet. 5 and 6 a.m. (EST). USAF Airman/2nd Guillermo Padilla and Airman Henry, 72nd Bombardment Wing, SAC, saw a disc shaped object with two levels and a reddish band slightly above midsection, floating or hovering just above the water. Object went left to right and back a short distance then rose from right to left, and Padilla took a photo. Object reversed path and disappeared. (Sparks; Tony Rullan)	5 mins	2		photo
1610.		April 17, 1967. Jefferson City, Missouri. 9 p.m. School principal and 3? teachers (Pistone, Wilson, Metz) in separate cars were driving home and saw a huge 300 ft WWI helmet shaped object come over the cliff then over their cars bathing them in intense light. Object hovered over power lines for about 10 mins then headed towards	10-15 mins	6+ ?		

		the airport. Principal drove over to airport and found 2 more witnesses, attorneys. Ozark Airliner crew saw 2 large round flat objects below the plane on final landing approach moving in various directions. (Sparks; Hynek UFO Exp ch. 8, case CEI-7; Weinstein; Saunders/FUFOR Index)				
1611.	11677	April 21, 1967. South Hill, Virginia. 9 p.m. Business manager Clifton N. Crowder found the road blocked to the W on his way home by an aluminum storage-tank-shaped object with dome top, 16-18 ft tall 12 ft wide, landed in the road ahead on 4 legs 3-3.5 ft long about 500 ft away. He turned on his high beams for a better look for about 5 secs at 250 ft, the object emitted white flames and took off. Burned area found in the road and holes along with charred matches. Norman Martin who lived nearby saw a bright light from the area at the time. (Sparks; Vallée Magonia 836; etc.)	10+ secs ?	2		
1612.		April 27, 1967. Green Lake, Wisc. 10 p.m. 4 boys with binoculars saw a cone-shaped object with a blue underside, and a top that changed from red to orange to white, come lower with oscillating motions, illuminating the woods 1/2 mile away. (Sparks; Vallée Magonia 838)		4		binoculars
1613.		May 16, 1967. Gulf of Mexico. 10:10 p.m. Crew of SS Point Sur. (Sparks; Hynek UFO Exp ch. 7, case RV-9)	50 mins	4		RV
1614.	11744	May 17, 1967. Rural Hall, North Carolina. 8:30 p.m. Red Ledford [Parker?] saw a round, orange-colored object, similar in size to a small aircraft, zigzag back and forth over a jet that was heading NE. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	1		
1615.		June 2, 1967. McKeesport, Penn. Clark and Smith. Conflicting data on whether to ID this as meteor. (Sparks; Hynek-CUFOS-Willy Smith files; Saunders/FUFOR Index)		2		
1616.	11815	June 24, 1967. Austin, Texas. 3:12 a.m. Artist/UFO researcher ex-contactee Ray Stanford near Mansfield Dam saw a solid, blue-white, elliptical object fly from NW to NE and stop, seemingly in response to flashlight signal, for 1.5 minutes. Object then continued along its original path at high speed and disappeared behind clouds. (Sparks; Berliner)	9 mins	1		
1617.	11831	June 29, 1967. Scotch Plains, New Jersey. 1:30 a.m. Truck driver Damon Brown saw an oyster-shaped object 200 ft wide 25-30 ft thick with a huge red light at each end, one light on the bottom, and a row of blue lights along the bottom, which circled an aircraft, hovered, moved rapidly, then followed the witness' car for about 500 ft, veered S and departed at great speed. (Sparks; Berliner)	8-10 mins	1		
1618.	11869	July 10, 1967. Lizelia [Meridian?], Mississippi. 5:50 p.m. After his car stalled and radio faded out, golf pro Harold Washington (Capt., USMC Ret.) saw an object of large size with a dome, the top gunmetal blue, the bottom the color of old lead, moving E about 300 ft over his car, crossing the highway tilted upward to the right, then accelerated and disappeared into the low clouds, with a	3-5 secs	1		EM

		swishing sound. (Sparks; Berliner; Randle p. 264)				
1619.		July 21 [19?], 1967. Jewish Creek [Homestead?], Florida. 2:30 a.m. Barbara Fawcett [Faucett?], 18, and her sister saw a yellow "jagged" object rise above a swamp and land on a hill. USAF investigators found a very large scorched area at the spot. (Sparks; Vallée Magonia 858; APRO July 1967; Saunders/FUFOR Index)		2		
1620.		July 23, 1967. Popponesett Beach, Mass. Mr. and Mrs. McEnroe. (Sparks; Hynek-CUFOS-Willy Smith files; Saunders/FUFOR Index)		many ?		
1621.		July 30, 1967. Kernville, Calif. (35.75° N, 118.44° W). 10:17 p.m. Petyak. (Sparks; McDonald list; Saunders/FUFOR Index)				
1622.		Sept. 11, 1967. Kincheloe AFB, Mich. 10 p.m. Radar tracks of 17 objects. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1623.		Oct. 18, 1967. Lake Charles, Louisiana. 9 p.m. John Herbert [and Sonnier?] saw a bright, fiery ball flash 4 times while moving E, just above tree tops. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	1 [2?]		
1624.		Oct. 21 [20?], 1967. Blytheville AFB, Ark. (35.96° N, 89.95° W). 6:16 a.m. [7:16 p.m.?] 2 control tower operators, one named Warren, and an observer at the S end of the runway saw 2 dark oblong table-latter shaped objects with 7 ft long exhaust at about 1,200-1,500 ft height fly E to W, tracked by RAPCON radar at a distance of 2 miles, make a turn to the SW when they disappeared. (Sparks; Hynek UFO Exp ch. 6, case DD-3)	15-30 secs	3		RV
1625.		Feb. 4, 1968. Redlands, Calif. (34.06° N, 117.19° W). 7:20-7:25 p.m. (PST). Numerous witnesses Tetzlaff and others saw a 50-60 ft circular object with 7 lights on the bottom, 8-10 lights on top alternating in color, head NE [or ENE] for about 1 mile at about 300 ft altitude, hover, jerk forward, hover, shot up vertically, hover, wavered to the NW, climbed in altitude slightly, then shot off to the NW at high speed, disappearing. (Sparks; Hynek UFO Exp app. 4; Saunders/FUFOR Index)	5 mins	100's	20	
1626.	12235	Feb. 9, 1968. Groveton, Missouri. 3:20 [4:20?] a.m. Mr. R. W. Bland noted animal disturbance drawing his attention to a 100 ft circular object about 300-350 ft away hovering about 20-25 ft above ground, lighting up ground, trees, cows, etc. Object had 7 yellowish-green lighted portholes about 2-2.5 ft wide in the center of each concave side (?), and made a whirring [or pulsating?] noise. Disappeared to SW at 45° (?) elevation without tilting. Witness alluded to disappearance of cows in the past. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 193-5)	1-5 mins	1	30	
1627.		March 6, 1968. Amarillo, Texas. Hottinger. (Sparks; McDonald list; Saunders/FUFOR Index)				
1628.		July 11, 1968. Eielson AFB, Alaska (64.68° N, 147.06° W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1629.		Aug. 21, 1968. Ottsville, Penn. Witness Shrieberg took photo of object in an irregular jerky path. (Sparks; Randle p. 264)				photo
1630.	12498	Sept. 15, 1968. W of Cross City to 12 miles W of Ocala,	15 mins	2 ?		RV?

	Florida. 9:30 p.m. [12:31 a.m.?] Missionary pilot Ray [Jay?] Cole, flying a Twin Beech C45H twin-engined utility plane at 9,500 ft heading 120° at 200 mph true airspeed, with a pilot passenger Ray Rushing, saw a white [?] light with pale green light flashing less than once per sec at their flight level, moving up and down vertically by about 500-1,000 ft for 15 mins maintaining distance then turned right about 10° climbed at a 15° angle until vanishing when 12 miles out from Ocala. 2nd light, very bright white also flashing pale green and at about 5,000 ft height, then suddenly appeared on a collision course, made a 90° turn at about 2 miles away and 500 ft below, then descended and receded to about 15 miles away and disappeared with distance to the W of Ocala. Later, ground radar said a target was following them [?]. (Sparks; NARCAP; Berliner)	+ ? + ?			
1631.	Sept. 17, 1968. Nellis AFB, Nevada. 1 a.m. 2 air traffic controllers Abrams and another including supervisor saw nocturnal light. (Sparks; Hynek UFO Exp ch. 5, case NL-3)	40 mins	2		
1632.	Oct. 24, 1968. About 30 miles NW of Minot AFB, North Dakota. 3:30-4:40 a.m. (CDT). USAF Minot AFB ground radar tracked unidentified object correlated with orange glow and radioed it to the attention of the USAF crew of B-52H bomber (call sign JAG 31) on a 290° heading at 2,000 ft as a UFO target at 1 o'clock position to the NW at 24 miles, then 15 miles at 3:35 a.m. At 3:52 a.m., Minot radioed the B-52H that base weather radar was also tracking target now at 1 o'clock position and 3 miles from the B-52H. At 3:58 Minot requested IFF transponder identification from the B-52H and the B-52H radio transmitter failed for 4 mins. B-52H crew saw and radar tracked bright red-orange object [?] at 9 o'clock position at 35 miles then 1.25-1.5 miles, traveling at estimated 3,000 mph. Radar scope photos show at least 4 multiple unidentified targets making it difficult to assume continuity, i.e., determine which object is the same from frame to frame. Radar scope photos 771 to 772 show UFO target first at 138° azimuth from B-52H at 2.85 mi then 3 secs later at 242° and 1.7 mi from the aircraft, which might indicate 4,000 mph average velocity (peak velocity about 7,000 mph) and about 140 g's linear acceleration, if it can be assumed to be the same object. Then 3 secs later in frame 773 the object (if the same) moved to 40° azimuth at 1.7 mi range, average speed about 4,000 mph again, if the same object. UFO landing for 45 mins at location "AA-43." UFO sightings at Minuteman ICBM nuclear missile sites N, O, J [?], and M Flights, 91st Strategic Missile Wing, including strange EM effects such as security alarms activated at outer and inner rings around silos, outer [silo?] door opened and combination lock of inner door moved. Witnesses included Maj. Bradford Runyon, S/Sgt Bond, S/Sgt Smith, radar navigator Patrick McCaslin, Richard Clark, et al. (Sparks; Project 1947; Kevin Randle; Hynek UFO Rpt pp. 137-9 [misdated as 1966]; Tom Tullen; Sparks, etc.)	1 hrs 48 mins+	16+ [20+ ?]		RV, EM, radar scope photos

1633.	12567	Nov. 23, 1968. Newton, Georgia (31.3° N, 84.36° W). 8:05 p.m. Witness Mr. Jones, an accountant, saw collimated beam 5-6 ft wide come down from a point about 200 ft ahead and 75 ft off the ground illuminating trees after car radio faded to static. Beam retracted slowly like a ladder to a fuzzy scintillating main light, oval-shaped yellowish-white about 100 [or 120-150?] ft wide, which then changed to brighter reddish-orange, rose vertically disappearing in less than 15 secs. Car restarted spontaneously. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 189-191)	3-4 mins	1	40	EM
1634.	12607	Jan. 17, 1969. Crittendon, Virginia. 3:24 a.m. Roman K. Lupton, test facility mechanic, awakened by strange electric motor type sound, saw several amber lights, one blinking, in elliptical formation, with humming sound, fly forward slowly while moving up and down, then turn and disappear. Several neighbors heard the sound without seeing the object(s). (Sparks; Berliner; Randle p. 265)	2 mins	1		
1635.		Jan. 17, 1969. Bradenton, Florida. 11:30 p.m. 15-year-old boy McDonald saw several disc-shaped objects. (Sparks; Randle p. 265)		1		
1636.		March 14, 1969. Thailand. USAF crew of KC-135 tanker saw a cylindrical object larger than the plane that departed on approach. (Sparks; Weinstein; BB files??)				

#### Standard Abbreviations

a.m.	ante meridiem (time before 12 noon, counting from 12 midnight or 0000 hours)
A/1c	Airman First Class (military rank)
A/2c	Airman Second Class (military rank)
A/3c	Airman Third Class (military rank)
AACS	Airways and Air Communications Service
AAF	U.S. Army Air Forces (became USAF Sept. 18, 1947)
ACW	USAF Aircraft Control & Warning radar site
ACWRON	USAF Aircraft Control & Warning Radar Observation Network, Air (later Aerospace) Defense Command
ADC	USAF Air (later Aerospace) Defense Command (now subsumed under NORAD)
ADT	Atlantic Daylight [Savings] Time (ADT + 3 hours = UTC-GMT-Z time)
AEC	U.S. Atomic Energy Commission
AESS	U.S. Atomic Energy Commission (now Dept. of Energy) Atomic Energy Security Service
AEW&C	USAF Airborne Early Warning & Control airborne radar system
AFB	USAF Air Force Base
AFOSI	USAF Office of Special Investigations
AFS	USAF Air Force Station (typically a radar site)
AHST	Alaska-Hawaii Standard Time (AHST + 10 hours = UTC-GMT-Z time)
AMC	USAF Air Materiel Command, Wright Field later Wright-Patterson AFB, Dayton, Ohio
approx.	approximately
APRO	Aerial Phenomena Research Organization, Tucson, Ariz. (defunct 1988)
arcmin	arc minute (angular unit of measurement = 1/60 of a degree)
Asst.	Assistant
AST	Atlantic Standard Time (AST + 4 hours = UTC-GMT-Z time)
BB	USAF Project Blue Book, Wright-Patterson AFB, Dayton, Ohio
Bet.	Between
BOAC	British Overseas Airways Corp.
CAA	U.S. Civil Aeronautics Administration (now Federal Aviation Administration)
CAP	USAF auxiliary Civil Air Patrol
Capt.	Captain (military or naval rank)

Cdr.	USN Commander (naval rank)
CDT	Central Daylight [Savings] Time (CDT + 5 hours = UTC-GMT-Z time)
cf.	confrere (compare) (typically used here to indicate a source used in addition to the Berliner list entry, or a discrepant account)
CFS	Canadian Forces Station
CIA	U.S. Central Intelligence Agency
CIC	U.S. Army Counter Intelligence Corps
Co.	Company
Col.	Colonel (military rank)
Corp.	Corporation
Cpl.	Corporal (military rank)
CPO	Chief Petty Officer (naval rank)
CST	Central Standard Time (CST + 6 hours = UTC-GMT-Z time)
CUFON	Computer UFO Network
CUFOS	J. Allen Hynek Center for UFO Studies, Chicago, Ill.
Dept.	Department
Det.	Detachment
DoD	U.S. Department of Defense
Dr.	Doctor
E	East (azimuth 90°)
ECM	Electronic Counter Measures
EDT	Eastern Daylight [Savings] Time (EDT + 4 hours = UTC-GMT-Z time)
ELINT	Electronic Intelligence
EM	Electro Magnetic effects
ENE	East North East (azimuth 67.5°)
equiv	equivalent
ESE	East South East (azimuth 112.5°)
EST	Eastern Standard Time (EST + 5 hours = UTC-GMT-Z time)
FBI	U.S. Federal Bureau of Investigations
FEAF	USAF Far East Air Force
FI	Fighter Interception (squadron or wing)
FO	First Officer
FOIA	U.S. Freedom of Information Act (5 U.S. Code 552)
ft	feet (or foot) linear unit of measurement (= 0.3048 meter or 30.48 cm)
g	unit of gravitational acceleration at earth's surface (= 32.2 ft/sec <sup>2</sup> or 9.8 m/sec <sup>2</sup> approx.)
G-2	U.S. Army intelligence division (of a given command or unit or staff)
GCA	Ground Control (or Controlled) Approach (radar system for air traffic control)
GCI	Ground Controlled Intercept (air defense radar)
GMT	Greenwich Mean Time (now generally UTC, Coordinated Universal Time; U.S. military terminology Z or Zebra or Zulu time)
GOC	U.S. Ground Observer Corps (auxiliary of USAF Air Defense Command)
hr	hour (time unit of measurement)
Hwy	Highway
IAC	U.S. National Security Council Intelligence Advisory Committee (now National Foreign Intelligence Board)
IAS	Indicated Air Speed (conversion to true air speed depends on altitude, temperature, pressure)
ICBM	Intercontinental Ballistic Missile
IFF	Identification Friend or Foe encrypted radar transponder system
IFO	Identified Flying Object
JCS	U.S. Defense Department Joint Chiefs of Staff
jr	junior grade (part of military rank) (also JG)
knots	knots (unit of speed measurement = 1.150779 mph)
lb.	pound (unit of weight = 0.454 kilogram mass, approx., under standard gravity)
Lt Col.	Lieutenant Colonel (military rank)
Lt.	Lieutenant (military rank)
M/Sgt.	Master Sergeant (military rank)
MAC	USAF Military Airlift Command (formerly MATS now Air Mobility Command)

Maint.	Maintenance
Maj.	Major (military rank)
MATS	USAF Military Air Transport Service (now Air Mobility Command)
MCAS	USMC Marine Corps Air Station
MDT	Mountain Daylight [Savings] Time (MDT + 6 hours = UTC-GMT-Z time)
min	minute (time unit of measurement)
mph	miles per hour (unit of speed measurement = 1.609344 km/hr or 1.46667 ft/sec approx., in statute miles of 5,280 feet)
MST	Mountain Standard Time (MST + 7 hours = UTC-GMT-Z time)
Mtn.	Mountain
N	North (azimuth 0° or 360°)
NACA	U.S. National Advisory Committee on Aeronautics (now NASA)
NAS	USN Naval Air Station
NE	North East (azimuth 45°)
NICAP	National Investigations Committee on Aerial Phenomena website
N.M.	New Mexico (see elsewhere for complete list of U.S. state abbreviations)
n.mi.	nautical miles
NNE	North North East (azimuth 22.5°)
NNW	North North West (azimuth 337.5°)
NORAD	North American Aerospace Defense Command (U.S.-Canadian joint command)
NW	North West (azimuth 315°)
NYC	New York City
Ofcr.	Officer
OPC	Office of Policy Coordination (CIA covert action office, 1948-52)
Ops	Operations
p.m.	post meridiem (time after 12 noon)
PDT	Pacific Daylight [Savings] Time (PDT + 7 hours = UTC-GMT-Z time)
PFC	Private First Class (military rank)
PST	Pacific Standard Time (PST + 8 hours = UTC-GMT-Z time)
Pvt.	Private (military rank)
RAAF	Royal Air Force (U.K.)
RAF	Royal Australian Air Force
RAPCON	Radar Approach Control
RCAF	Royal Canadian Air Force
Recon	Reconnaissance
re-eval	re-evaluation
Ret.	Retired
Rpt	Report
Rt.	Route
RV	Radar-Visual (Hynek UFO Classification)
S	South (azimuth 180°)
SAC	USAF Strategic Air Command (now U.S. Strategic Command)
SE	South East (azimuth 135°)
sec	second (time unit of measurement)
SFC	Sergeant First Class (military rank)
Sgt.	Sergeant (military rank)
s/n	serial number
Sq	Squadron
SSE	South South East (azimuth 157.5°)
SSW	South South West (azimuth 202.5°)
Supv.	Supervisor
SW	South West (azimuth 225°)
TAS	True Air Speed (IAS corrected for altitude, temperature, pressure)
T/Sgt.	Technical Sergeant (military rank)
TWA	Trans World Airlines
UFO	Unidentified Flying Object

UK	United Kingdom
USAF	U.S. Air Force
USMC	U.S. Marine Corps
USN	U.S. Navy
USSR	Union of Soviet Socialist Republics (now Russia)
W	West (azimuth 270°)
WNW	West North West (azimuth 292.5°)
WSW	West South West (azimuth 247.5°)

**Preface to “UFOs, An Air Force Dilemma”  
by Hector Quintanilla, USAF (retired)**

***National Institute for Discovery Science***

For the first time NIDS is electronically publishing a book manuscript written in 1975 by Lt. Col. Hector Quintanilla, the head of the USAF Project Blue Book. Project Blue Book was supposed to be an objective investigation and documentation of the UFO phenomenon carried out by the United States Air Force from March 1952 until December 1969. Project Blue Book was the successor to Projects Sign and Grudge.

The book is a summary in Quintanilla’s own words of his involvement, as head of project Blue Book, in the investigation of the UFO phenomenon. “UFOs, an Air Force Dilemma” was also given the title “UFOs: A \$20,000,000 Fiasco” by Quintanilla in a book proposal to unnamed publishers.

NIDS’s purpose in making available this previously unpublished manuscript is twofold: (a) to demonstrate to the interested public, through the authors own unedited words, Lt. Col. Quintanilla’s attitudes, preconceptions, and biases that dominated Project Blue Book, and (b) to make available to historians and to the public the methodology and practices employed by the United States Air Force in investigating and cataloging the UFO phenomenon.

NIDS had the choice of introducing editorial changes into the manuscript. We refrained in order to preserve the historical accuracy of this document. The manuscript covers the years of Quintanilla’s own involvement from July 1963 to December 1969 in Project Blue Book and also contains many valuable insights into the public and media reaction to the USAF funded study, from the perspective of the author. In particular, Lt. Col. Quintanilla’s antagonistic descriptions of University of Arizona professor James A McDonald’s pursuit of the UFO phenomena as well as Dr. J. Allen Hynek’s relationship with project Blue Book are annotated for the public record in considerable detail.

NIDS does NOT endorse or support Lt. Colonel Quintanilla’s opinions, biases, or judgments regarding any organizations or individuals mentioned in the manuscript, nor about the UFO phenomenon in general. Rather, our intent is to enter Lt. Col. Quintanilla’s thoughts, attitudes, and actions in his own words into the public record. In this way, the public will be free to judge for themselves the efficacy and serious lack thereof by Lt. Col Quintanilla of the taxpayer-funded investigations of the UFO phenomenon that were carried out by the United States Air Force during the period of 1963–1969. The public will be free to judge from Quintanilla’s own words whether the USAF investigation led by Quintanilla could objectively accomplish the mission it was asked to perform on behalf of American taxpayers.

**Disclaimer**

NIDS does NOT endorse the views espoused by Hector Quintanilla in this manuscript entitled “UFOs, an Air Force Dilemma” regarding the UFO phenomenon or regarding any individuals or organizations mentioned herein. The views are those of the author himself and are being presented by NIDS solely as a historical service to the public. NIDS assumes no liability or responsibility for any of the statements made in this manuscript.

**“Tell The Truth and They Will Not Believe You”**  
**Hector Quintanilla, in a private video interview, December 1990**

By Alex Chionetti

Just when I thought I was safe from “flying saucers” and field research investigations undertaken all over the Americas for over a decade, then as my life as an ufologist seemed over, a friend introduced me to Karl S. Quintanilla.

When that last name rang my ear, I asked trembling: Your father had something to do with the Air Force, more specifically with Project Blue Book? My friend responded yes.

I was hesitant to break my long sabbatical of having nothing more to do with the UFO phenomena. Didn't take time to meet the son of Lt. Col. Hector Quintanilla, and in a few hours the manuscript you have before your eyes, fell into my hands. A real treasure for a young ufologist, more so for a researcher of Hispanic origin.

Prior to this, one of my mentors had been the late Dr. J. Allen Hynek, with whom I collaborated in the founding of the Buenos Aires-based CUFOS branch, associated to the CIU (Comisión de Investigaciones Ufológicas), in the early eighties. Life was connecting me with his nemesis during the golden days of ufology and Project Blue Book. Dr. Hynek was a civilian consultant under the payroll of the Air Force. After many years of skepticism, he turned into the respected icon of scientific UFO research.

The confrontations between Hynek and Quintanilla were similar to the modern dialogues between Mulder and Scully of “The X Files,” as you will see in this manuscript.

That was during my first months in California, where the impact of the Mexican-American culture, the Chicano universe, was a fascinating mystery. And Hector Quintanilla was an outstanding representative of that culture.

He crossed the Rio Grande with his mother, his family were immigrants, part of the border flux, wetbacks. He arrived during one of the worst periods in the history of the United States, the Big Depression of 1929. But his determination and military vocation turned him into a proud soldier and physicist.

I remember having long conversations with him, in our native language Spanish. I remember asking him about Roswell, which was barely mentioned during his time. “Hangar 18,” he remarked, “I went but there was nothing else than an empty structure, nothing special, no little guys, no ships.” We talked about the Socorro Case, where we both shared frustrated experiences with Lonnie Zamora. The possibility that the Socorro craft was an experimental prototype of a lunar module stayed with him for more than two decades, but he could never prove it. He also told me it was Blue Book's most important case, as you will see in his memoirs.

Naturally, we also talked about his confrontations with Hynek, and the classic “swamp gas” episode. “He was of great help when it was misidentifications with stars and planets, but he was not happy when Dr. Condon and the University of Colorado entered in scene,” continued Quintanilla. “Originally, I thought it was wrong to benefit financially from a book, but I wanted to share my knowledge and not let the information get lost.” The original title was *UFO's 20 Million Dollar Dilemma*. But the most

important thing he said was that he thought he would be able to resolve the UFO mystery, he was confident enough of finding a scientific explanation.

Ten years ago he was still thinking that, “it’s hard for me to believe that our ancestors were visited by extraterrestrials if I cannot put the finger on a vehicle. At the present, we don’t conserve physical evidence. We can see or feel, concerning intelligent life as we are, when we should have the capacity of transportation through space from one point to the other.”

During the Second World War, Quintanilla went to school, and was drafted before finishing his freshman year. In the South Pacific theater, he was part of the 13th Air Force Squadron, and the 72nd Bombardier Unit. Back in school, he was recruited in January of 1946 as assistant in the “Air Force Security Service.” Just when he was finishing school, the Korean War was in full action.

During his last years, Quintanilla’s convictions toward the existence of the UFOs were hoping to find cases with more substance and information. For the last director of Project Blue Book, the “saucer shape was a configuration,” a creation of the printed media in the early sixties, which followed one after another.

Quintanilla’s bigger headache was the media, which always rushed in the moment of the press conferences, being more candid with the TV stations and networks. “The reporters always insisted I give the information before I finished the report, and then they put their own conclusions.” Quintanilla always told both to the press and to himself, “I’m trying to be honest in the investigation and in the report.”

Despite the lack of physical evidence, Quintanilla felt that “it was egotistical for men to think that the Creator of all the beauty existed solely for our benefit; there should be extraterrestrials or intelligence in one of those multitude of stars.”

With the closing of Project Blue Book, a classic chapter of the American and international ufology came to an end. After that, no officially funded organization investigated the UFO phenomena in America. With its disappearance, many valuable experiences also departed, as almost no one took time in reviewing Blue Book when some of its cast and crew were still with us.

Ufology has now survived over fifty years of incomprehension by the authorities, the public, and the ufologists themselves. The media, on the other hand, has shifted from laughing to exploiting the phenomena as a bait to increase ratings and multiply profits, mostly in prime time and cable programming. The remembrance of seven years of Quintanilla’s investigations is a lighthouse in the darkness, so much of it created by some modern mythologists of ufology who mistakenly put Blue Book in the bad boy’s duffel bag.

Yet Quintanilla didn’t believe in any kind of conspiracy behind his back: “Everybody gave me the fullest cooperation, nobody refused, from the high level agencies to top laboratories to which I requested for help.” It is possible, however, that before his time previous directors kept different approaches or agendas.

Fortunately for researchers and aficionados, *UFOs: An Air Force Dilemma* has survived. It is a window to the past and a door to the future for all, especially for the younger generations of ufologists and scientists interested in the phenomena. Their cooperation is still urgently needed for advancing what is still a mystery in the 21st century.

Los Angeles, California, 2-5-2001

**UFO'S:  
AN AIR FORCE DILEMMA**

**Lt. Col Hector Quintanilla  
USAF (ret.)**

**UFO'S  
AN AIR FORCE DILEMMA**

**Proposal For A Book by**

**Lt. Colonel Hector Quintanilla, Jr.  
USAF (ret.)  
Former Chief, Project Blue Book**

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Suggested title: “UFO’s—A \$20,000,000 FIASCO”

Theme: The behind-the-scenes story of an official Government project that cost the taxpayers \$20,000,000, which tells why the project did not justify its cost.

Method: Human-interest, anecdotal, and personalized: a dramatic portrait showing how Government machinery works behind-the-scenes when outside pressure is applied by the public.

The Story: Project Blue Book, the world’s only official organization to keep watch on and analyze Unidentified Flying Objects (UFO’s), and how it stirred controversy both inside and outside the U.S. Air Force; its role in national defense and its misunderstood purpose; its history, critics, and friends; what it discovered.

Author’s  
Qualifications: Chief of Project Blue Book for six and a half years, to the time it was discontinued after 20 years.

## TABLE OF CONTENTS

### **1. THE MAKING OF A UFO INVESTIGATING OFFICER**

My humble beginning as an immigrant Mexican, raised in the ghetto. Experience with my first UFO case and how this led to my appointment as the top Air Force UFO investigating officer. My battle with the press.

### **2. UNIDENTIFIED FLYING OBJECTS**

A short history of Air Force involvement in pursuit of the UFO. Development of the modern era of sky watching.

### **3. A \$20,000,000 FIASCO BEGINS**

The official conclusions, findings, and recommendations that established Projects Sign, Grudge, and finally, Blue Book. Why each of these UFO projects were inadequate to cope with the immediate problem and how they led from one into another.

### **4. THE SCIENTIFIC PANEL OF 1953**

The five prominent scientists and their report on UFO's. Why the Central Intelligence Agency (CIA) classified the report Secret. The struggle to have the report declassified. The report as a milestone in the life of the UFO project. Instead of being terminated, the project continues because of negative inertia at the Air Technical Intelligence Center, where it was attacked.

### **5. SPECIAL REPORT NUMBER 14**

Air Force Chief of Staff General White makes a statement on UFO's. Cost of Report #14—\$100,000—was again a waste of taxpayer's money. Contents of this report, How Air Technical Intelligence Center again goofed.

### **6. CONGRESS AND THE UFO'S**

The UFO hobby clubs apply pressure on the Congress. Their methods. How the Congress reacts. Congressman Karth replies to the Director of the National Investigations Committee on Aerial Phenomena. Chairman of the House Armed Services Committee replies to a request for Congress to investigate UFO's.

### **7. UFO PUBLIC RELATIONS**

A new phase of official UFO public relations begins with the mysterious case at Socorro, New Mexico, a UFO sighting which gained national attention from the news media. Project Blue Book—previously closed to the press—now opens its doors to qualified reporters. Why it did.

### **8. THE AIR FORCE UFO PROGRAM**

Network of UFO investigators, how they work. UFO categories and their unique characteristics as derived from case-histories of UFO sightings.

### **9. UFO COLLECTION PROCEDURES**

Outline of the procedures for the collection and reporting of data on UFO's by Air Force intelligence officers, commercial airline pilots, and personnel at sea. Channels used for routing of the reports.

## **10. RETURN TO THE CONGRESS**

Project Blue Book is investigated by an independent committee appointed by the Air Force. Flying Saucers in Michigan receive national publicity that “reflects on Blue Book” and causes a renewed drive by the UFO hobby clubs for a Congressional investigation. L. Mendel Rivers, now Chairman of the House Armed Services Committee, pulls a coup by opening the doors of a closed hearing to the public and news media—the result is a circus in which the “clowns” are the UFO hobby club witnesses. The hearing and my meeting with Secretary of the Air Force before the meeting to brief him as a witness.

## **11. DR. JAMES McDONALD MAKES THE SCENE**

McDonald, the Air Force’s Number One Critic is an atmospheric physicist. He confronts General Cruishank with “evidence” to prove that Project Blue Book was not adequately performing its investigations of UFO’s and scares the General into yet another investigation of Blue Book. Getting pretty sick of all this, I request a transfer to another job. Background of my request. The Chief Scientist of the Foreign Technology Division (formerly the Air Force’s Air Technical Intelligence Center) talks me into staying on a while longer as Chief of Project Blue Book. Why I agreed to stay. Other aspects of McDonald’s campaign to “beef up” Blue Book: his Navy-sponsored trip to Australia and the UFO symposium in Congress that he instigated.

## **12. PROJECT BLUE BOOK’S SCIENTIFIC CONSULTANT**

Dr. J. Allen Hynek, only authorized Blue Book Consultant for 20 years, now tries to run the show. My continuing battles with him over his public statements. The story behind Hynek’s determination to run the project, and events leading to his public statement at the Congressional hearing. How and why his consultant-contract was terminated by the Air Force.

## **13. A PLAN TO END CONTROVERSY ONLY CREATES MORE OF THE SAME**

Decision to have a reputable university set up a non-partisan scientific committee to objectively evaluate UFO’s and thus clear Blue Book of “whitewash” accusations by McDonald, Hynek, and the UFO hobby clubs. Search for a university to accept the Air Force contract. Many turndowns because of controversial nature of the subject. Finally, acceptance by the University of Colorado. Dr. Ed Condon takes the job as head of this scientific study out of sheer patriotism, knowing he will be the target of much criticism whatever are the results his committee comes up with. How the Condon Committee operated. His staff requests for UFO cases from my files. My observations about why those particular cases were requested. Attacks on the Condon Committee before the fact by McDonald, Hynek, and the National Academy of Sciences. Reaction of the press to this report. Why this reaction had much to do with closing down Project Blue Book.

## **14. THE END IS PLANNED**

Events leading to the meeting where the end of Project Blue Book was planned. Who was there and what they said. The Air Force General Council holds up the meeting’s decision. How the recommendation to end the project was coordinated. The Secretary of the Air Force announces the cancellation of Project Blue Book.

## **15. THE END OF A \$20,000,000 FIASCO**

Closing the project’s office. Boxing the UFO case records for shipment to the Air Force Archives, where they are now available for study by qualified historians and other researchers.

**16. OBSERVATIONS OF AN EX-INVESTIGATING OFFICER (UFO)**

Some personal experiences and anecdotes while I was Chief of Project Blue Book. The people in my office. Why my black hair began to turn grey after six months on the Project. And other pertinent human details.

**BIBLIOGRAPHY****NOTES**



## DEDICATION

TO GENE, TESSIE, KARL, NANCY, DIANE, AND BOB.  
YOU ARE MY CONTRIBUTION FOR TOMORROW'S BETTER WORLD.



