

PROJECT 10073 RECORD CARD

1. DATE <u>14 Apr 52</u>		2. LOCATION <u>LaCrosse, Wisconsin</u>		12. CONCLUSIONS	
3. DATE-TIME GROUP Local <u>1235 CST</u> GMT <u>14 1835</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other <u>Unidentified</u> ☒ Insufficient Data for Evaluation ☐ Unknown	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE <u>airline pilot</u>			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS <u>several</u>	9. COURSE		
10. BRIEF SUMMARY OF SIGHTING <u>Light colored. Straight and level maneuvers.</u>			11. COMMENTS <u>Objects traveling at high speed and changing positions in V-formation.</u>		

Lt. Col. Hector Quintanilla *14 Apr 52*

NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

DEPARTMENT OF ASTRONOMY

LINDHEIMER ASTRONOMICAL RESEARCH CENTER

4 June 1968

FTD (TDETR)
Research and Aerial Phenomena Division
Wright Patterson Air Force Base
Ohio 45433

Attn: TDPT (UFO)

Subj: UFO Investigation

To: Lt. Col. Hector Quintanilla, Jr.

Reference: I. Your letter 22 May 1968, subject, UFO Investigations,
I have the following comments on all the cases you have
listed, in the order they were listed.

1. 7 January 1952, Palmer, Alaska.

I have rated this case $\Sigma 3$ C7, meaning that as far as strangeness was concerned, the stimulus giving rise to this report could have been something quite ordinary or it could have fallen into the category of "cigar-shaped Ufos" reported from many countries and which have no ready explanation. In this instance, there is not sufficient information to go on. The report we have states, "Alaska Air Command informed and will take further investigative action," and, "additional data will be forwarded when available". To the best of my knowledge the further data were never transmitted. This plus the fact that it was reported by one woman out of 4 or 5 (not 45 as the original report stated) and the fact that it was observed at the time of the setting sun, leads me to think that the sighting might have had a meteorological origin. Thus, "possibly meteorological, but data insufficient for firm evaluation" is my recommendation for this classification.

2. 14 April 1952, LaCrosse, Wisconsin.

I originally asked to review this case in the hopes that unknown to me some additional followup had been made. I found that despite the fact that a captain of commercial airliner and others

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had witnessed this, no followup whatever was made. It is that sort of thing in this case, and in a great many others, that has led to the facetious, but somewhat deadly remark by someone that Project Blue Book might be called, not the "Society for the Investigation of Unexplained", (Ivan Sanerson's organization) but rather, "Society for the Explanation of the Uninvestigated". Since 1947, because of lack of funds and adequate personnel, a formidable number of cases were not adequately followed up. I had often pointed out, both to officials in Dayton and in Washington, that a day of reckoning might some day come when the Air Force might be asked to show cause why proper investigations were not made. In this case, for instance, no attempt apparently was made even to find out who "the others" were who had made this sighting. How many? Were they passengers? Were they members of the crew? No attempt even was made to find out the duration of the sighting. In view of all this, it is patently impossible to form any sort of a valid judgment as to what the stimulus that gave rise to this report might have been. To list it as "insufficient information" is incorrect, but it should really be listed as "insufficient information because of lack of followup". A store of information may have been available, but this store was never tapped. Incidentally, how is the case presently carried, unidentified, or insufficient information? The latter would certainly be more appropriate.

3. 4 June 1952, Stuttgart, Germany.

I have rated this a Σ3 C6 meaning puzzling but possibly explainable case of credibility 6, since there were two witnesses technically trained. One witness was a Lieutenant Colonel who was shortly thereafter assigned to the Directorate of Intelligence, Headquarters, United States Air Force. It seems unlikely that they would have been misled into a misidentification of an F84, and reported instead a very bright light that crossed in front of their aircraft, made fairly tight turns, and then have turned their own aircraft to follow it. Of course, it is entirely possible that it was a gross misidentification on the part of these two experienced pilots and therefore the evaluation of possible aircraft is justified. It is unjustified, however, in the statistics for the year to call it an unquestioned aircraft. To be fair, one might also have designated it "possibly unidentified" and at the end of the year have listed it as "unidentified". I have long inveighed against the unacceptable (and this is to any good statistician) statistics employed by Blue Book over the years in transforming "possibles" and "probables" into firm actualities.

SID C134

MOD 123

JEPFF 264

EMERGENCY J

DE JEPFF 106

O 142255Z

FELDLSTEE

RPT LAST LINE

FM OLISTED FLT SV CEN: OLISTED AFB PA

TO SEC DEFENSE WASHDC

CIRVIS SIGHTED FROM GROUND AT LA CROSSE WISC AT 1235 CENTRAL

APR 14 SEVERAL LIGHT COLORED OBJ IN V FORMATION EST 15 TO 20

THOUSAND FEET ALT HEADED IN NW DIRECTION SIZE OF OBJ UNDETERMINED
CHANGED FORMATION WITH TREMENDOUS SPEED DISAPPEARED TO NW SWAYING
NOTION NOTICED SIGHTED BY ~~XXXXXXXXXX~~ CAPT WISC CENTRAL AIRLINES
ACFT AND OTHERS SGD SCHRODER STN MANAGER

14/2255Z APR JEPFF

NOTE : ADVANCE COPY SENT TO CIN

ACTION: CIN

INFO : SEC DEF, ARMY, NAVY, CIA, JCS, AFSA

AF IN : 16527 (14 Apr 52)

HER/lgb

see AF IN: 16555 (15 Apr 52)

ATC

APR 14 23 21-52

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Insert info

ATC 55034

EXTRACT FROM STATUS REPORT # 7

DATE: 14 Apr 52

TIME (Local): Not Reported

LOCATION: LaCrosse, Wisc.

LENGTH OF TIME OBSERVED: Not Reported

SOUND: Unknown

SPEED: Fast

ALTITUDE: 12-20,000'

HEADING: NW

SOURCE: Airline Pilot

ACTION OR COMMENTS: No conclusions

DESCRIPTION OF INCIDENT: Several light colored objects in "V" formation. (Unclass.)