3. DATE

12 JUL 52

4. TIME

1300/2125

5. DURATION

30 sec
5-10 sec

6. LOCATION

NOVASSEUR APB MOROCCO

7. TYPE OF OBSERVATION

XXX Visual
☐ Ground-Radar
☐ Air-Visual
☐ Air-Intercept Radar

8. SOURCE

Varied

9. NUMBER OF OBSERVED

1

10. COURSE

11. SPEED

12. CONCLUSIONS

☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
XXX Possibly Astronomical (METEOR)
☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

13. REMARKS

Meteor-like object seen over North Africa by many sources, including technical personnel and AF personnel.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

FROM (Agency)	REPORT NO.	PAGE 4 OF 4 PAGES
Directorate of Intelligence	5-3IC-5	

2100 hours while sitting in his automobile at an outdoor theater north of Nouasseur Air Base near Atlas Construction Camp. Capt Klien sighted object in the sky that appeared to be on fire. Object was moving from south to north and appeared to be over runways at Nouasseur. The altitude of the flying object was approximately 500 feet and moving in level flight. It took approximately 7 seconds to pass across 90 degrees of horizon. General outline not clearly seen. Flame from object appeared as a tear drop in shape and light was of medium intensity. The color of the flame was light red. Trailing behind object were several smaller dots of flame that appeared to be dropping from main body and burning behind building without changing direction, altitude, or appearance. Flame was not of the blue-white variety of a shooting star. Object did not resemble a falling meteor either in speed, color or direction of flight.

UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

16—53574-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1950—O-918332

AF FORM 112—PART I
APPROVED 1 JUNE 1948

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA MATS	IR-424-52	Doc. 483991

AIR-INTELLIGENCE INFORMATION REPORT

SUBJECT: (RESTRICTED) Newspaper Account of Sightings of "Flying Saucers" by TWA Representatives in Casablanca

AREA REPORTED ON	FROM (Agency)
French Morocco	Intelligence Branch, Hq AACS

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
24 July 1952	12 July 1952	Unevaluated

PREPARED BY (Officer)	SOURCE
Captain Eugene E. Brown	Documentary

REFERENCES (Control number, directive, previous report, etc., as applicable)
None

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II)

The following information was furnished this headquarters by the Commanding Officer, 1815th AACS Group, Nouasseur, French Morocco in his SMIS, dated 15 July 1952, and is the text of an article which appeared in the "Atlantic Courier" on 12 July 1952.

"Flying Saucers" have been seen in the Casablanca sky, and their flight over the city was witnessed by several people including Mr. Bud Krueger, the TWA representative here. The following is a statement by Bud Krueger:

The conversation was general and we were all enjoying the cool, cool breeze on the roof terrace at the Key Club last night when all of a sudden Bunny Lewis said "Look up there, is that an airplane?"

With that, Ed Lewis (Bunny's husband), O. O. Giffin, Mrs. Vi Knoll, her husband and daughter, Harry Handcock and his wife Martha and myself looked up in the sky. Coming from the north, traversing the sky very rapidly, was a formation of what looked like four ghostly shapes.

The formation appeared to be the same type used in military air maneuvers with one "thing" in the lead, one on either side and one trailing.

When we first saw them, they were about "one o'clock" and moved across the sky with great speed. They seemed to be flying at a constant speed. We lost sight of them as they came into the illuminated area of the moon.

Had one or two people seen them it could have been considered an optical illusion, but when as many as nine people saw them, it could hardly be considered as such. We knew that they could not have been the lights of an aircraft as most commercial and private aircraft have blinking light. These objects were completely illuminated with a neon type glow. Also absent was a sensation of sound, which would also rule out the possibility of it being a known type of aircraft.

Most everyone had a different version of what the shape of the objects were. Some of them thought they looked like pillows, others thought they looked diamond shaped, and still others thought they looked like "Flying Saucers."

Eugene E. Brown
EUGENE E. BROWN
Captain, USAF
Chief, Collec. & Eval. Sect
Hq AACS

APPROVED: Charles C. Robinson
CHARLES C. ROBINSON
Major, USAF
Chief, Intelligence Branch
Hq AACS

AIG 23177

UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted] (CLASSIFICATION)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1950—O-878331

AIR 22
AFM DE AIR
OPOP JEDWP
SUSDUPE

ACTION

1. ATIAA
2. ATIAA
3. ATIA
4. C. Files

AFS A011
AIR DE AFS
OPOP JEPHQ JEDWP JEDEN ZOYY
JFRW 02
SUSDUPE

25 JUL 1952 08 26

UNCLASSIFIED

OPERATIONAL IMMEDIATE

OPOP JEPHQ JEDWP JEDEN JFPBU JEZMH 555
DE JFRWC 13
OP 241122Z
FM CGAIRDIV FIVE RABAT FR MOR
TO JEPHQ/COFS USAF WASH DC ATTN: D/INTEL
JEDWP/ATIC WRIGHT PATTERSON AFB OHIO ATTN: ATIAA-2C
JEDEN/CG ENT AFB COLORADO SPRINGS COLO
JFPBU/CINCUSAFE WIESBADEN GER ATTN: D/INTEL
JEZMH/CGSAC OFFUTT AFB NEBR ATTN: D/INTEL
/[redacted]/ DI 12122 PD SUBJ CLN FLYOBRPT PD THE FOLG

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

MSG REC BY THIS HQ FR EIGHT ZERO AIR DEPOT WG NOUASSEUR AIR BASE FR MOROCCO QUOTED FOR UR INFO CLN QUOTE NECTAR ALFA COCA GOLF ZERO SEVEN DASH FIVE FOUR ZERO PD ATTN DIRECTOR OF INTELLIGENCE PD UNIDENTIFIED AERIAL OBJECT SIGHTED AT NOUASSEUR AIR BASE TWO ONE TWO FIVE HOURS ONE THREE JULY FIVE TWO PD LELAND H O'NEAL CMA ATLAS CONSTRUCTORS EMPLOYEE CMA DRIVING SOUTH ON ROAD PARALLEL TO EASTERN BOUNDARY OF BASE SIGHTED OBJECT WHICH FIRST APPEARED TO BE JET WITH AFTERBURNER AT ONE ONE THOUSAND FEET COMPASS HEADING SOUTH BY SOUTHEAST PD OBJECT GREW EXTREMELY BRIGHT AND APPEARED TO BE AN ELLIPTICAL BODY OF LUMINOUS

WHITE WITH PALE RED FLAMING TRAIL PD O'NEAL OBSERVED OVJECT FOR APPROXIMATELY THIRTY SECONDS PD OBJECT SUDDENLY BLACKED OUT IN FLIGHT AND DISAPPEARED PD OBJECT GAVE OFF NO SOUND DURING PERIOD OF OBSERVATION PD LINE OF FLIGHT WAS HORIZONATAL AXIS WITH NO DEVIATION IN COURSE PD RAFAEL GIL SANCHEZ CMA SPANISH NATIONAL CMA USAF LOCAL HIRED EMPLOYEE CMA SIGHTED OBJECT FROM BASE POWER PLANT ONE HALF MILE WEST OF O'NEALS POSITION PD SANCHEZ STORY SUBSTANTIATES O'NEALS ON ALL POINTS PD SANCHEZ FURTHER STATES THAT EXHAUST OF OBJECT WAS FIRST NARROW AND BRIGHT CMA BUT GRADUALLY DIMMED AND EXPANDED CMA THEN ABRUPTLY DISAPPEARED PD O'NEAL IS GRADUATE ENGINEER AND FORMER CURTISS-WRIGHT PROJECT ENGINEER ON US NAVY HELLDIVER AIRCRAFT PD O'NEAL AND SANCHEZ DID NOT CONVERSE PRIOR TO OSI INTERVIEW PD SECOND UNIDENTIFIED AERIAL OBJECT SIGHTED AT NOUASSEUR AIR BASE TWO THREE THREE SEVEN HOURS ONE THREE JULY FIVE TWO PD OBJECT SIGHTED BY AT LEASTSEVEN AIRMEN AND SEVERAL OFFICERS FROM THREE POINTS ON BASE PD ALL STATE A ROUND CMA BRIGHT CMA PLUISH-WHITE OBJECT FLEW IN ARC OVER FLIGHT LINE AND RUNWAY AND VANISHED OVER HORIZON PD PERIOD OF OBSERVATION FIVE TO TEN SECONDS PD ALL INTERVIEWED STATE EMPHATICALLY OBJECT WAS NOT SHOOTING STAR CMA FLARE OR WEATHER BALLOON PD OBJECT DESCENDED TOWARD WEST AT HIGH RATE OF SPEED PD BASE OPERATIONS REPORTS NO FLARES FIRED PD BASE WEATHER STATION RELEASED

BALLOON AT TWO ONE ZERO ZERO HOURS PD BALLOON AIRBORNE UNTIL TWO ONE TWO THREE HOURS PD UNQUOTE WRITTEN REPT AF FORM ONF ONE TWO FOLS PD
24/1143Z JUL JFRWC

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.				
Directorate of Intelligence	5-3110-5	UNCLASSIFIED	PAGE 3	OF 4	PAGES

The following is the edited teleprinter message received 23 July 1952 from Major W. Mac Sparran, Wing Provost Marshal, 80th Air Depot Wing.

An unidentified flying object was sighted at Nouasseur Air Base 2125 hours 13 July 1952. Leland H. O'Neal, Atlas Constructors employee, driving south on road parallel to eastern boundary of base sighted object which first appeared to be a jet with afterburner at 1000 feet, compass heading south by southeast. Object grew extremely bright and appeared to be an elliptical body of luminous white with pale red flaming trail. O'Neal observed object for approximately 30 seconds. Object suddenly blacked out in flight and disappeared. Object gave off no sound during period of observation. Line of flight was horizontal axis with no deviation in course.

Rafael Gil Sanchez, Spanish national, USAF local hired employee, sighted object from Base Power Plant ½ mile west of O'Neal's position. Sanchez' story substantiates O'Neal's on all points. Sanchez further stated that exhaust of object was first narrow and bright, but gradually dimmed and expanded, then abruptly disappeared.

Second unidentified flying object was sighted at Nouasseur Air Base 2337 hours, 13 July 52. Object sighted by at least seven airmen and several officers from three points on the base. All reported observing, for 5 to 10 seconds, a round, bright, bluish-white object which flew in an arc over flight line and runway and vanished over horizon. All personnel interviewed stated emphatically that object was not shooting star, flare, or weather balloon. Object descended toward West at high rate of speed.

The following reports were given to the Preparing Officer at Nouasseur Air Force Base 25 July 1952.

Capt Ira E. Vance, AO 812332, Purchasing and Contracting Officer, 80th Air Depot Wing, driving from Boulhaut to Casablanca 13 July 1952 sighted unidentified flying object at approximately 2145 hours. Object appeared southwest in the direction of Casablanca. Visibility was good. Object resembled a meteor; however, it was larger than any meteor observed in his experiences. Object was low on the horizon and closer to earth than meteors. Object resembled a large ball of flame which remained bright during its flight and then suddenly disappeared. It was observed for only a few seconds. No sound was audible to the observer and no obstructions were in the line of sight. Capt Vance did not report this sighting until approached on the subject by the preparing officer because he was convinced it was a meteor. However, Lt Col John Bell, Transportation Officer, 80th Air Depot Wing, Mrs. Evelyn Bell, and Mrs. H. Carlene Vance also occupants of the automobile driven by Capt Vance had an opportunity to observe soundless object for approximately 20 seconds. Their respective statements substantiate what Capt Vance told the Preparing Officer except that they described the object as a long airplane with bright interior lights which didn't seem to move fast. Lights appeared elongated; not like the cabin lights of C-47 or C-54 aircraft. Object suddenly disappeared although the terrain is flat and no other obstructions were in line of sight.

Capt Mare G. Klien, AO 1[illegible], Chief, Accessories and Miscellaneous Repair Section, 80th Air Depot Wing, sighted aerial object 13 July 1952 at approximately

UNCLASSIFIED

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

18—54870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1950—O-918332

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
French Morocco	UNCLASSIFIED 5-310-5	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT

AREA REPORTED ON	FROM (Agency)
French Morocco	Directorate of Intelligence, Hq 5th Air Div

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
26 July 1952	13 July 1952	F-6

PREPARED BY (Officer)	SOURCE
GLENN D ADAMS, 1st/Lt, USAF	OSI Report, Capt Marc B. Klien, Capt Ira E. Vance

REFERENCES (Control number, directive, previous report, etc., as applicable)

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

7. It is significant to note that these sightings coincide with the recent reprint of a Life magazine article which appeared in the July 52 issue of Readers Digest.

8. No further investigation is contemplated by this Headquarters.

APPROVED:

Aram S. Tootelian
ARAM S TOOTELIAN
Colonel, USAF
Director of Intelligence

Glenn D. Adams
GLENN D ADAMS
1st/Lt, USAF
Asst Chief, Programs Division

1 INCLS.

DISTRIBUTION BY ORIGINATOR

DI/USAF DI/SAC
ATIC DI/USAFE

UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted]

10—58569-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1950 O—918331

AF FORM 112—PART I
APPROVED 1 JUNE 1948

UNCLASSIFIED

COUNTRY	5-310-5	(LEAVE BLANK)
French Morocco		

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT	
FLYOBRPT	
AREA REPORTED ON	FROM (Agency)
French Morocco	Directorate of Intelligence, Hq 5th Air Div

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
26 July 1952	13 July 1952	F-6

PREPARED BY (Officer)	SOURCE
GLENN D ADAMS, 1st/Lt, USAF	OSI Report, Capt Marc B. Klien, Capt Ira E. Vance

REFERENCES (Control number, directive, previous report, etc., as applicable)

SUMMARY: (*Enter concise summary of report. Give significance in final one-sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 112—Part II.*)

Unidentified flying objects were observed at Nouasseur Air Base and other points in French Morocco 13 July 1952. This report is an edited teleprinter report of these observations submitted by Major George W. Mac Sparran, Wing Provost Marshal, 80th Air Depot Wing. Major Mac Sparran's report is based on information obtained by the base OSI Detachment through personal interviews.

COMMENTS of Preparing Officer:

1. The Preparing Officer visited Nouasseur Air Base 25 July 1952 to investigate reported sightings of unidentified flying objects.

2. Leland H. O'Neal is a graduate engineer and former Curtiss-Wright project engineer on U. S. Navy Helldiver Aircraft. Capt Ira Vance has 13 years experience as a pilot. Capt Marc B. Klien is a non-rated officer. He was formerly an aircraft mechanic. According to the report submitted by OSI to the Wing Provost Marshal, O'Neal and Sanchez did not converse prior to the interview.

3. Base Operations at Nouasseur Air Base reported no flares fired. Base Weather Station released balloon at 2100 hours and was airborne until 2123 hours. No known French or USAF aircraft reported in subject area at time of sightings. Visibility was good during all reported sightings.

4. Reports of sighting aerial objects appeared in Atlantic Courier, (local newspaper), 12 and 21 July issues. (See Inclosure)

5. Mr. Krueger, TWA representative in Morocco, and party observed the reported objects from the terrace of the American Key Club, Casablanca, 11 July 1952. Time of this initial sighting is unknown.

6. Numerous sightings occuring between 2100 and 2200 13 July 52 were reported to local newspaper from Marrakech, Oukaimeden, Ouirsane, Chichoous, Louis Gentil, Settat, Casablanca, Bouznika, Skirat, and Ain-Sefra near Oran. Although newspaper reports were not given in detail, all were substantially the same. After the initial report by Bud Krueger to the local newspaper entitled "Flying Saucers in Casablanca", all other reports followed at approximately the same time on 13 July 1952.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE U... IN AMBIGUE, ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ... IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES ... INTELLIGENCE, USAF.

... IN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. ... BY ANYONE TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. ... AIR FORCE AGENCIES EXCEPT BY PERMISSION OF THE DIRECTOR OF ...

Flying Saucers In Casablanca

«Flying saucers» have been seen in the Casablanca sky, and their flight over the city was witnessed by several people including Mr. Bud Krueger, the T. W. A. representative here.

The following is a statement written by Bud Krueger:

The conversation was general and we were all enjoying the cool, cool breeze on the roof terrace at the Key Club last night when all of a sudden Bunny Lewis said «Look up there, is that an airplane?»

With that, Ed. Lewis (Bunny's husband) G.G. Giffin, Mrs Vi Knoll, her husband and daughter, Harry Handcock and his wife Martha and myself looked up in the sky. Coming from the north, traversing the sky very rapidly, was a formation of what looked like four ghostly shapes.

The formation appeared to be the same type used in military air maneuvers with one «thing» in the lead, one on either side and one trailing.

When we first saw them, they were about «one o'clock» and moved across the sky with great speed. They seemed to be flying at a constant speed. We lost sight of them as they came into the illuminated area of the moon.

Had one or two people seen them it could have been considered an optical illusion, but when as many as nine people saw them, it could hardly be considered as such. We knew that they could not have been the lights of an aircraft as most commercial and private aircraft have blinking light. These objects were completely illuminated with a neon type glow. Also absent was a sensation of sound, which would also rule out the possibility of it being a known type of aircraft.

Most everyone had a different version of what the shape of the objects were. Some of them thought they looked like pillows, others thought they looked diamond shaped, and still others thought they looked like «Flying Saucers.»

FLYING SAUCERS IN MOROCCO (2)

Cigars and Luminous Locomotives !

By Dimitri DIMANCESCO

In the last few weeks, brief reports have been published by the Press giving accounts of the observations made by reliable witnesses who have seen flying luminous objects.

The most recent reports have covered two incidents which may be added to the list of those recorded by LIFE.

No. 1 - was witnessed from the terrace of the American Key Club in Casablanca by Mr. Bud Krueger, the T.W.A. representative in Morocco ; Mr. and Mrs. Ed. Lewis; Mr., Mrs. and Miss Knoll; Mr. and Mrs. Handcock and Miss Giffin. Mr. Krueger's detailed report was published in the July 12th issue of the **Atlantic Courier.**

Different Versions

We note that those nine American observers had a different version of what the shape of the objects were. «Some of them»,—stated Mr. Krueger—, «thought they looked like pillows, others thought they looked diamond shaped, and still others thought they looked like Flying saucers.» They all agreed that the objects were flying in formation «with one in the lead, one on either side and one trailing.»

No. 2. - occurred between 9 and 10 p.m. on July 13th and was witnessed by a large number of people who sent in reports from Marrakech, Oukaimeden, Ouirsane, Chichaoua, Louis Gentil, Settat, Casablanca, Bouznika, Skrirat, and Ain-Sefra near Oran.

Not Prepared

Like in the case of Incident No 1., the flying object has been described as having various shapes. It is obvious that the observers have been taken by surprise and that they were not prepared to record scientifically what they have seen.

The spokesman of the large group which witnessed Incident No. 2 from the Oukaimeden plateau in the Atlas mountains gave to the following details: «a large ball the size of a full-moon, coming rapidly from north-east and heading in a south-westerly direction. It followed a horizontal line. At one moment it split into three sections looking like three luminous carriages hitched to a luminous locomotive. The color of the ensemble ranged from red to blow-torch green». According to this witness, who was a high Marrakech official, the flying «train» disappeared behind the crest of the Ouka hill.

Forty Witnesses

Forty other people saw this incident while they were in front of the Sanglier-qui-Fume Inn at Ouirsane, also in the Atlas mountains, on the road from Asni to Tizi N'Test. Among them were Monsieur Thevenin, a former French pilot, and Monsieur Geminel the Portuguese Consul in Marrakech. This group saw the fireball as one object, and not divided into three components.

The Skrirat observers.—three members of the Aero Club of Morocco—, thought that this «engine» looked like a fuse having a large luminous head of greenish yellow color resembling the exhaust of a jet plane. It left behind a trail of luminous particles looking like sparks. The line of flight was horizontal, and about 900 ft. above the ground.

Blue-White Neon Light

This sighting corresponds to the one made in Marrakech by Mr. and Mrs. John Pierce, and ourselves from the garden of the Piscine restaurant. We made our observations at about 9 p.m. The object was flying from East to West, in a perfect horizontal line, half-way below of the Atlas mountains sky-line. We saw an elongated head looking like a blue-white neon light of higher intensity, having behind it two or three smaller parts of equal brightness, trailing in a sort of after-glow. It glided smoothly and evenly at a speed probably a bit faster than that of a jet plane.

A Casablanca telephone operator (see report July 15) compared the flying object observed by her to an «elongated cigar». Monsieur Serre of the Chichaoua Water Service thought that the object had an elongated shape and that it was formed of three balls of fire. The Settat observer brought a new note, claiming to have seen two different flying objects: the first of light-orange color, passed at an altitude estimated to be 900 ft., the second in the shape of a luminous disk, left behind a phosphorescent trail.

After-Dinner Phenomenon

This Settat report confirms the observations made by the Pierces and ourselves in Marrakech, as before our dinner we saw the low-flying three or four-part luminous object, and after dinner we got only a quick glimpse of a second one. The first was moving from East to West, the second from North-East to South-West.

Though all these reports, covering what was only various phases of Incident No. 2, gave somehow conflicting versions of the shape and color of the flying device, it seems reasonable to assume that it was the same object which eventually passed twice over the Marrakech-Settat area.

As seen by us, it had all the earmarks of a man-made device under expert remote control. It had nothing terrifying in its aspect. On the contrary, it was beautiful and graceful in its gliding movement. It did not look to us like a coming from the moon.

(to be continued). -

DAYTON JEH 16 JUL 52

Two Pilots Sight Eight "Saucers" Near Norfolk

MIAMI, Fla., July 15—(UP)—Two veteran Pan American Airways (PAA) pilots reported today they saw eight huge "flying saucers" flying at 1,000-mile-an-hour clip near Norfolk, Va., last night.

W. B. Nash said he and W. H. Fortenberry saw six of the strange craft, estimated to be 100 feet in diameter and "glowing orange-red like hot coals," fly in formation some 6,000 feet beneath their DC4.

The six "things" turned westward sharply when the PAA plane passed overhead and were joined by two other similar flying discs, Nash said. The eight "saucers" zoomed upward to an estimated 10,000 feet altitude before the glowing light emanating from them "pulsated off" and they disappeared into the sky, Nash said.

Nash, 35, estimated that he and Fortenberry, 30, "watched the whole maneuver" for between 10 and 12 seconds.

Nash, a first officer for PAA and a flying employe for 10 years, said he and Fortenberry "would judge that the eight objects were definitely intelligently controlled—whether from within or without, we couldn't say.

"Also," said Nash, "we can be reasonably positive that none of us—as we know pilots—could physically endure the centrifugal force that would be imposed on the occupants when making turns of such violence as these objects made."

OFFICIAL ATIC REPORT—NORFOLK, VA.

A DC-4-type aircraft, piloted by 2 airline pilots, was approaching Norfolk, Va., 14 July 1952, about 20-25 miles out on NE leg of range at 8,000' when 6 unidentified objects were first sighted approaching a/c on heading about 60 deg at approximately 2,000'. When objects reached point under & slightly to right of a/c, one of the observers saw them roll up on edge and instantly shoot off on heading 270 deg. After change of direction, two more objects appeared from behind and joined formation. Speed of discs was estimated at well over 1,000 mph. When first seen, they were glowing on top side, with intense amber-red light. Diameter was approximately 100' (estimated) and they appeared perfectly circular. They approached DC-4 in narrow echelon and appeared to decelerate before changing direction. With deceleration, dimming of glow was noted; immediately after changing direction and flattening out, glow disappeared entirely. They reappeared at once, glowing brilliantly again, and began climbing on heading of 270 deg. Their glow was extinguished again, this time in sequence rather than simultaneously, and they were lost from view.

ATIC comment: Five jet a/c were in vicinity of Langley AFB at the time. After various checks, it was concluded objects were not the 5 jet a/c. Other checks for known airborne objects were made with negative results. Sighting occurred at 2012 EST for a period of 15 seconds.

Conclusion: Unknown.

