

PROJECT 10073 RECORD CARD

1. DATE 11-12 Nov 56	2. LOCATION El Toro, California		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other Anomalous Propaga.
3. DATE-TIME GROUP Local _____ GMT _____	4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Insufficient Data for Evaluation ☐ Unknown
5. PHOTCS ☒ Yes, Radar Scope ☐ No	6. SOURCE El Toro Marine Station (Military)		
7. LENGTH OF OBSERVATION Up to 8 hrs - depending on observer	8. NUMBER OF OBJECTS 3 - 7	9. COURSE Various directions reported	
10. BRIEF SUMMARY OF SIGHTING UFO observed visually and by radar from ngith of 11 Nov to morning 12 Nov, though not simultaneously. Helicopter and a/c directed to intercept. Nothing observed in UFO area. Blips, which kept suddenly appearing and disappearing, indicated speeds from 50K to 15,000 MPH (Mach 25.0) Somehow from another radar activity, which could confuse even an experienced radar operator. Results of ATIC analysis submitted to 4602d, 8 Jan 57 by telephone per their TT msg dtd 7 Jan 57.		11. COMMENTS Attempt to relate visual sightings with radar scope return does not appear valid. No visual sighting or intercept made of the objects seen on scope. Both helicopter and aircraft attempted interception, but although radar would lead them to UFO vicinity those aircraft observed nothing. This report is generally typical of anomalous propagation resulting either from an unusual combination of weather and other related conditions or interference.	

1. To be followed by formal OF
2. Reply in conformation to (OF, 6 Dec 56) our analysis. 57a.

I believe the blips appearing on the scope were not true targets, but were probably anomalous propagation. From the description of the blips as moving rapidly and erratically, disappearing and reappearing, it would appear that the indications were of the type which results from such propagation peculiarities.

This doesn't explain the lights, of course, but the fact remains that some saw the lights and some did not.

Also the fact that the pursuing aircraft never saw them, or had radar contact with them is an indication that there were no material targets there. Quite possibly the reason the airborne radars did not pick up the blips while the ground station did is the difference in operating frequency of the sets, airborne on "X" band and ground on "S" band.

Sorry to wear out the same old story.
V. D. Bryant

RE008

V WPB029 YDD009 XYA065 XMA014SBA013SBG001

*****YY RJEDEN RJWPJB RJEDWP RJEPHQ

DE RJWPSE 168G

Y 121007Z

FM COMDR 1229 AACs SQ (FLT SVD) HAMILTON AFB CALIF

TO COMDR AIR DEFENSE COMMAND ENT AFB COLO SPRINGS COLO

COMDR 27TH AIR DIVISION DIFENSE NORTON AFB CALIF

COMDR AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT PATTERSON AFB OHIO ATTN ATIAA-2C

DIRECTOR OF INTELLIGENCE HQ USAF WASHING 25 D.C.

BT

U F O B

1 DESCRIPTION OF OBJECT

A CLEAR PIPS ON RADAR SCREEN

B LIGHT SIZE OF RAD NAVIGATION LIGHTS

C RED LIGHTS FLASHING

D 3 TO 7

E 3 TO 7

F NONE G NONE H NONE I NONE

2 DESCRIPTION OF COURSE OF OBJECT

A RADAR PIPS ON RADAR AT ELTORO MARINE CORP AIR STATION

B HELICOPTER AT 0615Z FLYING AT ELTORO MCAS WAS AT 5000MSL

EST HEIGHT ABOVE 6000 GCA AT 0815Z EST HEIGHT 15000MSL

C APPROX 0700Z 160DEG FROM ELTORO MCAS TURNED LEFT

Called 1055Z

13 Nov 56 07 21

1/2/3 DEF 4

4-4X 2a

11 MSG KJWPSE 168G

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DISSAPPEARED REAPPEARED AND AT 0815Z WITHIN 1-7 MI OF ELTORO MCAS

D VARIED 1-7 MI ELTORO MCAS HELICOPTER OBSERVED 160 DEG

FROM ELTORO MCAS SPEED ON RADAR 040 KNOTS TO 2200 KNOTS

Wide range ??

E LIGHTS FADED OUT AT APPROX 0700Z PIPS REAPPEARED ON RADAR INTERMITTENT

STILL OBSERVED ON RADAR AT 0930Z 12 NOV

note

F FIRST OBSERVED ON RADAR APPROX 0530Z LIGHTS DISSAPPEARED APPROX

0700Z PIPS ON RADAR REAPPEARED STILL OBSERVED AT 0815Z

3 MANNER OF OBSERVATION

A GROUND GCA SEARCH RADAR CPN-4 PILOT IN HELICOPTER OBSERVER IN
TOWER ELTORO MCAS

B BINOCULARS

C MARINE HELICOPTER AT 5000MSL 070K ELTORO MCAS 160 DEG

MAGNETIC HEADING

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4 TIME AND DATE OF SIGHTING

A (12) NOV 0530Z-0830Z

← approx shows duration

B NIGHT

5 LOCATION OF OBSERVER ELTORO MARINE CORP AIR STATION CALIF

6 IDENTIFYING INFORMATION OF ALL OBSERVERS

A NONE

B CAPT H.H. SHUMAKER ASST OPERATIONS OFFICER ELTORO MCAS

7 WEATHER AND WINDS ALOFT AT TIME AND PLACE OF SIGHTING

B SURFACE 140/06 6000-030/05 10000-070/05 16000-310/10

PAGE 4 RJWPSB 168G

20000-300/15 30000-270/15 50000-270/05 80000-

8 ANY OTHER UNUSUAL ACTIVITY OR CONDITION WHICH MIGHT ACCOUNT
FOR THE SIGHTING NONE KNOWN

9 INTERCEPTION OF IDENTIFICATION ACTION TAKEN: HELICOPTER
FROM ELTORO MCAS

10 LOCATION OF ANY AIR TRAFFIC IN THE AREA AT TIME OF SIGHTING
NEGATIVE AT ELTORO MCAS

11 POSITION TITLE AND COMMENTS OF THE PREPARING OFF

PAGE 5 RJWPSB 168G

CAPT WARREN R. GREENLEE ASST OPNS OFFICER

27TH AIR DIVISION COORDINATION CENTER NOTIFIED

12 EXISTENCE OF PHYSICAL EVIDENCE: ELTORO MCAS TOOK PHOTOGRAPHS OF
RADAR SCOPES, PHOTOGRAPH DEVELOPED AND DEVELOPED CLEAR

ON FILE ELTORO MARINE CORP AIR STATION CALIFORNIA

BT

8/1013Z RJWPSB NOV

*ask for full investigation of
Consider as "Unknown"
until something is developed
from 4602
TT MSG sent out
on meaning of*

Capt. Gregory

*4612 photos rec'd from
4602 - A(S) - Evaluate*

Incl #2

JOINT MESSAGEFORM				SECURITY CLASSIFICATION UNCLASSIFIED			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER							
23 Nov 56 1 12z				51E 23/21282			
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL		ORIG. OR REFERS TO	
ACTION ROUTINE		BOOK MULTI SINGLE		TT Msg RJWPSB - 168G		CLASSIFICATION OF REFERENCE UNCL SSIFIE	
FROM: COMDR ATIC						SPECIAL INSTRUCTIONS	
TO: COMDR 4602d AISS Ent AFB, Colorado Springs, Colorado <i>RJEDEN</i> <i>/UNCLASSIFIED/</i> FROM: AFOIN-4E4 -11-1511-E REFERENCE RADAR UFO SIGHTING 12 NOVEMBER 1956 SUBMITTED BY TELETYPE MESSAGE RJWPSB-168G FROM COMDR 1229 AACS SQ HAMILTON AFB CALIFORNIA. MESSAGE STATES THAT SCOPE PHOTOGRAPHS WHICH QUOTE DEVELOPED CLEAR UNQUOTE ARE ON FILE WITH ELTORO MARINE BASE. THE MEANING OF QUOTE DEVELOPED CLEAR UNQUOTE IS UNCERTAIN. IF THIS MEANS GOOD, CLEAR PICTURES DEVELOPED, ACTION SHOULD BE TAKEN TO OBTAIN PHOTOGRAPHS FOR ANALYSIS BY ATIC. DISREGARD MESSAGE IF ACTION HAS ALREADY BEEN TAKEN. COORDINATION: AFOIN-4E4 <i>W.H. Byers</i> DATE <i>21 Nov 56</i> <i>for</i> Dr. H.A. Wiley							
				DATE 21		TIME 1400	
				MONTH NOV		YEAR 56	
SYMBOL AFOIN-4E4		TYPED NAME AND TITLE (Signature, if required) Capt G.T. Gregory <i>G.T. Gregory</i>		SIGNATURE <i>Wallace W. Elwood</i>			
PHONE 69216		PAGE NR. 1		TYPED (or stamped) NAME AND TITLE WALLACE W. ELWOOD 1st Lt. USAF Adjutant			
SECURITY CLASSIFICATION UNCLASSIFIED		RELEASER					



UNCLASSIFIED

12 Nov

Incl. withdrawn

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON (ADC)
UNITED STATES AIR FORCE
ENT AIR FORCE BASE, COLORADO

AISOC

27 November 1956

SUBJECT: AIIR and Photographs of El Toro MCAS UFOB Sighting

TO: Commander
Air Technical Intelligence Center
ATTN: AFOIN 4E4
Wright-Patterson Air Force Base
Ohio

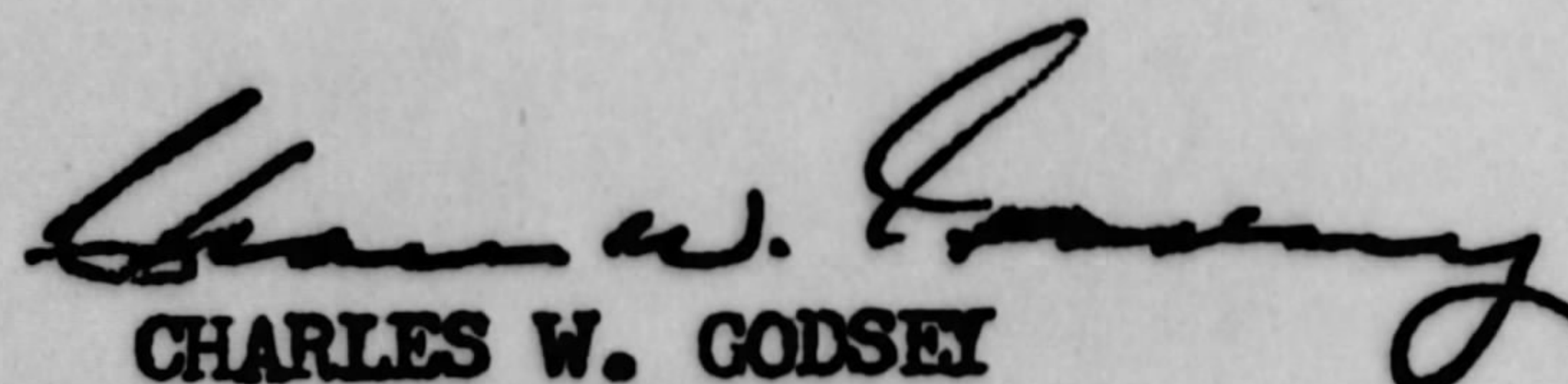
1. Inclosed is a copy of AF Form 112 with radar scope photographs of the El Toro MCAS UFOB sighting 12 November 1956.

2. Since evaluation of this sighting depends primarily on an analysis of the radar scope photographs, and since facilities for accurate interpretation of radar photographs are not available at this level, tentative evaluation by this organization is being deferred until your organization can complete a thorough analysis of the photographs.

3. At the present time, it appears that the radar part of this sighting was caused by some type of local phenomenon which affected the El Toro MCAS radar sets. The visual sightings (which may not necessarily have been related to the main radar sightings) seem to have been caused by known phenomena and/or temporarily over-active imaginations stimulated by the unusual events of the evening and morning.

FOR THE COMMANDER:

1 Incl
AIIR w/12 incs


CHARLES W. GODSEY
Captain, USAF
Assistant Adjutant

* The classification of this correspondence will be CANCELLED when the inclosures are withdrawn or not attached.

10 DEC 22 01 22

4602D AISS Classified
Document Log # 56-1218

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DDO DIR 5200.10

Incl. withdrawn

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

FILE NO.

SUBJECT

(U) Request for Analysis

TO AFOIN-4E1
ATTN: Col H. Hoffman

FROM AFOIN-4E4

DATE 6 Dec 56 COMMENT NO. 1
4E4/Capt G.T. Gregory/lts
69216

1. In accordance with established policies for review, we request your evaluation and comments regarding the attached AF 112 and TT message.
2. The attached IR, with radar scope photos, is one of the finest received by this office in a number of years. It indicates a considerable effort, thoroughness and detail. All personnel involved were interviewed; every AA weather communication, control unit and astronomical observatory in the area was contacted; and all A/C flights from 10:00 p.m. that night to 6:00 a.m. next morning are given; A/C interceptions were directed to find the UFO and, most important, detailed statements were taken from the pilots. As such, this report is considered complete for proper analysis.
3. Because of participation of so many activities and personnel in this sighting, a certain amount of publicity will undoubtedly arise. Therefore, expeditious action regarding this request would be appreciated.
4. Specific attention is invited to paragraph 2, Part III, which strongly indicates either anomalous propagation or, possibly, interference somehow from another radar activity. Notice should be taken of the erratic movements and fantastic speed of the blips in question. Our computations indicate velocities approaching Mach. 25 (15,000 mph).

2 Incls

1. Ltr w/AIIR & 12 incls (CONFL)

2. TT Msg DE RJWPSB 168 G (UNCL)

If Inclosure No. _____ is withdrawn (or not attached), the classification of this correspondence will be cancelled in accordance with AFR 205-1

Henry C. Miley
HENRY C. MILEY
AFOIN-4E4

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

ATIC

7 JAN 57 09 02

ACTION/INFOR.	ARE TIFGR.
---------------	---------------

atue

557 JAN 7

03:16

*17
2} 4E4*

*Scarp
1/8/57*

3-4X2a

MWPH044V WPF018ENA029

RR RJEDWP

IE RJEDEN 213

R 042200Z

FM COMDR 4602D AISS ENT AFB COLO

TO COMDR AIR TECHNICAL INTELLIGENCE CENTER WPAFB OHIO

BT

/UNCLAS/AISO 005 PD ATTN CLN AFOIN 4EA PD IN ORDER TO CLOSE
OUT 0956 TOTLAS REQUEST ANY INFORMATION AVAILABLE ON THE EL
TORO MCAS SIGHTING ON 11 AND 12 NOVEMBER PD THIS SIGHTING WAS
INADVERTENTLY OMITTED FROM TELEPHONE CONVERSATION BETWEEN CAP T
GREGORY AND LT MACHYOWSKY ON 3 JAN 57 PD END

BT

04/2255Z JAN RJEDEN

11/0530 to
[REDACTED]
UNCLASSIFIED

AISOC

27 November 1956

SUBJECT: AIIR and Photographs of El Toro MCAS UFOB Sighting

**TO: Commander
Air Technical Intelligence Center
ATTN: AFOIN 4M
Wright-Patterson Air Force Base
Ohio**

1. Inclosed is a copy of AF Form 112 with radar scope photographs of the El Toro MCAS UFOB sighting 12 November 1956.

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3. At the present time, it appears that the radar part of this sighting was caused by some type of local phenomenon which affected the El Toro MCAS radar sets. The visual sightings (which may not necessarily have been related to the main radar sightings) seem to have been caused by known phenomena and/or temporarily over-active imaginations stimulated by the unusual events of the evening and morning.

FOR THE COMMANDER:

**1 Incl
AIIR w/12 incs**

**CHARLES W. GODSEY
Captain, USAF
Assistant Adjutant**

**The classification of this correspondence
will be CANCELLED when the inclosures are
withdrawn or not attached.**

**DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10**

UNCLASSIFIED
[REDACTED]

**4602D AISS Classified
Document Log # 56-1218**
[REDACTED]

Incl #1

COUNTRY USA		REPORT NO. 10-UFOB-4-56 AISS-UFOB2451-56	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT UFOB			
AREA REPORTED ON MCAS EL TORO, CALIFORNIA, USA		FROM (Agency) Flight 1-C, 4602D AISS	
DATE OF REPORT 16 November 1956	DATE OF INFORMATION 11 & 12 November, 1956	EVALUATION	
PREPARED BY (Officer) LOUIS C. SAUTER, 1st Lt., USAF		SOURCE WILLIAM E. WORD	
REFERENCES (Control number, direction, previous report, etc., as applicable) TY 1229 AACB 1683, 12 November, 1956			

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 118-Part II.)

I. CONTENTS:

PART ONE: Description of sightings and radar observations by Sgt William E. Word, MCAS EL TORO, CALIFORNIA. (BJCD 1641)

PART TWO: Description of sightings and radar observations by M/Sgt Philip Karnowski, MCAS EL TORO, CALIFORNIA.

PART THREE: Description of sighting and intercept attempts by Capt. M.H. Shumaker, MCAS EL TORO, CALIFORNIA.

PART FOUR: Supplementary Investigative Efforts.

PART FIVE: Comments of Preparing Officer.

II. SUMMARY: Unidentified flying objects were observed visually and by radar over and in the vicinity of MCAS EL TORO, CALIFORNIA for a period of eight hours on the evening of 11 November, 1956 and the morning of 12 November, 1956. The information in this report was obtained from persons seeing these objects and from an investigation conducted to determine the possible cause of these sightings.

