

PROJECT 10073 RECORD CARD

1. DATE 30 June 1954		2. LOCATION Labador, Canada		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical Mars ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 01 July/0109Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION 18 Minutes		8. NUMBER OF OBJECTS Poss 7		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Large object w/five or six smaller ones about.				11. COMMENTS Evaluated as the Planet Mars.	

CASE SUMMARY NUMBER 3

On 30 June 1954 a British Overseas Airways pilot, flying in the Labrador area, reported sighting a peculiar type of wavering light formation in the sky. He described it as being one large object surrounded by several smaller objects and having a jelly fish like appearance.

A subsequent report from a ship at sea appeared to describe the same phenomena at approximately the same location. The ship definitely identified the sighting as the planet Mars and went on to state that mirage conditions were prevailing on that date.

Project Blue Book evaluated the sighting as an inversion reflection of the planet Mars.

An ATIC evaluation of this report was furnished to the British Air Ministry upon their request.

called ATICOD
at 30/0-452 LF
read to O.O. odu
no action necessary
ada to hold msg for
pickup in A.M.

30 JUN 54 0240Z

ACTION

ATTN:ES
1. ATIA
2. ATIG-2
3. ATIG-2
4. AT Reading
file

WPB28A
WPD 028
YDB033
TMB023
JTD023
JEN C 21
JEO B37
YY JEPHQ JEDWP JEDEN JKDC JCPDC ZOY
JOBP 001
E M E R G E N C Y JEPHQ JEDWP JEDEN JKDC JCPDC 555

