

INSTITUTE FOR INTELLIGENCE ANALYSIS (IIA)
420 BLOOMSBURY PARK DRIVE

RALEIGH, N. C. 27609

Office of the Director

21626

3 January 1967

Department of Transport,
Canadian Government,
Ottawa, Ontario,
Canada.

My dear Sirs:

Is it true you once had a project, Project Magnet, to simultaneously investigate UFO (flying saucer) sighting reports and try to develop a new source of propulsion such as that the flying saucers use in flying? This has been claimed in books, and I thought I'd write to ask you about it.

Mr. W. B. Smith, an engineer in your Telecommunications Division, was supposed to be in charge of Project Magnet during its existence. Part of Project Magnet was supposed to have been a Shirley Bay flying-saucer observatory at Ottawa (under the Canadian Department of Transport of course).

We would appreciate all information and details that you could send us such as whether or not Project Magnet is still in existence, Summary Reports and conclusions of Project Magnet, whether or not Project Magnet's files are kept in a library where we might possibly examine them, et cetera.

Many thanks for your time.

Most sincerely,

Section 19(1)

Ans 17/1/67
Lif

6P

5220-5 (CIS)

Ottawa, December 6, 1966.

Section 19(1)

Downsview, Ontario.

Dear

I reply to your second letter, dated November 29, concerning your wish to obtain information on the background, training and achievements of Mr. W.B. Smith, I can only suggest that you apply to his widow,

Section 19(1)

Ottawa 5, Ontario.

Yours sincerely,

William Dunstan,
for Chief, Information Services.

WD/nm

cc: To Mrs. Smith.

48

Section 19(1)
Downsview, Ontario,
November 29, 1966.

Mr. W. Dunstan,
Department of Transport,
Information Services,
Ottawa, Ontario.

19805

Dear Sir;

In reference to your answer to my letter of May 9; thank you very much. (The letter was in reference to the late W. B. Smith).

I would very much appreciate information on Mr. Smith's background, training, and achievements. As well, I would be grateful if you could send me the names of his associates, so that I may get an insite into his personality and thoughts.

I would gratefully acknowledge any help you can give me on the above matter.

Thank you very much. Please reply.

Yours truly,

Richard S. Levitt

Richard S. Levitt.

CRR - See my reply, June 1, 1966. Would you please provide information concerning Mr. Smith's background or pass this request on to Personnel.

*W44D
for CIS*

CIS

I suggest that you talk with
She is the only one that I know of that would
be really helpful. She lives at
She is easy to talk to and I don't think would
refuse you this type of information

Section 19(1)

Section 19(1)

Section 19(1)

*W44D
SKE 5/12*

5220-5
(SRE(D))

Hunter Building,
Ottawa, Ontario.

November 14, 1966.

Section 19(1)
Oshawa, Ontario.

Dear Sir:

In reply to your recent letter requesting information on Unidentified Flying Objects, I regret to advise that we are unable to be of assistance to you.

The late Mr. W.B. Smith, who was employed by this Department, was quite active in that field but these activities were purely a personal hobby and we have no Departmental information on the subject.

Yours truly,

Original Signed by
E. E. CORREY

(F.G. Nixon),
Director,
Telecommunications and
Electronics Branch.



Mr. Wilber B. Smith
Telecommunication, Division,
Department of Transport
Ottawa, Ontario.

18468

Section 19(1)

Ottawa, Ontario,
Nov. 15th / 66
Canada.

Dear Mr. Smith,

I understand that you are a friend of U.S.
Marine Corps. Major Section 19(1) You
met him a few times I believe in Washington.
in 1952 in the early part of that year. Mr. Ke
as you know, wrote a book of the title "Flying
Saucers from outer space?? Now in this

Section 19(1)

says, that at that time anyway, the
you thought that the flying disc was many

...my own fields for propulsion:

you told

Section 19(1)

"We know it is possible to create a current by a collapse of the earth's magnetic field." And that you plan to build such a disc!

