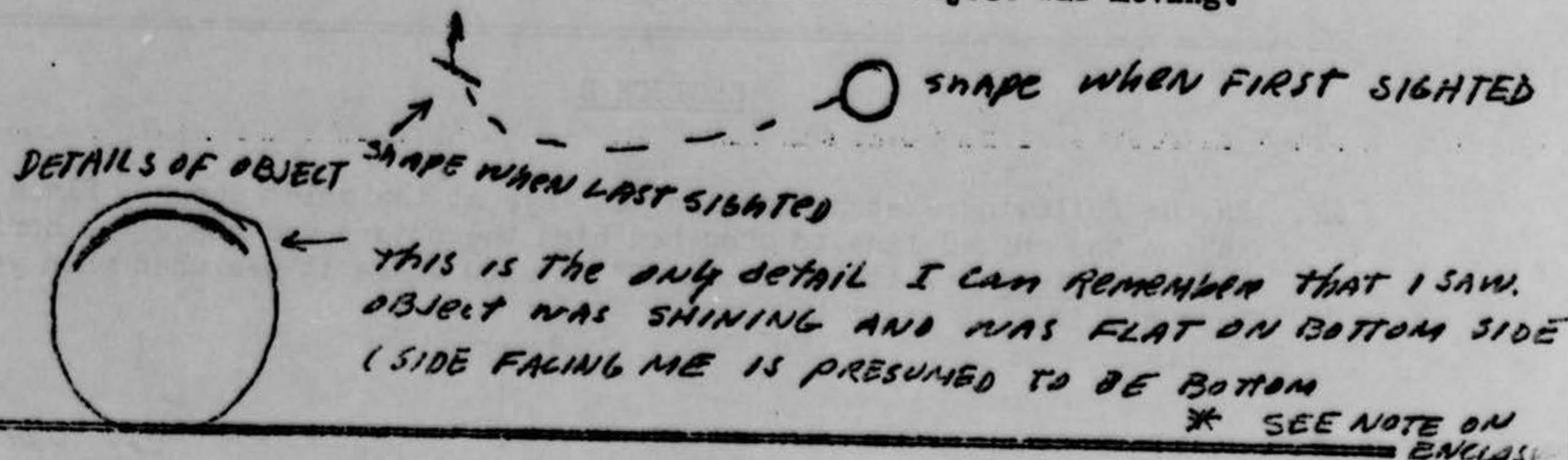


PROJECT 10073 RECORD CARD

1. DATE 23 February 1954		2. LOCATION Washington, D C		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☒ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local <u>2105 EST</u> GMT <u>20/0205Z</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilians (Five)			
7. LENGTH OF OBSERVATION unknown		8. NUMBER OF OBJECTS one		9. COURSE up	
10. BRIEF SUMMARY OF SIGHTING Round ball of light, dull white, speed est 20 mph, no exhaust - loud roar. Appeared to be climbing. Observed at 45 deg elev. Association between sound and sight of object assumed at observers.				11. COMMENTS Meets description of a balloon except for sound. Duration not reported other data indicates balloon. Evaluation is possible balloon.	

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? Object was definitely rigid, solid, metallic, circular shaped from one view and flat from another view. I would not venture an opinion on exactly what it was. I do know that it was not a balloon (see reasons in enclosure) or an airplane.