DE JEOBP 13

Y 300109Z

FM COMDR 641ST AC&W SQ

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASH D C

~~JEXCXNEAC COC PEPP AFBF~~

JEDEN/CG ADC ENT AFB COLO

JKDC/CG AAC ELEMENDORF AFB ALASKA

BEPAC/CO USNS ARGENTIA NF

JEXC/CO 64TH AIR DIV PEPP AFB NF

JCPDC/CANAIRDEF ST HUBERT QUEBEC

JFIC/COMICEDE FOR KEFLAVIK ICLD

JEXC/CO 6600TH ABG PEPP AFB NF

JENC/CO 6602ND ABG ERNEST HARMON AFB NF

ENC/CO 6602ND ABG ERNES HARMON AFB NF

JEXW/CO 6610TH ABG MCANDREW AFB NF

JEHC/CO 6611TH ABG NARSARSSUAK AB GRNLD

JEQSU/CO 6612TH ABG THULE AB GRNLD

JEQC/CO 6621ST ABG SONDESTROM AB GRNLD

JEDWP/CG ATIC ATIAA-2C WRIGHT PATTERSON AFB OHIO

RE 4 UFOB 6 UNIDENTIFIED VISUAL SIGHTED FGOM AIRCRAFT AT HKMH 52 300109Z

240 DEG Z 230 19000 SIGHTED BY HOWARD CIVIL AIRLINE PILOT MESSAGE

RECEIVED THIS HQ AT 300112Z VECTOR FIGHTER NO INTERCEPT MADE RADAR

NONE CLEAR/VIS 30/73/4B/3013/NNW 8 COMPLETE INFO WILL FOLLOW

300150Z JUN JEOBP

MESSAGE #1

ACTION

03 45

1 JUL 54 20 57 z

gt

*5. JPHQ
6. JEDEN
3. JEDWP
4. JEDWP*

RB149

WPG193

YDA165

TWE183

JTD238T

JEX B51

JEXFR 22

PP JEPHQ JEDEN JEDWP BEPAC JCPDC JKDAG 666

DE JEXFR 6

P 011735Z

FM COMDR NEAC PEPPERRELL AFB NFLD

TO JEPHQ/COFS USAF WASHDC

JEDEN/COMDR ADC ENT AFB COLO

JKDAG/COMDR AAC ELMENDORF AFB ALASKA

314982

BEPAC/CO USNS ARGENTIA

ZEN/COMDR 64TH AIR DIV PEPPERRELL AFB NFLD

JCPDC/CANAIRDEF ST HUBERT QUE

JFIC/COMDR IADF KEFLAVIK APRT KEFLAVIK ICELAND

ZEN/COMDR 6604TH AB WG PEPPERRELL AFB NFLD

JENC/COMDR 6605TH AB WG ERNEST HARMON AFB NFLD

JEOC/COMDR 6606TH AB WG GOOSE AB LABR

JEQSC/COMDR 6607TH AB WG THULE AB GRNLD

JEXW/COMDR 6610TH AB GP MCANDREW AFB NFLD

JEHC/COMDR 6611TH AB GP NARSARSSUAK AB GRNLD

JEQC/COMDR 6621ST AB SQ SONDRESTROM AB GRNLD

JEDWP/COMDR ATIC WRIGHT PATTERSON AFB OHIO

JEOC/COMDR 641ST AC&W SQ GOOSE AB GRNLD

AF GRNC

NEOCOC-I-35001 QD REFERENCE MESSAGE FROM 641ST AC&W SQUADRON CMA DATED

300109Z PD NEAC EVALUATES SIGHTING AS UNKNOWN NATURAL PHENOMENA CMA

POSSIBLY A MIRAGE AS A TEMPERATURE INVERSION IN THE REFERENCED AREA

MADE THIS CONDITION POSSIBLE PD

01/1741Z JUL JEXFR

MESSAGE # 2

JEQSC/CO 6612 TH ABG THULE AB GRNLD

JEQXCXCO 6621 ST ABG SONDRESTROM AB GRNLD

JEDWP/CG ATIC ATIAA-2C WRIGHT-PATTERSON AFB OHIO

ATTN DUTY CONT N-24 UFOB&CIRVIS FOLLOW UP REPT.

PILOT OF GALSC A BOAC AIR LINER [REDACTED] ONE LARGE OBJECT WITH
FIVE OR SIX SMALLER ONES AROUND IT OBSERVED OBJECTS FOR ABOUT 18 MIN
FROM 0105Z TO 0123Z THE POSITION WAS 5153 NORTH 6310 WEST AT AN ALT
19000 MOVING IN A NORTH EAST DIRECTION PILOT ESTD OBJECTS ABOUT 12 MI
OFF HIS PORT SIDE WHEN WE AND FIGHTER GOT CONTACT WITH THE A/C OBJECTS
FADED 11 OTHER CREW MEMEBERS VERIFIED THIS PD CAP4
30/0333Z JUN JEOPP

Message # 3

FONEO 20 (ZIC DUTY OFCIC AT) 30/0720Z
ADVO HOLD TIL AM —

JW

30 JUN 54 07 16z

1. ATIAE-S
2. ATIA
3. AT16-2
4. AT1 Reading
File

WPF075

YDC0670

TYB081

TMB056

JTE053

JEO A06EMERGENCY JEXFT JEPHQ JEDEN JEDWP JKDC 555

DE JEORP 24 —

Y 300320Z —

FM COMDR 641 ST AC&W SQDN GOOSE AB LBDR

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEXFR/NEAC COC PEPPERRELL AFB NF

JEDEN/CG ADCENT AFB COLO

JKDC/CG AAC ELEMENDORF AFB ALASKA

BEPAC/CO USNS ARGENTIA NF

JEXT/CO 64 TH AIR DIV PEPPWRRELL AFB NF

JCPDC/CANAIRDEF ST HUBERT QUEBEC

JFIC/COMICEDE FOR KEFLVIK ICELAND

JEXC/CO 6600 TH ABG PEPPERRELL AFB NF

JENC/CO 6602 ND ABG ERNEST HARMON AFB NF

JEXW/CO 6610 TH ABG MCANDREW AFB NF

JEHC/CO 6611 TH ABG NARSARSSUAK AB GRNLD

1. ATIA
2. ATIAE-5
3. ATIG-2
4. ATIPeking
4. file

30 JUN 54 08 48

30 JUN 54 06 32z

ACTION

53114

PHONED TO MAJOR MESS ATIC 08
AT 30/0632z - CL - READ TEXT
AND WILL PICK-UP.