## **UNIDENTIFIED FLYING OBJECTS**

## **UNIDENTIFIED OBJECTS**

Contrary to popular belief, unidentified objects are not a new phenomenon. Historians have been recording the sightings of unidentified objects since before the coming of Christ. Phenomena associated with unidentified objects have been reported by witnesses on land, sea, and in the air. The Air Force was concerned with “Unidentified Flying Objects” (UFO’s) because of its responsibility in protecting our Air Space from foreign and alien powers.

The Air Force defined a UFO as “any flying object which the witness failed to identify to his satisfaction and was officially reported to the Air Force”. A UFO report required immediate action and was acted upon as soon as the witness reported his sighting to one of the Air Force bases within the continental limits of the United States. The U.S. Air Force did not investigate UFO’s which were sighted in Foreign Countries. Air Attaches stationed in foreign posts did not investigate foreign UFO sightings, however, as a matter of courtesy, they did forward newspaper and magazine articles of the interesting cases. These second and third hand reports are normally considered worthless for a proper and serious evaluation.

The modern era of UFO’s can be dated from 24 June, 1947, when a civilian pilot named Kenneth Arnold made some rather strange airborne observations. The national news media and a number of poetic authors played up the observation to such an extent that the public was left with the impression that our planet had been visited by unknown vehicles from outer space. It was the poetic authors who coined the term “Flying Saucer” in describing the vehicle’s aerodynamic configuration, and this term has been used synonymously with “Unidentified Flying Objects” ever since.

## **SUPERSONIC SAUCERS**

On that fateful day, June 24, Kenneth Arnold was carrying out an intensive search over the beautiful airspace of Washington state. He was looking for a Marine transport that was reported to have crash landed somewhere on the southwest side of Mount Ranier. First he flew directly toward the mountain from the west at an altitude of approximately 9500 feet, searching all of the various ridges for the downed plane. Then he made a sweep back to the west, found nothing, and headed again toward Mount Ranier. The air was so smooth that he felt a real pleasure in flying; he trimmed out the aircraft and relaxed, admiring the crystal-clear sky and the terrain. There was a DC-4 in the area, however, it was to his left and to the rear at approximately 1400 feet.

Arnold had flown for about two or three minutes on this course when a bright flash reflected on his airplane. He could not find where the reflection had come from, but to the left, north of Mount Ranier, he did observe a chain of nine peculiar looking objects flying from north to south at approximately 9500 feet. They were approaching Mount Ranier very rapidly, and he at first assumed them to be jet aircraft. Every few seconds two or three of them would dip or change course slightly, so

as to catch the sun at an angle and reflect brightly. They were too far away from him to determine their shape or formation.

As they approached Mount Ranier, however, he observed their outline quite clearly—except that, oddly, he could not find their tails. He watched them pass the southern edge of Mount Ranier flying directly south-southeast down the hog's back of a range. Their elevation seemed to vary by as much as one thousand feet, but they remained very near the horizon, therefore, around his own elevation. They flew rather like geese, in a diagonal chain as though they were linked together. They seemed to maintain their orientation while swerving in and out of the high mountain peaks.

Arnold estimated the distance from him to the objects at approximately 25 miles. Using a Zeus fastener and a cowling tool, he estimated their size to be about two-thirds that of the DC-4. Watching them pass a high snow-covered ridge between Mount Ranier and Mount Adams, he saw that as the first object was leaving its south crest the last one was entering its northern crest. Later the length of this ridge, and therefore that of the chain of objects, was determined to be about five miles. Arnold timed their flights from Mount Ranier to Mount Adams, 47 miles at 1 minute 42 seconds, a speed of 1659 miles per hour.

The sighting, like most of those that were reported to the Air Force, was not reproducible for purposes of investigation; it involved uncontrollable atmospheric conditions and personal interpretations of distances which were subject to human error. The Air Force was left with one man's subjective interpretation of what he had experienced. Lucy Floyd, of the Air Technical Intelligence Center, was awakened on a Saturday morning at the ungodly hour of nine o'clock. She was requested to come to the Center and take the UFO information of Arnold's sighting over the telephone. Lucy's short hand wasn't up to par on that Saturday morning, but she struggled through it because the news media and the Pentagon wanted an instant evaluation. Lucy transcribed the information, however, an instant evaluation was not forthcoming because there were too many gaps in the preliminary information which had been submitted to the ATIC.

Up to this point, the Air Technical Intelligence Center (ATIC), had concerned itself with real technical intelligence problems dealing with our national security. Their engineers and scientists are top shelf and a very proud group. Little did they know, at the time that a pseudo scientific project was about to be dropped in their laps. I would admit that on a short term basis the ATIC was a good choice for project responsibilities, but on a long term basis it turned out to be a monumental headache for all its Commanders. Their impatience at certain times was justified, however, this attitude made it very difficult for the project officer's and at times it was just pure hell. With Lucy Floyd's telephone call began a series of events which would make ATIC Commanders cringe on hearing the term "Flying Saucers". The modern era of UFO sightings had begun and the ATIC had just laid the ground work for the evaluation of such sightings by accepting one telephone call. Of such circumstances, are projects made in the Air Force? Not hardly, but in this particular case it was the beginning of a \$20,000,000 boondoggle.

Contrary to the biased criticism which the Air Force received in this case, it did everything possible to find an honest solution to this sighting. Arnold's report of his sighting was submitted to various scientific groups and invariably they concluded that the objects were probably the result of a

mirage. The smooth, crystal-clear air that he so ably noted indicated the very stable conditions which are associated with Inversions and a high index of refraction of the atmosphere. UFO buffs like to refer to this sighting as one of the classics, however, mirages and inversions are quite common and they can also be very exciting under certain emotional conditions.

Mr. Arnold and the UFO buffs have never accepted the Air Force's evaluation of this sighting and thousands of words have been written in support of their belief that our planet was and has been invaded by alien space ships from another Galaxy. A number of books have been written to support this theory, however, time and history have shown us that the followers of this philosophy were dreaming. It has been my experience that the true UFO buff is a dreamer and for parts of his day lives in a world of fantasy. It is unfortunate, but a number of these people have ceased to live in our real world. I bring this out, because I have had to deal with people from both extremes and this was a most difficult task.

Although Arnold's sighting and experience could not be reproduced, another phenomenon in some respects similar and observed in the same area found a satisfactory explanation. Navy Commander W.J. Young reported in November, 1948, that on several occasions he had seen reflections over the Willamette Valley and in the plains of eastern Washington and Oregon that could easily have been mistaken for flying discs. One striking example occurred over the Willamette Valley on a clear sunny day when the ever-present blue haze seemed somewhat thicker than usual. His aircraft was flying at altitudes between 1000 and 5000 feet when bright flying objects appeared, some on his beam and others on the bows or dead ahead. From time to time they would disappear and new ones would appear. Young finally determined that the objects which appeared to be discs at various altitudes were reflections of the sun from the aluminum roofs of farm buildings at great distances from his plane. The perspective of the land converging with the sky on the horizon, with limited ground visibility, made it appear as though roof reflections were actually airborne at various altitudes in the haze. Thus one UFO sighting was solved by the observer himself. Although there is no uniform pattern among reported UFO phenomena, some characteristics of one may be found in others, as in Young's and Arnold's.

## **THE BEGINNING OF A \$20,000,000 FIASCO—PROJECT SIGN**

News media publicity of Arnold's flying saucers started an avalanche of other sightings. The Air Force began receiving flying saucer reports from people in all walks of life. Before December, 1947, no specific government organization was responsible for investigating and evaluating UFO sightings. Without any basis in measurable data or controlled experiment, the reported phenomena were variously assessed. Even within the military structure, UFO sightings were evaluated as being a new aerodynamic configuration, natural occurrences, misinterpretation of conventional objects, or to space ships under intelligent control. The military interest in these reports touched the fields of Air Defense, Research and Development, and Intelligence; responsibilities which were vested in many different organizations.



- (2) The lack of physical evidence in the shape of crash recovered exhibits which would undeniably prove the existence of these objects.
- (3) The possibility that some foreign nation has a form of propulsion possibly nuclear; which is outside of our domestic knowledge.

3. It is recommended that :

*a.* Headquarters, Army Air Forces issues a directive assigning a priority, security classification and Code Name for a detailed study of this matter to include the preparation of complete sets of all available and pertinent data which will then be made available to the Army, Navy, Atomic Energy Commission, JRDB, the Air Force Scientific Advisory Group, NACA, and the RAND and NEPA projects for comments and recommendations, with a preliminary report to be forwarded within 15 days of receipt of the data and a detailed report thereafter every 30 days as the investigation develops. A complete interchange of data should be effected.

4. Awaiting a specific directive AMC will continue the investigation within its current resources in order to more closely define the nature of the phenomenon. Detailed Essential Elements of Information will be formulated immediately for transmittal thru channels.

N.F. TWINING

Lieutenant General, U.S.A.  
Commanding

To end the confusion of multi-organizations involving themselves in the investigation of the UFO, Major General L.C. Craigie, Director of Research and Development directed the Commanding General of the Air Material Command to establish a project whose mission was to collect, collate, evaluate, and distribute within the government all information concerning sightings which could be construed as of concern to the national security. The letter was dated 30 December, 1947, and carried a security classification of Secret. The letter was subsequently declassified. The letter also assigned a priority of 2A, a security classification of "restricted" and a Code Name of "Sign" to this special project. I think it is important, because of subsequent events, to bring out that the security classification of "restricted" was the lowest security classification which could be assigned to a special project. It should also interest the reader to know that Code Names are normally one word designators and carry a security classification, while nick names are normally two words and are not classified.

The Commanding General of AMC issued Technical Instruction Nr 2185, dated 11 February 1948, and assigned responsibility of project SIGN to the Air Technical Intelligence Center. The ATIC immediately began to organize the project and established the communications necessary to collect and investigate the UFO reports from throughout the United States. In talking to some of the old timers that are still around, such as I.H. Herman, Nick Post, V.D. Bryant, Dr. Miley, and Francis Arcier, I get the impression that not all of them were sold on the project, but they had been given a task to do and they went all out to accomplish the mission.

Project SIGN accomplished and completed its task in February, 1949. It had thoroughly analyzed and evaluated 243 cases which had been submitted to the project office. The bound

document was small, but thorough and comprehensive. The report was classified Secret at the start, but was declassified a short time later.

Project SIGN concluded that:

No definite and conclusive evidence is yet available that would prove or disprove the existence of these unidentified objects as real aircraft of unknown and unconventional configuration. It is unlikely that positive proof of their existence will be obtained without examination of the remains of crashed objects. Proof of non-existence is equally impossible to obtain unless a reasonable and convincing explanation is determined for each incident.

Many sightings by qualified and apparently reliable witnesses have been reported. However, each incident has unsatisfactory features, such as shortness of time under observation, distance from observer, vagueness of description, or photographs, inconsistencies between individual observers, and lack of descriptive data, that prevents definite conclusions from being drawn. Explanations, of some of the incidents revealed the existence of simple and easily understandable causes, so that there is the possibility that enough incidents can be solved to eliminate or greatly reduce the mystery associated with these occurrences.

Evaluation of reports of unidentified objects is a necessary activity of military intelligence agencies. Such sightings are inevitable, and under wartime conditions rapid and convincing solutions of such occurrences are necessary to maintain morale of military and civilian personnel. In this respect, it is considered that the establishment of procedures and training of personnel is in itself worth the effort expended on this project.

It is also recommended that:

Future activity on this project should be carried on at the minimum level necessary to record, summarize, and evaluate the data received on future reports and to command if a sufficient number of incidents are solved to indicate that these sightings do not represent a threat to the security of the nation, the assignment of special project status to the activity could be terminated. Future investigations of reports would then be handled on a routine basis like any other intelligence work.

Reporting agencies should be impressed with the necessity for getting more factual evidence on sightings, such as photographs, physical evidence, radar sightings, and data on size and shape. Personnel sighting such objects should engage the assistance of others, when possible, to get more definite data. For example, military pilots should notify neighboring bases by radio of the presence and direction of flight of an unidentified object so that other observers, in flight or on the ground, could assist in its identification.

By today's standards the Project Sign report would have been unacceptable as far as publishing a bound document is concerned. The report is small, poorly typed, and the individual pages are of a very low grade quality paper. The report doesn't look like much, but its contents are informative and some of the conclusions expressed by the report are still valid today. The report had very little impact, pro or con, in government agencies and the pursuit of the UFO became a legitimate full time government job for a number of USAF officers and enlisted men who were involuntarily appointed to those positions by their immediate superiors. The die had been cast and UFO's would be a USAF stigma for the next 21 years. It began with a small office at Wright-Patterson Air Force Base, and within a few short years the lines of communication would extend to every Air Force Base within the continental limits of the United States.

## PROJECT GRUDGE

Project SIGN was terminated after it had submitted its report. The conclusions of SIGN were widely distributed amongst government agencies. Although SIGN found no evidence to support the FLYING SAUCER theory, the project was continued under a new code name, "GRUDGE". The code name was changed on 16 December 1948. Project GRUDGE continued the operations of SIGN except that the personnel in GRUDGE relied heavily on the work of university scientists and other outside consultants, as well as the USAF Air Weather Service and the U.S. Weather Bureau. During the period of GRUDGE the project officer was Lt. H.W. Smith who is now a full Colonel stationed in Europe. His number one assistant was George W. Towles who is still with the organization, but has been employed in another capacity since the report was submitted. The report is a voluminous document one and one half inches thick and contains summaries of each one of the cases that was analyzed and evaluated. These cases were evaluated and are individually discussed by: Dr. J.A. Hynek, who was then an Astronomer at Ohio State University; Dr. G.E. Valley, from the Scientific Advisory Board; Dr. P.M. Fitts, Psychologist at the Aero Medical Laboratory; Mr. J.E. Lipp, of the Rand Corporation; and the USAF Weather Service. General Harold E. Watson was the Commanding Officer of ATIC during this period and he accepted the GRUDGE report in August of 1949. The report was classified Secret and it was not until August 1, 1952, that it was declassified. It was declassified, according to existing regulations, by Captain Edward Ruppert who was then Chief of the project office.

Project GRUDGE concluded that:

1. Evaluation of reports of unidentified flying objects to date demonstrate that these flying objects constitute no direct threat to the national security of the United States.
2. Reports of unidentified flying objects are the result of:
  - a. Misinterpretation of various conventional objects.
  - b. A mild form of mass hysteria or "war nerves".
  - c. Individuals who fabricate such reports to perpetrate a hoax or to seek publicity.
  - d. Psychopathological persons.
3. Planned release of unusual aerial objects coupled with the release of related psychological propaganda could cause mass hysteria.

### [LOST DATA BOTTOM PAGE 12.]

enemy would yield similar results.

Project GRUDGE recommended:

1. That the investigation and study of reports of unidentified flying objects be reduced in scope.
  - a. That current collection directives relative to unidentified flying objects be revised to provide for the submission of only those reports clearly indicating realistic technical applications.

2. That Conclusions 1 and 2 of this report, with sufficient supporting data, be declassified and made public in the form of an official press release.
3. That psychological Warfare Division and other governmental agencies interested in psychological warfare be informed of the results of this study.
  - a. That such agencies coordinate in and provide further recommendations for public release of material as recommended in Para. 2 above.

In spite of the fact that GRUDGE recommended that the investigations of UFO's be reduced in scope, there are definite indications that the project expanded. The soothing conclusions of Project GRUDGE caused very little comment, nevertheless, the fringe groups that still believed in extraterrestrial visitation was growing with the popularity of science fiction articles and magazines. In December, 1951, GRUDGE let a contract to a reputable industrial firm for a detailed study of all the UFO cases on file. The firm used its top-notch engineering personnel and scientific consultants in evaluating all of the Air Force UFO reports. The study took three years to complete. It was during the time that the study was in progress that the Air Force decided to change the project code name from GRUDGE to the nick name "Blue Book."

## **PROJECT BLUE BOOK**

"Blue Book" came into its own in March, 1952, and the nick name stayed with the project until it was terminated on 29 December 1969 (or 70?). When the Air Force designated the project with a nick name, it also declassified the project's special security classification.

During the early phase of Project Blue Book (1952-1954), it attracted a public relations aspect that remained with it until its termination. This came about through a national interest in reported sightings, science-fiction publications of alleged contacts with visitors from outer space, formation of pseudo-scientific organizations, hobby clubs, and self-appointed individuals who investigated UFO sightings. The radar sightings in Washington D.C. during July 1952, tended to give substance to UFO reports. News coverage during this period was extremely high and poetic authors with imaginative minds were busy grinding out books and articles on UFO's. A few representative titles which appeared during that time are: THE COMING OF THE SAUCERS; SPACE, GRAVITY, AND THE FLYING SAUCER; IS ANOTHER WORLD WATCHING?; THE FLYING SAUCERS ARE REAL; FLYING SAUCERS FROM OUTER SPACE; and FLYING SAUCERS COME FROM A DISTANT WORLD.

Flying saucer watching became a popular hobby and numerous UFO clubs were formed throughout the country. At one time, I listed eighty-one such clubs paying dues in the United States. Most of these clubs were small and were organized at the community level. They met periodically and at these meetings discussed their UFO experiences. Among this group of eighty-one UFO hobby clubs is one national club which I'll discuss later.

## **THE SCIENTIFIC PANEL OF 1953**

It had become fashionable in the early fifties to accuse the Air Force of censorship or of withholding UFO information from the public. It was because of these accusations, that a Blue Ribbon

panel was appointed to make an authoritative evaluation of the UFO phenomena. The panel was appointed and subsequently met in January, 1953. This panel, which was composed of civilian scientists holding positions outside the government, was well known and respected. This scientific Advisory Panel was chaired by Dr. H.P. Robertson, Chairman, California Institute of Technology. The other members of the panel were: Dr. Luis W. Alvarez, University of California; Dr. Lloyd V. Berkner, Associated Universities, Inc.; Dr. S.A. Goudsmit, Brookhaven National Laboratories; and Dr. Thornton Page, Johns Hopkins University. All of these gentlemen held the highest credentials in their field of expertise.

The panel met in Washington D.C. during the week of 14-18 January, 1953. Special briefings and all UFO records were made available to this select group. Members selected unique and interesting UFO reports for their in-depth study. After three days of tedious briefings, reviews, discussions, consultations, and serious study, the panel completed its report and issued their statement, which later became public. One of the members of the panel remarked to me, that if they had anticipated that the complete report would some day be made public, they would have spent more time with the final wording of the report. As it was, some parts of the report were sort of rough, however, it was considered adequate for inter-governmental distribution. Some critics of the report made an issue of the final wording, done for the sake of receiving free publicity and also to detract from the conclusions which were reached by the panel. Their conclusions were as follows:

#### REPORT ON UNIDENTIFIED FLYING OBJECTS—17 January 1953

1. The Panel of Scientific Consultants has met to evaluate any possible threat to national security posed by Unidentified Flying Objects ("Flying Saucers"), and to make recommendations thereon. The Panel has received the evidence as presented by cognizant intelligence agencies, primarily the Air Technical Intelligence Center, and has reviewed a selection of the best documented incidents.
2. As a result of its considerations, the Panel concludes: That the evidence presented on Unidentified Flying Objects shows no indication that these phenomena constitute a direct physical threat to national security.

We firmly believe that there is no residuum of cases which indicates phenomena which are attributable to foreign artifacts capable of hostile acts, and that there is no evidence that the phenomena indicate a need for the revision of current scientific concepts.

3. In order most effectively to strengthen the national facilities for the timely recognition and the appropriate handling of true indications of hostile action, and to minimize the concomitant dangers alluded to above, the Panel recommends:  
That the national security agencies take immediate steps to strip the Unidentified Flying Objects of the special status they have been given and the aura of mystery they have unfortunately acquired.

We suggest that this aim may be achieved by an integrated program designed to reassure the public of the total lack of evidence of inimical forces behind the phenomena, to train personnel to recognize and reject false indications quickly and effectively, and to strengthen regular channels for the evaluation of and prompt reaction to true indications of hostile measures.

The short statement which was issued by the panel at the conclusion of their study, did not indicate the amount of work or the number of man-hours spent in accomplishing their task. The conclusion reached by the panel was no different than those reached by other groups who had seriously studied the UFO problem. Up to this time, the program had been treated as some sort of plague by the Intelligence community. However, after the panel issued its statement, the Pentagon decided to publicly acknowledge its problems with the UFO program. It was during this period that the program slowly started to acquire a public relations aspect which lasted until its termination.

## **THE CIA CLASSIFIES THE REPORT**

At this time I would like to point out that the panel's complete report was classified up until March 1967. It was a hell of a battle getting the CIA to declassify the report. How the CIA got involved in the UFO problem is still a mystery to me. It appears that some CIA members attended the special briefings given to the panel and the recorder mentioned their position within the organization. Because sensitive positions were mentioned in the report, the CIA classified the document. I read the report numerous times and I couldn't see any reason why the document should have stayed classified after so many years. I decided to stay within channels and yet the report declassified. The report was a "hot potato" because of its classification and not because of its contents. I convinced Lt. Col. Robert Hippler of the Office of Science and Technology, my contact on the Air Staff, to use the power of the Air Staff to get the report declassified. Sara Hunt, of The Secretary of the Air Force Office of Information, offered her help from that level. The CIA would not consent to declassifying the report initially, but we weren't to be denied. Hippler was dogmatic and he followed the initial requests with repeated requests. The CIA finally consented to our requests for declassification with the condition that certain names of individuals and internal organizations be deleted from the report. These names and internal organizations neither added nor detracted from the completed report so we agreed.

It took us months to finally get the report declassified. We talked, we corresponded, we met, we discussed, we telephoned, we convinced our superiors, and finally the CIA conceded after we compromised. The majority of the credit for declassifying the report should go to Robert Hippler. The Panel Report is now available to the public for a fixed fee.

Here again, the amount of work and man-hours spent in getting the report declassified would amaze millions of people. Some individuals within our government structure refuse to bend or to change and these "jellyfish" cause other members of the government numerous headaches and a tremendous amount of extra work.

When the Scientific Panel report was declassified, it did not cause the CIA any embarrassment and the truth of the matter is that the Air Force enjoyed a favorable press; because we had managed to hurdle another obstacle in the pursuit of the truth with regards to the elusive UFO.

## THE PROJECT CONTINUES

Why the Air Force continued to investigate UFO sightings after Dr. Robertson issued his report is still puzzling to me. The SIGN and GRUDGE reports which had been completed earlier indicated that UFO's were not a threat to our security and that available evidence indicated that this was not a new phenomena. Among the old timers, opinion seemed to be divided as to why a determined effort was not made to cancel the UFO project after Dr. Robertson completed his report. After taking everything into consideration, I have the feeling that inertia was lacking in the Project Office at the time. People were running around the country investigating UFO sightings and they never had time to sit back and examine the project objectively. This was back in the days when UFO investigating officers had a B-25 at their disposal which enabled them to react immediately to UFO sightings that were called in to the ATIC. I have examined the available correspondence of this period and there is no indication that anyone made a determined effort to cancel the UFO project. Everyone just seemed to react and this attitude persisted in the project for many years. If the Air Force had cancelled the project in 1953, the American taxpayer would have been saved at least \$15,000,000, which to me is a hell of a lot of money!

The panel had recommended that the national security agencies take immediate steps to strip the Unidentified Flying Objects of the special status which they had been given and to remove the aura of mystery which the project had unfortunately acquired. It was because of this recommendation that a special office was established within the OFFICE OF INFORMATION at the Air Force Secretary's level. It's primary function was to answer questions from the public and periodically, as requested, release UFO information to the Communications Media. Throughout the years, the responsibility for releasing UFO information to the public has remained with the Secretary of the Air Force, Office of Information (SAFOI).

SPECIAL REPORT #14

It was late in 1954 that the special UFO report was finished and published. The report is commonly referred to as Special Report Number 14, because the first 13 reports were administrative progress reports which dealt mostly with fiscal matters. It was released under ATIC cover, however, all of the work was done by engineers, scientists, and consultants, who were not connected with the ATIC. The truth of the matter is that the report was compiled by one of the most reputable firms in this country. Their scientific and engineering qualifications were without a doubt the best that could be found in any organization. All of the work which was done on Special Report #14 was done on their premises by their own people. The project people traveled frequently from ATIC to their location for conferences and consultations. It would be easy for me to give you the name of this most prestigious organization, but it would serve no purpose, and in the end it would certainly do them more harm than good. I am honor bound not to release their name and I intend to keep my promise.

The report evaluated all the UFO data available at Air Technical Intelligence Center. The report is comprehensive, detailed, readable, well done, and technically suitable for research. It contains graphs showing the frequency distribution of sightings by time, date, location, shape, color, duration, azimuth, and elevation. All of the information recorded in the UFO files was broken down into meaningful and essential information. The information was punched on IBM cards and then manipulated accordingly. From the information on the cards, an attempt was made to build a model of a typical UFO. The result was that instead of one model, the report ended up with 13 models. The ultimate conclusion was that UFO's come in all sizes, shapes, and colors.

Although the report was finished in 1954, it was not publicly released until May 5, 1955. I have not been able to find out what caused the delay, however, I suspect that it was poor and inefficient staffing. General Sanford held a news conference at the Pentagon on May 5, 1955, and released Special Report Number 14 to the Communications Media. Seventy-five reports were distributed to the Communications Media. It's findings were well received, however, the project continued on and on and on...

A synopsis of the conclusions of Special Report Number 14 are as follows:

EXTRACT FROM SPECIAL REPORT #14, RELEASE DATE: 5 May 55

### CONCLUSIONS

"It can never be absolutely proven that "flying saucers" do not exist. This would be true of the data obtained were to include complete scientific measurements of the attributes of each sighting, as well as complete and detailed descriptions of the objects sighted. It might be possible to demonstrate the existence of "flying saucers" with data of this type, if they were to exist.

Although the reports considered in this study usually did not contain scientific measurements of the attributes of each sighting, it was possible to establish certain valid conclusions by the application of statistical methods in the treatment of the data. Scientifically evaluated and arranged, the data as a whole did not show any marked patterns or trends. The inaccuracies inherent in this type of data, in addition to the incompleteness of a large proportion of the reports, may have obscured any patterns or trends that otherwise would have been evident. This absence of indicative relationships necessitated an exhaustive study of selected facets of the data in order to draw any valid conclusions.

A critical examination of the distributions of the important characteristics of sightings, plus an intensive study of the sightings evaluated as UNKNOWN, led to the conclusion that a combination of factors, principally the reported maneuvers of the objects and the unavailability of supplemental data such as aircraft flight plans or balloon-launching records, resulted in the failure to identify as KNOWN most of the reports of objects classified as UNKNOWNS.

An intensive study, aimed at finding a verified example of a “flying saucer” or at deriving a verified model or models of “flying saucers” (as defined on page 1), led to the conclusion that neither goal could be attained using the present data.

It is emphasized that there was a complete lack of any valid evidence of physical matter in any case of a reported unidentified aerial object.

Thus, the probability that any of the UNKNOWNS considered in this study are “flying saucers” is concluded to be extremely small, since the most complete and reliable reports from the present data, when isolated and studied, conclusively failed to reveal even a rough model, and since the data as a whole failed to reveal any marked patterns or trends.

Therefore, on the basis of this evaluation of the information, it is considered to be highly improbable that any of the reports of unidentified aerial objects examined in this study represent observations of technological developments outside the range of present-day scientific knowledge.”

The report was a project officer’s dream, but as it turned out, it really served no purpose. Here was a means to an end, but someone fumbled the ball and again an opportunity was missed to terminate the project.

## **ATIC GOOFED**

After Special Report Number 14 was released to the public, General White had suggested that total responsibility of the UFO Program be turned over to a contractor. There were indications that serious and careful consideration was given to this proposal, however, the alternate proposals offered by the ATIC indicate that someone was reluctant to get rid of the program. General White wanted to reduce the load placed on the Air Force by the UFO Program and his concern was perfectly valid. The alternate proposals offered by the ATIC on 7 July 1955 were as follows:

- (a) That the Air Force Information Office issue a news release and state the following:
  - (1) That Air Force experience of UFO reports, during a period of seven years, gives no indication that these phenomena constitute a direct physical threat to the national security.
  - (2) That undue emphasis on the reports of such phenomena interferes with the proper functioning of our Air Defense measures.
  - (3) That the Air Force has a policy of continuing watchfulness for and thorough analysis of apparently unexplainable UFO sightings; and
  - (4) That for the purpose of divesting UFO’s of the aura of mystery which they have unfortunately acquired, the entire subject has been completely declassified.

The second paragraph of the alternate proposals was the crux of the whole letter. It goes as follows:

- 2. The considerations behind the alternate measures which we had suggested above are involved, but we believe, compelling. The principal one, no doubt, is the fact that complete reliance on a contractor, were this possible, would not, in

our experience, reduce the responsibility of and therefore the load carried by the Air Force. Neither would it save Air Force personnel or the Service the embarrassment occasioned by unscrupulous individuals who see in the subject an opportunity of abusing the Air Force while serving their own ends, be they personal gain or subversion.

Here again was another opportunity to get rid of the program or at least divorce it from the Intelligence Community, but someone really dropped the ball. Someone within the ATIC sold General Watson a bill of goods and he bought it hook, line, and sinker. I'm not sure who these individuals were, but the fact remains that no other Commander was ever given the opportunity to rid himself of the project the way General Watson was. I'm not sure that I have the right to criticize General Watson for this decision, because I understand that he was a straight arrow and a hell of a good commander. He must have been a very compassionate man, because the reply to General White's proposal indicates that he had an idiot on his staff.

## **THE AIR FORCE UFO REGULATION**

It's quite apparent that the Pentagon bought the proposal, and the UFO program continued under the auspices of the Air Technical Intelligence Center (ATIC). It amazes me, but it doesn't surprise me, that some people just don't like to rock the boat. Back when the program started, there was a valid reason for studying UFO's within an intelligence agency. At the beginning, there was sincere concern that maybe a foreign power was penetrating our air space with a new and superior weapons system designed as a disc or saucer. SIGN, GRUDGE, THE SCIENTIFIC PANEL, and SPECIAL REPORT NUMBER 14, all concluded that the intelligence community's basic concern was not valid. The Soviets were not penetrating our air space with a new aerodynamic configuration; hell, they were just as confused about the UFO phenomena as we were. I'm sure they were looking to us for a solution to this problem. It should have been apparent to many people then, that the UFO program didn't belong in intelligence channels. This became apparent to many people years later. In the meantime, the Air Force took one hell of a beating from self-styled UFO experts, UFO Hobby Clubs, and poetic authors. One of the reasons the Air Force took a beating was that detractors often referred to Air Force Regulation 200-2. This regulation outlines the objectives, scope, responsibilities, and procedures of the UFO program. In 1953, the Air Force recognized the need for a regulation; because up to that time, the program had been operating under the authority of administrative and technical letters. The regulation standardized the procedures of investigation and also the reports submitted to the Central Office. The objectives of the program were very simple and are as follows:

- To determine if UFO phenomena present a threat to the security of the United States.
- To determine if UFO phenomena exhibit any technological advances which could be channeled into U.S. research and development.
- To explain or identify the stimuli which caused the observer to report a UFO.

This regulation has always been unclassified and has always been made available to the news media, but the detractors and critics always harped on the fact that the “200 Series” is reserved for Intelligence. They failed to realize that the Intelligence Community has the best communications facilities available; therefore, if you want to transmit your information rapidly, then use your Intelligence channels. It really didn't matter whether the Air Force had an excellent collecting and evaluating UFO system, the critics were going to have a field day; because the only way for them to survive was to criticize the program's personnel, system, and methods. The regulation turned out to be a good one, and it did the job it was designed to do.

Much has been said about the Air Force's alleged secret reporting procedures, which in reality is pure hogwash. There were two official reporting formats and procedures for reporting UFO's. The first one was the CIRVIS REPORTING PROCEDURES, which is part of COMMUNICATIONS PROCEDURES III-55. These instructions are unclassified and have been made available to news media representatives. The first four parts of the instructions are as follows:

#### I. CIRVIS

United States/Canadian Military Communications Instructions for reporting Vital Intelligence Sightings from Aircraft to extend the early warning coverage for the Air Defense of the United States and Canada, their territories and possessions.

#### II. WHO REPORTS

- A. Pilots of all U.S. and Canadian scheduled and non-scheduled air carriers and other civil aircraft.
- B. U.S and Canadian military aircraft except when the purpose of CIRVIS is achieved by other reporting procedures established by the appropriate Command Headquarters.

#### III. HOW AND WHEN TO REPORT

- A. The procedures used by aircraft in calling the ground stations will be similar to those used when transmitting position reports except the call will be preceded by the word CIRVIS (pronounced SUR VEES) spoken three (3) times to clear the frequency(ies) over all other communications, except DISTRESS, URGENCY, and SAFETY.
- B. Should the instance occur, where the above procedure fails to clear the frequency(ies) the international Urgency signal “XXX” transmitted three (3) times or “Pan” spoken three (3) times will be employed as an alternate signal.
- C. CIRVIS reports should be transmitted in plain language to any of the following U.S. or Canadian communications facilities, as appropriated, for the aircraft making the report:
  - 1. FAA or DOT Stations
  - 2. Company or AIRNIC Stations
  - 3. Military Airways or other Military Stations

- D. Report at any time over international waters and territory under control of the United States or Canada. CIRVIS reports will not be transmitted by radio while over foreign territory, other than Greenland or Iceland, but will be transmitted as soon as practicable upon leaving foreign territorial boundaries. Canada and the United States are not considered foreign territory for either country for the purpose of CIRVIS Communications.

#### IV. WHAT TO REPORT

- A. Report immediately by radio except when on foreign territory:
  - 1. Hostile or unidentified single aircraft or formations of aircraft which appear to be directed against the United States, Canada, or their forces.
  - 2. Missiles.
  - 3. Unidentified Flying Objects.
  - 4. Hostile or unidentified group(s) of Military surface vessels.

