

PROJECT 10073 RECORD CARD

1. DATE 10 Dec 1951		2. LOCATION Buffalo, N.Y.		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical METEOR ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local 1820E GMT 10/2320Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 15 XXXX seconds		8. NUMBER OF OBJECTS 1		9. COURSE S to N	
10. BRIEF SUMMARY OF SIGHTING Large white brilliant object like light of welders torch. Globular in shape - 400 ft diameter. Center brighter than edge. Had blue-white brilliance and outer edge was white. Fiery taper cone appeared to trail object with pulsating red-orange exhaust. Trail of appear to be $\frac{1}{4}$ mi in length. Speed estimated 240Knots. Alti was 3 to 4000 ft. Flight to North.				11. COMMENTS Astro (Meteor)	

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HEADQUARTERS
136TH FIGHTER-INTERCEPTOR SQUADRON
Niagara Falls Municipal Airport
Niagara Falls, New York

26 Dec 51

360.11

12 December 1951

SUBJECT: Report of Information on Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIS

1. Under provisions of ADC Letter 200-1, 11 April 1951, the following is a narrative report by this unit as derived from an interview with Captain [REDACTED], USAF, [REDACTED].

2. On 10 December 1951, Captain [REDACTED] was driving east on Como Park Boulevard, approximately four (4) miles southwest of the Buffalo Municipal Airport, Buffalo, New York. At 1820E he sighted an unconventional-type airborne object.

3. The object was large, white, extremely brilliant (he compared its brilliance to the light of a welder's torch when first lighted) and globular in shape, with an estimated 400 ft. diameter. The center, brighter than its perimeter area, was a blue-white brilliance and the outer edge was a white brilliance. Emanating from the trail of the object was a fiery, tapered cone and after the cone there appeared some pulsating, red-orange exhaust flashes. The exhaust trail appeared to be about one-quarter of a mile in length. Captain [REDACTED] estimated the altitude of the object to be from three to four thousand feet. He estimated the speed to be approximately 240 knots. Its flight path appeared to be from south to north.

4. After sighting the object for approximately 15 seconds, it disappeared in the immediate vicinity of the Buffalo Municipal Airport. Captain [REDACTED] stated that it just seemed to shut-off, as one would shut-off an electric light bulb. Although Captain [REDACTED] had the window of his car down, he could hear no sound associated with the object.

5. The ADCC station in this area reported nothing in its log to indicate the presence of the object at the time of the sighting. A check was made at the airport control tower, Buffalo Airport, and nothing was observed by the operators on duty at the time of the sighting, nor was anything indicated in the tower log.

7-3712-40
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360.11, Subj: Report of Information on Unconventional Aircraft

6. Aircraft traffic at the Buffalo Airport at that time of the evening consisted of the following:

a. In-bound traffic - Capitol Airlines, Flight 275, inbound from Rochester, New York, reported over Akron, New York at 1811 and landed Buffalo Municipal at 1817E. American Air lines, Flight 769, inbound from Rochester, New York, at 1819E reported over Akron, New York, landed at Buffalo Municipal at 1830E. Both of the above flights were VFR.

7. Weather as reported by the CAA Weather Station sequences from Buffalo was as follows: 1730E, 4500 ft. broken clouds, 10 miles visibility, winds west at 16 knots, temperature 29°; 1830E, 4000 ft. scattered clouds, 10 miles visibility, winds west 11 knots, temperature 28°. Winds aloft: 2000 ft. 270° at 15 knots, 4000 ft. 260° at 15 knots, 6000 ft. 280° at 20 knots, 8000 ft. 280° at 30 knots.

8. Captain [REDACTED] is an experienced military pilot. He served overseas as a USAF fighter pilot during World War II. Since that time, he has been flying fighters in the NYANG until the unit in which he was serving was activated into federal service in February 1951. Since activation of his unit, he has served as a flight leader as well as the unit instrument training officer.

