

1. DATE - TIME GROUP 2 August 53 02/0530Z	2. LOCATION Satsuma, Alabama
3. SOURCE Civilian	10. CONCLUSION Astronomical (METEOR)
4. NUMBER OF OBJECTS One	Object similar to meteor.
5. LENGTH OF OBSERVATION Few Seconds	11. BRIEF SUMMARY AND ANALYSIS Object appeared to taper to the rear to a point with the entire object glowing an amber color. One object was all that was sighted heading N to S at an intense rate of speed. No sound. It did not resemble a star or a meteor. The object large in size and was at an altitude of approximately 6-8,000 ft. It was observed for only a few seconds then disappeared to the S. There is a beacon light located in the area, but observer is positive that it was not connected with the object.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE South	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

[REDACTED]
UNCLASSIFIED

STATEMENT OF
[REDACTED]
[REDACTED]

SATSUMA, ALABAMA

On the night of 1-2 August at approximately 12:30 AM local time, I was on my way home from Creola, Alabama, on hiway 43, heading south, I was approaching the area of Gunnison Creek between Creola and Satsuma, Alabama, when I saw an object in the sky East of the hiway. To me the object had a curved leading edge which was the only feature that seemed to be distinct in shape. The rest of the object appeared to taper to the rear to a point with the entire object glowing an amber color. One object was all that was sighted on a heading from North to the South at an intense rate of speed. There was no sound associated with the object and it did not resemble a star or a meteor. The object was fairly large in size and was as best to my knowledge at approximately 6-8000 feet in altitude. I saw the object for what seemed to be only a few seconds then disappeared to the South paralleling the hiway. There is also a Beacon Light located in the area, but I can definitely state that it was not connected with the object. The weather was clear with no moon but with many bright stars.

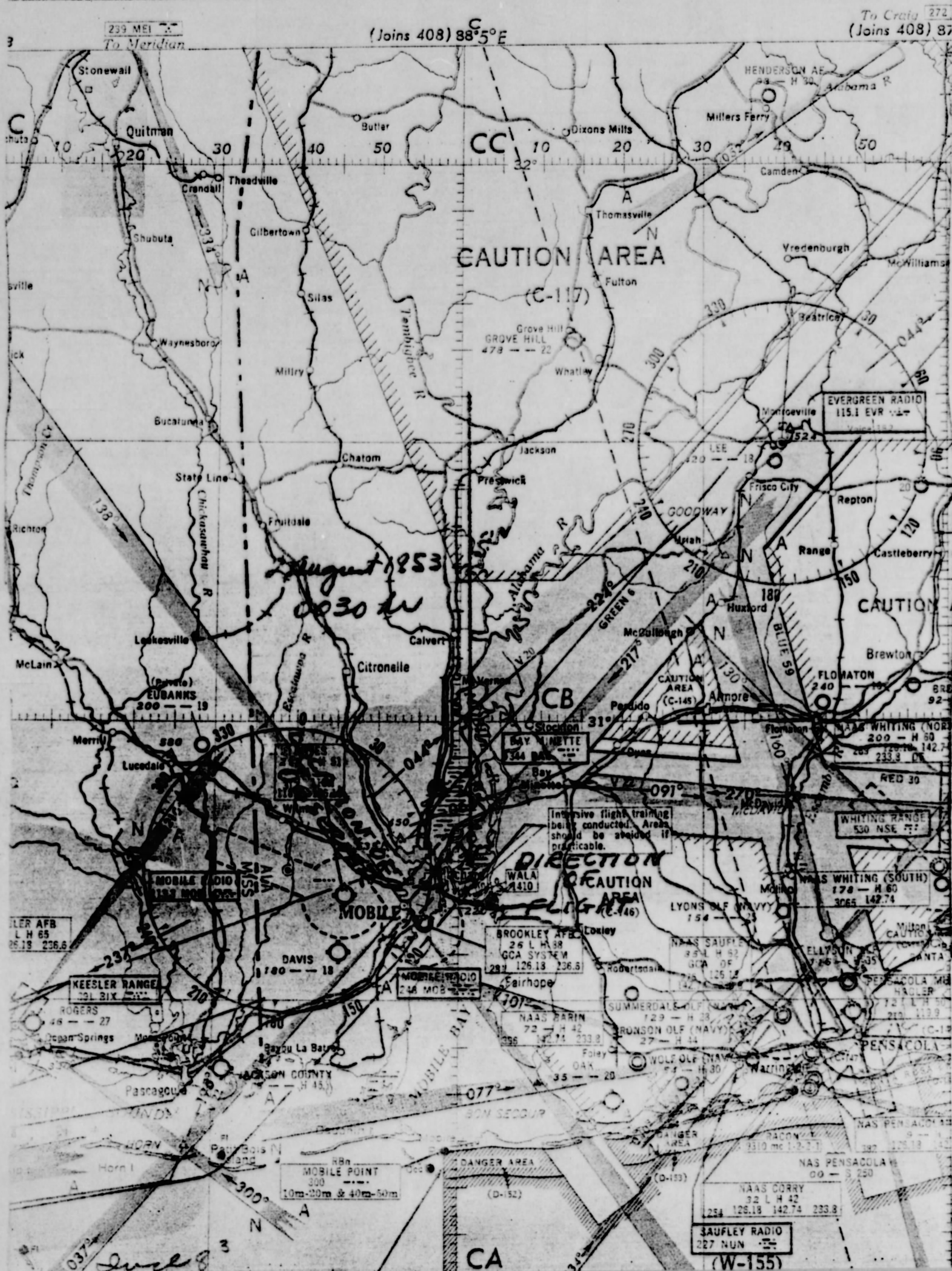
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/t/

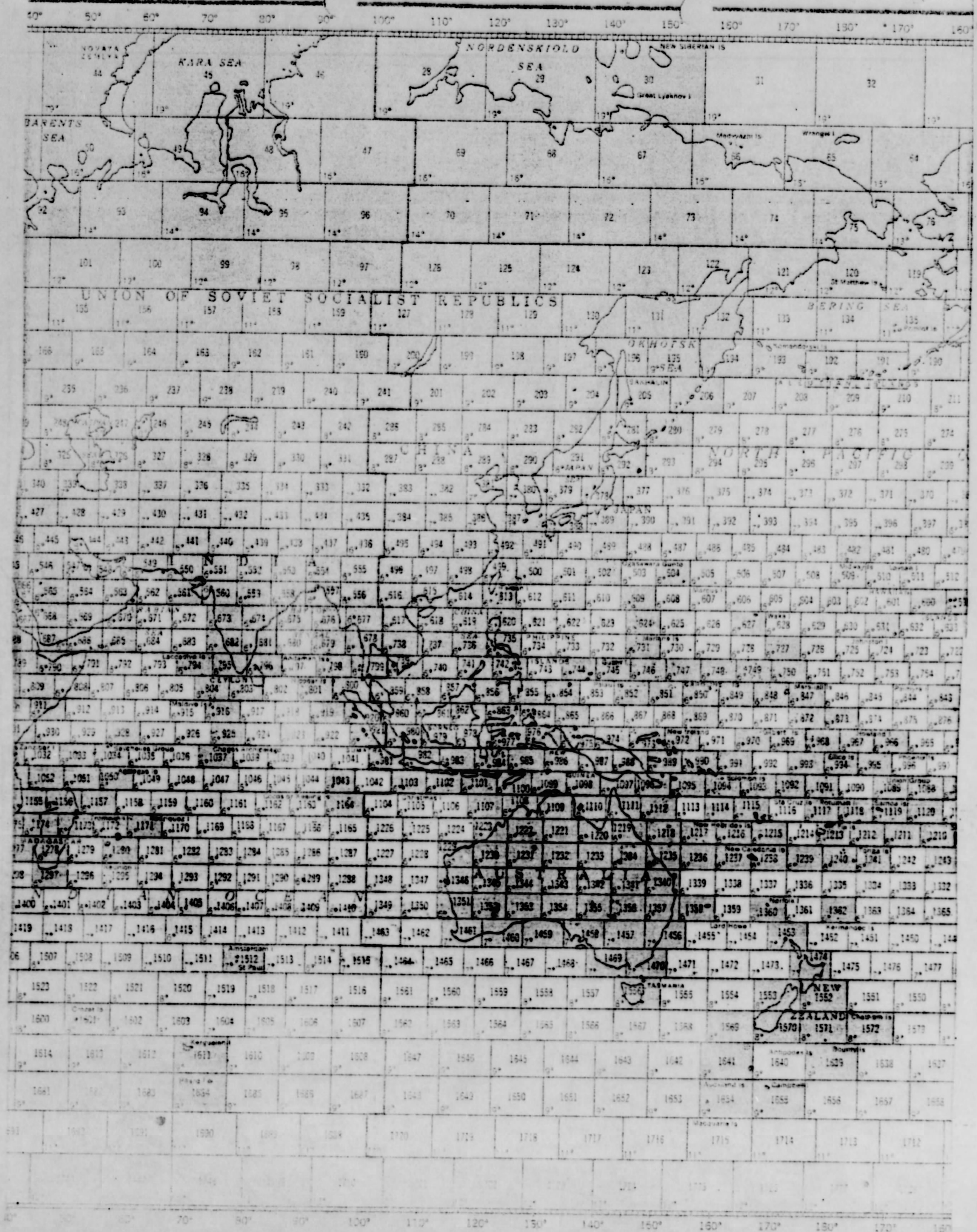
[REDACTED]
[REDACTED]
SATSUMA, ALABAMA

THIS IS A TRUE COPY

Harry Griffin
HARRY GRIFFIN
Major, USAF
Intelligence Officer

UNCLASSIFIED
[REDACTED]
[REDACTED]





WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000.