III. INVESTIGATORS: 1/Lt LOUIS C. SAUTER A02222336
WO-1 RICHARD A. HOLM 954099E

Louis C. Sauter
LOUIS C. SAUTER
1st Lt USAF
Officer in Charge

APPROVED:

12 inclos (See Individual Parts)

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

John W. Meador
JOHN W. MEADOR
Colonel, USAF
Commander

DISTRIBUTION BY ORIGINATOR

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Copy to Comdr 4602d AISS
Copy to Flt 1-C, 4602d AISS

541218

AIR INTELLIGENCE INFORMATION REPORT

FROM: (Agency)

Flight 1-C, 4602D AISS

REPORT 12-UFOB-4-56
AISS-UFOB-451-56

PART ONE

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I. SOURCE: WILLIAM E. WORD, SGT., USMC

Address: MCAS EL TORO, CALIFORNIA.

Age: 26

Length of Service: 5 years

Duties: GCA and control tower operator

Education: High School graduate.

Qualifications: Two (2) years radar experience.
Three (3) years combined control tower and GCA operations.

II. RELIABILITY: When interviewed SOURCE was very cooperative with a positive attitude toward the questioning. He appeared to be genuinely interested in finding an answer to his observations. He gave a very detailed account of everything that had happened. He appeared to be of average intelligence and very knowledgeable of radar and air traffic procedures. He could offer no explanation as to the identity of the objects he observed and stated that in all his experience with radar he had never seen any returns resembling these. In view of SOURCE's sincerity, familiarity with his job and experience he may be considered as reliable.

III. SOURCE'S DESCRIPTION OF SIGHTINGS AND EVENTS:

1. SOURCE was on duty as standby GCA operator on the evening of 11 November, 1956. At approximately 2130 PST he was standing outside near the GCA unit and noticed a bright light orbiting north of the field (MCAS EL TORO). He immediately entered the GCA unit and turned on the set, then notified the control tower of the light.

2. The object appeared on the screen as a large target, moving erratically and at speeds which SOURCE estimated to be from fifty (50) to over two thousand (2000) knots. (He stated that at one time, one of the objects moved from one side of the screen to the other, a distance of approximately eighteen (18) nautical miles in a period of four (4) seconds). Shortly, this object was joined by a group of smaller objects. At this time they started moving all over the screen in a very haphazard manner, with no apparent destination. Again, their speeds varied from an estimated fifty (50) to over two thousand (2000) knots.

3. On several occasions, the objects moved rapidly, stopped abruptly and then reversed course. On other occasions, the smaller objects appeared to join the larger one, merge with it and form one larger blip. A few seconds later, the small objects would depart and again dash all over the screen leaving the large blip in it's original size.

4. Early in the course of these observations, SOURCE switched on another radar set, this set revealed the same objects.

5. Having notified the tower of his observations, SOURCE was

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(CLASSIFICATION)

AF FORM 112-PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO. 1C-UFOB-4-56	PART ONE
Flight 1-0, 4602D AISS	AISS-UFOB451-56	PAGE 3 OF 17 PAGES

soon visited by the Officer in Charge of the Station Rescue Unit, Captain M.H. Schumaker. Captain Schumaker sent a request for a photographer and an order to warm up the helicopter.

6. In the ensuing hours, SOURCE attempted numerous intercepts on the objects by vectoring the helicopter and later (approximately 0430PST) two F-86 D's from George AFB in on them but met with repeated failures. The helicopter and the fighters would close on the objects but could never make contact, neither visual nor radar.

7. SOURCE stated that one of the objects flew formation with the helicopter and both fighters for a short period of time then left them at a very high speed.

8. The helicopter and fighters landed and, while refueling was in progress, the three pilots entered the GCA unit and personally observed the objects. They again took off and attempted further intercepts with negative results. As daylight approached, three new targets were picked up on the radar screen and immediately the fighters were vectored in on them. They were identified as commercial airliners, two DC-7's and one Constellation. At this point all the unidentified objects left the radar screen while heading in a Northwesterly direction. They never reappeared.

9. Photographs were taken of the radar screen at approximately 2330 PST. A sequence of six (6) photographs were taken at four (4) second intervals. (See Incls. # 6-11). A roll of 16mm film was taken of the screen however at some time in their handling, the entire reel was exposed and it turned out completely blank.

10. The radar sets in use were the US Navy CPN4A, with a transmitter frequency of 2800 MC, a 20 RPM scan rate and a Hydrogen Thyatron type modulator. They employed a device which theoretically shows a return only on moving targets. The sets were operated at the ten (10) mile range the majority of the time. The antenna tilt ranged from 0° to ten (10) degrees. Height finding radar was not employed. The only altitude indication was given when Captain Schumaker, in the helicopter, observed a light approaching him while he was at 4500 feet. This light was identified as one of the unidentified objects by radar.

11. There had been no recent maintenance difficulties with either set. SOURCE stated that he was familiar with the effects of signal interference and the effects of anomalous propagation. He stated that anomalous propagation had been observed to extend the range of the ground clutter at that site but that during the time of these observations it was not. In comparison to conventional aircraft, some of these targets appeared to be larger and faster, others about the same size as conventional aircraft but much faster and capable of maneuvers completely beyond the capability of modern aircraft. The targets remained the same size except in the instances where the smaller ones joined the larger one. They travelled at varying speeds, disappeared then reappeared in a new location several times. SOURCE stated that in his opinion, the targets could not have been birds nor ground return at ten (10) degrees antenna tilt as at that angle he was picking up the fighters at 18000 feet when they first approached the station.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Flight 1-C, 4602D AISS

REPORT NO.

1C-UFOB-4-56
AISS-UFOB-451-56

PART TWO

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I. SOURCE: PHILIP D. KARNOWSKI, M/SGT, USMC

Address: MCAS EL TORO, CALIFORNIA.

Age: 33

Length of Service: 12 years

Duties: GCA operator

Education: 1 1/2 years college.

Qualifications: Eleven years as Navigator (6100 hrs)
GCA Operator 1 year

II. RELIABILITY: When interviewed SOURCE was very cooperative and showed a marked interest in determining the cause of the sightings. He answered all questions concisely and to the point. He appeared to be of above average intelligence in general conversation. He stated that in all his experience he has never seen anything like this.

III. SOURCE'S DESCRIPTION OF SIGHTINGS AND EVENTS:

1. SOURCE was on duty with Sgt. Word at the time of the initial sighting and made all the same observations up until 0300 PST, 12 November at which time he departed and went to sleep. His statements coincided with Sgt Word's and he agreed on all the statements and observations made by Sgt Word up until the time of his departure.

1 Incl: Statement by SOURCE

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Flight 1-C, 4602D AISS

REPORT NO.

1C-UFOB-4-56
AISSAUFOB-451-56

PART TWO

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STATEMENT

At 2130 or shortly after, on 11 November, 1956, a red blinking light appeared above the lower mountain range directly North of MCAS El Toro. Myself and Sgt Word viewed the light through field glasses (8X50). The light seemed to set still for short periods of time, 30 seconds or so, then move at a rapid pace.

About 10 minutes after first sighting the object, Sgt Word and myself turned on the radar gear and spotted a target 6 miles North of the station. From this time on, until about 0300 the targets (about one to five or six) remained on our scopes. (Note after 0300, I made no more observations). The traffic of the targets North of the station remained about four to eight miles.

About 0200 the targets appeared South of the station coming on our scope about ten miles south, then closing on the station til reaching four miles. This one target spotted which appeared large, had other targets feeding in and out of it, at which time it remained almost stationery.

I visually covered the sky from time to time during the entire period while I was up. After the first sighting, I spotted nothing more.

M/Sgt Philip Karnowski
841870 USMC

TRUE COPY

Louis C. Sauter
LOUIS C. SAUTER
1/Lt USAF

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AF FORM 112-PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO. 1C-UFOB-4-56

PART THREE

Flight 1-C, 4692D AISS

AISS-UFOB-451-56

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I. SOURCE: M.H. SCHUMACHER, CAPTAIN, USMC

Address: MCAS EL TORO, CALIFORNIA.

Age: 31

Length of Service: 14 years

Duties: OIC Air Rescue Unit

Education: Two years college

Qualifications: Pilot and/or observer for fourteen years

II. RELIABILITY: When interviewed SOURCE was very cooperative and did his utmost to aid the investigators. He answered all questions with thoroughness and preciseness. He was very friendly, though serious. He was very apparently tired as he had been up the entire night and still had not gone to bed when the investigators arrived. He appeared to be of above average intelligence in all phases of the conversation. In view of SOURCE'S sincerity, length of service and rank, he may be considered as reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING AND EVENTS:

1. SOURCE was in station operations MCAS EL TORO at approximately 2135 and was notified by the control tower that GCA was reporting several unidentified objects on the radar screen. SOURCE immediately drove to the GCA unit and observed the objects. He requested a photographer to take scope photos and immediately took off in his helicopter. GCA vectored him in on several of these objects but he sighted nothing. At approximately 2230 PST he observed a flashing red light on a heading of approximately 160 degrees. GCA verified this target and vectored him towards it. However, he was unable to close on it and after a five minute chase the light made a turn to the left and disappeared. SOURCE remained airborne until approximately 2300 at which time, he landed and had the helicopter refueled. At this time, SOURCE advised Flight Service and ATC of the sightings.

2. SOURCE took off again, attempted more intercepts under the control of GCA and was still unsuccessful. He landed and took off again at 0130. Shortly after becoming airborne, SOURCE noticed a flashing red light which appeared to be on airway AMBER 1. He did not attempt an intercept on this. At approximately 0230, SOURCE sighted a steady red light approaching him from the North. GCA verified this and told him that it was heading directly towards his aircraft. Just prior to reaching SOURCE'S aircraft, the light went out. SOURCE stated that immediately after this he saw a dark, shapeless object go by him on the right. He could not give any shape nor make out any details of the object. He described it merely as a dark "glob".

3. Shortly after this, two F-86's from George AFB joined in on the search and further intercepts were attempted but to no avail. After landing at El Toro and refueling with a stop in at the GCA unit to observe the targets, the fighter pilots and SOURCE again took off and attempted further

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Flight 1-C 4602D AISS

REPORT NO. 1C-UFOB-4-56
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PART THREE

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STATEMENT

At approximately 2135 on the evening of 11 November, 1956, I received a call from the tower that GCA had notified them that they had several objects on their screen that could not be identified. I drove to the GCA unit and observed the objects myself, called for a photographer, cranked up the chopper and went to investigate. GCA vectored me on to several objects, stated that they were on my wing but (I) could not observe anything. At about 2230 I did observe a red flashing light on a heading of about 160°. GCA verified my target. The target stayed at about my same speed (app 60 k) without increasing or decreasing distance for a period of about five min, he then turned left and with a sudden increase in speed, vanished from sight. I remained airborne until about 2300, then came back and refueled. (I) contacted Flight Service and ATC. They called back and we took off again. Again there were more radar contacts but I still sighted nothing. Came back and took off again about 0130, more radar contacts, then I sighted another flashing red light. It seemed to be about where a plane would be if he were flying AMBER 1 airway. Radar had him, he stopped a ways from the field, was joined by several more blips, two came back, then the large one disappeared. At about 0230, I sighted a red light approaching me from the North. GCA called it about the same time, stated one was approaching from the North on a collision course. Just prior to reaching me, his light went out (this was a steady red light). I then could make out a dark object, dropped my nose and he went by to my right. My first impression was that it was about the size of an L 19, but can safely say that I could not tell whether or not wings were visible. I reversed my course, but made no more visual contacts. Radar stated that he increased his speed and disappeared again to the North. Very shortly we had on station two F-86D's from George AFB. They also had blips come up on them, but they could observe nothing. We came down, refueled and went up again. It was now almost dawn and the only blips we saw were proven to be civil aircraft. Radar had no contacts after dawn. We discontinued at 0635 on the morning of 12 Nov 56.

Capt M.H. Schumaker
047155 USMC

TRUE COPY

LOUIS C. SAUTER
1/Lt USAF

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

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SUPPLEMENTARY INVESTIGATIVE EFFORTS

1. The Ground Observer Filter Center (Det 2, 4771st Ground Observer Sq) at Pasadena, California was contacted and it was learned that no unusual sightings had been reported to take place during the period of this report.

2. 27th Air Division (Defense), Norton AFB, California was contacted and the following information received;

a. All AAA sites in the Los Angeles area had been alerted and reported negative radar contacts with the unidentified objects during the period of this report.

b. All AC&N sites in the Los Angeles area reported negative radar contacts with the unidentified objects during the period of this report.

c. Weather reports for the Los Angeles area during this period;
El Toro - Clear, ceiling unlimited during entire period until 0600 at which time a 15,000 foot layer of scattered clouds was reported. Visibility, 10 miles.

Los Angeles - 1200 ft. ceiling. A mild inversion layer was (1200 ft) over the city with a base at 660 feet and a top at 2560 feet however no "trapping" was reported by any of the radar installations mentioned in this report.

Winds aloft in the El Toro area at 0030 PST were as follows;

Surface	- 140/06
6000	- 030/05
10000	- 070/05
16000	- 310/10
20000	- 300/15
30000	- 270/15
50000	- 270/05

3. Los Alamitos Naval Air Station was contacted and reported that they had been requested to monitor the area on their radar scopes at 0400PST. Their set was turned on at this time and radar contact maintained until 0630 PST. They reported negative contacts with the unidentified objects. The only contacts they had during this time were the helicopter, the two F-86's and the three commercial airliners which were intercepted by the F-86's from George AFB. (See Incl # 1)

4. Palomar and Mt Wilson Observatories were contacted and reported that they had observed nothing unusual during the time of this report.

5. The Flight Service Center at Hamilton AFB was contacted and the following military air traffic was reported in the Los Angeles area during this period;

1950 PST - AF C-131 # 1533 left departure point (undetermined) and reported over Los Angeles at 0100 PST at 14000 feet.

2300 PST (11 Nov) Navy AD5N # V 2602 reported over Los Angeles.

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0400 - C-47 # AF 16140 reported at 10,000 feet over Los Angeles.

6. The two fighter pilots involved were contacted and reported that they arrived in the area at approximately 0400 PST, made a visual search and then took vectors from the El Toro GCA operator. After searching for approximately twenty five minutes, they landed at El Toro, refueled and continued the search until daybreak. They reported that they were vectored into the objects several times but never made contact, visually or radar. Shortly after 0600, they were assigned three targets which they intercepted and identified as two American Airlines DC-7's and a Constellation. At this time they were instructed by the Control Center to return to George AFB. During refueling at El Toro, they went to the GCA trailer and personally observed the objects. The pilots were 1/Lt Frank M. Satterfield and 2/Lt H.F. Drye of the 329th Fighter Interceptor Squadron, George AFB, Calif.

7. Other personnel present at El Toro during this period were questioned and requested to make statements. Statements varied from negative observations to seeing several groups of lights going in all directions and at varying speeds. See Incls # 2, 3, 4 & 5

8. Photographs of the El Toro GCA screen taken at approximate four (4) second intervals at approximately 1130 PM PST (2330) were obtained from the photographer requested by Captain Shumaker. See Incls #

9. Allowing the possibility of a malfunctioning radar set, the commanding officer of the GCA detachment was approached and he stated that the set had been completely checked and was found to be in perfect working order and in addition to this, during the period of observation an alternate set was turned on and revealed the same targets.