WPG059

TYA090

JTF058

JEO B04

JEQ A63

JEQS B30

EMERGENCY EOC JEXFT JEDWP 333

DE JEQSC 24

Y 300543Z

FM COMDR 6607THUBW THUL AB GRNLD

TO JEOC/COMDR 641 AC&W SQ GOOSE AB ABDR

INFO JEXFT/VOMDR 64TH AIR DV (DEF) PEPPERRELL AFB NFLE ATTN DUTY CONTROLE

JEDWP/COMMDR ATIC WRIGH-PATERSON AFB OHIO

THOPI 5359

REF YOUR MSG M24 UFOB CLN NEG REPORT THIST PD

30/0545Z JUN JEQSC

JUL 54 08 47

1 Jul 54 08 45Z

CP
ACTION

RC076

WPD085

TYC114

JEPHQ B129

RR JEDWP ✓

DE JEPHQ 006A ✓

R 010650Z ✓

FM HQ USAF WASHDC ✓

TO COMAMC WRIGHT PATTERSON AFB OHIO

FROM AFOIN 41412. ATTN ATIC CLN FOLLOWING MSG FM COM 64TH AIR DIV
PAREN DEFL PEPPERELL AFB NV PAREN DTG 300520Z CMA RELAYED FOR YOUR
INFO CLN" ADOAO 120 PD ATTN DUTY CONT N-24 VFOB AND CIR CIRVIS
FOLLOWUP REPORT PD PILOT OF GALSC A BOAC AIR ~~REDACTED~~ SAW
ONE LARGE OBJECT WITH FIVE OR SIX SMALLER ONE AROUND IT OBSERVED
OBJECTS FOR ABOUT 18 MIN FROM 0105Z TO 0123Z PD THE POSITION WAS
5153 NORTH 6310 WEST AT AN ALT 19000 MOVING IN A NORTHEAST DIRECTION
PD PILOT EST OBJECTS ABOUT 10 MIN OFF HIS PORT SIDE WHEN WE AND
FIGHTER GOT CONTACT WITH THE A/C OBJECTS FADED PD 11 OTHER CREW
MEMBERS VERIFIED THIS PD CAP 4 PD MSG ORIG BY COMDR 641ST ACAW
SQ GOOSE AB PD RELAYED BY COMDR 64AIRDIV PARE D PAREN" NO FURTHER
INFORMATION AVAILABLE PD DUTY OFFICER REGARDS AS IMPROBABLE THREAT
TO US

01/0652Z JUL JEPHQ

*5. ATIAE
2. Citta
3. Atig-2
4. R. file*

137230

CSAF ITEM 1 (UNCLASSIFIED)

TO ATIC ATTN: MAJ TISDALE FR AFOIN-201

S/LDR WAENWRIGHT REF SIGHTING BY CAPT J.R.

~~REDACTED~~ AND CREW OF BOAC STRATOCRUISER OF

UNIDENTIFIED FLYING OBJECTS BETWEEN NEW YORK

AND GOOSE BAY. PRESS REPORTS QUOTE THAT

CAPT HOWARD WAS INTERROGATED BY USAF INTELLIGENCE

OFFICER AT GOOSE BAY. AIR MINISTRY REQUEST

COPY OF INTERROGATION REPORT, COMMENTS OR ANY

OTHER INFO THIS OCCURRENCE. WOULD APPRECIATE

YOUR ASSISTANCE THIS MATTER.

END CSAF ITEM 1 (UNCLASSIFIED)

TT-91

13 July 1954

ATIA-2

ACTION

NR 13A

JEPHQ 09

02 JUNLY 54

C-1

DE JEPHQ 36C

R 011731Z

FM HQ USAF WASH DC

TO COMANC WIGHT PATTERSON AFB OHIO

1. Attn
2. Attn
3. R file
ACTION
PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

[REDACTED] FROM AFOLM CMA CITE 58200. ATTN: ATIC
FOLLOWING MSG FM USS EDISTO, ARGENTIA, NFLB DTG 020010Z RELAYED
FOR YOUR INFO: "REFERENCE AIR MINISTRY REPORT OF BRITISH AIRLINER
SIGHTING FLYING OBJECT OVER LABRADOR X EDISTO POSITION THREE
ZERO ZERO ONE ON E FIVE ZEDRA JINE LATITUDE FIVE FIVE FIVE FIVE
NORTH LONGITUDE FIVE EIGHT ONE ZERO WEST X SIGHTED BRIG T
REDDISH YELLOW OBJECT LOW IN SKY ABOUT TWENTY DEGREES ELEVATION
BEARING ONE FOUR FOUR DEGREES TRUE X IDENTIFIED AT TIME AS PLANET
MARE X APPEARED TO CHANGE SHAPE LIKE A JELLY FISH SWIMMING TO THE
WESTWARD X ALSO APIEARED AS A BART AT TIMES X NO SATELLITES SEEN X
MIRAGE EFFECT HAD BEEN PRONOUNCED DURING THE DAY IN ITS FIELD.