As one can see, the procedures are straight forward and were designed for a specific task. The fact UNIDENTIFIED FLYING OBJECTS are to be reported surprises some people, but it shouldn't really. Our Air Defense forces are constantly alert and they are ready to take immediate action. During my six and one half years as Project Officer, I received very few CIRVIS reports. I would say that twenty would be a good figure. I checked all of these reports thoroughly, and all of them turned out to be missile firings from Vandenburg AFB or surface vessel firings in the Pacific. Airline pilots sometimes express concern over the missile firings and their concern is valid. I have seen a number of reports where pilots have described erratic and momentary inoperation of their panel instruments. Fortunately, this is only momentary and occurs only for a few seconds. The CIRVIS report that stands out in my mind occurred a few years ago and was submitted to us by a Flying Tigers crew flying from Aickam, Hawaii to Travis AFB, California. The crew was two hours out of Travis at sunrise and they reported that to their right they could see a missile rising out of the Pacific Ocean. My first reaction was that a submarine was firing missiles in the Pacific so I called the operations officer at Point Magu, California. No one else had reported anything like a UFO over the Pacific, so I thought the submarine angle was it, but the OPS officer at Point Magu sure deflated my balloon in a hurry. He advised me that no submarine or surface vessels were firing in the Pacific. I told him that it had to be, because I'd just received a report and he cut me short, "sorry, Quint, it's not one of ours". I went to my map and plotted the course of the Flying Tigers Aircraft. I shook my head, told myself that it couldn't be. Vandenburg was over 1200 miles from the Aircraft's position, however, I decided to check it out just the same. I asked my secretary, Marilyn Stancombe, to get me the OPS Officer at Vandenburg. It was early in the morning so there was no problem getting through on the Watts line. I maintained good relations and rapport with all my contacts because without them the program was dead. I got the OPS Officer and he turned me over to the Range Officer. I told him about the report and immediately he told me that they had fired a missile at Sunrise that morning. I couldn't believe it and he couldn't believe it, but the direction of the sighting and the times fit perfectly. The atmospheric and weather

conditions had been perfect for such a sighting. By the time I had finished checking all the details, the crew had already left Travis AFB, so I never did get to tell them exactly what they had observed.

Another method of reporting UFO's is through MERINT. The format and procedures of MERINT are almost identical to CIRVIS. In fact, both MERINT and CIRVIS are part of JANAP 146(D) whose title is CANADIAN-UNITED STATES COMMUNICATIONS INSTRUCTIONS FOR REPORTING VITAL INTELLIGENCE SIGHTS (CIRVIS/MERINT). This unclassified document was issued by the Joint Chief of Staff on February \_\_\_, 1959. During my tour of duty, I received only one MERINT report and it turned out to be the first stage of a missile which had been fired from Vandenburg and which had failed to sink. I decided to leave this problem with the Navy. I didn't want to usurp their prerogatives and besides I didn't have any surface vessels at my disposal for retrieval purposes.

**THE AIR FORCE UFO PROGRAM**

I have often been asked by students and the Communications Media, how the Air Force collects, analyzes, evaluates, and disseminates information regarding UFO's. The techniques for doing all of these things are outlined in AFR 200-2, which was later changed to AFR 80-17. The change took place in \_\_\_\_\_, because it was felt that the UFO phenomena was no longer an intelligence problem, therefore, the reports should be handled through Research and Development channels. Not everyone agreed with this philosophy, but Bob Hippler, my energetic contact on the Air Staff, came through like a champ again. He staffed the revised regulation through the Pentagon with an "80 series" number and it was no problem for me to convince my superiors that this was the route to take. The "80 series" numbers are reserved for Research and Development regulations. The revisions were not many, but they were meaningful and clarified a few points which had been criticized by some of our detractors. Changing the regulation from the Intelligence Series to the Research and Development series didn't stop our critics, they just found something else to complain about. What the hell, the only way they could get their names in the newspapers was to chastise the Air Force. I asked these jokers again and again for a better plan than what the Air Force had and to this day I have not seen one that was worth a damn. The Air Force wasn't perfect, but we had an organization that functioned with precision. No UFO Hobby Club can make that statement.

The general public doesn't realize to what extent the Air Force committed itself once it received a UFO report. It is true that our project office at Wright-Patterson AFB only had a complement of two officers, one sergeant, and one civilian stenographer. The initial investigation of all UFO sightings was therefore undertaken by the UFO investigating officer of the Air Force Base nearest the reported sighting. Air Force Regulation 200-2 and its successor 80-17 dictated that each Base Commander must appoint a UFO investigating officer. After the Base UFO officer conducted his initial investigation, he submitted his report to the project office at Wright-Patterson. Many sightings were explained at the Base level, however, many were not and the project office would immediately start its second phase of the investigation. We would either visit the witness personally, talk to the witness via telephone, or request further information through one of our standard UFO Questionnaires. All UFO sightings fall into categories, the major ones being Astronomical Aircraft, Balloon, Satellites, and Other. The OTHER category has such causes as: hoaxes, hallucinations, unreliable reports, inversions, ground lights, clouds, contrails, chaff, birds, radar analysis, photo analysis, physical specimens, and satellite decay. The project office would proceed with its investigation according to the category of the sighting. Although our office complement was small, I had at my disposal professional experts from all scientific disciplines. Wright-Patterson has the best Materials Laboratory in the world and on at least ten different occasions they have analyzed, for the project office, physical specimens which were allegedly left behind by space travelers. Most of these turned out to be hoaxes and they were usually the most expensive sightings to investigate. On a number of occasions, I was crucified because I labeled certain sightings as hoaxes. I always believe in calling a spade a spade, but sometimes in my position this became extremely difficult. What most critics didn't realize at the time was that I had good evidence or good reason to label a sighting a hoax. Every sighting that I labeled a

hoax turned out to be just that from the very beginning or was subsequently proven to have been perpetrated by an individual. There are cases still in Air Force files which I suspect are hoaxes, however, when evidence pointed in this direction I usually stopped the investigation in order to conserve my resources. I said usually, because on a few occasions I was compelled to continue the investigation because of political or news media pressure.

The sightings which fell into one of the major categories were routinely checked. For routine astronomical sightings we consulted with Dr. J. Allen Hynek, Astrophysicist of the Dearborn Observatory. For suspected Meteor sightings we frequently consulted with Dr. Charles P. Olivier, who at one time before his retirement, was head of the American Meteor Society. For suspected aircraft sightings we contacted the Federal Aviation Agency offices, local airports, Headquarters Strategic Air Command, and Headquarters Air Defense Command. In suspected balloon sightings, we contacted local airports, local weather stations, the U.S. Weather Bureau, Holloman AFB Balloon Control Center, the National Center for Atmospheric Research, General Mills, Raven Industries, Sea Space Systems, and colleges and universities conducting balloon research. For satellite sightings we used the printed Echo schedules, NASA Satellite reports, the Smithsonian North and South Equatorial Crossing, and the professional services of the Space Detection Center. For suspected missile observations we went directly to Cape Kennedy, Vandenburg AFB, Point Magu, Wallops Island, Eglin AFB, Holloman AFB, and Green River. For radar analysis I have used the services of Mr. V.D. Bryant of the Foreign Technology Division. He has provided the project office with some excellent evaluations. For photo analysis I have used one of our internal organizations, however, on a few occasions we have used the Kodak Company in Rochester, N.Y.. For physical specimens we have called upon the Air Force Materials Laboratory, Battelle Memorial Institute, the Food and Drug Administration, Libby Owens, Corning Glass, The Institute of Paper Industry, and the Northwestern Geology Department.

Numerous other individuals and organizations have helped the project office from time to time. Dr. Donald Menzel, who authored "The World of Flying Saucers" has helped me on some very ticklish cases. I consider Menzel to be a true scientist and not a publicity grabbing charlatan. Philip J. Klass, who wrote "UFO's-IDENTIFIED" offered the project office a number of UFO cases that turned out to be beauties. I consider Klass to be an excellent investigator. Neither one of these gentlemen has ever asked for one cent of payment and yet, these men have produced work of the highest caliber. It's also true that no government agency or industrial group ever refused me assistance whenever I needed it.

As previously indicated, UFO sightings are classified according to the suspected real event that gave rise to each report. Some of the characteristics of these different categories are discussed in the following paragraphs.

## UFO CATEGORIES

### CONVENTIONAL AIRCRAFT

Regularly scheduled airliners fly in air corridors, and are controlled by the FAA. Lighting will be typically red and green wing lights with a rotating beacon. They use landing lights on take off as well and in the landing pattern. Sighting report may include the illusion of hovering or of a stationary period if the aircraft is in a turn or approaching the observer. Total duration should be consistent with flight maneuvers, not likely to exceed five minutes unless some series of maneuvers is being performed. Landing lights, blotting out the red and green flashing lights, is often reported as a single light at night. Experimental and unusual lighting effects can vary with the lighting configuration of each aircraft. Color most often reported as white can be red. Objects reported in straight flight at certain altitudes can be checked against local flight corridors. The FAA can also be checked if there remains doubt that an object is an aircraft or if positive identification of a specific flight is required. There may or may not be sound associated with the visual effect reported.

Private or non-scheduled flights have the same characteristics in general. Speeds may be slower and duration a few minutes longer. Altitudes are usually lower. No sound is associated with the aircraft if the wind is blowing away from the observer. Duration should not exceed seven or eight minutes unless maneuvers are in progress. Normally flight is cleared from some local airport and not carried on radar through the FAA. This type of flight/aircraft is the most difficult to positively identify. Local airports are not noted for keeping excellent records on private aircraft.

### JET

Airlines and high-altitude missions are similar to conventional flights in visual characteristics with the following exceptions:

- (1) The color is most often reported as red.
- (2) No sound is associated with the object.
- (3) Flight is usually straight or with one turn.
- (4) Duration is about three to five minutes. The FAA has designated air corridors for these flights.

Special low-level military missions are flown at 2,000 feet in know air corridors. Sighting is usually brief, one minute or less. May be reported hovering if flight is directly toward the observer. May also include a sudden burst of speed. No sound associated with the aircraft if wind is blowing away from the observer. Aircraft is normally reported as a single light, however, more than one light has also been reported with this type of mission. Sightings of this type are almost exclusively reported at night. A few people have become emotionally upset and disturbed by this type of experience.

Special tests or training missions, vary from a single plane to multiple flights or major air operations. These missions have from time to time given rise to UFO reports, however, these operations can be easily checked by contacting the local, regional, or Major Air Command controllers.

A jet with after-burner in operation, viewed from the side, may give the appearance of a short flame. It is usually reported as blue and tapering. When the afterburner is cut off, the object may appear to have either just vanished or zoomed off into space. Duration is usually brief and the sighting is usually viewed during the climb. If viewed from the rear, the jet may be reported as red or orange with some yellow and of no distinct shape. Here again the disappearance may be sudden. If at high altitude, only a nondescript light may be reported.

## **REFUELING MISSIONS**

Here lights on the tanker and the multiple aircraft engaged in the operation add new visual characteristics. Sightings are at night only; daylight operations would be easily recognized for what they are. They may be at low or high altitudes. Multiple lights will be moving around, in formation, going off and on. The basic light formation will fly straight for a set distance, then may make a 180 degree turn. Duration in an area may seem as long as fifteen minutes, but any single pass should not last more than four or five minutes. Lights may be seen going one way and then appear on their return path later.

Refueling operations are rigidly controlled and are conducted only in specified areas. A "Flight Planning Guide" issued by the Aeronautic Chart and Information Center gives the location of these areas and the agency controlling each. A phone call to the controller will determine whether the area was in use at a particular time and what Squadron flew the mission. A call to Squadron Operations will determine the number and type of aircraft flown plus the times of entry and exit from the controlled corridors.

## **PHOTO AIRCRAFT**

Aircraft using flare drops for photo work are most often reported simply as flares. Similarly, aircraft using strobes to illuminate their target, which may work at either low or high altitudes, are reported as a series of evenly spaced flashes. Duration of these sightings is usually less than two minutes, more frequently thirty seconds.

Infra-red photo planes have turbine generators to drive their equipment. These make a whining noise which can be heard above the noise of the aircraft engines. Not many agencies do this type of work, which is often classified. The planes used for this type of research are rather slow, less than 125 mph. Much of this research is done early in the morning and the operations are normally conducted with full landing lights because of the low level altitudes which are normally flown.

## **ADVERTISING AIRCRAFT**

Planes towing targets or banners during daylight hours are not usually misinterpreted unless they remain at such a distance that the observer cannot distinguish the vehicle and sign. Frequently in

such cases the reports are accompanied by drawings picturing the towed banner as part of the UFO. Duration is longer than for other aircraft sightings, and the flight generally includes maneuvers. The frequently used loud speaker would not be heard unless the flight is close enough for correct identification. Local investigators can check for these aircraft, since the FAA regulations require a permit for such flights.

## **HELICOPTERS**

The motion is slow and it may or may not appear to be hovering. It needs to be far enough from the observer to escape daylight identification. It has been reported as a black speck moving back and forth, up and down. During darkness, weird effects can be caused by the red rotating beacon light when it flashes off the canopy. Positive identification is usually simple to obtain by checking the flight schedules of military and civilian helicopters in the area.

## **BALLOONS**

Flight characteristics in these cases are affected by meteorological factors. Wind temperature data is obtained from the Weather Bureau for any desired location throughout the U.S.. Lt. Col. Boyce Smith, the liaison Air Weather Service Officer at Wright-Patterson, obtained and evaluated all meteorological data for the project office. Low level weather balloons are described in sightings as round or oval, occasionally oblong. The flight may be reported as hovering, rising, zigzag, or erratic, but the object must be moving with the wind. It will be picked up by radar only if a radar reflector is attached. A frequent time for sightings is at dusk, before the balloon disappears into the earth's shadow. It is rarely sighted at night; its small white lights are not visible to ground observers from above 10,000 feet without optical aids. The sightings from planes is usually very brief, and on occasion experienced pilots have attributed unusual motion to balloons.

An upper-air balloon may be described as round or oval, usually silver during the day and orange at dusk. It will appear stationary or in slow motion. Actually, it moves with prevailing winds at the altitude six months to the east and six months to the west. It will probably be picked up on radar and remain in the area long enough to be identified by aircraft scrambled or diverted for this purpose. Sudden disappearance is to be expected at dusk, and may be reported as zooming off into space. The sun's reflection through folded panels can give unusual flashing effects. Every effort is made to collect as many reports as possible; in this manner we have assisted the Scientific Community in recovering a number of these expensive balloons.

Upper air research balloons are launched by the military and civilian agencies for cosmic ray and other studies. These are about 100 feet in diameter, usually of polyethylene. They can be programmed to fly at various altitudes between 80,000 and 125,000 feet or higher. Their appearance may vary according to the equipment which is suspended below the main body, however, it may also carry other attachments. This balloon is visible from the ground without optical aids and reports of

their configuration do vary quite a bit. The speed will vary with the wind, from hovering in the same area for some hours to 200 mph in the jet stream. At night the balloon will descend as the gas cools and the next day go back up to the programmed altitude. It usually carries a radio beacon which is followed by tracking stations and pacer planes. It also carries running lights and radar reflectors. Occasionally, multiple balloons are used to carry heavy equipment. Pilots, scrambled to check on this kind of balloon, cannot reach its altitude, but can get close enough to identify it. At dawn the balloon may suddenly appear as it moves into the sunlight, and similarly may disappear at dusk.

## **EARTH SATELLITES**

In order for a report to be evaluated as an artificial satellite, the following criteria must be met: (1) Time of the sighting must be at night and at such an hour that the vehicle can reflect the sun's rays. (2) Object should resemble a star in visual characteristics. (3) Direction of flight can have a westerly component only in the case of retrograde satellites. (4) Duration (considering the degrees of arc through which the object is observed) must be consistent with satellites orbital odocities.

Satellites are normally reported as a star-like moving light most frequently white but occasionally yellow, green, blue, orange, and even red. Motion may be steady, hesitating, or zigzag; portions of the flight may be seen as hovering or stationary. The path may be reported as straight or arching, and a turn may be ascribed to it at the beginning or end of the flight. The object may appear or disappear suddenly. The speed should be about 15 degrees of arc per minute, the average duration is three to six minutes. There are over thirty artificial satellites in orbit which are visible to the naked eye.

## **ASTRONOMICAL EVENTS**

The most common UFO reports were of astronomical observation, bright stars, planets, comets, fireballs, meteors, auroral streamers, and other celestial bodies. When observed through haze, light fog, moving clouds, or some other unusual conditions, the planets, especially Venus, Jupiter, and Mars, have been reported as UFO's. Stellar mirages are also a source of astronomical reports.

## **OTHER CATEGORIES**

There are three other classifications used for UFO reports. An UNSUFFICIENT DATA category takes care of those reports in which essential elements of information are missing and therefore cannot properly be evaluated. Such information as duration, date, time, local sky position, weather conditions, appearance and disappearance was frequently missing in letter reports mailed directly to the project office. If there was any indication that such a sighting could be important from the viewpoint of security, scientific or technical value, or public interest, every attempt was made to obtain additional information necessary before placing the report in this category.

Another category was a catch-all labeled OTHER. It included missiles, reflections, mirages, search lights, birds, kites, spurious radar indications, hoaxes, fireworks, flares, photos, physical specimens, and satellite decays.

And finally we arrive at the mysterious UNIDENTIFIED category. A sighting was considered UNIDENTIFIED when a report apparently contained all the data necessary to suggest a valid hypothesis, but its description could not be correlated with any known object or phenomenon.

**UFO PUBLIC RELATIONS**

The operational aspect of the UFO program did not really present too much of a problem for the Air Force; however, our public relations were always like a yo-yo. I'm happy to say, that at the end they were always improving.

Some place along the line, in the early fifties, the program got short-changed and it began to get bad press. I can understand why, too. Reporters like to interview, and when a project officer is not available, then they're going to write according to the way they imagine things are. This was the case in the early fifties. For some reason, and I can only surmise that it was because the UFO program was still in Intelligence Channels, UFO investigating officers were not available for interviews and were inaccessible. My predecessor, Lt. Col. Robert Friend, was interviewed a number of times; however, he was the first project officer to be personally interviewed by a reporter. When I became the project officer in July of 1963, a whole new slate of personnel was taking over in the Secretary of the Air Force Office of Information (SAFOI). All of us had the same idea—let's be open about the program, after all there was nothing to hide. My commander at the time was Brig. Gen. Arthur W. Peirce. General Peirce was concerned that reporters might start taking interest in some of his intelligence activities; however, I assured him that UFO's would be the only topic discussed at my press interviews.

From July 1963 to April 1964, there was very little publicity about the UFO program. I had just come on board as project officer, so the UFO hobby clubs were not yet picking on the program again. Public relations were routine, such as answering letters and furnishing information to students for their science projects or term papers. Things were going so well, that I remember I stopped smoking that January. All hell broke loose on April 24, 1964, and I started smoking again. On that date at approximately 17:45 hours, at Socorro, New Mexico, police officer Lonnie Zamora was headed south chasing a speeding automobile when he suddenly heard a roar and saw a flame in the sky to the southwest. He decided to let the speeder go in favor of investigating the flame, because he knew there was a dynamite shack in the area and it might have blown up. He turned onto a gravel road that led by the shack.

As he was driving slowly along the road, Zamora saw above a steep hill just ahead a funnel-shaped flame, bluish and sort of orange. The base of the flame was hidden behind the hill, there was no smoke connected with the flame. He had trouble getting the car to the top of the hill because of loose gravel; he had to try three times before he made it. As he reached the top of the hill, he saw a shiny object to the south, this side of the dynamite shack, about 150 to 200 yards away. It was off the road to the left in the arroyo, and at first glance it looked like a car turned over, but when he drove closer it appeared to be aluminum clay, not chrome, and oval-shaped like a football. Zamora drove about fifty feet along the hill crest, radioing back to the sheriff's office, "10-44 (accident), I'll be 10-6 (busy out of the car), checking a wreck down in the arroyo". From this point, seated in the car, he could not see the object over the edge of the hill. As he stopped the car, he was still talking on the radio, and while he was getting out he dropped his mike. He picked it up and put it back and started down towards the object.

Just then he heard a very loud roar, not exactly like a blast, but also not steady like a jet engine. It was of low frequency at first and then became higher. At the same time he saw a light blue flame, sort of orange at the bottom. Zamora believed the flame came from the underside of the object; he could see no smoke but he did see some dust in the vicinity. He panicked, thinking the object was going to blow up. The following is his report of what he experienced (with slight rearrangements for the sake of clarity).

As soon as I saw flame and heard roar...ran away from object but did turn head towards object. Object was in shape It was smooth—no windows or doors. As roar started, it was still on the ground. Noted red lettering of some type like\_\_\_\_\_. Insignia was about two and one half inches high and about two inches wide, I guess. Was in the middle of object, like \_\_\_\_\_. Object still like aluminum white. (Running), bumped leg on car back fender area. Car facing southwest...fell by can [sic] and (sun) glasses fell off, kept running to north, with car between me and object...rose to about level of car, about twenty to twenty-five feet, guess. Took I guess, about six seconds when object started to rise and I glanced back...it appeared about directly over the place where it rose from.

I was still running...(then) about fifty feet from car. I ducked down, just over edge of hill...I stopped because I did not hear the roar. I was scared of the roar, and I had planned to continue running down the hill. I turned around toward the object and at the same time put my head toward ground, covering my face with my arms...when the roar stopped, heard a sharp tone whine and the whine lasted maybe a second. Then there was complete silence about the object.

That's when I lifted up my head and saw the object going away from me...in a southwestern direction...It did not come any closer to me. It appeared to go in straight line and at same height—possibly ten to fifteen feet from ground, and it cleared the dynamite shack by about three feet. Shack about eight feet high. Object was traveling west fast. It seemed to rise up and take off immediately across country.

I ran back to my car and as I ran back, I kept an eye on the object. I picked up my ...sunglasses, got into the car, and radioed to Nep Lopes, radio operator, to look out the window to see if he could see an object. He asked, "What is it?" I answered, "It looks like a balloon". I don't know if he saw it. If Nep looked out his window, which faces north, he couldn't see it. I did not tell him at the moment which window to look out of.

As I was calling Nep, I could still see object. The object seemed to lift up slowly, and to get small in the distance very fast. It seemed to just clear the Box Canyon or Mile Canyon Mountain. It disappeared as it went over the mountain. It had no flame whatsoever as it was traveling over the ground, and no smoke or noise.

Feeling in good health. Las drink—two or three beers over a month ago. Noted no odors. Noted no sounds other than described. Gave direction to Nep Lopes at radio and to Sergeant Chaves (of New Mexico State Police at Socorro) to get there. Went down to where the object had been, and I noted the brush was burning in several places.—I got my pen and drew a picture of the insignia on the object.

Then Sgt. Chaves came up, asked me what the trouble was because I was sweating and he told me that I was white, very pale. I asked the Sgt. To see what I saw and that was the burning brush. Then Sgt. Chaves and I went down to the spot and Sgt. Chaves pointed out the tracks.

When I first saw the object (when I thought it might be a car) I saw what appeared to be two legs of some type from the object to the ground. At the time, I didn't pay much attention to...the two legs. The two legs were at the bottom of the object, slanted outwards to the ground. The object might have been about three and a half feet from the ground at the time...

Lonnie Zamora experienced an event which left quite an impression on him. He was a serious officer, a pillar of his church, and a man well versed in recognizing airborne vehicles in his area. He was puzzled by what he saw, and frankly, so am I. And yet, I've always had some doubt about this case, even though it is the best documented case on record. In spite of the fact that I conducted the most thorough investigation that was humanly possible, the vehicle or stimulus that scared Zamora to the point of panic has never been found.

During the course of the investigation and immediately thereafter, everything that was possible to verify was checked. The communications media must have been waiting for a case like this, because immediately after Zamora reported his sighting all hell broke loose. The telephone at my house was ringing off the hook. I went to my office so that I could direct the investigation from there and at the same time contact Kirtland, Holloman, and White Sands via our telephone communications system. As I walked into our building, and turned into the hallway towards my office, I could hear the telephone ringing, ringing, ringing. The operator informed me that I had ten or twelve calls waiting for me. I decided not to accept the calls until after I had talked with my UFO investigating officer at Kirtland. Major Connor was my primary investigator at Kirtland, but he was inexperienced. Fortunately, my chief analyst, Sgt. David Moody was on temporary duty at Kirtland. I asked Major Connor to get in touch with him and for Moody to get in touch with me regardless of the hour. It was hours before the investigation could be organized and on its way. A Geiger counter had to be found and the base photographer had to be called. The staff car, which had been provided for the investigation had a flat tire midway between Albuquerque and Socorro. Socorro is located fifty-five miles south of Kirtland Air Force Base.

The Stallion Range Officer had already conducted a preliminary investigation and had also interviewed Zamora. This information was turned over to the Air Force investigators as soon as they began their interview with Zamora. Connor and Moody kept in touch with me and provided me with good information, but there was nothing from which we could draw a definite conclusion or a decent evaluation. The news media was on SAFOI's back and SAFOI was on my back. I didn't have any idea as to what Zamora saw and reported, but by God, I was going to find it. Because of the pressure from the news media, I decided to send Dr. J. Allen Hynek, Project Blue Book consultant, to Kirtland to help with the investigation. I felt that Hynek could concentrate on Socorro while Connor and Moody could check all other activity at the other bases in New Mexico. In the meantime, Marilyn Beumer Stancombe, my secretary, and I began checking for some sort of positive activity. Radiation had been checked by Connor and Moody and the readings were negative. I checked the Holloman AFB Balloon Control Center for balloon activity. All local weather stations and Air Force bases in New Mexico were checked for release of weather balloons. Helicopter activity was checked throughout the state. Government and private aircraft were checked. The reconnaissance division in the Pentagon was checked. I checked with the immigration division hoping they might help. Finally, I was at my wits end, so I told Marilyn, "Get me the White House Command Post". She looked at me with those beautiful blue eyes of hers like I was nuts. I said, "Yes, Marilyn, the White House Command Post". She never asked me a question, she just started dialing. I was afraid she would ask me how she could reach them, but she didn't. It took her five or six calls, but she got me the Command Post. A Major

General answered and I explained to him my situation. He was very sympathetic, but off hand he couldn't recall any type of activity in my area of interest. However, he'd check and call me back. Fifteen minutes later the General called back and told me that the only activity which he had was some U-2 flights. That was no help, so I thanked him for his cooperation and put my thinking cap on again. It took days for us to check all of these agencies and activities. I finally received Dr. Hynek's report; it was one of his typical reports which contained few technical details and added practically nothing to what had already been submitted by Connor and Moody. Actually, Hynek added very little to the investigation, however, his typical press interviews added more flame to the fire. The more press coverage the sightings got, the greater the number of sightings which were reported throughout New Mexico.

I was determined to solve the case and come hell or high water I was going to find the vehicle or the stimulus. I decided that it was imperative for me to talk to the Base Commander at Holloman AFB. I wanted to interview the Base Commander at length about special activities from his base. I needed help to pull this off, so I called Lt. Col. Maston Jacks at SAFOI. I told him what I wanted to do and he asked, "Do you think it will do any good?" I replied, "God damned it Maston, if there is an answer to this case it has to be in some hanger at Holloman". He went to work from his position at the Pentagon and the approval for my visit came through. Colonel Garman was the Base Commander during my visit. He was most cooperative and told me that I could go anywhere and visit any activity which interested me. I went from one end of the base to the other. I spent four days talking to everybody I could and spent almost a whole day with the down-range controllers at the White Sands Missile Range. I left Holloman dejected and convinced that the answer to Zamora's experience did not originate and terminate at that base.

On my way back to Wright-Patterson, I hit upon an idea. Why not a lunar landing vehicle? I knew that some research had been done at Wright-Patterson; so as soon as I got back I asked for some briefings. The briefings were extremely informative, but the Lunar Landers were not operational in April 1964. I got the names of the companies that were doing research in this field and I started writing letters. The companies were most cooperative, but their answers were all negative.

It was now time for me to pass judgment on the case after a careful review of all the information at hand. I hate to use the word "judgment", but that is exactly what it boils down to. As President Truman used to say, "The buck stops here", and in the world of UFO's my desk was the end of the line. It was time for the Air Force to make a formal decision on the sighting of Socorro, New Mexico. I reviewed the Air Force Materials Laboratory Analysis of the soil samples which were gathered at the alleged landing area. Conclusion: no foreign residue. Laboratory analysis of the burned brush revealed no chemicals that could have been propellant residue. Radiation was normal for the alleged landing area and for the surrounding area. There was no unusual meteorological activity, no thunderstorms; the weather was windy, but clear. Although we made an extensive search for other witnesses, none could be located. There were no unidentified helicopters or aircraft in the area. Radar installations at Holloman AFB and at Albuquerque observed no unusual blips, but the down-range Holloman MTI (Moving Target Indicator) Radar, closest to Socorro, had been closed down for the day at 1600 hours. All the findings and conclusions were negative. The object was traveling at

approximately 120 miles per hour when it disappeared over the mountains according to Zamora's best estimate. I labeled the case "Unidentified" and the UFO buffs and hobby clubs had themselves a field day. According to them, here was proof that our beloved planet had been visited by an extraterrestrial vehicle. Although I labeled the case "Unidentified" I've never been satisfied with that classification. I've always felt that too many essential elements of the case were missing. These are the intangible elements which are impossible to check, so the solution to this case could very well be lying dormant in Lonnie Zamora's head.

SAFOI and I had been most fair with the communications media. We gave them everything we had on the case. We even let the reporters review the official file for themselves, but we still took our lumps from some of them. Reporters are a unique breed. They are impatient, offensive, and they don't like to read voluminous reports. Time and time again I offered them the official reports, only to have them ask for my opinion and what I thought of the incident. I had good rapport with most of the reporters, but three or four of them were real stinkers. It's not really a bad percentage if you take into account the total number of reporters that I dealt with.

**THE MAKING OF A UFO INVESTIGATING OFFICER**

I've often been asked, "How did you get involved with flying saucers?" My answer has always been short and simple. I was appointed to the position by my superior officer. It's important that I give you some of my background. It's important to me because I think there might be a message for some Mexican kid who is about ready to drop out of school or our society. The easiest thing in the world to do is drop-out. The most difficult thing to do is to drop-in and challenge the system lawfully. This country of ours offers us many opportunities and we must be ready intellectually and physically to accept the challenge and to excel. My life had its beginning in Monterrey, Mexico. I was born in a neighborhood which is now considered the ghetto. My parents, my three brothers, and I immigrated to the United States when I was six years old. I remember walking across the old bridge at Laredo, Texas, and I wanted to urinate very badly. Mama wouldn't let me urinate in the old Rio Grande River, so I had to wait until we reached the immigration office. I remember my parents being afraid of the customs officers. I guess all immigrants have this feeling and some of it is unjustified and some of it is justified. My first impression of Laredo, Texas, was one of disappointment. Someone along the way had lied to me. The streets in the United States were not paved with gold. In fact, many of the streets were not paved at all. We settled in San Antonio, Texas, and our first house in the United States was a humble one. We rented a house in the vicinity of Martin and Laredo streets. The house was small and we had an old cast iron stove for cooking. We also had a dirt floor, but it didn't bother us kids too much because we only wore shoes on Sunday. There was an elementary school two blocks from our house and I was immediately registered to attend that school. The enrollment was predominately Mexican and they had a language of their own which they called "Tex-Mex". I was in a hell of a pickle, because I spoke Castilian Spanish and no English. There were a few Angolos around the school, but they were definitely in the minority. Needless to say, I didn't get along with either group. The Mexicans didn't like us because we were fair skinned, talked funny, and considered uppity. The Angolos didn't like us because we were Mexicans; consequently I remember fighting practically every day of my life, but my brothers and I survived. We stuck together and always came to each others aid. In fact, we're still that close and manage to help each other when the need arises.

We moved around a few times and we always lived on the fringe of the "West Side". In San Antonio, the "West Side" is that section of the city which is reserved for the underprivileged, the illiterates, the dope addicts, the gangs, the bars with whores, and everything else that preys on poverty. If you live in the West Side of San Antonio and survive its environment, then my countryman, you deserve a medal. I started peddling papers at the age of seven. My turf was the Baptist Memorial Hospital. It was a good location and I used to have to fight guys every day to keep them from infringing on my territory. The depression hit hard and not too many people were willing to part with two cents for a paper; so I started carrying a shoe shine box. I'd shine shoes for anything; whatever the traffic would bear. The doctors at the hospital were kind and I've often remembered them. The gentlemen I remember most is Franklin D. Jones, who was the hospital auditor during my formative years. In fact, I've always considered Mr. Jones my "guardian angel". I've never told him so, but I've always felt that he was instrumental in forming my personal attitude towards life. Here was an Angolo

who took an interest in our life; who offered us love, compassion, guidance, and even visited our \$1.25 a week shack. He arranged to have my tonsils removed when I was constantly sick with tonsillitis. He bought me my first suit when I graduated from Hawthorne Junior High School. He taught me how to keep books on my newspaper accounts, so that I could pay my bills. He taught me compassion for my fellow men and above all he set an example for me which has been difficult to follow.

Even though I was peddling papers, my parents always made me go to school. I guess I never thought about dropping out, but it got a little bit tougher the older I got. During my Junior High School years, I had a paper route on Dewey Street right next to where San Antonio College is now located. I used to get my papers at the Sinclair Station located at Dewey and McCoullough. The station was managed by J.C. Glass and he used to leave the latrine door open in the winter time so that I could keep warm while I was blocking my papers. My paper route was a morning and afternoon route; so that meant that I had to get up at four-thirty every morning in order to get to school on time. The afternoon route was a breeze compared to the early morning ordeal. Poor Mama, so many times she heard my alarm and no effort from me to rise. She would come over to my bed and say, "Hijo, es tiempo que te vallas", which in English means, "Son, it's time for you to go". During my high school years, I changed companies. The San Antonio Light had only afternoon deliveries, so I went with them. I stayed with them until my first month at St. Mary's University. I had a Physics and Mechanical Drawing Lab twice a week and my customers were beginning to complain about my late deliveries. They had a right to complain and I recognized this and talked it over with my manager, Mr. S.G. Rees. We agreed that I should leave and then he helped me get a part time job at the Post Office. I worked part time at the Post Office until I got my draft notice. I was sorting mail on night in January, 1943, when one of the city sorters tapped me on the shoulder. He said, "I think this belongs to you", and sure enough it did. I asked Mr. Nelms if I could have permission to take it home and he said OK. I was very happy and proud to be able to go into the Army because the thing I wanted most to be was a navigator. I was good at math and I knew I could hack it. I had one draw back and that was that in order to be an officer in the Army Air Corps you had to be an American Citizen. I was an immigrant and up to that time, too young to apply for citizenship. I was drafted into the Army Air Corps and sent to Radio Tech School in Wisconsin and Radar Tech School at Boca Raton, Florida. While at Boca Raton I worked on my naturalization papers, but I received my overseas assignment before I could take the oath. I was assigned to the 72<sup>nd</sup> Bomb Squadron, 13<sup>th</sup> Air Force in March 1944. We moved all over the South Pacific and in March 1945, we landed in Samar, Republic of the Philippines. I was still trying to get my citizenship papers, but I always managed to miss the authorities who could administer the oath. My Commander called me in one day and told me that one of our planes was going to Manila. The plane would be gone for three days. The Ambassador in Manila could administer the oath. I hitch-hiked on an Army truck from the Air Base all the way to Manila. I went to the American Embassy and I told the lady why I was there and she very slowly and solemnly shook her head and told me that the Ambassador...[LOST LAST SENTENCE]...night I got very depressed and despondent and ended up in a little dive across the street from the Manila Stadium. I made friends with another soldier who was on pass and we both proceeded to get bombed. The whiskey was crude,

green, and bad. I still remember the name of the whiskey which we were drinking, it was “Purple Heart”, and I think I deserve one for drinking it. My friend and I managed to get back to our tents and I had the good fortune of vomiting before I hit my sack. I slept fully clothed and even had my flight cap on when I awoke the next morning. That was my first drunk and I’ve never forgotten it.