10. CAA officials at Los Angeles International Airport were contacted and gave the following information:

AIRCRAFT NR	TYPE	DIRECTION IN OR OUT	REPORTED OVER	TIME	ALTITUDE
AF 49049	C-54	Inbound	Ontario Los Angeles	20:55 21:08	Descending from 10,000 ft
United 629	DC-6	Inbound	Ontario Downey	21:40 21:46	Descending from 14,000 ft
Navy 27738	P2V	Southbd	Long Beach	21:59	10,000 ft
		Southbd	Oceanside	22:14	10,000 ft
		Northbd	Oceanside	22:34	11,000 ft
		Northbd	Long Beach	22:50	11,000 ft
ANG 35226	T-33	Inbound	Riverside Burbank	22:33 22:53	Descending from 30,000 ft
Western 65	DC-6	Inbound	Covina	22:40	Descending from 9,000 ft

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AIRCRAFT NR	TYPE	DIRECTION IN OR OUT	REPORTED OVER	TIME	ALTITUDE	
Slick 6120C	DC-6	Outbound	Burbank Ontario	22:54 23:10	Ascending to 19,000 ft	
AF 35855	B-26	Inbound	Downey Long Beach	22:58 23:22	Descending from 9,000 ft	
United 710	DC-7	Outbound	Los Angeles Ontario	23:09 23:31	Ascending to 19,000 ft	
United 527	DC-6	Inbound	Ontario Downey	23:17 23:24	Descending from 18,000 ft	
Navy 1491	TV2	Westbd	Riverside Los Angeles	23:28 23:36	35,000 ft 35,000 ft	
Navy 9582	SNB	Inbound	Oceanside Long Beach	23:27 23:46	Descending from 3,000 ft	
Navy 29594	SNB	Inbound	Perris El Toro Los Alamitos	23:32 23:49 23:57	Descending from 12,000 ft	
TWA 10	Conny	Outbound	La Habra Ontario	23:51 23:58	Ascending to 19,000 ft	
TWA 102	S. Conny	Outbound	La Habra Ontario	00:02 00:08	Ascending to 19,000 ft	
TWA 105	Conny	Inbound	Ontario Downey	00:07 00:15	Descending from 14,000 ft	
TWA 87	Conny	Inbound	Ontario Downey	00:30 00:37	Descending from 14,000 ft	
American 903	DC-6	Inbound	Los Angeles	00:44	Descending from 5,000 ft	
United 532	DC-6	Outbound	Los Angeles Downey Ontario	00:46 00:56 01:02	Ascending to 19,000 ft	
United 736	DC-7	Outbound	Los Angeles Downey Ontario	01:17 01:27 01:34	Ascending to 21,000 ft	
AF 50412	T-33	Outbound	Las Alamitos Riverside	02:02 02:17	Ascending to 21,000 ft	
TWA 101	Conny	Inbound	Ontario Downey	02:13 02:17	Descending from 12,000 ft	
				02:38	Descending from 16,000 ft	

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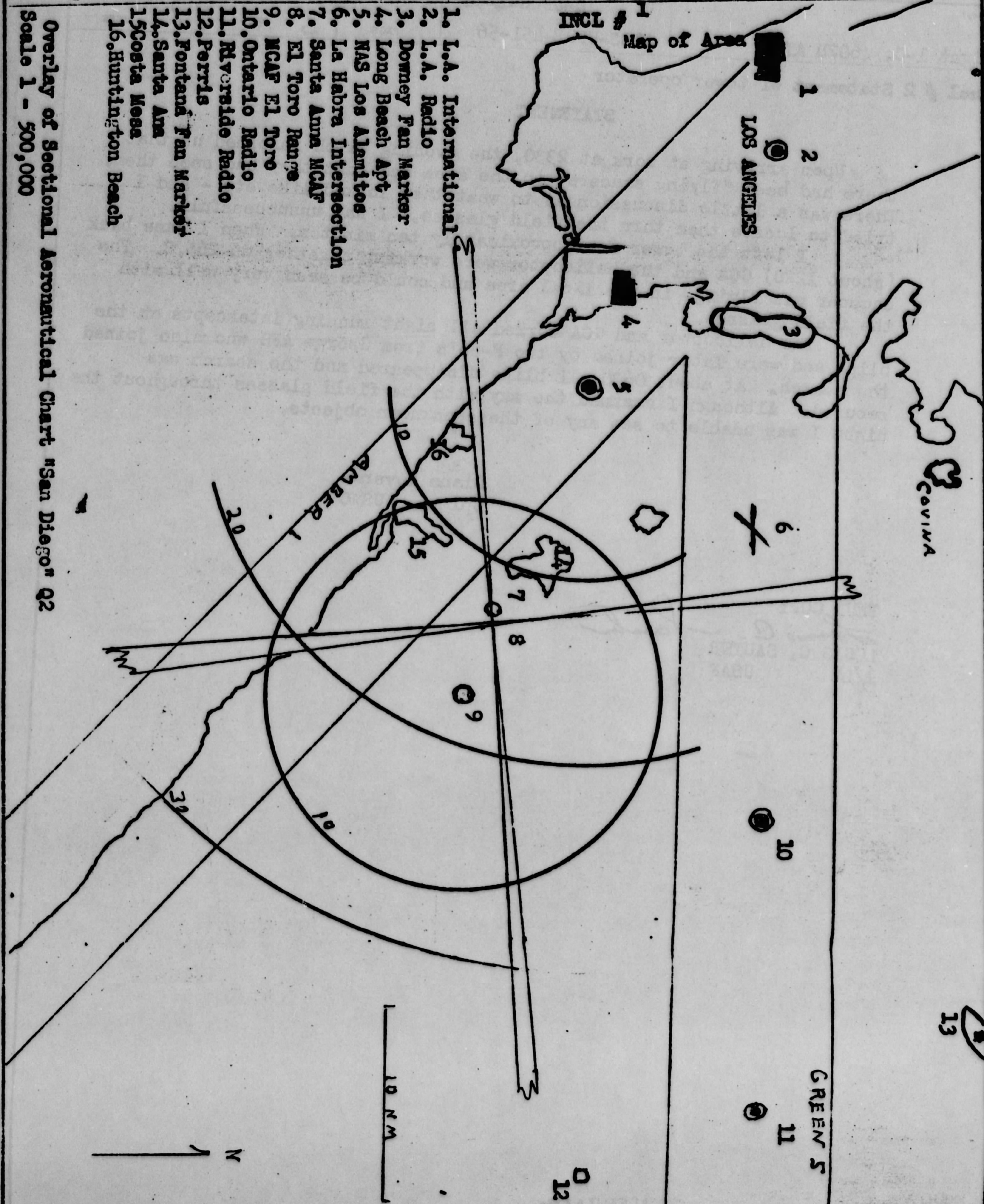
PAGE **12** OF **17** PAGES

INCL # 1

Map of Area

1. L.A. International
2. L.A. Radio
3. Downey Fan Marker
4. Long Beach Apt
5. NAS Los Alamitos
6. La Habra Intersection
7. Santa Anna NCAF
8. El Toro Range
9. NCAF El Toro
10. Ontario Radio
11. Riverside Radio
12. Perris
13. Fontana Fan Marker
14. Santa Ana
15. Costa Mesa
16. Huntington Beach

Overlay of Sectional Aeronautical Chart "San Diego" Q2
Scale 1 - 500,000



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DOD, DIR 5200.10

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Deal # 2 Statement of tower operator

STATEMENT

Upon arriving at work at 2330, the evening watch informed us that there had been "flying saucers" in the area and that they had seen them. There was a little discussion as to what they looked like etc - and I tried to locate them thru the field glasses. I was unsuccessful.

I left the tower for approximately ten minutes. When I came back (about 1220) GCA and the helicopter were working together on 265.8. The chopper was flying in the local area and could be seen very well with the field glasses.

The helicopter and GCA worked all night running intercepts on the blips and were later joined by two F-86's from George AFB who also joined the search. At about 0630 all blips disappeared and the search was secured. Although I scanned the sky with the field glasses throughout the night I was unable to see any of these unknown objects.

Diane Leverna
Cpl USMC

TRUE COPY

Louis C. Sauter
LOUIS C. SAUTER
1/Lt USAF

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AF FORM 112—PART II

APPROVED 1 JUNE 1948

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AIRCRAFT NR	TYPE	DIRECTION IN OR OUT	REPORTED OVER	TIME	ALTITUDE
United 737	DC-7	Inbound	Ontario Downey	03:04 03:10	7,000 ft 3,000 ft
TWA 63	Conny	Inbound	Fontana Ontario Downey	03:45 03:50 03:57	Descending from 12,000 ft
TWA 5	Conny	Inbound	Ontario Downey	04:48 04:56	Descending from 8,000 ft
United 541	DC-6	Inbound	Covina La Habra Downey	05:77 05:19 05:23	Descending from 9,000 ft
United 719	DC-7	Inbound	Ontario Downey	06:04 06:10	Descending from 11,000 ft

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Diane Leverma
Cpl USMC

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LOUIS C. SAUTER
1/Lt USAF

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Incl # 3 Statement of tower operator

STATEMENT

At approximately 2130 on 11 November, 1956, while our crew was on duty, we received a call from GCA. They reported having seen visually, lights in the N.E. sector. I looked through the binoculars but could see nothing at that time. A short while later, approximately 2230, the helicopter went up to investigate. I kept visual contact with the helicopter most of the time he was airborne and at one time saw a red light roughly 1000 feet above him and heading in the direction of Saddleback range. The light appeared to be very bright with a rapid erratic flash. I would judge it's speed at nearly 130-180 knots. Moments later it disappeared. Another time after the helicopter had landed, I sighted a similar light bearing approximately 330° from the tower heading Easterly. It suddenly dropped from an estimated 5000 or 6000 feet to very near the ground and vanished. I watched these objects for nearly three hours. They appeared to have no definite course or system in maneuvers. The most objects I ever saw at one time was two heading in the same general direction.

Edwin D. McGurdy
Sgt USMC
1355216

TRUE COPY

Louis C. Sauter
LOUIS C. SAUTER
1/Lt USAF

AIR INTELLIGENCE INFORMATION REPORT

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Incl # 4 Statement of tower shift supervisor
STATEMENT

The following account is a description of my tour of duty as shift supervisor in the control tower on 12 November, 1956, during the hours of 0100 to 0800.

1. 2330, 11 Nov., Assuming the duty at approximately 2330 the shift supervisor being relieved advised me that Unidentified Objects were flying in the near vicinity of the airfield and that the Rescue Helicopter was airborne trying to locate them. A complete scan of the horizon with binoculars failed to show anything.

2. During this period of duty, El Toro GCA kept the tower informed of all targets on their scopes and described several as being as large as an B5D, some being within six miles of the field at speeds estimated to be from 50 knots to as high as 2200 knots.

3. Visual checks, with and without binoculars were made throughout the night when targets were reported without success.

4. The weather during this period was very good, visibility was better than ten miles at all times and some haze was noticed around the Laguna Hills at very low altitude.

5. My experience as a tower operator is six years of actual duty. I am 31 years old, have a private pilots license and completed the advanced Air Control School at Olathe, Kansas.

Wallace R. Meredith
T/Sgt USMC

TRUE COPY

Louis C. Sauter
LOUIS C. SAUTER
1/Lt USAF

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(CLASSIFICATION)

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Incl #5 Statement of GCA outside observer

STATEMENT

Around 2130, I noticed Sgt Word and H/Sgt Karnowski looking towards the North at a red light, which I never saw. We then turned on the scopes and picked up a clear target about five miles north. It moved very slowly in to about 2 miles north.

That's all I saw. The rest of the morning I was outside observer for Sgt Word.

Jack C. Roe
Pfc USMC

TRUE COPY

Louis C. Sauter
LOUIS C. SAUTER
1/Lt USAF

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DECLASSIFIED AFTER 12 YEARS
DOD 1982-02-01

AIR INTELLIGENCE INFORMATION REPORT

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COMMENTS OF PREPARING OFFICER:

1. The preparing officer was unable to arrive at any definite conclusion as to the cause of these sightings. However, since no other radar installations in the area observed these objects and so few visual observations were made, it seems possible that some local phenomenon was effecting the MCAS EL TORO radar installation.

Louis C. Sauter
LOUIS C. SAUTER
1/Lt USAF
Officer in Charge

COMMENTS OF APPROVING OFFICER:

1. In the opinion of the Approving Officer, this sighting was caused by anomalous propagation compounded by excitement of the Sources, causing an attempt to relate visual sightings to the radar sightings. The following reasons are given for this evaluation:

a. Although one Source stated that he was familiar with the effects of anomalous propagation, past experience indicates that this phenomena is seen in various forms, all of which are not easily identified.

b. There are many radar sites in the area. Anyone of these could have been causing interference, compounding the effects of anomalous propagation, thus making this phenomenon unidentifiable even to trained observers.

c. Although, during vectoring operations, ground radar observed the objects on the wing of the interceptor, neither visual or radar contact was made from the aircraft.

d. It has been noted several times in the history of the UFOB program that observers have noticed a normal phenomenon and then picked up an object on radar. These two objects are not necessarily the same. It will be noted that, at no time, did the observers see visually the fantastic speeds and maneuverability of the objects that were seen on the radar scope.

2. Therefore, an evaluation of "Other: Was Anomalous Propagation" is given to this sighting.

3. The photographs have been sent to ATIC for further analysis.

7 Incls
1-5 & 12 n/c
6-11 w/d

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DECLASSIFIED AFTER 12 YEARS
DOD DIB 5200.10

John W. Meador
JOHN W. MEADOR
Colonel, USAF
Commander

34

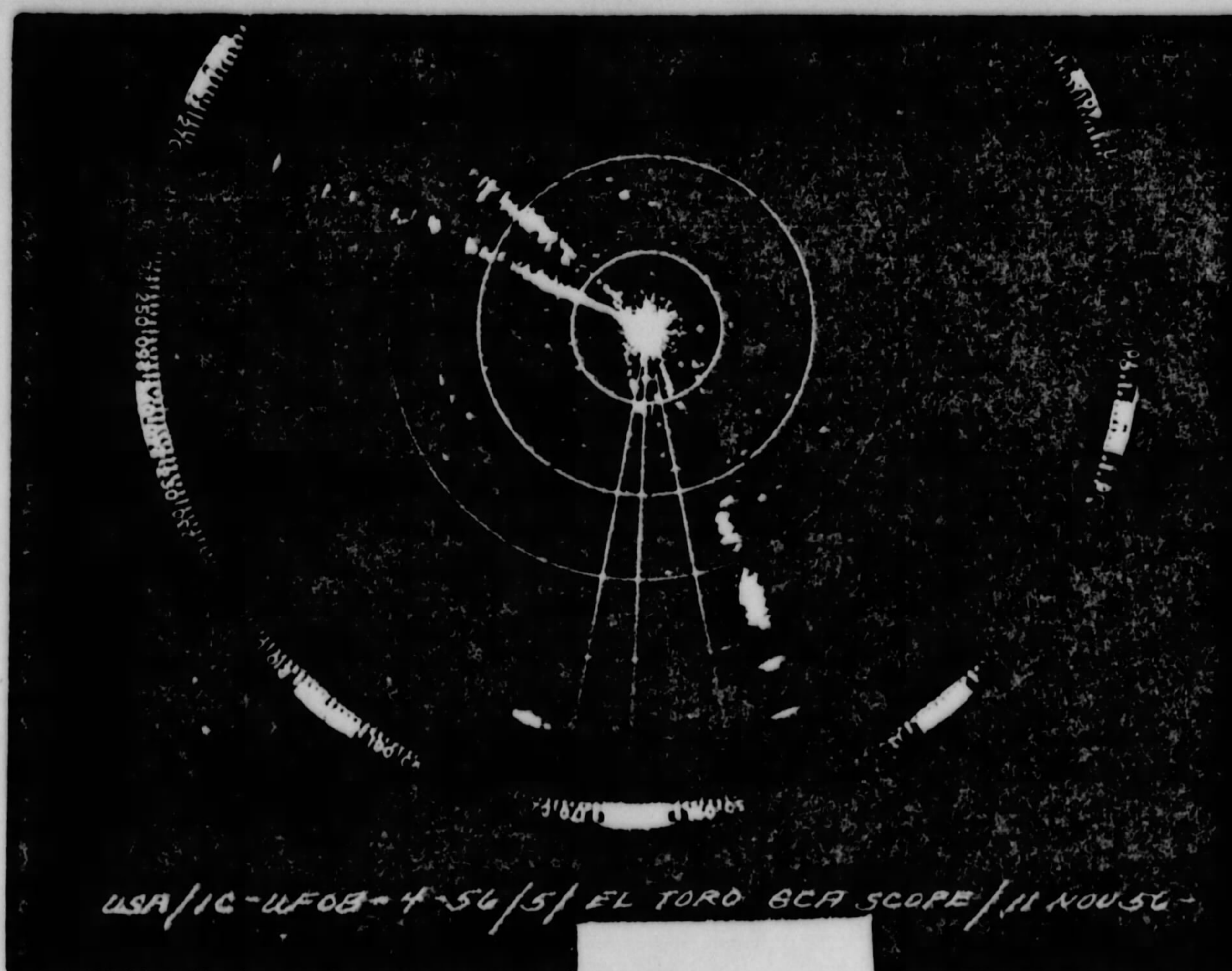
This case includes thirty five (35)
photographs 4" x 5" and seven (7)
4" x 5" negatives.