True that if you have an electromagnetic built up around a coil of wire, that when flux field collapses a back voltage and current is built up in that coil. However the magnetic field around the earth is steady, how are you going to get it to collapse? As a Electronics Technician I would like to know the answer to this very interesting question. If you don't mind me asking?

yours truly,

Section 19(1)

4
5/10
H.C.

30.1X.66 (5220-5)

LA BRETAGNE EN COULEURS
QUIMPER (Finistère)
MX 2746 - Les Quais de l'Odéon
et le nouveau Pont au crépuscule

LE FINIS
SE PL
SES OS



1966
SUD-EST
FINISTÈRE
165-5

You See!
BAPTISTS

METHODISTS

PEARSON R

DIEFENBARGER

I wouldn't like
to be in his shoes
STUDY PONTMAN

FLYING SAUCER
PROJECT

OTTAWA

D. C.

(2)

CANADA

Collectionnez les Cartes Postales!

Section 19(1)

OFFICINE

5220-5 (SAW)

Ottawa, Ontario
September 26, 1966.

Section 19(1)

Teagami, Ontario.

Dear Sir:

Thank you for your letter dated September 17, 1966 concerning the sighting of a meteor on the night of September 17, 1966.

A copy of your letter has been forwarded to the Meteor Centre, National Research Council. The Council are currently conducting a study of meteorites and the information contained in your letter will be of considerable value to them.

Yours truly,

Original Signed by
A. L. ASHTON

(A. L. Ashton),
for Director, Civil Aviation.

file

WB

5220-5 (SAW)

Ottawa, Ontario
September 26, 1966.

04 ~~Meteor Centre,~~
National Research Council,
Ottawa, Ontario,
Canada.

Dear Sirs:

Attached is a copy of a self-explanatory letter concerning
a recent meteor sighting in the Temagami, Ontario area.

For your necessary information, please.

Yours truly,

Original Signed by
A. L. ASHTON

(A. L. Ashton),
for Director, Civil Aviation.

Attach.

4

W3

Section 19(1)

1 Temagami Ontario
September 17, 1966Meteorological Branch
Department of Transport,
Ottawa Ontario.

15379

Dear Sirs:

On one of my Notice to Airmen sheets I receive from Aviation Section, Department of Transport, there was a request to report sightings of large meteorites.

This night (Sept 17) at thirteen minutes to nine, I saw a large meteorite almost due South of Temagami. It appeared about 15 to 20 degrees above the horizon and descended, moving E to W, on an approximate angle of 15 degrees from the horizontal to a position below the horizon. It started as a yellow light and quickly turned to a large greenish glow (if that is possible for meteorites?) that lit up a fair portion of the sky. The glow lasted five seconds at the most.

I hope this has been of some value to your Department.

Yours truly,

Section 19(1)

INFORMATION CIRCULAR



General

0/24/64
30th July

Page 1 of 2

DEPARTMENT OF TRANSPORT

AIR SERVICES

CIVIL AVIATION BRANCH

REPORTING OF FIREBALL AND METEORITE OBSERVATIONS

The National Research Council is currently conducting a detailed study of meteorites. In this connection, they are making a concerted effort to collect data on meteorites that have fallen to earth and meteor sightings which might lead to the finding of meteorites (fragments or pieces of meteors which have fallen to earth) as a great deal of useful scientific information can be obtained from this source particularly if early recovery is made. The cooperation of flight personnel in reporting sightings that might lead to the recovery of a meteorite would therefore be appreciated.

As a guide in determining what meteor sightings will be of scientific value, they may be separated into two general categories "Shooting STARS" and "Fireballs".

"Shooting Stars" can be observed many times on any clear night but reports of their sightings are of little use since they will normally burn up in the atmosphere and not fall to earth.

"Fireballs" might be described as spectacular meteors, brighter than the brightest planet, of sufficient brilliance, in fact, to cast shadows and may be accompanied or followed by a "sonic boom" type of noise. They are usually seen moving rapidly across the sky and sometimes a trail of glowing particles is left behind. The meteor may explode with a burst of light and a loud sound several times during a single fall. The National Research Council Committee is anxious to receive reports of such sightings with as little delay as possible.