The war came to an end just as we were getting ready to deploy elsewhere. Rumor had it that we were going to Okinawa and wait for the invasion of Japan. I was scheduled to go with the advance unit, but instead ended up cooling my heels waiting for transportation to take me home. I came back on an old liberty ship and spent eighteen days in the bottom hold which smelled of human bodies which were placed too close together. Showers were a luxury and the water was rationed. I got back to the States in good shape and my experience on the liberty ship was just another chapter in my book of life.

I was discharged from the Army Air Corps on December 16, 1945. I was discharged at Fort Bliss, Texas, and immediately headed for home. I enrolled at Saint Mary’s University at mid-term in January, 1946.

On October 25, 1946, I was administered the naturalization oath in the Federal Building in San Antonio, Texas and thereby became a full-fledged United States citizen. It meant a lot to me then and it still does.

I picked up my educational pieces and decided on a physics degree. I received my degree in 1950, however, this was the era of the Korean conflict and the business world was uncertain and unstable, so I got a job and waited. As a newspaper and shoe-shine boy around San Antonio, I remember vividly dreaming of being an officer in the United States Army. I used to see these young officers in their “Pinks and Greens” and I’d say to myself that one day I would be one of them. In April of 1951, after having passed all the requirements, the Air Force offered me a direct Commission as a Second Lieutenant and I accepted. And another dream had come true.

In August, 1951, I was called to Active Duty and assigned to the USAF Security Service. I spent nine years with Security Service as an intelligence officer. I served two tours of duty with the headquarters in San Antonio and a tour each in Germany and Japan. My next four years were spent at Rome Air Development Center as a Systems Project Officer.

In April 1963, I was informed of a new assignment at Wright-Patterson. Nobody mentioned UFO’s and probably nobody knew at the time, that I was to become the new and the last Project Blue Book Officer. I arrived at Wright-Patterson during the latter part of July, 1963. My sponsor was Lt. Col. Robert Friend, chief of Project Blue Book from 1959 to July, 1963. Bob Friend had done a tremendous job with the UFO program, but very few people knew it. He did his job, did it well, and stayed in the background. Bob took me around the Base, showed me where all the essential buildings were located, and then introduced me to all his contacts. In this business, contacts are essential in order to get the job done in the minimum time. When the formality of processing was all over, I was introduced to the man who in some ways changed my life and in a way also changed the destiny of the UFO’s. This gentleman was a man who stood six foot, three inches tall, walked straight as an arrow, had a commanding voice, was a West Point graduate, a native of California, Persona non Grata in some circles, and a full Colonel who went by the name of Eric T. de Jonckheere.

Colonel de Jonckheere wasted no time in telling me that he had selected me to be the next UFO officer, he had reviewed my record and considered me qualified to handle the job. He needed an officer with a Physics degree, with maturity, tact, a diplomat, drive, and one who could stay cool under fire. I shook my head—hell, he couldn't be talking about me. I had a Physics degree and I was mature, but the rest of the stuff was not part of my make-up. He asked me to try it for a couple of weeks and then come back and give him a briefing. Bob Friend briefed me on the program and I occupied myself daily by doing background reading and researching. On August 5, 1963, we got a call from the newspaper office in Fairfield, Illinois. The Wayne County Press was having a field day. The first paragraph of the Wayne County Press dated August 5, 1963 read as follows:

An 18 year old boy was chased home Sunday night by a flying saucer or some other unknown heavenly body. The whole neighborhood out this way is talking about it.

### **MY FIRST UFO CASE**

This report triggered other reports; so Bob said that I could cut my teeth on this one. I'll have to admit that I was apprehensive and probably scared, so I was most happy that Bob was heading the team. The other member of the team was Sgt. Charles R. Sharp, who would be our photographer. We left for Fairfield immediately and arrived at our destination late at night. The following morning we visited the Sheriff's office and he briefed us on what had transpired. The sheriff wasn't excited at all and he wasn't the least bit concerned at what had happened. We went to the newspaper office and they gave us names of some additional witnesses. First off, we contacted the young man who had experienced the frightening event. The newspaper reporters had been interviewing him so much that his mother at first refused to let us talk to him. The young man's grandfather interceded for us and then we were able to proceed with the investigation. We started at the beginning where he first experienced the event, on the road from the drive-in movie. We measured angles, distances, times, etc. We went over the same route and reconstructed the event as closely as possible. I was taking most of the notes and Bob was asking most of the questions. We had a star chart with us and the clincher came when the young man told us that he and some friends had stayed up until four o'clock watching the saucer. The saucer disappeared all of a sudden at day break. In order to complete the investigation we had to talk to the young man's girl friend. She had been in the car with him as they were driving back from the drive-in movie. The young lady was bothered by a toothache and she wouldn't sit adjacent to the driver. She was in no mood to be cordial and this possibility bothered the driver to no end. She wasn't excited about her boy friend's experience. Two days after her boy friend had experienced the event, her toothache was gone and she didn't know what all the excitement was about. Before we left Fairfield, we had concluded that the flying saucer chasing the young man was really the planet Jupiter. We had two other sightings to check while we were in Fairfield. We determined that the second sighting was a meteor. We had other witnesses to verify our conclusions. The other sighting was an air to air refueling operation which we verified as soon as we returned to Wright-Patterson.

As soon as we returned to Wright-Patterson, Colonel de Jonckheere asked for a full report. Bob told me to write it up because I'd have to brief the "ole man". I briefed Colonel de Jonckheere and gave him a full account of what had transpired, our conclusions, etc. He nodded his head in satisfaction and said, "you're my new UFO officer". At that time I didn't think I was ready for the responsibility and I told him so. Colonel de Jonckheere looked me straight in the eye and said, "You take this job and do it well or I'll bust your ass". And that, ladies and gentlemen, is how I became a UFO investigating officer.

I'm really very grateful for the opportunity which was handed to me, because only in America could an immigrant Mexican rise to head such an important and controversial project. I learned quickly and matured rapidly. I had to, our critics were many and our friends were few.

## **THE PRESS**

Much has been written about the biases and prejudices of the fourth estate and I'll admit that many times this is true. At one time in my young life, I had accepted the fourth estate as the infallible creature who was constantly in pursuit of the gospel truth. I've changed my mind and now the first question I ask is "who wrote it?", and I'll go on from there. I've had good rapport with the press as a whole, but three or four of them were a real pain in the ass.

The responsibility for dealing with the Press Corps was vested in the Secretary of the Air Force office of Information (SAFOI). It had been their responsibility since the early fifties and they kept it till the very end. SAFOI gathered all the UFO information and they in turn presented this information to the press via periodic news releases. A typical news release on UFO's in the late fifties is as follows:

[INSERT NEWS RELEASE]

This type of news release satisfies very few people and it certainly does not satisfy an inquisitive reporter. The policy at SAFOI in the mid-fifties had been to keep the UFO project office away from reporters and that all UFO data would be released from one central office. The periodic news releases didn't satisfy the communications media and they had themselves a field day. Time after time, the media raked the Air Force because they felt that they were getting meager information. The UFO buffs and the hobby clubs were always available, so they were getting the good press while the Air Force was taking its lumps. The UFO promoters were at their peak during this period and they were selling their garbage at premium prices. The press kept UFO's on the front pages and the public actually believed that the Air force knew of the reality of flying saucers, but wouldn't tell what they knew. The hobby clubs were promoting this philosophy and they were successful in selling it in some high offices of our legislative branch. If you can get Congress to investigate something, you can keep it on the front pages for a few days. The correspondence between Congress and SAFOI was very heavy during the late fifties and the early sixties. Our detractors were many and somehow they always managed to get a favorable press and at the same time the Air Force was made to look like the bad guy

who was inadequate and at the same time was deliberately deceiving the American public. Our intent was just the opposite, we wanted to inform the public of significant events which would be of national interest and at the same time honor all queries from the press.

In early July, 1964, Maston Jacks from SAFOI called to tell me that Emil Sveilis from UPI wanted a personal interview with me and asked me to be available. I sent a memo to this effect to the Colonel and he didn't like it, but he also knew that he couldn't buck SAOFI. In a show down, SAFOI always comes out on top. B/G Arthur J. Pierce was the FID Commander at the time and he didn't like the reporters coming into his classified building, but he didn't object too strongly this particular time. In a way, it was sort of unfortunate that my office was located in the Headquarters Building; because while most of the FTD's activities are classified, my job was not. Access to the building is rigidly controlled, therefore, it's not easy for an outsider to gain entrance unless he has the proper credentials. SAFOI supplied the proper credentials for Mr. Sveilis and he had no problem getting into the building and into my office. Mr. Sveilis conducted his interview in my office and I gave him all the data which he requested. Frankly, even though I had boned up for the interview, I was sweating little green apples. I had never had a personal interview with a reporter before. Sveilis was tough, but he could have been a lot tougher and I guess what saved me in that first interview was the fact that I was perfectly honest and candid with my answers. His story was straight forward and wasn't bad at all. It was a change from some of the stories which had been written about the project. Mr. Sveilis' visit also opened up the door for other reporters to visit the project office. I kept a list of media reporters who visited the office from time to time. The following is a list of individuals who have visited the Project Blue Book office at Wright-Patterson AFB, Ohio, from 1964 to the present. The individuals, who visited the project office were granted personal interviews by the project officer and also had access to all Air Force UFO reports.

Name	Date	Duration
Emil Sveilis, UPI	Jul 64	two days
Tom Olsen, UFO Retrieval Center, Inc.	Aug 64	three days
Hewes, IIOUPO	Sep 64	one day
Jacque Vallee	Mar 65	two days
Richard Lippincott, Scripp Howard	Aug 65	one day
Al Goldberg, Associated Press	Sep 65	one day
Bud Ledwyth, WXBP, Sidney, Ohio	Sep 65	one day
Seymour Hothman, Toledo Blade	14 Sep 65	one day
Bulkley Griffin	Oct 65	two days
Herbert Shuldiner, Popular Science	22 Oct 65	one day
Bill Wise & Stanley Wayman, Life Mag.	23 Mar 66	one day
CBS Reports, Joseph Wershbra & 5 personnel	14 Apr 66	one day
Mort Young, New York Journal American	21 Apr 66	one day
James Trunnel, Courier Journal, Louisville, KY	18 May 66	one day
Carol Clapp, Record Courier, Ravenna, Ohio	27 May 66	one day
Lloyd Mallan, Davis Publications	8 Jun 66	three days
Fred Myers, National Council of Churches	Jul 66	one day
John Weigle, News Chronicle, California	8 Aug 66	one day
Livio Caputa of Epoca Magazine, Italy	2 & 7 Aug 66	two days
Dr. J.E. McDonald, U. of Arizona (3 visits)	Jun & Jul 66	nine days
Barry Trader, KOA TV, Denver	5 Jan 67	one day
Richard Platte, USAE, Joint Operations Gp.	24 Jan 67	one day
Ted Bloecher (Member of NICAP)	4 Feb 67	one day
Roger Peterson, ABC News	15 Feb 67	one day

Alton Blakesly, Associated Press	16 Feb 67	one day
Ron Hite, Herald Dispatch, Huntington, W. VA	1 Mar 67	one day
Jack Jones, Dayton Daily News	6 Mar 67	one day
Lloyd Mallan, Davis Publications	31 May 67	three days
Mr. Roantgen, German TV Correspondent	7 Jul 67	two days
Mr. Clark, Miami Herald, Oxford, Ohio	13 Sep 67	one day
Dr. Robert M. Wood, McDonnell-Douglas Corp.	29 May 68	two hours
Mr. W.S. Elwood, WGVE-FM, School of Gary, IN	19 Jun 68	one hour
Mr. Walter Sullivan, New York Times	28 Jun 68	one day
Mr. Herb Strentz, Northwestern University	17-18 Jul 68	two days
James Finnegan (High School student) N.Y.	12-13 Aug 68	two days
Dr. Robert Nathan, Computer Science, Nathan Computer, Pasadena, CA	22 Oct 68	two hours
Christy Lehman (Wittenburg Univ., student)	30 Oct 68	two hours
Lloyd Mallan, Fawcett Publications	18-22 Nov 68	four days
Mr. William Service, WJRT-TV, Flint, MI	13 Feb 69	one day

The following is a list of personal interviews granted to the news media at their place of business. These individuals did not request access to the UFO files.

<u>Name</u>	<u>Date</u>	<u>Duration</u>
Greg Wallace, ABC Reports	1965	one day
Phil Donahue, WHIO Radio, Dayton	1965	one day
Richmond Virginia Press Club	Feb 65	one day
Scott Craig, NBC Documentary on UFO's	June 65	one day
Phil Donahue, WHIO Radio, Dayton	29 Mar 66	one day
American Society of Newspaper Editors, Washington, D.C.	22 Apr 67	one day

As can be seen from the preceding list, we weren't trying to keep anybody out. However, we were trying to keep traffic to a reasonable size so that we could proceed with our normal daily work. Our image of a secret little office changed proportionally with the number of reporters who visited the project office. In 1966, our critics changed their tactics, and in order to grab a few headlines started accusing the Air Force of incompetence.

The main critic which the Air Force had was the National Investigations Committee on Aerial Phenomena (NICAP). They claimed they had over 10,000 dues paying members. For a monthly fee each member was entitled to receive a monthly bulletin which gave a distorted account of what was happening in the World of Flying Saucers. This bulletin was widely distributed, and also frequently quoted by members of the Free Lance Writing Profession. The NICAP headquarters is located on Connecticut Avenue in Washington, D.C., but it is in no way sponsored or funded by any agency of the United States government. Neither does it have any official government connections or responsibilities. Besides printing its monthly bulletin, NICAP also sold books dealing with flying saucers; and was a natural outlet for books written by its director, Donald E. Keyhoe, Major, USMC (Ret.). Keyhoe has written at least three flying saucer books that I know of, and the NICAP bulletins gave him many columns of free publicity.

NICAP, on two occasions, was the main instigator for Congressional Investigations of the UFO project, but the results were not to their liking. In fact, all the ridicule and venom which their

bulletin heaped on the Air Force only made us strive harder to overcome our deficiencies. In the end, we managed to survive all their criticisms and perform a credible service to the American public. The power of the press is tremendous, but in the end, truth does prevail. I might add that NICAP writers were masters at presenting meager and unverified data as fact. This is what sold their bulletins and procured new members for their pseudo-scientific organization.

Another organization with a wide following, and international in scope, was the Aerial Phenomena Research Organization (APRO), which has its headquarters in Alamogordo, New Mexico. APRO also had a bulletin which was widely distributed and was published professionally on good quality paper. APRO was not an outspoken critic of the USAF UFO program, although at times they did criticize our methods of operation. Their bulletin deals mostly with reporting UFO incidents which have been reported to their international headquarters. Coral E. Lorenzen is the director and she has written a couple of books on flying saucers. APRO has done its share in keeping the interest of flying saucers before the public.

## **CONGRESS AND THE UFO'S**

The Congress of the United States has always been interested in the USAF UFO program. A few members of Congress have managed to grab some spectacular UFO headlines, however, most of these publicity hunting opportunities have either been defeated for re-election or have fallen by the wayside. Many private UFO clubs were formed in the early 1950's. In the beginning the objective in most cases was sincere, however, as time passed the attitudes changed and then their principal pastime and objective was to accuse the Air Force of misleading the public. Most of these clubs professed to study the UFO problem scientifically, but none were competently manned to do so. They were continually bombarding members of Congress with critical letters and those letters in turn were submitted to the Pentagon for necessary action. These hobby clubs have frequently accused the USAF of having a higher office in the Pentagon making all the decisions for Project Blue Book. My office was supposed to be the book keeping extension of that office and I was only the record keeper. The truth of the matter is that SAFOI handled National Public Relations and I handled all operational aspects of the program. AFRDDG monitored the Air Force Program for the Air Staff from 1966 until it was cancelled, and CAR monitored Dr. E.U. Condon's Colorado Project. In all matters dealing with UFO's the buck stopped at Wright-Patterson, consequently all congressional referrals eventually were coordinated by me or my assistant. Letters to members of Congress increased in 1958 and Senator McClellan's sub-committee requested a formal presentation of all aspects dealing with the UFO Program. The briefing was given to the sub-committee on January 31, 1958, and the members seemed satisfied. Politics again plagued the program later on in the year when Senator McCormack's sub-committee requested an up-dated briefing. A full scale briefing was given to the sub-committee and again satisfaction was expressed by the members. The hobby clubs were clamoring for an open-hearing in Congress and this was the reason for all the sub-committee briefings. They needed the exposure and they were applying pressure at the top. Which sub-committee had jurisdiction over Project Blue Book in case of an open-hearing? Was an open-hearing warranted? The hobby clubs convinced some members of Congress that an open-hearing was essential, but the sub-committee as a group were not buying this approach. In 1961, the National Investigations Committee on Aerial Phenomena (NICAP), a privately supported organization, opened a concerted drive to get Congress to hold an open-hearing. NICAP claimed to have the largest UFO membership and at one time I would judge that most of the members spent all of their time writing letters. During my career I received hundreds of letters from their members and Congress received thousands. Because of NICAP's efforts to get an open-hearing, the Honorable Joseph E. Karth, a member of the Committee On Science and Astronautics, decided to conduct an investigation for the full Committee and its chairman, the Honorable Overton Brooks. Congressman Karth sent his ace staff assistant, Richard P. Hines, to Wright-Patterson to investigate all facets of Project Blue Book's operation. Mr. Hines stayed at the Project Office from July 11, through July 15, 1961. My predecessor, Lt. Col. Robert Friend, was the officer in charge of the project at the time. I talked to Bob about Mr. Hines' visit and he told me that it was cordial and thorough.

Donald E. Keyhoe, the director of NICAP signed the original letter to Congressman Karth. Keyhoe requested an open-hearing on UFO's, but in his letter he also laid down some specific demands on how the hearing should be conducted. The demands were absurd and Congressman Karth rejected them firmly. The reply concerning a UFO open-hearing was addressed to Donald E. Keyhoe as Director of NICAP. This letter was signed by Congressman Karth and I insert that letter in its entirety because I have seen excerpts of this letter in the NICAP bulletins. I have never seen this letter published in NICAP bulletins, however, I have seen paragraphs and sentences of this letter, taken out of context, published in some of their bulletins. The full text of this original letter is not easily recognized in NICAP bulletins.

Joseph E. Karth  
 4<sup>th</sup> District, Minnesota  
 Science  
 Astronautics  
 Committee on  
 and

CONGRESS OF THE UNITED STATES  
 HOUSE OF REPRESENTATIVES  
 Washington, D.C.

August 28, 1961

Major Donald E. Keyhoe  
 U.S.M.C. (Ret.)  
 Director, NICAP  
 1526 Connecticut Ave, N.W.  
 Washington, D.C.

Dear Sir,

I have read with interest the copy of your letter to Chairman Overton Brooks including suggested "hearing plans".

Perhaps I have been misled in this whole business of UFO. However, it was my belief that you, your organization, and others like it, actually had proof that UFO's did in fact exist and that you would be prepared to prove this during the course of the hearing. And further, that UFO's were not merely the result of space or atmospheric phenomena, but actually were craft (of sorts) from other planets.

I was sadly disappointed as I read your proposed plan, suggestions, and viewpoints. I cannot help but feel after so reading, that your primary if not sole objective is to 'belittle', 'defame', 'ridicule', (with the least possible publicity, you say) and thereby cause the U.S. Air Force embarrassment unless they bare to you and others, all information you seek, including such information that might involve our nation's security. I too am opposed to unnecessary secrecy. However, unnecessary or unwarranted secrecy is nothing more than a matter of opinion. And so even though you and I are opposed to such, we may well disagree on extent and content. As a former military officer, you in your judgment and knowing all the facts, in all probability withheld from the public, knowledge I would not have considered "secret". I repeat—I have opposed and will continue to oppose unwarranted secrecy. At the same time I will not support a proposition smelling of sour grapes in disguise.

Your letter to Chairman Brooks (including your proposed plan) concerned itself almost totally, in my opinion, with evident dislike and malicious intent toward a great branch of the

military. In fact, it sounded to me like nothing more than cheap service rivalry. Now I hasten to add that I could be wrong, but I have read many plans in my day and must say I recognize a little prejudice and/or dislike when I see it. If you are not in a position to “make a good case” that UFO’s are some kind of foreign craft, I’m not even interested in holding hearings. This I thought to be your purpose. Certainly I’m not interested in listening to headline making accusations (prompted it seems by past gripes) in open debate between you and the Air Force.

It was my every intention to have the Air Force and organizations of good repute, testify on different days so as to get all the facts. This is the custom and the protocol of Congressional hearings. And I might say—I’m not worried about public alarm—I’m much more concerned about grandstand acts of a rabble rousing nature where accusations may be made THAT COULDN’T BE ANSWERED BY ANYONE—The Air Force or NICAP. It’s apropos to point out that under your plan you wouldn’t be answering many questions if any—you’d just be asking them. Anyone can make someone else look bad under these conditions, and I am not a captive of the Air Force, I assure you.

As I have said, I suffered extreme disappointment as I read your plan. Talk about secrecy! In paragraph A of your letter to Chairman Brooks you propose “the Air Force representatives will be directed by the sub-committee to answer all of NICAP officials’ questions in regard to specific UFO sightings, reports, and to all phases of the Air Force investigation”.

However, in paragraph B of the same letter you propose “...and the NICAP representatives will answer full, except for revealing names and certain details of a few reports given to NICAP confidentially”. (Emphasis added.) What kind of honesty, forthrightness, and fairness is that? You demand that a military service of this nation is to divulge everything to you, BUT YOU IN TURN cannot give “certain details” because it is confidential (secret)? Oh yes, I have also read paragraph C of your proposals (It is also agreed that the Air Force may withhold names similarly, where witnesses insisted on this, and also, such minor items as classified radar techniques, aircraft speeds and other relatively unimportant points not bearing on these main questions at issue.) (Emphasis added).

Personally, I don’t feel I need to elaborate on the generosity equivocated by your language in paragraph C. However, no one interested in justice could refrain completely. First of all, what witness honestly interested in the security of his nation, is going to insist to the Air Force that he remain anonymous? (or to your organization for that matter). Secondly, you generously grant the Air Force the privilege of withholding “relatively unimportant points not bearing on main questions at issue”. Very generous, indeed. If you have information which the Air Force is keeping secret, but does not involve national security, I suggest you release it to the newspapers. They love it.

Honestly and sincerely, I make this confession; before I had received copies of your letter (and terms) to Chairman Brooks, I was vitally concerned and interested in what positive and factual information you had on UFO’s and the assistance you might give to the Committee. You dispelled any hopes I had relative thereto in the language on page three: “The chief concern of NICAP Board members and officials is the increasing secrecy dangers—NOT, at this time, final conclusions about UFO’s”. Undoubtedly, I have been misinformed on the purpose of NICAP. I was erroneously led to believe you had factual evidence of some kind about UFO’s.

If I have anything to say about it, your terms, conditions, and suggestions, will not be accepted.

Very truly yours,

Joseph E. Karth

Cc: Hon. Overton Brooks, Chairman  
Hon. John McCormack, Majority Leader  
Subcommittee members

JEK: eb

Donald E. Keyhoe has had NICAP in his hip pocket from the very beginning when it was formed and organized. Keyhoe was retired from the Marine Corps because of physical reasons which he suffered in an aircraft accident. He has written a number of books on flying saucers and he has always taken the position that saucers are real vehicles and therefore must be of extraterrestrial origin. NICAP has been an excellent outlet for his books and for the articles which he has written for various magazines. Some place along the way, Keyhoe decided to dislike the Air Force and he has been on their back ever since. He has used his organization to harass the Air Force, the Congress, Project Blue Book, and SAFOI. There is no doubt in my mind that Air Force reaction to his repeated requests cost the American taxpayer thousands and thousands of dollars. Every time he or one of his members writes a letter to a Congressman, the Air Force, the DoD, or the President, one of us has to drop whatever we are doing and react immediately. Sometimes six or seven people get involved and in some cases General officers and undersecretaries must be consulted when answering a UFO request to a Congressman. The Pentagon reacts to every UFO query from Congress or from any citizen, domestic or foreign. In 1967 and 1968, the Air Force distributed over 40,000 Project Blue Book Booklets. During the period from October 1966 through March 1967 SAFOI processed 9,265 pieces of UFO correspondence which included 108 Congressional referrals and 123 letters addressed to the President. In 1966 and 1967 I was receiving on the average of thirty letters per week and each one had to be answered personally. Some of my replies appeared in the NICAP bulletin, but I didn't mind because I expressed myself the way I felt. In my personal correspondence, I've always called a spade a spade.

NICAP and its Director didn't give up very easily. In 1964, after the Socorro sighting they began a drive for a Congressional open hearing. Since the Committee On Science and Astronautics wouldn't buy their previous hearing requests, they turned their attention on the House Armed Services Committee. The Honorable Carl Vinson was chairman of the Committee in 1964 when he replied to a request for a "Congressional investigation of the Unidentified Flying Object (UFO) problem". He replied thus:

In view of the continued and thorough investigation made by the Department of the Air Force of all reliable reports of Unidentified Flying Objects, I believe that the matter is adequately being studied by the Department and there is no reason for a congressional investigation of this matter.

It's important to bring out that not all Congressmen submitted their UFO queries to the Pentagon for action. The vast majority of them must have staffs that adequately handle this type of correspondence; because I never saw any requests from the majority of them. The few who milked this subject always managed to grab a few momentary headlines.

The pressure was on Congress and every week I'd hear rumblings and rumors that a congressional investigation was imminent. Most of these rumors were circulated by NICAP members,

but they were taking their toll. My staff was overworked and I was near a nervous breakdown from worrying about the politics in the program. General LeBailly, of SAFOI, was also concerned about all the rumors so he asked that a “Scientific Advisory Board” be appointed to investigate Project Blue Book. When I first heard about this I was livid with anger and I remember saying, “God damned, here we go again, another God damned investigation”. After the initial shock I began to welcome the opportunity to talk to the board. I forgot all about the nervous breakdown and began preparing for the presentation. The meeting with the board was to be held on February 3, 1966, at Wright-Patterson. I began preparing for their visit during Christmas week, 1965. I thank God that Dave Moody and Marilyn Stancombe were still with me during that time. Between the two of them, they could put out the work of six people and that happens to be the honest truth! We were ready for the board and we were well prepared. The board was composed of a distinguished lot of prominent scientists. Pick out any name and you’ll find him at or near the top of his scientific expertise.

The Ad Hoc Committee was composed of the following scientists:

Dr. Brian O’Brien (Chairman)  
Consulting Physicist

Dr. Willis H. Ware  
Computer Sciences Division  
The Rand Corporation

Dr. Launor F. Carter  
Systems Development Corporation

Mr. Jesse Orlansky  
ODA

Dr. Carl Sagan  
Harvard University & Cornell University

Dr. Richard Porter

I gave my personal briefing in the conference room in the early part of the morning. After the briefing, the question and answer period lasted for hours. I don’t remember exactly how long it lasted, but it was one hell of a long time. After the question session the members proceeded to my office where all the UFO records were kept. The members reviewed records which were of interest to them because of their field of expertise. They were free to browse through all the records or ask for any specific record which they might be interested in. Late in the afternoon, Dr. Brian O’Brien, chairman of the board, convened an executive working session. Only members of the board were present and I was not asked to attend. The Executive Committee prepared a position paper which was subsequently submitted to the Secretary of the Air Force, the Honorable Doctor Harold Brown. The position paper is titled Special Report of the USAF Scientific Advisory Board Ad Hoc Committee to Review Project “Blue Book”. It is dated March, 1966. The report as submitted to the Secretary is as follows:

## I. INTRODUCTION

As requested in a memorandum from Major General E.B.LeBailly, Secretary of the Air Force Office of Information, dated 28 September 1965 (Tab A), an SAB Ad Hoc Committee met on 3 February 1966 to review Project "Blue Book". The objectives of the committee are to review the resources and methods of investigation prescribed by Project "Blue Book" and to advise the Air Force of any improvements that can be made in the program to enhance the Air Force's capability in carrying out its responsibility.

In order to bring themselves up to date, the members of the Committee initially reviewed the findings of previous scientific panels charged with looking into the UFO problem. Particular attention was given to the report of the Robertson panel which was rendered in January 11953. The Committee next heard briefings from the AFSC Foreign Technology Division, which is the cognizant Air Force agency that collates information on UFO sightings and monitors investigations of individual cases. Finally, the Committee reviewed selected case histories of UFO sightings with particular emphasis on those that have not been identified.

## II. DISCUSSION

Although about 6% (646) of all sightings (10,147) in the years 1947 through 1965 are listed by the Air Force as "Unidentified", it appears to the Committee that most of the cases so listed are simply those in which the information available does not provide an adequate basis for analysis. In this connection it is important also to note that no unidentified objects other than those of an astronomical nature, have ever been observed during routine astronomical studies, in spite of the large number of observing hours which have been devoted to the sky. As examples of this the Palomar Observatory Sky Atlas contains some 5,000 plates made with large instruments with wide field of view; the Harvard Meteor Project of 1954-1958 provided some 3,300 hours of observation; the Smithsonian Visual Prairie Network provided 2,500 observing hours. Not a single unidentified object has been sighted visually in all these observations.

The Committee concluded that in the 19 years since the first UFO was sighted there has been no evidence that unidentified flying objects are a threat to our national security. Having arrived at this conclusion the Committee then turned its attention to considering how the Air Force should handle the scientific aspects of the UFO problem. Unavoidable these are also related to Air Force public relations, a subject on which the Committee is not expert. Thus the recommendations which follow are made simply from the scientific point of view.

## III. CONCLUSIONS AND RECOMMENDATIONS

It is the opinion of the Committee that the present Air Force program dealing with UFO sightings has been well organized, although the resources assigned to it (only one officer, a sergeant, and secretary) have been quite limited. In 19 years and more than 10,000 sightings recorded and classified, there appears to be no verified and fully satisfactory evidence of any case that is clearly outside the framework of presently known science and technology. Nevertheless, there is always the possibility that analysis of new sightings may provide some additions to scientific knowledge of value to the Air Force. Moreover, some of the case records which the Committee looked at that were listed as "identified" were sightings where the evidence collected was too meager or too indefinite to permit positive listing in the identified category. Because of this the Committee recommends that the present program be strengthened to provide opportunity for scientific investigation of selected sightings in more detail and depth than has been possible to date.

To accomplish this it is recommended that:

A. Contracts be negotiated with a few selected universities to provide scientific teams to investigate promptly and in depth certain selected sightings of UFO's . Each team

should include at least one psychologist, preferably one interested in clinical psychology, and at least one physical scientist, preferably an astronomer or geophysicist familiar with atmospheric physics. The universities should be chosen to provide good geographical distribution, and should be within convenient distance of a base of the Air Force Systems Command (AFSC).

B. At each AFSC base an officer skilled in investigation (but not necessarily with scientific training) should be designated to work with the corresponding university team for that geographical section. The local representative of the Air Force Office of Special Investigations (OSI) might be a logical choice for this.

C. One university or one not-for-profit organization should be selected to coordinate the work of the teams mentioned under A above, and also to make certain of very close communication and coordination with the office of Project Blue Book.

It is thought that perhaps 100 sightings a year might be subjected to this close study, and that possibly an average of 10 man days might be required per sighting so studied. The information provided by such a program might bring to light new facts of scientific value, and would almost certainly provide a far better basis than we have today for decision on a long term UFO program.

The scientific reports on these selected sightings, supplementing the present program of the Project Blue Book office, should strengthen the public position of the Air Force on UFO's. It is, therefore, recommended that:

A. These reports be printed in full and available on request.

B. Suitable abstracts or condensed versions be printed and included in, or as supplements to, the published reports of Project Blue Book.

C. The form of report (as typified by "Project Blue Book" dated 1 February 1966) be expanded, and anything which might suggest that information is being withheld (such as the wording on page 5 of the above cited reference) be deleted. The form of this report can be of great importance in securing public understanding and should be given detailed study by an appropriate Air Force office.

D. The reports "Project Blue Book" should be given wide unsolicited circulation among prominent members of the Congress and other public persons as a further aid to public understanding of the scientific approach being taken by the Air Force in attacking the UFO problem.

I was not disappointed with the findings of the Scientific Advisory Board, however, I had hoped that their recommendation would have included a statement regarding the possible termination of the project. No such statement was forthcoming, however, their statement regarding the use of universities to study some UFO phenomena convinced Dr. Brown that this was the route that the Air Force should take. I consider Dr. O'Brien's Ad Hoc Committee a milestone in the final termination of the Project. It happened to work out that way because at that point in time we were worried about survival and not thinking about terminating the project.