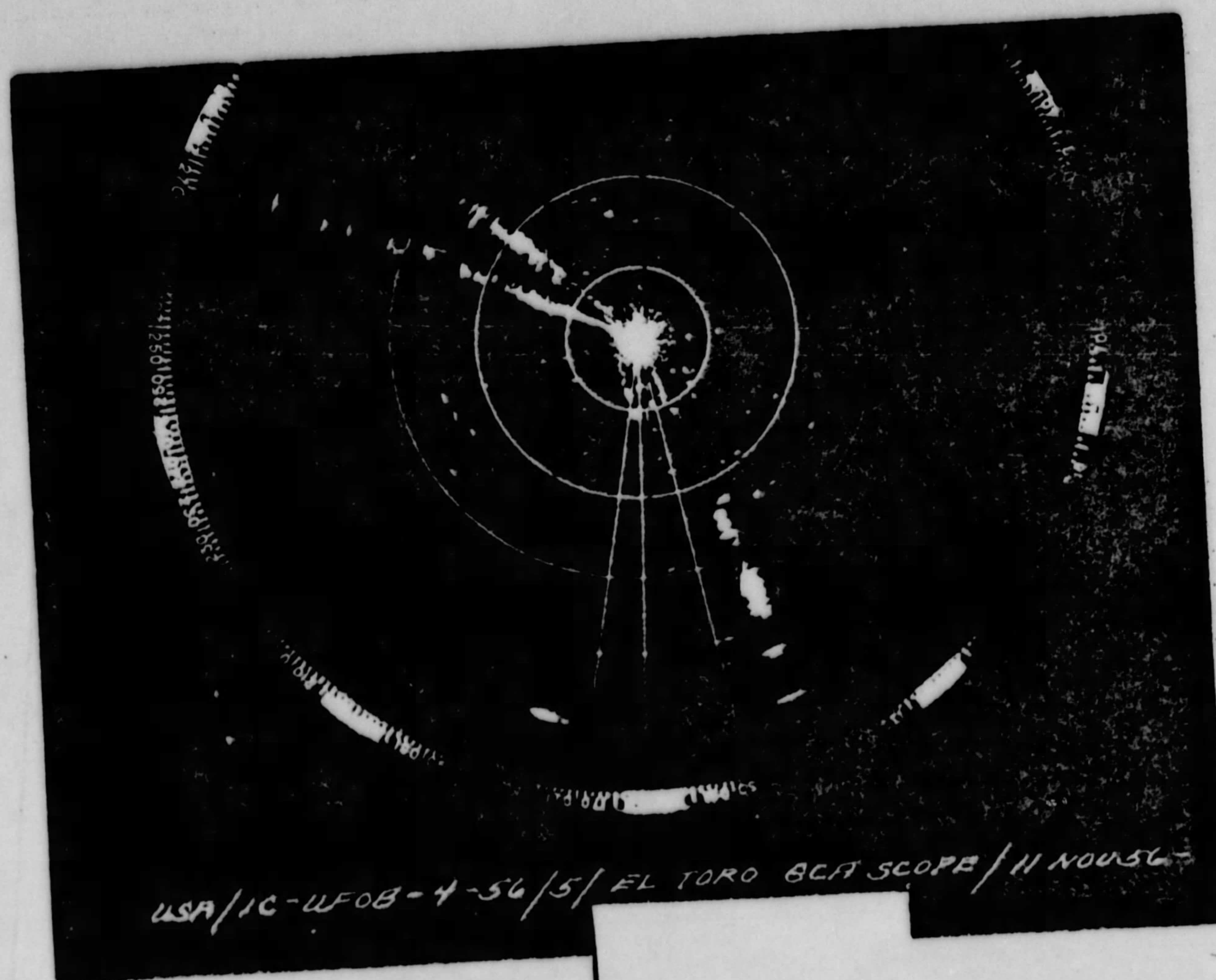
Radon Scope Photo # 6

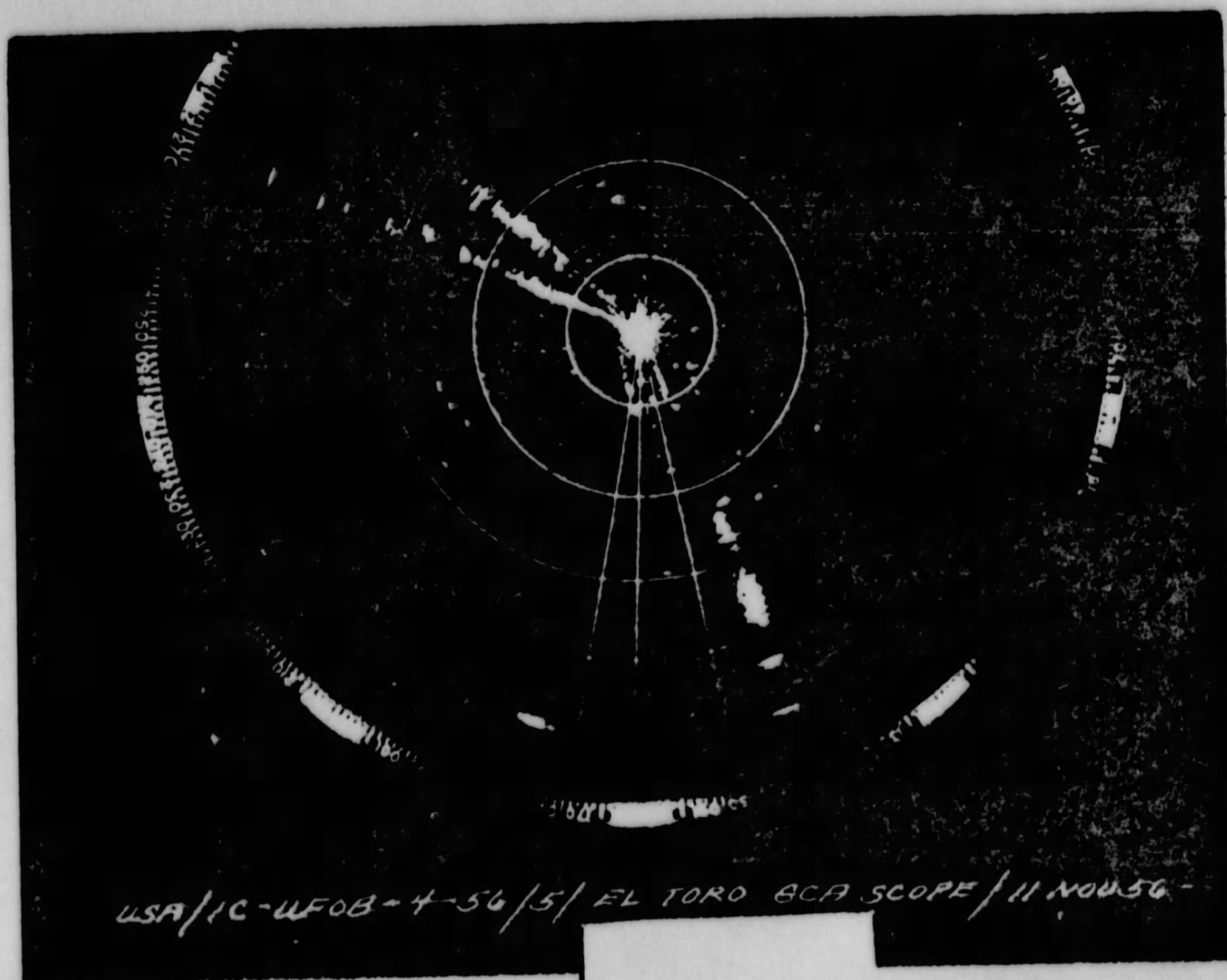






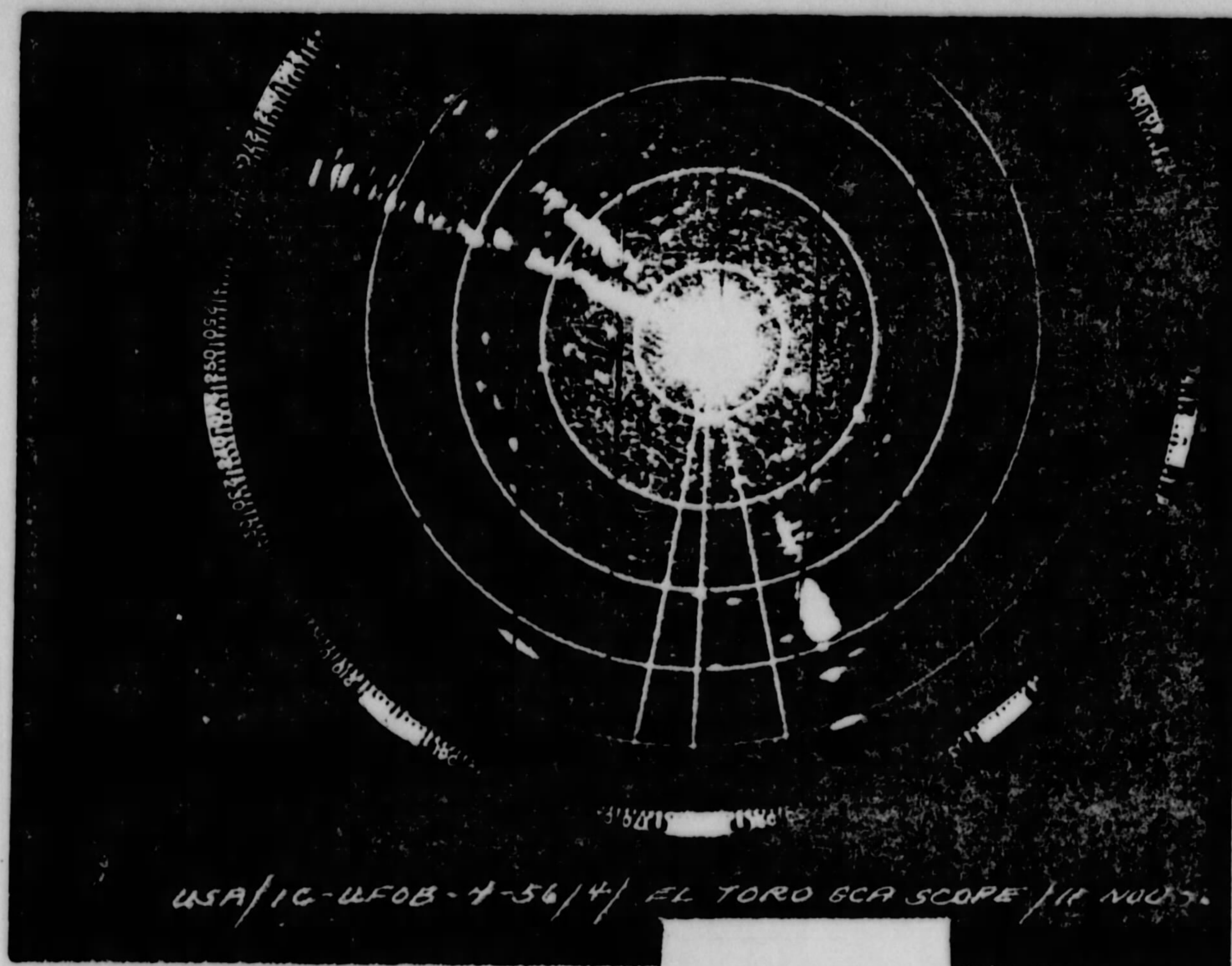
USA/IC-UFOB-4-56/5/ EL TORO BCF SCOPE/11 NOV 56-



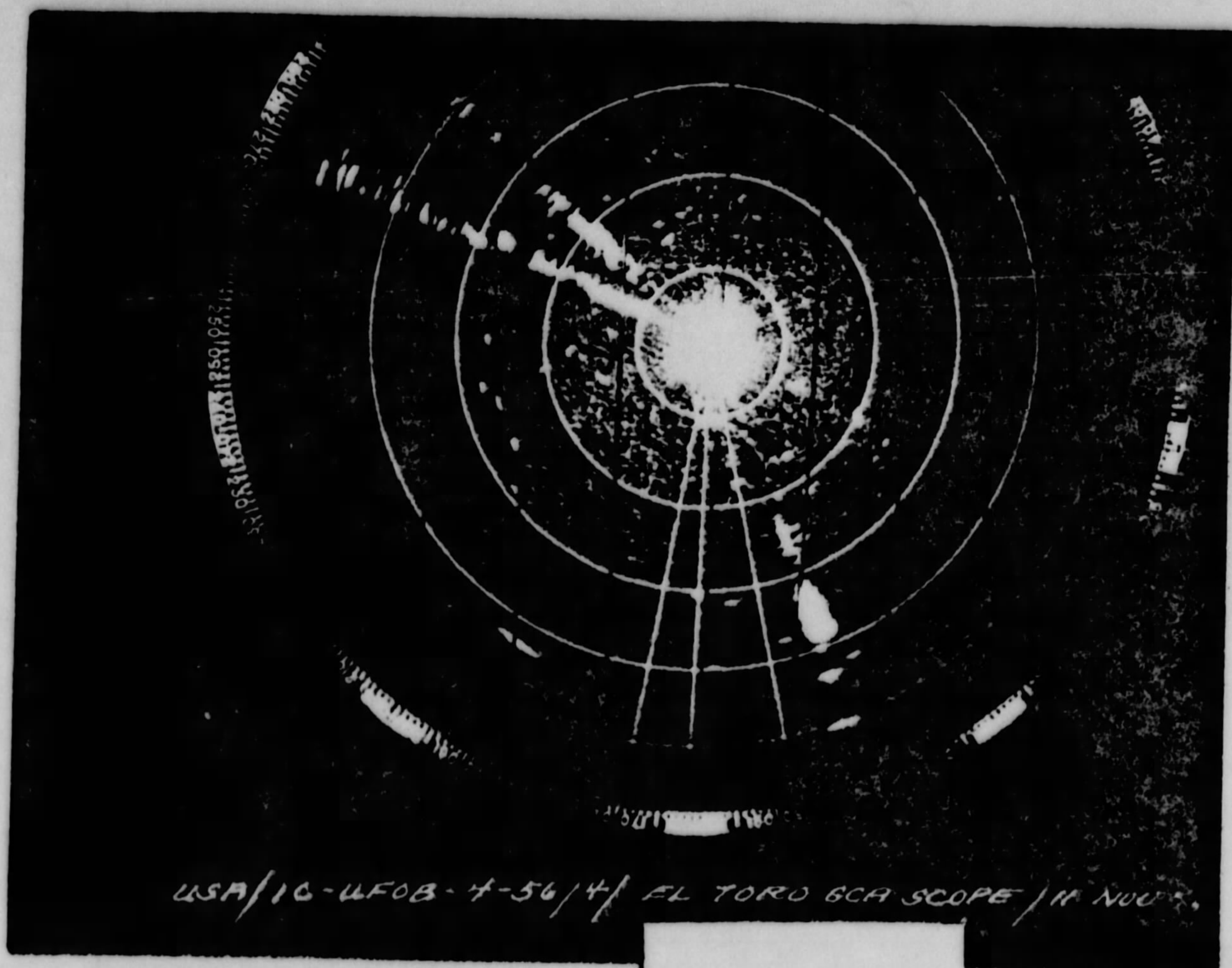


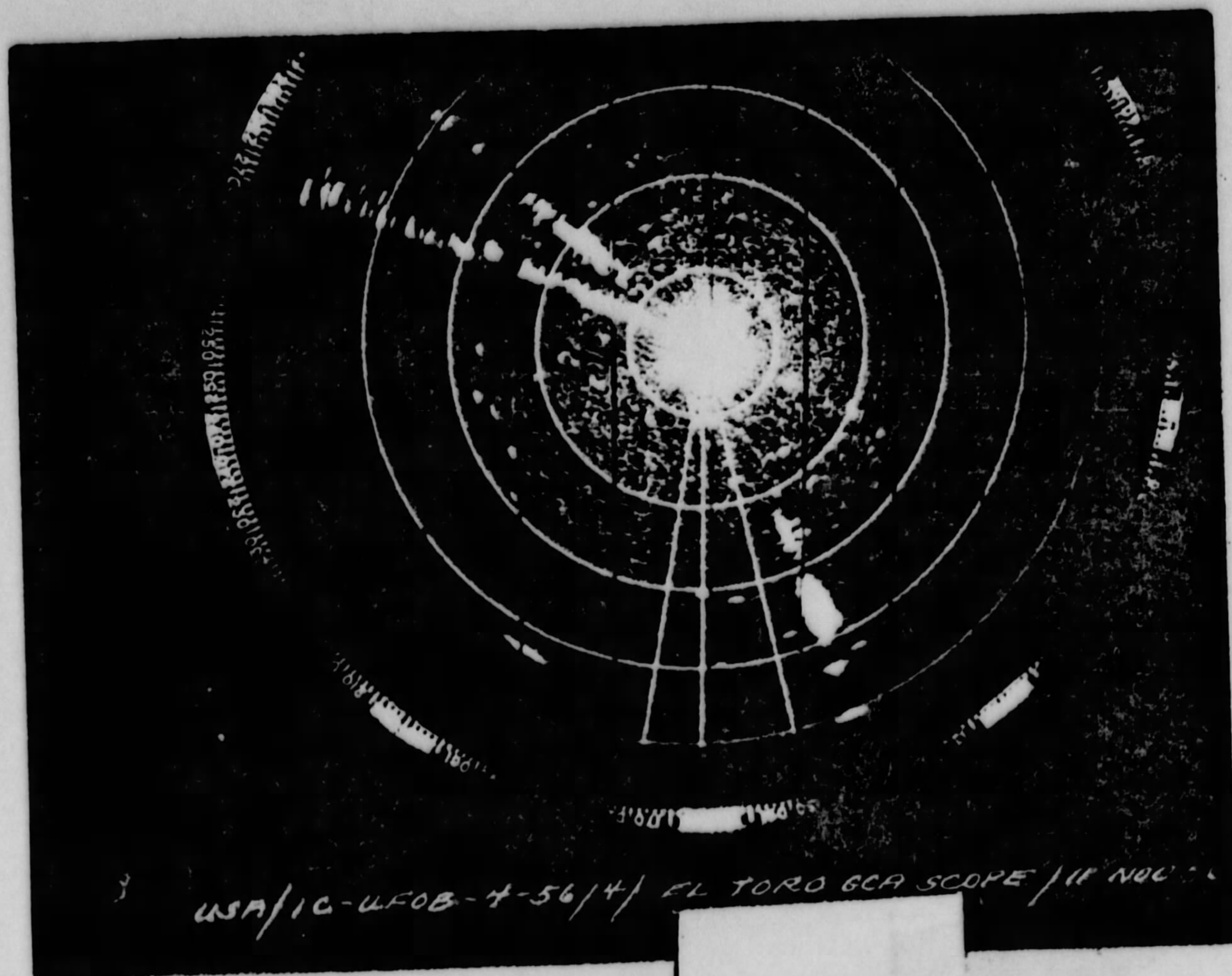
USA/IC-WFOB-4-56/5/ EL TORO BCA SCOPE / 11 NOV 56 -