UNCLASSIFIED

28 SEP 53 18 57Z

E. Allen
T. R. Felt

WPD165E

YDB164

VYA162

VMK129

JESBY A217

RR JEDEN JEDWP JEPHQ JEPFF JWFMB 555

DE JESBY 586Y

R 011915Z ZNJ

FM COMDR 1703RD AT GP BROOKLEY AFB ALA

TO JEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/CHIEF AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

JEDEN/COMDG GEN AIR DEFENSE COMMAND ENT AFB COLO

JEPFF/CHIEF I TELLIGENCE DIVISION HQ MATS WASHDC

JWFMB/COMDR CNTLD MATS KELLY AFB TEX UNCLASSIFIED

/P [REDACTED] OTNB-J-1 ATTN ATIAA-2C WRIGHT PATTERSON ATTN
INTELLIGENCE OFFICER KELLY AFB PD FLYOBRPT ON 31 JULY 1953

AT 2030-2036L ONE UNIDENTIFIED OBJECT WAS SIGHTED. APPEARED TO BE
A BRIGHT REDDISH FLUORESCENT GLOW HEADING FROM SOUTHWEST TO THE
NORTHEAST AND CROSSING HWAY 43 NORTH OF CREOLA ALABAMA. OBJECT
TRAVELING AT A HIGH RATE OF SPEED AND FAIRLY HIGH ALTITUDE. NO
SOUNDS WERE ASSOCIATED WITH THIS LIGHT AND DURATION OF SIGHTING
WAS ONLY A FEW SECONDS BEFORE DISAPPEARING. LIGHT DID NOT RESEMBLE
STAR OR METEO AND APPEARED LARGE IN SIZE. LOCATION OF OBSERVER AT
TIME OF SIGHTING WAS APPROXIMATELY ONE AND ONE HALF MILE NORTH OF

PAGE THREE JESBY 586Y

ON 2 AUGUST 1953 AT 0030L ONE UNIDENTIFIED OBJECT SIGHTED APPEARED TO BE AMBER GLOW HEADING FROM NORTH TO SOUTH ON EAST SIDE OF HIWAY 43 BETWEEN CREOLA AND SATSUMA ALABAMA. OBJECT WAS TRAVELING AT A HIGH RATE OF SPEED. LEADING EDGE APPEARED CURVED AND SOMEWHAT DISTINCT WITH BLURRED TAPERED APPEARANCE TO THE REAR WITH OVERALL GLOW. NO SOUNDS WERE ASSOCIATED WITH THE LIGHT AND DURATION OF SIGHTING WAS ONLY A FEW SECONDS. LIGHT DID NOT RESEMBLE STARS OR METEOR AND APPEARED LARGE IN SIZE AT FAIRLY HIGH ALTITUDE. OBJECT FLEW IN STRAIGHT AND LEVEL FLIGHT PARALLEL TO HIWAY 43. OBSERVER DID NOT SEE OR HEAR ANY AIRCRAFT IN THE AREA AT THE TIME OF SIGHTING. LOCATION OF OBSERVER AT TIME OF SIGHTING WAS ON HIWAY BETWEEN CREOLA AND SATSUMA ALABAMA TRAVELING SOUTH. LATITUDE 30 DEGREES 52 MINUTES NORTH LONGITUDE 88 DEGREES 02 MINUTES WEST. THIS MAN IS AMETHODIST PREACHER SATSUMA ALABAMA. INDIVIDUAL STATED HE HAS KNOWLEDGE OF METEOROLOGY. RELIABILITY B-2.

PAGE FOUR JESBY 586Y

WEATHER CLEAR. SURFACE WINDS 260/5K TEMPERATURE 80 DEGREES F
DEW POINT 74 DEGREES F VISIBILITY 10 MILES. 3000 FEET WINDS
150/10K. 5200 FEET WINDS 170/15K TEMPERATURE 59 DEGREES F.
10000 FEET WINDS 190/10K TEMPERATURE 45 DEGREES F. 15000 FEET
WINDS 160/5K. 20000 FEET WINDS 170/10K.

10

HEADQUARTERS
MOBILE AIR MATERIEL AREA
BROOKLEY AIR FORCE BASE
ALABAMA

UNCLASSIFIED

Multi
IN REPLY
REFER TO: MOIP

3 September 1953

SUBJECT: Transmittal of AF Form 112

THRU: Commander
Air Materiel Command
ATTN: Chief, Air Technical Intelligence Center,
ATIA A-2C
Wright-Patterson Air Force Base, Ohio

TO: Director of Intelligence
Headquarters, USAF
Washington 25, D. C.

Transmitted herewith is AF Form 112 in accordance with Air Force
Letter 200-5 dated 29 April 1952.

FOR THE COMMANDER:

1 Incl
AF Form 112 (Part I and II)
w/3 incls (in quad)

Harry Griffin
HARRY GRIFIN
Major, USAF
Intelligence Officer

When Inclosure No. 1 is ~~is~~
withdrawn or not attached, the
classification of Restricted
on this communication will be can-
celed ~~and~~ to
in accordance with par 15a, AFR 205-1

UNCLASSIFIED

COUNTRY

United States of America

REPORT NO.

(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOPREP

AREA REPORTED ON

Brookley Air Force Base, Alabama

FROM (Agency)

Intelligence Office, Brookley AFB, Alabama

DATE OF REPORT

3 September 1953

DATE OF INFORMATION

31 July through 17 July 1953

EVALUATION

B-3

PREPARED BY (Officer)

Harry Griffin, Major, USAF

SOURCE

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

ATL 200-5

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.)

Five unidentified flying objects observed by six persons in vicinity of Creola and Satsuma, Alabama, on dates from 31 July through 17 August 1953.

HARRY GRIFFIN

Major, USAF

Intelligence Officer

8

INCL.

1. Cy Statement of Mr Lister
2. Cy Statement of Mrs Lister
3. Cy Statement of Mr Mathison
4. Cy Statement of Mr Hartley
5. Cy Statement of Mr Hartley
6. Cy Statement of Mrs Lister
7. Weather Report
8. Five Maps of Sightings

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

Intelligence Officer
Brookley Air Force Base, Alabama

PAGE ONE OF TWO PAGES

Details: At approximately 1500 CST, 26 August 1953, the 1703d ATG Intelligence Officer was notified by the MOAMA Intelligence Officer of the report of five separate unidentified flying objects observed by Mr. [REDACTED], Mrs. [REDACTED], Mr. C. W. Mathison, Mr. [REDACTED] and [REDACTED], and Mrs. [REDACTED]. The dates of the sightings were from 31 July 1953 through 17 August 1953, inclusive.

The Intelligence Officer of the 1703d ATG conducted an investigation and obtained the following statements from the observers:

On 31 July 1953 at approximately 2000-2030 hours local time, Mr. [REDACTED], a grocer in Creola, Alabama, was on his way home from Creola heading North on Hiway 43, when he sighted the flying object. The object appeared into his field of vision through the windshield of his vehicle from the Southwest, crossed the hiway and disappeared to the Northeast. The object was traveling at a high rate of speed and at a fairly high altitude. The object glowed a bright reddish fluorescent color and duration of sighting was for only a few seconds. No sound was associated with the glow and did not appear to resemble a meteor or a shooting star. The location of the observer at the time of sighting was about one mile North of Creola, Alabama, latitude 30 degrees 54 minutes North, longitude 88 degrees 02 minutes West. Reliability B-3.

On 1 August 1953 at 2030 hours local time, Mrs. [REDACTED] was getting into her vehicle when she sighted the flying object. This object was on the west side of hiway 43 heading from the Northeast to the Southwest at a high rate of speed. She could not estimate the altitude other than stating that it was at a fairly high altitude and that the object was not too far away from where she was standing. She stated that this object appeared to glow a reddish color in the leading part and a dull amber color in the remaining part. Light did not resemble a meteor or a shooting star and no sound was associated with the light. Duration of the sighting could not have lasted more than two or three seconds. Location of the observer at the time of the sighting was in Creola, Alabama, latitude 30 degrees 56 minutes North, longitude 88 degrees 02 minutes West. Reliability B-3.

On 2 August 1953 at 0030 hours local time, Mr. [REDACTED], Methodist Preacher, was on his way home from Creola to Satsuma, Alabama when he sighted the flying object. It glowed an amber color overall with the brightest glow on the leading edge which appeared to be curved like the circumference of a basketball and gave the appearance blurred and tapered toward the rear. The object was heading from the North to the South in straight and level flight parallel to hiway 43, on the East side, at a high altitude. Subject stated that he could not estimate altitude so he guessed that it was 6-8000 feet high. It appeared to be fairly large in size with no sounds associated and traveling at a high rate of speed. Speed was estimated to be much faster than the jet aircraft seen in this area. Individual stated he has knowledge of Meteorology and that the object was neither a meteor nor a shooting star. Observer did not see or hear any aircraft in the area at the time of the sighting. Location of the observer at the time of the sighting was at Gunnison Creek, approximately one mile south of Creola, Alabama, latitude 30 degrees 52 minutes North, longitude 88 degrees 02 minutes West. Reliability B-2.

On 2 August 1953 at 1630-1730 hours local time, Mrs. [REDACTED] was sitting in her back yard when she sighted the flying object. It appeared to be shaped like a parachute or a balloon in descent, wide at the top and tapered to a point at the bottom. It was traveling at an intense rate of speed in a southerly path from the Northwest to the Southeast. While in descent, the object gave off a bright reflection caused by the rays of the sun striking it and also giving it the appearance of spinning while descending. Object appeared small due to the high altitude.

and distance from the observer. No sounds were associated with this object and the duration of sighting was less than a minute. Individual did not see or hear any aircraft in the area at the time of the sighting. Location of the observer at the time of the sighting was southwest of Satsuma, Alabama, latitude 30 degrees 50 minutes North, longitude 88 degrees 05 minutes West. Reliability B-4.

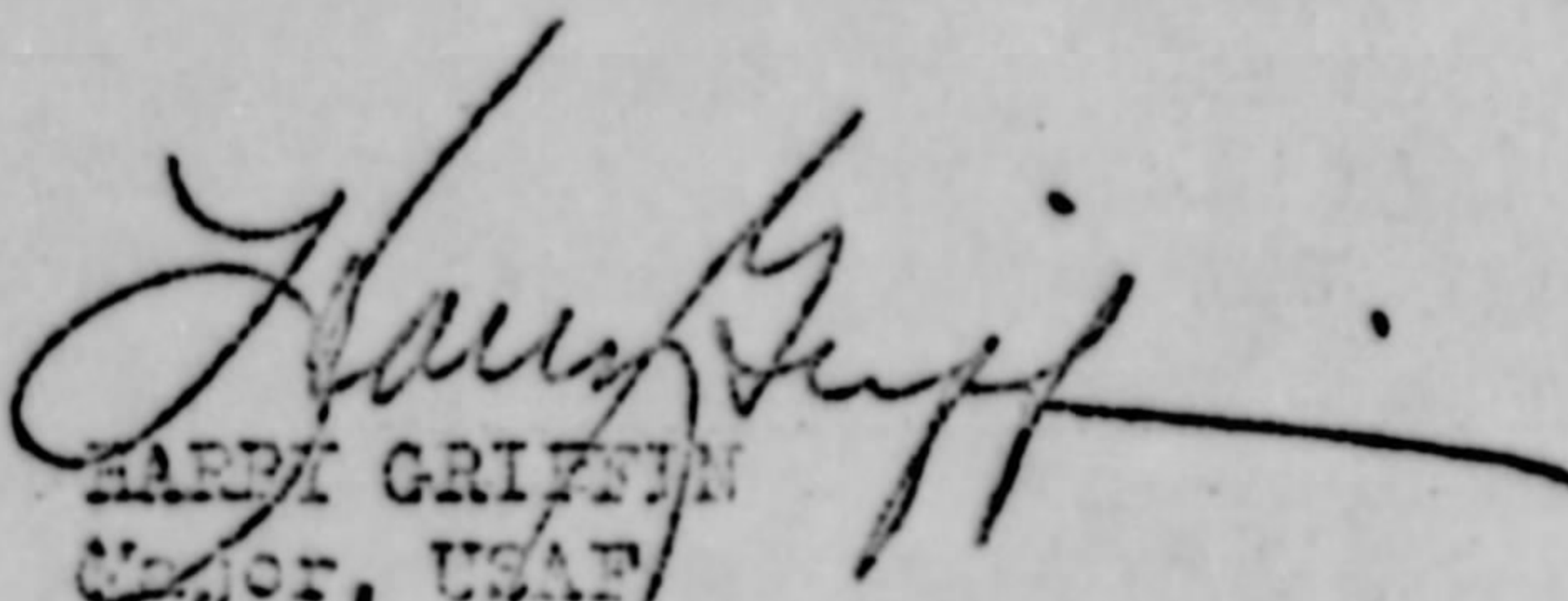
On 17 August 1953 at 2055 hours local time, [redacted] and [redacted] were looking for the Little Dipper when they saw the flying object. It appeared as a bright reddish glow heading from the North to the South and parallel to hiway 43, on the East side. Object was traveling at a high rate of speed and at a fairly high altitude. Both observers agreed that this object far exceeded the speed of jet aircraft they had seen in this area. Duration of the sighting lasted for approximately three seconds. Neither of the observers saw or heard any aircraft in the area at the time of the sighting. There was no sound associated with this object nor did it appear to be a meteor or a star. Location of the observers at the time of sighting was in Satsuma, Alabama, latitude 30 degrees 51 minutes North, longitude 88 degrees 03 minutes West. Reliability C-3.