****

JULY 13, 1952 NEAR NORFOLK, VIRGINIA (KEYHOE-1953 P 57) 2 WITNESSES

AT 9:12 P.M. A PAN AMERICAN DC-4 APPROACHED NORFOLK, VIRGINIA ON ITS WAY TO MIAMI. AT THE CONTROLS WAS FIRST OFFICER [redacted] SECOND OFFICER [redacted] WAS ACTING AS THE COPILOT. BOTH MEN HAD BEEN FLYING FOR MORE THAN TEN YEARS, WITH THOUSANDS OF HOURS IN AIRLINER COCKPITS.

CRUISING AT 8,000 FEET, THE DC-4 WAS A FEW MILES FROM NEWPORT NEWS WHEN A RED GLOW APPEARED AHEAD. THE PILOTS OBSERVED SIX HUGE, DISK-SHAPED OBJECTS RACING TOWARD THEM, BUT AT A LOWER ALTITUDE. THE DISCS, WHICH WERE FLYING IN THE FLAT POSITION, HAD A BRILLIANT ORANGE GLOW LIKE RED-HOT METAL. BY COMPARISON WITH GROUND OBJECTS, 2000 FEET BELOW THEM, THE OBJECTS APPEARED TO BE 100 FEET IN DIAMETER.

THE SIX OBJECTS WERE IN ECHELON FORMATION, THE LEADER AT THE LOWEST POINT. APPARENTLY SIGHTING THE DC-4, THE FIRST OBJECT ABRUPTLY SLOWED, ITS BRIGHT GLOW DIMMING NOTICEABLY. AS IT SLOWED DOWN, THE NEXT TWO OBJECTS WOBBLED FOR AN INSTANT. TO THE PILOTS IT SEEMED THESE ALMOST OVERRAN THE LEADER, AS IF ITS SIGNAL HAD COME TOO QUICKLY.

THEN IN UNISON, ALL SIX DISCS FLIPPED UP ON EDGE. FROM THAT BRIEF GLIMPSE, THEY SEEMED TO BE ABOUT 15 FEET THICK. ONLY THE UPPER SURFACES GLOWED. THE SIDES AND THE BOTTOMS APPEARED TO BE DARK.

WITH A VIOLENT CHANGE OF COURSE -- AT LEAST 150 DEGREES -- THE OBJECTS STREAKED AWAY. FLIPPING BACK TO THEIR ORIGINAL FLAT POSITION, THEY AGAIN LINED UP IN ECHELON, THEIR GLOW BRIGHTENING SWIFTLY AS IF FROM AN INCREASE IN POWER.

A SECOND AFTER THIS, TWO OTHER DISC-SHAPED OBJECTS RACED UNDER THE DC-4 AND JOINED THE SIX AHEAD. IN THE TWO OR THREE SECONDS IT TOOK TO CATCH UP, THESE TWO SEEMED TO GLOW THE BRIGHTEST OF ALL.

SUDDENLY ALL THE OBJECTS WENT DARK. WHEN THEIR GLOW REAPPEARED, THE PILOTS SAW THAT ALL EIGHT OBJECTS WERE NOW IN LINE. HEADING WEST, THEY CLIMBED TO A HIGH ALTITUDE AND QUICKLY VANISHED IN THE NIGHT.

AFTER RADIOING THE NORFOLK TOWER, [redacted] AND [redacted] ESTIMATED THE OBJECTS- SPEED WITH A DALTON MARK 7 COMPUTER. THE DISTANCE COVERED, FROM THE FIRST SIGHTING TO THE POINT OF DISAPPEARANCE, WAS ABOUT 50 MILES. THE STRANGE OBJECTS HAD TRAVELED THIS DISTANCE IN NOT OVER 15 SECONDS, OR AT A SPEED OF 200 MILES A MINUTE.

****

UFO SIGHTING
CHESPEAKE BAY, VIRGINIA
14 July 1952

A DC-4-type aircraft, piloted by 2 airline pilots, was approaching Norfolk, Virginia, 14 July 1952, about 20-25 miles out on NE leg of range at 8,000' when 6 unidentified objects were first sighted approaching a/c on heading about 60 deg at approximately 2,000'. When objects reached point under & slightly to right of a/c, one of the observers saw them roll up on edge and instantly shoot off on heading 270 deg. After change of direction, two more objects appeared from behind and joined formation. Speed of discs was estimated at well over 1,000 mph. When first seen, they were glowing on top side, with intense amber-red light. Diameter was approximately 100' (estimated) and they appeared perfectly circular. They approached DC-4 in narrow echelon and appeared to decelerate before changing direction. With deceleration, dimming of glow was noted; immediately after changing direction and flattening out, glow disappeared entirely. They reappeared at once, glowing brilliantly again, and began climbing on heading of 270 deg. Their glow was extinguished again, this time in sequence rather than simultaneously, and they were lost from view. Sighting occurred at 2012 EST on 14 July 1952. Total duration of sighting was 15 seconds.

Air Force Comments: Five jet a/c were in the vicinity of Langley AFB at the time of observation. After various checks with surrounding AF agencies, it was concluded that objects were not the 5 jet a/c. Other checks for known airborne objects were made with negative results.
Air Force Conclusion: Unidentified.

The [redacted]y sighting is one of the so called "classics." This sighting has been included in the books of Edward J. Ruppelt, THE REPORT ON UNIDENTIFIED FLYING OBJECTS, Doubleday; Keyhoe, FLYING SAUCERS FROM OUTER SPACE, Holt; and Donald H. Menzel and Lyle G. Boyd, THE WORLD OF FLYING SAUCERS, Doubleday.

[illegible] 52

[illegible]

[illegible]

[illegible]

[illegible] 2 [illegible]

[illegible]

[illegible]

[illegible] one

[illegible]

2 [illegible]

3

[illegible]

[illegible] disc-shaped objects, 100 ft in diameter, a reddish glow, approached a [illegible] at appar 2000'. Objects made [illegible] to avoid collision, sped away in [illegible] direction.

1. Five jet a/c were on the [illegible] of Langley AFB at this time.

JULY 14, 1952 NORFOLK, VIRGINIA (WP AFB FILES) 2 WITNESSES00

FIRST PILOT [redacted]D CO-PILOT [redacted], ON A PAA 01
DC-4, WERE EN ROUTE FROM NEW YORK CITY TO MIAMI INTERNATIONAL AIRPORT AND 02
OBSERVED SIX UNUSUAL OBJECTS. THEY WERE FLYING AT 8000 FEET, WITH A TRUE 03
HEADING OF 200 DEGREES AND WERE APPROXIMATELY 24 MILES FROM NORFOLK WHEN [redacted] 04
OBSERVED THE SIX UNCONVENTIONAL OBJECTS APPROXIMATELY TEN MILES DISTANT, IN 05
ECHELON FORMATION. 06

EACH OBJECT WAS EMITTING A BRILLIANT REDDISH AMBER GLOW AND ALL WERE 07
PROGRESSING ON A HEADING OF 60 DEGREES, DIRECTLY TOWARD THE PAA DC-4. THE 08
ALTITUDE OF THESE OBJECTS APPEARED TO BE 2000 FEET. 09
[redacted] CALLED [redacted]S ATTENTION TO THE OBJECTS AND BOTH OBSERVED THE 10
OBJECTS COMING IN THEIR DIRECTION. [redacted] LOST SIGHT OF THEM WHEN THEY WENT 11
BELOW THE GLARE SHIELD ON THE RIGHT-HAND SIDE. HE IMMEDIATELY RELEASED HIS 12
SAFETY BELT AND CROSSED OVER TO THE RIGHT SIDE OF THE COCKPIT, BEHIND 13
[redacted] WHO WAS ABLE TO OBSERVED THESE OBJECTS CONTINUOUSLY. 14
[redacted] RECALLED THAT JUST PRIOR TO THE TIME THE OBJECTS WERE BELOW 15
THE DC-4, THE FRONT ECHELON SEEMED TO BE DECELERATING BECAUSE IT APPEARED THAT 16

THE FRONT THREE OBJECTS FAILED TO HOLD THEIR POSITION IN RELATION TO EACH OTHER, WHILE THE REAR ECHELON CONTINUED SMOOTHLY. THEN THE ENTIRE GROUP OF SIX OBJECTS ROLLED TO THE LEFT IN PERFECT UNION AND THEN RECOVERED TO LEVEL FLIGHT.

INSTANTLY THEREAFTER, THE ENTIRE GROUP OF OBJECTS CHANGED THEIR DIRECTION BY 150 DEGREES TO A TRUE HEADING OF 270 DEGREES. NO SLIP OR ARC WAS OBSERVED. THE OBJECTS APPEARED TO BE WEIGHTLESS AND CHANGED A 150 DEGREE DIRECTION IN DEFIANCE OF INERTIAL FORCES.

UPON COMPLETION OF THE TURN, THE SIX OBJECTS EMITTED A VERY BRILLIANT GLOW AND THEN [redacted] OBSERVED TWO OTHER UNCONVENTIONAL OBJECTS COMING IN FROM THE RIGHT OF THE ORIGINAL FORMATION. ALMOST INSTANTLY THEREAFTER, ALL ILLUMINATION DISAPPEARED INSTANTANEOUSLY. A MOMENT LATER, THE BRILLIANT GLOW REAPPEARED ON THE OBJECTS INSTANTANEOUSLY AND THEY APPEARED TO BE IN A STEEP CLIMB. THEIR GLOW WAS EXTINGUISHED AGAIN, THIS TIME IN SEQUENCE RATHER THAN SIMULTANEOUSLY AND THEY WERE LOST TO VIEW. THE OBJECTS WERE DEFINITELY NOT ELIMINATED FROM VIEW BY CLOUD FORMATION OR DISTANCE.

ADDITIONAL DETAILS..

THE OBJECTS WERE DEFINITELY CIRCULAR IN SHAPE AND VERY FLAT. THE PILOTS ESTIMATED THE SIZE AT 100 FEET IN DIAMETER BY USE OF A PENCIL HELD AT ARM-S LENGTH -- SUBTENDING ONE AND ONE-HALF INCHES OF THE PENCIL. THEY ALSO ESTIMATED THE SIZE IN RELATION TO THE CITY AND SURROUNDING AREA. THE THICKNESS WAS ESTIMATED AT TEN TO 15 FEET BY [redacted] AND AT *NOT ENOUGH TO ACCOMODATE A MAN STANDING ERECT.* BY [redacted].

THE WHOLE TOP SURFACE APPEARED TO BE A HOT COAL, WITH STEADY GLOW OF LIGHT A LITTLE MORE AMBER THAN A CHEAP TAIL LIGHT -- A MUCH MORE BRILLIANT GLOW THAN THE LIGHTS OF NORFOLK AND NEWPORT NEWS. THIS LIGHT ON TOP OF THE OBJECTS APPEARED TO BE INTERNAL AND NOT PROJECTED, SINCE IT WAS NOT REFLECTED OFF THE DC-4. IT DID NOT PULSE BUT WAS STEADY, AND THE OBJECTS WERE SHARPLY OUTLINED. THERE WAS NO CORONA OR HAZY PERIPHERY SURROUNDING THEM. THE INTENSITY OF THE GLOW APPEARED TO BE DIRECTLY PROPORTIONAL TO THE RATE OF ACCELERATION. ALSO, THE SIDE GLOWING APPEARED RELATED TO THE DIRECTION AND SPEED OF THE OBJECTS.

NO SOUND WAS HEARD OVER THE FOUR ENGINES OF THE DC-4. NO EXHAUST, FLAMES OR TRAILS WERE OBSERVED.

NO OTHER MEMBERS OF THE CREW OR PASSENGERS ABOARD THE AIRCRAFT OBSERVED THE UNUSUAL OBJECTS. However, The AIR Force ADVISED US NEXT MORNING THAT 7 other THE WEATHER AT NORFOLK 1730 TO 1830, WAS EIGHT MILES VISIBILITY WITH FIVE MILES HAZE, SCATTERED CLOUDS AT 12,000 FEET WITH WIND SOUTHWEST AT FIVE MILES PER HOUR. AT LANGLEY AFB, 1930 TO 2030, 12 MILE VISIBILITY WITH FIVE MILES HAZE, SCATTERED CLOUDS AT 14,000 FEET AND WIND SOUTHWEST AT EIGHT MILES PER H.

****

Jumped Out
Capt Mantell

2.

And [redacted]

stayed about 2000'
'Til about 10 MI
Beyond Newport News &
Cumberland — Then climbed
As Described

negative.
We Estimated their size By Mental Comparison with A DC3 & DC 4 wingspreads

Irregular Orden

More Red Than Amber

persons on the ground at Norfolk had Reported same #, same [redacted] objects, including a [redacted] of his wife on the way Back to his Ship.

Vis. "unlimited"
3/8 cirrus at 18,000' only clouds
No Inversion.

[redacted]

NBR 59 AIR 29 16 JULY 1952

UNCLASSIFIED

FOR OFFICIAL USE ONLY

C1

RE JEPHQ 81C

P 160653Z

FM HQ USAF WASH 25 DC

TO JEDEN/CGAIRDEFCOM ENT AFB COLO

JEDWP/CG AMC WRIGHT-PATTERSON AFB OHIO

JEPLG/CG TAC LANLEY AFB VA

/C O N F I D E N T I A L/ROM AFOIN 53722 CRYPTOPRECAUTION APPLIES

TH FOLLOWING CABLE FROM 7TH DIS OSI (IG) MACDILL AFB FLA IS QUOTED

FOR YOUR INFORMATION. QUOTE-EIGHT UNIDENTIFIED LUMINOUS CIRCULAR

OBJECTS FLYING IN FORMTION, VICINITY LANGLEY AFB VA SIGHTED BY

CAPT [redacted] PILOT.PAN AMERICAN AIRWAYS WHILE ON NEW YORK-

SAN JUAN FLIGHT. OBJECTS SIGHTED 14 JULY 52, AT APPROX 2100 HRS.

WITNESSED BY [redacted], CO-PILOT AND [redacted] ENGINEER.

CREW MEMBERS STATED CIRCULAR OBJECTS TURNED TO AVOID COLLISION WITH

AIRLINER. ESTIMATED SPEED 1-THOUSAND MILES PER HOUR. CREW MEMBERS

BEING ITERVIEWED BY OSI AT MIAMI, FLA.

16/1430Z JULY JEZPHQ

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

525-78275-1

[redacted]

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

FOR OFFICIAL USE ONLY

(1)

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	WGINT* 3-52	0-4/1020

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Sighting of Unconventional Aircraft

AREA REPORTED ON	FROM (Agency)
Chesapeake Bay	Wing Intelligence Office, 435th Troop Carrier Wing (M), MIA, Miami, Fla.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
15 July 1952	14 July 1952	B-2

PREPARED BY (Officer)	SOURCE
Major John H. Sharpe	PAA Pilots

REFERENCES (Control number, directive, previous report, etc., as applicable)

SUMMARY: (Enter concise summary of report. Give significance in final one sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 113—Part II)

1. On 15 July 1952, the undersigned, with the local OSI Chief Agent, debriefed two PAA pilots who had sighted a formation of eight (8) unconventional flying objects over Chesapeake Bay near Old Point Comfort on the night of 14 July 1952. The written statement of the two pilots is attached. An overlay showing the path and direction of the "saucers" is also attached.

2. The pilots were [redacted] Biscayne Key, Miami 49, Florida and [redacted] Miami, Florida. Both men are apparently of high integrity and above average intelligence. Both are pilots of several years experience.

John H Sharpe

JOHN H. SHARPE
Major, USAF
Wing Intelligence Officer

w/2 incls (1-2)
ATISD/dr
5 Aug 52

2 INCLS.
1. Statement of Pilots
2. Overlay - Path & Direction

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted] FOR OFFICIAL USE ONLY

U. S. GOVERNMENT PRINTING OFFICE: 1950 O 918321

FOR OFFICIAL USE ONLY

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

FOR OFFICIAL USE ONLY

AIR INTELLIGENCE INFORMATION REPORT

FROM (Office)	REPORT NO.	
Wing Intelligence Office, 435th Troop Carrier Wing (M), MIA Miami, Florida		PAGE 2 OF 3 PAGES

1. The DC-4 piloted by [redacted] and [redacted] was approaching Norfolk, Virginia, about six minutes (20-25 miles) out on the NE leg of the range, at 8,000 feet, when six saucers were first spotted over Hampton Roads or the city of Newport News, approaching the aircraft on a heading of about 60°, at about 2,000 feet. When they reached a point under and slightly to the right of the DC-4, [redacted] who was in the righthand seat observed them roll up on edge and, not making a turn in an arc, instantly shoot off on a heading of 270°, rolling back to a flat position. This change of direction was made with the suddenness of a bullet ricocheting off a stone wall and was not a turn in the sense that conventional aircraft make a turn. Immediately after the change of direction two more of the discs appeared from behind and to the right of the DC-4 and joined the formation.

2. The speed of the discs was estimated at well over 1,000 mph. When first seen, they were glowing on the top side with an intense amber-red light many times more brilliant than the lights of the cities below, and resembling a glowing red-hot coal. Their diameter was approximately 100 ft. (estimated) and they appeared perfectly circular. They approached the DC-4 in a narrow echelon formation, almost in trail, and appeared to decelerate just before changing direction. With the deceleration was noted a dimming of their intense glow, and immediately after changing direction and flattening out, the glow disappeared entirely. They reappeared at once, glowing brilliantly again, and began climbing on a heading of 270°. Their glow was extinguished again, this time in sequence rather than simultaneously, and they were lost to view.

3. The following impressions were received by [redacted] and are of interest:

a. The saucers were in a controlled formation, and during deceleration prior to the change of direction they did not hold perfect formation, but some almost overran the leader. After the turn they were again in good formation.

b. The glow or light on the top surface was related to the power source, since in deceleration the light dimmed, and apparently brightened when power was again applied.

c. Thickness of the objects was estimated at ten to fifteen feet by Nash and at not enough to accomodate a man standing erect, by [redacted]

d. The objects did not respond to natural laws, and appeared weightless. They were not affected by gravity or momentum since they changed direction 150° without turning or coming to a stop.

e. No physical characteristics were noticeable except as already mentioned. The light on top of the saucers was internal and not projected, since it was not reflected off the DC-4.

f. The light did not pulse but was steady, and the objects were sharply outlined. There was no corona or hazy periphery surrounding them. The dimming was as if by rheostat, or reduction of power. They also went completely off instantly and instantly reappeared.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted]

16-51570-1 ☆ U.S. GOVERNMENT PRINTING OFFICE

FOR OFFICIAL USE ONLY

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(2)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Typed)	REPORT NO.	
Wing Intelligence Office, 435th Troop Carrier Wing (M), MIA Miami, Florida		PAGE 3 OF 3 PAGES

g. The objects are definitely not of earthly origin.

COMMENTS of Preparing Officer:

1. The observers are considered reliable, and evidently saw just what they described. The objects were in view for at least five seconds, possibly ten seconds, since [redacted] saw them approaching, got out of the left seat, crossed to the other side of the cockpit and picked them up again as they completed their turn and watched them disappear.

2. Assuming that they were in view ten miles before the turn and ten miles after the turn and that ten seconds elapsed in this period, the discs covered twenty miles in ten seconds, a speed fantastic to contemplate.

John H. Sharpe

JOHN H. SHARPE
Major, USAF
Wing Intelligence Officer

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

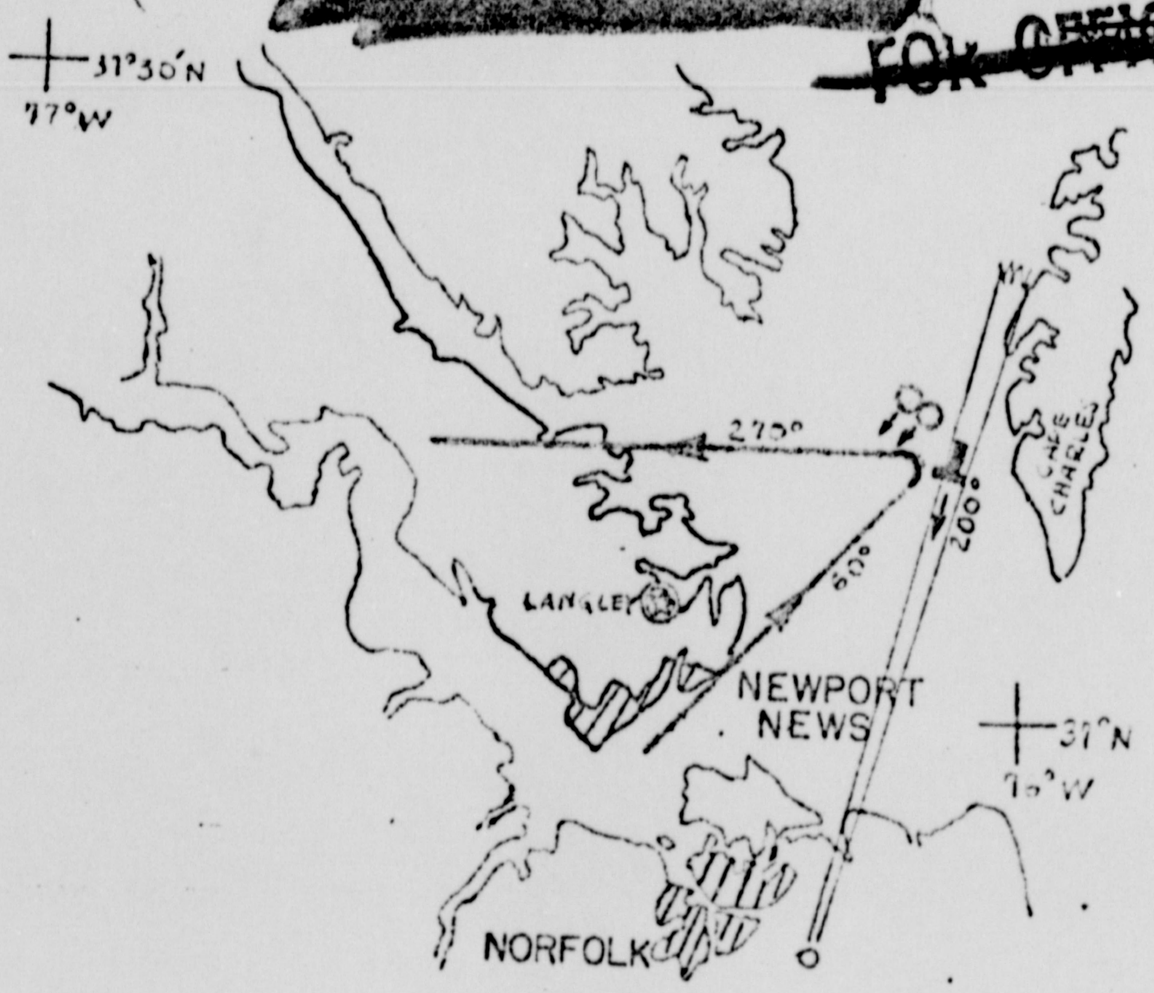
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, WITHOUT THE PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

FOR OFFICIAL USE ONLY

[redacted]

FOR OFFICIAL USE ONLY



WAC 357

[redacted]

2-23-74

CASE #11

15 July 1952 Norfolk, Virginia

A DC-4 type a/c, piloted by 2 airline pilots, was approaching Norfolk, Virginia, about 20-25 miles out on the NE leg of the range, at 8,000' when 6 unidentified objects were first sighted approaching a/c on a heading of about 60 deg at approximate 2,000'. When the objects reached a point under & slightly to the right of the a/c, one of the observers saw them roll up on edge and, not make a turn in an arc, instantly shoot off on a heading of 270 deg, rolling back to a flat position. This change of direction was made with the suddenness of a bullet ricocheting off a stone wall after the sharp change of direction two more of the objects appeared from behind and to the right of the DC-4 and joined formation.

The speed of the discs was estimated at well over 1,000 mph. When first seen, they were glowing on the top side with an intense amber-red light, and resembling a glowing red hot coal. Their diameter was approximately 100' (estimated) and they appeared to be perfectly circular. They approached the DC-4 in a narrow echelon formation, almost in trail, and appeared to decelerate just before changing direction. With the deceleration a dimming of their intense glow was noted, and immediately after changing direction and flattening out, the glow disappeared entirely. They reappeared at once, glowing brilliantly again, and began climbing on a heading of 270 deg. Their glow was extinguished again, this time in sequence rather than simultaneously, and they were lost from view.