"Fireball" sightings made in flight may be reported to Aeradio, Meteorological and Air Traffic Control units after landing or mailed (postage free) to:

Meteor Centre,
National Research Council,
Ottawa, Canada.

All reports should include as much of the following information as is relevant,

- a) Date and time of sighting (GMT to be used)
- b) Condition of sky (clear, cloudy, haze, etc.)
- c) Location of observer (either precise position on ground or geographical reference)
- d) Occurrence of bursts (number and approximate position along path)
- e) Luminosity (brightness compared to planets or moon and occurrence of shadows cast by nearby objects, if any)
- f) Colour (distinguish between colour of fireball and any persistent train or trail after passage of fireball)
- g) Form (size in relation to moon, and shape)
- h) Duration (both of fireball in motion and persistent train or trail in the sky)

TO HAVE MAILING ADDRESS CHANGED PRINT NEW ADDRESS ON THE ENVELOPE IN WHICH THIS CIRCULAR WAS RECEIVED AND RETURN TO RECORDS MANAGER, DEPARTMENT OF TRANSPORT, OTTAWA. (POSTAGE FREE IF MAILED IN CANADA).

- i) Sounds (description of sound and time interval between sighting the fireball and hearing the sound)
- j) Position in sky (positions of beginning and end of fireball path, both azimuth and elevation)
- k) Any other unusual observations.

Should an observer feel that a specific sighting might be of more than usual significance, (i.e., observed to hit the earth) he may contact the nearest regional representative of the Associate Committee on Meteorites direct. The regional addresses are as follows:

Maritimes	-	Rev. M. W. Burk-Gaffney, St. Mary's University, Halifax, N. S.
Quebec		Mr. Wm. A. Warren, 30 52nd Avenue, Lachine, Que.
Ontario	-	Royal Astronomical Society of Canada, 252 College Street, Toronto 2B, Ontario.
	-	Meteor Centre, National Research Council, Ottawa 2, Ontario.
Manitoba	-	Prof. H. D. B. Wilson, University of Manitoba, Winnipeg, Manitoba.
Saskatchewan	-	Mr. John V. Hodges, 1554 Elphinstone Street, Regina Saskatchewan.
Alberta	-	Prof. R. E. Folinsbee, University of Alberta, Edmonton, Alberta.
British Columbia	-	Dr. W. F. Slawson, University of British Columbia, Vancouver, B. C.

Since the primary objective in gathering reports of fireball sightings is to determine the area from which meteorite particles may be quickly recovered, the Committee is also interested in receiving reports of the finding of meteorites. Literature which will be of some assistance in identifying meteorites is available in Air Traffic Control Units, Aeradio Stations, Marine Radio Stations, and Meteorological Offices. Reports of findings or, if the finder wishes, the meteorite fragment should in all cases be sent by mail directly to the Geological Survey of Canada, 601 Booth Street, Ottawa, Ontario. In this regard it should be noted that meteorites are not dangerously radio active and may be handled without special precautions once they have cooled to normal temperature. The Geological Survey of Canada will pay \$100.00 or more for the first specimen of any Canadian meteorite that is acquired for the National Meteorite Collection.



R. W. Goodwin,
Director, Civil Aviation.

22.VI.66

NIAGARA FALLS, Ontario
Every night white and colored lighting illuminates beautiful Niagara Falls. Twenty, 36-inch searchlights make the Falls a fantasy in color.