28. Give the following information about yourself:

NAME
Last Name First Name Middle Name

ADDRESS
Street City Zone State

TELEPHONE NUMBER

What is your present job? MIRA

Age 22

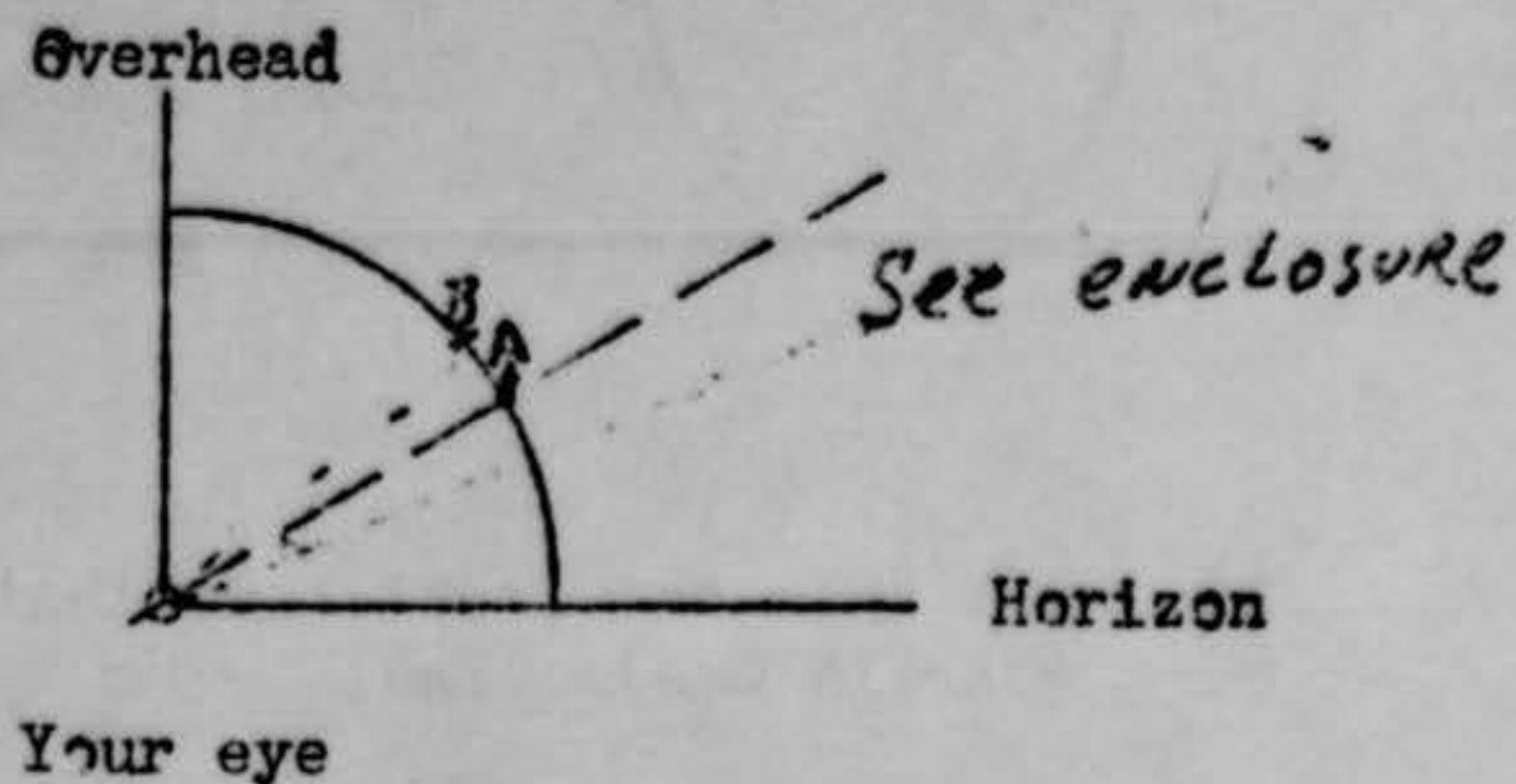
Sex Male

Last School Attended University Of Maryland

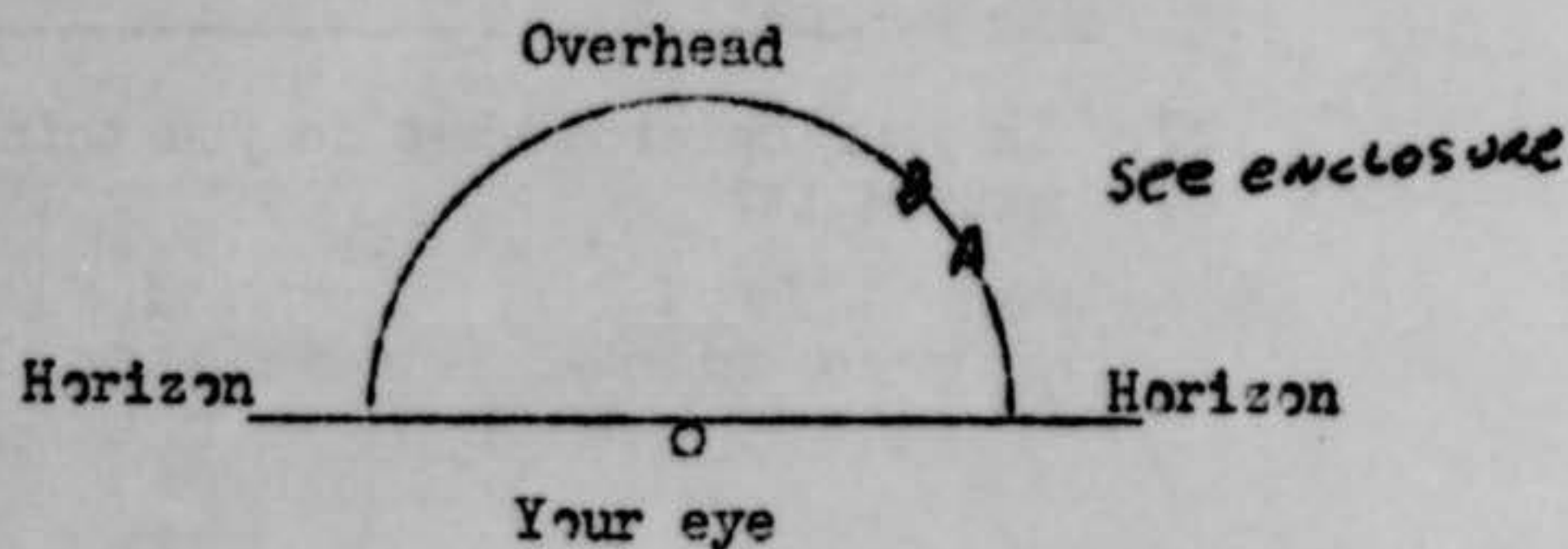
Year of last attendance at this school 1962

SECTION D

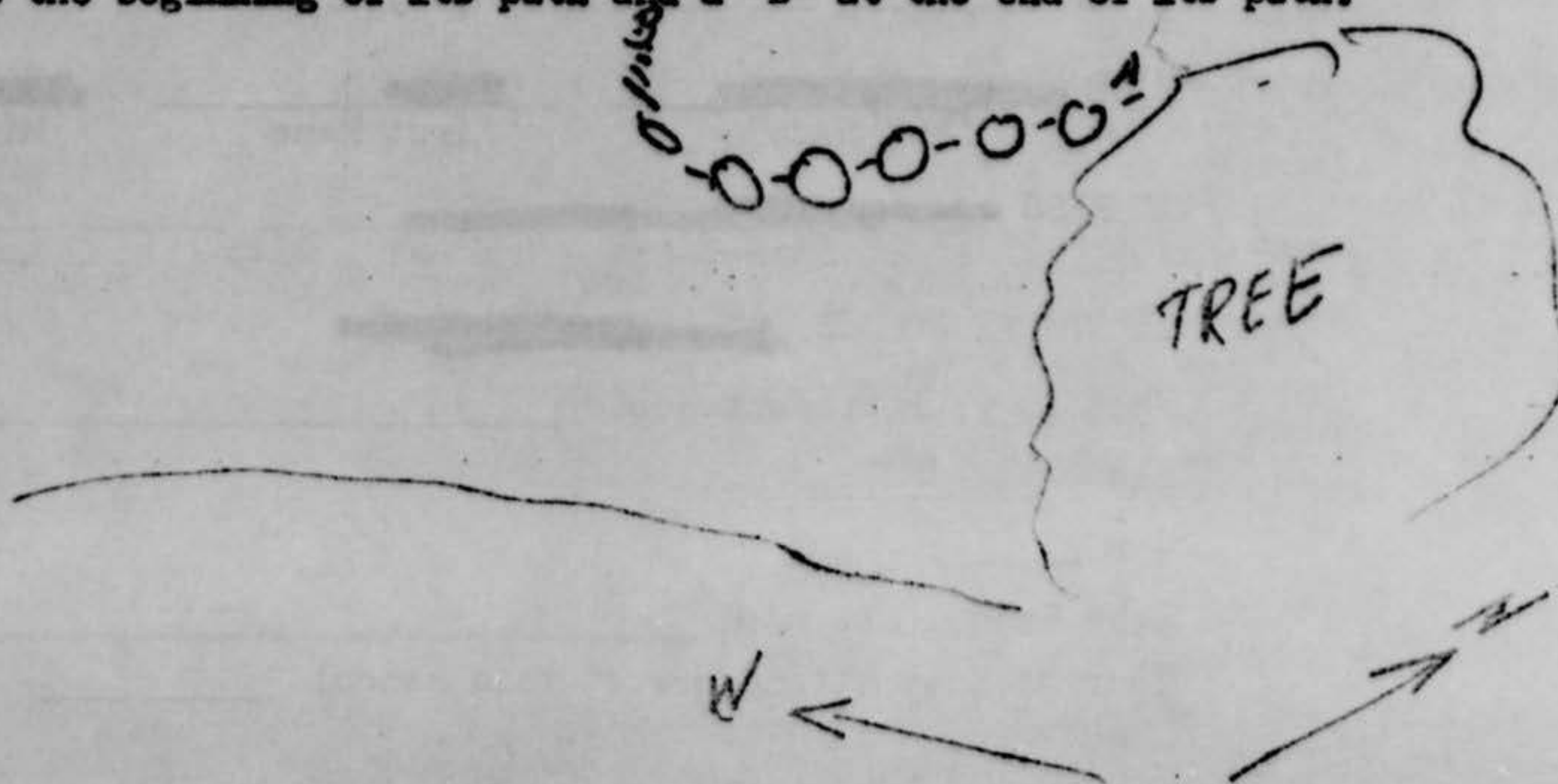
22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you first saw it. Place a "B" to show where it was when you last saw it.