## THE MICHIGAN FLAP

I had weathered a few controversial flaps in the past and I was just about to get involved in another. The weather around Dayton in March, 1966 had been unseasonably mild. The rest of the Midwest was getting weather just like ours. I normally braced myself at that time of the year because invariably something always happened. Jack Jones of the Dayton Journal Herald calls the spring, "The silly season", and I agree with him. I had expected something to happen, but I was totally unprepared for Frank Mannor's sighting at Dexter, Michigan on 17 March 1966. When I got to my office the following morning, the switchboard lines were already backing up. News of Frank Mannor's sighting reached the American people via the National Wire Services and the newspapers were calling for an instant evaluation. I had decided not to make any comments except that we were investigating. I got on the line with Selfridge AFB and told them that I was sending Dave Moody to assist them in checking out flight activities, radar, experimental work, and laboratory work at the university. I also decided to send Dr. Hynek to conduct an on the spot investigation of the area, the witnesses, and to make contact with the law enforcement officers in the area. I would stay at Wright-Patterson and guide the operation from my office and wait for the information to filter in. In the meantime, I would check with the National Centers for unusual activity. The next day, Moody called with a negative report. He had also checked out the radar antenna and we decided that couldn't have been the cause. Hynek called early in the morning and told me that reporters and TV cameramen were dogging him everywhere he went. I told him he'd just have to put up with it and do the best he could, but I could tell he was pouting. He claimed that he just couldn't do the job with so many people around. He asked me if he could have a news conference and I said no. This was setting a precedent and I didn't like it. The next day Hynek called again, and informed me that he had a possible solution to Frank Mannor's sighting and I asked him for the details. My secretary, Marilyn Beaumer Stancombe, was on the line taking all the information in short hand. He told me that the solution was "Swamp Gas". I told him to check this out with his colleagues at the university and let me know their reaction. In the meantime, I would check it out with the chemists and botanists on the base. He also wanted me to arrange for a press conference from the Information Office at Selfridge AFB. I was against this from the beginning, but he was insistent and I told him I'd check it out with the Pentagon. I talked to Major Davis and Sara Hunt of SAFOI about the press conference and neither one of them was enthusiastic about the idea, however, in this particular case it could have its merits. Since it was setting a precedent, the decision would have to be made at the top. That evening at 6:30 p.m. I got a call from the Pentagon. It was Major Davis, and General Garland had made an affirmative decision with regards to the press conference. This time it would be an exception; however, I was not to submit requests of this type in the future. Hynek called me at the house at around nine o'clock that night and I gave him the news. The first thing the next morning I called up Selfridge and told them to arrange the conference. Someone suggested the Detroit Press Club as the site of the conference and I couldn't see any objection to that. The reason for the change of sites was the convenience to reporters. The Detroit Press Club is much more accessible than the Selfridge Information office.

I did have specific instructions for Hynek. I wanted to see a copy of his news release before he distributed it to the reporters. I also wanted him to read his release to Sara Hunt at SAFOI, two hours before the conference, so that we could prepare copies for release to the National Media from the DoD press desk. Hynek read his release to Sara and copies were ready for distribution at the designated time. While Hynek was holding his news conference in Detroit, the Pentagon was releasing his finding to the Media in Washington, D.C.

The project took its lumps because many people had not heard of “Swamp Gas”, Misama, Foxtails, Jack O’Lanterns, Will O’the Wisp, Foolish Fire, or Ignis Fatuces. The news media played this sighting to the hilt. The publicity that this sighting received was unbelievable. Hynek became an instant celebrity and the sightings started pouring in. We had a total of 1,112 sightings in 1966 and that total has never been equaled since.

The Michigan Flap also brought cries of indignity from some quarters. NICAP again started a drive to get Congress to listen to its pleas for a congressional hearing. NICAP acquired an ally which they hadn’t up to now. Congressman Gerald Ford got on the UFO bandwagon. It just so happens that Dexter was in Congressman Ford’s district. It was pure politics and he made the national news by demanding that either the Science and Astronautics Committee or the House Armed Services Committee schedule hearings on the subject of UFO’s. He suggested that they invite testimony from both the executive branch of the government and some of the persons who claim to have seen UFO’s. Congressman Ford cited two news media columnists to support his position. Roscoe Drummond wrote a column in which he stated that, “Maybe all of these reported sightings are whimsical, imaginary, or unreal, but we need a more credible and detached appraisal of the evidence than we are getting”. He went on to say, “We need to get all the data drawn together in one place and examined far more objectively than anyone has done so far. A stable public opinion will come from a trustworthy look at the evidence, not from belittling it”. And as a clincher he added, “The time has come for the President or Congress to name an objective and respected panel to investigate, appraise, and report on all present and future evidence of what is going on”. Mr. Drummond has a perfect right to express his opinion, however, I don’t know of one single responsible Air Force official who ever belittled UFO’s or the UFO program. We called them as we saw them and there was no intent to belittle anyone or any event. Congressman Ford also used Bulkley Griffin’s column to further support his position. Mr. Griffin wrote in one of his articles that, “A main conclusion can be briefly stated. It is that the Air Force is misleading the public by its continuing campaign to produce and maintain belief that all sightings can be explained away as misidentified familiar objects, such as balloons, stars, and aircraft.” The record speaks for itself and neither the Air Force or myself have to defend ourselves against such irresponsible statements. Someone on Congressman Ford’s staff didn’t really complete his homework or he deliberately stacked the deck in such a way that all the evidence was in favor of an open hearing. When I heard about Congressman Ford’s proposal I had to shake my head and laugh. An open hearing would be a circus and I didn’t want any part of it. Congressman Ford did get his wish, a congressional hearing was imminent. Someone should ask Congressman Ford what it cost the American taxpayer to hold that hearing and then ask him if he would like to reimburse the taxpayer for the expense; because that hearing was totally unnecessary.

## THE BEGINNING OF A CONGRESSIONAL COUP

It was now pretty well established that a Congressional hearing on UFO's was going to take place. The rumors in the Pentagon were running wild. During the last week of March 1966, Secretary Brown and General McConnell had been appearing before the House Armed Services Committee to discuss the Air Force Posture. At one of the latter meetings, Chairman L. Mendel Rivers had asked Secretary Brown to be prepared to discuss UFO's at the next posture meeting which was scheduled for 5 April 1966. The wheels began to turn and panic started to strike the hearts of some individuals. General Corbin of Legislative and Liaison at the Pentagon started the ball rolling. His office informed the Public Affairs Office at the Air Force Systems Command that a hearing was imminent and to alert Brig. General Arthur W. Cruikshank. Colonel McGarrity of Public Affairs called General Cruikshank on Thursday at approximately two p.m. When General Cruikshank received the call from McGarrity, he got all excited and hollered for Ivy Nammolite, his secretary. Ivy entered his Inner Sanctum and he told her, "Get me that God damned Quintanilla". You would have thought that I was responsible for the hearings. Ivy called me at my office and I asked, "What's up?" She said, "I don't know. He just got a call from Andrews and he's all excited." The Pentagon had already alerted me that morning to start packing, but I wasn't going to do anything until the General had been appraised of what was going to transpire. On my way to the General's office, a thousand thoughts ran through my mind. Cruikshank was not an easy person to communicate with so I really didn't know what to expect. I walked in his office and he immediately told me that McGarrity had told him that he might have to back-up the Secretary at the hearing. I didn't show it at the time, but I remember a feeling of disaster creeping over me. They would tear him to pieces, he knew nothing about the technical aspects of the program and he never bothered to find out because that was my responsibility. After he calmed down, he told me, "you've got two hours to pump me". I shook my head and said, "There's no way for you to retain the information in such a short period of time". He thought about it for a minute and said, "I won't go, you're going, get ready." He called up McGarrity and told him that I would represent the project at the hearing. Cruikshank told Ivy, "Get Quintanilla out of here tonight". It was late, I didn't have any travel orders, plane reservations were all booked, and I wasn't packed. Ivy, cool as a cucumber, told me to go home and get ready and she would call me later. She called later and everything was in order. She booked me on a military T-39 going to Andrews at 5:30 a.m. the next morning. I could pick up my travel orders from the guard and it meant a good nights sleep for me. The next morning while Washington was still sleeping, our little T-39 was gliding into Andrews. McGarrity took me to the Pentagon and a hectic weekend began. He turned me over to the staff in Research and Development and headed back to Andrews. Secretary Brown needed a position paper by Monday morning so we had to get started. There were numerous people involved and I can't honestly remember all of their names. Lawyers, scientists, administrators, and information specialists were all involved at one time or another, while the position paper was being prepared. The position paper was revised and edited at least a dozen times on Saturday and Sunday. Monday morning the paper was submitted to the Secretary and he made a few revisions. Secretary Brown writes very small and he writes on the right hand margin of the paper. His suggestions are short and to the point. It amazes me

how the Pentagon gets anything done, but they manage to produce a lot of paper with a lot of words. I didn't think the position paper would be ready in time, but it was.

Over the weekend, General Corbin had decided that Dr. J. Allen Hynek, the Project Blue Book Consultant might be needed at the hearing. Hynek was contacted and he immediately left for Washington, D.C. He arrived on Sunday night and came over to the Pentagon on Monday. He was introduced to General Corbin and the basic proceedings of the hearing were discussed. I had never been exposed to a hearing before, so General Corbin emphasized that I was not to lose my temper. I was to think about my responses and to answer all questions truthfully. If I didn't know the answer to a question, I was to respond according and not be ashamed. He asked me if I was going to make a public statement for the record, and I replied I was not. He asked Dr. Hynek if he was going to make a public statement for the record, and he also replied that he was not. I'm indebted to General Corbin for his advise and for preparing me for the Monumental Happening of my life. He was good, he was damned good. The moment of truth had arrived, it was a warm, sunny day on April 5, 1966. General Corbin informed Dr. Hynek and I that we were to meet with Secretary Brown in fifteen minutes. I started to shake, after all, I had never met the number one man in the Air Force before. We walked down the corridor to the Secretary's office and it sort of calmed me down. We walked into the Secretary's office and he was standing behind a massive mahogany desk. It must have been twelve feet long. We were introduced, shook hands, and were seated in front of his desk. I glanced around the room and I could see glittering stars glued to broad shoulders all around the room. I had never seen so many General officers in all my life. My Monumental Happening had begun. Secretary brown is a warm, compassionate, intelligent human being. He asked Dr. Hynek and I questions for twenty-five minutes, and I asked myself, "How is he going to remember all of our answers"? When the time came, he was terrific, he didn't miss a lick.

They drove us down to the hill. I had a window side seat and I was looking at the scenery, but my eyes and my brain were not registering its beauty. My thoughts flashed back to that cold November day in 1929 when I walked across the Rio Grande Bridge and to my subsequent boyhood. In the few minutes that it took us to drive to the hill, my whole life time passed before me. I saw a picture of a small boy dragging a long white sack and he was picking cotton. That same boy was picking beans a little later. The climate changed and he had a bucket in his hand and he was picking coal along the railroad tracks. The scene changed and he was walking across the San Pedro creek bridge on his way to the Robert B. Green Hospital with his right eye swollen shut and it was as big as a hand ball. A kind of young intern lanced it and it was as good as new a couple of days later. I had experienced this very same thing in 1944 when I was based in New Guinea. Six Japanese Betty's had penetrated our defenses and were dropping bombs. By the time I got out of my tent, I could hear the bombs whistling and they seemed awfully close. It was pitch black and I started running for my foxhole, but I never made it. I tripped over the guide rope of my tent and fell forward on my stomach. I started digging the ground with my fingernails and my boyhood experience passed in front of me in those few seconds. I had been scared in 1944, was I starting to feel that way again? I had been in danger then, but the stakes had changed since then and now the only thing I had to fear was fear itself.

I took a deep breath and I remembered what General Corbin had told me..."Stay cool, don't lose your temper, answer the questions truthfully..."

## THE COUP

Our car was coming into the parking area of the Same Rayburn building and my mind snapped back to the present. Our escort was waiting for us at the front door and he led us to a foyer off to the side of the main committee room. I was getting fidgety, my stomach was starting to knot up; so I got us and started pacing the hall. After a few minutes, a member of the council staff opened the side door and announced that we could come in. I was one of the last ones to enter the committee room and then all the doors were locked. I looked at the Committee members sitting behind their desks and said to myself, this isn't going to be a circus, it could get kind of rough. The hearing was gavelled open by the Honorable L. Mendel Rivers, Chairman of the House Armed Services Committee. After the introductions we were seated at the head of the table with Dr. Brown. Dr. Hynek was to Dr. Brown's right and I was to his left. Midway through Dr. Brown's statement to the Committee, Chairman Rivers interrupted him and asked, "Mr. Secretary, let me ask you this. Should this be an executive session?" Secretary Brown replied, "No nothing I have said so far has been classified, and nothing I will say." The Chairman asked, "Is there any reason to keep this executive? I think we have a lot of people outside of the door. Let them come in." With that statement, the Chairman of the House Armed Services Committee pulled a political coup from which NICAP and the UFO buffs have never recovered. L. Mendel Rivers had pulled the rug from under the advocates of a public hearing. The hearing was completely open to the news media and to the public. NICAP, in their future news bulletins would cry "foul"; however, the hearing on Unidentified Objects was a matter of Congressional record and all the proceedings were printed in document number 55 dated April 15, 1966.

## THE HEARING

The hearing proceeded extremely well. Dr. Brown was answering the questions beautifully and then Chairman Rivers asked Dr. Hynek, "Is there anything you would like to say to us"? Dr. Hynek: "Mr. Chairman, the press has recently treated me rather unkindly." The Chairman: "You should be chairman of this committee." Dr. Hynek: "The press has described me as "a puppet of the Air Force and has stated that I say only what the Air Force tells me to say. I would like to do something which may be a little daring, and read to the Committee a statement I have prepared which has certainly not been dictated by the Air Force." General Corbin was seated behind me and to my left. When Hynek announced that he would make a statement, I heard General Corbin say, "Oh crap!". He didn't say it very loud but I knew he was upset. Nobody really gave a damn whether Hynek made a statement or not. I remember being extremely angry. I wasn't angry because of his profound statement; the truth of the matter is that Hynek has never made a meaningful or profound statement

with regards to UFO's since I've been on the program. I was angry because I felt he had been disloyal to General Corbin. He had told Corbin that he was not going to make a statement and then he pulled out a five page neatly typed statement from his briefcase. As far as I was concerned, he had deliberately and with premeditated motives lied to General Corbin. I had been losing confidence in Hynek for some time and after the hearing he never regained my original confidence.

As the hearing proceeded, Congressman Stratton from New York, got on the photo kick. Life magazine had printed some photos of alleged UFO's. A couple of them had been taken in Australia. The congressional record indicates the following testimony:

Mr. Stratton: Has anybody examined them in the Air Force?

Major Quintanilla: Mr. Stratton, we have asked for the negatives of those pictures, but the citizens will not turn them over to the Air Force. You cannot force them to turn them over to the Air Force.

Mr. Stratton: They turned them over to Life magazine, haven't they?

Major Quintanilla: You will have to ask them. I don't know, sir.

Mr. Stratton: What has Life got?

Major Quintanilla: I don't know, sir.

Mr. Stratton: Have you examined those particular instances without finding what Life has?

Major Quintanilla: The Air Force has not investigated these instances, sir, and the photographs have not been examined because the negatives have never been turned over to the Air Force.

Mr. Stratton: You have not been in touch with Life magazine to find out what they have?

Major Quintanilla: No sir, we have not.

At this point, Congressman Stratton was starting to get to me. I considered his questions irrelevant and political. Hell, I didn't go around the country tracking down every alleged UFO photo which appeared in National magazines. I also didn't track down UFO photos which appeared in girlie magazines. Some of those photos were more realistic than the ones which appeared in Life magazine.

Mr. Stratton: Don't you think it might be wise to undertake to make an effort to find out whether Life has the negatives, for example, or whether they have been in touch with the individuals concerned?

I was just about to reply to Stratton's question when Secretary Brown whispered to me, "tell him yes", and I immediately replied, "yes sir". I was going to reply completely different than what is in the record, but all it would have done was prolong the hearing. The rest of the questions were straight forward and Chairman Rivers kept the hearing on a business-like basis. We adjourned at 11:55 a.m. and Dr. Brown was immediately besieged by reporters and TV cameramen. I picked up my briefcase and scooted out the side door. My Monumental Happening had just come to a close and everything else that happened in the program after that would be anticlimactic.

**DR. JAMES McDONALD MAKES THE SCENE**

Dr. James Edward McDonald is a professor of Meteorology and Climatology and a Senior Physicist at the Institute of Atmospheric Physics, University of Arizona. Up until May 20, 1966, I had never heard of James E. McDonald, however, our paths were to cross numerous times during the ensuing years. McDonald had called General Cruikshank and requested permission to review everything we had on Project Blue Book. He arrived at Wright-Patterson on Jun 6, 1966, and we didn't hit it off from the beginning. People don't normally affect me this way, however, I formed an opinion about the professor from the University of Arizona almost immediately. McDonald had access to all of the information in Project Blue Book files. He was critical from the very beginning because he had already formed a preconceived opinion of the project. The evaluations didn't suit him and he spent hours reviewing the records. He was a believer of extraterrestrial visitation and no amount of evidence could convince him otherwise. He was looking for flaws in our analysis of the information. He was also quite critical of the Project Blue Book Consultant, Dr. J. Allen Hynek. McDonald accused my staff and I of not giving the Extraterrestrial hypothesis adequate consideration. He was wrong, but he was not easily convinced. I remember driving him to the club that evening and we got into a shouting session in my car, again on the extraterrestrial hypothesis. By this time, I was firmly convinced that McDonald was going to be a pain in the ass and was going to cause me countless hours of needless work. I called up Lt. Col. Maston Jacks at SAFOI the next day and asked him what he knew about Dr. McDonalds. He said he didn't know him personally, however, he had been stationed at SAC Headquarters when the professor had taken it upon himself to question the Air Force's wisdom in placing Titan Missiles in the Tucson area. Jacks recalled that McDonald had put the Air Force on the firing line in the summer of 1960. He claimed that the Air Force was dealing in half truths and was deliberately deceiving the people. He was to make that charge again years later about the UFO program. The same charge, but a different scene and a different set of bad guys. McDonald was grabbing the headlines for awhile, but the Air Force and the people of Tucson won the battle and the Titans were placed in position without any damaging incidents. So James E. McDonald was back in circulation with a different crusade and this time he believed he was loaded for bear.

### **McDONALD CONFRONTS GENERAL CRUIKSHANK**

On the second day of his visit, he requested an audience with General Cruikshank. He also requested to see Dr. Anthony Cacioppo, our Chief Scientist. Dr. Cacioppo was Cruikshank's chief expert on all scientific matters. Dr. Cacioppo knew the UFO program better than any civilian in the Foreign Technology Division (formerly ATIC). ATIC became FTD on July 1, 1963. McDonald had his personal talk with Cruikshank in his office and I was left outside twiddling my thumbs. McDonald had a briefcase full of impressive looking documents, papers, books, articles, etc. Every once in awhile I would catch some gist of the conversation, but never enough to make sense. I wasn't at all happy with the amount of time that McDonald was spending with Cruikshank. My total time spent talking to Cruikshank never even came close to what McDonald had used in just one visit. McDonald scared the

living hell out of Cruikshank. He told the General that he was going back to Washington and was going to present his case before numerous congressmen. As soon as McDonald left the office, Cruikshank hit the panic button. It is sad to see a tiger reduced to a pussy cat, but that is exactly what McDonald did to Cruikshank. From that day forward, I lost all respect for the "tiger". Cruikshank did something that no Commanding Officer before him or after him did to me or to the project. He never gave us a chance to have our day in court to answer the charges which McDonald made against the project. He accepted McDonald's criticism of the project as fact and he proceeded from there. It was because of Cruikshank and McDonald that a few months later I decided to submit my request for transfer.

### **THE BLUE RIBBON INVESTIGATION**

Without consulting me or the Pentagon, General Cruikshank decided to appoint a Blue Ribbon Panel of three officers to investigate Project Blue Book. I wasn't formally informed of the investigation, but I knew what was going on and remember saying, "Another God damned investigation. When are they going to leave us alone?" Cruikshank was transferred to the west coast in August of 1966, but the damage had already been done and his momentous decision turned out to be a waste of time, money, and resources. The panel was composed of Colonel Lou De Goes, top notch administrator, Little All American, and a number one hand ball player; Lt. Colonel Boyce Smith, dogmatic technician, excellent administrator, top notch meteorologist, and a lousy golfer; and Major Muarry Dolan, an excellent physicist, a dedicated professional officer, and a very unimpressive piccolo player. This panel was authorized to use outside facilities and to call on consultants for help they needed. The investigation was thorough, but hell, we'd been investigated before and it wasn't anything new. My staff and I weren't supposed to know what was going on, but sooner or later they'd have to come to us for the records and we'd be able to put the pieces together. This is exactly what happened, the panel came to our office and requested that certain UFO records be turned over to them for review. It was quite evident what had happened. The records that the panel wanted were those records which the hobby clubs had claimed were of paramount importance to prove their cause, and the extraterrestrial hypothesis. Most of these sightings had received newspaper coverage and were well known to the UFO buffs. I suspect that McDonald gave Cruikshank or Lou De Goes a list of the cases, because they're all cases which the UFO buffs like to write about. The panel asked for such cases as Chites-Whitted; Killian; 1952, Washington, D.C.; Ravenna, Ohio; Socorro, N.M.; Dexter and Hillsdale Michigan; Oklahoma; Heflin; Angleton, Texas; St. Clair County; Moneta, Virginia; Reeves in Florida; Exeter, N.H.; Leveland, Texas; Red Bluff, California; and approximately on hundred and fifty other cases. All of the cases that they asked for were well publicized and in most cases the UFO buffs didn't like the Air Force evaluation. The study was supposed to last three months, but it lasted closer to six months. Cruikshank wasn't around to receive his dearly beloved report, he had already transferred to the west coast and had a top position in the Minute Man Program. Colonel Raymond S. Sleeper became the Foreign Technology Division Commander in September, 1966. He received the panel report and filed it someplace; because I never heard any more about it after that. The

investigation was an internal affair, therefore, the report went directly from the panel to the Commander. The outcome of the whole report was that the panel was satisfied with Project Blue Book's performance and they gave us a clean bill of health. Most people in the organization and [MISSING SENTENCE] place between June and December of 1966. During this investigation, Dr. McDonald managed to make another trip to Wright-Patterson. This time McDonald was more interested in talking to members of the panel, but they were scheduled for trips to Rand and to the National Center for Atmospheric Research (NCAR), so he never got to talk to them on that trip.

## **QUINTANILLA REQUESTS A TRANSFER**

De Goes asked me to take care of McDonald in his absence and I went through the ceiling like a cork screw. I didn't like McDonald's attitude and he didn't like my plausible explanations so why should I escort him around and baby sit with him. I was really fed up with the whole works at that time. On July 8, 1966, I asked Marilyn to take a letter. I addressed the following letter to the Commander:

Request consideration to be given to the reassignment of the undersigned to another organization in the Air Force or to another Deputy within FTD. I have been in my present position for three years and have recently lost any objective viewpoint, which I had possessed, in the analysis of reports dealing with Unidentified Flying Objects (flying saucers). I personally do not believe reports dealing with UFO sightings represent vehicles from outer space.

I believe that three years in a job of this type should be enough for any officer. I am tired of fighting off my inquisitors, the press, magazine writers, radio, T.V., and professional agitators. I would appreciate it if you would seriously consider my transfer.

When I got through dictating the letter, I could see tears in Marilyn's eyes, so I left the office. I came back about a half an hour later and the letter was on my desk ready for my signature. I signed it immediately and sent it forward. That afternoon, when everyone was gone I received a call from Dr. Cacioppo's office. He wanted to talk to me before I went home, could I drop by his office? I didn't waste any time getting to his office and I'm sure he could see how distraught I was. The first thing he said was, "What's wrong, Hector"? And I told him exactly how I felt and he understood and he promised to help. I still wanted a transfer and he promised to help in that department also. General Cruikshank had already signed out of the organization and the new Commander was not scheduled to arrive until late August; so my letter ended up on the interim Commander's desk, Colonel Florian Holm. Colonel Holm knew my problem and how I felt, so he gave Big John "AC" Garcia, our personnel officer, the task of getting me transferred out of the organization. John came into my office and asked, "What's the matter, Quint?" I looked up at him and said, "Get me out of here, John, get me the hell out of here, I've had it". Then he remarked, "the big man says you can go, where would you like to go?" I told him that I wanted to go to Eglin, Patrick, or Albuquerque in that order. John had his contacts and he got me a tentative assignment to Eglin, but the transfer never came through. The

Pentagon heard about my impending assignment and they asked that my transfer be held in abeyance and so I stayed with the Project until it was cancelled.

## **THE AIR FORCE'S NUMBER ONE CRITIC**

I managed to survive McDonald's visit in July, but his criticism of the Project and of the Air Force continued at an accelerated pace. He was making frequent speeches all over the country and the newspapers were giving him copious copy. During this period, he managed to get an audience to listen to his prepared speeches every time he went to Washington and amongst this group there was always a sprinkling of high government workers who went to listen to him out of curiosity. He became a UFO consultant to NICAP and this gave him added prestige in his new field of expertise. 1967 was a banner year for Dr. McDonald and he was quoted frequently in the newspapers. The April 6, 1967 Arizona Daily Wildcat quotes him as saying that, "The public has been misled by Air Force reports. I feel that the Air Force has misled us for twenty years. I equate almost all of that misrepresentation to incompetence and superficiality on the part of the Air Force investigators involved with Project Blue Book and its forerunners. Nobody there with any strong scientific competence is looking into the problem. In fact, I have found no one connected with the Air Force program who was at all familiar with details of the past history of the UFO problem. There is, of course, lots of expertise and competence at the disposal of the Air Force; they just haven't utilized any of it on the UFO problem." He was also quoted in the same article as saying, "NICAP and several other independent and private groups unofficially have been investigating the problem for many years, and I regard their methods and results as vastly superior to those of Project Blue Book within the United States Air Force. Incidentally, I have made this same statement to the Air Force." McDonald made the latter statement to me and I accepted it as his biased opinion and he let it go at that. I consider my opinion, with regards to the UFO problem, far superior to his. I consider McDonald's constant prolific writings of the alleged UFO problem to be a pure waste of time. There is no UFO problem, consequently, the money, time, resources, and intellectual discussions spent on this subject could not best be utilized in raising the standard of existence for the Mexicans, Indians, Negroes, Puerto Ricans, etc. I've also often said to myself, "God damned, if McDonald would only exert his energies and drive in the right direction, he'd be a phenomena in itself." I sincerely believe this. He is intelligent, dogmatic, thorough, and dedicated. If he would set his mind to it, he could ease the plight of the American Indian in no time at all, after all, he's living in their territory. He'd give the Bureau of Indian Affairs fits, day and night. To each his own; it's a damn shame that so much talent is going to waste.

Some place along McDonald's life, he acquired an intense dislike for the United States Air Force. He has continued to criticize this branch of the service with intense emotion. On April 22, 1967, he presented a speech before the American Society of Newspaper Editors in Washington, D.C. The title of his speech was "UFO's: Greatest Scientific Problem of Our Times?" McDonald discussed a little bit of everything in his presentation. He touched on the Robertson panel report, Air Force Regulation 200-2, the Conspiracy Hypothesis, the scientists view on UFO's, the nature of the UFO evidence, the need for a Congressional investigation, the University of Colorado Program, the transfer

of research responsibility, the global nature of the problem, some illustrative UFO reports, and then he inserted some editorial comments. His speech had a little bit for everybody, but it didn't really cause much of a ripple among the newspaper editors. Maybe two of his concluding paragraphs had something to do with this. He remarked that, "Scattered through the comments just cited, one finds remarks indicating that there may be a few editors who are speculating on whether the UFO's are extraterrestrial in origin. I believe, on the basis of my extensive study of the UFO problem, that this hypothesis must, in fact, now be given serious scientific evaluation". He didn't grab any headlines with his speech, but after his presentation he remarked to one of the reporters that in 1953 the CIA had instructed the Air Force to adopt a systematic policy of debunking "flying saucers". This is nothing but pure crap. He took a sentence out of context from the Robertson panel report, and expanded it completely out of proportion. The truth of the matter is that the CIA has never been actively involved in the UFO program. Passively, they convened the Robertson Panel and that was the end of their participation. It's fashionable to rip into the CIA, but in this particular case, I think they showed astute judgment by not involving their time and resources into this Air Force program.

Dr. Donald H. Menzel, Harvard University, also presented a paper before the American Society of Newspaper Editors. The title of his paper was "UFO: Fact or Fiction?" It was an excellent paper, down to earth, factual, enlightening, but it was not at all controversial so his newspaper copy was practically zero. The truth of the matter is that Dr. Menzel, in his study of flying saucers, has never been given the credit which he deserves. He has helped the Air Force program on numerous occasions and for this I wish to thank him. The World of Flying Saucers by Donald H. Menzel and Lyle G. Boyd is an excellent book on the UFO phenomena.

## **McDONALD GOES TO AUSTRALIA**

Dr. James E. McDonald has not confined his criticism of the Air Force's handling of UFO's to this country. In the summer of 1967, he took a trip to Australia, New Zealand, and Tasmania. To top it all off, the office of Naval Research (ONR) sponsored this trip. While McDonald was down under, he made numerous UFO speeches, appeared frequently on television, and granted copious newspaper interviews. I had heard that he was making the trip, but I never paid much attention to it, until I got a call from the Pentagon. Did I know a Dr. James E. McDonald? Hell yes, I knew McDonald. Did I know that he was in Australia criticizing the Air Force UFO program? I replied, "So what's new, he does this all the time". Whenever he criticizes the Air Force or some other scientists, he does it under the guise of traditional science; however, when you criticize him, then this amounts to a personal attack or character assassination. My caller (the reason I didn't know this guy was because he was from the DoD and was not one of my normal contacts) then asked my personal opinion of McDonald and I leveled with him. Whew! Stand by, he'd call me back. He called back a little later and I found out what the problem was. McDonald in some of his interviews had criticized the U.S. Air Force and the government in general for their inept handling of the UFO problem. The Ambassador wanted to know why ONR had sent McDonald to Australia to talk on UFO's and to criticize a sister service. When I learned that the Navy had sponsored his trip, I called them every dirty name in the book. I

never messed into Navy affairs and I didn't want them messing into my program. I was going to write an official letter to the Navy asking for an explanation, but more pressing matters demanded my time; so I never got around to it. The matter of sponsoring McDonald's trip to Australia was brought to the attention of the Navy by another source, but they white-washed the whole thing. The truth of the matter is that McDonald's ONR contract should be brought to the attention of the Government Accounting Office and the two people (McDonald and his contract monitor) involved should be required to reimburse the government for an illegitimate trip. According to the white-wash, McDonald was in Australia on some important atmospheric physics research: however, if the number of UFO speeches, television appearances, and newspaper interviews are indicators of his work, then he spent a hell of a lot of time on UFO's and very little time on atmospheric research. My consultant, Dr. J. Allen Hynek, once asked my permission to take a boondoggle trip to Mexico City. He wanted to study the Mexico City power outages to see if there was any connection with UFO's. I not only said no...but hell, no! He took the trip as a private citizen and he paid his own way. I wanted no part of his trip. I can recognize a boondoggle when it's presented to me. My responsibilities were continental UTC's, not international trips spiced with a few UFO interviews.

## **THE UFO SYMPOSIUM**

McDonald had been busy making UFO speeches during the summer of 1968. He kept bad-mouthing the Air Force, but by this time he had lost a lot of his steam. He did, however, convince the burro (Jack Ass) Club to hear his presentation on Jun 3, 1968. His speech to this group was presented at a luncheon meeting in the Rayburn Building. The significance of this speech is that the Burro Club is composed of Congressional Aides and Congressional Staff Members. The title of McDonald's presentation was "Does Congress Have a Responsibility to Investigate the UFO Problem?" In his presentation he criticized the Air Force and also the University of Colorado. The University's study wasn't complete yet; but he took pot-shots at them anyway. When I read the presentation which McDonalds had made before the club I braced myself for another one of their investigations. McDonald found a receptive sponsor for an inquiry in Congressman J. Edward Roush, member of the Committee on Science and Astronautics. Roush had for some time been an ally of the UFO groups. They couldn't have a full blown inquiry because of protocol, so they got around this by calling it a "Symposium On Unidentified Flying Objects". The symposium was held in the Rayburn Building on July 29, 1968. Congressman Roush was the chairman and the list of speakers read like a who's who of extraterrestrial hypothesis proponents. I've never seen such a stacked deck in all of my life and the statements and papers presented by these learned gentlemen of science proved the point. Not one of them presented anything significant, or a plan which was worthwhile in pursuing. These high-brow doctors with all their university rhetoric fell flat on their asses and all their high sounding verbiage barely cause a ripple. The newspaper copy which was given to the symposium was practically nil, however, the exposure of these learned gentlemen before such a distinguished congressional group must have been very self-satisfying. I ask, however, who paid for this worthless symposium where the

absence of Air Force personnel was so noticeable? As a matter of interest, Congressman Roush was defeated for re-election in November of 1968 and was replaced by Congressman Adair.

Dr. McDonald is still around, but I'm not exactly sure what his position on the UFO phenomena is these days. I haven't seen his name in the newspapers for the past six months, however, newspaper copy on UFO's during this period has been practically nil. I don't dislike McDonald, it's just that he and I have different points of view towards the UFO phenomena. I consider it a lot of nonsense and he considers it a worthy scientific problem. Even though I haven't earned a Ph.D. degree, I predict that my philosophy will survive the tests and his will go the way of the tube.

**PROJECT BLUE BOOK'S SCIENTIFIC CONSULTANT**

In the beginning there was a consultant and he stayed almost to the very end. The consultant's name was J. Allen Hynek, who is presently the chairman of the Dearborn Observatory at Northeastern University.

First of all, let me clarify one point which I think is very important. Doctor Hynek was Project Blue Book's consultant and not, an Air Force consultant. I bring this out because too frequently the news media has depicted Doctor Hynek as an Air Force consultant and this is totally in error. The Air Force has never asked Dr. Hynek to be its Unidentified Flying Object consultant. The truth of the matter is that the Air Force has never had a UFO consultant. Special Ad Hoc groups have been appointed to look into Project Blue Book, but that was the extent of their consulting. Doctor Hynek was paid by funds allocated to the Foreign Technology Division and his contract was negotiable every year.