3 USA/IC-4FOB-7-56/4/ EL TORO GCA SCOPE / 11 NOV 64



Paden Scope Photo # 4

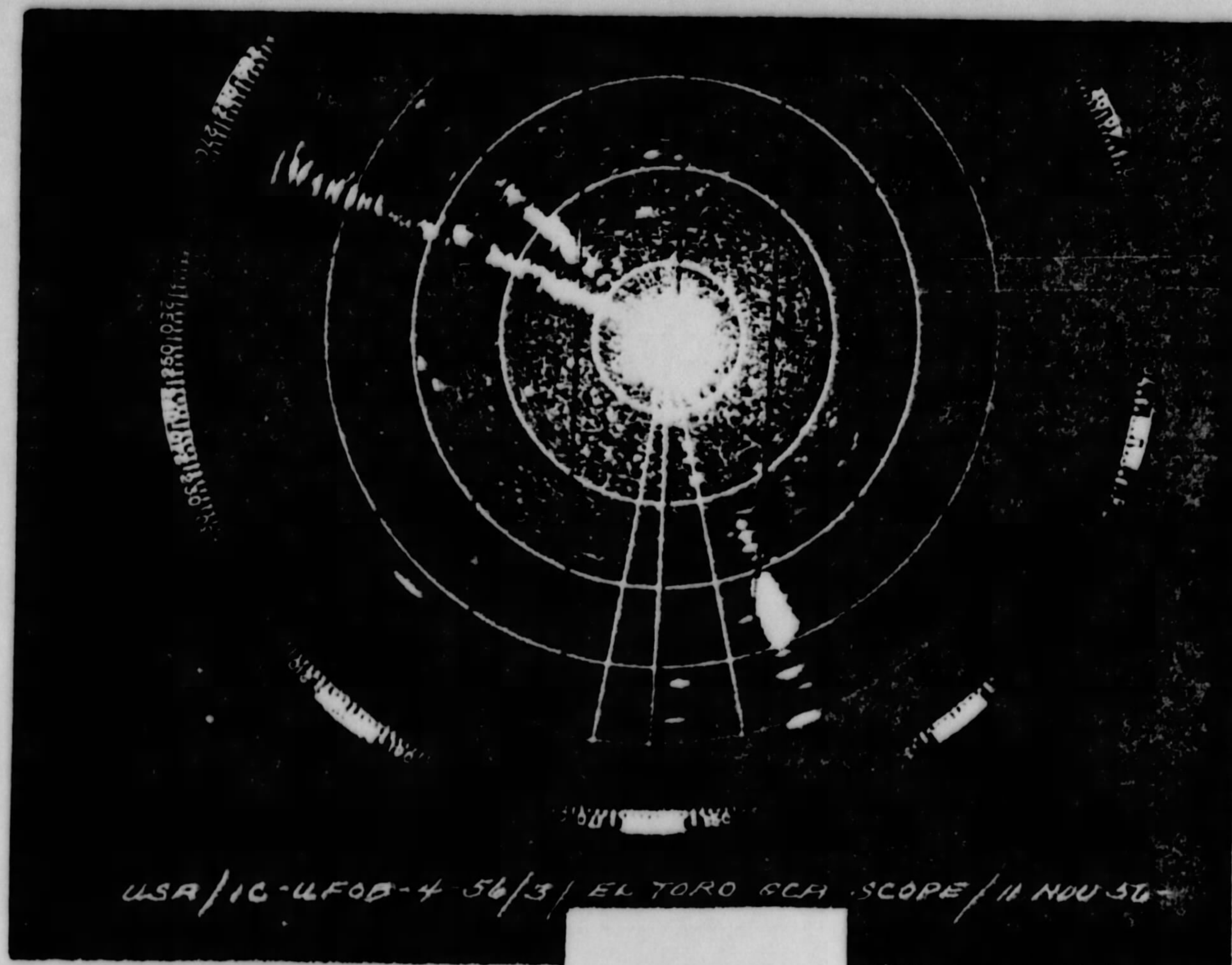


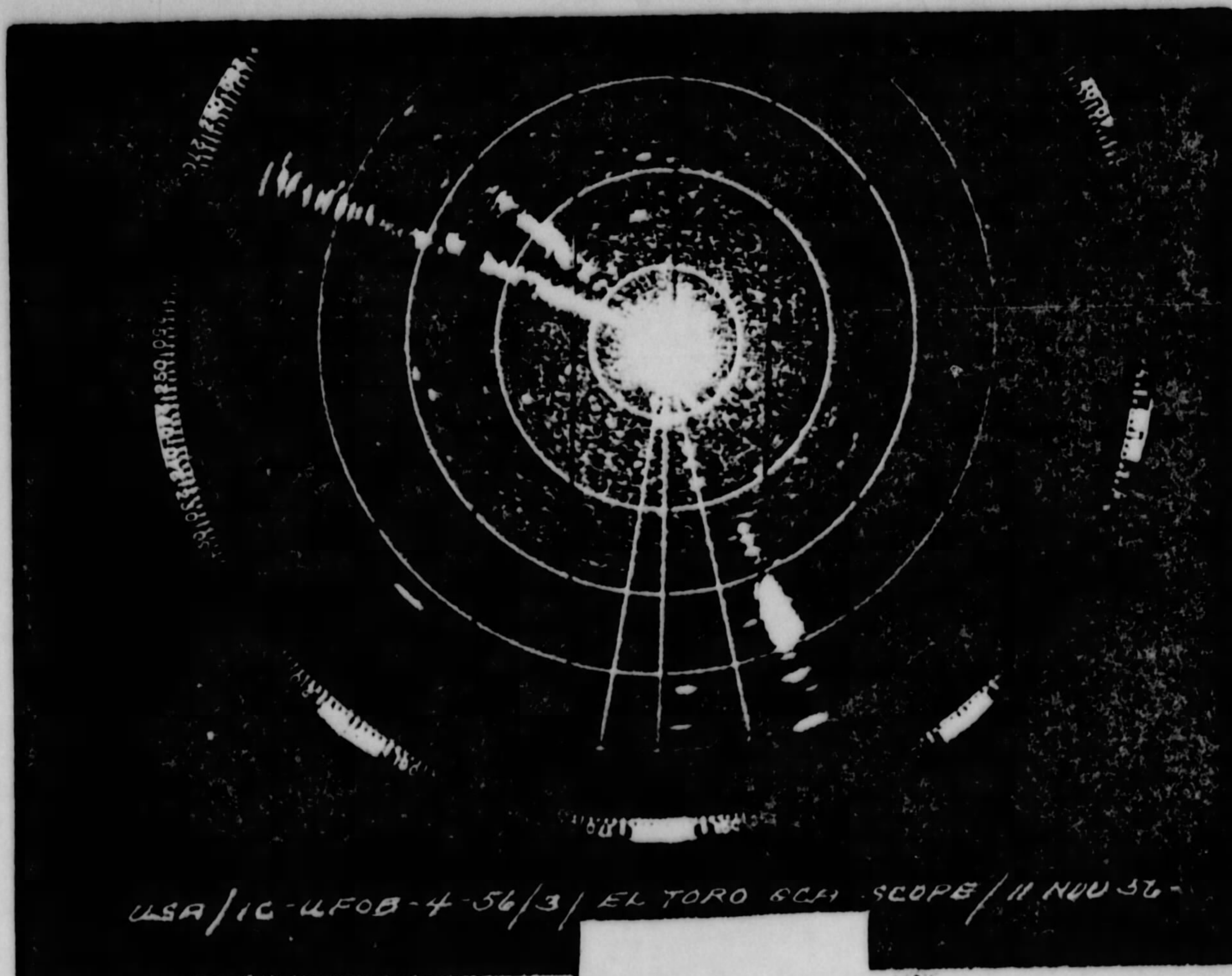


Pedra Sege Photo #3

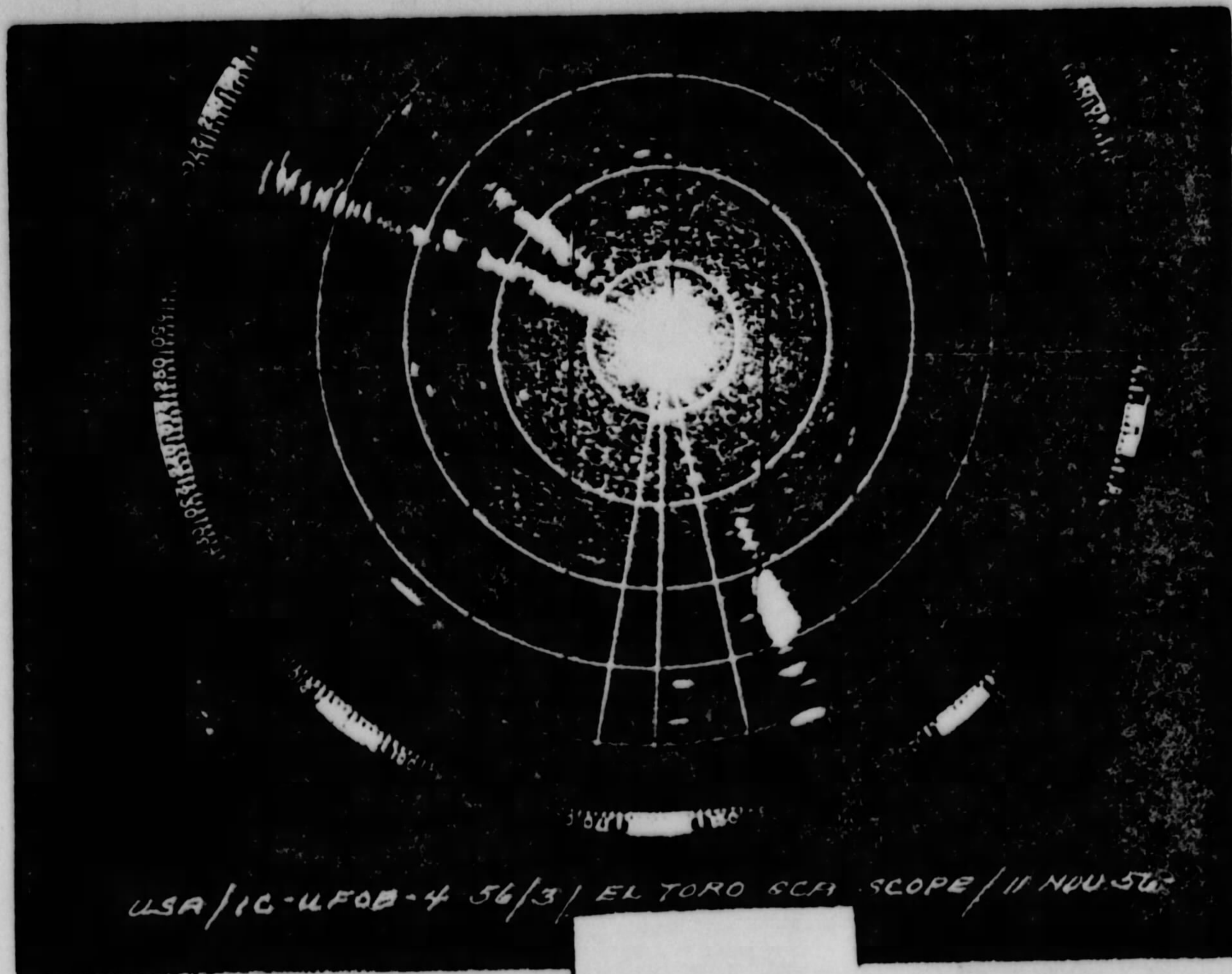






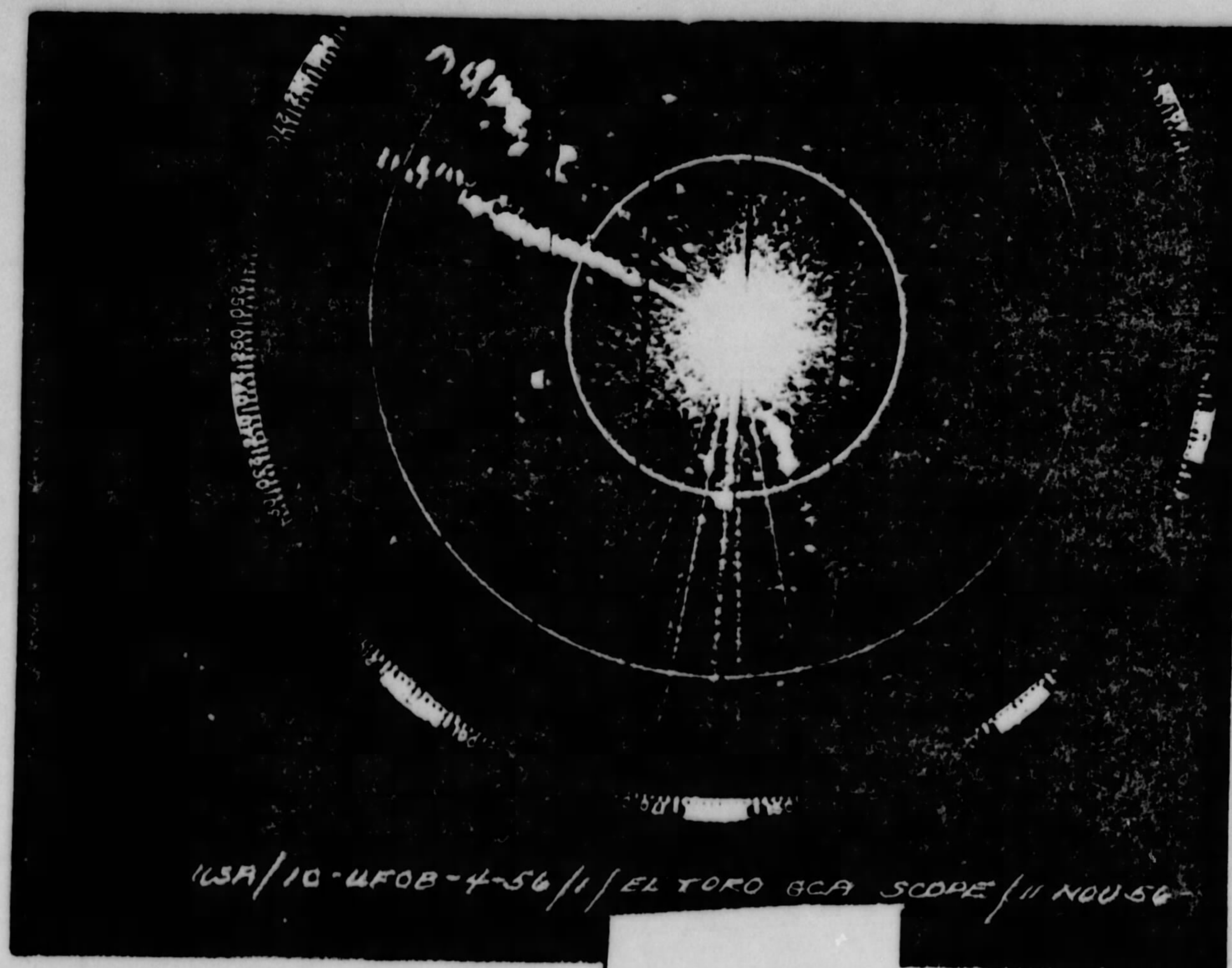


USA/IC-4FOB-4-56/3/EL TORO RCH SCOPE/11 NOV 36-





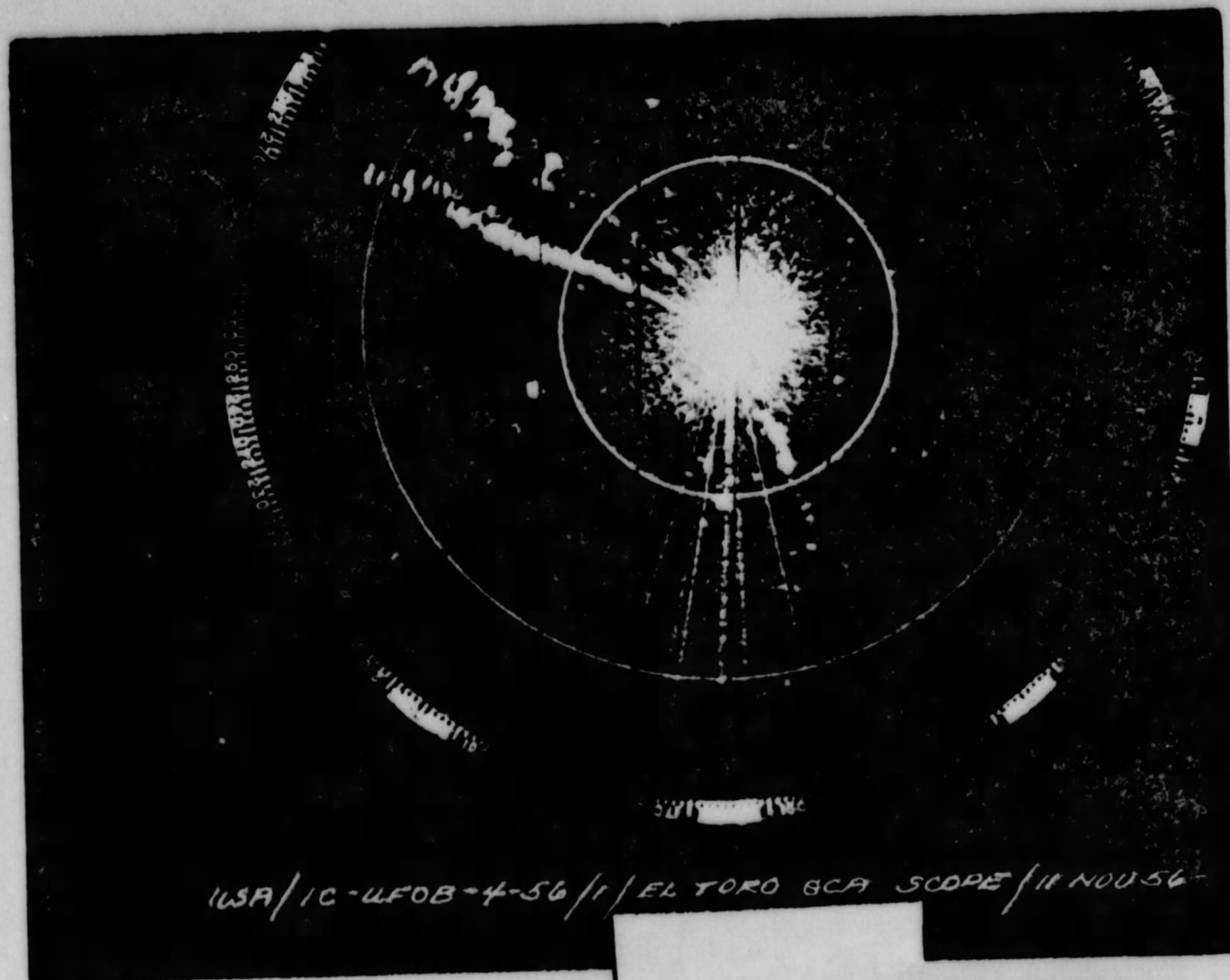
USA/IC-4FOB-4-56/1/EL TORO GCA SCOPE/11 NOV 56