02/1140Z JUL JEPHQ

54MC-24869-
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

154-15170

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

OFFICIAL FILE COPY
10073
ELECTRONICS BRANCH
Office of Record

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMDR ATIC

DATE-TIME GROUP

261100 JULY 54

SECURITY CLASSIFICATION

UNCLASSIFIED

PRECEDENCE
FOR:

ACTION

ROUTINE

INFORMATION

☐ BOOK MESSAGE☒ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO:

D/I HQ USAF WASH D C

JEP HQ

INFO:

FROM: AFOIN-ATIAE - 7400-27 FOR MILITARY CAPABILITIES DIVISION (EAST)

Ref telecon 91 13 Jul 54, CSAF Item 1. Following reports quoted for your information:

Report 1, "NEAC evaluates sighting as unknown natural phenomena, possibly a mirage as a temperature inversion in the referenced area made this condition possible." Report 2, "Pilot of GALSC a BOAC air liner ~~XXXXXXXXXX~~ saw one large object with five or six smaller ones around it observed objects for about 18 minutes from 0105Z to 0123Z the position was 5153 north 6310 west at an altitude 1900 moving in a north east direction pilot estimates objects about 10 miles off his port side when we and fighter got contact with the a/c objects faded 11 other crew members verified this."

ATIC evaluation - Inversion reflection of the planet Mars.

COORDINATION:

ATIAE5

C.A. Hardin

DATE 7/26/54

ATIAE

Lt Col H.C. Johnston

DATE 26 July 54

ATIA

Lt Col W.L. O'Hern

DATE 27 July 54

ATI

Lt Col W.L. O'Hern

DATE 27 "

SECURITY CLASSIFICATION

UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, if required)

Capt. Charles A. Hardin/wm

RELEASING OFFICER'S SIGNATURE

R. C. SCHUM

CWO, USAF

OFFICIAL TITLE

Asst. Adj.

SYMBOL

ATIAE-5

TELEPHONE

69216

DD FORM 173

1 OCT 49

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

16-54924-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

2 JUL 1954 21 37 Z

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CONDR ATIC

DATE-TIME GROUP

191405Z JULY 54

SECURITY CLASSIFICATION

UNCLASSIFIED

PRECEDENCE

ACTION

INFORMATION

ROUTINE

☐ BOOK MESSAGE☒ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO:

D/I HQ USAF WASH D C

JEPH9

INFO:

FROM: AFOIN-ATIAE -7-377-E FOR MILITARY CAPABILITIES DIVISION (EAST)

Ref telecon 91 13 Jul 54, USAF Item 1. No formal report of subject sighting received by ATIC to date. Copy will be forwarded upon receipt.

COORDINATION:

ATIAE5 C. A. Hardin DATE 7/19/54

Capt. C. A. Hardin

ATIAE H. C. Johnston DATE 19 July 54

Lt. Col. H. C. Johnston

ATIA W. I. O'Hern DATE 19 July 54

Col. W. I. O'Hern

ATI Johnston DATE 20 July 54

OFFICIAL FILE COPY
10073
ELECTRONICS BRANCH
Office of Record

SECURITY CLASSIFICATION

UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

Capt. Charles A. Hardin/rl

RELEASING OFFICER'S SIGNATURE

R. C. Schum

R. C. SCHUM

CWO, US

Asst. AD

SYMBOL

ATIAE-5

TELEPHONE

69216

OFFICIAL TITLE

DD FORM 173

1 OCT 49

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

16-58428-4 U. S. GOVERNMENT PRINTING OFFICE

ATIAE5 OFFICIAL FILE

OFFICIAL FILE COPY

10073
ELECTRONICS BRANCH

Office of Record

PROJECT NO 10073

MEMO FOR FILE

DATE 15 October 1954

DATE OF MEMO 18 October 1954

NAME AND LOCATION OF ACTIVITY Future Estimates Br, Hq USAF

SUBJECT TT-136, "Requesting UFO Sighting Reply by ATIC."

REPORT ON () TRIP () CONFERENCE (X) TELEPHONE CALL

PERSONNEL INVOLVED: Sqn Leader Bentley & T/Sgt A. W. Drepperd

SUMMARY:

On 14 October 1954, message TT-136 was received in ATIAE-5 requesting an ATIC evaluation of a UFO sighting reported 30 June 1954, by Captain J. R. Howard, BOAC pilot. A check of the records in ATIAE-5 revealed that the results an ATIC analysis had been forwarded to Hq USAF via message AFOIN-ATIAE-7-400-E, unclassified, dated 28 July 1954. The undersigned airman placed a call to Sqn Ld Bentley and informed him of the message. He stated he would try to locate a copy of the message, however, he is scheduled to visit ATIC on 19 October 1954, and will personally coordinate the matter with ATIAE-5.