The records do not precisely indicate it, however, available correspondence does indicate that Dr. Hynek helped Capt. Robert R. Sneider and Lt. Smith evaluate astronomical cases for the "Sign" and "Grudge" reports. He also helped Capt. Edward J. Ruppelt evaluate cases for Special Report #14 and it was during this period that Hynek became Project Blue Book's consultant. Ruppelt was the project officer from March of 1951 through September of 1953. In the beginning, Dr. Hynek's primary responsibility was to evaluate astronomical cases which were referred to him. Some place along the line, more responsibility was given to him than the contract called for.

I have never been satisfied with the idea that Project Blue Book should have a single paid consultant. I prefer the multi-scientist-consultant concept on an on-call basis. After all, Dr. Hynek's expertise is limited and his knowledge is mostly general, therefore he could not be expected to perform specialized services. He could not compete with Dr. Charles P. Olivier (meteors), Dr. Donald Menzel (inversions, parhelia), Dr. Charles H. Smiley (astronomy), Dr. William Kellog, (meteorology), Dr. Carl Sagan (theory of galactic civilizations), Dr. Edward U. Condon (spectrography), Dr. Brian O'Brien (optics), and this list could go on and on. Dr. Olivier, Dr. Menzel, Dr. Smiley, and Dr. Sagan have helped the project on specific cases and none of these gentlemen have charged the Project one cent for their sacrifices. I have never had an occasion to contact Dr. Kellog, Dr. Condon, and Dr. O'Brien on any specific UFO cases, however, I am sure that all of these gentlemen would have offered their services to solve a difficult problem. Dr. Hynek is not considered an expert in any of these scientific disciplines and yet all of them have been used from time to time in evaluating UFO reports.

## **THE POLARIZATION BEGINS**

I had never heard of Doctor J. Allen Hynek prior to my assignment as the Project Blue Book officer. My predecessor, Lt. Col. Robert J. Friend, introduced me to Dr. Hynek in July 1963. I'll have to admit that I was awed and impressed the first time that I met Dr. Hynek, however, that feeling diminished proportionally with the number of contacts I had with the good doctor. First of all, let me impress you with the fact that I was in charge of the Project and therefore, had to answer to my

Commander, the Vice-Commander, the Chief Scientist, the Air Force Systems Command, and numerous people in the Pentagon for the operation of the Program. My ass was in a sling and on a number of occasions, because of Hynek's flare for publicity and off-hand remarks, it was bent all out of shape. I was called to task, much more often to answer for his remarks and comments, than I was to answer for mine. Prior to April, 1964, I had very little trouble with Hynek. He complained to me that Dave Moody was not treating him according to his scientific stature or some crap like that. I talked to Dave about it the first couple of times and Dave would come back that he was too busy to baby sit or kiss the Doctor's ass and that if he would get busy and evaluate the cases that were referred to him, that he wouldn't have time to worry about scientific stature. Dr. Hynek and Dave had a thing going and I decided to study it. After I analyzed the situation, I had to agree with Dave. Dr. Hynek would come into the office and he would spend the first couple of hours socializing or gossiping or telling us a lot of nonsense about who was writing books, articles, etc. It was during one of these distracting sessions that I raised my voice and asked Dr. Hynek to confine his visit to case studies and let the rest of the staff proceed with their work.

Our philosophy as to how the program should be administered differed and we began to polarize during the Socorro sighting. I wanted publicity kept at a low key until we could finish the investigation, but he managed to stir up a hornet's nest by making irrelevant remarks. During the first few days of the investigation, the telephone lines to my office were backed up for forty minutes and the lines to the base were backed up for ten or fifteen minutes. By this time the switchboard operators were wishing that I'd move my base of operation to Venus or Mars. They were really very nice and sympathetic, but it created chaos for them on a number of occasions. Sending Hynek to investigate the Socorro incident was my mistake and I began to regret it almost immediately. His part of the investigation didn't add anything significant to the overall report, however, he was now in the national lime-light and he managed to stay there for quite awhile, because the news media depicted him as the "expert UFO Air Force consultant". This prestigious title gained him publicity and recognition which he couldn't possibly get as the chairman of the Dearborn Observatory. Up to this time, Hynek had taken a fairly stable stand with regards to UFO's and the associated phenomena. As the wind changed the desert, so Hynek began to change and I never knew what was coming next. He embarrassed me and the Air Force on a number of occasions; but I kept my cool in public, and wasted no words with him in private. Time and time again I asked him to clarify his comments and remarks and all I'd get would be a weasel word explanation. I had become concerned because at times I couldn't believe what I read in print. For example: In April, 1966, Dr. Hynek stated before the House Armed Services Committee that he had twenty cases which he had "certified as well reported" and was unable to explain. In a letter to Science Magazine of October 21, 1966, he stated that, "I have in my files several hundred reports which are real brain teasers and could easily be made the subject of profitable discussion among physical and social scientists alike". In the December 17, 1966 article of the Saturday Post, Dr. Hynek stated, "of the 15,000 cases that have come to my attention, several hundred are puzzling, and some of the puzzling incidents perhaps one in twenty-five, are bewildering". According to my calculations, this would come to about sixty cases. I'm not surprised at this statement, some of the cases that were puzzling to him were not at all puzzling to me, Dave Moody,

Bill Marley, or Dr. Menzel. The Post article, which was by-lined by “J. Allen Hynek” was captioned as follows: “For years the Air Force has dismissed them as hoaxes, hallucinations, or misidentifications. Now the Air Forces’ own scientific consultant on Unidentified Flying Objects declares that many of the sightings cannot be so easily explained.” I would like to reiterate that Dr. Hynek was never the Air Force’s consultant on UFO’s. Dr. Hynek wrote an article for Playboy Magazines and his title was “The UFO Gap”. The magazines caption for this article was as follows: “America’s leading ufologist-just back from an international astronomer’s conference behind the iron curtain warns that a new Soviet investigative approach could cost us the race to solve the flying-saucer riddle.” This prognostication, just like all the others he made throughout the years, fell flat on its ass because the Soviets weren’t interested in flying saucers. They didn’t believe in them as a threat or a phenomena. I had been getting queries about his unresolved figures from scientific members and also from the news media, so for the record I wrote a memo and asked Dr. Hynek to identify those cases which he considered unresolved and also to identify the number; was it twenty, sixty, one hundred, or one thousand? Also, would he identify how many of these were Air Force cases and how many were from his own personal file. Just after I had written the memo, I received a block-buster through the mail. The January-February, 1968, issue of the UFO Investigator had just been disseminated through the mail and the front page caption read as follows: “Surprise Warnings: In a courageous new declaration, Dr. J. Allen Hynek-Air Force Chief Scientific consultant on UFO’s has made this surprising disclosure: If the Colorado Project’s conclusion is completely negative-denying UFO reality-he will take the wraps off his personal files of good unexplained cases and make them public.” Once again, he was depicted as the Air Force consultant, which he was not. I make a point of this, because I called this to his attention on numerous occasions, but each time he would advise me that it was the news media who was at fault and not him. Just for the record I never believed him and I always expressed dismay and surprise at such inaccuracies by the news media. As I said before, I had to make excuses for his remarks and comments, but they always turned out to be a “misquote”. Right after his bomb in the UFO bulletin, I asked for an official position on his unresolved cases. The Pentagon had now become involved in the figure controversy, so Dr. Hynek’s reply had to be addressed to the FTD Chief Scientist. I submit Dr. Hynek’s letter to Dr. Cacioppo in its entirety.

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Department of Astronomy

Lindheimer Astronomical Research Center

27 February 1968

Dr. A. Cacioppo:

I understand that some remarks I have made in the past relative to the number of unsolved cases in the Air Force files and in my personal files have caused some concern and that a clarification has been requested. In particular, references have been made to my statement before the House Armed Services Committee where I said that I had 20 good cases that I couldn't explain. Apparently at other times, I may have used a somewhat different figure, although I do not recollect at the moment in what context. Nonetheless, the misunderstanding occurs solely because the absence of the word "only" has not been noted. I picked "20" more or less out of the air; I could just as well have said 40 or 50, or perhaps even a hundred. After all, I could have said several hundred since in the Air Force statistics themselves there are listed well over 600 cases that are unidentified. But if I have 600 cases then I also have 20 in a sense that a man who has \$100 certainly has \$3.00.

As one increases the number of stated "unknowns" one necessarily reduces their "quality". When I said 20 I was thinking of the very best, and most puzzling and best documented cases. When one says that there are several hundred unknown cases, one must necessarily include a number of "one-witness" cases and of cases which have not, because of lack of funds and staff, been adequately investigated.

If we want a number, for the sake of having a number, I think we might settle on 50 as a number which I could support. This would include some one-witness, but in all cases it would represent articulate reports, reasonably well-documented, and from witnesses whose reliability there is no overt reason to question.

I hope this sets the matter straight and I am sorry to have caused confusion by perhaps stating different numbers at different times. I might call attention to the fact that in just the 1966 cases officially submitted to the Air Force, there are 32 cases which are classified as "unidentified". Many of these, however, have not been adequately investigated in my opinion, and might not remain unidentified if thorough treatment had been accorded them. I hope this helps to clear up this little bit of confusion.

Sincerely Yours,  
J. Allen Hynek

JAH:lp  
Cc: Major Hector Quintanilla  
John J. Sweeney

I am not going to comment on Dr. Hynek's reply to Dr. Cacioppo's letter except to say I'm sure glad I didn't waste all those years getting a Ph.D. so I could write letters which make statements such as, "If I have 600 cases, then I also have 20 in the sense that a man who has \$100.00 certainly has \$3.00." If you don't recognize this as a bunch of bull-shit, then you and I didn't go to the same school together. Dr. Cacioppo, myself, and the Pentagon didn't accept his reply as a valid explanation and as far as I know that is the way it stands today. Dave Moody was right, "Bull shit is bull shit no matter who slings it". Dave was an old Navy Swabee and he could recognize it from a long way off.

A head-on confrontation between Dr. Hynek and it was apparent and after the Congressional hearing I was never to trust him again. It came to my attention that on a number of occasions he tried to undermine my official position. Somewhere in the Pentagon, there is a letter addressed to Dr. Harold Brown, Secretary of the Air Force, in which Dr. Hynek recommended that Major Hector Quintanilla Jr., Chief of Project Blue Book, be replaced by Lt. Col. Robert J. Friend, my predecessor. I have a copy of Dr. Brown's reply to Dr. Hynek, it was dated February 7, 1967. Dr. Brown expressed

satisfaction with my work and the following year I received two letters of Commendation, one from General LeBailley and one from General Giller. Dr. Hynek is a prolific letter writer and again wrote to Dr. Brown on May 25, 1967. Hynek sent me a courtesy copy of this letter and in it he suggests that an independent civilian scientific backup group be established to help Blue Book. He stated that such a group could "take the monkey off the Air Force's back". The rest of his letter is a bunch of crap. He predicts embarrassment and due consequences for the Air Force. He used to predict such consequences at least once each year and I must admit that as a prognosticator he batted exactly zero. Dr. Hynek's letter to Dr. Brown is typical of the way he operates. Dr. Brown had already announced that the Air Force was looking for a University to undertake a scientific study of the UFO phenomena, so Hynek recommends something which was already in the mill. Actually, what Hynek was hoping to do was impress Dr. Brown and then have Northwestern University selected as the lead University in the forthcoming UFO study. Hynek wanted to direct the study group and the only way he could do this was to have Northwestern University selected as the lead University. Hynek had asked me and Sara Hunt of SAFOI to put in a plug for Northwestern, however, both of us kept quiet and then watched his political maneuverings go down the tube. Northwestern was never in the running. In the summer of 1966, Dr. Hynek appeared in a talk show in New York and someone in the audience asked him about our file system. Our file system was manual and the cases were filed by date, month, and year. The case reports were cross-indexed and we could usually retrieve a case within a matter of two or three minutes. There was nothing magic about it and it worked for us. When Hynek came back from his trip to the east, he told me how dismayed this individual was that our case files were not mechanized. He suggested that we mechanize the sighting information. I told him that I didn't think the expense justified the end results. I wasn't at all impressed with his rhetoric on how he could manipulate the information and what grand and glorious things he could find. He wasn't satisfied with my attitude, so he took his case to the Pentagon. The Pentagon sent the recommendation back to me and I told them that for our purposes we didn't need machine files. The Pentagon decided to ask Hynek for an unsolicited proposal and if it was acceptable it would be funded by FTD. They got a proposal and it was a beauty. I laughed like hell when I saw the price tag. To mechanize the files, it would cost FTD in excess of a quarter of a million dollars. This price did not include the cost of maintaining the files after they were mechanized. Needless to say, saner minds prevailed and automating the files became a dead issue. I'll have to admit that I was biased from the beginning and I really never gave it serious consideration. Mechanizing the files meant more people and I wasn't interested in building a monumental empire.

1966 was the year which convinced me that Dr. Hynek had lost his usefulness to the project. I decided to keep his services to a minimum and use him only when it was absolutely necessary. It was during this period that I decided to start referring mostly Astronomical cases to him. This way I could save some of my resources for the unexpected which always seemed to occur in the spring and summer. I also decided to curtail his frequent visits to Wright-Patterson in 1967, because the budget was getting tight. I managed to do both of these successfully, but Dr. Hynek didn't like it at all, although we could accomplish the same amount of case studies on a selected basis.

In October of 1966, the University of Colorado was awarded a contract to study the UFO phenomena and Dr. Hynek was very disappointed because he was not included in their plans. He asked me if he could visit the University of Colorado and talk to them about their study, I wrote him a letter and asked him not to go to the University unless he was invited. Although I had written him a letter asking him to stay away from the Colorado study group, it didn't bother him any; because he went to Denver and met with two members of the study group and Dr. James McDonald. He paid for his trip out of his own private funds.

An underground movement to discredit the Colorado study was afoot and I'm happy to report that it fell flat on its ass. That group could never muster enough support to do any serious damage, however, various members did spread out throughout the country to preach their philosophy. It was never a popular movement among scientists, although one of their members did brag that many, many scientists supported them. I never believed him. If that had been true, the pressure would have reached the top and I would have felt it at my level, but I never did.

Dr. Hynek was interested in the Colorado groups operation from the very beginning. He actually wanted to be an integral part of the group, but this would have brought in a member with a pre-conceived philosophy of the UFO phenomena. For this reason I tried to keep Dr. Hynek away from the Colorado group while they were conducting their study. I didn't like to make a federal case out of it, I just wanted to restrain him, so that they could organize their own investigative techniques and at the same time make their own evaluation. I succeeded to a certain extent, however, at the beginning he did conduct a couple of investigations with the group when they invited him to do so. One of the reasons the group asked him to lead a couple of investigations was to learn of his technique. I didn't interfere, because his technique consisted of talking to witnesses and that is about the extent of his technique. He would come back with all the taped dialogue, or his notes, and we would do all the spade work. In a number of articles which he has written he has mentioned that the Air Force did not give certain cases the "FBI" treatment. To me, his statements were just a bunch of mumbled words, uttered for the benefit of a receptive audience. He never did submit to me a complete investigative report; a report in which all details were checked and verified. Anybody can collect information from a witness, however, try checking and verifying that information and that is where the real work comes in. The Air Force didn't give UFO cases the alleged "FBI" treatment (whatever that means), however, we took great pains in verifying the information, the activity, and in making an honest effort to determine what type of stimulus caused the observer to report a UFO. I don't think the Condon Committee ever found out what the "FBI" treatment was either, because I don't remember them mentioning it in their report.

## **THE TERMINATION**

The hand-writing for terminating Dr. Hynek's contract was on the wall since as far back as the middle of 1966. I had become convinced that Hynek's association with Project Blue Book was no longer an asset, it had for all practical purposes become a liability. I had given Hynek a free hand in conducting the investigation at Dexter, Michigan, and I was very distressed and extremely dissatisfied

with his formal report. It was not a report that you would normally expect to get from a scientist. I would classify it as sophomoric, incomplete, and inconclusive. Hynek's statement before the congressional hearing further convinced me that he was more interested in other aspects of the UFO phenomena. His interest certainly was not the Air Force UFO program or the scientific aspects of the UFO. His public statements are replete with remarks about the magnitude of the UFO problem. The incident which convinced me that Dr. Hynek was a liability took place on April 17, 1966. Early in the morning of April 17, Deputy Sheriff Dale Spaur and W.L. Neff chased a large domed object, fifty feet across and maybe seventy feet high. The object was purplish-white in color and it was headed towards the east. Spaur and Neff took off after the object and chased it for eight-six miles all the way from the vicinity of Ravenna, Ohio, to the Pennsylvania border. At times, the speed of their police car exceeded one hundred miles per hour. The Ohio papers carried this story for days. The day after the story hit the papers I got in touch with Spaur, Neff, and the police chief of Mantua. I asked them straight-forward questions and they gave me straight-forward answers. I had already begun to check with my positive sources. I checked all balloon launchings for western and northern Ohio. I checked all radar stations in northern Ohio for any unusual or experimental airborne vehicles. I checked with Holloman for any super pressure balloon activity in Ohio. I checked the Pentagon for any classified activity, the Space Detection Center for satellites, and the forest rangers for any help they might be able to give me. Everything that I checked was negative except for satellites and the astronomical charts. There were three visible satellites at the time when Spaur first sighted his saucer-shaped craft rising from out of the tree line. The planet Venus was also prominently visible in the east. Spaur and Neff never caught the object, it zoomed off into the sky as daylight approached. This sighting received more than its share of publicity and the newspapers around Ravenna ran a series of articles on UFO's. The interest was high because the gentlemen involved were police officers. This type of situation is extremely ticklish, because you always have a loser. It's a shame that it has to be this way, but it happens to be a fact of life. Dale Spaur, the newspaper, NICAP, and the sheriff didn't like my evaluation. They exerted pressure on Congressman Stanton and he in turn exerted pressure on the Pentagon. Congressman Stanton wanted me to re-investigate the case, so I drove up to the Portage County courthouse for my interview with Spaur and Neff. The minute I walked into the sheriff's office I could feel a sense of futility. Waiting for me to arrive was Carol Clapp of the Record Courier, two members of NICAP, plus the sheriff. I was to conduct my interview in front of all these people and this was the wrong approach. I concluded my interview and I wasn't at all happy. There were a number of inconsistencies in my second interview, but I could understand this and it really didn't alter my original evaluation. Spaur had been talking to everybody that would listen to him and inconsistencies are going to crop up under this type of atmosphere. Spaur had told me that a few days after he had chased the original object, he had spotted it again while making his rounds at about nine o'clock at night. He told me that he had nicknamed it "Floyd". I drove back to Wright-Patterson with an ominous feeling. I didn't like what was happening to Dale Spaur and yet I was powerless to help him. I called the Pentagon and told them that I didn't find any new evidence which would change my original evaluation. Someone made the remark that Congressman Stanton wasn't going to like it and that statement proved to be true. I had hoped that the publicity on the case would die down, but the Record Courier had a good thing going

and they milked it dry. Also, NICAP was very active around Ravenna and they weren't about to let it die. It has been my experience in cases like this, that the longer publicity drags it out, the worse the principal witness gets hurt. This is exactly what happened to Dale Spaur. A few months after his encounter with the UFO, his life was a disaster. Dale Spaur would never be the same man again. He lost his job, his family, his friends, and he found very little respect among his neighbors. The proponents of extraterrestrial visitation had used Dale Spaur and he wasn't aware of it. When Dr. James E. McDonald visited the Project office in June of 1966, he asked me to reconsider Dale Spaur's case and to place it in the "unidentified" category. Because McDonald was a scientist, I decided out of courtesy to him, to send Dr. Hynek the case file on Spaur's sighting and I asked him for his advice. I also sent Dr. Hynek NICAP's report on the sighting. A few days later, he replied that he had not personally investigated the sighting, therefore, he was reluctant to give me an evaluation. This struck me as funny, because he frequently evaluated case files without conducting a personal investigation. I knew what the problem was, Carol Clapp and Dr. McDonald were applying pressure and he wasn't about to get caught in the middle. The thing that really drove me up the wall was when he advised me to change my evaluation because the case was "politically hot". He reasoned that a policeman, a Congressman, a professor, a reporter, the biggest hobby club in the United States were all involved and if I didn't change my evaluation they would make life miserable for me. They did make life miserable for me, but I never did change the evaluation. I would have changed the evaluation on scientific merit, but not because of political pressure. Dr. Hynek's political advice convinced me that I really didn't need him as a scientific consultant.

I was in favor of replacing him with four or five consultants; all experts in their scientific fields. I drew up such a list, however, it was never made a matter of record, so it really doesn't exist. The reason for this is that in the summer of 1966 the Secretary of the Air Force asked the Air Force Office of Scientific Research to find a University which would undertake an independent UFO study. Although the Pentagon had no control over Hynek, they suggested that the Project keep him in case the selected University needed his background experience. Instead of terminating his contract for the next three years. The truth of the matter is that Hynek's contract was renewed in the summer of 1968 for 1969, because the University study was late and would not be completed on schedule. Had the University study been on time, then Hynek's contract would not have been renewed for fiscal year 1969. Dr. Hynek's contract was renewable every fiscal year, so on June 30, 1969, his old contract lapsed and a new one was not drawn up. That is how Project Blue Book lost its consultant. It's ironical that in 1966 Dr. Hynek recommended that I be replaced and in the end I held the option whether to retain him or get rid of him. I didn't wish to retain him, so I just never invited him back. The termination of Dr. Hynek's contract saved the Foreign Technology Division a few thousand dollars every year. Hynek had been well paid for his services as a UFO consultant.

**A PLAN TO END CONTROVERSY ONLY CREATES MORE OF THE SAME**

## THE SEARCH FOR A UNIVERSITY

You would think that finding a University to undertake an independent study of the UFO phenomena would be easy, but exactly the opposite proved to be true. The only university that was really eager to undertake such a study was Northwestern University and this would have placed Dr. J. Allen Hynek as the Director of the Project. It was the Air Force's intent to have impartial scientists from reputable universities study the UFO phenomena independently and with complete freedom. Those universities which had members on their staff who had publicly expressed strong opinions regarding UFO's would be excluded. This automatically excluded Northwestern University (Dr. J. Allen Hynek), the University of Arizona (Dr. James E. McDonald), and Harvard University (Dr. Donald Menzel). The philosophies and views of these three gentlemen were well-known and the Air Force wished to avoid controversy from all sides. There were numerous capable Universities throughout the country and the following were discussed and given consideration at the preliminary meetings.

Rensselaer, Troy N.Y.	Washington
Columbia	Rice
New York University	University of Texas
Yale	Vanderbilt
Cornell	Duke
University of Dayton	University of Florida
Carnegie Tech	Georgia Tech
Utah	University of Georgia
Colorado	Iowa
Wisconsin	Illinois
Chicago	University of California
UCLA	Oregon

There were and are universities that are aware of the UFO phenomena and will not have anything to do with the Program under any circumstances. Some university presidents were not willing to get involved with the UFO's and would not even discuss the subject. This, I might add, was the typical reaction and the burden of convincing university presidents to discuss and undertake the UFO study was carried by a young broad-shouldered doctor by the name of J. Thomas Ratchford. Dr. Ratchford was a project scientist in the Solid State Sciences Division when he was given the task of selling the program to a reputable university. What the Air Force was trying to accomplish was simple and straight-forward. The following is an extract of the original proposal:

The objective of the research is to significantly advance understanding of phenomena relating to UFO through an interdisciplinary investigation of a wide spectrum of outstanding scientists. The decision to strengthen scientific investigations of UFO's was based on a recommendation by the A.F. Scientific Advisory Board, which reviewed the resources, methods, and findings of Project Blue Book, the Air Force's program to investigate and evaluate UFO reports.



A research agreement, valued at approximately \$300,000 is being negotiated with the university by the Air Force Office of Scientific Research to analyze phenomena associated with UFO sightings and to make recommendations on the Air Force's methods of investigating and evaluating UFO reports—a program known as Project Blue Book. A report is expected to be made to the Air Force in early 1969.

Dr. Edward U. Condon will direct the scientific phases of the work, while Robert J. Low will serve as project coordinator. Principal investigators working with Dr. Condon will be Franklin E. Roach and Dr. Stuart W. Cook.

Dr. Condon, former director of the National Bureau of Standards (NBS), is a professor of physics at Colorado and a fellow of the Joint Laboratory for Astrophysics which is co-sponsored by the university and NBS. Mr. Low is an assistant dean of the university's graduate school. Dr. Cook is chair man of the university's psychology department, and Dr. Roach is an astrophysicist with the Environmental Science Services Administration.

Colorado is expected to select several other universities to take part in the research. These and other consultants will bring the number of scientists involved to over 100.

The National Academy of Sciences has indicated its willingness to assist by appointing a panel—at the time the Colorado report becomes available to the Air Force—to review the investigating team's work. This panel will not be part of the investigating team, but will provide a further independent check on the scientific validity of the method of investigation.

In announcing the selection, Air Force Secretary Harold Brown said, "We are more than pleased to be able to place this grant with respected individuals in a university of such high standing in the scientific community. Additionally, the location of the university should prove invaluable to the investigators, since the National Center for Atmospheric Research and the research headquarters of the Environmental Science Services Administration are located at Boulder. These organizations conduct research on the properties of man's natural environment, specializing in the physical characteristics of the atmosphere and the near-space medium."

Air Force Project Blue Book files, as well as any other UFO information in possession of the Air Force, will be made available to the team. Additionally, all Air Force installations within the U.S. will assist the team if requested. The investigators will, however, conduct their research independently of and without direction from the Air Force.

The decision to enter into a research agreement for this work was based on a recommendation of the Air Force Scientific Advisory Board which completed a review of the resources, methods, and findings of Project Blue Book earlier this year. While complimenting the Air Force on the organization of Project Blue Book, the Board recommended that the program be expanded to include investigation of selected sightings by independent scientists.

Within the Department of Defense, the Air Force has the responsibility of investigating UFO reports. The Air Force has been investigating such reports since 1948 under its role of air defense of the United States, and the responsibilities of receiving, investigating, and evaluating UFO reports.

END

(DOD Release No. 388-66, May 9, 1966, refers.)

## **DR. E.U. CONDON**

As soon as Dr. Condon and Bob Low had organized a nucleus of working investigators and evaluators, they requested a briefing from Project Blue Book. The briefing took place at the University of Colorado on November 21, 1966. My assistant, 1<sup>st</sup> Lt. William F. Marley, Jr., and I briefed the Condon Committee on the Status of the Project. I discussed the chronological history of the UFO program since its inauguration, while Lt. Marley discussed the status of current UFO cases. After our presentations there were many questions that we answered for the Committee. By the way, Lt. Marley

was a metallurgist and a graduate of Virginia Military Institute. I stole him from one of the other sections and he turned out to be a cotton-picking gem. I made an observation of the University group and I inserted it in my trip report. It went as follows: "It became apparent that the University group was extremely naïve with regards to the complexity of the UFO program, however, the learning cycle for these gentlemen should be quite rapid and they should be productive within a short period of time." My observation turned out to be correct, because by January 1967, the group was well versed on the complexity and enormity of the problem. I could sense this by the questions which the group was now asking the Project Office. I returned to the University of Colorado on January 18, 1967. Dr. Condon wanted another briefing and this time I left Lt. Marley behind to take care of the shop. If I needed anything, I could pick up the phone and get Bill to send it to me right away. Everything went along fine and our discussions were fruitful, but I got a slight jolt at an evening cocktail party. I had been invited to a party given in honor of the attendees to the "Fluid Mechanics" symposium. I was wearing my uniform because I was on temporary duty; so I was very conspicuous. The jolt came, when a number of these learned gentlemen of science came up to me and voiced their opinions with regards to Dr. Condon's wisdom in accepting the challenge of the UFO study. Without exception, they expressed their concern that Dr. Condon would be hurt no matter what conclusions were reached in the study. All of these scientists knew Dr. Condon well and had on some occasions given thought to the UFO phenomena. On the way home, I remember saying to myself, "My God, what have you guys done to this man who has contributed so much to science." I said those words or something like them on a number of other occasions before the study was finished. In the end, Dr. Condon excelled again, and rose above his critics and detractors while they feel by the wayside. Charlatans, phonies, and mediocre took their turn at undermining him or his efforts but history will judge his study was an honest attempt to place an emotional subject in its proper perspective.

On my second trip to Boulder, I got a treat which I had been looking forward to for a long time. I frequently called NORAD for Radar and Space information. I knew my contacts name, but I had never met them personally and now my opportunity was right around the corner. Dr. Ratchford and Bob Hippler had arranged for NORAD to give Dr. Condon's group a complete briefing. The briefing was to run the gamut from Unclassified Material to the very highest security classification. The group was met by Major General Oris B. Johnson and after his welcome he turned us over to his briefing officers. All of us in the group heard information which we had not heard before and we also learned a number of things which none of us will ever be able to discuss. It was a first class eye opener and all of us were quite impressed. After the briefings and review of some operational film, we were invited to walk through and to talk to the analyst in Cheyenne mountain. This is where the action takes place and it's an exciting little hole. The operation is first class and the gentlemen who are manning the equipment and looking for the first signs of danger are dedicated people. I personally am very proud of them. I was impressed with their computer rigs and their up-date techniques. I was very happy with the trip and I was glad that Dr. Ratchford and Col. Hippler had set the meeting up.

## **THE COMMITTEE ASKS FOR CASES**

Now that the preliminary discussions were over, the group was ready to get down to serious business and study individual cases. Dr. David Saunders made a trip to the Project office and spent three days just going through the case files and tagging those cases which the group wanted to study. The cases which Saunders tagged were sent to the Base Reproduction Center for duplication. The cases were reproduced in their entirety and nothing was left out. On his first trip Dr. Saunders picked out about two hundred cases. Later on, Bob Low also made a trip and he tagged a whole stack of cases. These were also reproduced and mailed to the Condon group. A good portion of the cases which were selected were those cases which at one time or another had received wide-spread publicity in the Communications Media. The Condon group was supplied with a list of alleged controversial cases, by NICAP and these cases were reproduced for their study. In these particular cases, the Condon group had the Air Force file and the NICAP file for their study. This information was coded and mechanized for subsequent use. I never saw the NICAP files, however, I do know that the Colorado group did use their information in the study. They also used that information which they collected themselves in their personal investigations. During this period there was frequent communication between my office and Dr. Condon's group. They would ask for certain case files, movies, photos, artifacts, and we would supply whatever we had in our possession. We were determined to cooperate with Dr. Condon's group and we gave them everything we had and I say that we never kept anything from them. I had good rapport with Dr. Condon's group and it lasted for the life of the study.

## **DR. CONDON HAS INTERNAL PROBLEMS**

Dr. Condon had some internal personnel problems with three members of his group. I could foresee two of his problems, but I was not going to meddle into the internal affairs of Dr. Condon's group. I could foresee the trouble just by the type of questions which two members of his group asked. I have been asked certain questions so frequently, that instinctively I can tell the line of questions which will follow. I remember telling Bill Marley that Dr. Condon was going to have trouble with two members of his staff. I figured that Dr. Condon would have problems because of their personal philosophies with regards to UFO's however, this was not the reason they were discharged. Look Magazine, in their May 14, 1968 issue, published an article which depicted Dr. Condon as the bad guy and the two gentlemen which were discharged from his staff as the good guys. The whole thing was played up completely out of proportion to the amount of space it deserved. Dr. James E. McDonald supplied Look Magazine with a letter which was extracted from one of the files at the University and the author tried to portray that as a conspiracy which had taken place. This was not true and the article smelled of nothing but yellow journalism. A couple of congressmen who got excited over any article that was pro-UFO, I had expected an avalanche of critical letters, but it never materialized and if I remember correctly, I had a total of six letters and the language that was used was nothing like what I had expected. SAFOI had also geared itself to answer a whole bunch of angry letters from irate citizens, but it never happened. The article never caused the kind of controversy or interest that it was

intended to cause. NICAP was elated over the Look article, but what the hell, it didn't take much to please them.

## **THE COLORADO STUDY GROUP HAD CRITICS**

Dr. Condon's report was not due to be finished until the latter part of 1968, however, as early as the spring of 1968 there was a movement to undermine his work. In December, 1967, a small group of professors met in Denver, Colorado. My project consultant, Dr. J. Allen Hynek, was part of this group. Also, two members of this group belonged to Dr. Condon's staff at the time. Another member of this select group was my number one critic, Dr. James E. McDonald from the University of Arizona. In the spring of 1968, one of the attendees of this group wrote a letter to Dr. Frederick Seitz, President of the National Academy of Sciences, and criticized the Colorado project and their forthcoming report. The National Academy of Sciences was the agency which was to review Dr. Condon's report. The letter to President Seitz didn't cause a ripple, how in the hell can you comment on or criticize a report which hadn't been written or edited. This letter is typical of how the pro-UFO groups work. They load up a shotgun with buckshot, fire it, and hope that the spray will hit some sensitive spot which will give [sic] their cause some free and biased publicity. At this particular time, the UFO critics and hobby clubs were suffering from lack of favorable publicity and they were grasping for any events which took place during this time, however, the UFO disciples were busy making speeches for a lucrative fee. It was during this time, July 29, 1968, that the Committee on Science and Astronautics held their "Symposium on Unidentified Flying Objects". As I said before, this symposium was stacked with believers in the extraterrestrial theory. Dr. J. Allen Hynek, my consultant, made a statement before this group and the first paragraph is as follows: "My name is J. Allen Hynek. I am a professor of Astronomy at Northwestern University, Evanston, Illinois, where I serve as chairman of the department of Astronomy and Director of the Lindheimer Astronomical Research Center. I have also served for many years, and still do, as scientific consultant to the U.S. Air Force on Unidentified Flying Objects, or UFO's. Today, however, I am speaking as a private citizen and scientist and not as a representative of the Air Force". This statement is contained in the Congressional document number 97-818, Air Force records indicate that Dr. J. Allen was never a UFO consultant for the United States Air Force. He was a UFO consultant to Project Blue Book and he was paid from those funds. Dr. Hynek again tried to pass himself off as an Air Force consultant, which is a prestigious title that is not deserved by a mere project consultant.

This period was a busy one for the University of Colorado group. They were busy putting their report together and hoping to meet their deadline. It soon became apparent to them that the report was too voluminous and that the established deadline was going to have to slip. I was disappointed, however, I would rather read a complete comprehensive report, than a shoddy, incomplete, meaningless one. Besides, as far as I was concerned, the future of the UFO in America depended a great deal in what Dr. Condon had to say and what he found in his study. I had hoped that Dr. Condon would finish his report before the new administration took office, but the report was not released to the Air Force until the second week of January, 1969.