ATIC Comments: Five jet a/c were in the vicinity of Langley AFB at the time of observation. After various checks with surrounding AF agencies, it was concluded that objects were not the 5 jet a/c. Other checks for known airborne objects were made with negative results. Sighting occurred at 2012 EST on 14 July 1952 for a period of 15 seconds.

Conclusion:

Unknown

[redacted]

FOR OFFICIAL USE ONLY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

The Inspector General USAF
Miami Detachment
7th OSI District Office of Special Investigations
Miami International Airport, Miami, Florida
CLH/cs
15 July 1952

SUBJECT: SIGHTED UNCONVENTIONAL TYPE AIRCRAFT BY TWO PILOTS, PAN AMERICAN WORLD AIRWAYS, EN ROUTE BY AIR FROM NEW YORK CITY TO SAN JUAN, PUERTO RICO

TO: District Commander
7th OSI District (IG) USAF
MacDill Air Force Base
Tampa 8, Florida

16 JUL 1952
FBI - SPECIAL INVESTIGATIONS

1. Reference is made to AFOSI letter No. 85, dated 23 October 1950 and letter Department of Air Force, Headquarters, USAF, Washington 25, D. C., subject: Reporting of Information on Unconventional Aircraft, file number AFOIC-CC-1, dated 8 September 1950.

2. The following information is furnished as directed in above cited letters for most rapid means of communications to appropriate headquarters. Regular report on War Department Form DD 0-208 is forthcoming.

Shape: Definitely circular in shape and very flat.

Size: Estimate approximately 100 feet in diameter. Determined by use of pencil, diameter of objects approximately one and one-half inches on pencil at arm's length. Believe distance of objects at closest proximity to Pan American aircraft at 6,000 feet. Also, estimated size of unconventional aircraft in relationship to city and surrounding area.

Color: Whole top surface appeared to be a hot coal, with steady glow of light, a little more amber than a cheap tail light. Far more brilliant glow than the lights of Norfolk and Newport News, Virginia. Glow extinguished directly below DC-4 after turn. Glow reappeared approximately 6 miles out and was again extinguished a few seconds later.

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD Dir. 5200.10

[redacted]

~~UNCLASSIFIED~~ FOR OFFICIAL USE ONLY

Acting First Pilot: [redacted]; present residence - [redacted], Biscayne Key, Florida. Aeronautical license (pilot's) reflects address as: [redacted], Coral Gables 34, Florida; birth, 5-15-17; male; citizen of the U. S. Airline transport pilot license number [redacted]. Single and multi-engine pilot license originally issued 1945, reissued, 1951, by Department of Commerce, Civil Aeronautics Administration, Washington 25, D. C. Also, [redacted] is U. S. Naval Reserve pilot (Lt. jg), has held private pilot license since 1940 and commercial airline rating since 1945. Pan American identification number is [redacted]

Co-pilot: [redacted], Miami 38, Florida, commercial pilot license no. [redacted] employed at Pan American World Airways as pilot for one year. Employed with Bureau of Reserve and Development Division during World War II for three and one-half years under Admiral DeFlorez in Washington, D. C. No other members of crew or passengers aboard aircraft observed the unconventional aircraft.

Weather and Wind Conditions: Weather at Norfolk, Virginia, 1730 to 1930, 8 miles visibility, 5 miles haze, 12,000 feet scattered with wind southwest at 5 miles per hour. At Langley Air Force Base, 12 mile visibility, 1930 to 2030, 11,000 scattered, 5 miles haze, wind south southwest at 8 miles per hour.

Meteorological or Other Conditions: No meteorological or other conditions which might account for sighting.

Existence of Any Physical Evidence: No physical evidence obtainable.

Interception of Identification Action Taken: Crew members filed report with CAA Radio Station on VHF 125.7 immediately after sighting. Requesting that information be passed on to proper military personnel. A report was available at Miami International Airport upon arrival which reflected that there were five jet aircraft flying in the vicinity of Langley AFB, Virginia, at the time of the sighting of the unconventional aircraft.

C. L. HAMILTON
Detachment Commander

[redacted]

[redacted]

[redacted] FOR OFFICIAL USE ONLY

Number: Six unconventional aircraft in original formation and two additional unconventional aircraft joined original flight. Original flight in echelon formation in 2 flights of 3 or a formation of 6, with the first 3 stacked up as if they were accelerating or decelerating. Entire flight appeared to fly like a group of fighters.

Aerodynamic Features: When observed on turn, appeared very thin in depth. No exhaust, flames or trails observed.

Propulsion system: Objects appeared to have no weight, accelerated and then changed heading instantaneously. Made correction of 210 degrees instantaneously and no slip or skidding observed. Opinion of co-pilot -- Degree of glow from objects is directly proportionate to rate of acceleration. Also, side of glow controlled direction and speed of aircraft.

Speed: Estimated at approximately 1,000 plus miles per hour.

Sound: Non-discernible over 4 engines of DC-4.

Maneuvers: Original sighting true heading 60 degrees. Ten miles out. Directly under DC-4, unconventional aircraft formation, rolled 90 degrees to vertiels position. Recovered. Instantly changed direction by 210 degrees with true heading 270 degrees. Climbing when disappeared.

Manner of Disappearance: Brilliant glow on objects, extinguished in sequence order. Definitely not eliminated by cloud formation or distance.

Time: 2012 hours (EST), 14 July 1952.

Length of Observation: Approximately 15 seconds.

Position: 24 miles from Norfolk, Virginia, 200 degrees true heading. On first sighting Norfolk, Virginia, straight heading. Could see Newport News on right.

Manner of Observation: Visual from air in DC-4, Pan American World Airways, 809 OI, flying at 8,000 feet, approximately 220 miles per hour. Estimated altitude of unconventional aircraft, 2,000 feet, originally sighted objects approximately 10 miles out, utilized a Dalton Mark "VII" computer to determine direction of objects and pencil to estimate diameter. Also, an E6B compass was utilized to determine direction of DC-4.

Location of Observer During Sight: 8,000 feet - 200 degrees heading, approximately 25 miles out of Norfolk, Virginia.

[redacted] ONLY RL

[redacted] FOR OFFICIAL USE ONLY

CCF

JWL/WTO:gf
17 July 1952

SUBJECT: SIGHTED UNCONVENTIONAL TYPE AIRCRAFT BY TWO PILOTS, PAN AMERICAN WORLD AIRWAYS, EN ROUTE BY AIR FROM NEW YORK CITY TO SAN JUAN, PUERTO RICO

TO: Director, Office of Special Investigations
Headquarters, United States Air Force
Washington 25, D. C.

1. Transmitted herewith report of Special Agent C. L. HAMILTON, subject as above, dated 15 July 1952.

2. In accordance with AFSCI Letter No. 85, dated 23 October 1950, no further action is contemplated by this office reference this subject.

1 Incl.
Rpt dated 15 Jul 52 (in trip)

JAMES W. LOVENBURY
Lt. Colonel, USAF
District Commander

cc: Commanding General (in dup)
Air Materiel Command
Wright-Patterson AFB, Dayton, Ohio
ATTN: MCIS

cc: Commanding Officer (in dup)
Langley AFB, Virginia
(THRU: DO #21)

[redacted] FOR OFFICIAL USE ONLY

[redacted]

FOR UNCLASSIFIED ONLY

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.

DATE: 17 July 1952

REPORT MADE BY: C. L. HAMILTON, S/A

REPORT MADE AT: DO #7, MacDill AFB

PERIOD: 15 July 1952

OFFICE OF ORIGIN: DO #7, MacDill AFB

STATUS: CLOSED

TITLE

SIGHTING OF EIGHT (8) UNCONVENTIONAL TYPE AIRCRAFT IN VICINITY OF LANGLEY AFB, VIRGINIA, BY TWO (2) PILOTS, PAN AMERICAN WORLD AIRWAYS 2012 HOURS, 14 JULY 1952

CHARACTER

SPECIAL INQUIRY

REFERENCE

AFOSI ltr no. 85, dtd 23 Oct 1950.

SYNOPSIS

Investigation initiated by District Commander, 7th OSI District (IG), USAF, MacDill Air Force Base, Tampa, Florida, upon receipt of information from Commanding Officer, 435th Troop Carrier Wing, Miami International Airport, Miami, Florida, that two (2) pilots of Pan American World Airways had sighted eight (6) unconventional type aircraft. First Pilot [redacted], [redacted] Biscayne Key, Florida, and Co-Pilot [redacted], Miami 38, Florida, both employed by Pan American World Airways, in DC-4 number 88901, en route from New York City, New York, to Miami, Florida, observed one (1) formation of six (6) unconventional aircraft and two (2) unconventional type aircraft which joined original formation at 2012 hours (EST), 14 July 1952. Pan American Airways DC-4 at 8000 feet, 24 miles north of Norfolk, Virginia, flying true heading 200 degrees. Unconventional aircraft originally observed approximately ten (10) miles out at 2000 feet with sixty (60) degrees true heading. Continued course to approximately under DC-4; banked ninety (90) degrees then recovered and changed direction instantly by one-hundred-fifty (150) degrees with true heading two-hundred-seventy (270) degrees and were climbing when they disappeared. Approximate speed estimated 1000 plus miles per hour. Objects had a brilliant reddish amber glow, were circular in shape with estimated diameter of one-hundred (100) feet and thickness of ten (10) feet. Length of sighting time approximately fifteen (15) seconds.

DISTRIBUTION

CG, AMC (Attn: MCIS) (Incl)	2
DO #21, Langley AFB (Incl)	2
Hq OSI (Incl)	2
File (Incl)	2

ACTION COPY FORWARDED TO

Commanding General, AMC
ATTN: MCIS

FILE STAMP

"Disclosure of the nature, sources, or even the existence of the information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1."

APPROVED

JAMES W. LOVERBURY
Lt. Colonel, USAF
District Commander.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4 [redacted] GOVERNMENT PRINTING OFFICE

[redacted]

DO #7 -

[redacted]

DETAILS:

1. Investigation initiated by District Commander, 7th OSI District (IG) USAF, MacDill Air Force Base, Tampa, Florida, upon receipt of information from Commanding Officer, 435th Troop Carrier Wing (M), Miami International Airport, Miami, Florida, which reflected that two (2) pilots of Pan American World Airways had, during a flight from New York City, New York, to Miami, Florida, observed approximately eight (8) unconventional type aircraft at 2012 hours (EST) 14 July 1952 in the vicinity of Langley Air Force Base, Virginia.

2. This is a joint investigation conducted by S/A LOUIS A. JOHNAGIN, S/A RUDOLPH McCOLLOUGH and the writer.

AT MIAMI INTERNATIONAL AIRPORT, FLORIDA

3. Interview with 1st Pilot [redacted], Biscayne Key, Florida, and Co-Pilot [redacted], Miami 38, Florida, resulted in their following narrative experiance of 14 July 1952 at 2012 hours (EST):

Mr. [redacted] was First Pilot and Mr. [redacted], Co-Pilot, on a Pan American World Airways DC-4 type aircraft No. 88901 on 14 July 1952 and were en route from New York City, New York, to Miami International Airport, Miami, Florida. The captain of the aircraft, FRANK KOEPKE, was not at the controls of the aircraft at the time of the sighting. At 2012 hours (EST), 14 July 1952, [redacted] and [redacted] were flying in the DC-4 at 8000 feet, with a true heading of two-hundred (200) degrees and were approximately twenty-four (24) miles from Norfolk, Virginia, when [redacted] observed the six (6) unconventional type aircraft approximately ten (10) miles distant in echelon formation. Each object was emitting a brilliant reddish amber glow and all were progressing on a heading of sixty (60) degrees directly toward the PAA DC-4. The altitude of these unconventional aircraft appeared to be two-thousand (2000) feet. [redacted] called [redacted] attention to the objects and both observed the objects coming in their direction. Mr. [redacted] lost sight of the objects when they went below the glare shield on the right-hand side. [redacted] immediately released his safety belt and crossed over to the right side of the cockpit behind [redacted]. [redacted] was able to continuously observe these objects. He reflected that just prior to the time the unconventional aircraft were below his DC-4, the front echelon seemed to be decelerating because it appeared that the front three (3) craft failed to hold their position in relation to each other, whereas the rear echelon continued smoothly. Then the entire flight of six (6) unconventional aircraft rolled to the left in perfect union and then recovered to level flight. Instantly thereafter the entire flight of six (6) aircraft changed their direction by one-hundred-fifty (150) degrees to a true heading of two-hundred-seventy (270) degrees. No slip or arc was observed. The aircraft appeared to be weightless and changed a one-hundred-fifty (150) degree direction in defiance of gravity. Upon completion of the

[redacted]

[redacted]

DO #7 24 78

[redacted]

DETAILS: (Cont'd)

turn, the six (6) unconventional aircraft gave forth a very brilliant glow and [redacted] observed two (2) other unconventional type aircraft coming in from the right of the original formation. Almost instantly thereafter all illumination disappeared instantaneously. A moment later the brilliant glow reappeared on the objects instantaneously and they appeared to be in a steep climb. Their glow was extinguished again, this time in sequence rather than simultaneously and they were lost to view. The objects were definitely not eliminated from view by cloud formation or distance.

4. In accordance with AFCSI Letter No. 85 dated 23 October 1950 and letter Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C., entitled "Reporting of Information on Unconventional Aircraft," dated 8 September 1950, following information was obtained through interview and is set forth:

Shape: Definitely circular in shape and very flat.

Size: Estimate approximately 100 feet in diameter. Determined by use of pencil, diameter of objects approximately one and one-half inches on pencil at arm's length. Believe distance of objects at closest proximity to Pan American aircraft at 6000 feet. Also, estimated size of unconventional aircraft in relationship to city and surrounding area.

Color: Whole top surface appeared to be a hot coal, with steady glow of light, a little more amber than a cheap tail light. Far more brilliant glow than the lights of Norfolk and Newport News, Virginia. Glow extinguished directly below DC-4 after turn. Glow reappeared approximately 6 miles out and was again extinguished a few seconds later.

Number: Six unconventional aircraft in original formation and two additional unconventional aircraft joined original flight. Original flight in echelon formation in 2 flights of 3 or a formation of 6, with the first 3 stacked up as if they were accelerating or decelerating. Entire flight appeared to fly like a group of fighters.

Aerodynamic Features: When observed on turn, appeared very thin in depth. No exhaust, flames or trails observed. No navigation lights or running lights observed. Only reddish amber brilliant glow from top surface.

Propulsion System: Objects appeared to have no weight, accelerated and then changed heading instantaneously. Made correction of 150 degrees instantaneously and no slip or skidding observed. Opinion of co-pilot -- Degree of glow from objects is directly proportionate to rate of acceleration. Also, side of glow controlled direction and speed of aircraft.

[redacted]

[redacted]

[redacted]

DO #7 2478

[redacted]

DETAILS: (Cont'd)

Speed: Estimated at approximately 1000 plus miles per hour.

Sound: Non-discernible over 4 engines of DC-4.

Maneuvers: Original sighting true heading 60 degrees. Ten miles out. Directly under DC-4, unconventional aircraft formation, rolled 90 degrees to verticle position. Recovered. Instantly changed direction by 150 degrees with true heading 270 degrees. Climbing when disappeared.

Manner of Disappearance: Brilliant glow on objects, extinguished in sequence order. Definitely not eliminated by cloud formation or distance.

Time: 2012 hours (EST), 14 July 1952.

Length of Observation: Approximately 15 seconds.

Position: 24 miles from Norfolk, Virginia, 200 degrees true heading. On first sighting Norfolk, Virginia, straight heading. Could see Newport News on right.

Manner of Observation: Visual from air in DC-4, Pan American World Airways, 889 OI, flying at 8000 feet, approximately 220 miles per hour. Estimated altitude of unconventional aircraft, 2000 feet, originally sighted objects approximately 10 miles out, utilized a Dalton Mark "VII" computer to determine direction of objects and pencil to estimate diameter. Also, an E6B compass was utilized to determine direction of DC-4.

Location of Observer During Sight: 8000 feet - 200 degrees heading, approximately 25 miles out of Norfolk, Virginia.

Acting First Pilot: [redacted]; present residence - [redacted]. Aeronautical license (pilot's) reflects address as: [redacted], Coral [redacted] Florida; birth, 5-15-17; male; citizen of the U. S. Airline transport pilot license number [redacted] Single and multi-engine pilot license originally issued 1945, reissued, 1951, by Department of Commerce, Civil Aeronautics Administration, Washington 25, D. C. Also, [redacted] is U. S. Naval Reserve pilot (Lt. jg), has held private pilot license since 1940 and commercial airline rating since 1945. Pan American identification number is 6[redacted]

Co-Pilot: [redacted], Miami 33, Florida, commercial pilot license no. [redacted], employed at Pan American World Airways as pilot for one year. Employed

[redacted]

[redacted]

DETAILS: (Cont'd)

with Bureau of Research and Development Division during World War II for three and one-half years under Admiral DeFlores in Washington, D. C. No other members of crew or passengers aboard aircraft observed the unconventional aircraft.

Weather and Wind Conditions: Weather at Norfolk, Virginia, 1730 to 1830, 6 miles visibility, 5 miles haze, 12,000 feet scattered with wind southwest at 5 miles per hour. At Langley Air Force Base, 12 mile visibility, 1930 to 2030, 14,000 scattered, 5 miles haze, wind south southwest at 8 miles per hour.

Meteorological or Other Conditions: No meteorological or other conditions which might account for sighting.

Existence of Any Physical Evidence: No physical evidence obtainable.

Interception of Identification Action Taken: Crew members filed report with CAA Radio Station on VHF 126.7 immediately after sighting. Requesting that information be passed on to proper military personnel. A report was available at Miami International Airport upon arrival which reflected that there were five jet aircraft flying in the vicinity of Langley AFB, Virginia, at the time of the sighting of the unconventional aircraft.

5. The following impressions were received by [redacted] during the course of the observation of the unconventional type aircraft:

a. The saucers were in a controlled formation, and during deceleration prior to the change of direction, they did not hold perfect formation, but some almost overran the leader. After the turn they were again in good formation.

b. The glow or light on the top surface was related to the power source, since in deceleration the light dimmed, and apparently brightened when power was again applied.

c. Thickness of the objects was estimated at ten to fifteen feet by Nash and at not enough to accommodate a man standing erect, by Fortenberry.

d. The objects did not respond to natural laws, and appeared weightless. They were not affected by gravity or momentum since they changed direction 150 degrees without turning or coming to a stop.

e. No physical characteristics were noticeable except as already mentioned. The light on top of the saucers was internal and not projected, since it was not reflected off the DC-4.

[redacted]

[redacted]

DO #7 24 78

DETAILS: (Cont'd)

f. The light did not pulse but was steady, and the objects were sharply outlined. There was no corona or hazy periphery surrounding them. The dimming was as if by rheostat, or reduction of power. They also went completely off instantly and instantly reappeared.

g. The objects are definitely not of earthly origin.

6. One (1) copy only of overlay of WAC 357 concerning sighting location is attached to reports of Headquarters OSI, Commanding General, AMC, OSI District Office No. 21 and OSI District Office No. 7.

CLOSED

ENCLOSURES

FOR CG, AMC (Attn: MCIS):

Overlay of WAC 357 sighting location.

FOR DO #21, LANGLEY AFB:

Overlay of WAC 357 sighting location.

FOR HQ OSI:

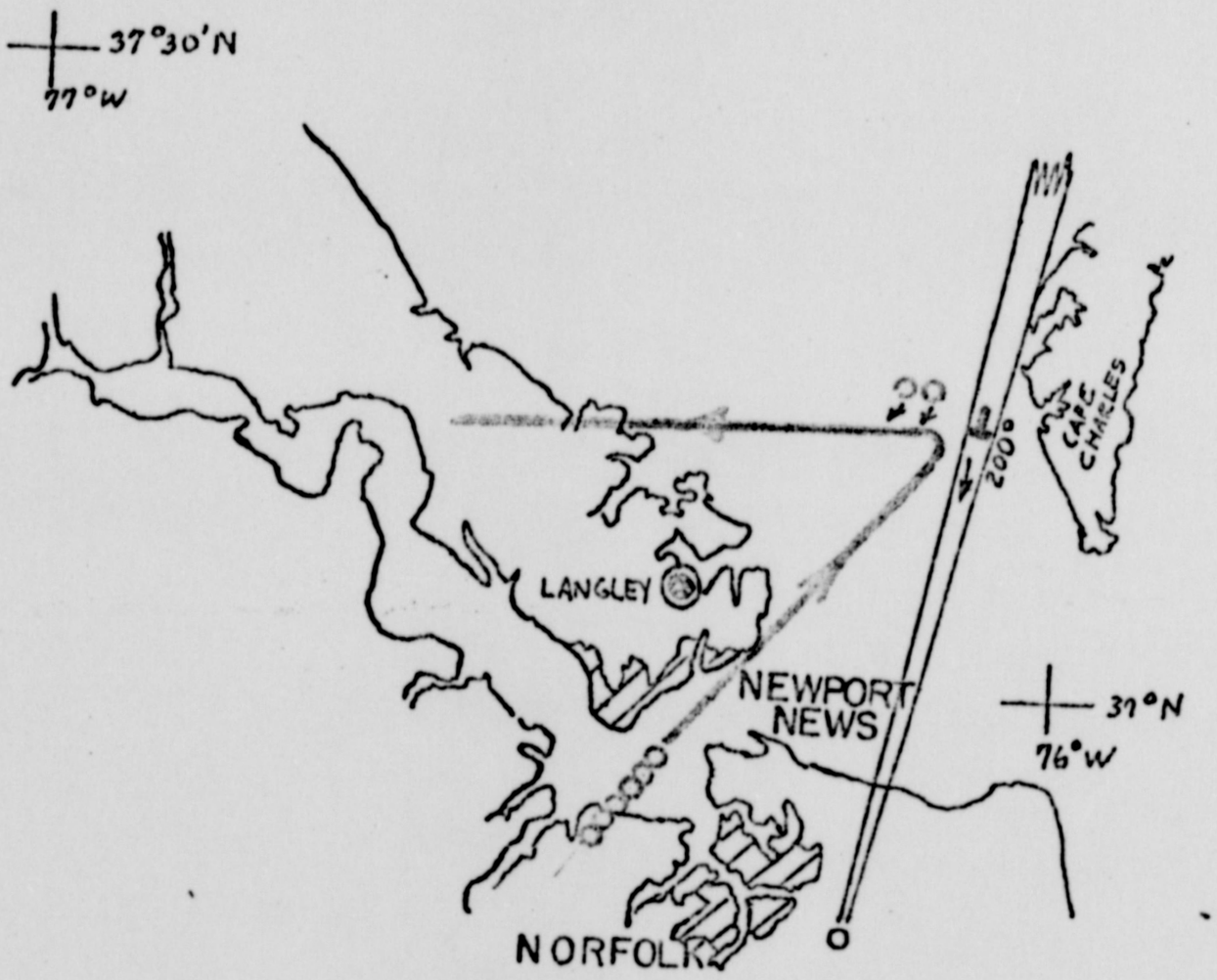
Overlay of WAC 357 sighting location.

FOR FILE:

Overlay of WAC 357 sighting location.

[redacted]

[redacted]



WAC 357

14 Jul 52

[redacted]

17 Jul 52
Hopkins, Va

FTD (TDEW)
Wright-Patterson AFB, Ohio 45433
1 July 1966

Thomas M. Olsen, Director
UFO Information Retrieval Center, Inc.
P.O. Box 57
Riderwood, Maryland 21139

Dear Tom,

Regarding the modification made by Mr. [redacted] on your publication. I have thoroughly checked the case file and I cannot agree to the changes. I really don't care whether you use the modifications or not, thats up to you. My only reason for not agreeing to the changes is that the case is a classic and many authors have written many words about this particular case. I'd like to point out a number of things about the modifications.

1. The word "sequence" is the exact word used by [redacted] in his hand written statement.

2. "Sequence" is one thing, "irregular order" is another and they don't have the same meaning.