ACTION REQUIRED: None

COORDINATION AND ROUTING:

SECTION CHIEF *[Signature]*

PLANS AND OPERATIONS OFFICE *[Signature]*

BRANCH CHIEF

SIGNED *[Signature]*
T/Sgt ATIAE-5

ACTION

UNCLASSIFIED

14 OCT 54

CSAF ITEM 1 /UNCLASSIFIED/

TO ATIC ATTN: MAJOR TISDALE FR AFGIN-2C1

SEN LDR BENTLEY

RE TT 91 CSAF ITEM 1 SUBJECT B. O. A. C.

U. F. O. SIGHTING WOULD APPRECIATE REPLY.

END CSAF ITEM 1 /UNCLASSIFIED/

NOTE:

See attached
Rpt of LONG DISTANCE
TELEPHONE CALL WHICH
ANSWERED THIS
MESSAGE - 18 OCT 54

UNCLASSIFIED

Mil. Op. Div. (E)

56239
Future Est. Br.

ACTION
Will be here. Done

Mystery Objects Follow Air Liner

LONDON, June 30 (AP).—A British Overseas Airways Corp. pilot said tonight a large object and six smaller ones accompanied his Stratocruiser for eighty miles today as it crossed the Atlantic headed for London.

Capt. P. R. Howard, a veteran of 250 Atlantic crossings, said the objects resembled "a large burst of flak and six smaller blobs." All but one of his crew and many of the plane's passengers saw the objects, Capt. Howard said.

He said the incident occurred at midnight (9 p. m. E. D. T.) yesterday 150 miles southwest of Labrador. An American jet took off from Goose Bay, Labrador, to intercept the objects, he said, but they "faded" as the jet approached.

N.Y. 4.1
July 1, 1954

On 30 June, 1954, Capt. [REDACTED] of a BOAC Centaurus and others sighted one large and six small objects flying along with them for miles but disappearing when the jets approached (near Goose Bay, Labrador). Are the phenomena identified, or is this unknown or insufficient?

EGRAM AND SUN, THURSDAY, JULY 1, 1954.

wefel,
tive

Charles R.
resident of
Hotel, will
morrow at
roadway.

1 yesterday
hotel. He
the Severn
k, Md., and
University.
wife, Mrs.
tschling
ts, Mr. and
hwefel, and

—
vard

—Mrs. Vic-
91, mother
actor, play-
writer, died

'Flying Jellyfish' Tailed Plane, Crewmen Report

By the Associated Press.

LONDON, July 1.—The crew of a British airliner reported the plane was followed last night for 80 miles by seven weird flying black objects near Goose Bay, Labrador.

Capt. James Howard, pilot of the New York-to-London airliner, said the mysterious escort vanished when a U.S. Air Force fighter plane came up to investigate.

The British Overseas Airways Corp. (BOAC) stratocruiser was at 19,000 feet about 150 miles

southwest of Goose Bay when the objects appeared.

"They flashed into sight suddenly and obviously were not aircraft as we know them."

Capt. Howard said. "All appeared black, and I will swear they were solid. They might have been five miles away. They stayed with us 18 minutes.

"There was a big central object which appeared to keep changing shape—'flying jellyfish', we dubbed it.

"Sometimes it was wedge-shaped, sometimes like a dumbbell, sometimes like a sphere with a tail-like projections. The six smaller objects dodged about, either in front or behind.

All 10 members of the crew agreed with his description, as did those of the 51 passengers who were awake at the time of sighting.

LABRADOR

~~REDACTED~~ a British Overseas Airways pilot, flying in the Labrador area, reported sighting a peculiar type of wavering light formation in the sky. He described it as being one large object surrounded by several smaller objects and having a jelly fish like appearance.

Studies of the photograph together with other extensive investigation indicated that the light was neither a material object nor a reflection from a material object.

Project Blue Book evaluated the sighting as an inversion reflection of the Planet Mars.

An ATIC evaluation of this report was furnished to the British Air Ministry upon their request.

A subsequent report from a ship at sea appeared to describe the same phenomena at approximately the same location. The ship definitely identified the sighting as the Planet Mars and went on to state that mirage conditions were prevailing on that date.