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.



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:

Mrs. [REDACTED]
Can be reached at [REDACTED]
[REDACTED]
[REDACTED]

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

SEE ENCLOSURES

Enclosure to Tentative Observers
Questionnaire

On 23 February 1954 at 1:45 I was waiting for a bus at the stop located at 14th street and Madison on the Mall just East of the Washington Monument.

I had been observing a jet airplane at very high altitude for about seven minutes. It had been executing some "S" turns off toward the East and then headed north and turned in a wide curve and headed due West. This jet was just a speck to my vision and was leaving a vapor trail during the entire period of observation. One of the fellow passengers of the bus on which I travel home approached and began to observe the jet plane also.

Suddenly an object came into view and she (the passenger) called my attention to it. She saw the object about one second before I saw it. The object appeared round and extremely well defined. It appeared to be at quite a distance from us (possibly four miles). It was traveling in a South-westerly direction when first sighted and curved off into a North-westerly direction toward the jet plane. The object had some details on the side facing us (bottom). All I can remember was seeing an arc along the upper part of the circle which had a slightly larger radius than the circumference.



On 25 February 1954 I spoke with the passenger while we were riding home. She told me that she had seen a series of lines on the object and drew me a sketch which looked like the following:



As the object passed by it seemed to reflect the sun's rays. This reflection reached a peak after several seconds of observation when the object changed direction and went off towards the North-west. The object was seen for several more seconds and appeared to be flat like a wafer. Finally the object faded from sight going in the same relative direction and not changing its attitude. (banked position at about 45 degrees). When it was first viewed it was descending slightly, then it began to climb and turn to the right. The object was headed in the direction of the jet's stern when last sighted. The speed of the object cannot be judged but was far in excess of that of the jet which had moved but a little distance relative to the total distance of the object during the period of observation. The size of the object is judged to be at least several times that of the entire wingspan of the jet. The position of the object was judged to be about 1/2 as far away as the jet was from my observation point but is estimated to have been within a mile of the jet when last sighted.

note: my eyes were checked a month ago and were found to be
OVER

20-10

It is certain that the object was not an airplane or balloon for the following reasons;

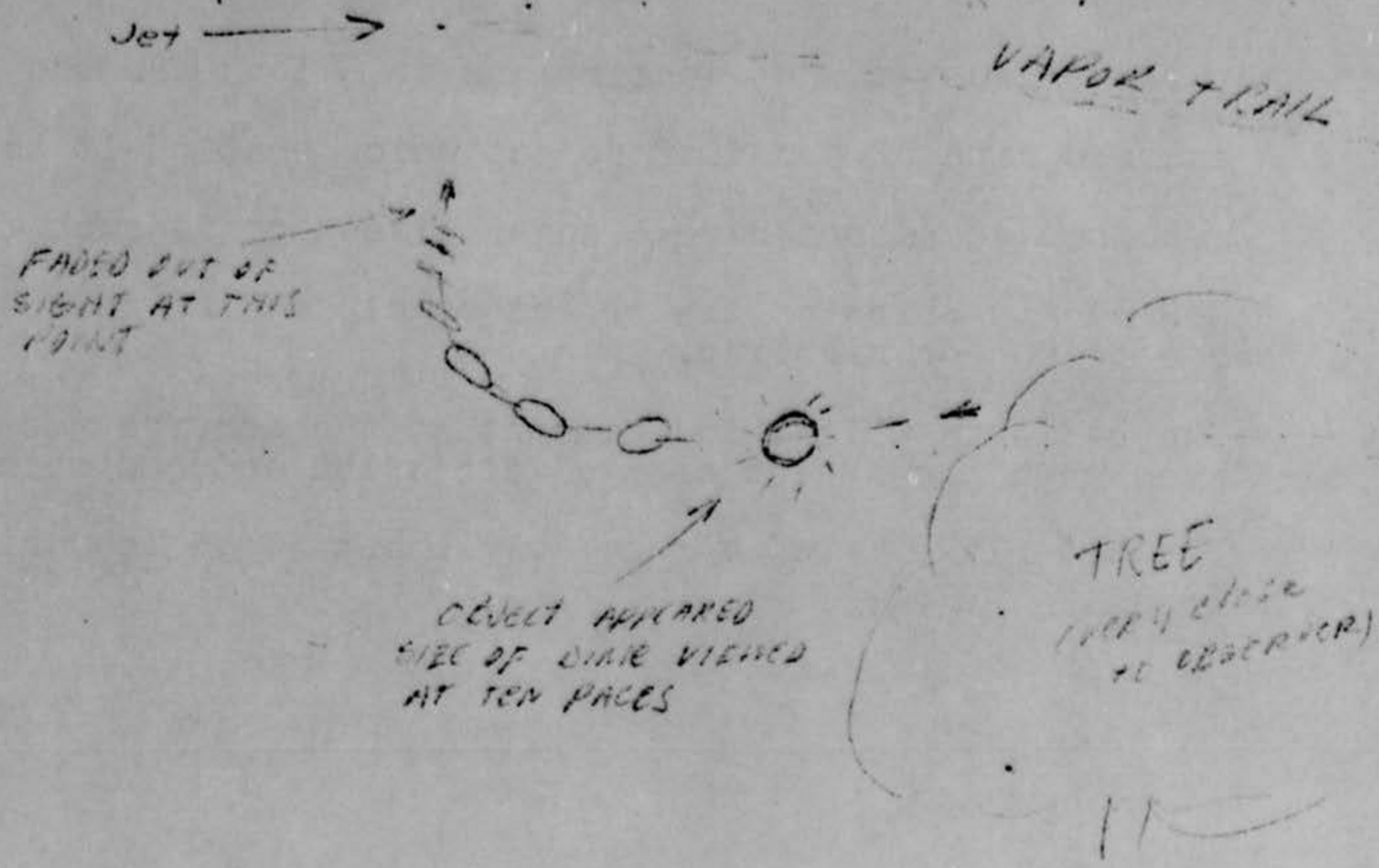
extreme rate of speed of object which enabled it to fade from view in such a short time.