Reliability of observers is as stated above.

No interception was attempted since the sightings were late in being reported.

The weather is reported as in Inclosure #7.

FOR THE COMMANDER:


HARRY GRIFFIN
Major, USAF
Intelligence Officer

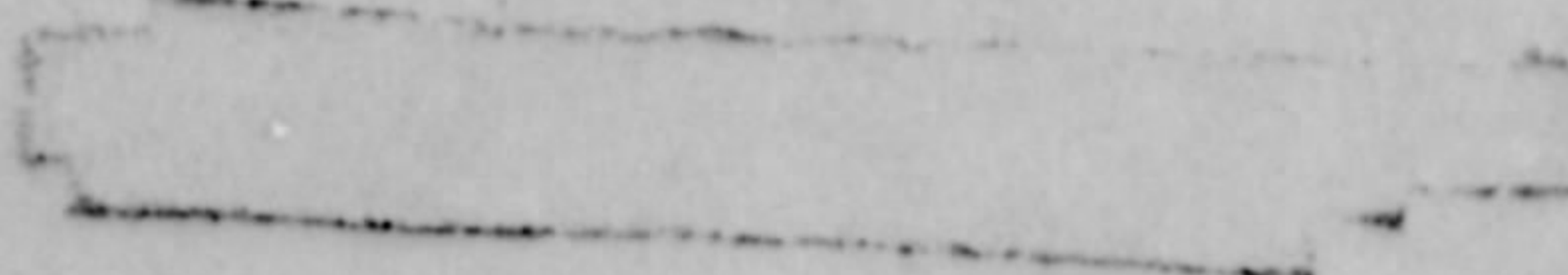
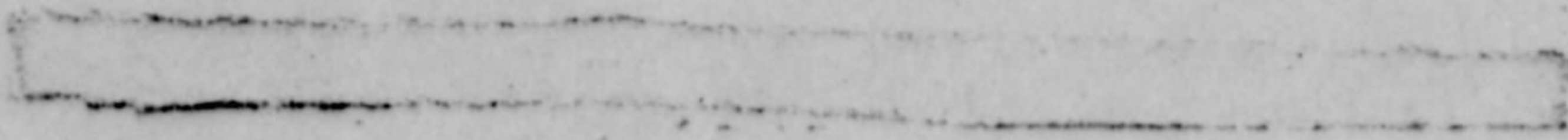
*Evaluated as sub-silence (meteor), because of the existence
at the time of sighting of a "meteor shower".*
1256

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DATE	WIND HT	WIND DIR-SPD	TEMP	DEW PT	WSEY	SKY CONDITION
31 July 2030 HR	Surface	Calm	78	72	9	25,000 scattered
	3000	170/5				
	5000	140/10	63			
	10,000	110/15	64			
	15,000	130/10				
	20,000	170/15				
1 Aug 2030 HR	Surface	240/6	82	74	10	Clear
	3000	180/10				
	5000	150/10	61			
	10,000	140/10	46			
	15,000	120/15				
	20,000	160/15				
2 Aug 0030 HR	Surface	260/5	80	74	10	Clear
	3000	180/10				
	5000	170/15	59			
	10,000	190/10	45			
	15,000	160/5				
	20,000	170/10				
2 Aug 1730 HR	Surface	240/8	87	73	12	2500 scattered
	3000	230/5				25,000 scattered
	5000	270/10	64			
	10,000	260/10	61			
	15,000	190/10				
	20,000	170/10				
17 Aug 2055 HR	Surface	240/8	82	71	10	25,000 scattered
	3000	160/5				
	5000	120/5	64			
	10,000	020/5	48			
	15,000	200/5				
	20,000	250/10				

UNCLASSIFIED

and 7'

1. DATE - TIME GROUP 17 August 53 16/0255Z	2. LOCATION Satsuma, Alabama
3. SOURCE Civilians	10. CONCLUSION Astronomical (METEOR)
4. NUMBER OF OBJECTS One	Meteor sighting.
5. LENGTH OF OBSERVATION 3 Seconds	11. BRIEF SUMMARY AND ANALYSIS Object appearing to be a bright reddish glow with a curved leading edge was observed at a high altitude on a S course at a high speed.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE South	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

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United States - MATS

FLYCRPT

Alabama

Intelligence Div., Hq. CNTLD, MATS,
Kelly AFB, San Antonio, Texas

4 September 1953

17 August 1953

C-3

Chief, Intelligence Division,
J. M. PENNY, Lt. Colonel, USAF

1703d ATG, CNTLD, MATS, Brookley AFB,
Alabama

TX FR: Comdr. 1703d ATG, DTG 012241Z; IR's-453-, 454-, 455-, & 456-53-MATS

Submitted in accordance with AF Letter No. 200-5, dated 20 April 1952, Subject:
Unidentified Flying Objects Reporting.

At approximately 2055 hours CST, 17 August 1953, an unidentified flying object was observed for approximately three (3) seconds by two (2) civilians from surface position at Satsuma, Alabama, 30° 51' N - 88° 03' W at a high altitude (no estimate in feet) traveling in a north to south direction at a high rate of speed.

Object appeared to be a bright reddish glow with a curved leading edge. No sounds were heard. Object did not appear to resemble a meteor or a star.

No aircraft were observed in the area at the time of the sighting.

Weather: 25,000 ft scattered clouds, visibility 10 miles; temperature 82° F, Dew Point 71° F. Surface winds 040/5K, 3,000 ft winds 160/5K; 5,000 ft winds 120/5K, temperature 64° F; 10,000 ft winds 020/5K, temperature 48° F; 15,000 ft winds 200/5K; 20,000 ft winds 250/10K.

APPROVED:

J. M. PENNY
Lt. Colonel, USAF
Chief, Intelligence Division

- 3
1-2 Statement of Witnesses - w/d, filed MATS
3. Sectional Aero Chart (Mobile)
(3 copies) - 544 64 4544

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

ATIC

UNCLASSIFIED

[REDACTED]

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STATEMENT OF
[REDACTED]
SATSUMA, ALABAMA

On 17 August 1953 at 20:55 PM local time, I was atanding near Hiway 43 approximately 100 yards south of the [REDACTED] Drug Store in Satsuma, Alabama, with my brother [REDACTED]. We were looking for the Little Dipper when we saw this object East of the hiway. It was traveling in a direction from the North to the South at an intense rate of speed and in my estimation exceeded by far the speed of a Jet aircraft. It was at a fairly high altitude and traveling in straight and level flight. There was no sound associated with this object. It appeared to be a bright reddish glow with the duration of sighting lasting approximately three seconds. I did not hear or see any aircraft in the area at the time of the sighting.

/s/ [REDACTED]
/t/ [REDACTED]
SATSUMA, ALABAMA

THIS IS A TRUE COPY

Harry Griffin
HARRY GRIFFIN
Major, USAF
Intelligence Officer

17 Aug

Creola, Alabama

Insuf info; prob not worth follow-up C-6

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[REDACTED]

51

UNCLASSIFIED

Intelligence Officer,
Hq. CNTLD, MATS, Kelly AFB, Texas IR-457-53

2

2

STATEMENT OF WITNESSES

1. NEIL HARTLEY

Satsuma, Alabama

On 17 August 1953 at 2055 PM local time, I was standing near Hiway 43 approximately 100 yards south of the [REDACTED] Drug Store in Satsuma, Alabama, with my brother [REDACTED]. We were looking for the Little Dipper when we saw this object in the sky East of the hiway. It was traveling parallel to the hiway from the North to the South at an intense rate of speed and at a fairly high altitude. The object appeared to be a bright reddish glow with a curved leading edge being the only distinct feature. There was no sound associated with the object. It flew in straight and level flight with the duration of the sighting being very short. I did not hear or see any aircraft in the area at the time of the sighting.

(SIGNED) [REDACTED]
Satsuma, Alabama

2. ROY HARTLEY

Satsuma, Alabama

On 17 August 1953 at 2055 PM local time, I was standing near Hiway 43 approximately 100 yards south of the [REDACTED] Drug Store in Satsuma, Alabama, with my brother [REDACTED]. We were looking for the Little Dipper when we saw this object East of the hiway. It was traveling in a direction from the North to the South at an intense rate of speed and in my estimation exceeded by far the speed of a jet aircraft. It was at a fairly high altitude and traveling in straight and level flight. There was no sound associated with this object. It appeared to be a bright reddish glow with the duration of sighting lasting approximately three seconds. I did not hear or see any aircraft in the area at the time of the sighting.

(SIGNED) [REDACTED]
Satsuma, Alabama

UNGRADED AT 2 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[REDACTED]

UNCLASSIFIED

STATEMENT OF

[REDACTED]
SATSUMA, ALABAMA

On 17 August 1953 at 20:55 PM local time, I was standing near Hiway 43 approximately 100 yards south of the [REDACTED] Drug Store in Satsuma, Alabama, with my brother [REDACTED]. We were looking for the Little Dipper when we saw this object in the sky East of the hiway. It was traveling parallel to the hiway from the North to the South at an intense rate of speed and at a fairly high altitude. The object appeared to be a bright reddish glow with a curved leading edge being the only distinct feature. There was no sound associated with the object. It flew in straight and level flight with the duration of the sighting being very short. I did not hear or see any aircraft in the area at the time of the sighting.