3. The case file states that the object was estimated to be 100 feet by using a pencil.

4. I can find no place in the record where it states that other persons observed the objects.

5. The weather as stated in your article is the weather thats stated in the record. I can find no statement that says visibility was "unlimited".

I'm sorry that I can't agree to your proposal Tom, but I have to be fair to the people who have had previous access to the case file.

Sincerely,

HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

☐ IMMEDIATE REPLY PLEASE ☒ NOTE ENCLOSURES

☐ REPLY NO LATER THAN_____

UFO Information Retrieval Center, Inc.
P. O. Box 57, Riderwood
Maryland 21139, USA

TO

Major Hector Quintanilla, Jr.
Chief, Project Blue Book
FTD (TDEW)
Wright-Patterson AFB, Ohio 45433

SUBJECT Enclosed sighting report

WRITE IT — DATE 22/6/66

[redacted] has given us permission to use his name in the USAF version of his UFO sighting report (14 July 1952) but requests we make modifications as he noted on the enclosure (copy). May we have your permission to do so? (Publication in our "Outstanding UFO Sighting Reports".)

[redacted] was lost in Pacific in 1957.

SENT BY Thomas M. Olsen
Thomas M. Olsen, Director

REPLY — DATE

ANSWERED BY_____

Send white and pink copies with carbon intact. Pink copy is returned with reply.

Form 4PK-1 © Business Envelope Mfrs. Inc.
Pearl River, New York • Melrose Park, Ill.

Plot E

FOR OFFICIAL USE ONLY

[redacted] Rothstein/vs/54261

IN REPLY REFER TO:
AFOIN-ATIAA-5

SUBJECT: Interrogation of Pan American Pilots (Restricted)

TO: Commanding General
Air Defense Command
ADC/I, Attn: [redacted]
Ent Air Force Base, Colorado

Cite your message ADC [redacted]-53, inclosed is a copy of the interrogation of the two pilots. This is the only report of the interrogation that we have received.

FOR THE COMMANDING OFFICER:

1 Incl
Form 0-208 dtd 7/17/52

DONALD L. BOSER
Colonel, USAF
Chief, Technical Analysis Division

If inclosure 1 is withdrawn (or not attached), the classification of this correspondence will be downgraded to [redacted] in accordance with paragraph 25E, AFR 205-1.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted] ONLY

ACTION

JUL 1952 10 08

INFOR INFOR

1952 JUL 18 21:30

RD028

WEDDDDD8

RR JEDWP

DE JEDEN 139

R 182324Z ZNJ

FM CG ADC ENT AFB COLO

TO CH ATIC WRIGHT PATTERSON AFB OHIO

[redacted] D/ADDCD 25383. REQUEST CY YOUR INTERROGATION REPORT OF TWO AIRLINE PILOTS, [redacted] AND [redacted] OF PAN-AMERICAN AIRWAYS WHO SIGHTED UNIDENTIFIED FLYING OBJECTS AT NEWPORT NEWS, VA., MONDAY NIGHT, 14 JUL 52. REQUEST ALSO CY OF INTERROGATION OF GROUND OBSERVERS, IF ANY. THIS IS GREAT PRIORITY, INFO NEEDED THIS HQ 2 AUG 52 OR AS SOON THEREAFTER AS POSSIBLE. ADDRESS REPLY TO DCS/I, ATTN: DIR/C&D, AND CITE CONTROL NO. ADC DI-58.

18/2326Z JUL JEDEN [redacted]

[redacted]

AIR Ø47
AFS A958
AIR DE AFSJESBA AS1
L B35
PP JEPHQ JEDWP 222
DE JESDL 101CC
P 151645Z
FM JESDL/7TH DIST OSI (IG) MACDILL AFB FLA
TO JEPHQ/CHIEF OF STAFF USAF WASH D C
INFO JEDWP/CG AMC WRIGHT-PATTERSON AFB OHIO
[redacted]/OSI 5101. ATTN: DIR OSI. INFO ATTN MCIS PD
[redacted] ACTION UNCLASSIFIED
EIGHT UNIDENTIFIED CMA LUMINOUS CIRCULAR OBJECTS FLYING IN FORMATION
CMA VICINITY LANGLEY AFB CMA VA SIGHTED BY CAPT [redacted] CMA PILOT
PAN AMERICAN AIRWAYS WHILE ON NEW YORK-SAN JUAN FLIGHT PD OBJECTS SIGHTED
14 JUL 52, AT APPROX 2100 HRS PD WITNESSED BY [redacted] CMA CO-PILOT AND
[redacted] ENGINEER PD CREW MEMBERS STATED CIRCULAR OBJECTS
TURNED TO AVOID COLLISION WITH AIRLINER PD ESTIMATED SPEED ONE DASH
THOUSAND MILES PER HOUR PD CREW MEMBERS BEING INTERVIEWED BY OSI AT
MIAMI, FLA PD
15/1657Z JUL JESDL

[redacted]

[redacted]

[redacted]

[redacted]

ATIC

T52-12972-1

HEADQUARTERS ALASKAN COMMAND
APO 942, c-o Postmaster
Seattle, Washington

Office of the Asst Chief of Staff, J-2
15 July 53

SUBJECT: Transmittal of Request

TO: Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: ATIAE-5

Inclosure 1 is transmitted as a matter of interest to your organization.

A. H. Flues.
A. C. FLUES
1st Lt. USAF
Asst Personnel Officer

1 Incl
Ltr fm Lt. [redacted]
dated 6 Jul 53

[redacted]
BISCAYNE KEY
MIAMI 49, FLORIDA

July 6, 1953

Lt. Anderson G. Flues,
Assistant Project Bluebook Officer,
Wright-Patterson Air Force Base,
Dayton, Ohio.

Dear Lt. Flues:

I am one of the two Pan American World Airways pilots who watched eight red-orange lights maneuver below a DC4 near Norfolk Va., last July 14.(1953)

A complete report of this sighting was given to an Army Major and three "Special Investigators, U.S. Air Force", in a two hour session which [redacted], the other pilot, and I spent with them the morning after the sighting. I have never received any information regarding the manner in which this sighting was classified, and would appreciate any news you can give me regarding this.

Since the experience which was so vivid, I have maintained considerable interest in other reports of these phenomena. Undoubtedly, Project Bluebook is the best informed source of information regarding these sightings and the results of thorough investigations. I have heard that you have some information which is available for interested people at their request concerning conclusions to date. I would most sincerely be grateful for anything which you can send me to help assuage my curiosity.

Thank you for your kind attention.

Yours very truly,

[redacted]

Ltjg, USNR

[redacted]

CSAF ITEM 6 [redacted]

[redacted]

TT-170
CSAF ITEM 6
ATIAA
24 Jul 52

TO ATIAA-5 RUPPELT FM AFOIN-2C5 FOURNET

FOLG INFO RECD FM LCDR THOMAS OF ONR

CONSIDERED TO BEAR POSSIBLE RELATION TO

PAA SIGHTING VIC NORFOLK ON 15 JULY.

FREIGHTER PICKED UP GOPHER-TYPE BALLOON

AT 38-56 N, 73-23 W ON 16 JULY AT

1440Z HRS. BALLOON IDENTIFIED AS ONE

WHICH WAS LUANCHED ON 12 JULY AT

TILLAMOOK OREGON AND LAST SIGHTED

AT 2200 EST ON 13 JULY OVER

WILLIAMSPORT PA AT 50,000 FT. SKIPPER

OF FREIGHTER REPORTS THAT SURFACE

WINDS HAD REVERSED AND BEEN STEADY

FOR PRECEDING 10 HRS AT 10 KNOTS

FROM EAST.

END OF CSAF ITEM 6 [redacted]

AC [redacted]

DOWNGRADED AT [redacted] YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

[redacted] FOLDER?

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

DATE-TIME GROUP	SECURITY CLASSIFICATION
191315Z SEPT 52	[redacted]

PRECEDENCE FOR:	ACTION	INFORMATION
	ROUTINE	

TO: CO 4135TH TCW MIAMI INTERNAT'L AIRPORT MIAMI FLORIDA

INFO:

☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION

ATIAA-5 [illegible]

FROM: AFOIN-ATIAA FOR WING INTELLIGENCE OFFICER

Reference AF Form 112 #WGINT-3-52 dated 15 July 1952, subj: Sighting of Unconventional Aircraft by PAA Pilots on 14 July 1952 in Norfolk, Virginia area. OSI report on same incident states that five jet aircraft were in area. Please forward following additional information if available. 1) Approximate location of jets at time of sighting. 2) Names of pilots or flight leader and home station. 3) Source of information that jet aircraft were in area. 4) Any other data available that will aid in determining position of jet aircraft at time of sighting.

In reply cite Project Blue Book.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

COORDINATION:

ATIAA_____

ATIA_____

[redacted]

T52-16582-

[redacted] PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
Capt E. J. Ruppelt/jos	
SYMBOL: ATIA-5 / TELEPHONE: 51152	OFFICIAL TITLE: [illegible] Air Adjutant General

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—88923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (*Originator*)
GARLAND CONTINENTAL CENTRAL AIR TECHNICAL
INTELLIGENCE CENTER WRIGHT PATTERSON AIR
FORCE BASE OHIO

DATE-TIME GROUP	SECURITY CLASSIFICATION
261900Z SEP 52	UNCLASSIFIED

PRECEDENCE FOR:	ACTION	INFORMATION
	DOPINS	

TO: CIA AIR TRAFFIC HOUSE CONTROL
WASHINGTON NATIONAL AIRPORT WASHINGTON DC

☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION

INFO:

FROM: AFOIN-ATIA-3-16-2

AFIC has report of unidentified aerial object made by pilots CAA #01 Ferry Flight over Norfolk, Va., at 0215 EST on 14 July 52. Pilots made report to Air force authorities upon landing at Miami, Florida. They were advised by, quote, ATC Senior Controller, unquote, that he had, quote, checked with Washington, unquote, and that there were five military jets in the area. AFIC attempting to determine home station, flight leader, type of aircraft, and aircraft numbers of these jet aircraft. Do your records show the above items?
In reply cite Project Blue Book.

COORDINATION:

ATIA-3 _____

ATIAA _____

ATIA _____

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
UNCLASSIFIED	

DRAFTER'S NAME (*and signature, when required*)	RELEASING OFFICER'S SIGNATURE
CAPT E.J. RUPPELT/rm	

SYMBOL	TELEPHONE	OFFICIAL TITLE
ATIA-3	65365	AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49. WHICH MAY BE USED.

16—56923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

January 18, 1962

[redacted], Capt. PAA
Key Biscayne
Miami 49, Florida

Dear Capt. [redacted]

I am really very appreciative of your thoughtful letter of January 13. I am sincerely trying to get to the root of these sightings. And, though I originally had doubts and still do in special cases, I have none whatever concerning the sincerity of the majority of members of NICAP, including yourself, Dr. [redacted], and [redacted]. Perhaps you will be good enough to let me explain my position, which I think is that of the average scientist as well as the present position of the Air Force, so that we may understand one another better.

I suppose that I cannot disabuse you of your belief that I am really not sincere. You are not the first person to imply that I am simply a "stooge," cooperating with the Air Force in an endeavor to supress information about flying saucers. In this you, in common with many others, are subscribing to Keyhoe's nonsense that the Air Force, government officials, and many scientists are conspiring to keep secret incontrovertible evidence that flying saucers are extraterrestrial in origin. At least let me say for the record, whether you believe it or not, that I have never been an official consultant to any government agency on the subject of flying saucers. On two occasions I gave unclassified popular talks, once to the Navy and once to a group at Arlington Hall, Virginia. In these lectures I expressed essentially the opinions given in my book. I have had many problems and difficulties with the Air Force. I am in no sense expressing approval of them or their methods of investigation, especially those conducted under the lat[redacted]t. However, the Air Forces recently opened their files to me without restrictions. At one time they had offered to do so but tried to impose the restrictions of classification on me. This I refused to do. I assume this may be the origin of the statement Keyhoe quoted from CHOP in one of his earlier books that I had not taken advantage of an opportunity offered by the Air Force to inspect their data.

[redacted]h, Capt. PAA January 13, 1962

One further point. I am in no sense casting aspersions on the honesty or the competence of airline pilots. ATIC files bulge with reports from pilots, both domestic and military. They constitute beyond question the most reliable data available. ATIC takes the reports seriously and has done an honest if, at times, incompetent job of evaluation. The great bulk of these reports has been solved. In your definition of the word, therefore, they are no longer UFO's. Nonetheless, no matter how experienced these pilots are, we have many examples of pilots who have buzzed mirages of stars, who have reported reflections from ice crystals, balloons and many other natural and terrestrial phenomena. There is no question concerning the proper identification. The reports are completely clear. And again I say that this does not cast doubts on the competence of the pilot or his integrity. But, when we have so much evidence that pilots with every bit as much experience as you have made and can make errors of evaluation of what they have seen, I think I have every right to question your interpretation--not the observation itself.

Let me put this another way. If a six-year old boy comes to me and tells me that he has seen a dog or a cat out in the yard, I have no thought of questioning him. If he tells me that he has seen a cow, I may be a little skeptical because even the Hollis professor at Harvard University who used to have the right to tether his cow in the Harvard yard, no longer keeps one. I check and find that perhaps he actually did see a cow. A farmer carrying a cow in a trailer was in an auto accident outside. The trailer broke loose and crashed, releasing the cow, which wandered into the yard. Not an impossible explanation at all but a rather rare combination of circumstances.

If the boy reports that he has seen a lion in the yard, I am still more skeptical. First of all I will demand greater proof. However, I do not immediately rush out and notify the police that a lion is loose. I may check the paper to see if the circus is in town, considering that a circus wagon might also have met with an accident, releasing a lion. In any event, it is much more probable that the child has seen an unusually large yellow dog or cat and mistaken it for a lion. Or perhaps it is just one of these large, toy stuffed lions left on the lawn by a neighbor child.

Now, and finally (thank goodness), suppose that the boy reports that he has seen a green lion with two heads out on the lawn. I have to reassure myself concerning the integrity. Perhaps he is simply playing a joke, teasing me. In brief, he would fall in the "hoaxer" class. But if I am satisfied that he must have seen something, I look around for other explanations. I don't suppose that two-headed lions are a downright impossibility. I have seen several two-headed cats in my lifetime, mostly

[redacted] Capt. PAA January 18, 1962

preserved in a bottle filled with formaldehyde and exhibited in a sideshow. They may have been fakes but they looked impressive. Usually nature takes care of such freaks by killing them off at an early age. But I would regard--and I think you would too--the report as requiring some further degree of corroboration. Investigation, conceivably, would prove that the boy, looking out through a double storm window, had actually seen a double reflection of a green pillow in the room behind him, the pillow crumpled so that it happened to resemble a lion. Or it may be that a large dog had inadvertently knocked into a ladder and had some green paint spilled on him, and that he was standing, at the moment sighted, beside a large pane of plate glass scheduled to be put in a broken window.

Now, sometimes careful investigation can disclose all of the factors involved. However, it is not always possible to duplicate the exact condition. The green dog may have just been passing through the neighborhood and, for some reason, was never seen again. Of course, if other people have reported a green creature around, that would tend to substantiate the boy's story. But if I can come up with a reasonable explanation or even a possible explanation that is far more probable than that of the green, two-headed lion, I do not have to apologize for having done so. I do not even claim that I have distorted the facts. The boy is quite certain as to what he saw. Even my inability to reconstruct what actually happened does not in itself prove that a green, two-headed lion was running around.

That, Capt. [redacted] is precisely the dilemma that faces the scientist today. And, for the record, let me state that, in my opinion, a real, live, green, two-headed lion is far more probable an object than the interplanetary UFO's that you and the NICAP group want us to accept. The responsibility, if any, lies on you to prove that no other explanation is possible. The mere fact that you or others cite that other objects have been seen in the neighborhood about the same time does not prove that the objects sighted are what you claim them to be.

You refer to a TV program on which I was supposed to appear and did not. You imply that I am afraid to face you or other airline pilots. Nonsense! I cannot recall the incident at all.

One more thing, Capt. [redacted]. You say that I am 'pushing my theories.' They are more than theories. When I wrote my book on flying saucers I had to use theory, largely, because I did not have access to the ATIC files. However, as a physicist and as an expert in radio propagation, as a naval officer in charge of many aspects of radio communication and radar, and as an expert in meteorological optics I could show that reports similar to those made by the airline pilots have been made for many years.

[redacted], Capt. PAA January 18, 1962

The nature of many of the phenomena have been known for many years. When I have discussed these with many pilots, both civilian and military, I find that they are completely unaware of the ability of a bright star near the horizon to appear to maneuver. The Air Force was unaware of this. The Air Force scientific advisor was unaware of this. But it has since been definitely demonstrated and proved that this can happen under certain conditions of temperature inversions. I am not saying that what you saw resulted in a temperature inversion. But I am saying, however, that I have more than theory to go on.

Let us return to another point. Of course I do not know what you actually reported to ATIC. All I have to go on is their fairly lengthy and detailed report. I concede that inconsistencies may arise because of inadequacy of transcription. I have myself been frustrated from time to time by a gap in the ATIC reports, some of them resulting from inadequate questioning. For example, when they asked the question "What is the bearing of the UFO?" the reply may refer to the direction of the UFO as seen by the observer. Or it may refer to the observer's estimate of the course of the UFO. These are two quite different things.

Be that as it may, I welcome the opportunity to ask you a few more specific questions. Perhaps I am not quite as naive as you suspect. I had even gone to the length of getting a photograph of the inside of a cockpit in a DC4, in order to judge the configuration of the windows.

sharp

Here is a point of disagreement. I agree that you can estimate angular spread and angular speed. This is equivalent to your statement that they would approximate the size (angular) of a DC3 or a DC4 at 2,000 feet. This means that they were a little more than a quarter of a degree in diameter, something less than half the diameter of the full moon.

Now, if you know the distance, you can get the true size. Or, if you know the true size, you can get the distance. But--and this is the point that I tried to make in my previous note--no one can possibly determine the distance of an object of unknown size if it lies beyond approximately 300 feet. With a single eye you can't do anywhere nearly that well. Try closing one eye, partially flex your arms, and try to bring the little finger of one hand against the pointer finger of the other. Ability to judge distance depends upon binocular vision. The distance between two eyes is two and one-half inches. At 300 feet, the two eyes subtend an angle of approximately one fortieth of a degree. In fact, most people cannot judge distances accurately beyond 100 feet.

[redacted] Capt. PAA January 18, 1962

Of course, as I look up the street, the situation is much different. I can see that automobiles are nearer than the building at the corner, which is probably 600 feet away. Part of this judgment is due to the fact that I sub~~-~~consciously make allowance for the size of an automobile. And part of it is due to the fact that I can see the object between me and the more-distant corner.

Things are different, on the other hand, up in the air. Against either the sky or the ground, tests have clearly shown that it is indeed impossible for anyone--not even you, sir--to make accurate estimates. And when you state that a pilot can~~-~~t judge something (even an unfamiliar something) that is halfway between his plane and the ground, you are talking absolute nonsense. And I don't care how experienced a pilot you are. I do not mean this unkindly or critically. This is just a well-known statement of scientific fact. A known object, yes. For then you can estimate from the angular spread how far it is. But an unknown object, no. In darkness or semi-darkness the ability to judge is even less.

Now, let me make a second observation ~~circumnavigation~~ about reflections. Your comments about the similarity of visibility through the several different windows of the cockpit, including the curved section, may possibly--though not necessarily--destroy my reflection theory. However, by raising this point, I obtained an important and significant additional bit of information. This should have been in the original report. This is not your fault as much as that of the Air Force, for failing to ask the proper kinds of questions. Only recently has the Air Force gotten around to asking the right questions under different kinds of circumstances. An unusual type of reflection would have been required, to account for this type of motion. The "instantaneous" reversal--like a ricochet--strongly suggests the reflection hypothesis. For only a reflection is not responsible to the laws of physics such as inertia. Now I realize that the flying saucer believers have tried to promote the idea that, somehow or other, mysterious and very advanced scientists have found a way of making themselves immune to accelerations of 500 or 1,000 G's. This is something I don't believe. The reflection, I would conclude, if it was a reflection, was of some illuminated object outside of the plane. Otherwise, it would not have moved in the way it did.

I accept your correction about the Western horizon. There may have been some obscuring clouds but twilight was not yet officially over. If you find me frustrating to deal with, it is certainly not because I am willing to credit observers other than scientists with sense. I am merely trying to find out some of the basic details that did not appear in

either the ATIC files or in your TRUE article. (At this moment I do not have either of them here in my office, while I am dictating, and some of the questions I am about to ask you may be redundant). But it was never clear to me, until now, although perhaps it should have been, that you saw the objects out of the right window. I do not agree with you, however, that you should have been relieved from the necessity of checking on reflections. You should have at least mentioned some of these basic data. These are the frustrating facts that we who attempt to evaluate the sightings have to go through. Much of the really valuable data are lost and irretrievable. But let me say this in your somewhat agitated protestation that "we know damned well that the brilliant objects we saw were none of your reflcetions." Reflections, per se, cannot be distinguished from real objects. They look like, move like, and have the basic characteristics of real objects except where there is a change of aspect between the object itself and the mirror or reflecting glass. In brilliant daylight, of course, where you see a reflection, it is likely to have a hazy, transparent quality. But at night this is not true. I think you need to elaborate further as to why this could not have been a reflection from some bright object or objects on the left-side of the plane. Also, I have been trying to find out one further point and thus far have had no direct answer. Although I have a photograph of the cockpit of a DC4, I am not sure whether the side windows are vertical or not. I have the impression that they are all inclined, so that the lower edge is farther from the center of the cockpit than the upper.

I have already taken much too long on this letter, but, you see, I am trying to be honest and direct. Will you please give me again, if you will, the bearing of your craft at the time of the sighting and its ground and air speed. Will you please indicate the bearing on which you first saw these objects and the angular altitude below or above the horizon. Will you please indicate which window you saw these from initially. Will you please indicate which window you were looking through when you saw them apparently reverse. Will you then indicate what window you saw them disappear from, and where you were standing in the cockpit. Will you indicate the bearing on which they disappeared. Will you tell me whether these appeared to get bigger and bigger as they came in and smaller and smaller as they disappeared. You have placed a great deal on their flipping on edge but I am still not quite clear as to what happened at the end of the flight, or the beginning.

I should like to have an objective statement from you, since you emphasize this point. Will you tell me if you were a believer in flying saucers from outer space prior to this sighting? At what time did you change your opinion if you were not? Were you actually looking for flying saucers and discussing them with [redacted] shortly before you made your observation? Does [redacted]

[redacted] Capt. PAA January 18, 1962

agree with your conclusion that these sightings were of interplanetary craft?

I am further aware of the fact that a few people in the Air Force, notably A[redacted]--who has admitted to me that he was not in a position himself to evaluate the sightings--said some derogatory things concerning my book. So did [redacted]. But that is not the reason why. It is because of his [redacted] of the whole UFO business.

The reason why we still have the dregs of unsolved cases is due to the bad questioning of the pilots by irresponsible groups at ATIC at the height of the "visitation." This is evidence of the incompetence of the group at that time. But the group now in charge at ATIC are doing a really good scientific job. And one by one, to some extent with my help, the classic cases are being resolved. You, perhaps like myself, are somewhat committed. You have made public statements, as have I. I claim that my mind is much more open than yours or anyone from NICAP that I have heard from to date.

You define UFO, as I indicated, in a rather special way, so that an object is no longer a UFO unless it is an unknown. But I have seen UFO after UFO--some the old classics--and some that might well have become classics, some that resemble closely the unsolved classics where basic data are missing, many of them reported by reliable airline pilots, civilian, commercial, and military. I do not believe in the infallibility of the airline pilot. I have seen too many reports where an airline pilot has pulled his plane up to try to avoid a meteor that actually was 200 miles away from him at the time. I think that the trouble with the NICAP viewpoint is the influence that Keyhoe and his books have wielded on their minds. Certainly Keyhoe will never settle for anything less than completely censuring the Air Force and receiving from them acknowledgment that his position, which he has stoutly maintained from the start, that flying saucers are from outer space. You notice that I used the words "flying saucers from outer space" rather than UFO's. I frankly prefer the NICAP term "aerial phenomena," which does not beg the question. UFO implies the existence of a material object. In many cases, as we have demonstrated clearly, no material object is involved, at least any nearby material object. A mirage of Venus, Jupiter, or Sirius actually results from light originating in a material object far away. But it does not mean that the object is within our own atmosphere, as the adjective "flying" implies. In fact, this particular

[redacted], Capt. PAA January 18, 1962

definition implies the bias that Ruppelt had toward the flying saucers from space and the interplanetary solution, when he coined it. It also shows that, despite some disclaimers to the contrary, that he and his group were not aware of the major reflection hypothesis that I have proposed.