a balloon could not have changed direction in such a manner.

The rigid shape of the object precludes the possibility of its being either a balloon or airplane.

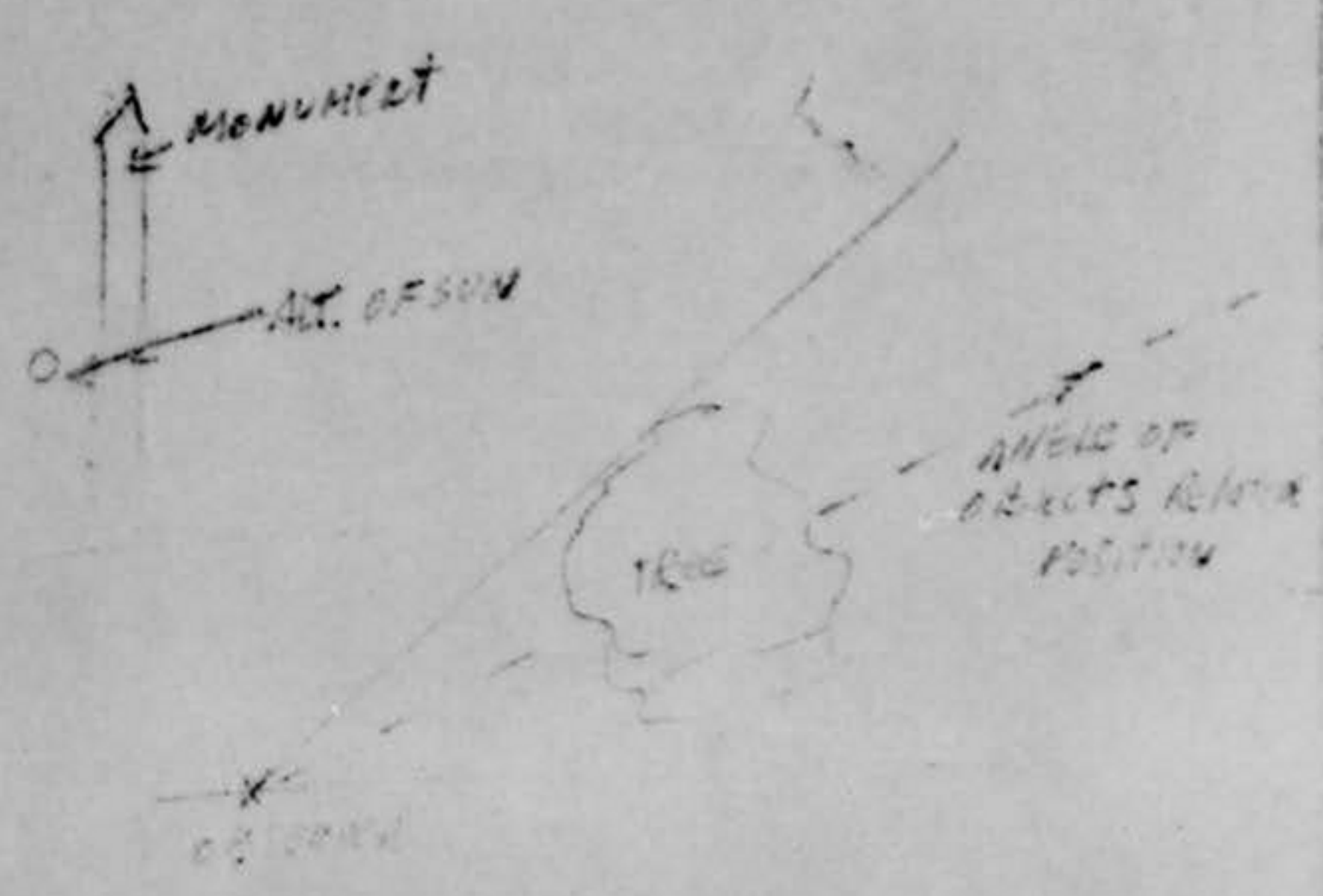
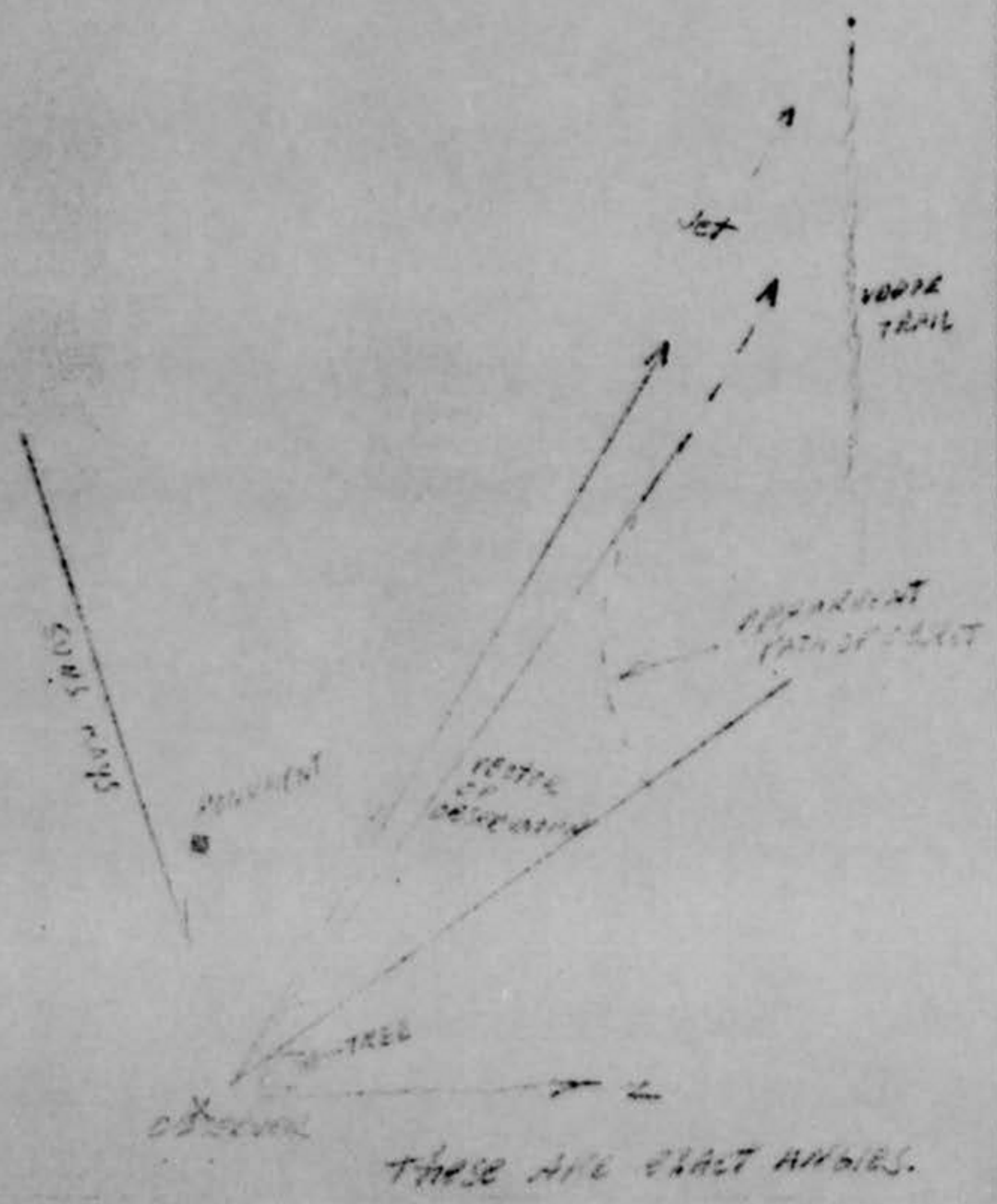
The reflected light indicated that the surface was flat. This was substantiated when the object changed direction and was seen as a wafer.