/s/ [REDACTED]
/t/ [REDACTED]
SATSUMA, ALABAMA

THIS IS A TRUE COPY

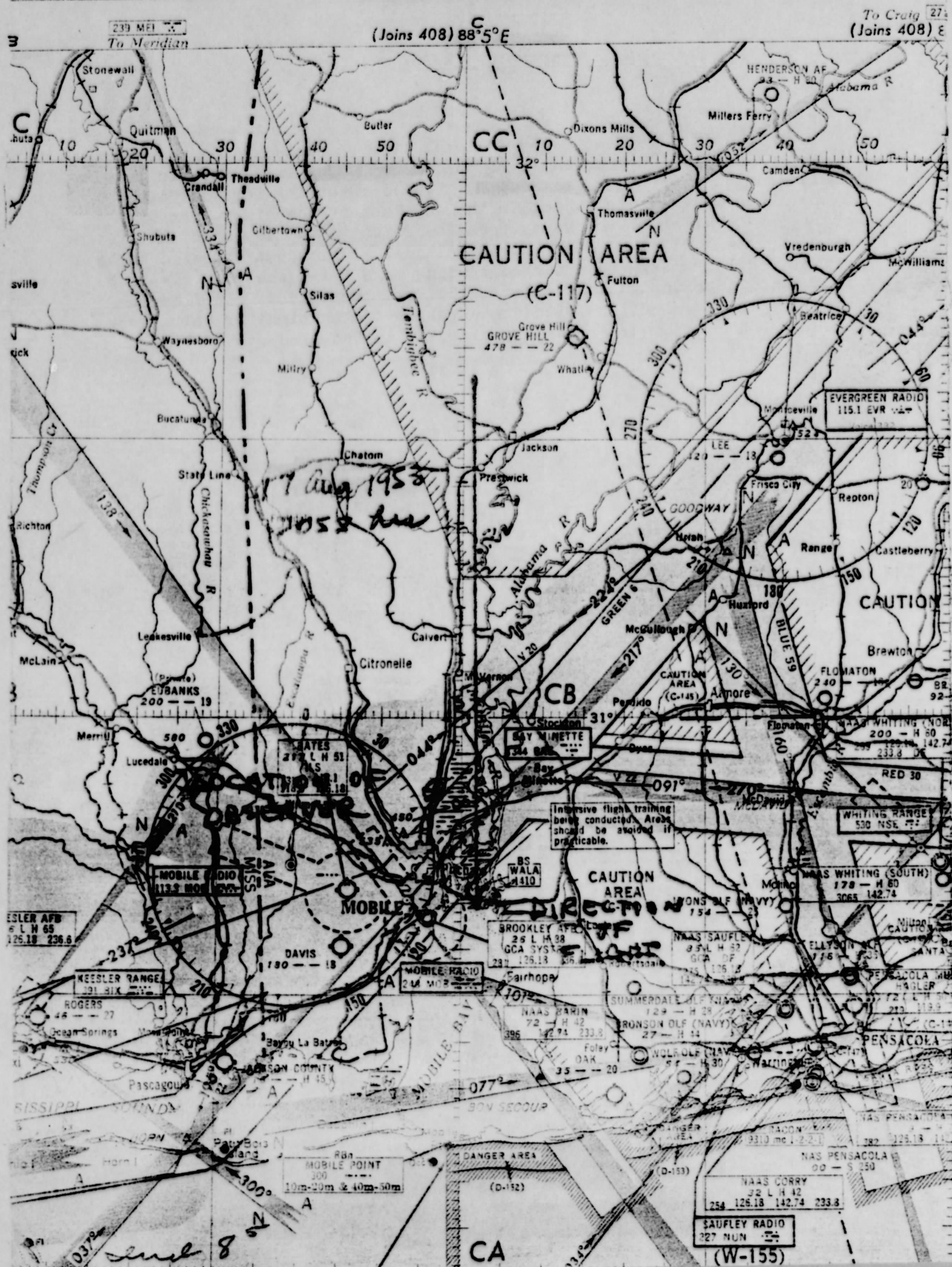
Harry Griffin
HARRY GRIFFIN
Major, USAF
Intelligence Officer

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[REDACTED]

[REDACTED]

End 4



UNCLASSIFIED

28 SEP 53 16 57z

E. A. Allen
H. R. Felt

Action

WPD105E

YDB104

VYA162

VMX129

JESBY A217

1953 SEP 3

08:46

RR JEDEN JEDUP JEPHQ JEPFF JWFMB 555

DE JESBY 586Y

R 011915Z ZNJ

FM COMDR 1703RD AT GP BROOKLEY AFB ALA

TO JEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHDC

JEDUP/CHIEF AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

JEDEN/COMDG GEN AIR DEFENSE COMMAND ENT AFB COLO

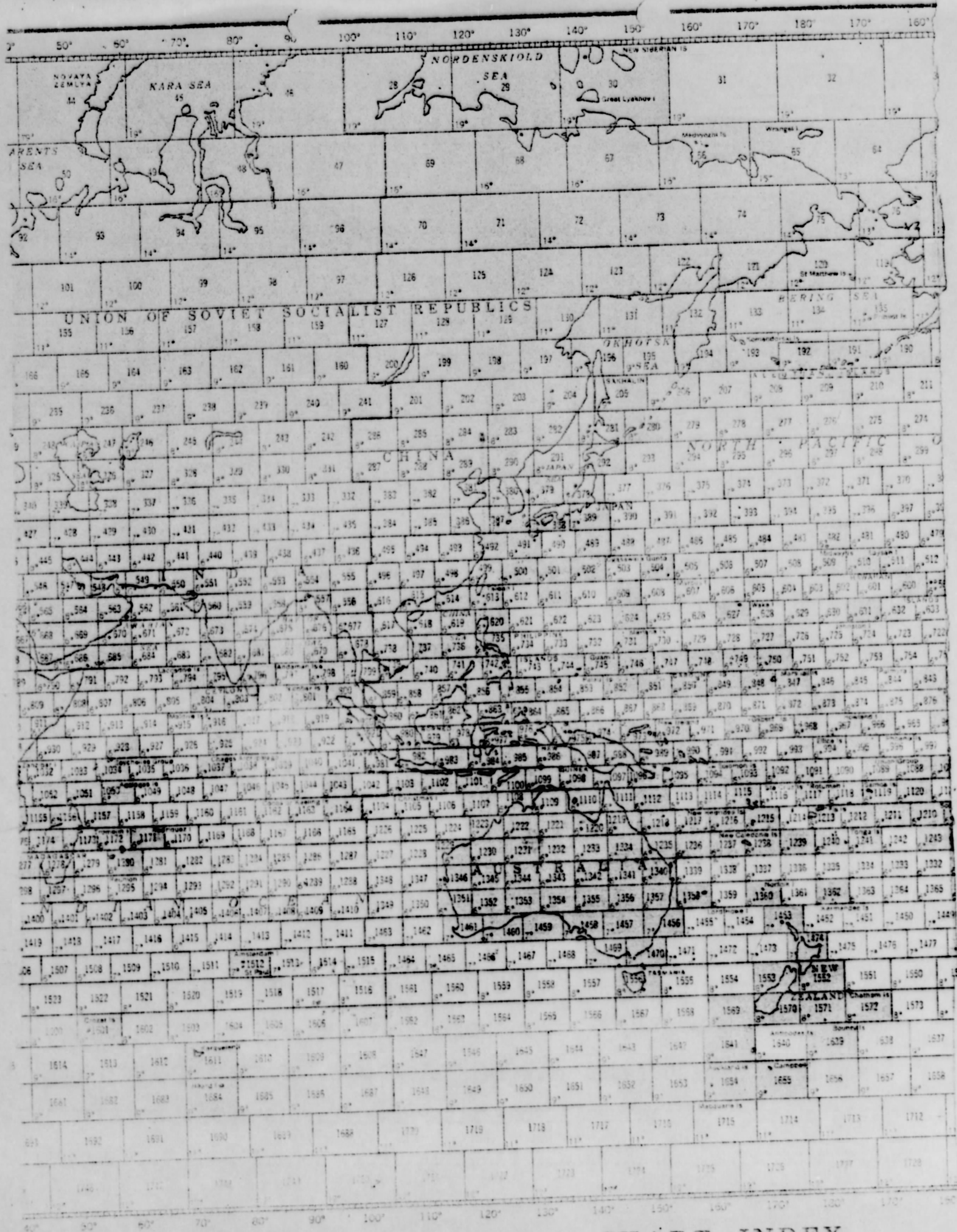
JEPFF/CHIEF I INTELLIGENCE DIVISION HQ MATS WASHDC

JWFMB/COMDR CNTL MATS KELLY AFB TEX UNCLASSIFIED

/F [REDACTED] OTNB-J-1 ATTN ATIAA-2C WRIGHT PATTERSON ATTN

INTELLIGENCE OFFICER KELLY AFB PD FLYOBRPT ON 31 JULY 1953

AT 2000-2030L ONE UNIDENTIFIED OBJECT WAS SIGHTED. APPEARED TO BE A BRIGHT REDDISH FLUORESCENT GLOW HEADING FROM SOUTHWEST TO THE NORTHEAST AND CROSSING HWAY 43 NORTH OF CREOLA ALABAMA. OBJECT TRAVELING AT A HIGH RATE OF SPEED AND FAIRLY HIGH ALTITUDE. NO SOUNDS WERE ASSOCIATED WITH THIS LIGHT AND DURATION OF SIGHTING WAS ONLY A FEW SECONDS BEFORE DISAPPEARING. LIGHT DID NOT RESEMBLE STAR OR METEO AND APPEARED LARGE IN SIZE. LOCATION OF OBSERVER AT TIME OF SIGHTING WAS APPROXIMATELY ONE AND ONE HALF MILE NORTH OF



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

ON 17 AUGUST 1953 AT 2255L ONE UNIDENTIFIED OBJECT SIGHTED
APPEARED TO BE A BRIGHT REDDISH GLOW HEADING FROM NORTH TO
SOUTH FLIGHT WAS APARALLEL TO HIWAY 43 ON EAST SIDE. OBJECT WAS
TRAVELING AT A HIGH RATE OF SPEED AND AT A FAIRLY HIGH ALTITUDE
WITH THE LEADING EDGE APPEARING CURVED. NO SOUNDS WERE ASSOCIATED
WITH THE LIGHT AND DID NOT APPEAR TO BE STARS OR METEOR.
OBSERVERS DID NOT SEE OR HEAR ANY AIRCRAFT IN THE AREA AT THE
TIME OF THE SIGHTING DURATION OF WHICH WAS APPROXIMATELY TWO
TO THREE SECONDS. LOCATION OF OBSERVERS AT THE TIME OF SIGHTING WAS
IN SATSUMA ALABAMA WEST SIDE OF HIWAY 43. LATITUDE 39 DEGREES
51 MINUTES NORTH. LONGITUDE 88 DEGREES 53 MINUTES WEST.
RELIABILITY OF [REDACTED] C-3. RELIABILITY OF [REDACTED]
C-3. WEATHER 25000 FEET SCATTERED CLOUDS. SURFACE WINDS
040/8K TEMPERATURE 82 DEGREES F DEW POINT 71 DEGREES F.
VISIBILITY 10 MILES. 3000 FEET WINDS 160/5K. 5000 FEET
WI

PAGE SIX JESBY 586Y

WINDS 120/5K TEMPERATURE 64 DEGREES F. 10000 FEET WINDS
020/5K TEMPERATURE 48 DEGREES F. 15000 FEET WINDS 200/5K.
20000 FEET WINDS 250/10K.