BY AIR MAIL
PAR AVION
7-A.M.S.-6-3-64

5 CANADA

NIAGARA FALLS, ONT. 23 JUN 1966

ADDRESS

Mr. VILBERT SMITH
UFC observation
GRE Laboratory
"Ministry of Transport"
OTTAWA
CANADA

Section 19(1)

Doesn't seem to need a
reply:

28/6/66

Am



MEMORANDUM

CLASSIFICATION

TO
A

J. Kennedy -
Head, Meteorology and Oceanography Section,
CFHQ - OTTAWA

YOUR FILE No.
Votre dossier

7619

OUR FILE NO. 5964-27 (WBQ)
Notre dossier

FROM
De
DMB - TORONTO

DATE June 17, 1966

SUBJECT
Sujet

'BURN-IN' REPORT GOOSE, NFLD.

Attached for your information and possible action is a 'Burn-in' report, Goose, Newfoundland, submitted by the Meteorological Technician on duty on the evening of May 17, 1966.

ORIGINAL SIGNED BY
D. C. ARCHIBALD

J.R.H. Noble,
DIRECTOR.

MMH:cs
Attach - (1)
Copy - NET/L ✓

*Noted
20/6/66*

COPY

May 17, 1966

1. Project: Burn-in Report
2. GOOSE - Labrador, Nfld.
 - (a) Lat. $53^{\circ}19'$
 - (b) Long. $60^{\circ}25'$
3. Satellite number 2108/1966/21/B/Cpamos 112 rocket body.
4. Star-like object - same size and brightness as some of the more brilliant stars.
5. No sound or unusual features.
6. First sightings -
 - (a) 170236Z
 - (b) south of station
 - (c) approximately 30° elevation
7. Observed for 35 minutes as object moved in a S-SW - N-NE course.
8. Passed to East of station at approximately 50° elevation.
9. Lost visual contact while in north quadrant at approximately 30° .

(signed)

L. Veinot.

5220-5
(SRE-D)

Hunter Building,
OTTAWA, Ontario.

May 10, 1966.

Section 19(1)
Loughborough University of
Technology,
Roxce Hall, Ashby Road,
LOUGHBOROUGH, LEICS, England.

Dear Sir:

As requested in your letter of April 24, we are returning
to you herewith the original of your letter to us dated March 15, 1966.

Yours very truly,

*original signed
by L. E. Coffey*
(F. G. Nixon),
Director,
Telecommunications and
Electronics Branch.

Encl.

*Placed a photo-copy of 15/3 lett. in file
are
10/5/66*

4

5220-5 (ATP)

MAY 6 1966

Chief of the Defence Staff,
Canadian Forces Headquarters,
Ottawa 4, Ontario.

Dear Sir:

The attached letter from Section 19(1) of Hot Springs Nahanni, N.W.T., dated 9 April, 1966, concerning sightings of Unidentified Flying Objects is forwarded to you as the Department most likely to be concerned in these matters.

You will no doubt wish to reply to Section 19(1) letter, as we have indicated in our letter of acknowledgement, a copy of which is also attached.

Yours very truly,

Original Signed by

I. G. BARROWMAN

I. G. Barrowman,
for Assistant Deputy Minister, Air.

Attechs. 2

PDB:cd
f

5220-5 (ATP)

MAY 6 1966

Section 19(1)
Hot Springs Nahanni,
North West Territories.

Dear Section 19 (1) |

This will acknowledge receipt of your letter dated 9 April, 1966, concerning sightings of Unidentified Flying Objects.

Since the Department of National Defence has the primary interest in reports of this nature, your letter has been forwarded to that Department for reply.

Yours very truly,

Original Signed by

I. G. BARROWMAN

I. G. Barrowman,
for Assistant Deputy Minister, Air.

Ⓢ RDB:cd



UNIVERSITY
LOUGHBOROUGH UNIVERSITY

ROY

ASHBY ROAD,
LOUGHBOROUGH,
LEICS.

YOUR REF
5220-5 SRE(D)

24-4-66

TEL: LOUGHBOROUGH 5227

Dear Sir,

2703

5220-5

JRG
Thank you for your reply dated 23-3-66. I wish to complete my report on the work I have been doing, and for the sake of completeness I require either the original letter, or a copy of the one I sent you requesting information on "Project Magnet". I wonder if you would please forward me this as soon as convenient.

yours faithfully

Section 19(1)

Ans 10/5/66 H
RL

Records to file
To file please 52305
CHK

You may wish to
pass these documents
to

Section 19(1)

wjs
28/4
CHK phoned this to
am 7 28th
wjs 28/4
m

Section 19(1)

COPY

5200-3

August 6, 1958.