The jet plane moved a relatively short distance during the time the object was observed.



X

LOCATION
14th + MADISON NW
TIME 1645



THESE ARE EXACT ANGLES.

HEADQUARTERS UNITED STATES AIR FORCE

23/1645 WASH. DIC

Multi ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: (Uncl'd) UFOB Washington, D. C. Area (1645 hours, 23 Feb 54)

TO: Commander, Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio

DATE 10 MAR 1954

FROM: Collection Control Branch
Collection Operations Division
Directorate of Intelligence, DCS/O

AFOIN-1A1/Maj Harlow/71067/ht

COMMENT NO. 1

1. Attached is report on UFOB observed over Washington area, 23 Feb 54.

2. A large weather balloon was released from Silver Hill, Maryland observatory at 1600 hours, 23 February 1954, which may account for the sighting. (Note: This statement is not intended to direct the nature of your inquiry into this incident.)

3. Data for this report was developed by Maj Kissik, Intelligence Officer, Air Weather Service, Andrews Air Force Base at the request of AFOIN-1A1. Weather charts which may assist evaluation of this sighting are attached.

4. Attached ATIC form for detailed interview on UFOB is the last copy available in AFOIN-1A1, request new supply be furnished.

10 Incls

1. Tentative Observers Questionnaire, dtd 23 Feb 54.
2. Map 150 MB, 1500Z Tue Feb 23 54.
3. Map 150 MB, 0300Z Wed Feb 24 54.
4. Map 200 MB, 0300Z Wed Feb 24 54.
5. Map 200 MB, 1500Z Tue Feb 23 54.
6. Map 300 MB, 0300Z Wed Feb 24 54.
7. Map 300 MB, 1500Z Tue Feb 23 54.
8. Map Tropopause Chart 1500Z Tue Feb 23 54.
9. Map 500 MB, 0300Z Wed Feb 24 54.
10. Map 700 MB, 0300Z Wed Feb 24 54.

Robert U. Rosner
ROBERT U. ROSNER
Major, USAF

Directorate of Intelligence

COMMENTS REGARDING SPECIAL CASES ON TV PROGRAM

* * * * *

~~REDACTED~~ Washington, D.C., 23 Feb 1954, 1630 P.M.. Silvered colored object, round and solid, and reflecting sunlight...as described by the observer. Found to have been a large balloon, released just a few minutes before from Silver Hill, Md. Significant Point here is this: Observer a govt. employ was near the Washington Monument when he observed this after he quit work at 1600 hrs. Numerous other persons leaving from work were there at that time--YET NOT ONE SINGLE PERSON, other than the observer reported the object. Nor from a number of A/C known to have been in the area. To believe that only he--out of almost a million people would see a strange object over Washington, on a bright, sunny afternoon--strains imagination beyond the breaking point. He also sent in a report on August of this year--which he observed at 100,000 feet, going 1200 MPH, from N. Washington, D. C.

~~Report on object~~

MR. ~~REDACTED~~ observed an elongated object in the dark that appeared to have portholes, with light, coming from them. The object traveled from North to SW. There was a bright, full moon in the sky. Significant Point: On basis of investigation object believed to be an airliner. As shown from many similar reports, windows of airlines give appearance of portholes. Important: Object was observed with binoculars which shows that the object must have been of rather small size to the naked eye.