NO INTERCEPTION DUE TO TIME LAPSED BETWEEN SIGHTING AND REPORTING
TO INTELLIGENCE OFFICER BROOKLEY AIR FORCE BASE ALABAMA.

01/2241Z SEP JESBY

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10

HEADQUARTERS
MOBILE AIR MATERIEL AREA
BROOKLEY AIR FORCE BASE
ALABAMA

UNCLASSIFIED

Multi

IN REPLY
REFER TO: MOIP

3 September 1953

SUBJECT: Transmittal of AF Form 112

TERU: Commander
Air Materiel Command
ATTN: Chief, Air Technical Intelligence Center,
ATIA A-2C
Wright-Patterson Air Force Base, Ohio

TO: Director of Intelligence
Headquarters, USAF
Washington 25, D. C.

Transmitted herewith is AF Form 112 in accordance with Air Force Letter 200-5 dated 29 April 1952.

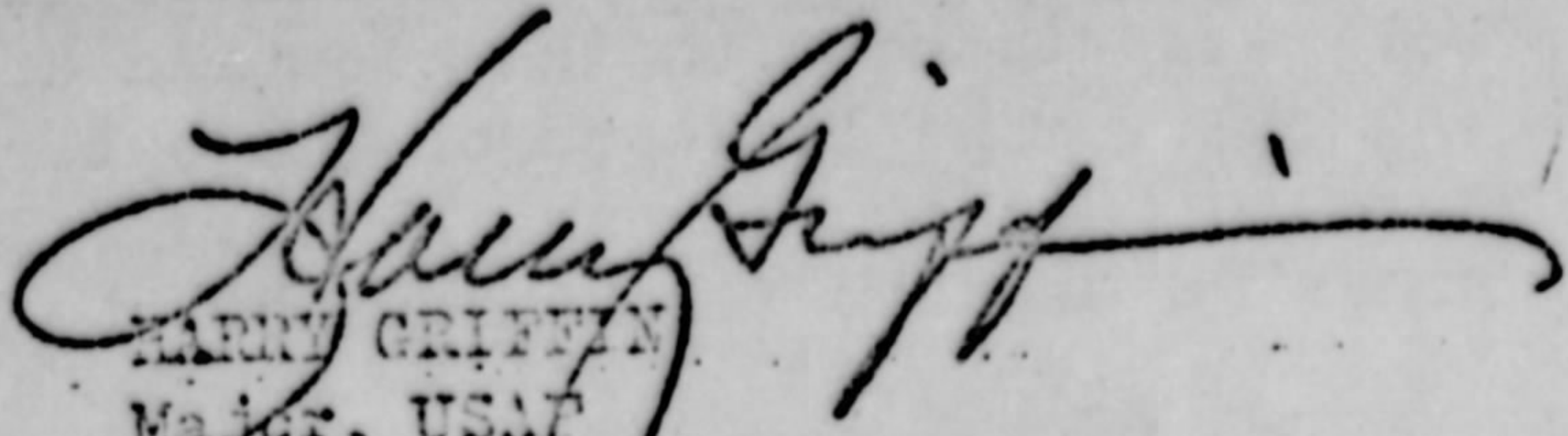
FOR THE COMMANDER:

1 Incl
AF Form 112 (Part I and II)
w/8 incls (in quad)

Harry Griffin
HARRY GRIFIN
Major, USAF
Intelligence Officer

When Inclosure No. 1 is ~~are~~
withdrawn or not attached, the
classification of Restricted
on this communication will be can-
celed ~~changed to~~
in accordance with par 25a, AFR 105-1

UNCLASSIFIED

COUNTRY United States of America	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOPREP		
AREA REPORTED ON Brookley Air Force Base, Alabama	FROM (Agency) Intelligence Office, Brookley AFB, Alabama	
DATE OF REPORT 3 September 1953	DATE OF INFORMATION 31 July through 17 July 1953	EVALUATION B-3
PREPARED BY (Officer) Harry Griffin, Major, USAF		SOURCE
REFERENCES (Control number, direction, previous report, etc., as applicable) ATL 200-5		
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.) Five unidentified flying objects observed by six persons in vicinity of Creola and Satsuma, Alabama, on dates from 31 July through 17 August 1953.  HARRY GRIFFIN Major, USAF Intelligence Officer		
3 INCL. 1. Cy Statement of Mr. [REDACTED] 2. Cy Statement of Mrs. [REDACTED] 3. Cy Statement of Mr. [REDACTED] 4. Cy Statement of Mr. [REDACTED] 5. Cy Statement of Mr. [REDACTED] 6. Cy Statement of Mrs. [REDACTED] 7. Weather Report 8. Five Maps of Sightings		
DISTRIBUTION BY ORIGINATOR		
UNCLASSIFIED		

Details: At approximately 1500 CST, 26 August 1953, the 1703d ATC Intelligence Officer was notified by the MOAMA Intelligence Officer of the report of five separate unidentified flying objects observed by Mr. Herman O. Lister, Mrs Ada Belle Lister, Mr C. W. Mathison, Mr. Neil and Roy Hartley, and Mrs. Willie Hughes. The dates of the sightings were from 31 July 1953 through 17 August 1953, inclusive.

The Intelligence Officer of the 1703d ATC conducted an investigation and obtained the following statements from the observers:

On 31 July 1953 at approximately 2000-2030 hours local time, Mr. Herman O. Lister, a grocer in Creola, Alabama, was on his way home from Creola heading North on hiway 43, when he sighted the flying object. The object appeared into his field of vision through the windshield of his vehicle from the Southwest, crossed the hiway and disappeared to the Northeast. The object was traveling at a high rate of speed and at a fairly high altitude. The object glowed a bright reddish fluorescent color and duration of sighting was for only a few seconds. No sounds were associated with the glow and did not appear to resemble a meteor or a shooting star. The location of the observer at the time of sighting was about one mile North of Creola, Alabama, latitude 30 degrees 54 minutes North, longitude 88 degrees 02 minutes West. Reliability B-3.

On 1 August 1953 at 2030 hours local time, Mrs. Ada Belle Lister was getting into her vehicle when she sighted the flying object. This object was on the west side of hiway 43 heading from the Northeast to the Southwest at a high rate of speed. She could not estimate the altitude other than stating that it was at a fairly high altitude and that the object was not too far away from where she was standing. She stated that this object appeared to glow a reddish color in the leading part and a dull amber color in the remaining part. Light did not resemble a meteor or a shooting star and no sound was associated with the light. Duration of the sighting could not have lasted more than two or three seconds. Location of the observer at the time of the sighting was in Creola, Alabama, latitude 30 degrees 56 minutes North, longitude 88 degrees 02 minutes West. Reliability B-3.

On 2 August 1953 at 0030 hours local time, Mr. C. W. Mathison, Methodist Preacher, was on his way home from Creola to Satsuma, Alabama when he sighted the flying object. It glowed an amber color overall with the brightest glow on the leading edge which appeared to be curved like the circumference of a basketball and gave the appearance blurred and tapered toward the rear. The object was heading from the North to the South in straight and level flight parallel to hiway 43, on the East side, at a high altitude. Subject stated that he could not estimate altitude so he guessed that it was 6-8000 feet high. It appeared to be fairly large in size with no sounds associated and traveling at a high rate of speed. Speed was estimated to be much faster than the jet aircraft seen in this area. Individual stated he has knowledge of Meteorology and that the object was neither a meteor nor a shooting star. Observer did not see or hear any aircraft in the area at the time of the sighting. Location of the observer at the time of the sighting was at Gunnison Creek, approximately one mile south of Creola, Alabama, latitude 30 degrees 52 minutes North, longitude 88 degrees 02 minutes West. Reliability B-2.

On 2 August 1953 at 1630-1730 hours local time, Mrs. Willie Hughes was sitting in her back yard when she sighted the flying object. It appeared to be shaped like a parachute or a balloon in descent, wide at the top and tapered to a point at the bottom. It was traveling at an intense rate of speed in a downward path from the Northwest to the Southeast. While in descent, the object gave off a bright reflection caused by the rays of the sun striking it and also giving it the appearance of spinning while descending. Object appeared small due to the high altitude

and distance from the observer. No sounds were associated with this object and the duration of sighting was less than a minute. Individual did not see or hear any aircraft in the area at the time of the sighting. Location of the observer at the time of the sighting was southwest of Satsuma, Alabama, latitude 30 degrees 50 minutes North, longitude 88 degrees 05 minutes West. Reliability B-4.

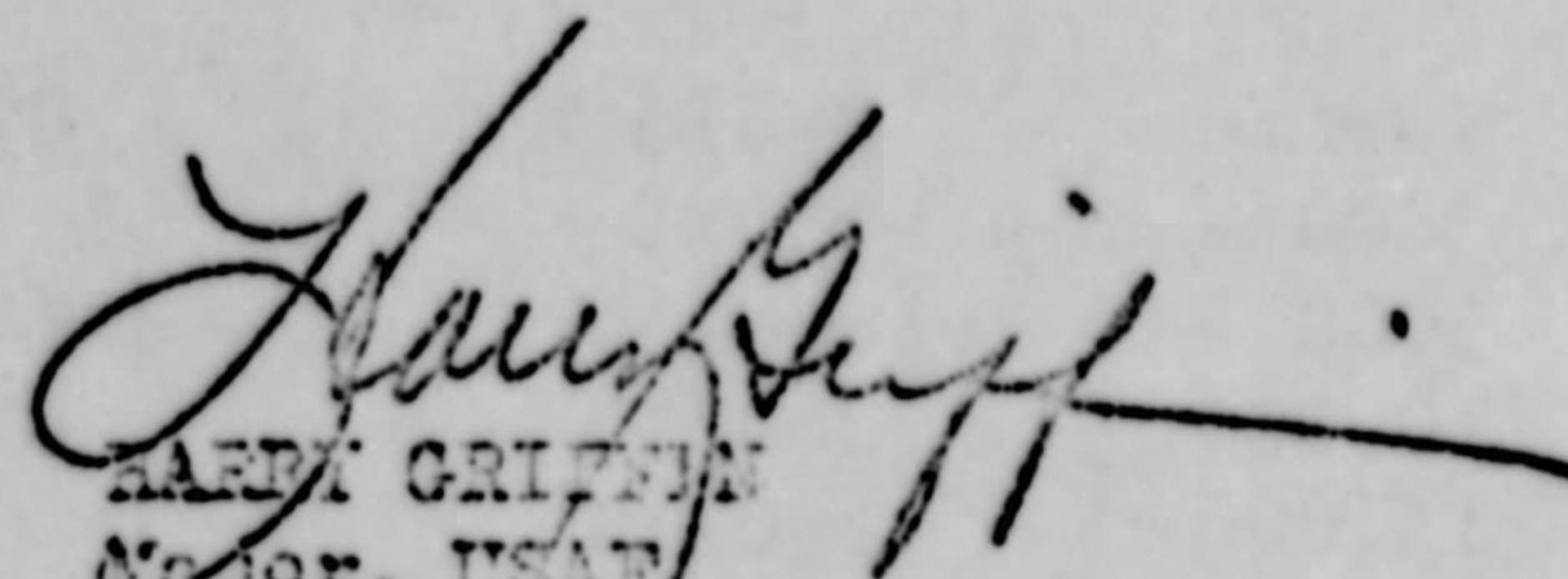
On 17 August 1953 at 2055 hours local time, [redacted] and [redacted] were looking for the Little Dipper when they saw the flying object. It appeared as a bright reddish glow heading from the North to the South and parallel to highway 43, on the East side. Object was traveling at a high rate of speed and at a fairly high altitude. Both observers agreed that this object far exceeded the speed of jet aircraft they had seen in this area. Duration of the sighting lasted for approximately three seconds. Neither of the observers saw or heard any aircraft in the area at the time of the sighting. There was no sound associated with this object nor did it appear to be a meteor or a star. Location of the observers at the time of sighting was in Satsuma, Alabama, latitude 30 degrees 51 minutes North, longitude 88 degrees 03 minutes West. Reliability C-3.