I am sending copies of this letter to [redacted] and [redacted], both of whom I have come to respect, even though I do not agree with their views. [redacted] himself has indicated that these cannot be handled on a scientific basis. I think that a certain amount of "will to believe" is involved. However, I do not believe--alas--that there is any super-human or really intelligent life in our solar system. I do subscribe to the view that there may be intelligent life in many places in the Universe. But, as an astronomer, I am aware--more aware than most--of the vastness of space, the amount of fuel that would be required, the enormous climbs that would be necessary, if true interplanetary exploration from stars other than our sun were to come about. Now don't just say, "Here is a man who is limited in his present-day knowledge. There have been many great inventions and perhaps someone will find a way of getting around these difficulties." I am aware of all of these possibilities and still feel that, no matter how intelligent or advanced a race may be, they are not likely to be visiting around the earth. And remember that you are arguing that the visitations consist of thousands of cases, and yet no evidence--I hope you do not subscribe to the reliability of the contactees--that a single one has actually landed.

Please believe me, Capt. [redacted] that I am writing this long letter without rancor, despite the obvious angry flashes in your own letter. My opinion of airline pilots has neither gone up nor down as the result of these sightings, and I certainly fly enough, for someone who does not hold a pilot's license. I can fly a plane and have flown a plane on many occasions, with proper supervision, of course. But most of my flying is commercial, some of it with PAA. I average about 75,000 miles a year, which is small compared with what a pilot covers. But I do manage to keep my eyes open. I have spent many hours in the pilot's cabin. I have seen flying saucers that matched many of the classic cases. I have resolved what they were. I have based my resolution on my scientific knowledge. There is no question about the correctness of my observations and the Air Force has accepted them absolutely. I say this to show that I am not just an arm-chair theorist.

I am tentatively scheduled to fly PAA from Mexico City to Caracas on March 18, returning to New York on March 24. If I should have the good fortune to have you as my pilot, I will fly with complete confidence and hope that we might have a chance to talk. I, for one, would welcome the opportunity.

[redacted] Capt. PAA January 18, 1962

And please forgive me for the uncalled-for and certainly unwarranted remark concerning the unavailability of the "Captain."

Sincerely yours,

Donald H. Menzel
Director

DHM:sg

CC: [redacted]

BC: Major Coleman
Major Friend ✓
L. Boyd

4627

[redacted]

UNCLASSIFIED
FOR [redacted] ACTION ONLY

25 SEP 52

C-1 ROUTINE CONFIDENTIAL
FM 455 TROOP CARRIER WG MIAMI INTL ARPT FLA 2419452
TO AMC WPAFB OHIO

CITE 455 WING 9-186

URMSG IC 1039 DTG 251922Z MCN M-122 ON PROJECT BLUEBOOK FOLG
IS QUOTED FROM PAA DISPATCHERS LOG AT IDLEWILD AIRPORT 15
JUL 52 TIME 0155Z, "RECD MSG FR 901 FERRY TO MIAMI. BOTH PLTS
SIGHTED 6 RED LIGHTS VICINITY OF LANGLEY FIELD. APPARENTLY
6 DIFFERENT OBJECTS AT 10, 000 AND 20, 000 FT TRAVELING AT
AN EST SPEED OF 10000 MPH. CKD WITH SENIOR CONTROLER ATC.
HE CKD WITH WASHINGTON. THEY ADVISED 5 MIL JETS IN AREA AT
THAT TIME" COPY ORIGINAL MSG RECD BY DISPATCHER PAA MIAMI TURNED
OVER TO ACFT CMDR UPON ARR OF 901 FERRY HERE. COPY NOT PRESENTLY
AVAL. SUGGEST CONTACTING ATC CONTROLLER WASHINGTON FOR SOURCE
OF INFO AND PERTINENT DATA.
25/1110Z SEP

08 30 SEP

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

SECURITY INFORMATION

1. Atic
2. Atic
3. Atic
4. C. files

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

-16582-A
#1

[redacted]

[redacted]

2. Atia
1. Atia
3. Files

7 Oct 52 1409Z

FOR [redacted] ONLY

ACTION

ATIC

11:29

RBØ99 M

WPC1Ø1

TYB116

JEPFF B58

RR JEDWP

DE JEPFF 11

R Ø713252 ZNJ

FM COMATS ANDREWS AFB MD

TO CG AIR TECH INTL CTR WRIGHT PATTERSON AFB OHIO

/[redacted]/MAXIN2969 PD ATTN ATIAA PD REF PROJECT BLUE BOOK

FOLG INFO CONCERNING UNIDENTIFIED AERIAL OJECT OVER NORFOLK CMA VA ONE FOUR JUL FIVE TWO OBTAINED THROUGH FLT SV HQ CLN ALFA NORFOLK NAS RPTW NO INBOUND OR OUTBOUND JETS TIME OF SIGHTING AND NO KNOWN LOCAL JET TRAF PD BRAVO PATUXENT RIVER NAS RPTS LOCAL FLT BY NAVY FOXTROT NINE FOXTROT ONE TWO FIVE FIVE SEVEN NINE CMA PILOT CMDR STEVENS CMA NINE EIGHT NINE FIVE ONE CMA ASSIGNED PATUXENT RIVER NAS CMA DEPARTED ONE EIGHT THREE FIVE EASTERN CMA RTND TWO ZERO FIVE THREE EASTERN PD NO INBOUND OR OUTBOUND JET TRAF AT TIME OF SIGHTING PD COCA LANGLEY AFB HAD NO LOCAL JET TRAF BUT FOLG FLTS TERMINATED AT LANGLEY AFB COLON PAREN ONE PAREN AF FOXTROT NINE FOUR CMA FIVE THREE

FOR OFFICIAL USE ONLY

[redacted],
Key Biscayne,
Miami 49, Florida,
February 5, 1962

Doctor Donald H. Menzel,
Director,
Harvard College Observatory,
Cambridge 38, Massachusetts

Dear Doctor Menzel:

Please forgive the time element between your last letter and this answer. I have been flying heavily. In addition, as I mentioned before, flying is not my only current responsibility.

Thank you for taking the time from your own busy schedule to write a nine page letter.

I have a great respect for your intelligence and your extensive work in various fields. Therefore I believe that this regular work requires too much of your time for you to bother to debate with Doctor Maney and me without good reason. In spite of your denials, I think there is sufficient evidence right in your own recent letters to strongly indicate that you have been asked by A.T.I.C. to help them get rid of the "unexplainables" before the Congressional hearings begin. The following, I took directly from your letters, and is strongly indicative that you are now, even if never before, aiding the Air Force in its debunking campaign.

1. Your "regent" access to all A.F. files.

2. Your debunking of Project Bluebook (They didn't agree with you, so you didn't like them). Your praise of the current A.F. staff, probably because they, in grasping at straws rather desperately, have come to you for help.

3. Your casual inquiry in a letter to Dr. Maney - "By the way, how are the plans for the Congressional hearing progressing?"

4. You explain your position as that of the position of the Air Force.

5. Your definite statement that the A.F. did not silence Capt. [redacted]n. How could you know if not closely associated with the A.F.? You said, "I can say authoritatively that they (A.F.) did nothing of the sort."(silenc[redacted]n)

6. You say, "- and one by one, to some extent with my help, the classic cases are being resolved."

You claim that you have never been an official consultant of the government on U.F.O.'s. That could be devious wording. You have worked with the government in other fields, no doubt in an "official" capacity. This U.F.O. business could be a little extra job they tossed in - unofficially.

It is not nonsense, as you claim it to be, that the government, through its assigned investigative departments on the subject, is attempting to keep secret strong evidence that a percentage of U.F.O.s

are probably extraterrestrial in origin. It may be true that they have no incontrovertable evidence, as you express it, which wording could also just be devious. This type of wording is the same trick used by the AIr Force when they say, "There is no such thing as a "flying saucer" - meaning literally, a saucer that goes with a cup. Even this can be disputed by husbands with titilant wives, and we have plenty of flying saucers in our aircraft galleys.

You apparently respect the opinions of scientists only; therefore what have you to say about the positive report, treated by scientists at A.F. request, which expressed the opinion that, incredible as it may seem, some of the U.F.O's must be of interplanetary origin? This report was mentioned in Capt. Ruppelt's book, and it did or does exist. A prominent Washington Columnist saw this report, along with other news men who were called in to see it. They wrote about it, quoting from it. I have one of the clippings. Also a personal letter to me from this columnist tells me that he, in fact saw this report, and that the reporters had received a promise of more detail from it later. Then suddenly, he said, we were not allowed this follow-up, in spite of persistent efforts on our part. He told me he thought that the approaching elections (Presidential)might have caused them to withdraw- that perhaps no department in Wash. wanted to make any moves it didn't have to make until after elections. Well, where is that report from the science group now? Why has it been kept from the American public? Can you deny that it has? If it hasn't, please show me a copy. Otherwise you must admit, without dancing all around Cobo's corner, that it has been kept secret. A fact is a fact, especially to a scientist.

You claim that the great bulk of pilot reports have been solved. Solved to the satisfaction of whom? If much of the A.F. investigation has been as incompetent as you say, then it follows that many of the conclusions are invalid - as a result of this incompetence.Are you going over again, all of these incompetent reports?

You speak of burden of proof. When a"solution"to a sighting is neatly written down and shelved with a sigh of relief, who has proved that a pilot saw a reflectionfrom an ice crystal formation or in his windows or that he saw some other natural phenomena? Who has photographed this deceptive image as proof? Has the A.F. sought any of the"meteors" which pilots have seen climb up out of sight in the sky after zooming the Earth's surface? Where is the evidence to prove that the objects radar sets, military pilots and airline pilots saw over Washington for 6½ hours one night and 3½ hours another night were not solid objects? Where is the proof that all of the people in the Mantell massacre suddenly attracted by a "sun-dog", or Venus? It seems to me that the "solutions"are on rather shaky ground. Proof is a word requiring complete definition. The opposite parties should agree on what is proof. Does proof mean that to be convinced of an object's existence we must touch it? Then who has touched Venus lately? Does proof recognize that all men are not liars, and that some can report fairly accurately what they see? The "burden" of proof does not only rest on the person or persons reporting the experience. It also rests heavily on those who are attempting to shelve the reports and who claim, in writing, to have solved so many cases. If the "solved" reports are so "clear", as you say, why doesn't the A.F. publish all of the reports, at cost, through the department of public documents? Can you give me a good reason why not after so many requests?

I am aware that you are an expert in many fields of physics, and I do not at all discredit your ability, but I do feel that one must stretch things quite a bit to agree with some of your explanations. The original observer has had the distinct advantage of "being there", and even with your ability as an expert in certain sciences, that leaves you in the lesser position of being a " Monday morning quarterback".

The burden of proof is on you, Doctor Menzel, if you elect to disprove, and how many times have you "overwhelmed" anyone as you say, with provable evidence that a well documented sighting was , without doubt, reflections, sun-dogs, mirages or hot air layers over the Pentagon?

In my records, I note that book reviewer [redacted] of the Buffalo Evening News, 3/9/53 , says of your book, "[redacted]

Published in a national magazine, during an interview, Major [redacted] said about your book, "[redacted]

An Air Force major, in briefing a Reserve Air Officer group on U.F.O.'s said of your book, "[redacted]

My records show that a project Blusbook spokesman, when questioned about your book said, "These explanations were known to the project and carefully considered, even before Menzel published his theories. They explain only a small percent of the sightings". "...At the request of A.T.I.C., prominent scientists analyzed Menzel's claims. None of them accepted his answers."

A.T.I.C. said about one of your explanations:- "The electronic or ~~visual~~ visual mirage of meteorological phenomena is out of the question as the radar set was on high beam and both would not occur simultaneously in the same place."

In your long explanation of how you interpret that which someone else saw, thank you for comparing us all to six year old boys while allowing yourself the luxury of retaining your own identity, age and experience. You do reveal, through your letters, a degree of disdain for those of us who are not scientists. That word "scientist" could stand some definition, too.

Regarding your credulity, suppose, just before the fairly recent catches of the Coelacanth off Africa, a man of intelligence returned from a trip to Africa and told you that he had seen a Coelacanth, but that the natives who caught it were hungry and ate it, and he couldn't get it from them because they had big spears. I doubt that you would even have considered the man's story about a fish long thought to be extinct.

Regarding the television program on which you did not appear, I was contacted in Miami by Frank Edwards and asked to appear, with Major Keyhoe, opposite you and Willy Ley. When I arrived in Washington, Frank Edwards advised me that you had decided not to take part, and

that Jonathan Leonard, Science Editor of Time Magazine was taking your place.

I have letters in my possession from Capt. [redacted] all of Capitol Airlines, stating that he had invited you more than once to debate with him on the U.F.O. subject on television or radio. He said you refused. Captain [redacted] has always been respected as a man of integrity. Incidentally, until he looked deeper into the subject, he had been briefly mesmerized by your book. As the man said, It is well written.

You refer to N.I.C.A.P. as a"biased" group. The following the following quotes from your letters and writings rather fully prove that you are biased.

1. "In my opinion, a real live green two-headed lion is far more probable an object than the interplanetary U.F.O.'s-"

2. "U.F.O.'s"(obviously meaning all)"are distorted interpretations of natural phenomena" (that takes in a lot of U.F.O.s!

3. "No - scientific investigation - is desired at the present time"

4. "1962 will go and so will the year 2000 and 3000 without visitations from space people unless we ourselves go out there and bring them back to earth."

5. The above were from recent letters. In TIME magazine, June 9, 1952, you said"(flying saucers) are as real as rainbows- This science-fiction approach is like explaining lightning by calling it a weapon of Zeus. How simple is this sort of science- and how wrong".

6. I BLUEBOOK Magazine in 1954, in an article titled FLYING SAUCERS ARE THE BUNK!, you wrote, "Throughout the ages, apparitions have plagued the human race ---and now we are seeing flying saucers!"

7. In a recent letter you also wrote, "We still have the dregs of unsolved cases" (underlining mine)

It would behoove you to clean your own house before calling N.I.C.A.P.'s objective research group "biased".

It seems that you do not agree that Mr. Fortenberry and I could, with our experience, estimate the size of the objects we saw. I suppose we'll just have to agree to disagree on that point since you were unwilling to concur that 10,000 hours of flying at 7000 or 8000 feet will help pilots' judgement at all regarding objects in the air between the airplane and the ground. An Air Force Officer (I believe a Major Sharp)who was one of those who interviewed us, agreed that such judgement does develop, and the fact that the objects were between us and the Earth's surface was a major reason for Air Force interest in our sighting.

I do not "suspect that you are naive", as you seem to think. I do suspect that you are very biased, and influenced by a strong desire of the government to explain away the bothersome U.F.O.'s. This approach limits you to an incomplete, therefore unscientific, investigation.

You are quite correct when you say "an unusual type of reflectionwould have to be required" to explain our sighting. I'd say it would have to be a real original invention. The instantaneous reversal, on which you base much of the strength of your reflection theme, is common in U.F.O. reports from ground reports , and ground and airborne radar observations. Perhaps many flying saucer believers have "tried to promote" (why don't you say, "have theorized")(You don't like to be considered to be "Pushing" your theories) the idea that this instantaneous reversal indicatesthat the craft contains a creature which is capable of enduring the "G-forces" involved. I presently agree with you that this is unlikely. However, I do not agree that this is evidence against the extra-terrestrial theory or evidence which supports your reflection theory. Here is why.

Einstein , in his unified field theory, (With which, I realize, he was not yet completely satisfied)says, "Gravity and electromagnetism are different manifestations of the same thing". If H2O is used as a comparison, we might say, "Ice , water and steam are not the same thing, but they are different manifestations of the same thing.

Well, first man knew water, ice and steam in natural states; later he learned to create steam from water. Much later, relatively, he learned to create ice from water. Presently we know and use electromagnetism. If Einstein is right (and he's been pretty right in his darwp)someday we may learn to create gravity from electromagnetism. Perhaps creatures from another planet have already done so. Perhaps they even skipped our known methods of flight such as lighter-than-air, airscrew with airfoil, jet with airfoil, and rocket propulsion. It could be why they are so frequently reported following behind our aircraft - perhaps to learn what keeps the silly things in the air.

Gravity, as far as we know now, affects all material in the universe. Hold anything, even a human, over the edge of a cliff and let go. The force we call gravity pulls it. If a strange race has learned to create its own gravity within a space craft, and control it directionally, then it is not inconceivable that they could change direction without radius, create instantaneous reversals without the occupants experiencing any sensation at all, for they would be pulled with the ship with a common force. Gravity evidently works the fundamental building block of the universe,of which everything seems to consist - even humans. (It has been suggested by the Italian physicist Bruno Pontecorvo, who unfortunately defected to Russia, and Yale's Dr. Hong-Lee Chiu that the basic stuff of the universe might be the neutrinos. I see that Brookheven National Lab. is presently attempting to study and perhaps trap neutrinos.) I don't think occupants of these strange craft would make such violent direction changes if to do so was a discomfort, and I presently don't believe, as you don't, that they are immune to "G-forces".

Please note that I say "presently" about my beliefs. All one can have in such an unknown subject are current beliefs. It is unscientific, egotistical, and limiting to form firm conclusions without incontrovertable evidence. I also believe that there are no "experts" on U.F.O.'s in existence - only persons who have kept themselves better informed than others because of their interest in the subject.

Incidentally, while on the subject of the propulsion of the interplanetary or interstellar UFO's- if it were true that they used strong electromagnetic forces to create gravitational propulsion,

It might also be true that a by-product of the electromagnetic forces might be the visible ionization of the air immediately about the surface of the craft. Various degrees of power applied (hence changes in ionization) might change the amount of air visibly glowing in an ionized state. This could explain the apparent changes in shape sometimes reported, and also the changes in color. Ionization of gasses has been accomplished in laboratories in bell jars, and the gasses glow brightly. As we all know, air is also a combination of gasses.

I have a question. Is it possible for a heavy layer of ionized air immediately around a fast moving craft to protect a metal skin of a craft from friction - with the outer ionized air taking the brunt of the friction? This, I have just conjectured about, but am not sufficiently acquainted with the properties of ionized air to feel too strongly about it.

To carry it further, photos at night of odd fast lights aloft, and oral reports, frequently indicate a firm round leading edge, and a tattered trailing edge. One photo (I don't have it) even showed a fine connecting line of light between a series of over-lapressing bulges - like a long nerve ganglion. Would this possibly indicate a gradual collapse of the air ionized by the craft? I ask this because I felt that a bubble of ionized air, left behind, would be of a single electronic charge which would resist collapse by a series of explosions before fading away to complete discharge. "Like" charges repel and if this resulted in such a cushioned interference (unlike the sonic boom) it might explain the "silence" of these craft. This silence may be quite accidental, a mere by-product of the propulsion power-source. If the occupants are as anti-social as they seem, the illumination of the craft also could be a by-product - and perhaps undesired by them. It is to be noted that daylight reports do not repeat changes in shape.
see
You, Doctor Menzel, reflections, mirages, and other such unsubstantial things are not the only guesses one can make to explain the reversals, speed, illumination, and silence of the UFO's.

Now I shall try to answer your specific questions:

1. The side window of a DC4 is inclined approximately 10 degrees, with the top nearest the aircraft centerline.(I believe you intend to get even more complex with your reflection theory. I can almost see it coming - that you are about to try a reflection explanation through three windows now, including a curved one. You'd better work on a four window theory then; -see # 5, below)

2. Our compass course was 200 degrees magnetic.

3. The exact ground speed and air speed, I don't recall. It has been almost ten years, and I don't have it recorded, but a DC4 averages 185 knots. We used the ground speed we were making (we had kept accurate track of it) to compute our exact position at 8:12 P.M., after overheading Norfolk VAM Range not much later.

4. The objects seemed to appear first, in place, about 10 miles beyond Newport News and Cumberland on an approximate bearing of 30 degrees to the right of our heading. They seemed to be low enough at that time to have been almost on the ground.

5. Initially, I saw them from my front window, and [redacted] saw them from his front window. (two distinctly different angles of flat, minimum-distortion, aircraft glass)This means that I saw them through four different panes of glass of very different angles, and [redacted] saw them through at least two different panes of glass- possibly three, if he also observed them through the corner curved window as I did.

6. [redacted] and I were both looking through the right hand side window at the time of reverse. (I, somewhat late at the scene - [redacted] with a full, complete, and continious view.)

7. We watched them disappear as we looked through the right side window.

8. My seat was already back a bit.(It's comfortable that way) It was easy to step into the aisle area between the seats and lean over [redacted] to continue watching.

9. The departure track of the objects was about 30 degrees to the right (more westerly) of their approach track.

10. At the end of the flight, they recrossed our "line" thru the city areas, seemed to travel about ten miles beyond that, then zigzagged upward sharply. As they climbed, they oscillated up and down behind one another in an irregular fashion, as though they were extremely sensitive to control. In doing this, they went vertically past one another, bobbing up and down. (just as the front three went horizontallypast one another, as the initial six approached us.This appeared to be an intelligence error - "lousing up the formation") When they arrived at a high altitude, we were looking well up at them, even though they seemed to be horizontally quite distant. (Judged from speed and perspective diminishment) We didn't venture a guess as to their height, but they disappeared by blinking out in a mixed up fashion, in no particular order. Some persons have suggested they were entering a carrier - or getting behind clouds. We never ventured a guess. However, they had blinked out before, just after the reversal, and after two more came from beneath our right wing to join the original six. The lights were out about one second. They seemed to dim just before the reversal, and brighten right afterward. The color , in quality, was not lense-like, phosphorescent, or at all fuzzy, but appeared to have depth, as in the appearance of a hot coal. They were bright red, somewhat toward orange or amber. The edges of the coin-shaped objects were distinct and well-defined: not fuzzy in the least. Artists, drawing sketches for T.V. appearances wanted to elaborate and draw cabins, port holes and such, but Bill and I refused to appear if any such illustrations were used.

11. Yes, they appeared to get bigger and bigger as they got closer , (considerably) and decreased in apparent size as they departed.

You demand further elaboration from me concerning my statement "We know damned well that the brilliant objects we saw were none of your reflections". I offer the above answers to your questions and emphasize the following as evidence against the reflection theory, which I consider very weak.

1. The apparent "intelligence error" of the objects sliding past one another as they approached. The objects also passed one

another vertically during the climb.

2. The objects blinked off and on after reversal, and blinked off seperately, in disorder, at the end of the observed climb. 3.

3. The intense "hot coal-like" brilliance of the objects.

4. The two additional similar discs which came from beneath our right wing to join the original six. These two were not in our sight above the wing, as they should have been if they had been reflections.

5. The objects turned on edge and back flat again.

6. One pilot saw the unchanging objects through four glass surfaces. The other saw them through two, perhaps three glass surfaces. (The front windshield is V-shaped with two panels.)

7. The (at least seven) ground reports of objects similar in shape, color and maneuvers.

8. The same kind of "reflections" were seen over Wash. , D.C. visually from ground and air, and by both ground and aircraft radar, and were looked on by aircraft radar, ~~XXXXXXXXX~~however least three seperate sights, two for hours at a time, within ten days after our sighting.

9. Our extended experience (far greater than yours, and that of most other scientists) in observing and analyzing actual reflections and natural phenomena, and our Navy training in rapid identification.