*Colored Motion Picture Film - 3 a/o + ground
Photographs of UFOs*

**MACON, GEORGIA
INCIDENT
7 - 8 May 1957**

From the testimony of the observers, and general landmarks in the photographs, the direction, bearings and elevations of the objects were determined. It was established that the sightings were observed in the direction of a U.S. Army Proving Ground area a few miles away. Further investigations definitely confirmed that between the 6th and 12th of the month, large scale rehearsals and operations were taking place in the proving-ground area, as part of a joint-defense problem.

A considerable amount of artillery, mortar and anti-aircraft, rocket fire, tracers, and flares, including dropping of parachute types, filled the sky during this period. Aircraft participated. A crowd, reported as 4000 people, witnessed the exercises from within the Army grounds.

REPORT FROM G-2, FT. BENNING, GA.

1. In discussions with Col. H. W. Greer, G-2, it was revealed that extensive operations and rehearsals took place in the Aberdeen Proving Ground Area and vicinity between 6 and 12 May 1957, as part of a Joint-Defense problem.

2. The following participated, or took place:

- a. Army L-20's dropping flares
- b. Firing of 155mm shells and flares
- c. Firing of 4.2mm mortar shells and flares (Note: These give high intensity but short direction lights. The object below the aircraft in some of the frames appears to be an object in this category)
- d. 50mm AA firings
- e. Ground rockets
- f. Extensive use of VT fuses

3. The air was literally filled with shot, shell, flares and tracers (Quoting G-2)

4. Approximately 4000 people in the grounds witnessed the display.

This report was given to Capt. George T. Gregory and Mr. Bilek Armament Specialist.

UNCLASSIFIED

JEPHQ 008
PP JEDEN JEDWP JEPLG 333
DE JEPHQ 78C

FM HQ USAF WASH D C
TO JEDEN/COMAIRDEFCOM ENT AFB COLO
JEDWP/CHIEF ATIC WRIGHT PATTERSON AFB OHIO
JEPLG/COM TAC LANGLEY AFB VA

1/12 [REDACTED] //FROM AFOIN CITE 52783. UFOB. ATTN:ATIAA-2C.
ONE ROUND BALL OF LIGHT DULL WHITE IN COLOR ONE THIRD SIZE OF MOON
AS SEEN FROM THE EARTH WAS OBSERVED FLYING OVER THE CAPITAL TRANSIT
COMPANY LOOP, LOCATED AT THE SEAT PLEASANT-DISTRICT LINE 62ND AND DIX
STREET NORTH EAST. NO AERODYNAMIC FEATURES NOTICED. NO TRAIL OR EXHAUST
NOTED. SPEED ESTIMATED AT ABOUT TWENTY MILES PER HR. ALTITUDE NOT GIVEN.
MANEUVERS CONSISTED OF 45 DEGREE ANGLE UP TO THE SKY, CONTINUED ALONG
THIS LINE AND VANISHED. OBJECT WHEN SIGHTED MADE A DEAFENING ROAR.
OBJECT SIGHTED AT 2105, EST 23 FEBRUARY 1954 BY [REDACTED]
CAPITAL TRANSIT COMPANY BUS DRIVER. RELIABILITY OF MR [REDACTED] UNKNOWN.

PAGE TWO JEPHQ 78C

A VISUAL GROUND OBSERVATION WITHOUT OPTICAL OR ELECTRONIC EQUIP
WAS MADE. FIVE OTHER PERSONS, THREE BEING IN BAKERS BUS AND TWO IN
A TAXI CAB OBSERVED THE OBJECT, WHICH DISAPPEARED BY MOVING PAST AND
OUT OF RANGE OF VISION. NO OTHER AIRCRAFT WAS NOTICED IN VICINITY
AT TIME OF SIGHTING. BY 0650725.

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

JM

UNCLASSIFIED

22 00 101 00 02
DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOR DIB 820810

754-2438-

BALLOON**EDWARDS AIR FORCE BASE
INCIDENT****2 May 1957**

At approximately 0800 in the morning two Air Force camera specialists (on their way to a photo-theodolite station) were startled to see, what they described as a disc-shaped object that glinted brightly in the morning sun. Within a matter of minutes they had set up their specialized photographic device, and commenced taking photographs of the object as they tracked it for approximately 25 minutes.

The two men estimated the object to be approximately 150 feet in diameter and was tracked from West to East.

While a check was being made for all possible aircraft, radar and flight test operators and activities that could provide some data on the probable cause of the sighting, the photos were being carefully analyzed by ATIC. Each photo image was subject to an analysis taking into consideration all the optical characteristics and limitations of the camera, the distances involved, magnification factor of the enlargements, path and characteristics of the object, and the local meteorological conditions in the area.

During this period, radar, aircraft and nearby flight-test units reported nothing was in the area at that time. A reply to a call made to a nearby weather unit had not been received as yet. Meanwhile, screen-sized projections of the 40 odd frames showed that the object went from elliptical to round, back to elliptical in shape as the sun's rays were striking the surface, and was definitely a spherical object.

EDWARDS AFB
INCIDENT

2 May 1957

The optical analysis plot, graphically depicted, indicated that the probable size of the object was between 5 to 12 feet in diameter, and the distance at which it was observed was between 6 to 12 miles.

A reply from the weather unit confirmed that a balloon was released West of the observers, approximately five minutes before they observed it, visually. Further, the balloon was tracked by precise instruments. The elevations, bearings and times coincided almost exactly with those of the camera crew.

PAN-AMERICAN AIRLINE INCIDENT

9 March 1957

At approximately 3 o'clock in the morning of 9 March 1957, Pan-American Airways Flight 257 was speeding through the darkness at 19,000 feet over the Atlantic Ocean with its cargo of sleeping passengers. The aircraft's position was approximately 300 miles west of Jacksonville, Florida, considerably west of its normal course in order to avoid a storm. The captain was [REDACTED] his co-pilot, [REDACTED].

As though coming out of nowhere, a glaring, white dazzling light with a pale-green tinge or halo, suddenly appeared heading toward the airliner at high speed. The flight engineer, [REDACTED], who saw the object bearing down on them at the same instant, caught his breath. For a split second [REDACTED] was bewildered, realizing that he had to act instantly and aware of the tremendous responsibility of his passengers' safety that was in his hands. He felt that he had only one course of action by which to save his passengers and ship: He pulled the airliner up sharply, and took evasive action, pitching his passengers about the careening aircraft. He saw the object slip under his right wing, and knew that the object had missed him.