Section 19(1)
Calgary, Alberta.

Dear Section 19 (1)

I have now had an opportunity to look into the matter mentioned in your letter of July 12 and I am informed that while at one time the Department did have its officers at various radio stations across Canada report any unidentified flying objects, the results were inconclusive and no formal report was ever made although the designation 'Magnet' was given to the project at that time.

In the circumstances it does not appear that we can be of any assistance to your friend in this matter.

Yours sincerely,

original
signed by -- George Hees

George Hees

Supply—Transport

when an airplane has an accident and the people on board suffer injury or death? That has to be taken into consideration. It sounds rather alarming when you put the figure at \$1 million for the installation of equipment and it is, of course, a heavy cost for operation; but that has to be balanced against the saving of lives as well as of aircraft.

I hope some means will be found of getting over that particular difficulty, because it is rather hard to estimate the value of a human life. Air traffic, as the minister will agree, is steadily increasing, and the problems of landing aircraft under difficult weather conditions will be even greater as time goes on, because flights are coming or going at all hours. Even on that occasion at Malton last fall there were aircraft landing before and after the one which suffered the accident. I hope the cost of installation will not prevent the minister from going ahead with plans for making it safer for air traffic.

Mr. Marler: Mr. Chairman, of course it is very easy to bring the factor of human life into these things. However, the fact remains that T.C.A. has not expressed a preference for G.C.A. at all the major airports. If my hon. friend will stop to think for a moment of the cost of equipping 10 or 15 major airports at approximately \$1 million apiece, plus an operating cost of \$100,000 a year for each installation, he may realize perhaps that it is easier when one is in opposition to suggest such large expenditures than it is when one has the responsibility of government.

Mr. Churchill: I would suggest that if the the minister cut by one-third the cost of telephones and telegrams in his department—

Mr. Marler: Nonsense!

Mr. Churchill: —he could put in G.C.A. equipment at one of these airports.

Mr. Nesbitt: Mr. Chairman, I should like to ask the minister a few questions under this item, and I trust he will not think I am approaching the subject in a sense of levity. There is and has been much public concern about this subject. It would seem that his department has been spending considerable money.

Mr. Marler: On what?

Mr. Nesbitt: Investigation of this subject. I refer to the subject of flying saucers, so-called. I refer the minister to the minutes of proceedings and evidence of the special committee on broadcasting for Tuesday, May 17, 1955. As reported at page 479, Mr. W. B. Smith, who is senior radio regulations engineer for the department, made one or two statements.

(Mr. Churchill.)

Mr. Marler: All I can tell my hon. friend is that we have spent no money whatever on the matter to which he is referring.

Mr. Nesbitt: Then I refer the minister to the minutes of proceedings and evidence of the special committee on broadcasting for Tuesday, May 17. As reported at page 479, Mr. Smith said this:

We operated a station for making certain measurements out at Shirley's Bay from August of 1953 to about the same time in 1954, and on the basis of our measurements, which were nil, we came to the conclusion we had very little data of any nature to go on.

Before I pursue the question any further I ask the minister this question. Was this station operated by the Department of Transport?

Mr. Marler: My understanding is that Mr. Smith was allowed to carry out what he did do in a surplus building of the department measuring roughly 10 feet square, with some disused equipment.

Mr. Nesbitt: I am very glad to hear that. But was it under the auspices of the Department of Transport?

Mr. Hamilton (York West): No wonder he did not get anything.

Mr. Marler: He had our permission to do it.

Mr. Nesbitt: I am asking the minister whether it was under the auspices of the Department of Transport.

Mr. Marler: He had the permission of the department to spend his spare time in this research.