[REDACTED]
BOAC Airways Pilot

Labrador Area

30 June 1954 2000 Hrs

One large object 5 or 6 smaller ones

Message from USS Edisto

Same object - Definitely identified as planet Mars

Appeared to change shape like Jelly Fish

" to dart at times

Mirage effect had been pronounced during day

DECLASSIFIED *Multi*

Mon
31

T
1st

W
2nd

T
3rd

JUNE

April 11, 1966

Dr. Howard Benson
Sec. of Air Force
Washington, D. C.

Dear Sir:-

Yesterday's paper carried your reports of night-
bogs at Cherrybush Bay, Ducka Hill, Mount Airy,
Mt. & near Middleboro, Oregon, all very interesting.

I am a student. Presbyterian Minister living at
the Pres. Children's Home here where I see McConnell
is a House Mother.

We were at Summerfield. Kansas for several years,
on the Kansas-Midwest Line. I attended the ^{Midwest} State
Ministers Conference held at the Congregational
Church in N. W. Omaha in June 1954. I was stay-
ing at a home in S. W. Omaha. About 9:30 P. M. one
night I was driving ~~west~~ ^{East} toward the highway that
goes south just west of it at the top of a hill I
heard a roaring sound, got out of the car and look-
ed up. About ⁵⁰⁻⁶⁰ ft. ^{high} ^{in the} ^{sky} ^{above} ^{me} ^{was} ^{seen} ^{three} ^{large} ^{black}
^{birds}, ^{dark} ^{with} ^{red} ^{glowing} ^{light} ^{on} ^{their} ^{eyes}. I
had heard a little after noon that 3 birds had
passed over. I was in a car of course.

Strangely, within a few moments silence, descended
over the city and planes went up - and the disks changed
direction and sailed back toward the North West. The
next day there were no reports of anything unusual
in the Omaha papers. The Disks looked as if they might
have been some fifty feet in diameter. What were they
and from whence did they come? They made a very
resonant whirring sound and gave one a rather
oppressive feeling below them. It was no figment
of the imagination.

240000

~~_____~~
~~_____~~
~~_____~~

Amundson Sep 79105.

One report heard said the Disks came in over
Washington State and were also seen over Idaho.

There was a sighting in the late 50s over a little
town some 20 mi North by a little west from Indian-
apolis, Ind. so we were told.

We were driving up that way and only missed it
by a very small distance and a few minutes. It was
reported in an Ohio magazine. I do not doubt on
the news stands here.

JULY 1954 SIGHTINGS.

DATE	LOCATION	OBSERVER	EVALUATION
July	Alamosa, Colorado (DHM)(INFO)		
1	North Arlington, Virginia		Insufficient Data
2	Canada (Space-Craft Landing in Canada): (INFO)		
2	Walesville, New York (Stringfield and Others)(INFO)		
2	Stockton, California	Civilian and Military	Astro (METEOR)
2	Dayton, Ohio (CASE MISSING)	Unknown Civilian	Insufficient Data
3	Bermuda (FOLETS)	FILM Military (RADAR & PHOTOS)	Other (SHIPS)
3	Fairchild AFB, Washington	FILM Military (PHOTOS)	Balloon
3	Concord Center, Massachusetts		Other (SEARCHLIGHT)
5	West Berlin, Germany	Unknown	Insufficient Data
5	White Wood, South Dakota	Multi Civilian	Other (BEACON)
6	Fullerton, Nebraska		A/C
7	Cleveland Heights, Ohio		A/C
8	Lock, Nevada		Balloon
8	Texas (Victoria, San Antonio, Edna)	Multi Civilian	Astro (METEOR)
8	Long Beach, California		Astro (METEOR)
9	Manston, England	Military	Insufficient Data
9	Denver, Colorado	Military	A/C
9	Lowry AFB, Colorado	Military and Civilian	Insufficient Data
9	Hebron, Newfoundland	Unknown Civilian	Astro (SPICA)
10	Garden City, New York		Astro (METEOR)
10	Somerset, Pennsylvania		Other (CONTRAIL)
12	Hamilton AFB, California	Military	Astro (METEOR)
13	Newburg, New York	Multi Civilian	A/C
14	St. Louis, Missouri	Multi Civilian	Other (DEBRIS IN WI)
14	Phoenix, Arizona		A/C
14	Unknown	Unknown	Insufficient Data
15	Waterville, Minnesota	Multi Civilian	A/C
15-1 Aug	Groveland, Florida	Multi Civilian	Astro (VENUS)
15	Winter & Obijwa, Wisconsin		Balloon
15	Bath, Michigan		Astro (METEOR)
16	Wilmington, Delaware		Astro (VENUS)
18	Neustadt, Germany		Insufficient Data
18	Duluth, Minnesota	Military & Civilian	Balloon
18	Normandy, Missouri		UNIDENTIFIED
18	St. Louis, Illinois		A/C
18	Rivera, California		A/C
19	Fr. Eq, Africa	Unknown	Insufficient Data
19	Brooklyn, New York		Insufficient Data
19	Dallas, Texas	Military	Insufficient Data
21	Ft. Walton Beach, Florida		Astro (MARS)
21	Hope, Arkansas		Insufficient Data
21	San Antonio, Texas		Astro (METEOR)
22	Coronado, California		Insufficient Data
23	Narsarssuak AB, Greenland	Military	Other (FLAKE)
23	Milford, Ohio		Insufficient Data
23	South Lakewood, New Jersey		Insufficient Data