A number of passengers were injured during the violent maneuvers, and required hospitalization upon landing.

Intensive checks with all military, naval and civil activities in the area ruled out jet aircraft, balloons, rocket firings, or possible "runaway" missiles from Cape Canaveral. The two significant clues given to Air Force investigators was the description of the object (from statements

of the pilot and a number of passengers who happened to get a glimpse of the UFO) which was generally described as "dazzling, magnesium white in color with a greenish tinge;" and, the fact that two airline pilots (one some considerable distance in front of the PAA airliner; the other about 175 miles to the rear), had seen the object at the same instant. This further supports the fact that the objects were not aircraft or missiles.

The Air Force concluded that the object was a seldom-seen form of a meteor, a "bolide," often referred to as a "fireball." The Air Force's analysis was submitted to a well-known astrophysicist, now with the Smithsonian Astrophysical Observatory, at Cambridge, Massachusetts, where it was independently reviewed, and findings concurred with.

*Old "UFO Classic" - Aircraft
(Motion Picture Film)*

OLD "UFO CLASSIC" -
AIRCRAFT
(MOTION PICTURE FILM)

THE [REDACTED] CASE

5 or 15 Aug 1950

Two Unidentified Flying Objects (UFO's) were sighted and photographed at about 11:30 MST on August 15, 1950 by [REDACTED] at Great Falls, Montana. Mr. [REDACTED] Missoula, Montana and is the [REDACTED]. It was during an inspection of this ball park that the sighting took place. [REDACTED] (and his secretary, also present at the time) first noticed the UFO's as silvery objects to the NW, accidentally when looking to tell the wind by the smoke from the Anaconda Copper Company smokestack nearby. The UFO's drew his attention to the extent that he ran 60 feet from the grandstand to the parking lot, got his motion picture camera (Revere turret type 16mm) out of his car and began tracking the UFO's which appeared to him to have stopped in mid-air, remained stationary for a while and then, with a swooshing sound floated away to the left (SW keeping about the same distance from each other until they were lost from sight.

The color film (Daylight Kodachrome) was submitted to the Air Force. It was studied and analyzed by the Air Force and the U.S. Navy.

The original Air Force conclusion, based on the interrogation of witnesses and the evaluation of the data, was that the UFOs were, in all probability, two Air Force F-94 fighter aircraft known to be in the vicinity at the time.

THE MARIANA CASE

5 or 15 Aug 1950

Simulated photographs of aircraft at various distances, made by an aircraft research firm in a recent independent and unsolicited analysis of the ~~two~~ films, show striking similarity to the two white blobs in this film.

Based on the degree of credibility accorded this early ATIC evaluation and the strong corroborative evidence supplied by the recent independent analysis, the Air Force has no compelling reason to alter its original conclusion.

TRUE "UNKNOWN"

INCIDENT

24 July 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5,000 feet between Mobile and Montgomery, Alabama sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [REDACTED], the pilot, immediately turned to his co-pilot, [REDACTED] and remarked: "Look, here comes a new Army jet job".

The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 ft. long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [REDACTED] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above -- much like a pilot compartment -- except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did [REDACTED]. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

[REDACTED]
INCIDENT

24 July 1948

The glow reminded [REDACTED] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. [REDACTED] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [REDACTED]'s attention was drawn to the object by [REDACTED] remark. His description of the object and its maneuvers was very similar to that of [REDACTED] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Capt [REDACTED]. He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up".

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds, considered sufficient time for experienced pilots to determine whether the "ship" was a reflection, caused by some rare meteorological or astronomical phenomena -- or was a material object.

OLD UFO "CLASSIC" -
SKY HOOK BALLOON
(DEATH OF PILOT CHASING
UFO....)

CAPTAIN [REDACTED] INCIDENT

7 January 1948

On 7 January 1948 at approximately 1450-1455, Captain [REDACTED] was leading a flight of four P-51 aircraft on a flight from Marietta Air Base, Marietta, Georgia to Standiford Field at Louisville, Kentucky. Nearing Godman Field, Kentucky, the flight was contacted by the Godman Field Control Tower and requested to identify an object in the sky if the mission would permit. Captain Mantell replied that his mission was ferrying aircraft and that he would attempt to identify the object in the sky. Captain Mantell began a maximum climb in left spirals until about 14000 feet and from there a straight climb at maximum, on a compass heading of approximately 220 degrees. No conversation between Captain Mantell and any member of his flight revealed a clue as to his intentions. One pilot left the flight as the climb began, the remaining two discontinued the climb at approximately 22000 feet. When last observed by the wing man, Lt. Clements, Captain Mantell was in a maximum climb at 22500 feet, the aircraft in perfect control. Captain Mantell was heard to say in ship-to-ship conversation that he would go to 25000 feet for about ten minutes and then come down. Transmission was garbled and attempts to contact Captain Mantell by his flight were unanswered. Lt. Clements was the only pilot equipped with an oxygen mask. This flight had been planned and scheduled as a ferry and navigational trip at low level.

INCIDENT

24 July 1948

After extensive investigations and studies; and ^{after} consideration of all possible ^{for} approaches and data pertinent to suggest at least one valid hypothesis or explanation to the sighting were exhausted --- the incident was appropriately classified as a true "Unknown".

23/2105 EST WASH D.C.

10

Matti

gof

[REDACTED]

JEPHQ 10
PP. JEDEN JEDWP JEPLG 333
DE JEPHQ 82C

UNCLASSIFIED

E. Atia
E. Atia-2
H. R. file

FM HQ USAF WASH DC
TO JEDEN/COMAIRDEFCOM ENT AFB COLO
JEDWP/CHIEF ATIC WRIGHT PATTERSON AFB OHIO
JEPLG/COMTAC LANGLEY AFB VA

[REDACTED] FROM: AFOIN 52784 RE OUR AFOIN 52783 LAST
SENTENCE TO READ QUOTE NO OTHER AIRCRAFT WAS NOTICED IN VICINITY AT
TIME OF SIGHTING BY OBSERVERS UNQUOTE

PARAPHRASE NOT REQUIRED. SEE CRYPTO CENTER
BEFORE DECLASSIFYING

JM

26 60 1961 FEB 24

[REDACTED]

UNCLASSIFIED

754-2436-

CAPTAIN MANTELL INCIDENT

7 January 1948

Consensus is that Captain Mantell lost consciousness at approximately 25000 feet, the P-51 being trimmed for a maximum climb continued to climb gradually leveling out as increasing altitude caused decrease in power. The aircraft began to fly in reasonably level attitude at about 30000 feet. It then began a gradual turn to the left because of torque, slowly increasing degree of bank as nose depressed, finally began a spiralling dive which resulted in excessive speeds causing a gradual disintegration of aircraft which probably began between 10000 and 20000 feet.