Mr. Nesbitt: Since he had permission to spend his spare time on the matter, was the equipment he used departmental equipment or was it privately owned equipment?

Mr. Marler: I thought I had made it clear that it was surplus departmental equipment.

Mr. Nesbitt: I see that Mr. Smith on that page says he had very little information to go on. Perhaps the minister might answer one or two questions if he is able or care to do so. What information did the department obtain through these researches?

Mr. Marler: Try as the hon. member may, Mr. Chairman, I am afraid he cannot make this molehill any bigger than it is. All I can say is that no useful information whatever was obtained for the department.

Mr. Nesbitt: In that case there are only two other questions I wish to ask. Has the department received information in this regard from any other government department?

Supply—Transport

Mr. Marler: Are we still on flying saucers or molochills?

Mr. Nesbitt: On flying saucers.

Mr. Marler: The answer is no.

Mr. Nesbitt: Then I have this final question. Has the government received any information in this regard from any other government, particularly the United States government?

Mr. Marler: I am afraid that question is too broad for me to answer. All I can say is that the Department of Transport has received no information of that kind.

Item agreed to.

Airways and airports radio aviation services—

46. Construction or acquisition of buildings, works, land and new equipment, \$2,957,905.

Mr. Pallett: Will the minister tell us where these lands were purchased and what equipment was purchased with this money?

Mr. Marler: It is under this item that provision is made for the variable omniranges that I referred to yesterday. It represents \$194,000 for various stages of the Montreal-Windsor airway; then for 16 4-channel recorders and 15 single-channel recorders, air control towers and centres, \$121,000. If I might limit it to the major items, I hope that will satisfy the hon. member. Then at Gander, relocation of station and installation of new high power transmitter to which I also referred yesterday, \$129,000; completion of installation of radar ground control approach, \$658,000.

Mr. Pallett: Is that last item all for Gander?

Mr. Marler: The \$658,000. Then shown are other items which range from \$10,000 to \$40,000, totalling \$174,000. At Goose, relocation and improvement of transmitter station, \$113,000; at Padloping, rehabilitation of former United States aeradio station, \$100,000; Seven Islands to Goose, communication system, \$100,000. Then there are a number of smaller items for Toronto district, Winnipeg, Edmonton and Vancouver.

Mr. Pallett: Would the minister advise me whether this equipment was purchased directly or by tender?

Mr. Marler: It is to be by tender.

Mr. Pallett: Who were the suppliers?

Mr. Marler: Mr. Chairman, this is not just one single item. I hope the hon. member understands that. It covers a great many items. If he would tell me which item he is particularly interested in I might be able to get the information.

Mr. Pallett: I should like to know whether the suppliers were Canadian.

Mr. Marler: Yes, but for what?

Mr. Pallett: For the items purchased under this item of the estimates. Were the greater percentage of the suppliers Canadian or were they outside of Canada?

Mr. Marler: Mr. Chairman,—

Mr. Pallett: You can answer that question very easily.

Mr. Marler:—this item of the estimates covers hundreds of items. It is quite impossible for me to give the hon. member a reply to that question because it is much too general. If the hon. member will tell me what particular item of equipment he has in mind I shall be glad to make inquiries and let him have the information, but I cannot answer a question which covers so many items.

Mr. Pallett: The only information I have before me, Mr. Chairman, is the information that is contained in these estimates. The minister is now before the committee asking that these estimates be passed. I have asked him whether the greater percentage of the equipment referred to in this item was purchased in Canada from Canadian firms or whether it was purchased from outside firms. He has the information. I have not. I am asking him the question.

Mr. Marler: Mr. Chairman, I am sorry I cannot satisfy the hon. member, but these are credits which are being placed at the disposal of the department for the current year. They do not represent a large amount of equipment that has already been purchased. In most instances I understand the purchases have not yet been made. I can tell my hon. friend that when we come to buy equipment of this kind it is the practice of my department to invite tenders and to accept the lowest tender having regard to the circumstances.