9. Source and content reliability, A-2.

FOR THE COMMANDING OFFICER:

1 Incl
Drawing

Cy to:
CG ADC, Dir of Intell

Julius S Borden
JULIUS S BORDEN
2nd Lt, USAF
Adjutant

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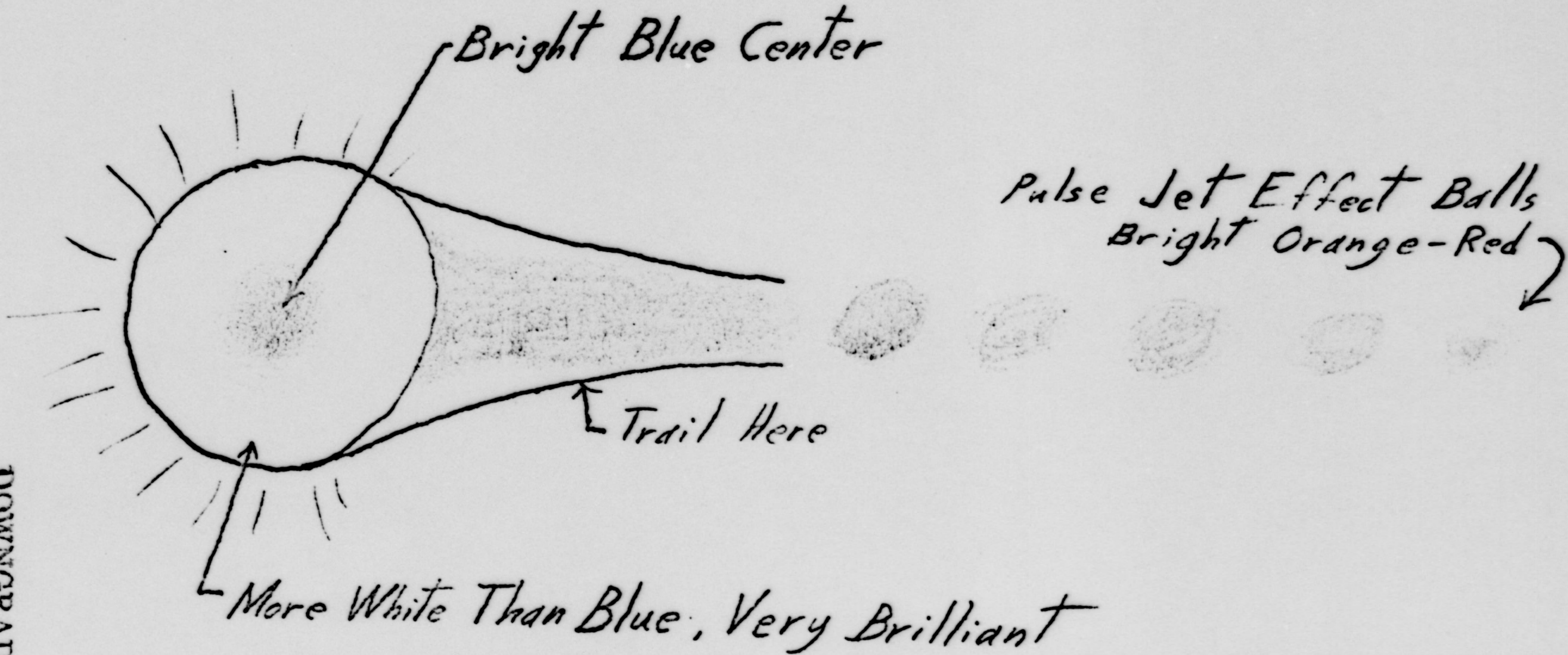
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Sheet 1

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EXTRACT FROM STATUS REPORT # 2

DATE: 10 Dec 51

TIME (Local): 1820 EST

LOCATION: Buffalo, N. Y.

LENGTH OF TIME OBSERVED: 15 Sec.

SOUND: None

SPEED: 240 Knots

ALTITUDE: 3,000 - 4,000 ft.

HEADING: S to N

SOURCE: USAF Pilot

ACTION OR COMMENTS: Pending

DESCRIPTION OF INCIDENT: Large, white, extremely brilliant and globular in shape.

EXTRACT FROM STATUS REPORT # 3

DATE: 10 Dec 51

TIME (Local): 1820 EST

LOCATION: Buffalo, N. Y.

LENGTH OF TIME OBSERVED: 15 Sec.

SOUND: None

SPEED: 240 Knots

ALTITUDE: 3,000-4,000 ft.

HEADING: S to N

SOURCE: USAF Pilot

ACTION OR COMMENTS: No conclusions. Probably a fireball of some type.

DESCRIPTION OF INCIDENT: Large, white, extremely brilliant and globular in shape.