## THE REPORT GOES DIRECTLY TO THE NATIONAL ACADEMY OF SCIENCES

I had no prior knowledge of the release date of the report until two hours before it arrived in Washington, D.C. Dr. Ratchford called me from his office at the Office of Applied Research (OAR) and told me that he was on his way to Dulles to pick up the report. Dr. Condon had placed the report on a plane in Denver and it was flown direct to Washington. A panel of members from the National Academy of Sciences was to convene in Washington to review Dr. Condon's report. I don't think anyone in the Air Force knew who the members of the panel were going to be and I don't think it really mattered to any of us. We were anxious to read the report and to have the panel review it and pass its judgment. The panel completed its review of the report in private and then released its findings to the public and to the Air Force. The members of the review panel were as follows:

Gerald M. Clemence, Chairman  
Yale University

H.R. Crane  
University of Michigan

David M. Dennison  
University of Michigan

Wallace C. Fenn  
University of Rochester

H. Keffer Hartline  
The Rockefeller University

E.R. Hilgard  
Stanford University

Mark Kac  
The Rockefeller University

Francis W. Reichelderfer  
Washington, D.C.

William W. Rubey  
University of California at Los Angeles

C.D. Shane  
Santa Cruz, California

Oswald G. Villard, Jr.  
Stanford University

SAFOI had decided to release the complete report and the comments from the National Academy of Sciences on January 9, 1969. The information was to be released to all the communications media at the same time. Somehow, the New York Times released the information a few hours before the rest of the communications media and that is where I got my information with regards to the findings and conclusions of the report. I didn't get the complete report of the National Academy of Sciences comments until two days later.

The National Academy of Sciences comments were directed to the Honorable Alexander A. Flax, Assistant Secretary of the Air Force. The cover letter was signed by Dr. Frederic Seitz, President of the National Academy of Sciences and it contained the following pertinent remarks.

As you know, a final draft of this report was made available to the panel on November 15, 1968. Under the chairmanship of Dr. Gerald Clemence the panel has devoted substantial time and effort to a careful review of the scope, methodology, and findings, of the Colorado study group and has prepared and unanimously approved the attached report, which I am pleased to transmit on behalf of the panel.

The Academy accepted this task because of its belief in the importance of making available to the government and the public a careful assessment of the scientific significance of UFO phenomena which have been variously interpreted both in this country and abroad.

Substantial questions have been raised as to the adequacy of our research and investigation programs to explain or to determine the nature of these sometimes puzzling reports of observed phenomena. It is my hope that the Colorado report, together with our panel review, will be helpful to you and other responsible officials in determining the nature and scope of any continuing research effort in this area.

Finally, may I add that the report of the reviewing panel was prepared and is being made available for the sole purpose of assisting the government in reaching a decision on its future course of action. Its use in whole or in part for any other purpose would be incompatible with the purpose of the review and the conditions under which it was conducted.

From the very beginning, Secretary Brown had insisted that any independent study of the UFO phenomena be reviewed by the National Academy of Sciences. Dr. Condon had accepted this from the beginning and if the Academy had refused to review the report, then he would never have undertaken the project. The Academy panel had been charged with the responsibility of providing an independent assessment of the scope, methodology, and findings of the University of Colorado study. In order for the panel to accomplish its task, they found it necessary to familiarize themselves with various scientific points of view which had been presented in a number of publications, reports, papers, and documents. In their review of the Colorado study, the panel substantially agreed with the report's conclusions and findings. The reports conclusions, findings, and recommendations are as follows:

Section I  
Conclusions and Recommendations  
Edward U. Condon

We believe that the existing record and the results of the Scientific Study of Unidentified Flying Objects of the University of Colorado, which are presented in detail in subsequent sections of this report, support the conclusions and recommendations which follow.

As indicated by its title, the emphasis of this study had been in attempting to learn from UFO reports anything that could be considered as adding to scientific knowledge. Our general conclusion is that nothing had come from the study of UFO's in the past 21 years that has added to scientific knowledge. Careful consideration of the record as it is available to us leads us to conclude that further extensive study of UFO's probably cannot be justified in the expectation that science will be advanced thereby.

It has been argued that this lack of contribution to science is due to the fact that very little scientific effort has been put on the subject. We do not agree. We feel that the reason that

there has been very little scientific study of the subject is that those scientists who are most directly concerned, astronomers, atmospheric physicists, chemists, and psychologists, having had ample opportunity to look into the matter, have individually decided that UFO phenomena do not offer a fruitful field in which to look for major scientific discoveries.

This conclusion is so important, and the public seems in general to have so little understanding of how scientists work, that some more comment on it seems desirable. Each person who sets out to make a career of scientific research, chooses a general field of broad specialization in which to acquire proficiency. Within that field he looks for specific fields in which to work. To do this he keeps abreast of the published scientific literature, attends scientific meetings, where reports on current progress are given, and energetically discusses his interests and those of his colleagues both face-to-face and by correspondence with them. He is motivated by an active curiosity about nature and by a personal desire to make a contribution to science. He is constantly probing for error and incompleteness in the efforts that have been made in his fields of interest, and looking for new ideas about new ways to attack new problems. From this effort he arrives at personal decisions as to where his own effort can be most fruitful. These decisions are personal in the sense that he must estimate his own intellectual limitations, and the limitations inherent in the working situation in which he finds himself, including limits on the support of his work, or his involvement with other pre-existing scientific commitments. While individual errors of judgment may arise, it is generally not true that all of the scientists who are actively cultivating a given field of science are wrong for very long.

Even conceding that the entire body of "official" science might be in error for a time, we believe that there is no better way to correct error than to give free reign to the ideas of individual scientists to make decisions as to the directions in which scientific progress is most likely to be made. For legal work sensible people seek an attorney, and for medical treatment sensible people seek a qualified physician. The nations surest guarantee of scientific excellence is to leave the decision-making process to the individual and collective judgment of its scientists.

Scientists are no respecters of authority. Our conclusion that the study of UFO reports is not likely to advance science will not be uncritically accepted by them. Nor should it be, nor do we wish it to be. For scientists, it is our hope that the detailed analytical presentation of what we were able to do, and of what we were unable to do, will assist them in deciding whether or not they agree with our conclusions. Our hope is that the details of this report will help other scientists in seeing what the problems are and the difficulties of coping with them.

If they agree with our conclusions, they will turn their valuable attention and talents elsewhere. If they disagree, it will be because our report has helped them reach a clear picture of wherein existing studies are faulty or incomplete and thereby will have stimulated ideas for more accurate studies. If they do not get such ideas and can formulate them, clearly, we have no doubt that support will be forthcoming to carry on with such clearly-defined, specific studies. We think that such ideas for work should be supported.

Some readers may think that we have no wandered into a contradiction. Earlier, we said that we do not think study of UFO reports is likely to be a fruitful direction of scientific advance; now we have just said that persons with good ideas for specific studies in this field should be supported. This is no contradiction. Although we conclude after nearly two years of intensive study, that we do not see any fruitful lines of advance from the study of UFO reports, we believe that any scientist with adequate training and credentials who does come up with a clearly defined, specific proposal for study should be supported.

What we are saying here was said in a more general context nearly a century ago by William Kingdon Clifford, a great English mathematical physicist. In his "Aims and Instruments of Scientific Thought" he expressed himself this way:

Remember, then, that (scientific thought) is the guide of action; that the truth which it arrives at is not that which we can ideally contemplate without error, but that which we may act upon without fear; and you cannot fail to see that scientific thought is not an accompaniment or condition of human progress, but human progress itself.

Just as individual scientists may make errors of judgment about fruitful directions for scientific effort, so also any individual administrator or committee which is charged with deciding on financial support of research proposals may also make an error of judgment. This possibility is minimized by the existence of parallel channels, for consideration by more than one group, of proposals for research projects. In the period since 1945, the federal government has evolved flexible and effective machinery for giving careful consideration by more than one group, of proposals from properly qualified scientists. What to some may seem like duplicated machinery actually acts as a safeguard against errors being made by some single official body. Even so, some errors could be made but the hazard is reduced nearly to zero.

Therefore, we think that all of the agencies of the federal government, and the private foundations as well, ought to be willing to consider UFO research proposals along with the others submitted to them on an open-minded, unprejudiced basis. While we do not think at present that anything worthwhile is likely to come of such research each individual case ought to be carefully considered on its own merits.

This formulation carries with it the corollary that we do not think that at this time the federal government ought to set up a major new agency, as some have suggested, for the scientific study of UFO's. This conclusion may not be true for all time. If, by the progress of research based on new ideas in this field, it then appears worthwhile to create such an agency, the decision to do so may be taken at that time.

We find that there are important areas of atmospheric optics, including radio wave propagation, and of atmospheric electricity in which present knowledge is quite incomplete. These topics came to our attention in connection with the interpretation of some UFO reports, but they are also of fundamental scientific interest, and they are relevant to practical problems related to the improvement of safety of military and civilian flying.

Research efforts are being carried out in these areas by the Department of Defense, the Environmental Science Services Administration, the National Aeronautics and Space Administration, and by universities and nonprofit research organizations such as the National Center for Atmospheric Research, whose work is sponsored by the National Science Foundation. We commend these efforts. By no means should our lack of enthusiasm for study of UFO reports as such be misconstrued as a recommendation that these important related fields of scientific work not be adequately supported in the future. In an era of major development of air travel, of space exploration, and of military aerospace activities, everything possible should be done to improve the training of astronauts and aircraft pilots in the recognition and understanding of such phenomena.

As the reader of this report will readily judge, we have focused attention almost entirely on the physical sciences. This was in part a matter of determining priorities and in part because we found rather less than some persons may have expected in the way of psychiatric problems related to belief in the reality of UFO's as craft from remote galactic or intergalactic civilizations. We believe what the rigorous study of the beliefs—unsupported by valid evidence—held by individuals and even some groups might prove of scientific implication here that individual or group psychopathology is a principal area of study. Reports of UFO's offer interesting challenges to the student of cognitive processes as they are affected by individual and social variables. By this connection, we conclude that a content-analysis of press and television coverage of UFO reports might yield data of value both to the social scientist and the communications specialist. The lack of such a study in the present report is

due to a judgment on our part that other areas of investigation were of much higher priority. We do not suggest, however, that the UFO phenomena is, by its nature, more amenable to study in these disciplines than in the physical sciences. On the contrary, we conclude that the same specificity in proposed research in these areas is as desirable as it is in the physical sciences.

The question remains as to what, if anything, the federal government should do about the UFO reports it receives from the general public. We are inclined to think that nothing should be done with them in the expectation that they are going to contribute to the advance of science.

This question is inseparable from the question of the national defense interest of these reports. The history of the past 21 years has repeatedly led Air Force officers to the conclusion that none of the things seen, or thought to have been seen, which pass by the name of UFO reports, constituted any hazard or threat to national security.

We felt that it was out of our province to attempt an independent evaluation of this conclusion. We adopted the attitude that, without attempting to assume the defense responsibility which is that of the Air Force, if we came across any evidence whatever that seemed to us to indicate a defense hazard we would call it to the attention of the Air Force at once. We did not find any such evidence. We know of no reason to question the finding of the Air Force that the whole class of UFO reports so far considered does not pose a defense problem.

At the same time, however, the basis for reaching an opinion of this kind is that such reports have been given attention, one by one, as they are received. Had no attention whatever been given to any of them, we would not be in a position to feel confident of this conclusion. Therefore it seems that only so much attention to the subject should be given as the Department of Defense deems to be necessary strictly from a defense point of view. The level of effort should not be raised because of arguments that the subject has scientific importance, so far as present indications go.

It is our impression that the defense function would be performed within the framework established for intelligence and surveillance operations without the continuance of a special unit such as Project Blue Book, but this is a question for defense specialists rather than research scientists.

It has been contended that the subject has been shrouded in official secrecy. We conclude otherwise. We have no evidence of secrecy concerning UFO reports. What has been miscalled secrecy has been no more than an intelligent policy of delay in releasing data so that the public does not become confused by premature publication of incomplete studies of reports.

The subject of UFO's has been widely misrepresented to the public by a small number of individuals who have given sensationalized presentations in writings and public lectures. So far as we can judge, not many people have been misled by such irresponsible behavior, but whatever effect there has been has been bad.

A related problem to which we wish to direct public attention is the mis-education in our schools which arises from the fact that many children are being allowed, if not actively encouraged, to devote their science study time to the reading of UFO books and magazine articles of the type referred to in the preceding paragraph. We feel that children are educationally harmed by absorbing unsound and erroneous material as if it were scientifically well founded. Such study is harmful not merely because of the erroneous nature of the material itself, but also because such study retards the development of a critical faculty with regard to scientific evidence, which to some degree ought to be part of the education of every American.

Therefore we strongly recommend that teachers refrain from giving students credit for school work based on their reading of the presently available UFO books and magazines. Teachers who find their students strongly motivated in this direction should attempt to channel their interests in the direction of serious study of astronomy and meteorology, and in the direction of critical analysis of arguments for fantastic propositions that are being supported by appeals to fallacious reasoning or false data.

We hope that the results of our study will prove useful to scientists and those responsible for the formation of public policy generally in dealing with this problem which has now been with us for 21 straight years.

The majority of press copy with regards to the Colorado study was straightforward and quite favorable. I was extremely pleased with the way *Time*, *Newsweek*, *New York Times*, *Washington Post*, *Science*, *Dayton Daily News*, *NBC*, *ABC*, and *CBS* commented on the report. Their comments were serious and informative. The saucer buff's were not going to accept the study's conclusions without a verbal fight, so staff members of NICAP called a press conference. They protested vehemently that the study had ignored vast amounts of reliable unexplained cases. It was the same old crap, if it wasn't endorsed or invented by NICAP, then criticize it or tear it down. The saucer buffs had good reason to be annoyed and concerned. The study had shot down a number of their pet philosophical theories, from which they have never recovered. Interest in the hobby clubs was diminished and the study certainly didn't help them recruit intellectual members or help their financial situation. After the Colorado study was released, UFO's and flying saucers were no longer front page copy and we decided to make our move.

**THE END IS PLANNED**

Dr. Condon's report was thoroughly studied, reviewed, and criticized by various members of the Air Staff and by the staff at Project Blue Book. Everyone who reviewed the report and who had been intimately associated with Project Blue Book agreed that it was a good study and required some action on our part. Major Dave Shea, Lt. Col. Jim Aikman, and myself were determined that the negative inertia which was present on the staff at the time that the Robertson Panel Report was released would disappear. Dr. Ratchford and Dan Taylor of CAR would contribute, but the ball game now belonged to the Air Staff. We decided to convene a meeting and invite the Commands which had been intimately involved with the program. The Pentagon sent out the invitations and the meeting was set for 19 February, 1969. We had a good cross-section of representatives and everyone was allowed to criticize the report, state his Commands' position with regards to UFO's, and to submit recommendations. I was prepared to have a knock-down-drag-out sort of meeting, but it never materialized that way and the conclave broke up with one unanimous decision: We now have a hammer so lets use it. I left the meeting delighted, full of hope, and anxious to break the news to my Commander Colonel George R. Weinbrenner. There was one thing that all my Commanders; Colonel Raymond S. Sleeper, George R. Weinbrenner, Brig. General Arthur J. Pierce, and Brig. General Arthur W. Cruikshank, had in common and that was "Project Blue Book was a great big pain in the ass". That quote came from Colonel Sleeper, but the rest of my Commanders felt the same way and said the same thing using different words. The Project was a drain on space, money, engineering, talent, clerical help, and it subjected the organization to unwanted publicity. Every time a reporter came to visit me, my Commanders would cringe for fear that my remarks would bring the organization unwanted publicity. This happened a couple of times, but no lasting damage was ever done.

## **THE PACKAGE**

On the plane back to Wright-Patterson I kept thinking about my next assignment. Would it be Elgin, Hanscom, or "oh no, not Rome, New York again". I wasn't too keen on going back to zero degree weather again. As soon as I got into Dayton I informed Colonel Weinbrenner and Dr. Cacioppo of the conclave's decision. Colonel Weinbrenner was extremely happy and told me to stay with it and keep him informed. I passed many memos to Colonel Weinbrenner during the period July to December, 1969, because the "package" which recommended canceling Project Blue Book hit many snags. The "package" as we referred to it was a series of documents and papers which supported the recommendations to cancel the Project. At one time, the "package" measured two and one-half inches. Every time some General didn't like a word, sentence, or paragraph, the changes had to be incorporated and that portion had to be re-typed. Generals in the Pentagon like to express themselves by using pet words and expressions and this causes a lot of re-write when you try to get their coordination signature on a document. The biggest snag we hit was in the General Council's office. They had the package for at least two and one-half months, but in all fairness to them their job was

one of the toughest. Their main task is to protect the Secretary and every word, phrase, and sentence could have an ominous meaning if used in the wrong way. Needless to say, the re-write was tremendous after the General Council reviewed the package. A word here, a phrase or sentence there, and back to the typewriter went the complete package. I was mad at the time because of the time delay, but they did a hell of a good job. The delay was not really all their fault either.

## **THE GENERAL COUNCIL**

There were a couple of incidents which happened during this time which cause the General Council to drop his work on the package and concentrate on other efforts. One of these, was the insistent request by Congressman Morris K. Udall that we supply his constituent, Dr. James E. McDonald, with certain file information which was considered confidential. McDonald wanted certain names and addresses of witnesses to specific sightings and we wouldn't give them to him. Congressman Udall interceded in McDonald's behalf, but I wouldn't budge. In my early days as chief of the Project, I had been burned twice for releasing the names of witnesses and I wasn't going to get burned any more. One naïve newcomer to the Pentagon suggested to me that it might be best if I gave McDonald the information which he wanted. To his suggestion I replied, "No, hell no", however, I would be willing to send him the original files and he could reproduce them and send McDonald any information which his little heart desired. I had placed the monkey on his back and he must not have liked the load, because he never called again. We supplied McDonald with the sighting information which he requested, however, I deleted all names and addresses from reproduced copies. He could have gotten the same information without going through Congressman Udall, however, this procedure requires the involvement of five or six other high level people and guarantees some kind of instant response. I can't really blame some of the Congressmen, but I wish some of their Aides would grow up and learn how to screen the mail for legitimate and worthwhile requests. I've had some idiotic requests pass through my desk, which weren't worth the effort, but I've had to comply in order to satisfy some Congressional Aide's use of his Congressman's franking signature. If you ever want to get a response to a problem or question, it doesn't matter how idiotic it might be, write your congressman and you'll get some sort of answer. Just remember that some poor son-of-a-bitch in your government's structure had to do all the research and the writing to supply you with the answer. Chances are, your Congressman never got to see your letter and never got to see his reply to you. I'm not knocking the system, it's the best I've seen.

## **THE COORDINATION**

When the General Council finished his critique of the package and signed the coordination sheet, we thought we had it whipped, but we hit snags all over the Pentagon. Too many people worried about things that were none of their business, consequently delays were frequent until they could be convinced that their suggestion or question had been taken into consideration. In most offices, the

coordination was accomplished by a General officer or equivalent civilian chief. At the beginning, I never thought that my piddling little project would cause so much concern at such a high level in our government structure, but it did. Before the Air Force UFO Project could be cancelled the directive to accomplish that task had to be coordinated at the Air Staff level, and the last person on the chain of command at that level was General Ryan, the Chief of Staff. The next level of coordination was the Secretary's level and the Honorable Fred Seamans was the final coordinator at this level. The next level was the DOD, however this was more of a courtesy coordination and no delays or snags were anticipated after Secretary Seamans affixed his signature.

## **THE ANNOUNCEMENT**

It was now December, 1969, and eleven months had passed since Dr. Condon had submitted his report to the Air Force and to the nation. Traditionally, December is a bad month for any action in the Military Civilian Service structure. Everyone is occupied with Christmas baskets for the needy families, parties, leaves, etc. I really hadn't expected the Secretary to announce his decision to cancel Project Blue Book during Christmas week, however, that is exactly what happened. On the sixteenth of December, 1969, Major Shea from the Pentagon called and informed me that a news release was to be issued the following day announcing that Project Blue Book was to be cancelled, effective immediately. I called up my immediate boss, Colonel Richard Bagnard, and told him the good news. He told me that he would pass the good news to the "ole man", however, I was to go ahead and write a memo for the record. Lt. Carmen Marano, who had been my assistant since September of 1968, and I had prepared ourselves for an avalanche of telephone calls. As soon as the news hit the Wire Services, the telephone started ringing. For a few days we were busy answering questions and then the telephone stopped ringing. Boredom began to creep in as we waited for the official word to close the office. Sharon Cosby, my secretary after Marilyn left, Carman and I spent a boring two weeks waiting for the official word. We knew it was on its way, but it was held up at Command Headquarters because of the holiday inertia. During those two weeks, I had time for luxurious thoughts about the program's past. I could also feel that the end was near and it would only be a matter of time before we would put the project to rest. As boredom left us, a certain degree of sadness began to take its place.

## **THE END IS NEAR**

The news got around that we were closing our office, so in no time at all everything was parceled out. John Ballard, our Security Officer, had a need for my office and the old UFO file cabinet, so it was bequeathed to him without ceremonies. Major Frey, our Staff Weather Officer, had the good fortune of getting my lovely secretary, Sharon Cosby. Lt. Colonel Shra, won out in the end and my physicist assistant, Lt. Carman Marano went to work for him. I was on my way out of the service, so no special plans were made for me.

Lt. Marano and Sharon started indexing the files, so that we could start packing them. I started

reviewing each one of the file cases for content and arrangement. It was tedious work, but it had to be done and when we started packing the cases it was orderly and very neatly done. The files were packed in new boxes and each one was labeled. The decision was made by the Pentagon that the UFO case files would be deposited in the Historical Division of the USAF Archives at Maxwell Air Force Base, Alabama. Dr. Mawar was in charge of the Division and he and I talked at length about the transfer. The ground work for the transfer was discussed between he and I and we could foresee no problems. We finished packing the files and now all I needed was an aircraft to transport the files and myself to Maxwell. Colonel Weinbrenner had decreed this. I was to baby sit with those files until the Archives had officially signed for them. The task of getting an aircraft was assigned to Tony Ajar, Chief Transport Coordinator for FTD. Tony called me up one Friday afternoon and told me that he had an aircraft, but it was going to Miami first. I told him so, hell, what if we got diverted and had to land in Cuba, I'd be in a hell of a pickle. Five days later he called me up and told me that he had diverted a C-118 that was going to New Orleans. They would take me and the records to Maxwell, but I had to have the records loaded by ten o'clock. I told him that he was out of his ever-loving mind, but that I would try. I chased Tony and John Eckler all over the God damned base and finally caught up with them as Base Operations. Tony and John had loaded the records on the plane and little beads of perspiration were running down their faces. I had to laugh as I told them, "You guys really want to get rid of me, don't you?" They both laughed and Tony said, "Hell, yes, now start walking up the ramp, your plane is waiting", and it had been waiting for about five minutes. I felt like a very important person, however, my task was to deliver some very important papers.

**THE END OF A \$20,000,000 FIASCO**

The flight to Maxwell was nice and easy. As soon as we touched down a truck was on its way to unload the records. We reached the Archives in about five minutes and I turned the records over to the Custodian. It was a simple task with very little dialogue and no ceremonies. That simple task ended my responsibilities as the Chief of Project Blue Book and the Foreign Technology Division was no longer the record keeper for the UFO files. Essentially, that ended the Air Force's association with a \$20,000,000 fiasco. I say essentially, because the Air Force still has to maintain the records for an indeterminate period. My feeling is that the records should be permanently retired, however, pressure from the hobby clubs will keep them open for a while longer. The Air Force is still on the hook and the American taxpayer will continue to pay for maintaining worthless records. Such is the way of pressure groups and American politics.

In the end, the communications media had a tremendous influence in the termination of the USAF UFO program. Their straight forward reporting of Dr. Condon's study convinced the American masses that the USAF UFO project was no longer necessary. One singular person deserves the gratitude of his fellow countrymen and that is Dr. Edward U. Condon. His efforts saved the American taxpayer many millions of dollars. He was not afraid to speak his piece, even though he knew that it would not be popular with most of the hobby clubs and various academic cliques.

Projects Blue Book, Grudge, and Sign have been retired and so ends another chapter of Air Force contribution to American history.

**OBSERVATIONS OF AN EX-INVESTIGATING OFFICER (UFO)**

The Air Force has kept detailed records of all UFO reports which have been submitted to the Project office at Wright-Patterson Air Force Base. The following statistical data was derived from those records.

Total UFO reports (sightings) submitted to the Project office

<u>Year</u>	<u>Total Reports</u>	<u>Source</u>
1947	102	case files
1948	166	“ “
1949	370	“ “
1950	243	“ “
1951	170	“ “
1952	1,225	“ “
1953	509	“ “
1954	487	“ “
1955	545	“ “
1956	670	“ “
1957	1,006	“ “
1958	627	“ “
1959	390	“ “
1960	557	“ “
1961	591	“ “
1962	474	“ “
1963	399	“ “
1964	562	“ “
1965	887	“ “
1966	1,060	“ “
1967	1,000	“ “
1968	392	“ “
<u>1969</u>	<u>148</u>	“ “
	12,580 total reports	

STATISTICAL DATA FOR YEARS 1953-1966

(on following page)



## STATISTICAL DATA FOR YEARS 1953-1965

### TOTAL CASES BY CATEGORY

	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	TOTAL
Astronomical	175	137	135	222	341	231	144	235	203	136	85	123	250	2,417
Aircraft	73	80	124	148	218	106	63	66	77	68	73	71	222	1,389
Balloon	78	63	102	93	114	58	31	22	37	19	28	20	36	701
Insufficient Data	79	103	95	132	191	111	65	105	115	94	59	99	85	1,333
Other	62	58	65	61	120	93	75	94	77	65	58	88	126	1,042
Satellite	0	0	0	0	8	18	0	21	69	77	82	142	152	569
Unidentified	42	46	24	14	14	10	12	14	13	15	14	19	16	253
TOTAL	509	487	545	670	1,006	627	390	557	591	474	399	562	887	7,704

### ASTRONOMICAL SIGHTINGS

	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	TOTAL
Meteors	70	92	79	88	179	168	100	187	119	95	57	61	101	1,396
Stars and Planets	101	44	52	131	144	56	40	45	78	36	23	55	140	945
Other	4	1	4	3	18	7	4	3	6	5	5	7	9	76
TOTAL	175	137	135	222	341	231	144	235	203	136	85	123	250	2,417

### OTHER CASES

	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	TOTAL
Hoaxes, Hallucinations, Unreliable Reports and Psychological Causes	15	6	18	16	37	29	14	13	17	11	16	34	34	260
Missiles and Rockets	2	1	1	3	2	6	14	12	13	9	13	7	10	93
Reflections	4	6	4	3	2	7	11	9	3	3	0	2	7	61
Flares and Fireworks	1	4	8	6	8	3	5	7	4	3	3	7	4	63
Mirages and Inversions	3	2	4	1	5	2	4	5	6	3	0	2	5	42
Search and Groundlights	9	6	14	9	12	8	5	6	1	3	2	6	9	90
Clouds and Contrails	6	3	2	1	9	5	3	4	5	4	5	0	3	50
Chaff	0	2	0	1	2	6	1	4	3	5	2	1	1	28
Birds	4	7	2	6	1	1	0	3	2	2	2	4	11	45
Radar Analysis	15	7	1	8	27	3	8	6	9	0	1	2	3	90

Photo Analysis	1	1	2	4	1	7	4	6	3	2	3	6	6	46
Physical Specimens	1	6	5	3	5	10	3	7	4	15	3	8	12	82
Satellite Decay	0	0	0	0	0	1	0	9	3	3	4	3	8	31
Other	1	7	4	0	9	5	3	3	4	2	4	6	13	61
TOTAL	62	58	65	61	120	93	75	94	77	65	58	88	126	1,042

## STATISTICAL DATA FOR 1966

### TOTAL CASES BY CATEGORY

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
ASTRONOMICAL	14	8	44	47	15	12	20	20	12	38	21	4	255
AIRCRAFT	8	4	32	42	31	26	29	28	14	24	22	10	270
BALLOON	0	0	2	5	3	2	7	4	2	5	1	1	32
INSUFF DATA	8	3	34	27	30	22	19	19	19	34	21	6	242
OTHER	5	1	19	15	7	5	10	5	7	9	8	3	94
SATELLITE	2	0	22	5	12	21	5	23	5	11	2	1	109
UNIDENTIFIED	1	2	5	2	1	4	3	3	4	3	1	1	30
PENDING	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>14</u>	<u>28</u>						
TOTAL	38	18	158	143	99	92	93	104	67	126	82	40	1,060

### ASTRONOMICAL

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
Meteors	8	1	8	19	5	3	10	7	4	8	8	2	83
Stars/Planets	4	6	32	23	7	8	9	10	7	29	12	2	149
Other	<u>2a</u>	<u>1a</u>	<u>4a</u>	<u>5a</u>	<u>3a</u>	<u>1a</u>	<u>1a</u>	<u>3ab</u>	<u>1a</u>	<u>1a</u>	<u>1c</u>		<u>23</u>
TOTAL	14	8	44	47	15	12	20	20	12	38	21	4	255

(a) moon (b) unusual sunset (c) unusual meteorological condition

### OTHER

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
Hoaxes, Conf. Psy	2	1	6	3	2	2	2	1	3	4	3		29
Missiles/Rockets									1		1		2
Search/Ground lights			1	1	3		2	1		1		1	10
Flares/Fireworks				1				1			1	1	4
Reflections				3	1	2	1				2		9
Clouds/Contrails	2		3					1p	2p			1p	9
Birds			1	4	1					2	1		9
Radar Analysis									1?				1
Physical Specimen				1f			2st	1f					4

Satellite Decay	1		1										2
Photo Analysis			5bcde?	2ge			2c			1q			10
Miscellaneous			2ah			1j	1k			1r			5
TOTAL	5	1	19	15	7	5	10	5	7	9	8	3	94

(a) swamp gas (b) stellar image (c) no image (d) insuff data (e) processing defect (f) chaff (g) electric light (h) blown transformer (i) lighthouse (j) blimp (k) plasma (n) anomalous propagation (p) artificial cloud release (q) time exposure of moon reported to be UFO (r) electric wires sparking (s) indentations in ground and soil samples (t) unknown animal

## STATISTICAL DATA FOR 1967

### TOTAL CASES BY CATEGORY

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ASTRONOMICAL	11	30	38	22	14	7	10	3	8	4	13	4	164
AIRCRAFT	25	26	37	28	22	13	21	8	9	15	12	3	219
BALLOON	3	8	21	11	3	3	6	5	4	6	3	6	79
INSUFF DATA	23	30	34	29	15	22	22	17	27	16	19	13	267
OTHER	16	13	28	20	8	13	11	14	21	21	9	8	182
SATELLITE	4	6	2	11	3	19	11	1	7	4	2	1	71
UNIDENTIFIED	0	5	7	1	1	2	1	0	0	1	0	0	18
PENDING	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	82	118	167	122	66	79	82	48	76	67	58	35	1000

### ASTRONOMICAL SIGHTINGS

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Meteors	4	4	6	7	1	2	2	2	3	1	2	1	35
Stars/Planets	6	24	32	15	11	5	8	1	5	3	10	3	123
Other	1a	2a	0	0	2a	0	0	0	0	0	1a	0	6
TOTAL	11	30	38	22	14	7	10	3	8	4	13	4	164

(a) moon

### OTHER CASES

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Hoaxes, Hallucinations, Unreliable Report, Psych. causes, Etc.	4	5	6	7	4	4	6	4	10	8	5	4	67
Missiles/Rockets	0	0	0	0	0	0	1	1	1	0	0	0	3
Reflections	1	0	2	0	0	1	0	0	0	1	0	0	5
Flares/Fireworks	0	0	1	0	0	0	0	0	0	0	1	0	2
Mirage/Inversion	0	0	0	0	0	0	0	0	0	1	0	0	1
Search/Ground lights	1	0	3	0	0	0	1	1	0	0	0	1	7
Clouds/Contrails	2	0	3	0	0	0	0	1	0	1	0	1	8
Chaff	0	0	3	0	1	0	0	0	1	0	0	0	5
Birds	0	0	0	2	0	1	0	0	1	3	0	0	7
Radar Analysis	0	1a	1a	1a	0	0	0	0	1y	3yz(aa)	1e	0	8
Photo Analysis	7abcd	5acfg	8adehijkl	8abehno	3aqr	6aflo	3ab	5abfqt	3af	3bnq	2n(cc)	2ab	55

Physical Specimen	0	0	1q	0	0	0	0	1v	2x	0	0	0	4
Satellite Decay	1	1	1	1	0	0	0	0	2	0	0	0	5
Other	0	1g	0	1p	0	1s	0	1u	0	1(bb)	0	0	5
TOTAL	16	13	28	20	8	13	11	14	21	21	9	8	182

- (a) Insufficient data
- (b) small man-made object
- (c) missile activity
- (d) aircraft
- (e) balloon
- (f) processing defect
- (g) plasma
- (h) hoax
- (i) conflicting data
- (j) false targets
- (k) insufficient clarity
- (l) reflections
- (m) silica
- (n) foreign matter on negative
- (o) stars and planets

- (p) parachute jump
- (q) insufficient clarity
- (r) static electricity
- (s) ball lightning
- (t) air bell or break in emulsion
- (u) kite
- (v) coke
- (w) slag
- (x) unalloyed iron
- (y) anomalous propagation
- (z) birds
- (aa) ground targets
- (bb) burning barn
- (cc) light source

### STATISTICAL DATA FOR 1968

#### TOTAL CASES BY CATEGORY

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ASTRONOMICAL	4	6	3	8	2	2	4	4	3	2	3	2	43
AIRCRAFT	3	5	8	5	0	5	6	6	2	5	0	4	49
BALLOON	4	4	2	3	2	1	3	3	7	2	5	4	40
INSUFF DATA	9	5	18	9	7	9	19	21	10	19	3	1	130
OTHER	6	3	16	5	3	12	14	12	9	9	9	4	102
SATELLITE	0	4	1	5	0	1	7	2	0	0	3	2	25
UNIDENTIFIED	0	1	0	0	0	0	0	0	1	0	1	0	3
PENDING	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	26	28	48	35	14	30	53	48	32	37	24	17	392