Reliability of observers is as stated above.

No interception was attempted since the sightings were late in being reported.

The weather is reported as in Inclosure #7.

FOR THE COMMANDER:


HARRY GRIFFIN
Major, USAF
Intelligence Officer

*Evaluated as not extra (meteor), because of the distance
at the time of sighting of a "meteor shower".
DWB.*

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DATE	WIND HT	WIND DIR-SPD	TEMP	DEW-PT	WSBY	SKY CONDITION
31 July 2030 HR	Surface	Calm	78	72	9	25,000 scattered
	3000	170/5				
	5000	140/10	63			
	10,000	110/15	64			
	15,000	130/10				
	20,000	170/15				
1 Aug 2030 HR	Surface	240/6	82	74	10	Clear
	3000	180/10				
	5000	150/10	61			
	10,000	140/10	46			
	15,000	120/15				
	20,000	160/15				
2 Aug 0030 HR	Surface	260/5	80	74	10	Clear
	3000	180/10				
	5000	170/15	59			
	10,000	190/10	45			
	15,000	160/5				
	20,000	170/10				
2 Aug 1730 HR	Surface	240/8	87	73	12	2500 scattered
	3000	250/5				25,000 scattered
	5000	270/10	64			
	10,000	260/10	61			
	15,000	190/10				
	20,000	170/10				
17 Aug 2055 HR	Surface	040/8	82	71	10	25,000 scattered
	3000	160/5				
	5000	120/5	64			
	10,000	020/5	48			
	15,000	200/5				
	20,000	250/10				

UNCLASSIFIED

End 7'

Mexican Adventure

By Desmond Leslie

Flying Saucers are still news. *World Science Review* is frequently asked to publish articles on this contentious topic and we here give, without comment or necessarily agreeing with the opinions expressed, the author's report on one of the investigations made during a recent tour of the Americas, where he addressed numerous meetings and spoke on thirty radio and T.V. circuits about flying saucers.

SALVADOR VILLANEUVA IS ABOUT forty years old. He has a wife and seven children. He neither smokes nor drinks and is well respected in his Mexico City home. By trade he is a driver: owning a car which he plies for hire mainly to tourists.

For some time he feared to tell of his strange experience lest people thought him deceitful or mad (how often have we heard this fear expressed!) But when the Mexican papers began a series of articles on flying saucers, he took courage and wrote to the journalist concerned asking for an interview. Since that day he has been subjected to all manner of tests for his integrity and accuracy as a reporter. He has come through them all with full marks.

Breakdown

Between August 17-20, 1953, Villaneuva was employed by a couple of Texan tourists to drive them from Mexico City to the Texan Border. After covering about sixty miles successfully, they had just passed Ciudad Valley when horrible noises came from the crankshaft and the car ground to a halt. Examination showed that oil had leaked from the differential and it soon became obvious that the car would go no further, not that night at any rate. The Texans were angry. They unloaded their baggage, engaged another car and drove off without paying. Salvador tried to obtain help but without success. By then it was beginning to rain so he decided there was nothing for it but to spend the night in his car and make arrangements for repairs in the morning.

A little later, about six p.m., he crawled under the car for another look at the damage, in the faint hope he might be able to do something to get himself away from this lonely spot. While he lay on his back beneath the car he became aware that he had company.

Small Men

Right by his nose were two pairs of feet. The feet and the legs—what he could see of them from his prone position—were normal except that they were encased in a substance like seamless grey corduroy. Salvador scrambled up to find himself face to face with a couple of pleasant-looking men no more than four foot six in height. Now, in Mexico, there are many short people. Many of the peasants do not exceed four and a half feet, so Villaneuva was not unduly alarmed. He noticed they were both clad from neck to the tips of their toes in this one-piece grey material, broken only by a wide perforated shiny belt. Round their necks they wore metal collars and, on the back of their necks a small black shiny box.

Under their arms they carried helmets similar to those worn by jet-pilots or American football players, so he assumed them to be some kind of aviators who had landed nearby.

The men smiled at him and one opened the conversation:

"Are you having trouble?"

"Yes," answered the driver, "my differential has broken, as far as I can see."

Odd Accent

The man who addressed him smiled sympathetically and spoke of one or two casual things. He asked Villaneuva a little about himself, and he seemed quite friendly. The driver, however, noticed that this man had a peculiar accent as though he seemed to be stringing words together. His companion said nothing, but occasionally smiled or made other expressions suggesting he understood, so Salvador asked: "Doesn't your friend speak Mexican?"

"No, but he is able to understand you."

he invited the two visitors to shelter with him in the car. When they were inside they continued the conversation.

"Are you aviators?"

"Yes, we are."

"Is your plane near here?"

"Not very far."

"Where have you come from, if I might ask?"

"We have come from very far."

And they smiled.

Still he felt there was nothing wrong until, as the night descended, his strange new friend betrayed by his conversation that he knew far too much for an ordinary man, not only about this world but about others also. He spoke of places and cities and people that made Villaneuva a little afraid. Finally, somewhere around dawn, he asked him the question that was creeping into his mind.

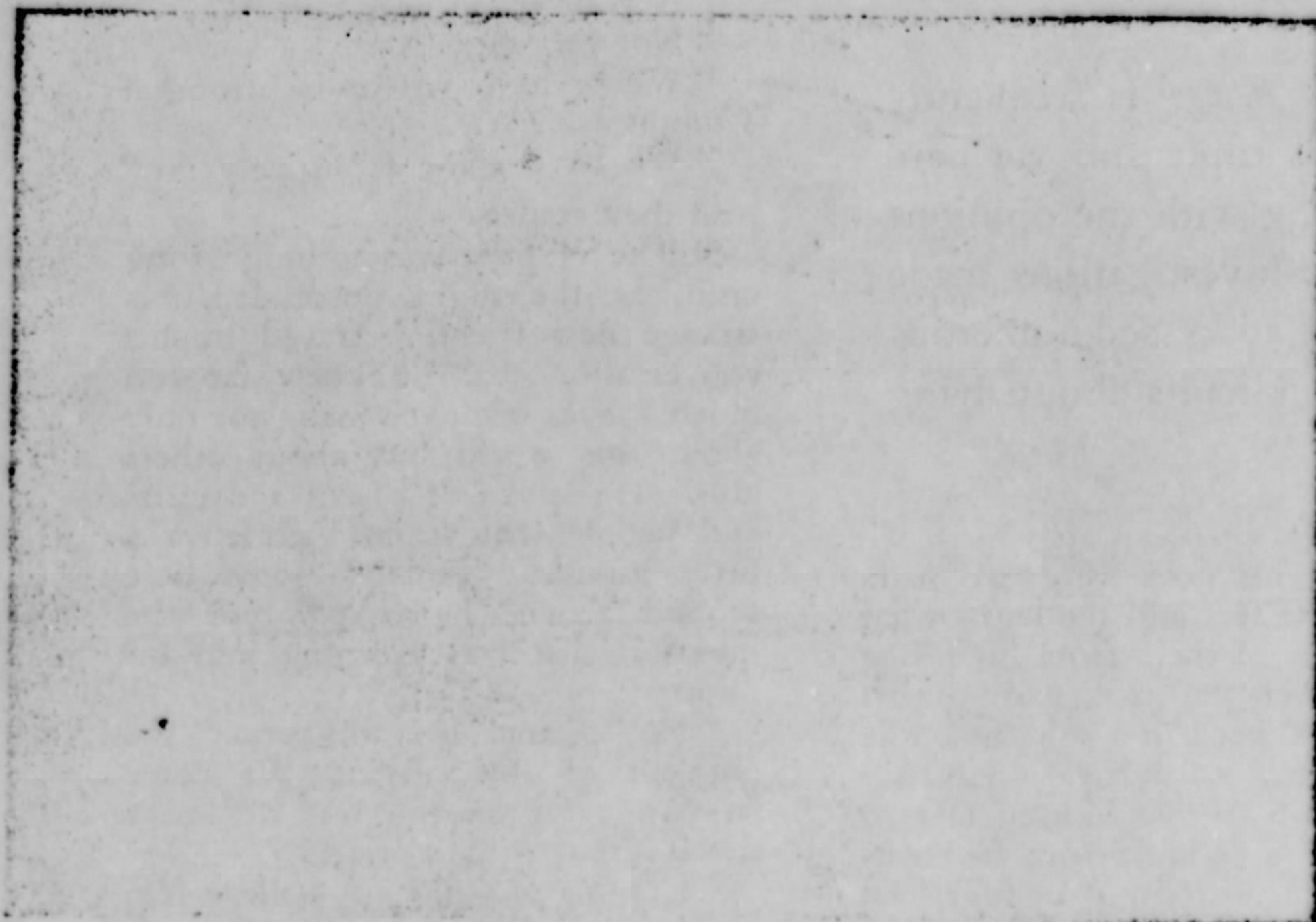
"No," came the answer, "We are not of this planet. We come from one far distant, but we know much about your world."

Of course, he did not believe him right away. At first he felt they were playing some kind of practical joke on him, and the second man's silent smiles irked him. Several times during the night he accused them of 'taking the mickey out of him.' Poor Villaneuva! By the time dawn broke he was a very confused man.

Invitation

After sunrise, his companions said they must leave. Then they asked if he would care to see their machine. Still faintly hoping to find a conventional aircraft with wings and propellers Villaneuva agreed to follow them. They led the way through the bushes across a rather swampy piece of land for about half a kilometre. Onwards they walked, his two visitors marching ahead of him. The ground became wet and treacherous; he was sinking into muddy pools, sometimes almost to his knees. But the men in front—his eyes popped—the men in front were not sinking at all. When their grey-clad feet touched muddy pools the mud sprang away from them as if repelled by some invisible force. No dirt ever seemed to come in contact with them and they remained unspotted although his own boots were by now caked in mud.

He hesitated. The men in front turned and smiled encouragement. So he plucked up his courage and followed through the rain-soaked scrub. Their feet fascinated him. What incredible force allowed them to walk over muddy pools uncontaminated? And what—again he felt afraid—what strange force caused their perforated belts to glow with their own light each time this happened?