10. The fact that the objects were observed between our aircraft and the West.

You ask me if I had been a believer in U.F.O.'s from extra-terrestrial sources before I had this sighting. TRUE Magazine ~~XXX~~ also asked me that, and I told them "yes"- that I gave credence to many of the reports from reliable sources which were then in existence. There was strong evidence, even in 1952, six years after the initial reports had begun, that the interplanetary explanation was a logical one. I realize that to have withheld the fact of my previous interest in U.F.O.'s would have benefited acceptance of my personal experience in all quarters, and I also am quite aware of the inference you make when you pose this question. However, I feel that truth is necessary, and also that such an interest in U.F.O.'s should not be considered unique in an intelligent society, and an alert society. To fail to give at least some attention to this subject appears to me to reveal either fear of learning that U.F.O.'s are real, or that the individual has unfortunately lost one of the fundamental human wishes; the desire for new experience. This human wish, as expressed by psychologists, has unfortunately been almost completely obliterated in many of us today by the over-emphasis of another of the human wishes; the desire for security. The complexity of this era causes many persons to erroneously believe that they are behind times, and they feel lost in confusion because they do not understand all that goes on about them. We should realize that we cannot possibly fathom all technical fields, and comfort ourselves with general understanding, except in our own particular specializations. However, to assuage the feeling of insecurity, the human unconsciously sets up the defense mechanism of rejecting that which he does not understand. Hence the success of "explain

tions" for U.F.O.'s. Most people snatch at these with a sigh of relief and say "Ah" "That gets rid of those nasty old flying saucers!" Our Air Force, in suppressing information is helping to drive the people of our nation further into shells of security, when what our people need is a kick in the pants, a few shocks, and the regaining of some of the guts of their forefathers.

Even if the chance that the interplanetary theory is true was a small one, proof of the theory would be the biggest news since B.C. became A.D. How can the subject be ignored - intelligently? Especially how could a pilot ignore it, when he spends so much of his life in the air? The fact that I had previously taken an interest in the subject does not help your case one bit.

No, [redacted] and I had not discussed flying saucers before the experience we had.

No, we were not looking for flying saucers. However many other nights, I had cut down the cockpit lights on 8 hour over-water flights, and watched the sky intently. I saw hundreds of meteorites, the northern lights, other aircraft, bright, dispersed and multi-colored Venus and various stars low on the horizon, but in at least five years of such watching, I never saw anything odd that appeared to be intelligently controlled until July 12, 1952 when I was not watching. It was [redacted]'s first trip on that route, and it was such a clear night that I was taking advantage of it to point out to [redacted] the various cities and landmarks as we passed them, such as Philadelphia, Washington, and Richmond - and the reason we were both looking at the same spot at the same time was that at that moment I was pointing toward that spot and saying, "There is Newport News and Cumberland".

We were attracted therefore, simultaneously, by the redness of the objects as they seemed to light up, or appear in place, then shoot like small red tracer bullets toward us. When they moved over the bay, they came close enough for us to define their shape and to approximate their rather large size.

To answer your question about whether or not [redacted] also concluded that the objects were interplanetary craft, I'll quote from a long article published in the Miami Daily News on July 15, 1952.

"It was at this point that Fortenberry offered the idea that he thought these "saucers" were something from another body in the universe".

I currently agree with your view that the U.F.O.'s do not originate within our solar system. In fact, I wrote an article (A feature article with title on the cover) on this thesis for CHALLENGE magazine, May, 1955. I think it more likely that they come from another solar system. I know you are a prominent astrophysist and you don't agree that this is possible, but many scientists, who , of all people, should be open-minded, actually close their minds. Remember it took 200 years to get most scientists to agree with a few, that meteors found on Earth were extraterrestrial - not just Earthly rocks struck by lightning.

J.B.S. Haldane said, "My own suspicion is that the universe is not only queerer than we suppose, but queerer than we can suppose."

Einstein said, "The fairest thing we can experience is the mysterious. It is the fundamental emotion which stands at the cradle of [illegible] true art and true science. He who knows it not, [illegible] can no

longer feel amazement, is as good as dead, a snuffed-out candle."

Hudson Maxim, in a 1910 issue of an aviation magazine in my possession said, "Bombs from the high air will never be widely destructive, reports from imaginative writers notwithstanding".

How many officials with a "good grasp" of tactics thought General Billy Mitchell was a crackpot many years after the above article in 1910? These officials were sure they were right, as you are sure you are right when you say, (not with modesty) "I have based my resolution on my scientific knowledge. There is no question about the correctness of my observations."

Even though, at present, I give the greater credence to the Interstellar U.F.O. origin theory, there are many scientists who concur that life on other planets within our own solar system could most certainly exist, even though it probably is not "life as we know it".

Axel Firsoff, in the British Magazine , DISCOVERY, believes Jupiter could have life based on XXXXXX Ammono-chemistry. Both systems produce well-known compounds, including amino acids of which proteins are built. Instead of oxydizing food to liberate energy as Earth's animals do, Jovian animals would combine it with nitrogen, and the final product would be cyanogen, violently poisonous to us. Such animals could breath nitogen and drink liquid ammonia.

The study of "exobiology" exists among eminent scientists. The growing of bacteria-like cells from the Murray meteorite of 1950, and the organic compounds found in a 100 year old meteorite from France are both of considerable interest. The scientists do carefully admit, however, that it is difficult to determine whether the meteorite from France was contained in its pristine form, or whether Earth bacteria from the atmosphere or the ground had penetrated it.

We will soon have to broaden our concept of what constitutes a living organism. Life forms faced with different gravities, atmospheres and food sources could well develop very different appearances. We should begin to clear our minds of prejudices and preconceptions.

Another thought, Doctor Menzel; "sight" (the only sense involved in your explanations) is not the only sense which has been effected by U.F.O.'s. They have been heard, and smelled (which, to a degree is associated with taste) and have physically disturbed our vehicles and at least the plane of [redacted] ted of Eastern Airlines, which sighting I note you explain away by attributing this motion to the pilots' imaginations. (simultaneous imaginations)

To answer your question, I currently do not give credence to the story of any of the "contactees", but there are convincing examples of "landed" U.F.O.'s. However, I believe that a sincere, scientific and unbiased investigator cannot ignore any contactee's report. All must be checked. Someday one might be the real thing. (the old "cry-wolf" story again) The scoffer would end up looking ridiculous, unscientific and small minded, like the Newspapers who would not print the Wright brothers' successful flight even when their on-the-spot reporters sent them the story.

By the way, here is something I've been trying to learn for years. I wrote to the Harvard Dept of Astrophysics and the Observatory at the time (1948) for further information, but never received the courtesy of an answer.

Perhaps you can tell me the complete story. In 1948, in the NEW YORK TIMES, I saw an article regarding a statement from the Harvard Observatory that there were three "asteroids", as they called them in the ~~XXXXXX~~ paper, circling the Sun in the Earth's orbit. I believe two were reported to be 350,000 miles ahead of the Earth, and one was 250,000 miles behind the Earth. In trying to get further details, I was ignored. Can you, as a long time Harvard astrophysist offer more information on this Harvard observation?

I too, write without rancor, though with some impatience at your single-mindedness. I don't mind a good debate; only I hav e little time to participate, and I lack an office and a secretary.

It would be a pleasure to have you aboard my aircraft. I think , however, that when I invited you to the cockpit, it would behoove us to avoid this subject until on the ground where we'd have hollering room.

Sincerely yours,

[redacted]

[redacted]

P.A.A.

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

February 24, 1962

Capt. [redacted] P.A.A.
Key Biscayne
Miami 49, Florida

Dear Capt. [redacted]

I am certainly grateful to you for your letter of February 5, the great effort that you put into preparing it, and the honesty and fairness of your answers. I do not have time for a lengthy reply. But I shall try to answer a few of the major questions.

In the strictest sense, I am not sure whether I am "aiding the Air Force in its debunking campaign" or whether they are aiding me in mine. But you were completely wrong in your conclusion that ATIC asked me to help them with the "unexplainables" before the Congressional hearings. The chain of evidence, which might even be convincing to an outsider, seems to resemble the linking of arguments that Keyhoe and others employ to bolster their belief in flying saucers from outer space.

My recent access to Air Force files was obtained at my own request, made through high Air Force channels. They did not come to me for help. My query to Maney concerning Congressional hearings was based on curiosity for I have not heard a word as to whether the hearings are coming along or not. I believe that my position is the current position of the Air Force. I can state this because I have talked with the men at ATIC. And from such discussions and from my inspection of the files they have convinced me that the Air Force did not attempt to silence [redacted]. In the course of my investigation of the files, including some of the classic cases, I was able to solve a number of them and they have accepted my solutions. My help was given voluntarily and was not at their request. This constitutes the limit of my association with ATIC or any other government agency concerned with UFO's. I am not dodging this by devious wording. It is not a job either unofficially or officially "tossed in." Nor am I using devious wording by talking about flying saucers. Perhaps I can rephrase it in your jargon to show that I really mean it. The official position of the Air Force is that UFO's are not from outer space.

The bulk of the pilot reports have been solved to the satisfaction of the Air Force and Air Force scientists. I am quite sure that the NICAP diehards will not accept this and will try to prove otherwise. As for the scientific report, I have a copy of it and will release it in my forthcoming

Capt. [redacted] February 14, 1962

book. Incidentally, I should have indicated that it is this book that prompts my giving time to a debate with you and Dr. Maney. Even though I may not agree and do not expect to agree with your position, I felt that I could better and more fairly present the position of the believer as a result of such contacts. This is something which I certainly cannot get from Keyhoe.

I am not going over this question of "burden of proof" again. But the Air Force records show examples where one of the pilots tried to dodge a UFO and where the other pilot claimed it was only a meteor. These were experienced pilots. The proof of the meteor was definitely made through observations simultaneously from the ground. This constitutes "proof" that pilots, even experienced ones, can make errors of the type that I have claimed. We have found similar cases of mirages of stars.

As for the Coelacanth, when someone produces an actual space ship or inhabitants thereof, I stand ready to be convinced. However, the point that I seem unable to make with either you or Maney--and certainly not with Keyhoe--is that the great majority of the sightings fall into a simple and clear-cut pattern. We have definite answers for most of these, including even the simultaneous radar and optical sightings. Therefore, I do not have the "will to believe" that some of the cases where factual data are clearly missing, such as the precise bearing of a sighting, or the precise timing, and I do not concede that this makes that sighting valid over those where the data are available and where, by consequence of the additional information, a definite non-extra-terrestrial source was identified.

With reference to the television programs. I do not recall ever having been contacted by Frank Edwards. I do get many requests to appear on radio and TV. Most of these I have to turn down because of the pressure of other business. Some of them I turn down because of the extra time and effort involved in travel. Certainly, if I did turn that one down, it had nothing to do with you. It could have been that Edwards hoped to get me and found that I was out of the country. We would have to compare dates on that. But I do a great deal of traveling, both here and abroad, and sometimes a request through my office will ascertain the fact that I am not available.

I do not recall ever having received an invitation from Capt. Hull either. I do not even know who he is.

Charles Maney, who has also written me, and to whom I intend to send a copy of this letter, objects to my use of the phrase "interplanetary UFO's." He wishes to use the term "non-terrestrial UFO's." This I accept.

Perhaps the reason why I am taking the time to correspond with you is due to the fact that your sighting is unique. I have not seen official records to back your claim that sightings like yours were seen in the same area.

Capt. [redacted] February 14, 1962

I think it is highly unlikely that your sighting represents a non-terrestrial UFO. Merely because that assumption fits the observed facts, and because there is no immediately available alternative, it does not justify jumping to this conclusion. This is the chief point of contention between the believers and the non-believers. If I seem to belabor the point of the reflection, I wish to eliminate that first, before I try to find other alternatives. Thank you for the details of the sighting.

I do not think I can usefully comment on your discussion of gravitation, and so on. I am perfectly aware of the Einstein field theory and what it implies. One thing that it does not imply is that inertia can be nullified even if gravitation could be. Anybody, whether in a field of gravitation or not, subjected to severe accelerations in one direction would unquestionably suffer a reaction in the opposite direction. In an automobile crash, the person who meets his death against the windshield does so without any influence from gravity. A space ship reversing out in the field where no gravitation exists at all would cause its occupants to be thrown against one side of the interior. Now, if you want to say that perhaps you can make a gravitational hammock that will "cushion" this acceleration, you are liberty to speculate all you want. But it is surprising that experimental studies in this field have not disclosed any inkling of such an effect.

With respect to your question about a heavy layer of ionized air immediately around a fast-moving craft to protect a metal skin from friction, I would say that the cushion, if moving with the vehicle, would protect the metal. However, the cusion itself would then be subject to the friction and probably would rapidly rub off. We meet precisely this condition in large meteors or bolides entering the earth's atmosphere. A cap of ionized gas forms on the front. But the friction between this cap and the surrounding atmosphere is still great enough to develop enough heat to melt the surface of the meteor.

With respect to the photograph, I would certainly have to see it in order to comment intelligently. I have seen such alleged photographs, however. Some of them are fuzzy because of bad guiding. The image, even of a star, in some of the best cameras, is always distorted towards the edge. It looks something like a comet. These lens aberrations are wellknown. And I do recall having seen a picture such as you describe, blobs connected with ganglions. This is something that I analysed and found that the person taking the picture apparently had the shutter on time exposure. At least the shutter stuck and the ganglions are due to the wanderings of the camera during the exposure. Sometimes the light entering the camera does not come at all from the direction that the image appears. A bright light falling on the lens can produce a ghost image with an effect similar to the one you describe.

As to your question about charges of a single sign, that is easy to disprove. Only in the tiniest narrow beams, as in a vacuum tube, and then usually only in the presence of a focusing magnetic field, can you get a beam of charges of a single kind. The repulsive forces of these charges

Capt. [redacted] February 14, 1962

tend to disperse them. And so, if you are proposing this as an alternative suggestion, I reject it, at least in the form you have suggested, because it is inconsistent with Maxwell's laws of electricity and magnetism.

Thank you for the details of your sighting. I have not had a chance to plot them on a diagram or re-analyze them.

What confuses me a trifle is your statement that the western horizon was completely dark. My own calculations, which probably I should recheck, showed that the sun set at 19 hours and 21 minutes local time. Your sighting is listed at 20:12 EST, which corresponds to 20:06 local time. Thus, the sighting was 45 minutes after sunset. The sky should have still had considerable brightness unless there were heavy obscuring clouds low on the western horizon. The theoretical end of twilight is 21:12.

You have stated the reasons for believing the non-terrestrial UFO explanation. I agree with Haldane and Einstein. But I also think that mystery, like charity, begins at home. There are still plenty of mysterious terrestrial phenomena and I am simply stating my premise that I consider these much more likely than a mysterious non-terrestrial phenomenon. I am aware of the studies of exobiology. In my opinion, it is much further from some of these bacterial organisms to man than it was from inert matter to the microbes. You refer to detection by other senses. I am aware of a few cases where hearing is involved. But the only cases where smell was reported, such as the Florida scoutmaster, smelled worse than the reported saucer.

With reference to your final question, there is nothing to support the claim made in the 1948 New York Times that three asteroids are circling the sun in the earth's orbit. It was certainly not a Harvard observation.

I enclose herewith my tentative schedule on PAA from Mexico City to Caracas and return. Hope to see you and I promise to avoid the subject in the cockpit, unless we chance to see some non-terrestrial UFO's. That would be something, wouldn't it?

Again, I want to thank you for your frank and honest replies to my questions. At least we both know where we stand.

Cordially yours,

Donald H. Menzel
Director

DHM:gq
CC: Charles Maney
Richard Hall

BC: L. Boyd, Maj. Coleman, Maj. Friend

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

March 22, 1962

Maj. Robert J. Friend
ATIC, U. S. Air Forces
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Maj. Friend:

At the top of page three, Dr. Maney states that the Air Force had other evidence that red objects were in the sky at the time of the [redacted] sighting. I would appreciate it if you would carefully check the files and make available to me any additional information you have concerning that particular statement.

With best regards, I am

Sincerely yours,

Donald H. Menzel
Director

DHM:gq

CC: Maj. Coleman

[redacted] COPY

14 Jul

4E

AFCIN-4E/Maj Friend/vw/69216

UFO Report (14 July 1952, Chesapeake Bay) 25 APR 1961

Dr. Donald H. Menzel, Director
Harvard College Observatory
Cambridge 38, Massachusetts

Dear Dr. Menzel

A copy of the UFO sighting by 2 Pan American Airline pilots over Chesapeake Bay which you requested in your letter of 13 April 1961 is attached to this correspondence. You will note that the case is dated 15 July 1952; this is due to conversion of the time of the sighting, 2012 EST, to Z time.

Sincerely

for PHILIP G. EVANS 25 Apr 61
Colonel, USAF
Deputy for Science and Components

1 Atch
UFO Rpt dtd 15 Jul 52.

COORDINATION: AFCIN-4E Robert J Friend Maj DATE 25 April 61
Maj Robert J. Friend

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

April 18, 1961

Major Robert Friend
Air Technical Intelligence Center
United States Air Force
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Major Friend:

I wonder if you can send me a copy of the file on the Pan American Airlines sighting over Chesapeake Bay on July 14, 1952. This appears to be one of the "classic" cases and Mrs. Boyd and I are struggling with it. Certain features suggest meteors, but we need more facts for our analysis.

Thank you very much for your telephone call about the Killian case.

Cordially yours,

Donald H. Menzel

Donald H. Menzel
Director

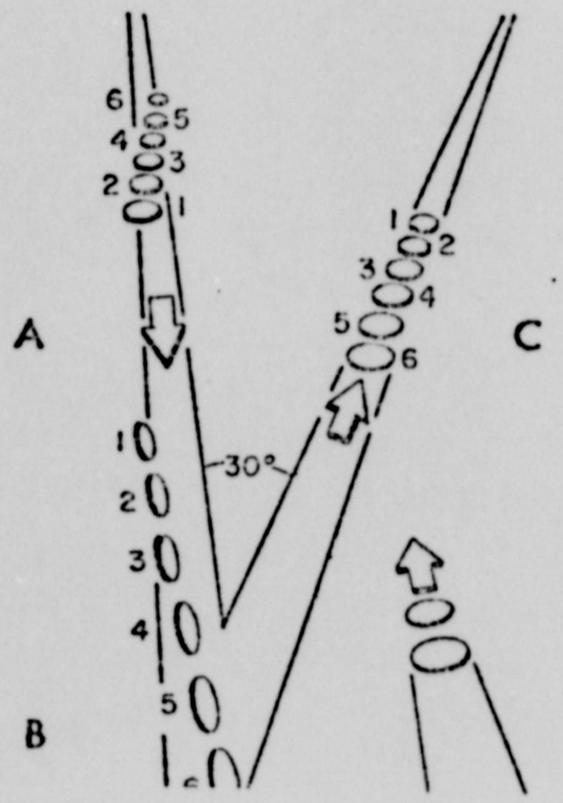
DHM/dh

cc: Mrs. Boyd
Lt. Col. Tacker

of three including First Officer William B. Nash and second Officer William H. Fortenberry. As a pilot spending much of his life in the air, Captain Nash had long been interested in the question of UFOs, and during the long night hours of over-water flights he had often cut down the cockpit lights to search the sky. In five years of watching he had observed hundreds of meteors, various types of auroral display, the lights of other aircraft, and the multicolored images of stars and planets distorted by refraction, but he had never seen any unidentifiable aerial phenomenon that appeared to be under intelligent control—until this particular night, when he was not watching for UFOs.

Shortly after 8 P.M. E.S.T. the plane was cruising on automatic pilot at about 8000 feet over Chesapeake Bay, and approaching Norfolk, Virginia. The sun had set and the night was almost entirely dark, although the coast line was still visible. Fortenberry, sitting at the right as copilot, was making his first run on this particular course and Nash, in the pilot's seat at the left, was pointing out the cities and landmarks of the route. Nash had just called attention to the lights of Newport News and Cumberland, ahead and to the right of the plane, when at 8:12 a brilliant red glow suddenly appeared in the west, apparently between Newport News and the aircraft, and so low that it might almost have been on the ground. One of the men exclaimed, as have so many incredulous witnesses on first seeing a UFO, "What the hell is that?"

Looking through the front windows of the cockpit, they watched the unidentified light traveling northeast at incredible speed on a horizontal course roughly a mile below the plane. Almost immediately they perceived that the unknown was actually a procession of six red-orange lights, glowing like hot coals. Shooting forward like a stream of red tracer bullets, the line of lights moved out over Chesapeake Bay until they were only about half a mile away from the plane. They appeared to be sharply defined, large, circular disks, arranged in a narrow echelon formation—like a set of stairs tilted slightly to the plane's right, with the leader at the lowest step, each following disk slightly higher and to the rear, and the last disk at the highest point (see Figure 17). Realizing that the line was



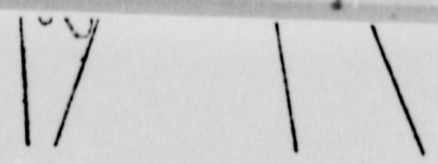


Figure 17. Reported movements of the Chesapeake Bay disks. (A) disks at first approach; (B) they flip over and reverse order; (C) they change direction and recede.

apparently going to pass under the plane at the right on the co-pilot's side, Nash flipped off his seat belt so that he could move to the window on that side. During this brief interval he was not able to see the objects, but Fortenberry kept them in view. As he later described their amazing behavior, all the disks simultaneously turned up on edge, like coins, so that the glowing surfaces were tilted to the right. Still on edge, they suddenly reversed their relative places so that disk 1 now occupied the last place in line and disk 6 became the leader (Figure 00).

This shift had taken only a brief second and was completed by the time Nash reached the window. Both he and Fortenberry then observed the disks flip back from the on-edge to the flat position. In the same fraction of a second, the entire line changed direction as abruptly as a ball bouncing off a wall and shot away to the west on a heading of 270 degrees. An instant later two similar disks darted out, apparently from beneath the plane, and joined the line as numbers 7 and 8 (Figure 00). The lights receded to the west, suddenly disappeared, immediately reappeared, abruptly began a steep climb to an altitude above that of the plane, then vanished not in sequence but in random order. The sighting had lasted for a period of twelve to fifteen seconds.

After a quick check showed that no one else in the aircraft had observed the lights, the pilots radioed a message to the CAA station at Norfolk for forwarding to the Norfolk Navy Base, reporting eight unidentified objects traveling at speeds in excess of 1000 miles an hour. In Miami, next morning, Air Force officials questioned both witnesses. According to their estimates, the disks had moved horizontally about 2000 feet above the ground until their final climb and disappearance, were about 100 feet in diameter, and about 15 feet thick. Since they apparently traveled fifty miles during the twelve to fifteen seconds they were in view, their velocity would hav been some 6000 to 12,000 miles an hour.

Intelligence officials first checked the air traffic. Five jets from Langley Air Force Base, near Newport News, had been in the region at the time of the sighting, but they were ruled out as an explanation for the disks. Both pilots were informed that seven other persons, apparently on the ground, had reported unknown lights in the Norfolk area; the Air Force files contain no record of these reports and it is probable that some, at least, of these persons mistook the sunset-reddened jet trails for UFOs.

Few sightings of unidentified aerial phenomena have been more clearly described. Both witnesses were experienced pilots. Nash had flown more than 10,000 hours at altitudes of 7000 to 8000 feet and had held the rank of captain for eight years. Both men had been trained to observe accurately, to check and double-check every factor that might affect safe flying, and to regard the word "assume" as a potential killer. They shared the attitude of all cautious airmen: "In God we trust—everyone else, we check." [5] Unlike many UFO descriptions, their report distinguished rigorously between fact and inference, and it included the exact time of the sighting as well as the position, height, speed, and direction of flight of their plane. Using a kind of "instinct-judgment" gradually developed during

In the hope of solving the mystery, even though a decade has passed, the authors of this book have made a thorough study of the available evidence and present the results in the pages that follow.*

* We wish to thank Professor C. A. Maney and Captain W. B. Nash for their generous help with this problem. Although they do not agree with our conclusions, Professor Maney has kindly made available certain useful documents and Captain Nash in a lengthy correspondence has patiently answered a great many questions of detail.