Since the canopy lock was in place after crash, it is assumed that Captain Mantell made no attempt to abandon the aircraft, and was unconscious at moment of crash or had died from lack of oxygen before aircraft began the spiralling dive from about 3000 feet.

Parts of the aircraft were found as far as six-tenths (estimated) of a mile from central wreckage. The parts were scattered from North to South. The aircraft came straight down in a horizontal position and landed on the left side. The left wing came off while in the air and landed 100 feet from the central wreckage. The aircraft did not slide forward after contact with the ground. Throttle was set one-fourth open, mixture control in "Idle-Cut-Off", and prop control in "Full Increase RPM".

CAPTAIN MANTELL INCIDENT

7 January 1948

An official board of inquiry, which made intensive study of the crash reported that Mantell, an aggressive pilot attempted to pursue the object as long as possible, even though he knew he lacked oxygen.

Of significance, is the fact that although a number of witnesses observed the object, there were some discrepancies in their description of the object. The size of the object given ranged from "small" to "tremendous" and the shape as a "parachute", ball", ice-cream cone" "round", "disc", etc.

Although consideration was given to the object being the planet Venus, because all the times and bearings given by observers generally agree with the bearings and elevation of the body at the time, official files disclose that it was later determined that a large Navy "Sky Hook" balloon was released from a location in southern Ohio. This was a classified project, and the existence of the huge balloons were known only to a few. A wind plot for that day indicated that the balloon would have passed near the area in which the object was observed.

Because Venus was in the same relative position as the object observed, undoubtedly some of the witnesses saw this body rather than the balloon.

CAPTAIN MANTELL INCIDENT

7 January 1948

In fact, it is possible that in some phase of his climb, Capt Mantell may have been trying to close in on Venus, as is borne out by his remarks that he could not gain on the object.

In all events, the UFO was a conventional object.

PROJECT 10073 RECORD CARD

1. DATE 23 Feb 54	2. LOCATION Washington, D C	12. CONCLUSIONS ☒ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local 1630 GMT 23/2130Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE civilian		
7. LENGTH OF OBSERVATION 7 seconds	8. NUMBER OF OBJECTS one	9. COURSE - - -	
10. BRIEF SUMMARY OF SIGHTING Object rigid, solid, metallic and circular. Light appeared to be reflected from sun to object.		11. COMMENTS Determined later that a large balloon was released from Silver Hill, Maryland, observatory a few minutes before sighting observed. This tallies with description and other details of object and which indicated it to be a balloon. (See Data report from Air Wx Service, Andrews AFB, Md)	

MAJ. KISSICK

185-82123

Sp. Av. and 2nd

**TENTATIVE
OBSERVERS QUESTIONNAIRE**

SECTION A

1. When did you see the object:

1.1 Date: 23 February 1954
Day Month Year

1.2 Time of day: 1645 30 A.M. or P.M. (Circle One)
Hrs. Min.

1.3 Time Zone: (Circle One):

X a. Eastern
b. Central
c. Mountain

d. Pacific
e. Other _____

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

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

X a. Certain
b. Fairly certain

c. Not very sure
d. Just a guess

2. Where did you see the object?

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
X 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 on the Mall near Washington Monument.

4. How did you happen to notice the object? I was observing a jet airplane
when the object came into view.

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

24 February 1954
 Day Month Year

SECTION B

6. What were you doing at the time you saw the object? Waiting for a bus.

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.

At 1615 I began to gather my work which I had been doing the
day. This consisted of gathering up paper work and putting it
into file safes and locking them. 1625-1630 a short rest and
chat with friends. 1630-1645- walked from Main Navy to Mall.

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

Yes or X 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

SECTION C

12. Estimate how long you saw the object? 7
Hours Minutes Seconds

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

- a. Certain c. Not very sure
b. Fairly 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?	X <u>Yes</u>	<u>No</u>	<u>Don't know</u>
14.2	Change speed?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>
14.3	Change size?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>
14.4	Change color?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>
14.5	Break up into parts or explodes?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>
14.6	Give off smoke?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>
14.7	Change brightness?	X <u>Yes</u>	<u>No</u>	<u>Don't know</u>
14.8	Flicker, throb, or pulsate?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>
14.9	Remain motionless?	<u>Yes</u>	X <u>No</u>	<u>Don't know</u>

believe due to
suns reflection.

15. Did the object give off a light? (Circle One): X Yes No Don't know
 15.1 If you answered YES, what was the color of the light? Believed to be a reflection
Silver

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

16.1 Sound none

16.2 Color reflected light of sun was silver colored.

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

all balloon characters
in general.

18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes x No Don't know *see note and enclosed diagrams.
 IF you answered YES, then tell what it moved behind.

moved off in direction towards the jets stern.

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

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

18.3 Blend with the background? (Circle One) x Yes No Don't know *faded i distance

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

- | | |
|------------------|---|
| a. Pea | f. Automobile |
| b. Baseball | g. Small airplane |
| c. Basketball | h. Large airplane |
| d. Bicycle wheel | i. Dirigible |
| e. Office desk | j. Other <u>could not judge distance</u>
see enclosed estimate |

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

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

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

- 20.1 How high above the earth was it? _____ feet. see enclosure.
 20.2 How far was it from you? _____ feet or 4 miles (estimate)
 20.3 How fast was it going? _____ miles per hour. see enclosure
 20.4 Circle one of the following to indicate how certain you are of your answer to the above questions: refer to enclosure.

- | | |
|-------------------|------------------|
| a. Certain | d. Not very sure |
| b. Fairly certain | e. Just a guess |

21. How did the object disappear from view?

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