#### ASTRONOMICAL SIGHTINGS

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Meteors	2	1	0	4	2	0	1	0	0	0	1	0	11
Stars/Planets	2	5	3	3	0	1	1	2	3	2	2	2	26
Other	0	0	0	1a	0	1b	2a	2a	0	0	0	0	6
TOTAL	4	6	3	8	2	2	4	4	3	2	3	2	43

(a) moon (b) sun spot

#### OTHER

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Hoaxes, Hallucinations, Unreliable Reports, Psych. Causes, Etc.	4	3	9	2	2	7	7	8	8	5	6	4	65
Missiles/Rockets	0	0	1	0	0	0	0	1	0	0	0	0	2
Reflections	1	0	0	0	0	0	1	0	0	0	0	0	2
Flares/Fireworks	0	0	0	0	0	1	0	0	0	0	0	0	1
Mirage/Inversion	0	0	0	0	0	0	0	0	0	0	0	0	0
Search/Ground lights	0	0	0	0	0	0	0	0	0	0	3	0	3
Clouds/Contrails	0	0	0	0	0	0	0	0	0	0	0	0	0
Chaff	0	0	0	0	0	0	0	0	0	0	0	0	0
Birds	0	0	0	0	0	0	0	0	0	0	0	0	0
Radar Analysis	0	0	0	0	0	0	1h	0	0	1j	0	0	2

Photo Analysis	0	0	3ab	0	1d	3ac	1c	2ae	1a	2ck	0	0	13
Physical Specimen	0	0	0	1c	0	0	1i	0	0	0	0	0	2
Satellite Decay	1	0	3	2	0	1	0	0	0	0	0	0	7
Other	0	0	0	0	0	0	3	1f	0	1j	0	0	5
TOTAL	6	3	16	5	3	12	14	12	9	9	9	4	102

- (a) insufficient data
- (b) processing defect
- (c) ordinary metal composition
- (d) water spots
- (e) small manmade object
- (f) debris in the wind
- (g) fire flies
- (h) anomalous propagation
- (i) pumice-like glass
- (j) plasma
- (k) no image

## STATISTICAL DATA FOR 1969

### TOTAL CASES BY CATEGORY

(Compiled 21 January 1970)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ASTRONOMICAL	4	5	6	1	4	3	2	10	2	3	0	0	40
AIRCRAFT	5	6	4	1	1	1	1	2	1	3	2	0	27
BALLOON	4	2	1	5	0	1	3	3	0	2	1	0	22
INSUFF DATA	0	3	0	2	2	3	3	4	3	2	0	2	24
OTHER	6	4	3	1	3	1	2	2	1	4	1	0	28
SATELLITE	0	3	0	0	0	1	0	1	1	0	0	0	6
UNIDENTIFIED	1	0	0	0	0	0	0	0	0	0	0	0	1
PENDING	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	20	23	14	10	10	10	11	22	8	14	4	2	148

### ASTRONOMICAL

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Meteors	0	3	2	0	0	2	1	5	0	0	0	0	13
Stars/Planets	4	2	4	1	4	1	1	4	2	3	0	0	26
Other	0	0	0	0	0	0	0	1a	0	0	0	0	1
TOTAL	4	5	6	1	4	3	2	10	2	3	0	0	40

(a) moon

### OTHER

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Hoaxes, Hallucinations, Unreliable Reports, Psych. Causes, Etc.	4	2	1	0	2	0	1	1	0	2	0	0	13
Missiles/Rockets	0	0	0	0	0	1	0	0	1	1	0	0	3
Reflections	1	0	0	0	0	0	0	0	0	0	0	0	1
Flares/Fireworks	0	0	0	0	0	0	0	0	0	0	0	0	0
Mirage/Inversion	0	0	0	0	0	0	0	0	0	0	0	0	0
Search/Ground lights	0	0	1	0	0	0	0	0	0	0	0	0	1
Clouds/Contrails	0	0	0	0	0	0	0	0	0	0	0	0	0
Chaff	0	0	0	0	0	0	0	0	0	0	0	0	0
Birds	0	0	0	0	0	0	0	0	0	0	0	0	0
Radar Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0
Photo Analysis	1?	1b	1d	1e	0	0	0	0	0	0	1f	0	5

Physical Specimen	0	0	0	0	0	0	0	0	0	0	0	0	0
Satellite Decay	0	0	0	0	1	0	0	1	0	1	0	0	3
Other	0	1c	0	0	0	0	1c	0	0	0	0	0	2
TOTAL	6	4	3	1	3	1	2	2	1	4	1	0	28

(a) swamp gas (b) stellar image (c) no image (d) insuff data (e) processing defect (f) chaff (g) electric light (h) blown transformer (i) lighthouse (j) blimp (k) plasma (n) anomalous propagation (p) artificial cloud release (q) time exposure of moon reported to be UFO (r) electric wires sparking (s) indentations in ground and soil samples (t) unknown animal



The statistical data bring out some interesting correlations with regards to frequency of sightings in years 1952, 1957, and 1964-1967. In the year 1957, according to UFO buffs and certain members of the News Media, Washington D.C. was invaded by waves of flying saucers. The saucers were plotted on various radar sets in the Washington vicinity and the Communications Media went wild. The more copy the communications media gave the Washington D.C. saucers, the greater the number of sightings which were reported to the Air Force. Because of the number of unidentified moving targets which were being reported by radar operators, the Civil Aeronautics Administration made a study of this phenomenon and published its conclusions in May of 1953. The following is a summary of the report.

#### SUMMARY

This report describes the investigation of a type of unidentified moving target which has been observed recently in considerable numbers on the viewing screens of the air traffic control radar equipment operated by the Civil Aeronautics Administration. This investigation was conducted by means of interviews with personnel concerned, by study and correlation of official records, and by first-hand observation of numerous targets on the Washington Microwave-Early-Warning(MEW) radar and on the Indianapolis ABR-2 radar.

It was determined that targets which are known to operating personnel by various terminologies such as "ghosts", "angels", or "pixies" do not represent new phenomena; nor are they peculiar to the Washington area. Correlation of controllers reports with United States Weather Bureau records indicated that a surface temperature inversion was almost always noted when such targets appeared on the radar.

Firsthand observation in the tracking and subsequent motion analysis of 80 of these unidentified targets indicated that a large number of these were actually secondary reflections of a radar beam. Apparently these reflections were produced by isolated refracting areas which traveled with the wind at or near the temperature inversion levels.

Although the exact size, shape, and composition of these isolated areas are not known, it is believed that they may be atmospheric eddies produced by a shearing action of dissimilar air strata. It appears possible that such eddies may refract and focus the radar energy with a lens effect to produce small concentrations of ground return with sufficient intensity to show up in the radar display. It is also believed that the correlation of the appearance of these radar targets with visual reports of so-called "flying saucers" is due to the strong probability that both effects are caused primarily by abrupt temperature inversions.

Such radar targets are usually easy to recognize because of their generally weak return and slow ground speed. Unfortunately, radar returns from small helicopters sometimes present these same characteristics. Spurious targets of this type can become a nuisance under busy traffic conditions, particularly in localities where helicopter operations are prevalent.

The report is comprehensive and replete with technical data. The following is their conclusions with regards to the Washington D.C. radar sightings.

1. It is believed that most of the unidentified targets observed on the Washington MEW radar during the period beginning on the night of August 13, 1952, and the period beginning on the night of August 15, 1952, were ground returns caused by reflection phenomena closely connected with the temperature inversions in the lower atmosphere.

2. Unidentified radar targets of the type described in this report have been noticed since the early days of radar. Unusual weather conditions prevailing in the Washington area during the summer of 1952 were exceptionally conducive to the formation of these phenomena.
3. Present evidence indicates that the appearance of unidentified targets of this nature on radar scopes has but little effect on the control of air traffic. At its worst, it forms a nuisance by cluttering the scope display and by requiring that additional traffic information or heading instructions be issued in order to protect other traffic against the possibility that such a target might be a helicopter.
4. In some cases, it would be desirable to provide the controller with a more positive method of identifying targets such as these so that he could determine quickly whether they are spurious or whether they are actual aircraft.

The number of sightings in 1953 leveled off, but flying saucers were now a popular household phrase and flying saucer watching had become a popular pastime.

The year 1957 was another big year and again the communications media had a tremendous amount of influence on the number of sightings and creating interest in our heavenly bodies. 1957 was the year of Sputnik and it was also the year when 341 astronomical sightings were reported to the Air Force. No other year came close to equaling the record number of astronomical sightings of 1957.

The years 1964 through 1967 were record years for the project and also for the communications media. We start out with the Socorro, New Mexico sighting in April, 1964, and it levels off when Dr. Edward U. Condon finishes his *Scientific Study of Unidentified Flying Objects*. In between those two events, the copy on UFO's from the communications media was out of sight. We don't hear too much about UFO's any more, however, there are a few groups who would continue to keep the subject alive and most of these do it strictly for personal gain.

Along these lines, I've often been asked by individuals what I think and I reply thusly. It would be egotistical of man to think that the creator built the magnificent Universe with all its majestic beauty just for an insignificant planet. No, I believe that there is life on other planets, but the vast distances which separate us also prohibit us from communicating with each other. Intelligent life in other planets of the Universe is a possibility, however, the hypothesis that we have been visited by flying saucers from another planet is not supported by fact. I have personally reviewed over 10,000 UFO reports which were submitted to the Air Force and I can honestly say that not one of them has led me to believe that we have been visited by an extraterrestrial vehicle.

I realize that the proponents of extraterrestrial visitation will cry out in dismay over my uneducated statement, but the truth of the matter is that we Americans have a history of being romantics and often imagine the impossible dreams. If you believe in extraterrestrial visitation, then for everyone's sake, present your evidence, state your facts, and let the true scientists of our nation be the judges. Let's quit exploiting the masses; because if you are the founder of an extraterrestrial vehicle, it will be self-evident and fame and fortune await you beyond your wildest dreams.

**LETTERS**

As Chief of Project Blue Book, I received many letters from people of all age groups. Some of them were nice and some of them were not. I took my lumps and then I also received my bouquets. The vast majority of personal letters which I received were in the nice category and I would like to share a few of them with you.

The following letter/poem is my favorite one because it demonstrates a number of qualities about the person who wrote it. Donita Gareri was a very young teen when I gave her that interview in my office on a Saturday morning.

“Dear Major Quintanilla,

I wish to thank you for giving me your time to talk about UFO’s. It was a very interesting meeting and I enjoyed it very much. I also enjoyed looking at the files, reports, and maps. Also, I wish to thank you for the books and pamphlets concerning UFO’s. Despite all your information, I guess I would still like to believe in “flying saucers”. I guess you’ll have to “work on me” some more. Oh yes, I have composed a small thank-you poem for your talk on UFO’s.

Surrounded by those globes and maps,  
hanging on the walls,  
Looking at the planets there  
Either huge or small,

I felt my senses wander through  
the endless times of space,  
And wonder if a saucer there,  
Did through the blue sky race.

Are they real? I asked myself.  
Is it really true?  
Do they have some flashing lights  
Read and orange and blue?

Are they manned by little men  
Smarter than we are?  
Do they come from a planet,  
Or an unknown star?

Your talk was very interesting,  
And so I do thank you.  
But as for flying saucers, well  
I leave that up to you.

THE END  
Yours Truly

Major Hector Quintanilla, Jr.  
 Chief, Project Blue Book  
 Wright-Patterson AFB  
 Dayton, Ohio

Dear Hector:

I hope you enjoy my little poem; (*and I did*)  
 There was a young lad named Hector,  
 Who was asked to be an inspector.  
 He tried in vain, but he couldn't explain  
 The objects that visited Exeter.

A.C.

(Nobody, but nobody called me Hector around the outfit. They called me "Quint" or "Q".)

Major Quintanilla:

I don't have much to report this time. It's sort of disappointing to observe only some routine flying by the space ships, after seeing the big show up on the Moon on November 6<sup>th</sup>.

I can't forget the show that they put on October 27<sup>th</sup>. They really went all out to put on a good show, using that big full moon as a mammoth, lighted stage and the reflected sunlight from the Earth as huge flood lights, shining down on the stage.

The space ship pilots showed terrific bursts of speed in their big, sweeping, semi-circular arcs up from the moon, or down toward the moon's surface.

I will never forget how they let the big star attraction have the stage completely to itself. As they moved it slowly and like a Queen, right across the very center of that stage.

Although through my binoculars, that big long space ship resembled only a tiny-pointed pencil with tiny, triangular tail fins, it still was able to give you the impression that it was a big, long, heavy, ship by the way that it moved.

These explorers of our planet based on the Moon sure know how to put on a good show, with what little equipment that they have.

Sincerely yours,

Marty

(Marty was one of my regular pen pals and I had many of those. He called me, he visited me, and he wrote me letters. He tried to be helpful, but he did take up a lot of my time. How do you tell an individual to flake-off when you know very well that by doing so you will hurt him deeply. I didn't and when I destroyed his file it was two inches thick.)

Major Hector Quintanilla, Jr.  
Wright-Patterson AFB, Ohio

Major Quintanilla,

I am a firm believer in Unidentified Flying Objects. Let us say that these objects do exist-but from where do they come? The most popular theory concerning their origin is that they are extraterrestrial. However, we are aware of the limitations of interstellar travel. I have another theory of their origin: they are from the fourth dimension, time. Could Unidentified Flying Objects be our future space vehicles? Could these vehicles be piloted by future generations? Could a gap connecting the present with the past and/or future exist? Why not?

Upon hearing of this theory, one would ask "why don't they communicate with us"? It is meant that man be allowed to know his destination? I would say no. You can imagine the fear this knowledge would bring. It could be said that these people are intelligent enough to know better than to reveal the future to us. Yet another question arises: How did these vehicles get here? If you consider the speed of an object like this and the distance it could cover in a short period of time, it would be more apt to fall into this invisible, measurable gap in time than our aircraft. This theory of the UFO and time is the result of my hearing of the disappearance of five TBM Avengers and one PBM Martin Mariner on December 5, 1945.

I realize that you are busy, but if possible I would appreciate hearing your opinion of this theory and receiving any information you might have on the TBM Avengers and the PBM Martin Mariner.

Sincerely,

D.M.

(The Avengers disappeared over the so-called Bermuda triangle and the Navy made a thorough investigation of this tragedy. The Navy findings were inconclusive, however, UFO buffs like to present this incident as a classic, supporting their extraterrestrial hypothesis. Since the writer asked my opinion I gave it to him and I told him that I believed that the Avengers and the Martin Mariner were destroyed when they hit a patch of Char Air Turbulence (CAT). Very little is know of CAT (an atmospheric phenomena which behaves like a vacuum or like a suction at times) and numerous aircraft have been involved with this phenomena. The phenomena is destructive in nature and our modern radar equipment is incapable of detecting the patches before flying into their midst. More research needs to be done in this area and the government is aware of this and is expanding some resources towards a solution of this problem.)

Major Hector Quintanilla Jr.  
Project Blue Book  
Wright-Patterson AFB, Ohio

Dear Major Quintanilla,

I would like to offer a plausible explanation (1) for the appearance of the UFO's, (2) why, if they are not a vehicle of ours or another nation, they do not contact us, and (3) where possibly they may be from.

First, observation over the years shows us the majority of the UFO's when sighted on the ground are usually in the vicinity of, or over water, also related are high tension wires. A tube projects underneath.

When they do seem to follow us, as they have our cars and trucks, they are using diversionary tactics, making believe they are observing us when their primary interest is for refueling and stealing our water.

Our U.S. Army is perfecting an NH9 engine (ammonia). Water can be decomposed by electricity to H+ and O-, high energy fuels. M.I.T. has also been working on a type of gravity machine. So may life on another planet such as Jupiter. Science says that life could exist there.

We see now conditions that seem to answer our questions. Why they appear usually at night and run away from us—they are not really interested in us but our water. Jupiter has ample hydrogen and some water but too large a land mass. When they return they have the oxygen remaining after using the hydrogen or ammonia in swamp water, their planet has methane and ammonia to react with oxygen.

If we may believe some accounts that these people are about 4-5 feet high, 80-190 pounds, and a greenish coloring exactly fitting the conditions as Jupiter's density, gravity, and atmosphere by them. I believe they need a varified oxygen atmosphere, however, they need water.

Also, why do our polar glaciers seem to be receding without increasing our water supply?

Sincerely,

D.M.

(I used to get all types of theories about the origin of the UFO's, their alleged occupants, design of the vehicles, etc. A couple of these designs were so clever and well made, that I had our engineers check them out for feasibility. None of them ever amounted to anything, but we did consider them.)





Subject Project Blue Book  
File Number 62-83894



b7c  
per FBI  
OFFICE OF THE SECRETARY

214  
b7c  
per  
FBI

FEDERAL GOVERNMENT

14 JAN 1977

Unidentified Flying Objects  
Dear Mr. Malmfeldt:

This office recently received a public inquiry regarding UFOs, referred to us from the Bureau. As the inclosed fact sheet indicates, the Air Force's "Project Blue Book" investigation of UFOs was terminated on December 17, 1969, and all related documentation was turned over to the National Archives and Records Service.

The inquirer referred to us has been apprised of these events. Hopefully, the inclosed fact sheet will be of help in responding to any future inquiries on this subject.

Sincerely,

H. A. McCLANAHAN, Lt Col, USAF  
Chief, Civil Branch  
Community Relations Division  
Office of Information

Attachment

Federal Bureau of Investigation  
Attention: Mr. Malmfeldt, Room 7825  
Washington, D. C. 20535

b7c  
per FBI

REC-26

DE-8 62-83894-483

62-83894

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per  
FBI



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per  
FBI  
CORRESPONDENCE

## UFO FACT SHEET

On December 17, 1969 the Secretary of the Air Force announced the termination of Project Blue Book, the Air Force program for the investigation of UFOs.

The decision to discontinue UFO investigations was based on an evaluation of a report prepared by the University of Colorado entitled, "Scientific Study of Unidentified Flying Objects;" a review of the University of Colorado's report by the National Academy of Sciences; past UFO studies; and Air Force experience investigating UFO reports during the past two decades.

As a result of these investigations and studies, and experience gained from investigating UFO reports since 1948, the conclusions of Project Blue Book are: (1) no UFO 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; and (3) there has been no evidence indicating that sightings categorized as "unidentified" are extraterrestrial vehicles.

With the termination of Project Blue Book, the Air Force regulation establishing and controlling the program for investigating and analyzing UFOs was rescinded. All documentation regarding the former Blue Book investigation has been permanently transferred to the Modern Military Branch, National Archives and Records Service, 8th and Pennsylvania Avenue, Washington, D.C. 20408, and is available for public review and analysis.

Attached for your information is the Project Blue Book sighting summary for the period 1947-1969. Also included is a listing of UFO-related materials currently available.

Since the termination of Project Blue Book, no evidence has been presented to indicate that further investigation of UFOs by the Air Force is warranted. In view of the considerable Air Force commitment of resources in the past, and the extreme pressure on Air Force funds at this time, there is no likelihood of renewed Air Force involvement in this area.

62-83894-483  
ENCLOSURE

TOTAL UFO SIGHTINGS, 1947 - 1969

<u>YEAR</u>	<u>TOTAL SIGHTINGS</u>	<u>UNIDENTIFIED</u>
1947	122	12
1948	156	7
1949	186	22
1950	210	27
1951	169	22
1952	1,501	303
1953	509	42
1954	487	46
1955	545	24
1956	670	14
1957	1,006	14
1958	627	10
1959	390	12
1960	557	14
1961	591	13
1962	474	15
1963	399	14
1964	562	19
1965	887	16
1966	1,112	32
1967	937	19
1968	375	3
1969	146	1
<hr/>	<hr/>	<hr/>
TOTAL	12,618	701

3  
62-83894-483  
FREE ISSUE

UFO MATERIALS

Scientific Study of Unidentified Flying Objects. Study conducted by the University of Colorado under contract F44620-76-C-0035. Three volumes, 1,465 p. 68 plates. Photoduplicated hard copies of the official report may be ordered for \$6 per volume, \$18 the set of three, as AD 680:975, AD 680:976, and AD 680:977, from the National Technical Information Service, U.S. Department of Commerce, Springfield, VA 22151.

Review of University of Colorado Report on Unidentified Flying Objects. Review of report by a panel of the National Academy of Sciences. National Academy of Sciences, 1969, 6p. Photoduplicated hard copies may be ordered for \$3 as AD 688:541 from the National Technical Information Service, U.S. Department of Commerce, Springfield, VA 22151.

There are a number of universities and professional scientific organizations such as the American Association for the Advancement of Science, which have considered UFO phenomena during periodic meetings and seminars. In addition, a list of private organizations interested in aerial phenomena may be found in Gale's Encyclopedia of Associations (Edition 8, Vol I, pp. 432-3). Such timely review of the situation by private groups insures that sound evidence will not be overlooked by the scientific community.

2 Atchs

1. Sighting Summary
2. UFO-related Materials

54

FEDERAL GOVERNMENT

January 24, 1977

b7c

Lieutenant Colonel H. A. ~~McClanahan~~, USAF  
Chief, Civil Branch  
Community Relations Division  
Office of Information  
Department of the Air Force  
Washington, D. C. 20330

*Unidentified Flying Objects*  
Dear Colonel McClanahan:

Mr. Malmfeldt has brought your letter of January 14th, with enclosure, to my attention. I join him in thanking you for sending us a copy of your UFO Fact Sheet and for apprising us of the termination of your project.

Sincerely yours,

*F1*  
Donald W. Moore, Jr.  
Assistant Director  
External Affairs Division

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DE-6

*62-83894-484*

REC-26

22 JAN 27 1977

- Assoc. Dir. \_\_\_\_\_
- Dep. AD Adm. \_\_\_\_\_
- Dep. AD Inv. \_\_\_\_\_
- Asst. Dir.:
- Adm. Serv. \_\_\_\_\_
- Ext. Affairs \_\_\_\_\_
- Fin. & Pers. \_\_\_\_\_
- Gen. Inv. \_\_\_\_\_
- Ident. \_\_\_\_\_
- Inspection \_\_\_\_\_
- Intell. \_\_\_\_\_
- Laboratory \_\_\_\_\_
- Legal Coun. \_\_\_\_\_
- Plan. & Eval. \_\_\_\_\_
- Rec. Mgnt. \_\_\_\_\_
- Spec. Inv. \_\_\_\_\_
- Training \_\_\_\_\_
- Off. Rm. \_\_\_\_\_

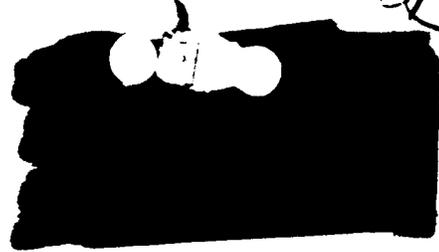
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FBI

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MAIL ROOM  TELETYPE UNIT

The NEW  
**PROJECT  
BLUE  
BOOK**



Dep. Dir.	_____
ADD Adm.	_____
ADD Inv.	_____
Asst. Dir.:	
Adm. Servs.	_____
Crim. Inv.	_____
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Tech. Servs.	_____
Training	_____
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Off. of EEO	_____
Off. Liaison & Int. Affs.	_____
Off. of Public Affs.	_____
Telephone Rm.	_____
Director's Sec'y	_____

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SSPns red, and name-approved, by the United States Air Force.

September 12, 1989

Mr. William S. Sessions  
Director  
Federal Bureau of Investigations  
U.S. Department of Justice  
Washington, D.C. 20535

Dear Mr. Sessions:

Your letter of September 1 has been received, and I am very appreciative of hearing from you.

Your letter presented information that I had already mentioned to you, in my letter of July 24; so this was information I knew. I had given this to you as "advance" information - that you would probably receive from other Government agencies, and departments, and which is the standard release material.

Again, the new Project Blue Book is a civilian continuation of the original Project Blue Book, which did close in 1969. Here, twenty-years later, some of the same original Blue Book, Pentagon, and other persons are, still, looking for the real answer to the UFO phenomenon. That is the reason, too, I gave you the information I did - about J. Edgar Hoover, President Carter, Senator Barry Goldwater, etc. I was hoping to go "deeper" into the intelligence-gathering agencies - which received some of the "better" UFO reports which never did go to Project Blue Book.

I have been to the National Archives, and have looked at some of the original Blue Book material that is there....I met with persons at NASA's headquarters, in Washington, following their receipt of the request from President Carter....I met with President Carter's chief Scientific Advisor's personnel, at the New Executive Offices of the President....I sent reports to the original Project Blue Book, and know some of it's former personnel, etc. So, I know the whole scheme of things, pertaining to UFO's - except for the hidden Intelligence-gathering agency participation with regard to the better UFO sighting reports, and which are, to this date, real, hard "unknowns".

Your response is appreciated and please accept my very best wishes.  
Sincerely,



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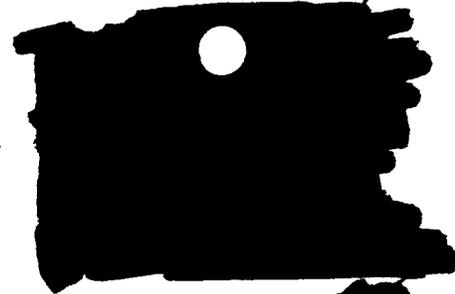
No adv  
wanted.  
See Keilit to [redacted]  
dated 9/1/89  
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EXP. PROC.  
SEP 15 1989

67

The NEW  
**PROJECT BLUE BOOK**

Exec AD Adm.	
Exec AD Inv.	
Exec AD LES	
Asst. Dir.:	
Adm. Servs.	
Crim. Inv.	
Ident.	
Insp.	
Intell.	
Lab.	
Legal Coun.	
Off. Cong. & Public Affs.	
Rec. Mgmt.	
Tech. Servs.	
Training	
Off. Liaison & Int. Affs.	
Telephone Rm.	
Director's Sec'y	



b7c

Inspired, and name-approved, by the United States Air Force.

SSE  
CLASS  
SRC'D  
ER  
EQ  
b7c

July 24, 1989

Official Business: Non-Sovereign

22  
b7c 24

Mr. William S. Sessions, Director  
U. S. Department of Justice  
Federal Bureau of Investigation  
Washington, D.C. 20535

Dear Mr. Sessions:

You may recall that, while you were in Fort Smith visiting your Father, I called and, briefly, mentioned my keen desire to meet with you and to discuss the phenomenon of [redacted] in general, and the role of U. S. Government participation, in particular.

I said that I wished to issue a "challenge" to you (not that you do not "challenge on a daily basis) pertaining to UFO's. You stated that you were interested, and to write you - and which I am now doing. I could write "pages" on the matter, but rather than to do so - it will be lengthy enough for me to endeavor to give you information I wish to convey in this letter.

In any event, the U. S. Government has played important roles in the evaluation of UFO reported sightings. The new Project Blue Book is a "continuation" of the original Project Blue Book, established by the Air Force, and was located at Wright-Patterson Air Force Base, Dayton, Ohio. Some of the most important sighting "announcements" came from the Air Force, and which were, later, stated to be something not in the original announcements - in a cover-up of the initial announcement. This repeatedly happened much to the chagrin of the Air Force. Original members of the Project Blue Book found that many reports never were received by this group, but went to intelligence-gathering agencies.

While Director of the F.B.I., Mr. J. Edgar Hoover (whose personnel reported some of the sightings themselves and who were, otherwise, brought in to some of the cases) repeatedly asked the Air Force for complete information about the UFO's - to no avail. They (the Air Force) would not release certain case reports to Mr. Hoover. Even with the present F.O.I., mostly sanitized version/copies are received and with information requested completely blocked-out.

63-0-92190

63-0-92190

OPN/ [redacted]  
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b7c  
ack [redacted] (dtd 9/1/89)  
[redacted] b7c

While Chairman of the Senate Committee on Science, Senator Barry Goldwater asked for information and was told that he was not on a "need to know" basis. This request, of Goldwater, had to do with an initial announcement from the Air Force that a "saucer" had crashed and that alien bodies were (at that point in time) located in a hanger, or other building, at Wright-Patterson Air Force Base, at Dayton, Ohio. Senator Goldwater was refused any information in this matter, along with not being allowed to personally look inside of the alleged building.

Before taking office as President, Jimmy Carter announced to the public that, if elected, he would give the American people the Government's information about UFO's. This did not happen, and Mr. Carter was given a complete run-around - and I could tell you more about this, because I was contacted by the Pentagon on the matter.

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The new Project Blue Book has 148 present, and/or former, Air Force, NC NASA, and intelligence-gathering agency personnel, among others, acting as advisor-consultants to PBB - anonymously. These are persons who, for the most part, have/had been actively engaged in earlier UFO reports for their respective agencies, and who are still muchly interested.

So, with this brief back-ground of information about me and about Government participation, the "challenge" I have mentioned - would be to have you make inquiries at the highest levels of "officialdom" about what our Government really knows, whether or not there ARE alien bodies located ANYWHERE, what happened to the crashed "flying saucers", where are the photo's taken by Air Force personnel through on-board gun cameras, and similar questioning. I am positive you would find that even you would be getting a general run-around and could not receive satisfactory answers to the above. I think you will/would find that you are not receiving all the information you should be receiving and which should be very evident to you after making several inquiries. You may tend to drop the matter, thinking you are receiving answers to your questions, but this will not be the case, I assure you.

Mr. William Sessions · F.B.I. - 3

Mr. Sessions, I will not take more of your time in this matter, but, if you are interested, I would appreciate your looking into the matter. You may wish to appoint one of your office personnel to start making inquiry about UFO 's, in general, and see which Agencies to which you would be directed. Keep in mind, however, that some present office personnel, in the other agencies, may not know what you would be inquiring about - and will tell you that the Air Force Project Blue Book closed it's "doors" in 1969, and that the Air Force no longer investigates UFO sighting reports - this I already know. The important key is to go beyond the Air Force and into the other agencies; such as the Office of Defense, C.I.A., etc. President Bush, when asked about UFO's, told the person asking "You do not know the half of it". As you know, President Bush was formerly with the C.I.A. His comments are on tape, by the way.

Well, I think this should suffice for this time. I appreciate your patience in reading this letter, and should you desire any additional information, please do not hesitate to let me know. I would like, very much, to work through you, and with you, to endeavor to bring the matter of UFO's to a conclusion - if that conclusion is an honest one.

I hope you had a nice visit, with your Dad, and come back for a visit again, soon.

Very sincerely,



P.S. As sort of an "ultimate" challenge - why not ask President Bush, himself?

**PROJECT  
BLUE  
BOOK**

*Inspired, and name-approved, by the  
United States Air Force.*

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SSP

SEP 1 1989

CLASS  
SRC'D  
SER  
REC

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[Redacted]

Office of Non-Sabotage

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Dear

I have received your July 24th letter in which you ask for my help in securing information relative to investigations of unidentified flying object (UFO) sightings.

I have discussed your request with my colleagues, and I would first like to explain that the investigation of UFOs is not now nor has it ever been the responsibility of the FBI. The Department of the Air Force conducted investigations and studies of UFO reports from 1947 to 1969. On December 17, 1969, the Secretary of the Air Force announced the termination of "Project Blue Book," and the Air Force has furnished all documents regarding its investigations of UFOs to the Modern Military Branch, National Archives and Records Administration, Eighth Street and Pennsylvania Avenue, N.W., Washington, D.C. 20408. I understand this data is available for public review and analysis. You may wish to make an inquiry of the Modern Military Branch for the answers to some of your questions.

Also of possible interest, the National Aeronautics and Space Administration was asked by President Carter to look into the possibility of resuming UFO investigations in 1977. After studying all the facts available, it decided that nothing would be gained by further investigation, and the Department of the Air Force agreed with that decision. You may also want to check with the National Aeronautics and Space Administration in connection with your research.

I am not aware of any Federal agency tasked with the responsibility of investigating UFOs and hope this information will be of help to you and your organization.

Sincerely yours,

William S. Sessions

William S. Sessions  
Director

63-0-92191

63-0-92191

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SEE NOTE PAGE TWO

[Redacted] 244

MAILED 21  
SEP 8 1989

- Exec AD Adm. \_\_\_\_\_
- Exec AD Inv. \_\_\_\_\_
- Exec AD LES \_\_\_\_\_
- Asst. Dir.:
- Adm. Servs. \_\_\_\_\_
- Crim. Inv. \_\_\_\_\_
- Ident. \_\_\_\_\_
- Insp. \_\_\_\_\_
- Intell. \_\_\_\_\_
- Lab. \_\_\_\_\_
- Legal Coun. \_\_\_\_\_
- Off. Cong. & Public Affs. \_\_\_\_\_
- Rec. Mgnt. \_\_\_\_\_
- Tech. Servs. \_\_\_\_\_
- Training \_\_\_\_\_
- Off. Liaison & Int. Affs. \_\_\_\_\_
- Telephone Rm. \_\_\_\_\_
- Director's Sec'y \_\_\_\_\_

MAIL ROOM

1 - Little Rock - Enclosure  
1 - [Redacted] (Room 5042, TL 233)

(6)

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[REDACTED]

NOTE: [REDACTED] who is not identifiable in Bufiles, writes to the Director referencing what appears to be a brief phone conversation he had with the Director while the Director was visiting his father in Fort Smith. He says he wants to discuss UFOs and the role of U.S. Government participation in particular, and he indicates the Director stated he was interested and suggested he write to him. [REDACTED] b7c

He asks the Director if he would make inquiries at the highest levels of Government about what our Government really knows about UFOs, whether or not there are alien bodies located anywhere, what happened to the crashed "flying saucers," where are the photos taken by Air Force personnel through on-board gun cameras and similar questioning. Above response reviewed by SSA [REDACTED] Violent Crimes Unit, CID. Substance of paragraphs 2 and 3 of response previously provided to other inquiries on the investigation of UFOs.

APPRO [REDACTED]	Adm Servs. _____	Off. of Cong. & Public Affs. _____
	Comm. Inv. _____	Off. of Lia. _____
	Ident. _____	Intell. Affs. _____
Director _____	Inspection _____	Rec Mgnt. _____
Exec AD-Adm _____	Intell. _____	Tech Servs. _____
Exec AD-Inv _____	Laboratory _____	Training _____
Exec AD-LES _____	Legal Coun. _____	

b7c

[REDACTED]

[REDACTED]