When puzzling observations in a laboratory seem to point to a conclusion that contradicts the main body of scientific knowledge, the researcher first tries to repeat the experiment and duplicate the observations. If this is impossible, as with the Chesapeake Bay phenomena, he next re-examines the assumptions on which the conclusion is based. The belief that the UFOs had an extraterrestrial origin is based chiefly on two assumptions: first, that the estimates of the disks' size, distance, and speed were reasonably accurate; and second, that the disks were solid objects. If either assumption is unsound, the extraterrestrial theory is unnecessary and the incident becomes much less of a puzzle.

Both witnesses were able and experienced observers. Nevertheless their determinations of distance and size, and hence of speed, are open to question because of the very fact that the disks were unidentified phenomena. Angular estimates are usually reliable when an observer is judging the position and speed of other known aircraft moving in the sky. But when the moving object is a strange one and is seen against an empty sky or flat ground containing no standards of comparison, estimates of actual size mean very little.

The ability to judge distance depends largely on the binocular vision of the observer's eyes, separated by a span of about 2.5 inches. Focused on an object at 300 feet, they subtend an angle of about one fortieth of a degree, less than one tenth the diameter of the full moon. This is a physiological fact, and means that if the observer is more than 300 feet away from an object of unknown size, he cannot determine its distance accurately unless he knows how large it is or unless he can compare it with a known object. Using angular estimates, the witnesses in the Chesapeake Bay case calculated that at the point of closest approach the disks were a mile lower than the plane and about half a mile to the north—a distance of roughly 7000 feet. Mentally comparing their appearance with that of a DC-3 aircraft at this distance, the observers arrived at an estimate of size—whose accuracy depends on having a known distance. The circularity of this process indicates the weakness of all the estimates given. Even the most skillful observer cannot accurately judge the distance of an unidentified object when he does not know its true size, and he cannot judge the size unless he knows its actual distance.

Over Norwich, Connecticut, on May 15, 1962, a cloudless day with perfect visibility, a Navy aircraft and a commercial-airlines plane reported a near collision at about 7000 feet. The Navy pilot filed a complaint, stating that the two planes had missed each other by a distance of only about 600 feet. According to the commercial pilot, who did not file a complaint, the planes had had a leeway of about 4000 feet—a more than sixfold difference! [8]. Thus good pilots can differ widely in estimating the position of objects in the sky, even known aircraft seen in full daylight. With an unrecognized phenomenon seen in darkness or in semidarkness, as in the Chesapeake Bay case, good estimates are impossible.

The extraterrestrial conclusion depends even more strongly on

the second assumption, that the UFOs were material objects. Nearly every part of the description is in direct conflict with this idea. The instantaneous reversal of course, for example, if performed by solid objects, should have produced a shock wave that would have broken windows in Norfolk, Newport News, and points west. Only one observation even suggests that the unknowns had a material nature: when the disks flipped on edge they seemed to reveal bottom surfaces, which would indicate a solid body. The witnesses specifically qualified this statement, however, by adding that though they had the impression that the "bottom surfaces" were unlighted, they did not become clearly visible. Thus the three-dimensional structure was not actually observed, but only inferred. The night was dark, the UFOs were glowing like hot coals, and were supposedly more than a mile away. Even if the disks had been solid objects, an observer could actually have seen only a circular-shaped light that suddenly narrowed to a very thin ellipse; if he believed the object to be solid, he might infer the presence of other surfaces, but a side edge 15 feet thick and an unlighted bottom surface, even if they had existed, would not have been detectable.

Of the other observations, all are inconsistent with the theory that the UFOs were material in nature. All, however, are completely consistent with the theory that the disks were immaterial images made of light.

Galley 97—THE WORLD OF FLYING SAUCERS

Images made of light can glow with brilliant colors, can show well-defined circular shapes, and can flip on edge. Since they are not subject to the forces of gravity and inertia, they can travel at incredible speed, change direction sharply and instantaneously, and perform all of the maneuvers ascribed to the UFOs. On this new assumption, the observations become credible and the major part of the mystery vanishes.

Only one problem remains. Just exactly what produced the images? Of the many possible explanations, we first considered the simplest, an astronomical source. The UFOs appeared low in the western sky at 8:12 P.M. E.S.T., about forty-five minutes after sunset. The night was dark, for the moon had just entered its last quarter and would not rise until much later. Apparently the only planet that could have been involved was Mercury. Setting a little more than an hour after the sun, it should have been visible above the western horizon at the time of the sighting, but since it was not particularly brilliant, having a magnitude of a little more than +0.6, we put aside the astronomical theory, for the moment, as improbable.

We next explored the possibility of multiple reflections in the glass windows of the cockpit, produced by a light source inside the plane (such as a cigarette), or in the air outside (such as the bright-red exhaust trail of one of the jets in the area.) Like the astronomical theory, this idea was set aside as improbable. Learning to distinguish between a reflection and a real light seen through a cockpit window is part of every pilot's training. When he sees a strange light, he automatically makes the proper checks. Furthermore, Nash and Fortenberry had observed the disks through three separate windows having different orientations.

Accepting the overwhelming probability that the source of the UFOs was outside and below the aircraft, we concluded that it was almost certainly on the ground. The densely populated coastal region near Newport News and Norfolk, with several airfields and military installations, included countless possible sources such as a searchlight, an illuminated advertising sign, an air beacon. Stratified clouds or inversion layers of temperature and/or humidity could have multiplied such a light into a series of glowing disks. The soundness of this theory, of course, depended on the prevailing weather conditions. According to the reports, on the night of July 14 roughly a third of the sky at 20,000 feet was covered with thin cirrus clouds, practically invisible; at lower altitudes the night was cloudless and sharply clear, there was no apparent haze, visibility was unlimited, and no temperature inversion existed. Under such conditions the suggested mechanism would obviously not operate.

A more detailed survey of the weather conditions, however, quickly showed that this picture was greatly oversimplified. At 8:12, the time of the sighting, the night had already become quite dark. Yet the sun had set only forty-five minutes earlier and, according to the almanac, twilight should not have ended until 9:01 local time. Thus there must have been a dense cloud bank low in the west.

to distinguish between a reflection and a real light seen through a cockpit window is part of every pilot's training. When he sees a strange light, he automatically makes the proper checks. Furthermore, Nash and Fortenberry had observed the disks through three separate windows having different orientations.

Accepting the overwhelming probability that the source of the UFOs was outside and below the aircraft, we concluded that it was almost certainly on the ground. The densely populated coastal region near Newport News and Norfolk, with several airfields and military installations, included countless possible sources such as a searchlight, an illuminated advertising sign, an air beacon. Stratified clouds or inversion layers of temperature and/or humidity could have multiplied such a light into a series of glowing disks. The soundness of this theory, of course, depended on the prevailing weather conditions. According to the reports, on the night of July 14 roughly a third of the sky at 20,000 feet was covered with thin cirrus clouds, practically invisible; at lower altitudes the night was cloudless and sharply clear, there was no apparent haze, visibility was unlimited, and no temperature inversion existed. Under such conditions the suggested mechanism would obviously not operate.

A more detailed survey of the weather conditions, however, quickly showed that this picture was greatly oversimplified. At 8:12, the time of the sighting, the night had already become quite dark. Yet the sun had set only forty-five minutes earlier and, according to the almanac, twilight should not have ended until 9:01 local time. Thus there must have been a dense cloud bank low in the west. Also, according to Captain Nash, there was probably some unstable air, which in itself indicates inequalities of temperature and/or humidity.

A thorough study of the situation showed that inversions of both temperature and humidity must have been present. In the summer of 1952 all the eastern states were suffering from an intense heat wave and drought, and the ground cooled rapidly after sunset, because of the lack of cloud cover during the day. In a period of heat and drought, the nightly cooling produces marked inversions favorable to extreme refraction or reflection. Small in extent, existing only briefly in one place, constantly changing location, such inversions may not be detected by radiosonde observations [9]. During July and August, temperature inversions occurred almost every night in the coastal regions and accounted for the radar angels so frequently observed in the Washington area during those weeks (see *Chapter* VIII).

The fact that the sighting occurred over Chesapeake Bay is significant. A body of water cools more slowly than the land, and the air over water is warmer than that over land. The cooler air from the land is carried over the water by convection currents, flows in and under the warm air, is heated by the water and rises, to be replaced in turn by the further flow of cold air from the land. The air over a lake, river, or other body of water also has a higher moisture content than over the land and can form an invisible haze.

All these facts lead inescapably to the conclusion that sharp localized discontinuities of both temperature and humidity must have existed over Chesapeake Bay on the night the UFOs appeared. A light on the Virginia coast, shining northeast toward the plane, could easily have been spread out into a series of images like those observed. A change in the orientation of the light or a shift in the location of the inversion would account for the abrupt change of course made by the disks.

Since the plane was flying at a ground speed of about 195 knots (225 to 250 miles an hour), it would have traveled about a mile

Also, according to Captain Nash, there was probably some unstable air, which in itself indicates inequalities of temperature and/or humidity.

A thorough study of the situation showed that inversions of both temperature and humidity must have been present. In the summer of 1952 all the eastern states were suffering from an intense heat wave and drought, and the ground cooled rapidly after sunset, because of the lack of cloud cover during the day. In a period of heat and drought, the nightly cooling produces marked inversions favorable to extreme refraction or reflection. Small in extent, existing only briefly in one place, constantly changing location, such inversions may not be detected by radiosonde observations [9]. During July and August, temperature inversions occurred almost every night in the coastal regions and accounted for the radar angels so frequently observed in the Washington area during those weeks (see *Chapter* VIII).

The fact that the sighting occurred over Chesapeake Bay is significant. A body of water cools more slowly than the land, and the air over water is warmer than that over land. The cooler air from the land is carried over the water by convection currents, flows in and under the warm air, is heated by the water and rises, to be replaced in turn by the further flow of cold air from the land. The air over a lake, river, or other body of water also has a higher moisture content than over the land and can form an invisible haze.

All these facts lead inescapably to the conclusion that sharp localized discontinuities of both temperature and humidity must have existed over Chesapeake Bay on the night the UFOs appeared. A light on the Virginia coast, shining northeast toward the plane, could easily have been spread out into a series of images like those observed. A change in the orientation of the light or a shift in the location of the inversion would account for the abrupt change of course made by the disks.

Since the plane was flying at a ground speed of about 195 knots (225 to 250 miles an hour), it would have traveled about a mile during the twelve or fifteen seconds the disks were in view. This distance would have changed the relation between moving plane and stationary ground light, so that the images would no longer have been visible from the plane. By flying on, the witnesses left the phenomenon behind them.

Obviously this solution does not identify the particular beacon, searchlight, or other ground light that produced the Chesapeake Bay disks. But it does offer a highly probable explanation that is consistent with all the observations and does not depend on the presence of an extraterrestrial spacecraft.

The Chesapeake Bay Case

Two of the most famous UFO cases, the Nash-Fortenberry and the Tombaugh sightings, have never been completely explained even though the witnesses were unusually competent, the incidents fully described, and the basic facts not in dispute. Although the probable type of mechanism involved is clear in each case, determining specifically what factors combined in exactly what way to produce the phenomenon has so far proved impossible. Neither case, however, supports the theory that the UFO had an extraterrestrial origin.

On the evening of July 14, 1952, a Pan-American DC-4 was flying from New York to Miami, carrying ten passengers and a crew

FINAL GA EY PROOF

their many hours in the air, they had made careful estimates of the position, height, speed, and direction of flight of the unknowns. Nevertheless, no reasonable explanation of the disks was found.

At the time of this incident flying saucers had been big news for many weeks. Both *Life* and *Look* magazines had recently published serious discussions of the possibility that flying saucers came from other planets, and newspapers were printing dozens of reports of weirdly glowing machines trailing fiery exhausts, streaking through the air at meteoric speeds (see *Chapter* VII). At ATIC, the small staff of eight men was swamped with saucer reports, far more than they could deal with properly, and some of the investigators were privately convinced that UFOs did come from outer space [6]. For those or other reasons, the Norfolk sighting unquestionably received a less adequate study than would a similar incident today. The case was dropped and filed as an Unknown.

The incredible velocity and instantaneous change of course reported were obviously impossible for any earthly vehicle; no known metal could have escaped being melted by the frictional heat produced during so swift a passage through the dense atmosphere at 2000 feet, and no human flesh and bone could have survived the smashing inertial forces involved in the instantaneous change of direction. Nash and Fortenberry frankly stated their own conviction: "Though we don't know what they were, what they were doing here or where they came from, we are certain in our own minds that they were intelligently operated craft from somewhere other than this planet" [7].

Three highly-polished objects flying in formation, disappeared into distance, appeared again in approx 3 min, but only 2 objects.

1. Several [illegible] balloons released from [illegible] this period.

4577.00

[redacted]

OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 14 (Day) July (Month) 52 (Year)

1.2 Time of day: 9 (Hrs.) _____ (Min.) (A.M.) or P.M. (Circle One)

1.3 Time Zone: (Circle One):

a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): (a.) Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

(a.) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where did you see the object?

_____ (Postal Address) Washington (City or Town) D. (State) C. (Country)

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
(c.) Outdoors
d. In an airplane
e. At sea
f. Other _____

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

Navy Gun factory

4. How did you happen to notice the object? I by Stock

Loud Noise,

5. When did you report to some official that you had seen the object?

_____ _____ _____
Day Month Year

SECTION B

6. What were you doing at the time you saw the object? Work

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities, and the approximate amount of time spent on each.

Going in and out of Factory
Working Inside

7. Were you moving at any time while you saw the object? (Circle One):

Yes or No.

IF you answered YES, then complete the following questions.

7.1 What direction were you moving?

(Circle One):

a. North	e. South
b. Northeast	f. Southwest
c. East	g. West
d. Southeast	h. Northwest

7.2 How fast were you moving? _____ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you facing when you first saw the object?

(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you facing when the object disappeared?

(Circle One):
a. North
b. Northeast
c. East
(d) Southeast
e. South
f. Southwest
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above two questions. (8 and 8.1).

(a.) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or (No)

10. How was the object seen?

(Circle One):
a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through thecdolite
f. Through sun glasses
(g.) Through open space
h. Other _____

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. Clear sky
b. Hazy
(c.) Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind
(b.) Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

a. Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
c. Warm
(d.) Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object? _____ / _____ _____
Hours Minutes Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

a. Certain
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) Solid or Transparent?

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	Yes	No	Don't know
14.2	Change speed?	Yes	No	Don't know
14.3	Change size?	Yes	No	Don't know
14.4	Change color?	Yes	No	Don't know
14.5	Break up into parts or explode?	Yes	No	Don't know
14.6	Give off smoke?	Yes	No	Don't know
14.7	Change brightness?	Yes	No	Don't know
14.8	Flicker, throb, or pulsate?	Yes	No	Don't know
14.9	Remain motionless?	Yes	No	Don't know

15. Did the object give off a light? (Circle One): Yes No Don't know

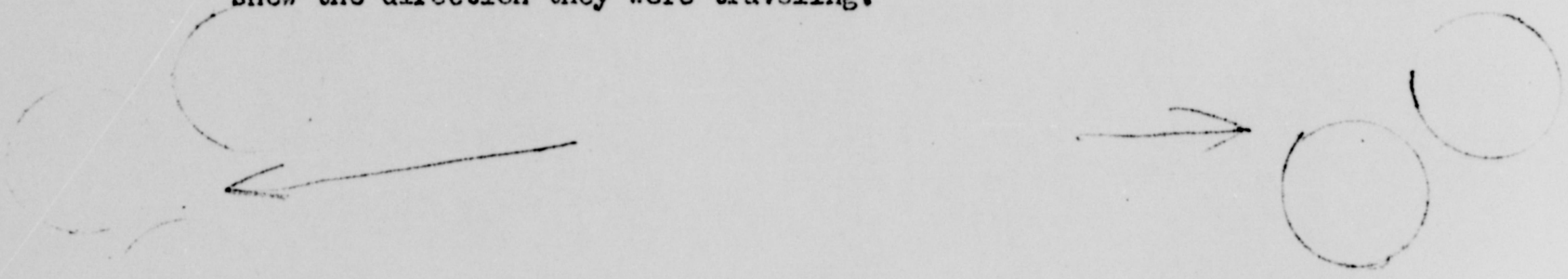
15.1 IF you answered YES, what was the color of the light? _____

16. Tell in a few words the following things about the object?

16.1 Sound No sound

16.2 Color Red at the center, light blue

17. IF there was MORE THAN ONE object, then how many were there? 5
Draw a picture of how they were arranged, and put an arrow to show the direction they were traveling.



18. Did the object at any time:

18.1 Move behind something? (Circle One) (Yes) No Don't know

IF you answered YES, then tell what it moved behind.

Behind a Building

18.2 Move in front of something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes (No) Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other DUDE N

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

(a) Certain
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? 20.000 feet.

20.2 How far was it from you? _____ feet or 7 miles

20.3 How fast was it going? 180 miles per hour.

20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

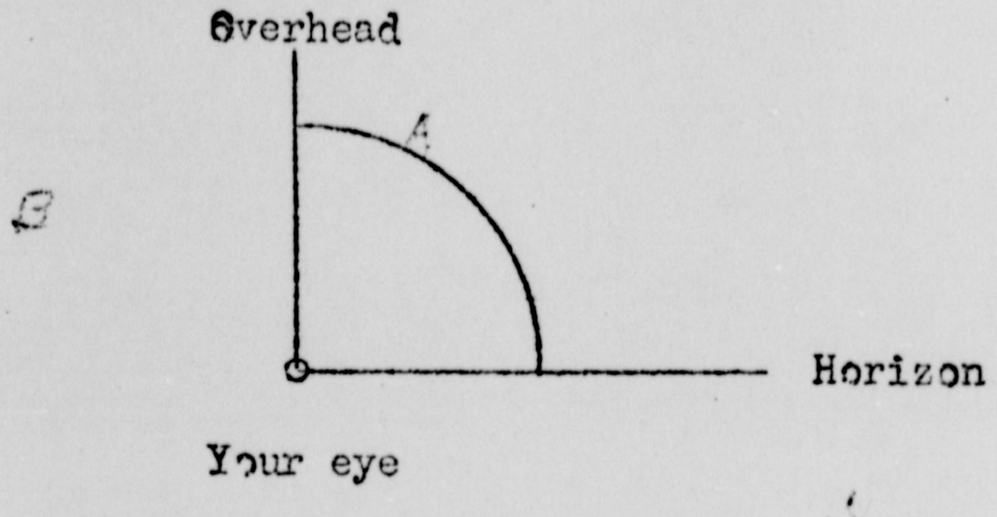
a. Certain
b. Fairly certain
c. Not very sure
(d) Just a guess

21. How did the object disappear from view?

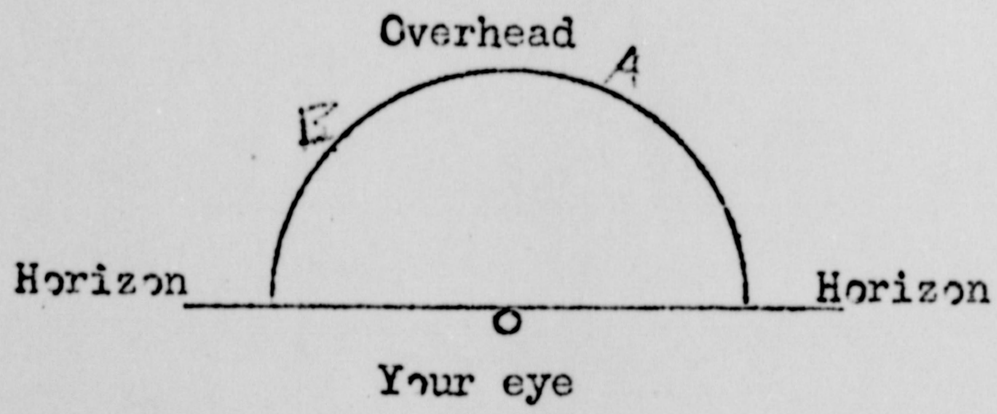
(Circle One): (a.) Suddenly
b. Gradually
c. Other _____
d. Don't remember

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you <u>first</u> saw it. Place a "B" to show where it was when when you <u>last</u> saw it.

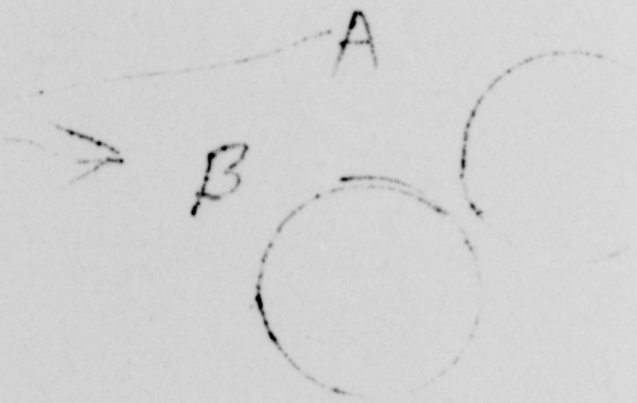


23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.





25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.



SECTION E

26. Was this the first time that you have seen an object like this?
(Circle One): Yes No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? _____

_____

_____

27. In your opinion what do you think the object was and what might have caused it?

I haven't any idea

28. Give the following information about yourself:

NAME [redacted] (Last Name) First Name Middle Name

ADDRESS [redacted] (Street) Washington (City) 4 (Zone) D.C. (State)

TELEPHONE NUMBER ##

What is your present job? Labor

Age 20

Sex Male

Last School Attended Columbia Bus. H. S. Etc.

Year of last attendance at this school 1925

29. Was anyone else with you at the time you saw the object?

(Circle One): (Yes) or No

29.1 IF you answered YES, did they see the object too?

(Circle One): (Yes) or No

29.2 Please list their names and addresses:

[redacted]

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper if necessary.

[redacted]

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

AUG 4 1952

Mr. [redacted] E.
Washington, D.C.

Dear Mr. [redacted]:

We have been notified that you sighted an unidentified aerial object. Inclosed is a questionnaire which we use to gather and standardize all information pertaining to sightings. It will be appreciated if you will complete the questionnaire and return it to us as soon as possible.

Your action in reporting this incident and your cooperation are commendable.

Yours very truly,

ROBERT E. KENNEDY
Major, USAF
Air Adjutant General

1 Incl
Observers Questionnaire

4577.02

[redacted]

OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 14th (Day) 7 (Month) 52 (Year)

1.2 Time of day: 9:30 (Hrs.) _____ (Min.) (A.M.) or P.M. (Circle One)

1.3 Time Zone: (Circle One):

a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. (Daylight Saving)
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

a. (Certain)
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where did you see the object?

Washington (Postal Address) (City or Town) _____ (State) _____ (Country)

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
c. (Outdoors)
d. In an airplane
e. At sea
f. Other _____

3.1 Were you:

(Circle One): a. In the (business section of a city?)
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

4. How did you happen to notice the object? I was called to see the object by a fellow employee whom I work with.

5. When did you report to some official that you had seen the object?

17 July 1952
Day Month Year

SECTION B

6. What were you doing at the time you saw the object? Standing in front of the door of Bldg #176

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities, and the approximate amount of time spent on each.

Issuing Supplies to the Packers for shipment. about 15 minutes for each shipment.

7. Were you moving at any time while you saw the object? (Circle One):

Yes or (No.)

IF you answered YES, then complete the following questions.

7.1 What direction were you moving?

(Circle One):

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

7.2 How fast were you moving? _____ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you facing when you first saw the object?

(Circle One):

a. North
b. Northeast
c. East
d. (Southeast)
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you facing when the object disappeared?

(Circle One):

a. North
b. Northeast
c. East
d. (Southeast)
e. South
f. Southwest
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above two questions. (8 and 8.1).

a. (Certain)
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

(Yes) or No

10. How was the object seen?

(Circle One):

a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through theodolite
f. Through sun glasses
g. (Through open space)
h. Other _____

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. Clear sky
b. Hazy
c. (Scattered clouds)
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. (No wind)
b. Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

a. (Dry)
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
c. Warm
d. (Hot)
e. Don't remember

SECTION C

12. Estimate how long you saw the object? _____ 3 _____ _____
Hours Minutes Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

a. Certain
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) Solid or Transparent?