Mr. Pallett: Do I understand that the orders for this equipment have not been placed as of the present time?

Mr. Marler: I thought I had already made that matter perfectly clear. I am sorry if I have not done so. I thought it was clear that this was for the purchase of equipment during the current year which started, as I understand it, on April 1.

Mr. Pallett: That was not an answer to my question. Do I understand that orders for the equipment represented in this item of the estimates have not yet been placed?

An hon. Member: He has said it three times.

April 14, 1966.

Section 19(1)

House of Commons,
Ottawa, Ontario.

Dear Sir:

In reply to your letter of April 7th, requesting information concerning Unidentified Flying Objects, I regret that we are unable to be of much assistance to you.

The late Mr. W.B. Smith, who was employed by this Department, was quite active in that field, and I understand he termed some of his activities "Project Ragnar". However, these activities were purely a personal hobby of his and we have no Departmental information on the subject.

Any reports we receive of fireballs or other bright flying objects which might possibly be extraterrestrial, are referred immediately to the National Research Council Space Centre, the address of whose officers Mr. Colford, of this Department, gave you in response to your recent telephone call.

Yours very truly,

Original Signed by
D. A. McDOUGAL

J. R. Baldwin,
Deputy Minister.



House of Commons
Canada

5220-5

793

O T T A W A
April 7, 1966

Mr. J.R. Baldwin, Deputy Minister
Department of Transport
Hunter Building
Ottawa, Ontario

Dear Mr. Baldwin:

Re: Project Magnet

I had asked the Library of Parliament to provide reports on Project Magnet for me, and have learned today that they cannot.

They have told me that your Department has a file on this, and that I can obtain it through you. I would appreciate receiving this, and any other material relating to Unidentified Flying Objects, at your earliest convenience.

Yours very truly,

Section 19(1)

WDH/sa
RECEIVED
APR 12 1966
OFFICE OF THE
DEPUTY MINISTER
TRANSPORT.

B

SECRET

M E M O R A N D U M

CS-1

16 Mar 59

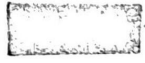
OC
414 P Sqn

Sighting Unknown Object

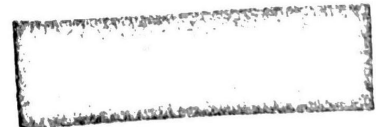
1 On the night of March 15 at approximately 2110 hrs, just prior to entering officers mess at Rockcliffe, I noticed an orange coloured light approaching from the west, over the city of Ottawa. At first sight, I assumed that the object was a meteor, but on further sight, it was noticed that the glow did not disappear or diminish. On the contrary, it travelled in a straight line at a seemingly constant altitude until it was south of the station; at which time it turned through south-east to north and appeared to climb.

2 The object was very high and its progress rapid. It was accompanied by no sound and nothing but the orange light was discernable. The object was about twice the size of any of the stars in view and stood out quite prominently.

3 Its flight path was constant but it seemed to alternately accelerate and decelerate. As it commenced its turn, it showed the same jerky tendency throughout the swing. I presumed the object climbed because the light dwindled in size and its angle of elevation increased considerably. It definitely showed characteristics of controlled flight.

4 At the time I was in the company of R/O 

*



MEMORANDUM

CJ-1

16 Mar 59

OC
414 P Squ

Sighting Unknown Object

1 On the night of March 15 at approximately 2115 hrs, just prior to entering officers mess at Rockcliffe, I noticed an orangecoloured light approaching from the west, over the city of Ottawa. At first sight, I assumed that the object was a meteor, but on further sight, it was noticed that the glow did not disappear or diminish. On the contrary, it travelled in a straight line at a seemingly constant altitude until it was south of the station; at which time it turned through south-east to south and appeared to climb.

2 The object was very high and its progress rapid. It was accompanied by no sound and nothing but the orange light was discernable. The object was about twice the size of any of the stars in view and stood out quite prominently.

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4 At the time I was in the company of S/O 