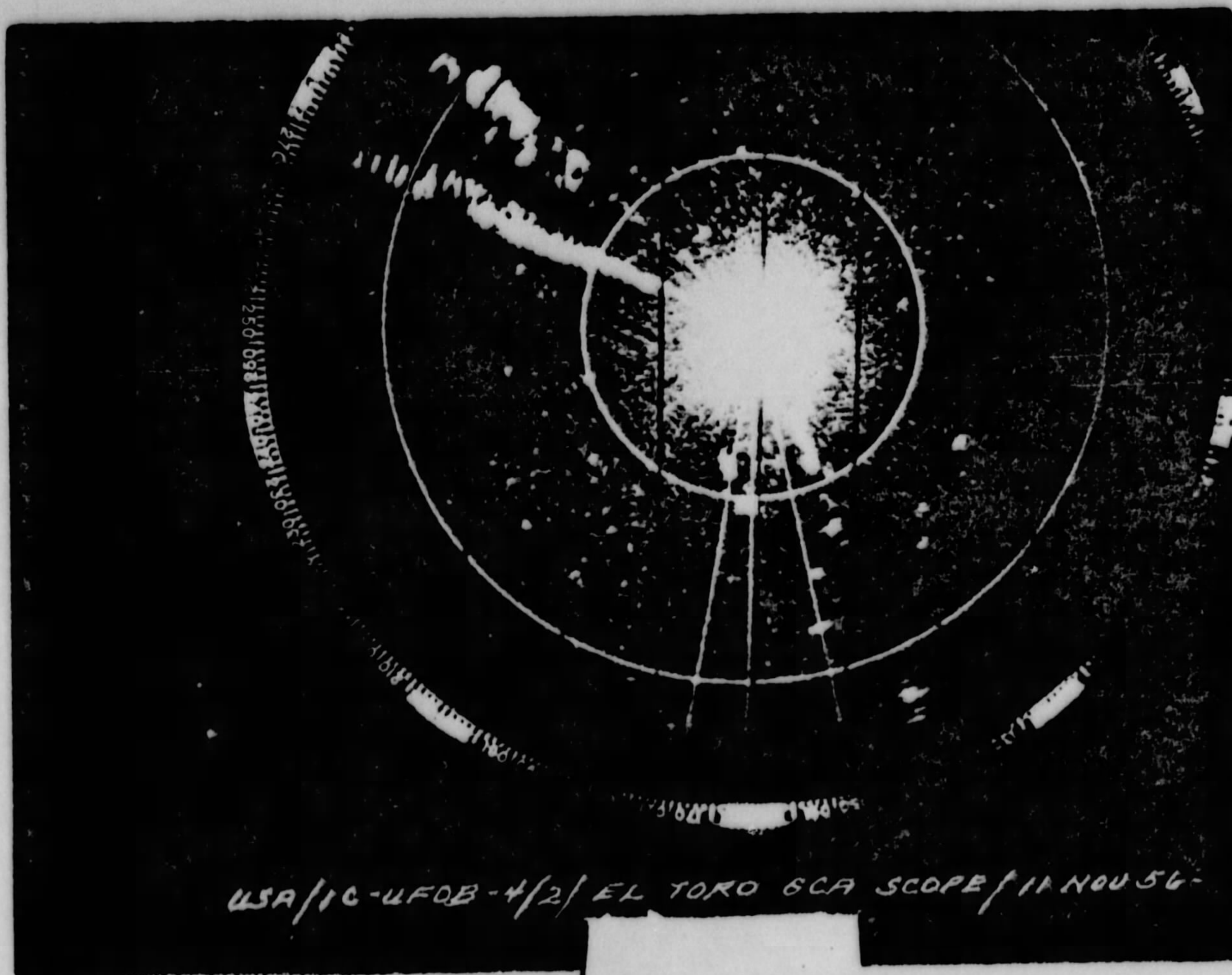
USA/10-WFOB-4-56/1/EL TORO GCA SCOPE/11 NOV 56

Radar Scope Photo # 2

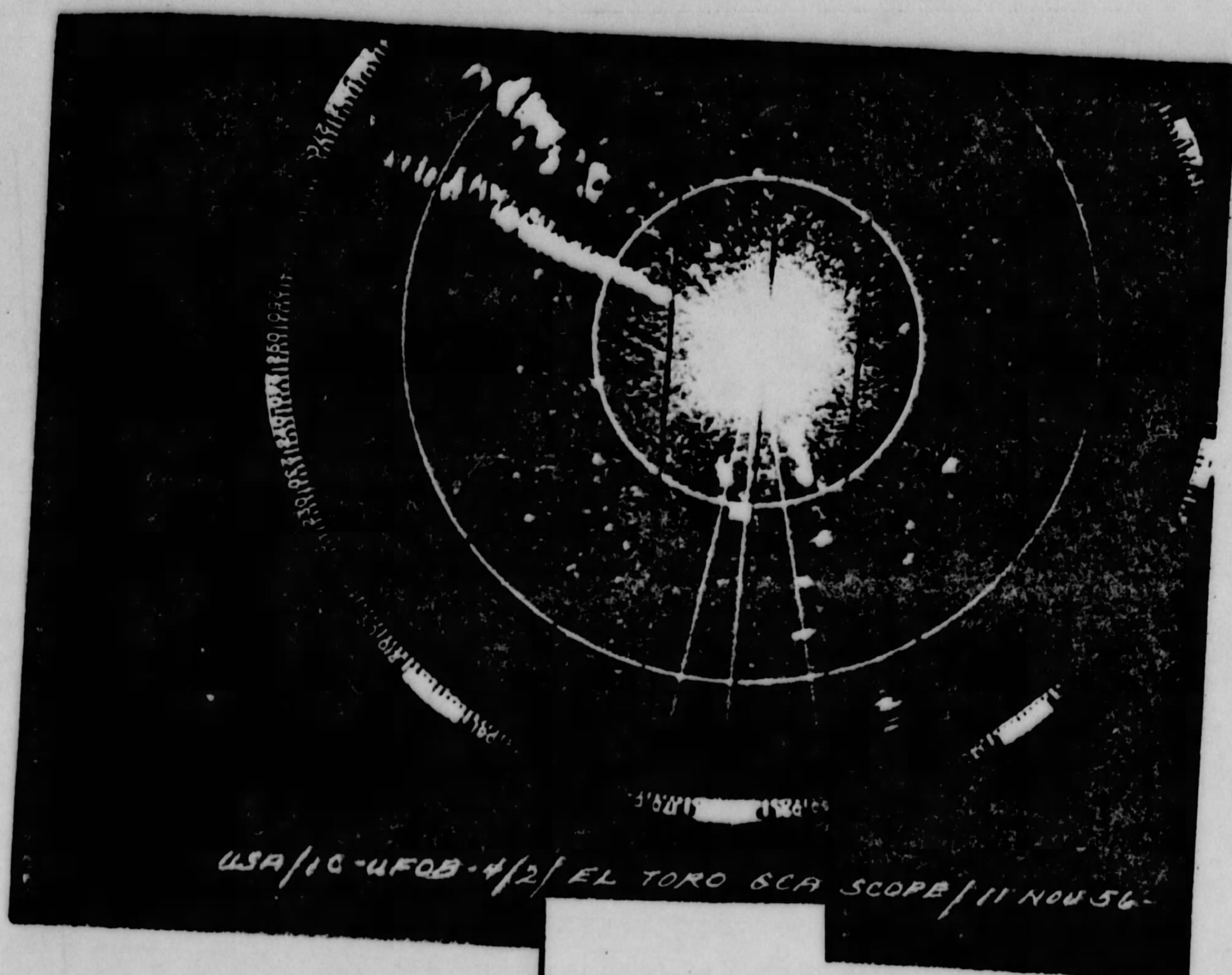




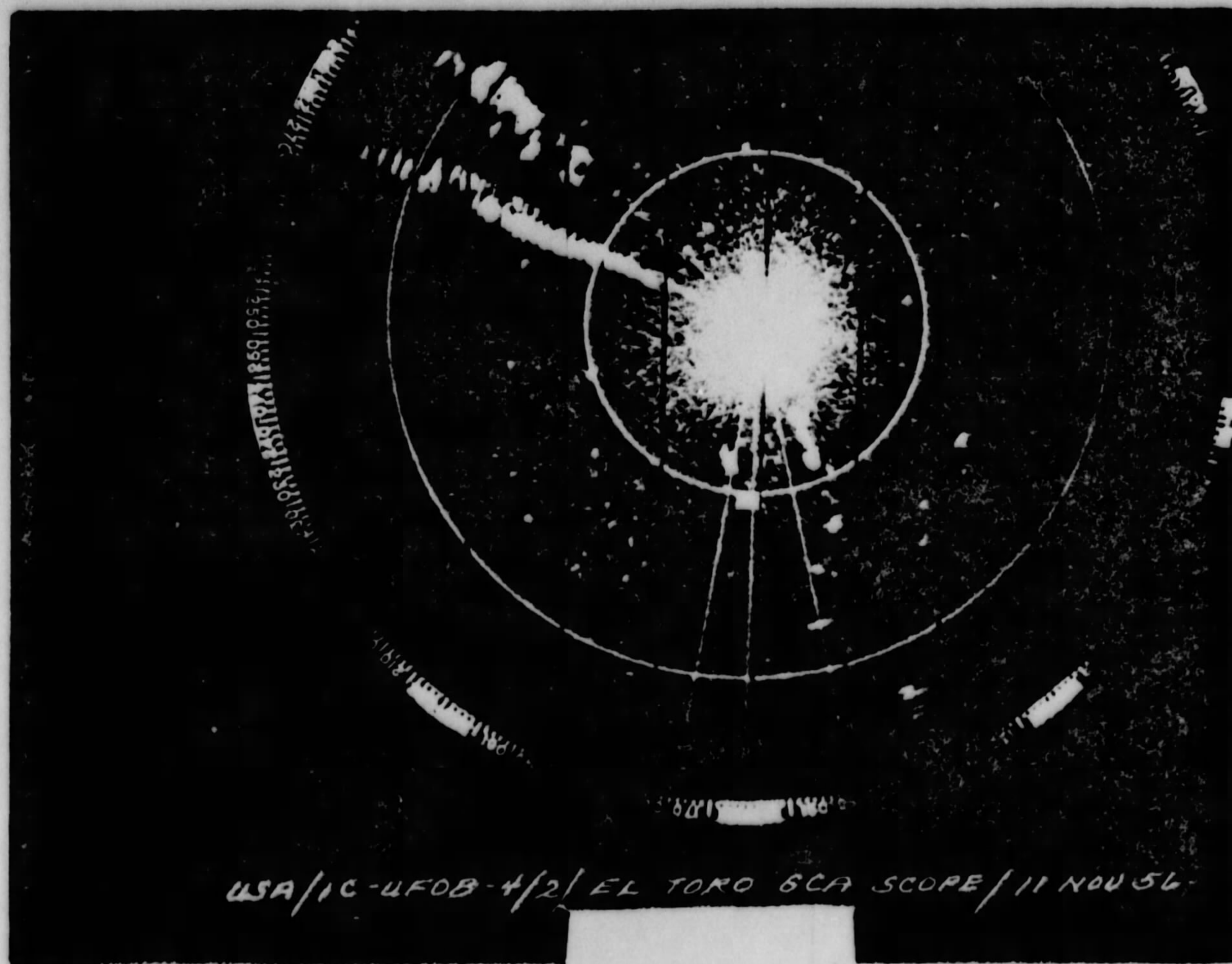
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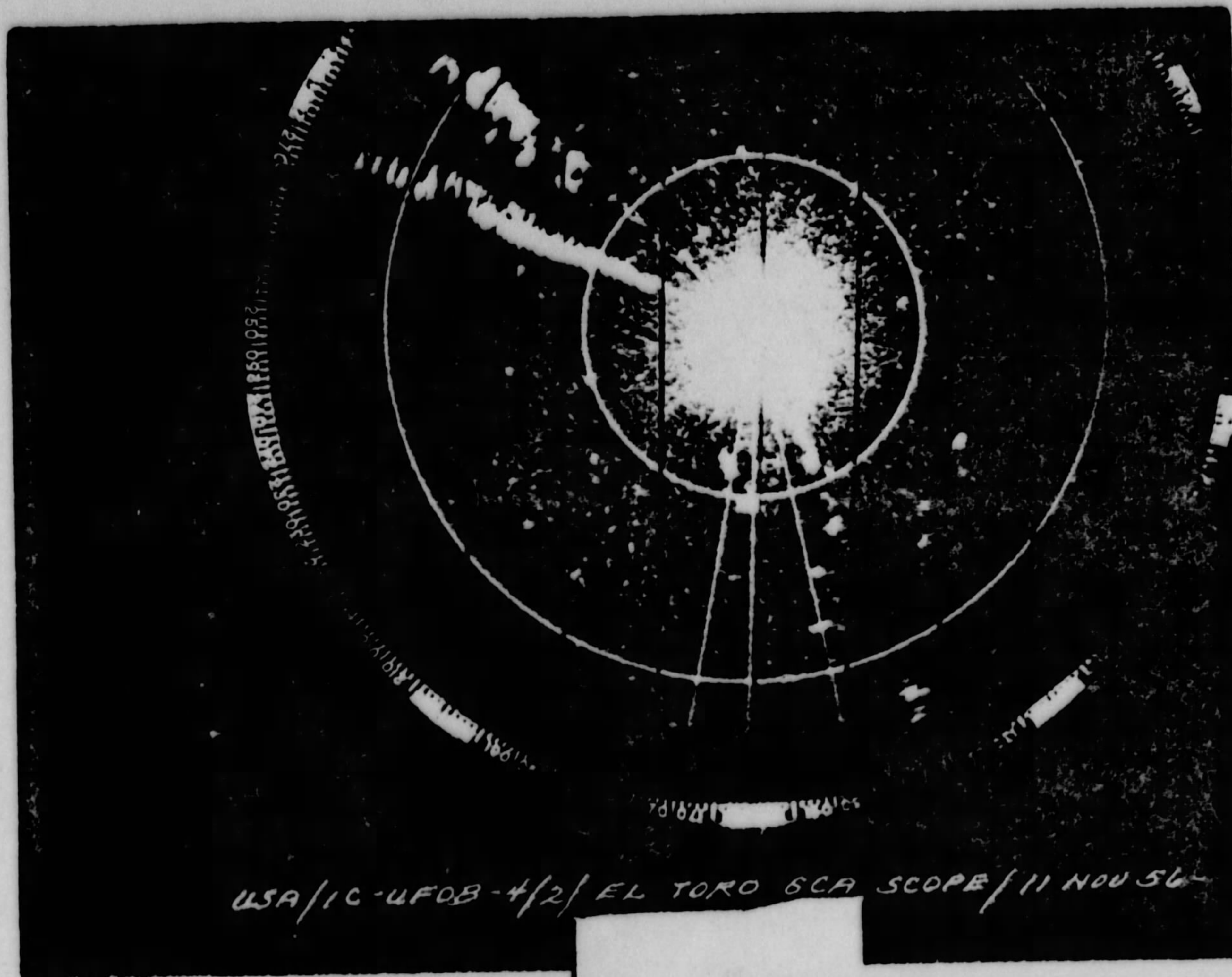
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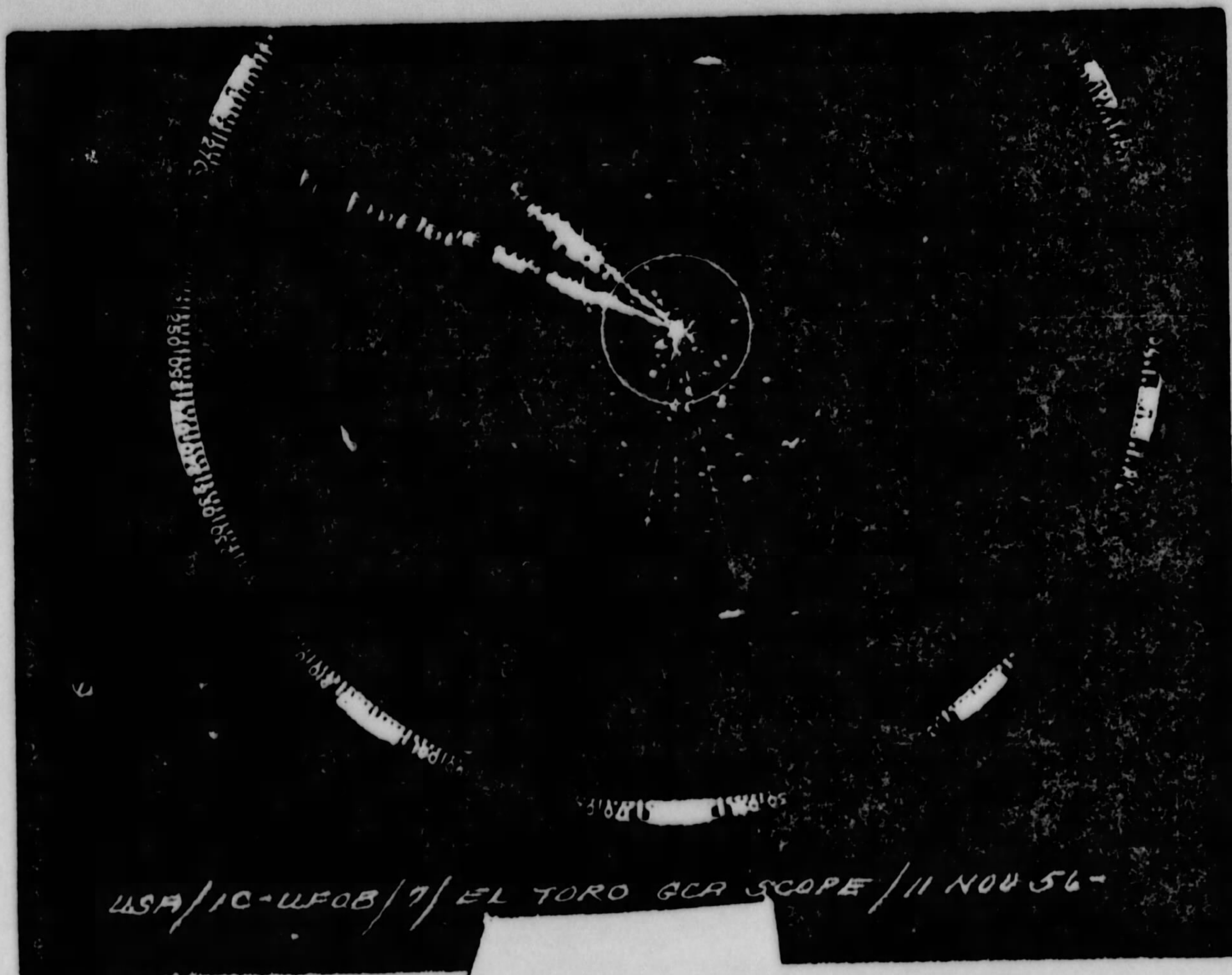


