

PROJECT 10073 RECORD

1. DATE - TIME GROUP 24 May 1950 Morning	2. LOCATION Holleman AFB, New Mexico
3. SOURCE Military	10. CONCLUSION INSUFFICIENT DATA
4. NUMBER OF OBJECTS two	Triangulation could not be effected. Photos of two different objects
5. LENGTH OF OBSERVATION Not Reported	11. BRIEF SUMMARY AND ANALYSIS
6. TYPE OF OBSERVATION Videon Photos	Photos taken by two stations on Videon Camera. Two different objects and traingulation could not be effected. Photos sent to Dr Marichi at Cambridge. File incomplete.
7. COURSE N/A	
8. PHOTOS ZZ Not in File ☐ Yes ☐ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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MX674, test of 24 May 1950

Lt. Albert

EHOSIR

31 May 1950

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1. Following is preliminary information concerning MX 674 test of 24 May 1950:

a. Reference System:

NAA Line of fire: 19°52'30.8" west of North

X: the down range coordinate along the NAA line of fire

Y: the off range coordinate, positive to the right

Z: the vertical coordinate

XY Plane: that plane tangent to the earth's surface through the reference point (0, 0, 0)

b. Station locations:

Coordinates of station 8: 13549, 20190, 106

Coordinates of station 10: 43309, 23819, 113

c. Frame rate:

Five frames per second

d. Definitions:

Azimuth Angle: the angle the line of sight when projected into the XY plane makes with the plus X coordinate axis in a clockwise direction.

Elevation Angle: the acute angle the line of sight makes with the XY plane.

e. Discussion of the 24 May 1950 film.

Station 8 followed an object for six consecutive frames, during which time the azimuth angle changed uniformly from 58°19'30" to 58°26'30". The elevation changed uniformly from 47°32'20" to 47°25'50".

Station 10 followed an object for seventy-four consecutive frames, during which time the azimuth angle changed uniformly from 106°01'40" to 105°39'50". The elevation angle changed uniformly from 25°48'0" to 25°07'50".

Unfortunately, as station 8 and 10 did not follow the same object, no reduction was possible.

DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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PERRY K. BRYANT
Captain, USAF
Chief, Data Reduction Unit

PKB/rd
ext 193

7-133
11-29

31 May 50

JUL 13 1950

SUBJECT: Aerial Phenomena

TO: Commanding Officer
AF Cambridge Research Laboratory
Attn: Base Directorate, Geophysical Research
230 Albany St.,
Cambridge, Massachusetts

1. Per request of Dr. A. O. Mirarchi, during recent visit to this base, the following information is submitted.

2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Photo-theodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers therefore I would rate their reliability superior. In both cases photos were taken with Askanias.

3. The Holloman AF Base Data Reduction Unit analyzed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time.

4 Incls:

- Incl #1-Data Red Rpt #1
- Incl #2-Data Red Report #2
- Incl #3-Film, P-10, 24 May 50
Film, P-8, 24 May 50
Film, P-10, 27 Apr 50
- Incl #4-Map of HAFB Range

On May 29, 1950, after word of the first picture had got out and the stations were more alert, another object was sighted just before a missile was to be fired. A second station was called, and they reported that they also could see the object clearly. Both stations swung into action and took photos. On

developing the film, it turned out that each was tracking a different object—bright dots of light—and again we had no triangulation. Whatever the dots were, they were impossible to evaluate.

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EXTRACT REPORT

"TRUE" MAGAZINE ARTICLE

505-4984

DOWNGRADED AT 3 YEAR INTERVAL.
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INTERVIEW WITH CAPTAIN [REDACTED]

by W. B. Klemperer

(in the presence of Mr. Al Chop of DAC Public Relations)

on February 4, 1955 p.m.