⊕ IN SEPARATE FOLDERS

July 1954
Alamosa, Colorado

Source: DHM

K243.6012-1 Jul 1954 RETURN TO: DIRECTOR ARMY AIRCRAFT DIVISION ALVIN AFB, Alabama Maxwell AFB, Alabama

One such phenomenon, which might easily have been interpreted as a flying saucer, appeared shortly after dark one evening in mid-July, 1954, and was described by one of the authors (D.H.M.) of this book in a letter to a friend:

"My wife and I were driving to Alamosa, Colorado, on one of the longest, straightest stretches of highway in the United States, commonly referred to as the 'gun-barrel highway.' I had turned over the wheel to her and was settling back for a rest, after a long turn at driving over the mountains, when I became aware of unusual driving behavior on her part. First she would step on the gas, then on the brake, then on the gas again. 'What is the matter? What are you trying to do?' I asked. 'See that truck ahead?' she replied. 'Every time I try to pass it, it speeds up, and then it slows down when I try to give it a chance to get ahead of me. It's making me nervous.'

"I peered ahead through the darkness and there, sure enough, about three hundred feet ahead of us was a truck, its dark body brilliantly outlined with red and white lights. I studied the situation and glanced at the speedometer, which read forty miles per hour. 'Well,' I advised her, 'you certainly ought to be able to pass that, dear, the way you usually drive.' And this time she really stepped on the gas, pushing the speed up to sixty, seventy, eighty, and finally eighty-five. And would you believe it, that truck took right out ahead, still holding its estimated three hundred feet clearance, and matched us for every mile of that speed. By this time I was beginning to get an idea. 'Slow down,' I said. My wife obliged me by coming to a dead stop, brakes squealing.

"'Now see there,' she said, 'I just escaped running into that truck.' And the truck had stopped, still 300 feet ahead. At this point I ventured my conclusion. 'That isn't a truck,' I explained. 'It's a flying saucer.' 'You have flying saucers on the brain,' she said. Well, to shorten the story, she started the car again and the 'truck' moved off. And we chased it in that fashion for about fifty miles. On rare occasions, as we dipped slightly in a hollow, the truck would seem to dash ahead at speeds close to 1000 miles an hour. Or sometimes it would jump straight up, momentarily vanish, and then drop back into the road.

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"The explanation was quite simple. The hot day had warmed the air close to the pavement, but the cooling of the surface at the onset of darkness had caused a layer of warm air to be sandwiched in between the cold air close to the road surface and the cold air above. This acted like a lens which produced an out-of-focus image of a bright tavern sign more than fifty miles away, a real mirage. There were few cars on the road, but as we met them the effect was most startling because some of them were so enlarged by the lens effect that a car five miles away seemed to be rushing directly at us only a block or two ahead. Sometimes these cars would appear to come to a sharp stop, reverse their course and disappear in the distance. At other times they would appear to be rushing on us upside down, with part of the road itself in the sky. Altogether it was a weird experience, but not in any sense supernatural. Lenses of air, either close to the ground or in the sky, can produce strange illusions."

In this case, as in many UFO puzzles, the solution depended on a knowledge of the weather conditions and of the facts of local geography. If the pursuing car had turned off the road or stopped for the night before reaching the tavern, the specific cause of the phenomenon might still be a mystery..