

[REDACTED]

17/14302

PROJECT 10015 RECORD OF 9

ATTC NO. _____ DATE OF INFO 17 March 1950
AP NO. _____ LOCATION Roslyn, N. Y.
REPORT NO. Civilian Letter SOURCE Female Civilian
DATE OF REPORT _____ DATE IN TO ATTC _____
TIME OF STARTING 0930 EST COLOR _____
SHAPE Contrail SPEED Very slow
SIZE Tennis ball ALTITUDE High to low
COURSE 180° then 270° LENGTH OF TIME OBSERVED 10 Min.
NO. IN GROUP 1 TYPE OF OBSERVATION Auto
SOUND _____ MANEUVERS Lost altitude slowly then
PHOTOS _____ SKETCHES _____ made 90° turn.
Source first saw contrails then object
descended a few thousand feet. Looked
like two plates "face to face".

Temporary ATTC Form 329
(2 Jan 52)

[REDACTED]

A/c

44
TO: Officer in Charge
Project Saucer
Wright Patterson Field
Dayton, Ohio

FROM: Mrs. [REDACTED]
[REDACTED] Ave.
Northport, L.I., N.Y.

SUBJECT: Unusual type aircraft seen over Long Island, March 17, 1950

1. I feel that the following description of the subject aircraft should be forwarded to the proper authorities.

2. While driving alone from Northport, Long Island to New York City on March 17, 1950, I observed at 9:30 a.m. between the towns of East Norwich and Roslyn, what appeared to be a smoke trail at an extremely high altitude which I thought was sky-writing. When the aircraft appeared to drop away from the smoke trail area and lose altitude at a very slow rate, the shape appeared to be that of a tennis ball. At this point I stopped the car to watch the aircraft more closely. The slow rate of descent continued and at the same time the craft came closer toward me flying from a northerly to a southerly direction. As the aircraft neared, the shape became quite pronounced which I would describe as two plates placed face to face together. The length appeared to be slightly wider than the width. The craft then changed direction and proceeded due west out of sight without an appreciable change in altitude. It was visible to me from the time I first noted the smoke or vapor trail until its complete disappearance for a period of approximately 10 minutes. The minimum altitude was several thousand feet.

3. Inasmuch as my husband is an aeronautical engineer, I have been "exposed" to a certain amount of aircraft identification. I am thoroughly convinced that the craft I saw was not a conventional jet aircraft, propeller driven aircraft, balloon or parachute.

4. I have not reported, nor do I plan to report the above observation to the news agencies or local newspapers.

Very truly yours,

Mrs. [REDACTED]
Mr. [REDACTED]

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