at Mr. [REDACTED]'s home, [REDACTED],
Palos Verdes, California

1. Captain [REDACTED] has been a pilot with American Airlines since 1939, for 16 years. He flies all types of commercial airplanes. Presently he is on regular DC-6 coach service between Los Angeles and Chicago. He has about 15,000 flight hours, accumulated at the rate of approximately 1000 hours per year. He is considered extremely reliable and experienced. During the war he flew DC-4's regularly between New York and England. (In 1945 I met him at Prestwick, Scotland. - I have known Willys Sperry since when he was a high school boy in Tallmadge, Ohio, in the late twenties; I knew his parents well, and his older brother was one of my closest friends. I taught Willys a few things about gliding in those days.) Capt. [REDACTED] has traveled a great deal, also flies light airplanes on vacation trips with his wife within the USA as well as into Central and South America.
2. Captain [REDACTED] related from memory, which is still vivid, his experience of an encounter with an UFO on 29 May 1950. He was flying (in the left seat of the cockpit of) a DC-6. The airplane had left Washington Airport at about 9:10 p.m. and was steadily climbing towards a 20,000' level. The weather was clear aloft but the ground was covered by haze. There was a full moon about 25° above the horizon. He was headed 240°(mag) for Nashville, Tenn. At about 9:30 p.m., some seven miles west of Mt. Vernon (while [REDACTED] was fishing for a map), the copilot, [REDACTED], suddenly shouted: "Watch it, watch it!" and drew his attention to an UFO ahead of them, growing rapidly bigger. It was a brilliant bluish light. To avoid a possible collision they sharply banked and veered about 45° off their course to the right while the object passed by on their left side slightly higher in opposite direction from an 11 o'clock position to a 7 o'clock apparent position. During this maneuver the UFO happened to pass between the observers and the upper half of the moon, showing a dark silhouette of a slender hull remindful of a submarine, its length about half the moon's diameter, its height a fraction of that. The bright blue light appeared to be at the tail end.

As the object had passed behind their wing the pilots banked the plane to the left and returned towards their old course. Even so, the copilot discovered the object again through the right window "as though it had circled behind them and come up after them". He then banked to the

right again for a better view but the UFO streaked across towards the East behind them. Capt. [REDACTED] saw it once more through the pilot's window to the rear as it went off into the distance towards the Atlantic.

Two or three passengers also saw a light pass by and one stewardess "saw something go by".

Capt. [REDACTED] reported the observations to the Washington tower by radio but neither the tower personnel nor the Washington radar picked up anything significant to confirm the sighting.

The press heard of the incident through the Washington tower. On the following morning [REDACTED] was interrogated by reporters at his home in Tulsa, Oklahoma. He showed us newspaper clippings which he has preserved in an album among personal photographs. He made no report to the Air Force but answered questions posed by a major who called him at Tulsa long distance from the Pentagon on 30 May.

Much later [REDACTED] learned that "Hank Myers, later pilot of President Truman's plane, was flying an AAL airplane on the same evening and observed a brilliant bluish object between Nashville and Knoxville at such a time that it could well have been the same UFO".

3. The possibility that the UFO seen by [REDACTED] and his copilot was a meteor was emphatically discounted by both. Capt. [REDACTED] does not believe that the seemingly erratic apparent movement of the object could have been an illusion produced solely by the three veering maneuvers of their own aircraft. The observation of the bright light being at what they called the rear of the oblong or cigar shaped silhouette of the object as it passed for a fleeting fraction of a second in front of the disk of the full moon seems hard to reconcile with the brilliant visibility of this light during the earlier head-on approach phase, unless it is assumed that the luminous area was much larger than the cross section of the body.

NOTE: According to the Almanac the moon was full on May 30, 1950. WBK

A saucer incident that might have become a classic Unknown occurred in Denver at 10 A.M. on a summer's day in 1950. A man was sitting on the shady porch of his house, reading. Beyond the porch roof the sun shone brightly. Glancing up from his book, he was startled to see a formation of perhaps a dozen spherical objects, shining iridescently, traveling toward the distant mountains. As he watched, those in the front of the procession seemed to vanish instantly while others appeared out of nowhere to join the parade at the rear. Measuring their size against the mountain background, he decided they were "immense" and they moved at fantastic speed, covering the thirty or so miles to the mountains in a matter of five or six seconds.

Too stunned to take action, he was still numb from shock when he heard a faint "Hello," and looked up—to realize that the little girl across the street was blowing soap bubbles. If the man had jumped up when he first saw the objects and had rushed into the house to telephone the nearest saucer club, he might never have found out that the "spaceships" were only bubbles [15].

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