USA/IC-WFOB-4/2/ EL TORO SCA SCOPE/ 11 NOV 56



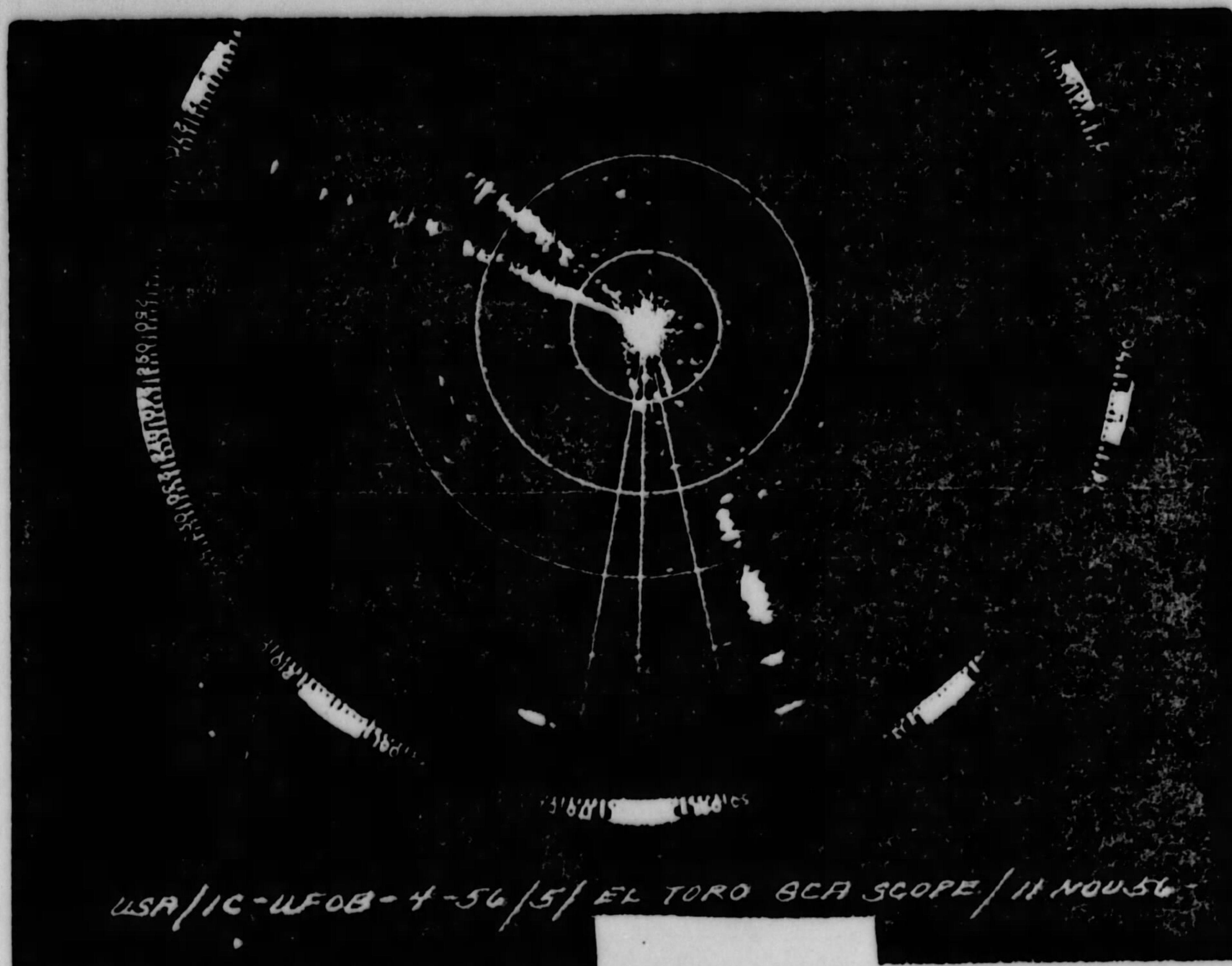
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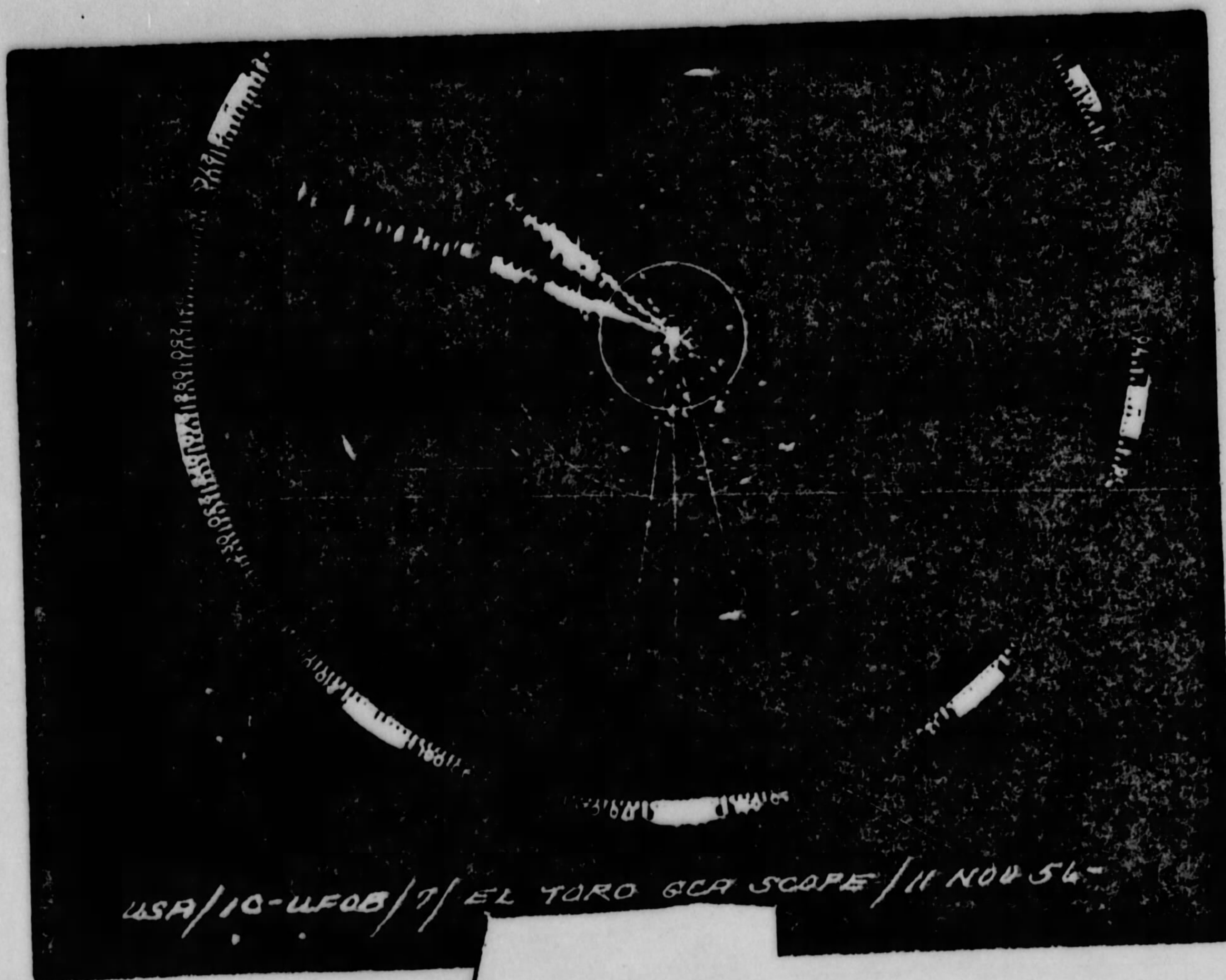


USA/IC-WFOB/7/EL TORO GCR SCOPE/11 NOV 56-





USA/IC-WFOB-4-56/5/ EL TORO BCA SCOPE/ 11 NOV 56



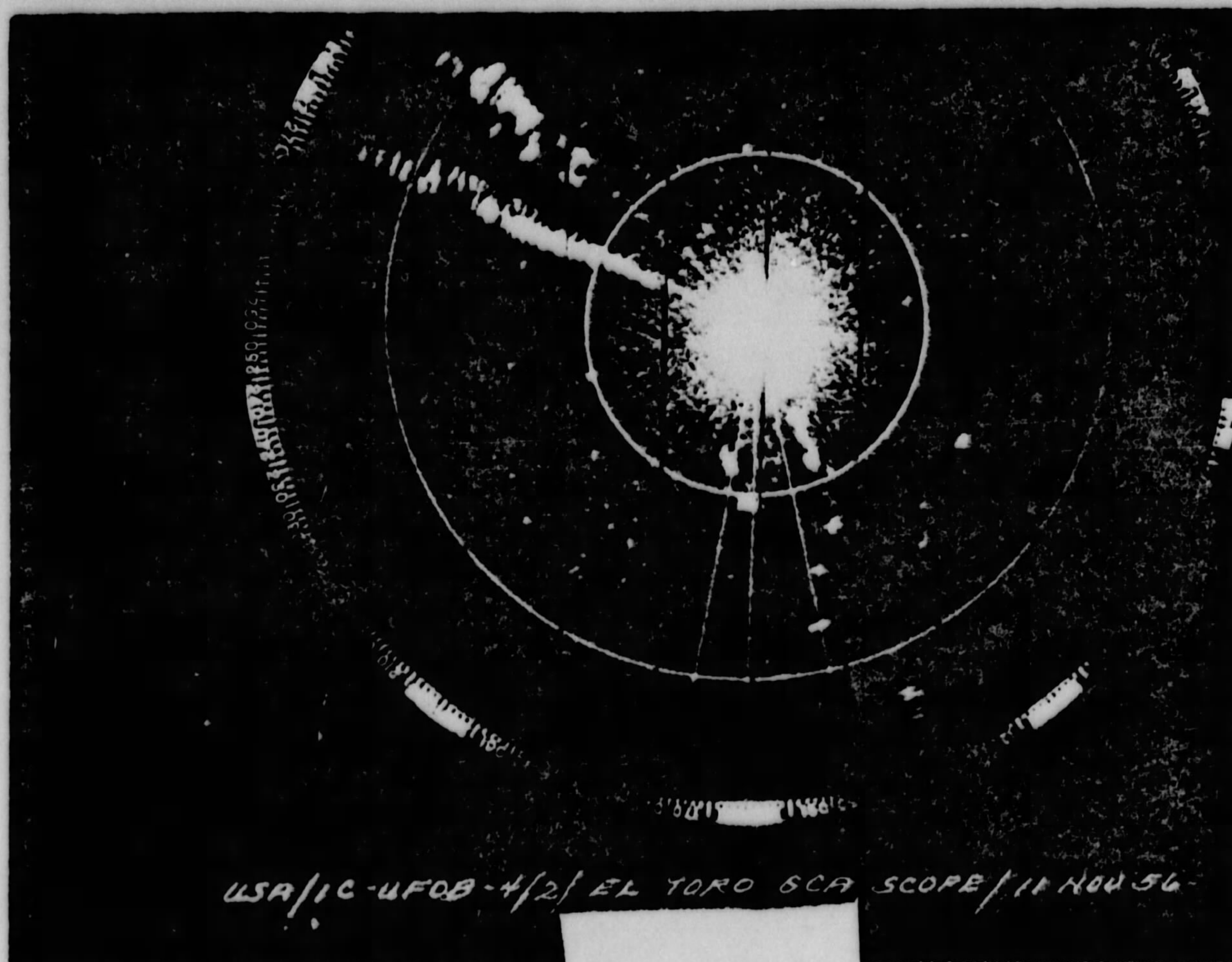
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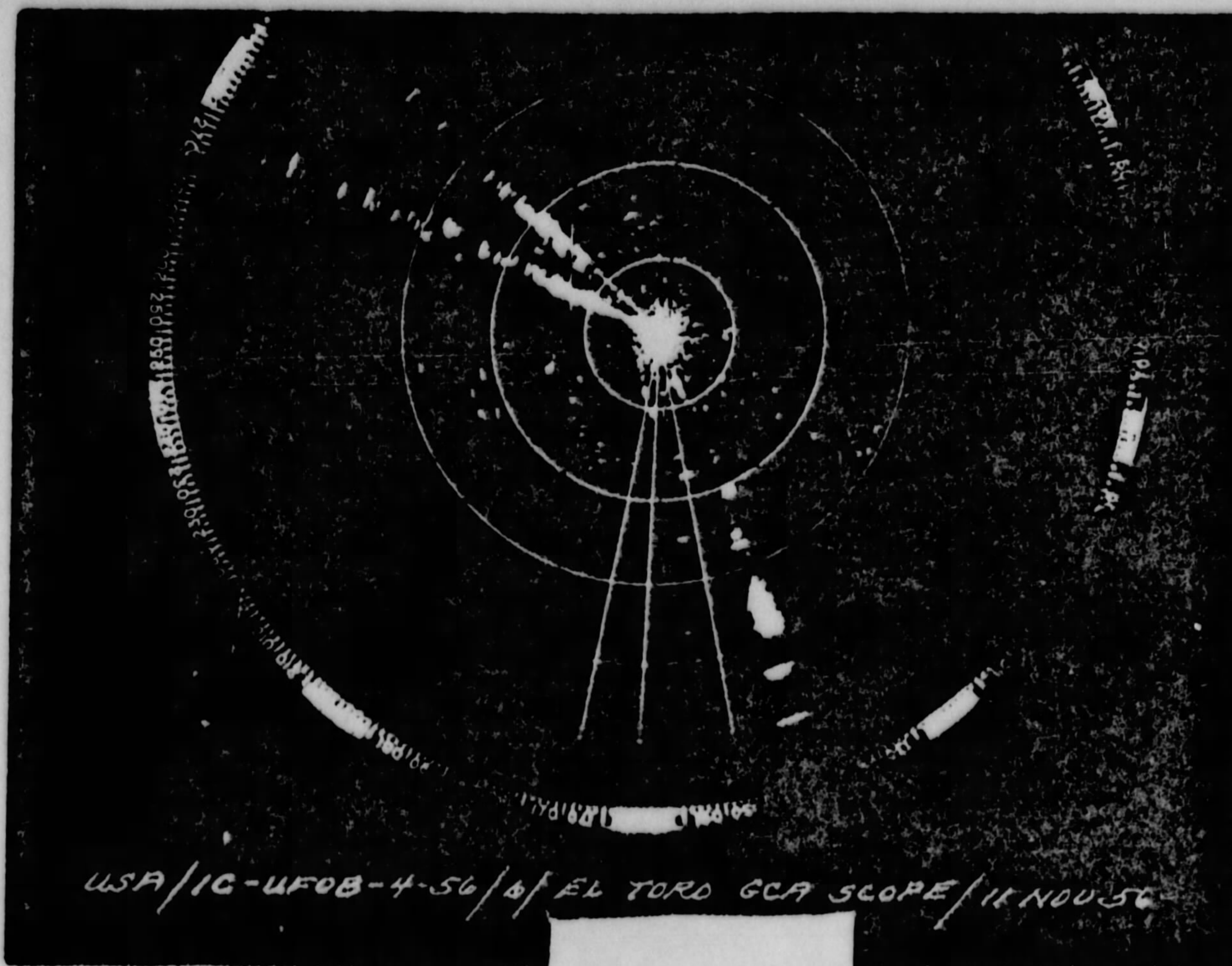


Scipe
Radar Photo # 7
"











FO form continued

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I know every bullet hit it. Most of the rounds hit next to a window in the center of it. They just whinned off into the sky or who knows. You ^{could} hear them hit above the noise the thing was making. I wouldn't have shot it, but I had a funny feeling someone was after me. Maybe if I hadn't of fired we could have got to communicate. I think they knew they scared me, because they left too, when I run back to my car and took off again - this was 4th time I stopped and took off. This time they passed me - cut across in front and climbed @ 40,000 F.M. departing at 3 O'clock position. THE TRUTH

^{REPORT}
I qualify this as an outstanding pilot!
I've been called that.
Ask Mr. [REDACTED] BANK
[REDACTED] SEATTLE, W.N.