Flying Saucer photographed by George Adamski, California, 1952. This is probably the most discussed flying saucer picture issued.

The "Saucer"

Suddenly they came out into a kind of clearing. There it stood, a great shiny craft unlike anything the simple Mexican had ever seen. In form it had the shape of two huge soup plates joined at the rim. Above it was a shallow dome with portholes. The entire structure, about forty feet across, rested on three giant metal spheres or landing balls. Unless this was some secret invention from the United States, it was surely a ship from another world.

As they approached a faint humming came from within the craft and a portion of the lower hull opened outwards, much in the manner of the rear entrance to a D.C.4, so that the inner side of the panel formed a staircase to the craft and the supporting cables became handrails. The two men went up the short flight of steps, pausing on the top to turn and look at their earthly companion.

"Would you care to come inside with us?" came the invitation.

Villaneuva could only shake his head. His wife, his family, his job, his home and all the things he knew and loved suddenly seemed very real. No, he would be afraid to leave them for something alien and utterly beyond his understanding.

He turned and ran.

When he regained the road he was gasping for breath. He could hardly believe his own senses. That this should have happened to him! Impossible!

Pendulum Motion

Then he took a glance back the way he had come. Something was hanging back there among the bushes; something light was appearing. Something glowing white rose slowly into view, hovering for a moment, then gaining speed it began a kind of pendulum motion, a backwards and forwards arcing movement, like a falling leaf going up instead of down. It attained an altitude of several hundred feet by this method; then, glowing brighter, shot up vertically with incredible speed. In seconds it was lost to sight. Only a faint swishing sound marked its passage.

Villaneuva told no one. He had work to do. His car needed attention and it was the next night before he got back to his home. His wife at once noticed his strained appearance and asked him what was wrong. Making quite sure none of the children were listening, he told her, faltering and hesitant, convinced she would consider him insane.

"No," she replied. "I do not think you insane. I know you. You are my husband and you would not deceive me. But others—others will not believe you. Promise me you will tell no one."

Thus Salvador Villaneuva kept the mystery to himself until a series of open-minded articles by Enrico Espinosay-y-Cossio prompted him to tell others of his experience. To date he has not seen his visitors again. (Another man in Mexico has since then had a more amazing experience).

A Reliable Man

When I visited Mexico in November, 1955, I sought out the group of journalists and investigators who had been probing Villaneuva thoroughly since the occurrence. They were most helpful and arranged a meeting with an interpreter at which I could interview him personally. He gave me every impression of being a trustworthy reliable human being, the kind of man you would trust to take your jewellery to a bank or to look after your children if suddenly called away. I liked him very much, and I thoroughly believe his story.

But I am not alone. All who have investigated him have come to the same conclusion. On one occasion Mr. and Mrs. Charles Reeves, ardent researchers from Ohio, took Villaneuva with a group of investigators and journalists to find and establish the place of contact. They found the pull-in beside the road where he had parked the broken-down car, and after a little recollection Villaneuva set up with his stick the line of direction where he remembered seeing the ship take off.

Landing Place Discovered

The party followed this line until they came across a clearing where bushes and sticks had been broken down by some heavy object within a circle roughly 40-50 feet in diameter. Later, one of the party secretly moved the stick about fifteen degrees, and when they regained the road, asked Villaneuva to re-confirm the direction. He studied the line of sight carefully and moved the stick back about fifteen degrees to its original position. He was quite certain, he said, that this was the true direction because he had noted the exact background in the distant landscape against which the saucer had first appeared on take-off.

Now such powers of observation may seem remarkable. But I had a chance to see them demonstrated for myself when we took the mountain

roads. At times our wheels were but six inches from the edge. But I never felt afraid for I sensed that here was a man who knew exactly what he was doing and whose sight and judgment were above average.

Out on the road he related and re-enacted the story to his examiners without change or contradiction. The whole episode was still vivid in his memory. He knew what he had seen and heard; just that and no more. A practical working-man he had learned to use his eyes, and he was not in the habit of being deceived.

When I showed him the photos of the Adamski saucer he said that though it was similar to his ship there were several major differences: for example, the double convex hull and the curved underside. He did not believe his visitors were Venusians. They were small and clad in this one-piece gray garment covering the feet as well as the body. He had the impression from their talk, though they did not name any planet, that they had come from somewhere much further than Venus, maybe from worlds beyond our vision entirely.

Then, without his direct awareness, I asked him to give me the 'Key.' By this I mean that every man who has received a true and physical contact with men from other worlds has been given a certain 'Key' whereby it shall be known that he is speaking truly. No man, though he lived a hundred years, could ever stumble upon this key by guess or chance. At best it is a simple countryman. Unless Villaneuva had spoken to a spokesman in truth he could not have passed it. Possibly I am the only 'layman' to hold it. It is the 'Key' which all falsely claiming contacts through vain or neurotic reasons fail to give.

Villaneuva gave it in full without any hesitation. But obviously I cannot give out its nature or it would lose all value on future occasions.

NOTES:

Again we come across the invisible repulsion field so common to contacts (i.e. Bethurum, Gaiberra, Turin, Adamski) this time operating on the visitors' bodies to prevent muddy feet and sinking in the ooze.

We have the 'falling leaf' or pendulum motion, described by so many close witnesses. This is now believed to be due to some kind of fluctuation on the ship as it 'falls' from one magnetic line to another while near the earth's surface.

The costumes again suggest a simple, comfortable, utility working garment. The luminous belt and the helmet carried under the arm are, however, new additions to the space-wardrobe. There seemed to be some connection between the glowing of the belt and the power necessary to keep the wearer from sinking into the mud.

The ship, though of polished shiny metal when grounded, glowed with a bright white light on climbing, a light which increased with the speed of ascent. Another common occurrence.

A Reliable Man

When I visited Villaneuva, I found a man of considerable intelligence and a very reliable man. He had been a pilot in the Italian Air Force and had been a member of the Italian Air Force. He had been a member of the Italian Air Force and had been a member of the Italian Air Force. He had been a member of the Italian Air Force and had been a member of the Italian Air Force.

WORLD SCIENCE REVIEW

18 AUG 53
NEW HAVEN, Conn

CRIFO NEWS LETTER

MISSILE PIERCES METAL SIGNBOARD BREAKS SUMMER LULL:
On August 19, a small red disc like a fireball, pierced a metal signboard near New Haven, Conn. The object continued its horizontal flight before disappearing vertically. The Defense Dept. told me that "investigation did not substantiate claim", but I later learned that a Milwaukee laboratory, who examined the evidence said that the object left traces of copper, which ruled out the meteorite explanation!

MUSSEN

1953

SAFIS-3/Maj Tacker/jmd/33328

15 April 1958

Dear Mr. [REDACTED]:

This is to acknowledge your letter of 18 February 1958 concerning unidentified flying objects and the spectographic analysis of metallic fragments by the Bendix Aviation Corporation.

The person who sent these fragments to the Bendix Corporation identified them as fragments from a flying saucer.

The Bendix Corporation did not identify them as part of a flying saucer. Bendix reported only on the metallic content of the fragments as copper or copper oxide, a common metal.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Executive Officer
Public Information Division
Office of Information Services

Mr. [REDACTED]
[REDACTED]
Port Washington, New York

cc: Mr. Heatt

COMEBACK-SAFIS-3
READER-SAFIS-1
STAYBACK-SAFIS-3

ROUTING SLIP		NEVER USE FOR APPROVALS, DISAPPROVALS, CURRENCES, OR SIMILAR ACTIONS	
1 NAME OR TITLE	MAJOR L. J. TACKER	INITIALS	CIRCULATE
ORGANIZATION AND LOCATION	SAFIS-3 - OSAF	DATE	COORDINATION
2			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE
Port Washington, N.Y.			
REMARKS <i>[Redacted]</i> Believe this should be answered as follows: <i>addressed to Dept of Defense,</i> 1. Your report of A UFO sighting in XEF 1955 has been received and will be added to other aerial phenomena reports which are under constant study by the Air Force. 2. With respect to the fragments examined by the Bendix Aviation Corporation, the person who sent these fragments to the Bendix identified them as fragments from a flying saucer. The Bendix Corporation did not identify them as a part of a flying saucer. Bendix reported only on the metallic content of the fragments. Your information was apparently obtained from science fiction magazines. The Air Force is not responsible for the statements, speculations, or conclusions contained in them. Etc. <i>You have evidently sent him a late release before.</i> (copy requested)			
FROM NAME OR TITLE		DATE	
<i>[Redacted]</i>		18 Mar 58	
ORGANIZATION AND LOCATION		TELEPHONE	
AFGIN-4X3		55266	

