

PROJECT 10073 RECORD CARD

1. DATE 20 April 1955		2. LOCATION Van Nuys, California		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon	
3. DATE-TIME GROUP Local _____ GMT 21/0630Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian (GOC)		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
7. LENGTH OF OBSERVATION 8-10 minutes		8. NUMBER OF OBJECTS one	9. COURSE northwest	☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
10. BRIEF SUMMARY OF SIGHTING One red, flashing light seems to come out of nowhere after a multi engine a/c passes overhead and moves in a straight line toward the NW.			11. COMMENTS Definitely identified as an United Airlines Flight a/c with a red, rotating beacon attached to the tail structure.		

RF195

22 APR 1955 09 15 -
K WPB189 YDB151 XYZ261 XDB171 LXXF248 APR 55 20 BE 522

RR JEDEN JEDWP JEPHO JWPJB

DE JWPJB 2E

R 211700Z

FM COMDR 669TH ACWRON PORT HUENEME CALI

INFORMATION

TO JEDEN/COMDR ADC ENT AFB COLO

JWPJB/COMDR 27TH ADIV DEF NORTON AFB CALIF

JEDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON

AFB OHIO

VEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHDC

//UNCLASSIFIED// 669 ACWS 068-Y. UFOB. 1. A. DIAMOND. B. NICKEL

AT ARMS LENGTH. C. RED. D. ONE. E. N/A. F. NEGATIVE. G. NEGATIVE.

H. NEGATIVE. I. NEGATIVE. 2. A. UNKNOWN. B. UNKNOWN. C. UNKNOWN.

D. UNKNOWN. E. SWAYED BACK AND FORTH, THEN SHOT AWAY TO THE

NORTHWEST. F. EIGHT MINUTES. 3. A. GROUND-VISUAL. B. NEGATIVE.

C. N/A. 4. A. 210615Z APRIL 55. B. NIGHT. 5. EJBE 2912. 6. A.

[REDACTED], AGE 35, [REDACTED], VAN NUYS, CALIFORNIA, HOUSEWIFE.

B. N/A. 7. A. CLEAR, COLD, SLIGHT BREEZE. B. UNKNOWN. C. UNKNOWN.

D. UNKNOWN. E. UNKNOWN. F. CNKNOWN. 8. NEGATIVE. 9. NEGATIVE. 10.

NEGATIVE. 11. OBSERVER STATES THAT SHE HAS SIGHTED THIS OBJECT THREE

OR FOUR TIMES IN THE PAST WEEK. IT IS ALWAYS IMMEDIATELY FOLLOWING A

SCHEDULED AIRLINER'S PASSING OVERHEAD. AIRLINER TYPE UNKNOWN.

12. NEGATIVE.

BT

21/1802Z APR JWPJB

1. Atta
2. [unclear]
3. [unclear]
4. [unclear]

UFCB INDEX CARD

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3. DATE-TIME GROUP Local _____ GMT <u>21/0630Z April 1955</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar		☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE <u>Civilian (COC)</u>		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
7. LENGTH OF OBSERVATION <u>Eight-Ten Minutes (8-10)</u>		8. NUMBER OF OBJECTS <u>One (1)</u>		9. COURSE <u>North-West</u>	
10. BRIEF SUMMARY OF SIGHTING <u>One (1) red, flashing light seems to come out of nowhere after a multi-engine a/c passes overhead and moves in a straight line toward the NW.</u>				11. COMMENTS <u>Definitely identified as an United Airlines Flight a/c with a red, rotating beacon attached to the tail structure.</u>	

11/27/2013

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DATE OF INFORMATION: 20 April 1955

CAUTION: Do not use this product in the presence of open flame or heat.

56914 AMERSON, JOHN EDWARD - 6412300000, 2-4-21/80, 10000 101

0916678

PART ONE: Description of conditions by [REDACTED]
 May 1968 (1968) (1968)

1944-1945

DATE RECEIVED: 16 April 1978

THE SUMMARY

[illegible]

1. (continued) RESEARCH AND DEVELOPMENT

1980年12月
第12期

Robert Hammond Jr.
ROBERT HAMMOND JR.

DAVIDSON PUBLISHING CO. NEW YORK

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RECORDED
John M. White
 JOHN M. WHITE, JR.
 COLONIAL 1951
 COMMERCIAL

W/2 ISSI, COMB, DATE 1/15/2011, TIME, 16:02, 1885, DUTY 11-100-1602, 118

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DISCUSSION

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

REPORT NO.

PART ONE

10-10000-1-55

100

5

6

1

10000

Flight 1-5 16000 1188

1. SOURCE

Address: [REDACTED] VAN NUYS, CALIFORNIA

Age: 36 yrs

Occupation: Housewife and a Day Careworker of the Ground Observer Corps

Education: Completed High School and Nursing College

Qualifications: Member of the Ground Observer Corps, serving in the capacity of both Day Careworker and ACS-1, Captain

12. INTERVIEW: 0600. After a personal interview Mr. [REDACTED] appeared to be both sincere and positive of the sighting that she had seen. She stated that there were other persons that had also witnessed it, on other instances when it had been sighted.

13. SOURCE'S DESCRIPTION OF SIGHTING: SOURCE was on duty at the VAN NUYS GROUND OBSERVER POST at the time of the sighting. Flashing red light seen three times by myself and always when other observers have been on duty with me. Always appears after mid-air action (plane) and at the same time of every sighting. As the plane passes over, a red flashing light appears as if out of nowhere. The approach is never explained for this appears immediately after the plane has passed over. Appears to occur in one spot, then another, without moving, and in a straight line. Sighting moves toward the NORTH WEST and out of sight. Sighting takes about 5-10 minutes from first sighting to the disappearance.

6 Incls.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-C, H6020 A1SS

DATE

10-0000-7-55

PAGE NO.

2

MAIL

SUPPLEMENTARY INVESTIGATIONS/LEADS DISCOVERIES

1. A check with the DOWNGRATED AIR INFORMATION Paper and an interview with Mr. J. A. Knutson, man in charge of this Paper at the time of the sighting (21/0650Z Apr 55) developed nothing had been reported there and they had no record of any special aircraft operating in their particular area (ENR 1233). After discussing the sighting to the personnel there at the DOWNGRATED Paper, they immediately pointed to the use of a new type of large revolving bed between the HOS ANCHORS AIRWAYS was using in their helicopter and also that UNITED AIRLINES was using on their planes. They were certain that this must have been one of the new designs as the description was better perfect with the way they were reported. The second instance of this particular sighting was not a recall from the Paper and they suggested calling HOS ANCHORS AIRWAYS and it wasn't one of their helicopters. To check with UNITED AIRLINES in the lobby of the DOWNGRATED in DOWNTOWN. A call was placed to HOS ANCHORS AIRWAYS and it was reported that although there was a flight (checked) in that vicinity the last flight in the evening that they had was at 0357Z daily. This ruled out the possibility of it being the helicopter so a check was made with the UNITED AIRLINES and it was discovered that they had a cargo flight that left DOWNTOWN AIRPORT in DOWNTOWN, CALIFORNIA at 0615Z daily, which it was scheduled but that it was not a regularly scheduled flight and substituted with the demand of air freight. There had been a flight 21/0650Z Apr 55. Further discussion revealed that all of UNITED'S planes were equipped with this red revolving head on mounted in the tail section and that the flight in question was not an exception.

O. K. 1122

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