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	Yes	No	Don't know
14.2	Change speed?	Yes	No	Don't know
14.3	Change size?	Yes	No	Don't know
14.4	Change color?	Yes	No	Don't know
14.5	Break up into parts or explode?	Yes	No	Don't know
14.6	Give off smoke?	Yes	No	Don't know
14.7	Change brightness?	Yes	No	Don't know
14.8	Flicker, throb, or pulsate?	Yes	No	Don't know
14.9	Remain motionless?	Yes	No	Don't know

15. Did the object give off a light? (Circle One): Yes No Don't know

15.1 IF you answered YES, what was the color of the light? _____

16. Tell in a few words the following things about the object?

16.1 Sound The object was about 30" x 30"

16.2 Color and looked like the moon

17. IF there was MORE THAN ONE object, then how many were there? 2
Draw a picture of how they were arranged, and put an arrow to show the direction they were traveling.

18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes (No) Don't know

IF you answered YES, then tell what it moved behind.

_____

18.2 Move in front of something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved in front of.

_____

18.3 Blend with the background? (Circle One) Yes No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. (Bicycle wheel)
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other _____

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

a. (Certain)
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? 3000 feet.

20.2 How far was it from you? _____ feet or 1½ miles

20.3 How fast was it going? 150 miles per hour.

20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

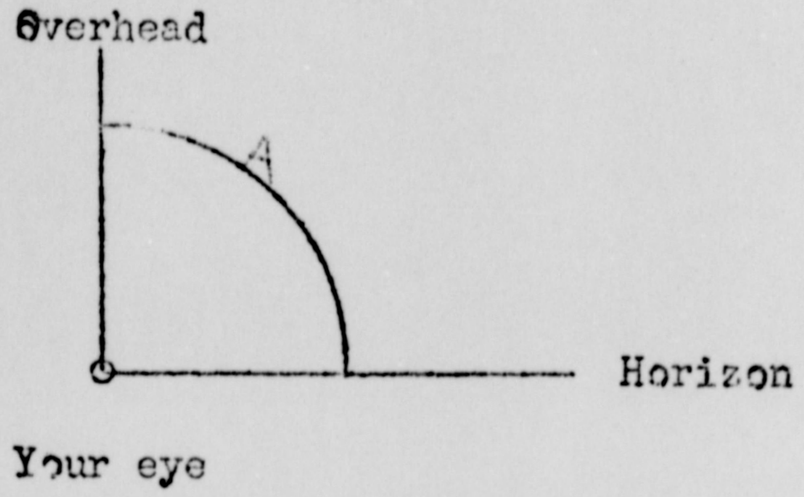
a. Certain
b. Fairly certain
c. Not very sure
d. (Just a guess)

21. How did the object disappear from view?

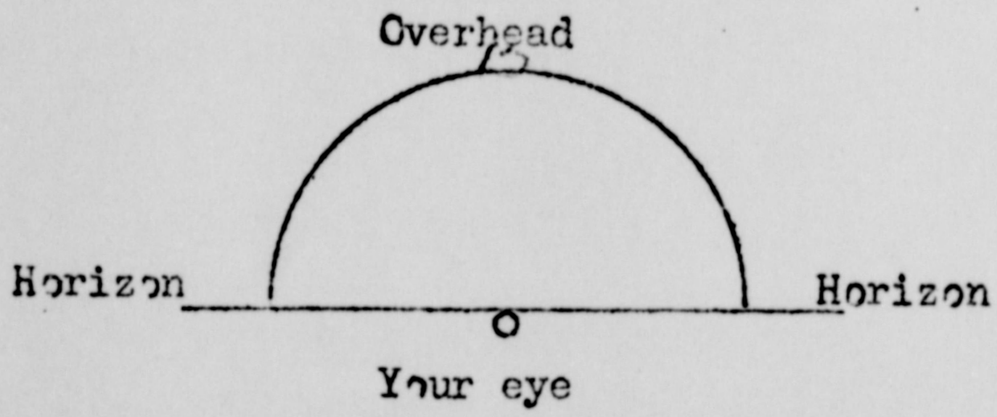
(Circle One): a. (Suddenly)
b. Gradually
c. Other _____
d. Don't remember

SECTION D

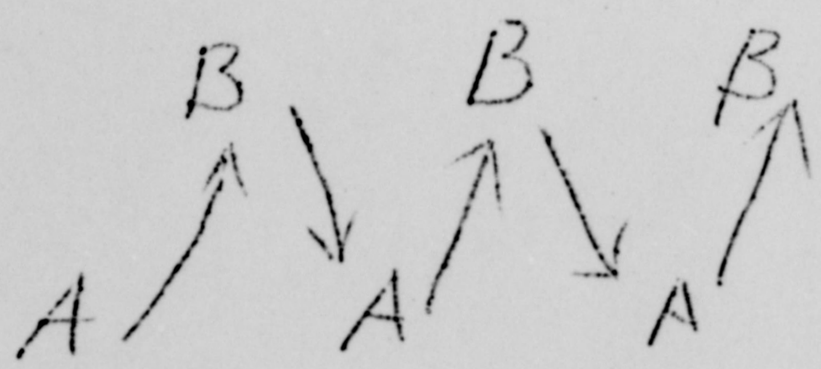
22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you <u>first</u> saw it. Place a "B" to show where it was when when you <u>last</u> saw it.



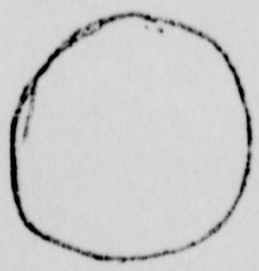
23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.



When I saw the object it seemed to me to jumped up and down as it flite and looked like the moon on a clear cold night. It looked about 3 inches thick disappeared suddenly in the direction of South East.

SECTION E

26. Was this the first time that you have seen an object like this?
(Circle One): (Yes) No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? _____

27. In your opinion what do you think the object was and what might have caused it?

I am sorry that I can not help him because I don't know.

28. Give the following information about yourself:

NAME [redacted]
Last Name First Name Middle Name

ADDRESS 510-27th NE Washington D.C.
Street City Zone State

TELEPHONE NUMBER _____

What is your present job? [redacted]

Age 55

Sex Male

Last School Attended Public Vocation

Year of last attendance at this school 1926

29. Was anyone else with you at the time you saw the object?

(Circle One): (Yes) or No

29.1 IF you answered YES, did they see the object too?

(Circle One): (Yes) or No

29.2 Please list their [redacted] and addresses:

[redacted]

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper if necessary.

[redacted]

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
~~XXXXX~~ OHIO

AUG 6 1952

[redacted]
Washington, D.C.

Dear Miss [redacted]

We have been notified that you sighted an unidentified aerial object. Inclosed is a questionnaire which we use to gather and standardize all information pertaining to sightings. It will be appreciated if you will complete the questionnaire and return it to us as soon as possible.

Your action in reporting this incident and your cooperation are commendable.

Yours very truly,

Robert E. Kennedy

ROBERT E. KENNEDY
Major, USAF
Air Adjutant General

1 Incl
Observers Questionnaire

TENTATIVE
OBSERVERS QUESTIONNAIRE

4577.01

SECTION A

1. When did you see the object:

1.1 Date: 14 (Day) July (Month) 1952 (Year)

1.2 Time of day: 9 (Hrs.) 10 (Min.) A.M. or P.M. (Circle One)

1.3 Time Zone: (Circle One):

✓a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): ✓a. Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where did you see the object?

South east + n w (Postal Address) Washington (City or Town) DC (State) _____ (Country)

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
c. Outdoors ✓
d. In an airplane
e. At sea
f. Other _____

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside? ✓
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

4. How did you happen to notice the object? looking up on sky

5. When did you report to some official that you had seen the object?

11th (Day) July (Month) 1952 (Year)

SECTION B

6. What were you doing at the time you saw the object? going across the street to get some lumber ~~the stuff to get~~

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities, and the approximate amount of time spent on each.
working in side the shop

7. Were you moving at any time while you saw the object? (Circle One):

Yes ✓ or No.

IF you answered YES, then complete the following questions.

7.1 What direction were you moving?

(Circle One):

a. North	e. South
b. Northeast	f. Southwest
c. East	g. West
d. Southeast	h. Northwest ✓

7.2 How fast were you moving? slow miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes ✓ or No

8. What direction were you facing when you first saw the object?

(Circle One):

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest ✓

8.1 What direction were you facing when the object disappeared?

(Circle One):

a. North
b. Northeast
c. East
d. Southeast ✓
e. South
f. Southwest ✓
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above two questions. (8 and 8.1).

a. Certain ✓
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes ✓ or No

10. How was the object seen?

(Circle One):

a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through theodolite
f. Through sun glasses
g. Through open space ✓
h. Other _____

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. Clear sky ✓
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind ✓
b. Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

a. Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
c. Warm
d. Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object? _____ 5 _____ _____
Hours Minutes Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

a. Certain ✓
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) Solid ✓ or Transparent?

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	Yes	No ✓	Don't know
14.2	Change speed?	Yes	No	Don't know
14.3	Change size?	Yes	No	Don't know
14.4	Change color?	Yes	No	Don't know
14.5	Break up into parts or explode?	Yes	No ✓	Don't know
14.6	Give off smoke?	Yes	No ✓	Don't know
14.7	Change brightness?	Yes	No ✓	Don't know
14.8	Flicker, throb, or pulsate?	Yes	No	Don't know ✓
14.9	Remain motionless?	Yes ✓	No	Don't know

15. Did the object give off a light? (Circle One): Yes No ✓ Don't know

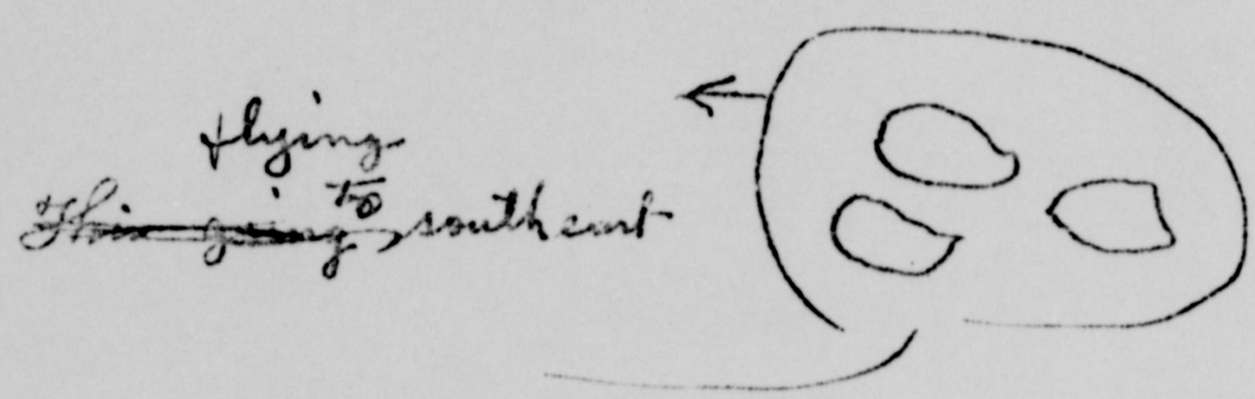
15.1 IF you answered YES, what was the color of the light? _____

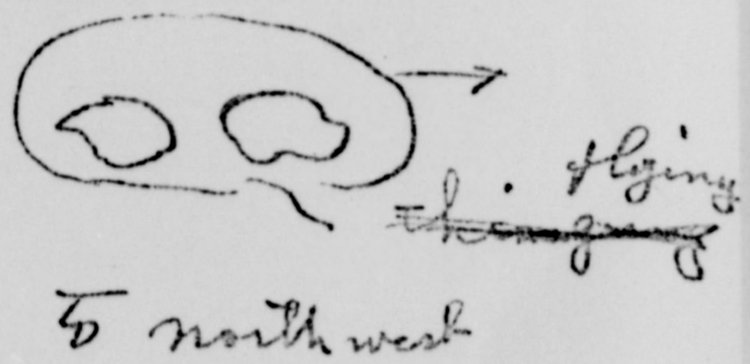
16. Tell in a few words the following things about the object?

16.1 Sound _____

16.2 Color ~~silver~~ silver looking

17. IF there was MORE THAN ONE object, then how many were there? 5
Draw a picture of how they were arranged, and put an arrow to show the direction they were traveling.





18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes ✓ No Don't know

IF you answered YES, then tell what it moved behind.

smoke stack of the power house

18.2 Move in front of something? (Circle One) Yes No ✓ Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball ✓
d. Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other _____

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

a. Certain ✓
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? 1500 feet.

20.2 How far was it from you? 3000 feet or _____ miles

20.3 How fast was it going? 25 miles per hour.

20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

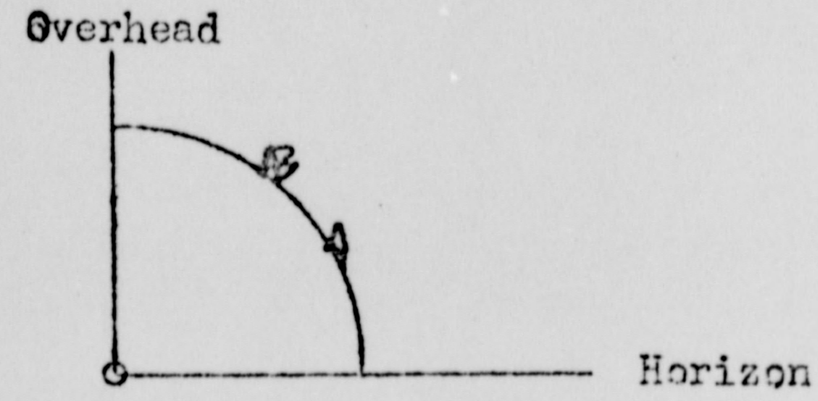
a. Certain
b. Fairly certain
c. Not very sure ✓
d. Just a guess

21. How did the object disappear from view?

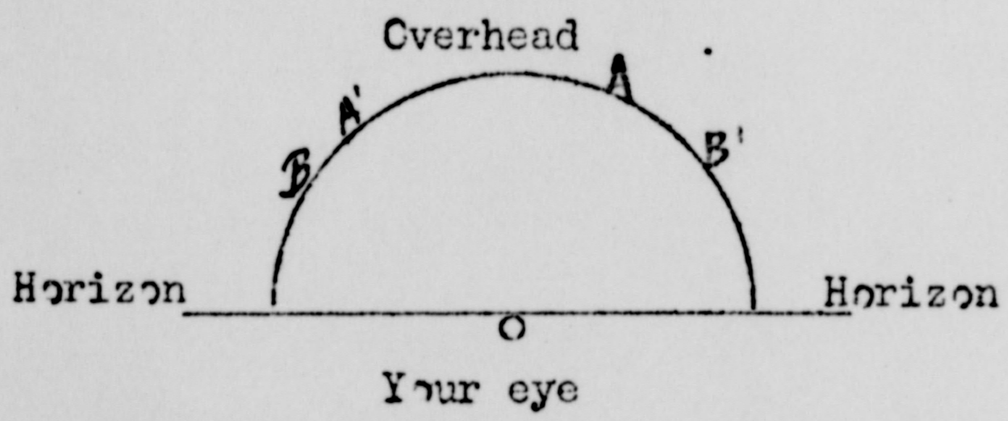
(Circle One): a. Suddenly
b. Gradually ✓
c. Other _____
d. Don't remember

SECTION D

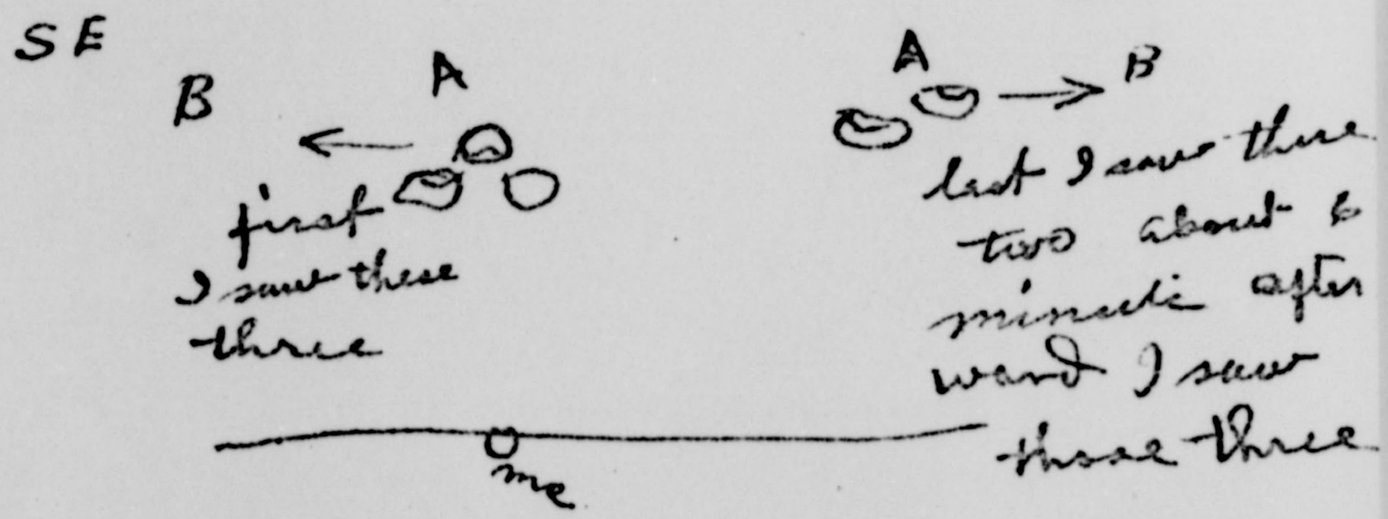
22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you <u>first</u> saw it. Place a "B" to show where it was when when you <u>last</u> saw it.



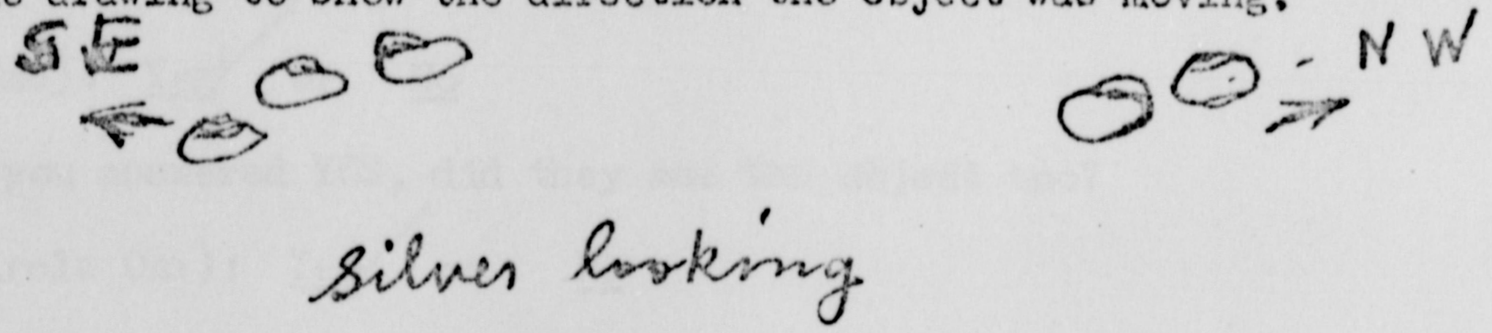
23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.



SECTION E

26. Was this the first time that you have seen an object like this?
(Circle One): Yes ✓ No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? _____

_____

_____

27. In your opinion what do you think the object was and what might have caused it?

28. Give the following information about yourself:

NAME [redacted] _____
Last Name First Name Middle Name

ADDRESS [redacted] Washington DC
Street City Zone State

TELEPHONE NUMBER [redacted]

What is your present job? Carpenter

Age 56

Sex Male

Last School Attended U.S. Naval Aviation Mechanic School

Year of last attendance at this school 1923

29. Was anyone else with you at the time you saw the object?

(Circle One): Yes / or No

29.1 IF you answered YES, did they see the object too?

(Circle One): Yes / or No

29.2 Please list their names and addresses:

Mr. [redacted] Wash., D.C

Mr. [redacted] Factory Supply Depot Wash., D.C.

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper if necessary.

I believe some are trying to experiment to fly up in the air for some of use in the future,

UNCLASSIFIED

ACTION

TT 164
16 Jul 52
ATIAA

CSAF ITEM 2 /SECRET/

SECURITY INFORMATION

TO ATIAA-6 RUPPELT FM AFOIN-2C5 FOURNET

OBTAINED FOLG INFO BY PHONE THIS DATE. MR [redacted] STOREKEEPER AT NAVAL GUN FACTORY IN WASHINGTON D. C., AND 7 OTHER EMPLOYEES OBSERVED U/I FLYOBS BETWEEN 0930 AND 0955 EDT 14 JULY. [redacted] OBSERVED ENTIRE SEQUENCE OF EVENTS. OTHER 7 OBSERVED VARYING PERCENTAGES. FIRST OBSERVATION 0935 CONSISTED 3 OBJ IN TRIANGULAR FORMATION MOVING BASE FWD WITH APEX AT REAR. DIST BETWEEN 2 FWD OBJ AND ONE IN REAR ABOUT 1.5 TIMES DIST BETWEEN 2 FWD OBJ. APPEARED TO BE "QUITE HIGH". FIRST OBSERVED ABOUT DUE SOUTH AT ELEV ABOUT 45 DEG. TVLD THRU ARC OF ABOUT 75 DEGREES DURING APPROX 3 MINS. ALT SEEMED CONSTANT, DIRECTION OF TVL ABOUT SE. FORMATION REMAINED CONSTANT. EACH OBJ SEEMED VERY BRIGHT AS HIGHLY POLISHED SURFACE SIMILAR CHROME. NO PARTICULAR COLOR. SIZE OF FULL MOON. SHAPE OVAL APPEARANCE BUT PRESUMED ROUND BECAUSE OF ANGLE OF SIGHTING. BLUE SKY FURNISHED GOOD BACKGROUND. SUN SHONE DIRECTLY ON OBJS. DISAPPEARED GRADUALLY INTO HAZE.

0940

ABOUT 5 MINS AFTER FIRST OBSERVING INITIAL FORMATION, OBSERVED 2 OBJS IN TRAIL ABOUT SAME DIST APART AS FWD AND AFT ELEMENTS

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

PREVIOUS FORMATION. PICKED UP DUE SOUTH
AS WITH PREVIOUS BUT ON RECIPROCAL HEADING AND SLIGHTLY LESS ELEVATION. OBSERVED
ABOUT 30 SECS THRU APPROX 15 DEG AZIMUTH
AT WHICH TIME THEY WENT BEHIND SMOKE
FROM STACK AT FACTORY. OBJS APPEARED
IDENTICAL TO PREVIOUS OBJS EXCEPT GAVE
IMPRESSION OF TVLG IN VERTICAL PLANE LIKE
A WHEEL. NO SOUND EITHER SIGHTING.

ALL OBSERVATIONS MADE WITH NAKED EYE.

MR [redacted] WASHINGTON

NAMES AND ADDRESSES OTHER WITNESSES:

[redacted] NE WASHINGTON

[redacted] NW WASHINGTON

[redacted] CAPITOL HTS
MARYLAND

[redacted] APT 101 WASHINGTON

[redacted] MEADE ST NE WASHINGTON

[redacted] /?/ PARK, MD.

[redacted] ILLINOIS ST ARLINGTON VA

NAVAL AIR STA ANACOSTIA ADVISES PIBAL
BALLOON RELEASED 0920 EDT. AT 0921 ALT
710 FT AZIMUTH 219. AT 0922 ALT 1360,
AZ 220. AT 0924 ALT 2630, AZ 216. AT
0926 ALT 3640, AZ 236. AT 0928 ALT
5030, AZ 261. AT 0930 ALT 6230, AZ
261. GUN FACTORY ACROSS RIVER FROM AND ABOUT
DUE NORTH OF NAS. NAS ALSO ADVISES
CLOUDS AT TIME AS 3/10 STRATUS.
END OF CSAF ITEM 2 [redacted]

UNCLASSIFIED

UNCLASSIFIED