Official U.S. Air Force U

Page 7

34. Date you completed this questionnaire:

15 MARCH 1967
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

Perhaps this form in this magazine inspired me to go ahead and make my report. I've often started to report it, and then figured you had enough without my remarks.

I can add one thing, and "swear to God it's true" — Everything in this report is true and correct. The machine I saw came from outer-space in my opinion. I wouldn't chase one in a Crusader or F105 if I had it to do over. My 45 cal. bullets flew off of those windows with sparks if that means anything.

For Character →

UFO form continued

Page 6

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

No - but I been looking for 10 years now. I own my own airplane (Cessna 180 N1684C) all I do is fly and look.

31. Was anyone else with you at the time you saw the object? (Circle One)

Yes

☒ No

Isn't that strange?

31.1 IF you answered YES, did they see the object too? (Circle One)

Yes

No

31.2 Please list their names and addresses:

I am always with someone. This time I was a copine returning to Treasure Island for assignment from a 30 day leave after overseas duty.

32. Please give the following information about yourself:

NAME

Last Name

First Name

Middle Name

ADDRESS

Street

City

Zone

State

TELEPHONE NUMBER

AGE

SEX

34

Male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

Like I SAID BEFORE - I am as well qualified as any jet pilot the USAF has. I am a 1st Lt. CAPT. USAF-AUX Sr. Pilot. I have flown around the world - Have over 5000 hrs. and I know what I was seeing. I am still 20/20 in the eyes.

33. When and to whom did you report that you had seen the object?

Day

Month

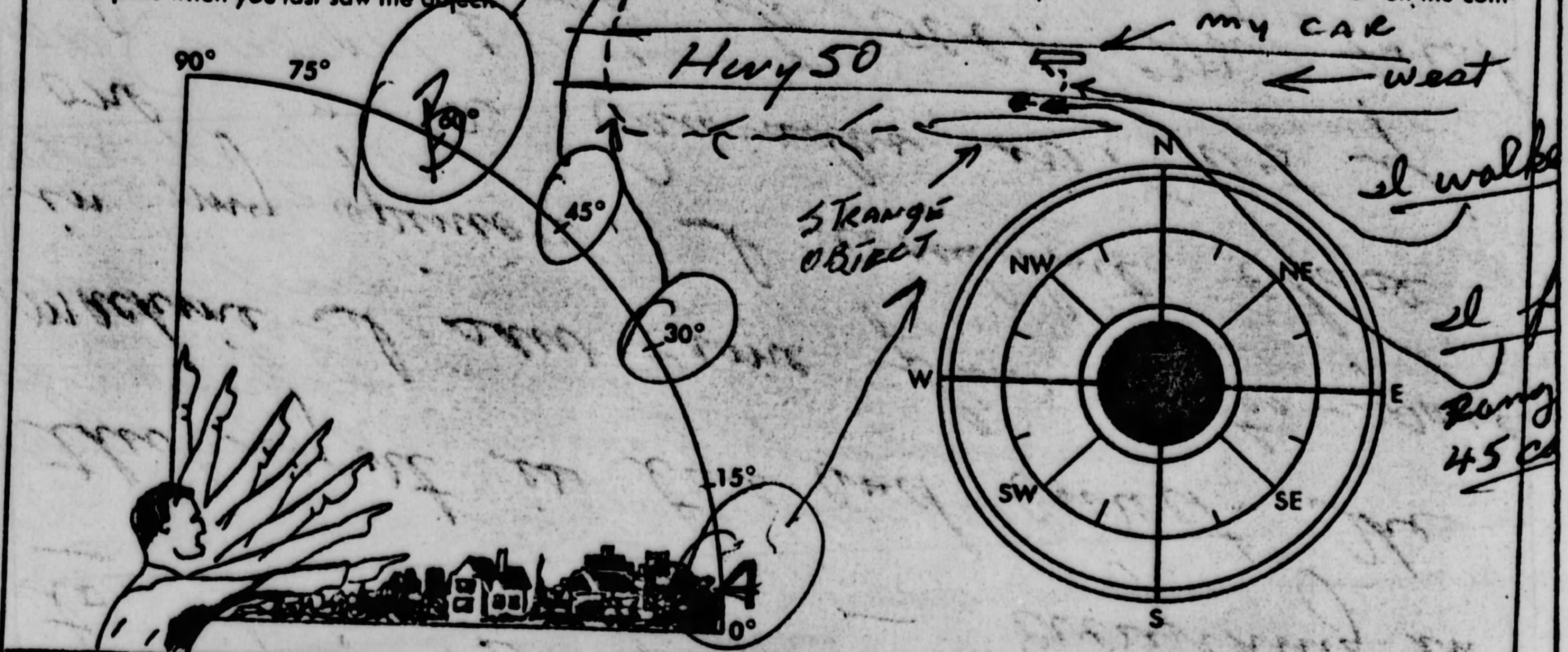
Year

Only to my very close friends, and

then only if I was partly drunk.

I am sober now!

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you last saw it. Place an "A" on the compass when you first saw it. Place a "B" on the compass when you last saw the object.



28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

me. When I stopped it stopped, when I speeded up so did it just like a window reflection, but I turned off my lights and it was still there. I tried to outrun it in a 1957 FORD (NEW) I couldn't! I then got out to investigate it but upon approach I realize I was in trouble this far from car by myself, so I open fire!

29. IF there was MORE THAN ONE object, then how many were there?

ONE

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

SIR:

I don't know who is reading this, but I know it sounds funny only if you never seen one of these things. They do exist, and they are faster than heck. I am sane, and considered a normal person. I consider myself an authority on flying. Our government ~~don't~~ ^{doesn't} have anything like this, and if its Russian - then lets throw in the towel. I mean it!

UFO form continued

Page 4

20. Do you think you can estimate the speed of the object?

(Circle One)

Yes

No

IF you answered YES, then what speed would you estimate?

it run it several dog races before I realized it was far real. it stayed with me. from 0 to 3000 MPH Estimate. (I flew jets! I am a pilot)

21. Do you think you can estimate how far away from you the object was?

(Circle One)

Yes

No

IF you answered YES, then how far away would you say it was?

150' to 200' South of Hwy headed west.

22. Where were you located when you saw the object?

(Circle One):

a. Inside a building

b. In a car

c. Outdoors

d. In an airplane (type)

e. At sea

f. Other

23. 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. Near an airfield?

e. Flying over a city?

f. Flying over open country?

g. Other

I got out after race was over - scared - I fired a #5 at it then run to my car. I observed it for 5 minutes before I open fire. (I hit it!)

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North

c. East

e. South

g. West

b. Northeast

d. Southeast

f. Southwest

h. Northwest

24.2 How fast were you moving? *0-120* miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One)

Yes

No

I stopped 4 times from 120 MPH to 0. It stayed with me until I fired.

25. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Windshield

Yes

No

d. Window glass

Yes

No

e. Binoculars

Yes

No

f. Telescope

Yes

No

g. Theodolite

Yes

No

h. Other

I rolled window down and turned all my lights off. It was still there.

I got with Pistol to investigate I walked over and toward it. I yelled - No one answered.

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

I am a graduate airforce gunner and ex-B-29 crewmember. I have thousands of hours as a pilot and I spent 9 years in Air Force and USMC. I've never seen anything like this since or before. Your wasting your time on space craft - someone really has something going that makes the Cape look sick! and its been 11 yrs. since I saw this happen. "Its strange"

Official U.S. Air Force

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14. Did the object disappear while you were watching it? If so, how?

It left me after I emptied my 45 cal. Pistol into its windows from 100 ft. distance. It pulled away straight ahead. Then in front of me to the right and straight up accelerating all the way. I estimate the speed from 0-3000 MPH in 15 sec.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One):

Yes

☒ No

Don't know.

If you answered YES, then tell what

it moved behind:

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One):

Yes

☒ No

Don't know.

If you answered YES, then tell what

in front of:

17. Tell in a few words the following things about the object:

a. Sound

Exactly like a diesel engine idling at a train depot

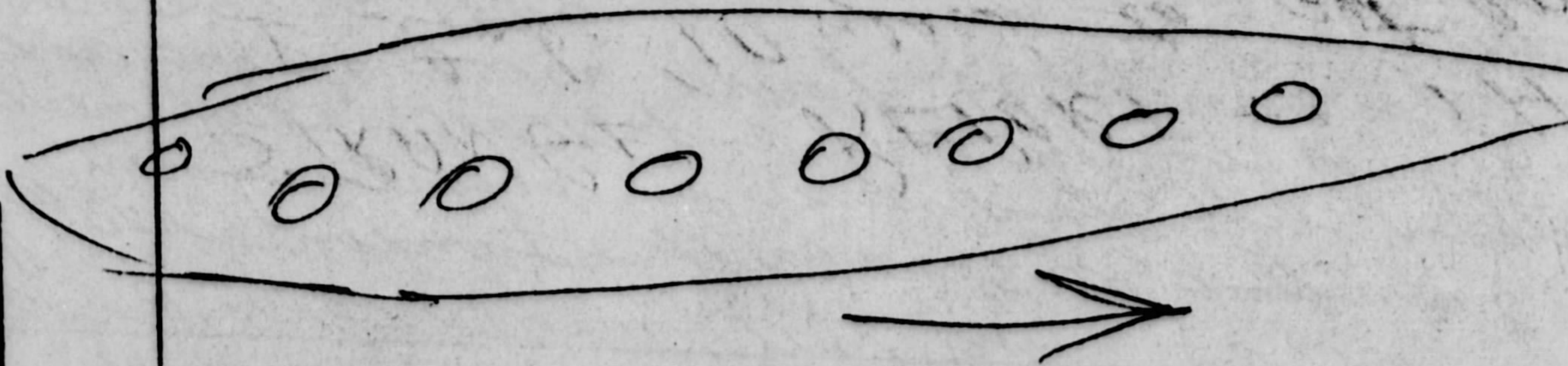
b. Color

Dull gray - shiny areas. It had round porthole type windows - lighted.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

Not even one window. And it had many windows. The windows in the middle were brighter than those at either end. All windows were in line - evenly spaced.

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



FORCE UFO FORM

"TRUE" QUALIFIED REPORT

Page 2

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
b. A few
c. Many
d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
b. Dull moonlight
c. No moonlight—pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS (Circle 9no):

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds

WEATHER (Circle One):

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

10. The object appeared: (Circle One):

- a. Solid
b. Transparent
c. Vapor
d. As a light
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- a. Brighter
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

WINDOWS WERE SAME AS DIESEL TRAIN ENGINE

12. The edges of the object were:

(Circle One): a. Fuzzy or blurred

- b. Like a bright star
c. Sharply outlined
d. Don't remember

e. Other:

Other I thought it was
Train Engine until I
run it a race at 100 M.P.H.
to DEAD STOP - and Back
to 100 M.P.H. - It stayed with
me all the way.
(Circle One for each question)

(Circle One for each question)

13. Did the object:

- a. Appear to stand still at any time?
- b. Suddenly speed up and rush away at any time?
- c. Break up into parts or explode?
- d. Give off smoke?
- e. Change brightness?
- f. Change shape?
- g. Flash or flicker?
- h. Disappear and reappear?

Yes

No

Don't know

☒ **es**

No

Don't know

Yes

No

Don't know

Yes

No

Don't know

Yes

No

Don't know

Yes

No

Don't know

Yes

No

Don't know

OFFICIAL U.S. AIR

STRANGE REPORT — THIS IS ^{Page 1} A
I took 10 years to get enough courage
U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

Day Nov. Month 1956 Year

2. Time of day: 0200

Hours Minutes

(Circle One):

A.M.

or

P.M.

3. Time Zone:

(Circle One): a. Eastern

b. Central

c. Mountain

d. Pacific

e. Other

(Circle One): a. Daylight Saving

b. Standard

4. Where were you when you saw the object?

39°00' N. BY 113°50' WEST

SKULL ROCK PASS - Hwy. 50 - WEST OF DELTA, UTAH

Nearest Postal Address

City or Town

State or County

ON U.S. 50

5. How long was object in sight? (Total Duration)

Approx. 15

Hours

Minutes

Seconds

a. Certain

b. Fairly certain

c. Not very sure

d. Just a guess

5.1 How was time in sight determined?

I WAS THERE!

5.2 Was object in sight continuously?

Yes X

No

6. What was the condition of the sky?

DAY

a. Bright

b. Cloudy

NIGHT

a. Bright

b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you

b. In back of you

c. To your right

d. To your left

e. Overhead

f. Don't remember

SOURCE: FLYING SAUCERS - ~~ME~~ 59

★ ★ ★

I think I should tell you about the two sightings I had of unusual objects. When I was living near Salisbury, Md. The first was Nov. 1956 (election day). When I arrived home just before dark, I noticed two (2) large oblong ships which I thought were dirigibles, they seemed to be near a neighbor's house located on the highway which was about half of a mile away. They were side by side, just a little above the tree tops and moving very slowly. They seemed to be headed in the direction of our house, so decided to watch them come over, as I thought it unusual to see two so close together. But they suddenly stopped in mid air, then they seemed to keep moving around in such a way, that they looked like parachutes, and wobbled from side to side. Then a sort of dangling ladder was lowered, and it looked like a person was climbing down it. Then they moved a little further away, and looked like one big dark cloud.

I went into the house to make supper, but kept coming out again every few minutes to see if they were still there. The last time I looked it had gotten almost dark, but by this time there were three ships in a perfect line side by side. About 8:30 P.M. there were two very brilliant lightning flashes, but the sky was perfectly clear. Evidently that is when the ships were taking off. The flashes were seen for several miles around, and lots of reports

were made to the "Salisbury Times". But as far as I know, I was the only one to see the ships. I could have gotten snapshots of them, I still don't know why I didn't.

The second experience was Dec 1956 about 7.30 P.M. I went out into the back yard, and was looking at the stars, when I noticed one (which I thought was a star) that was so much brighter than the others, and almost over our yard. It appeared to look lower than a star and pulsating. I kept looking at it and was wondering for a minute, when it lit up like an electric light bulb. Very bright first, then changed to orange, then to red, then rose straight up a little, then went away toward the South at a very fast speed. I heard no sound whatsoever.

Mrs. Mae Armstrong,
Seminole Trailer Park
Box 488,
Maitland, Fla

1956, Nov. 9-W of Yokohama, Japan-10:36am-2, round, silver UFOs seen by
thousands of Japanese people! ~~XXXX~~ Perfectly Silent!!
1956, Nov. 7-Paris-6pm-2, brilliant UFOs seen by thousands! They hovered &
then shot away at a good speed!! (Similar to above-hb)
1956, Nov. 5-Johannesburg, S. Africa-8:30pm-A huge, round, yellow-white UFO
flew silently SE at about 2,000mph! Visible a full-minute!

No Case (Information Only)

8 November 1956
London, England

1956, Nov. 8-London, England-about 2:15pm-A bright, shapeless object moving SSW or E! About 2:40pm-Another bright Object, hovering, seen for 10min.! About 3pm-Bright Object flew S to NE, might be plane! At 3:40pm-Two diamond shapes form as they flew E in close formation. Grew brighter, milk white, as they flew, finally fading WITHOUT GETTING SMALLER! At 4:10pm-"Starlik" object moving Northeast, faded at 4:30pm!...

12 - 30 NOVEMBER 1956 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
12	Rocky Ford, Colorado	[REDACTED]	Insufficient Data
13	Van Nuys, California	[REDACTED]	Astro (METEOR)
13	Pound & Nekoosa, Wisconsin	Multi	Astro (METEOR)
14	Brainerd, Minnesota	[REDACTED]	Insufficient Data
14	Delano, California (CASE MISSING)	Civilian GOC	Air craft
15	Pittsburg, Pennsylvania	[REDACTED]	Astro (VENUS/JUPITER)
15	McChord AB, Washington	[REDACTED]	Astro (METEOR)
16	Newport, Oregon	Multi	Astro (MARS)
16	Fox River Grove, Illinois	[REDACTED]	Aircraft
16	Marimont, Ohio	[REDACTED]	Astro (METEOR)
17	Redfield, McLoughlan, S. Dakota	Multi	Balloon
17	East Gary, Indiana	[REDACTED]	Insufficient Data
17	Racine, Wisconsin	[REDACTED]	Astro (METEOR)
18	Xenia, Ohio	[REDACTED]	Balloon
19	Cape May, New Jersey	[REDACTED]	Astro (METEOR)
21	Muehlheim, Germany	Civilian	Insufficient Data
24	Aberdeen, Maryland	[REDACTED]	Insufficient Data
25	W Los Angeles, California	[REDACTED]	Insufficient Data
25	Lexington, Kentucky (CASE MISSING)	Civilian GOC	Insufficient Data
25	Tupelo, Mississippi	[REDACTED]	Aircraft
26	Oklahoma City, Oklahoma	[REDACTED]	Astro (METEOR)
26-27	Kadoka & Clear Lake, South Dakota	Multi	Astro (MARS)
27	Dayton, Ohio	[REDACTED]	Insufficient Data
28	Washington, D. C.	[REDACTED]	Insufficient Data
30	Charleston AFB, South Carolina	Multi	UNIDENTIFIED

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
Nov	Infinity, Barlow	Newsclipping	
14	South Dakota	Newsclipping	
14	Mobile, Alabama	Newsclipping	
16	New Rochelle, Long Island, New York	Newsclipping	
17	Gary, Indiana	Newsclipping	
18	Dyersburg, Tennessee	Newsclipping	
24	Dallas, Texas	Newsclipping	
24-25	Pierre, South Dakota	Newsclipping	
27	Columbus, Ohio	Newsclipping	
27	Wisconsin, Illinois	Newsclipping	
30	Chapman, Maine	Newsclipping	
30	Cincinnati, Ohio	Newsclipping	
30	Petersburg, Indiana	Newsclipping	