DD FORM 95
1 FEB 50

Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

☆ GPO : 1954-O-403461

ECLIPSE - PIONEER

DIVISION OF BENDIX AVIATION CORPORATION

TEKENBURG, NEW JERSEY

11/10/53

Spectrographic Laboratory

Please furnish a spectrographic analysis of the following

Identification-----Fragment Fr. Flying Saucer

Material-----Unknown

Elements to be checked-----All

Date-----11/10/53 *J. C. [signature]*

Plate No. 546

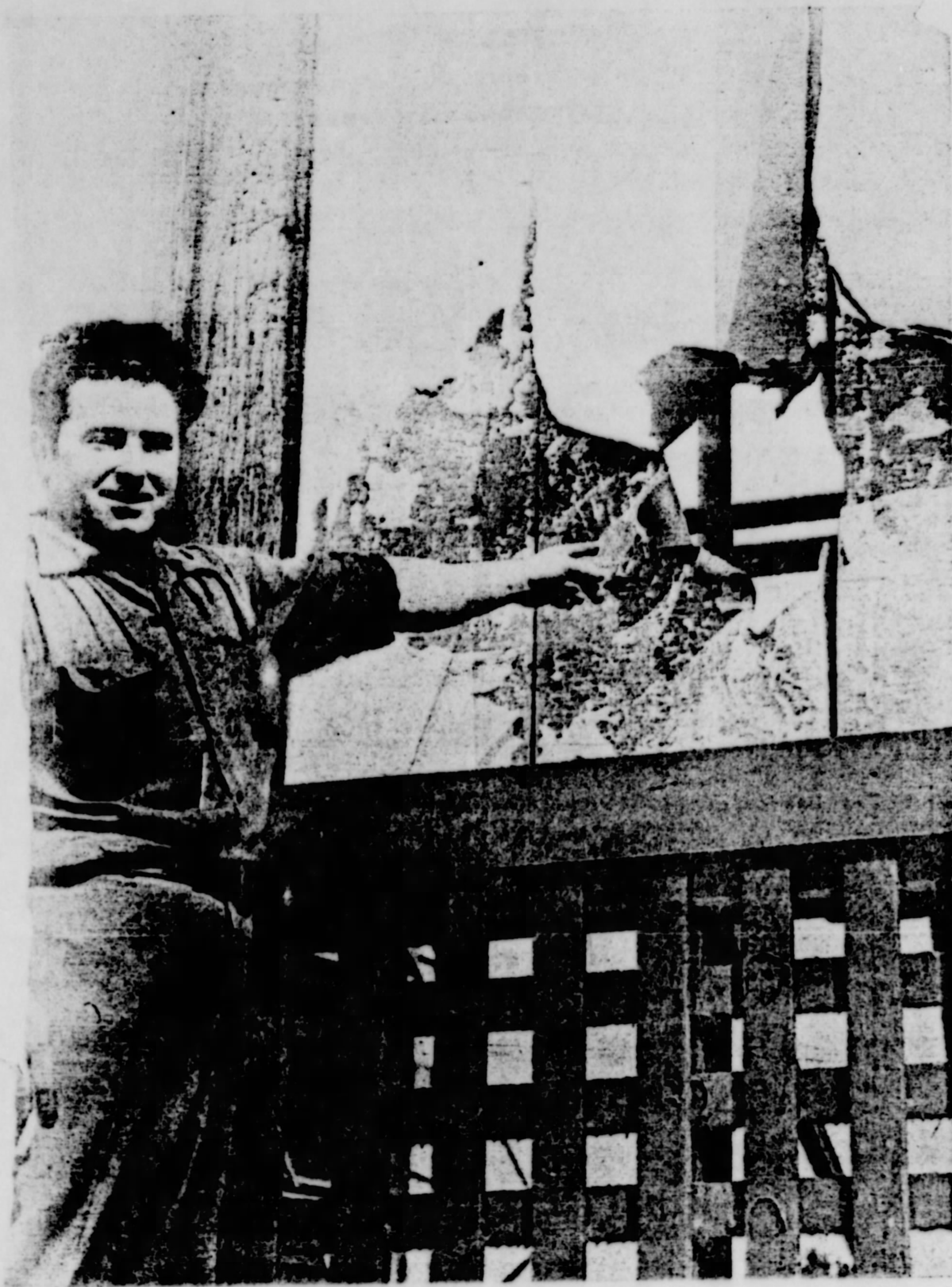
Remarks-----Copper-----Copper-----oxide

Date re-tested-----11/10/53 -----Signed By *[signature]*

Spectrographic No. -----

Form No. 2077

Spectrographic analysis of metallic fragments of a UFO. Apparently these were deposited by impact of object as it tore through signboard at New Haven, Conn. COURTESY AUGUST C. ROBERTS





Joseph Barbieri examines hole made by "UFO" in signboard at New Haven. A. G. ROBERTS PHOTO

not know what to think.

"Then it happened!

"Exactly as I had described, a white globe with great brilliance appeared parallel with the horizon. It followed a zig-zag path for quite a distance and then began to slow down and disappear.

"At last we had done it! This was the signal of a space ship from another world. We had established contact!

"Had the other group made contact? We wondered. Did they see the signal too?

"As we approached the car, we heard the group calling us. They, too, had made contact. They knew it was a signal.

"The most amazing thing, however, was that a member of the other group also had received a telepathic message that a signal would come and where it would appear.

"When both groups were together, a thought seemed to prevail unanimously—a space ship would approach at around eleven o'clock.

"Our groups went back to their places again. We waited to see if a space ship would come that night.

"The time was 10:33 P.M. Shortly a glowing object appeared out over the gulf. It came closer and performed some unique maneuvers. It had appeared at exactly the same place where the signal was last seen.

"On and on it came. We finally were able to steady our binoculars on it. It had a dome and flat bottom. We no longer felt the cold wind nor heard the roar of the gulf.

"It was a space ship from another world!

"It was not coming toward us, however, but was approaching the car. We would have to start for the car so that we could meet the ship there.

"As we moved rapidly for the car, something happened. The space ship was now moving away! Gradually it disappeared from sight. Our hopes fell. But then we turned. Down the beach a car was approaching.

"Several times during the craft's approach, automobiles came into sight down the beach, and each time the object would mysteriously lose its luminosity.

"Then the object again came nearer—and then it hovered. This time it did not lose its luminosity. A car was coming down the beach. We couldn't understand why the object did not again disappear.

"The car drove up to us and kept its

lights on. It was the *State Highway Patrol*! Our first thought was to keep them from seeing the object, so John McCoy and David Piller walked over to the left side of the car hoping to block their view of the object. At the same time I ran over to the driver's side. A highway patrolman was driving. Inside with him were two deputy sheriffs.

"The officer asked me what we were doing. (And I shall have to admit that we were a bit suspicious looking with the long overcoats and no fishing tackle or the like.)

"We are conducting experiments,' I replied.

"What kind of experiments?"

"Scientific experiments,' I told him.

"All three officers got out. They marched to the front of the car, keeping their eyes constantly upon us. I hope I will be forgiven at this point if I do not go into a description of the words and thoughts that transpired during the next few minutes. I did get one definite impression, however—and it was that it would not be very long before they had us in the car if we did not tell them what we were doing.

"So I told them: 'If you really want to know what we are doing, we came out here to contact flying saucers, and we have already made contact. In fact,' and here I pointed to the space ship, which was hovering behind and to the right of them, 'you can see it hovering there right now.'

"They did not laugh. They did not even crack a smile. They were too startled at such an amazing sight.

"One of our group handed the highway patrolman John's pair of 8x binoculars. The officer walked over to the side of the car and leaned on it. He stared at the saucer for fifteen or twenty minutes. I have never seen anyone so amazed. Then patrolman, Don Hoyd, cut off the lights of the patrol car. The window next to him was open, but he did not even move his eyes or binoculars off the craft for one second—he just reached through the window and cut the lights off.

"Several times while he was viewing it through the binoculars, some of us would go and talk to him, but he would not answer us.

"As some of us were talking to Deputy Ray Hoyd, Don his son, exclaimed that the object had a dome on top and was flat on the bottom. Hoyd assured him that he

AF

Feb. 18, 1958

~~████████████████████~~ 22
Port Washington, N.Y.
~~████████████████████~~

Department of Defense
Office of Public Information
Washington 25, D.C.

Dear Sirs:

A time ago I asked for information
on UFO's. You said that not even
a minute fragment of a so-called
fley saucer was ever found.
I have that statement underlined
The Division of Bend Aviation Corp.
Teterboro, New Jersey has some
fragments of a fley saucer that
crashed through a signboard in
New Haven Conn. I also have
proof of this on 2 sheets of paper.
Could you explain ~~that~~ you said
this? I would like you to
send more information on UFO's.
What I need more than anything
else is a picture of a person from
another planet. Could you please send
me one?

I have heard about people
going to other planets or have
at least gone into outer space
like ~~James Cameron~~. I would
like you to explain how you feel
about this. I would appreciate it
very much if you would do this for
me.

Very Truly yours,
~~Robert~~

July 29, 1957

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

Dear Captain Wallace W. Elwood

Received your letter of May 9, 1957 containing a news release dated October 25, 1955 concerning information on UFO's. I certainly was glad to receive it. All the time I have left from my college studies I spend gathering UFO material. From my study of many sightings I would like a few questions answered concerning some of the reported unknowns observed. The following questions are just a few that I would like answered concerning what the Air Force's conclusions are on these sightings.

1. What was the object chased by Captain Thomas F. Mantell Jr. and his two wingmen Lt. A. W. Clements and Lt. B. A. Hammond over Kentucky on January 7, 1948 that ended in Capt. Mantell's death?
2. What was the Air Force's explanation of the "Montana Movie" taken on August 15, 1950 by ~~Warrent Officer Delbert C. Newhouse~~?
3. What was the Air Force's explanation of the "Tremonton Movie" taken on July 2, 1952 by Warrent Officer Delbert C. Newhouse?
4. What were the objects that flew over Washington D. C., during the month of July 1952?
5. What is the Air Force's explanation of the seven objects observed by Captain ~~James J. [redacted]~~ and eleven crew members and the 51 passengers aboard their British Overseas Airways Corp., Stratocruiser, The Centaurus on June 30, 1954 near Goose Bay, Labrador?
6. Why did the objects vanish into the larger ship when sabre-jets approached to investigate the strange escort?
7. What was the little object that soared through the downtown streets of East New Haven, Connecticut and pierced a metal billboard and vanished into the sky on August 19, 1953?
8. What are the "Green Fireballs" so often observed in the western portion of the United States?

Aerial Phenomena Research Organization

ALAMOGORDO, NEW MEXICO

20 April 1960

1953

CONFIDENTIAL

Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

Gentlemen:

I am writing you in reference to some residual material which was recovered from a UFO which exploded and burned at Ubatuba Beach, Brazil during September 1957. I believe Major Tack has forwarded our initial correspondence concerning the matter.

A misunderstanding concerning AFR 200-2 which we entertained temporarily has now been dispelled and we are ready to work out a basis for cooperation. We are enclosing the current issue of our Bulletin which gives an account of the Ubatuba incident in general terms. A technical report of a very thorough nature is being prepared by Dr. [REDACTED]. We will forward a copy to your office when it is finished if you wish. This should furnish you with enough background to enable you to decide what more can be done in the way of analysis. May we have your comments and/or suggestions?

In addition to the Ubatuba mg, we have some residual material which was left imbedded in a signboard in New Haven, Connecticut in 1953 when a UFO penetrated it. Was this incident investigated by ATIC? Was ATIC able to obtain some of the material for examination? If not, would you like some of ours?

Sincerely,

[REDACTED]
[REDACTED]
Director

CEL

cc: Major Tacker
Washington, D. C.

AEROSPACE TECHNICAL INTELLIGENCE CENTER
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE
OHIO



REPLY TO
ATTN OF: AFCIN-4E2

SUBJECT: Aerial Phenomena Research Organization (Mrs C [REDACTED])

4 MAY 1960

TO: SAFOI-3d (Maj Tacker)

1. Reference attached letter with inclosed current issue of APRO Bulletin to ATIC from Mrs [REDACTED] of the Aerial Phenomena Research Organization, dated 20 April 1960.
2. ATIC is interested in any physical evidence or data which will assist in determining the cause for a UFO sighting. It is suggested that APRO be requested to forward a sample of the material and the technical report concerning the Ubatuba Beach case to ATIC. The names and specific qualifications of the persons involved in the analysis should accompany the report.
3. A search of reference material in the AMC technical library failed to reveal the name of Dr [REDACTED], Dr [REDACTED]s, or any of the persons mentioned in the article on the incident carried in the APRO Bulletin.
4. For your information, the details of the Ubatuba Beach sighting closely parallel the circumstances of a case which took place near Maury Island, Washington 21 June 1947. This case is discussed on Page #31 of the book "The Coming of the Saucers," by [REDACTED] and [REDACTED]. The Air Force conclusion is that the Maury Island case was probably a hoax.
5. ATIC files reveal no record of the New Haven, Connecticut case referenced in the APRO letter. This case is approximately seven years old and any information which could be derived at this late date would be relatively unreliable and probably quite useless.

FOR THE COMMANDER:

Philip G. Evans

PHILIP G. EVANS
Colonel, USAF
Deputy for Sciences and Components

1 Atch:
Cy ltr 20 Apr 60 fr APRO
w/Atch