

PROJECT 10073 RECORD CARD

1. DATE 9 March 1957		2. LOCATION 350 mi NE Jacksonville Georgia, N.C., S.C.		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 09/0500-0830Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian & Military			
7. LENGTH OF OBSERVATION seconds to 3 minutes		8. NUMBER OF OBJECTS one		9. COURSE NE	
10. BRIEF SUMMARY OF SIGHTING All cases had characteristics of flight from the SW to the NE. Durations varied from seconds to as long as 3 minutes. Color was predominantly green. Extensive investigation. See case file. (All cases from period of 0500Z to the case at 0830Z were grouped in this file.)				11. COMMENTS [REDACTED] case and multiple sightings from Georgia, South Carolina and North Carolina during the [REDACTED] period ascribed to one or more meteors.	

PAN AMERICAN AIRLINE
9 Mar 1957

At approximately 3 o'clock in the morning, the pilot of an airliner from New York to Puerto Rico pulled up and over sharply to avoid colliding with a "brilliant greenish-white object" that suddenly appeared in his path. The pilot and co-pilot described it as resembling a huge glaring spotlight. A number of passengers were injured during the violent maneuvers and required hospitalization.

The fact that two other airliners approximately 175 miles away observed the object at the same time ruled out aircraft and missiles. This was later confirmed by all military and civil agencies. From a description given by the crew and passengers who happened to see the object, and from interrogation of the CAA and the Navy, the Center concluded that the object was a seldom seen form of meteor, a bolide, commonly referred to as a "fireball." The analysis was independently reviewed and concurred with by a well-known astrophysicist now with the Smithsonian Astrophysical Observatory.

09/0545Z

ATIC

11 MAR 57 12 29

ROUTE TO:

34X2Q

WPH101 WPE009 YMA028 VYC010 VMA021KBA032

RR RJEDEN RJEPNB RJEDWP RJEPHQ

DE RJESKB 1B

R 090545Z

FM COMDR 702ND ACWRON HUNTER AFB GA

TO RJEDEN/COMDR ADC ENT AFB COLORADO SPRINGS COLORADO

RJESKB/COMDR 35TH ADIV DOBBINS AFB MARIETTA GA

RJEPNB/COMDR EADF STEWART AFB NEWBURG NY

RJEWPA/COMDR AIR TECH INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

RJEPHQ/DIRECTOR OF INTELLIGENCE HEADQUARTERS USAF WASH DC

BT

/U N C L A S S I F I E D / U F O B - 7 0 2 - 1 0 1 .

(1) DESCRIPTION OF OBJECT:

(A) ROUND IN SHAPE

(B) SIZE OF BASKETBALL

(C) COLOR - BRIGHT GREEN

(D) ONE (1) IN NUMBER

(E) NEGATIVE

(F) NEGATIVE

(G) FOUR (4) EXHAUSTS ONE FOURTH ITS OWN SIZE ANGLING TOWARD THE EARTH.

FASC
AGE
NO. 1

atic

08:11

1957 MAR 11

10:00 AM

BALLOON

45 sec



PAGE THREE RJESKB 1B

(A) AIRLINE PILOT; NAME UNKNOWN; AGE UNKNOWN; MAIMI PILOT

(B) CORPORAL [REDACTED]; GUARD COMPANY H&S BATTALION

(C) PARIS ISLAND MARINE BASE, S.C.

(C) PVT [REDACTED] GUARD COMPANY H&S BATTALION PARIS
ISLAND MARINE BASE S.C.

(D) SGT [REDACTED] GUARD COMPANY H&S BATTALION PARIS ISLAND
MARINE BASE S.C.

(E) SEVERAL CIVILIANS IN PARIS ISLAND AREA NAMES UNKNOWN.

(F) CHS TOWER OPERATOR NAME UNKNOWN.

(G) TRAVIS TOWER OPERATOR SAVANNAH NAME UNKNOWN.

(H) BEAUFORT S.C. POLICE-NAME UNKNOWN.

(7) WX & WINDS ALOFT CONDITIONS AT TIME AND PLACE OF SIGHTING:

(A) OBSERVERS ACCOUNT OF WX CONDITIONS PARIS ISLAND AREA

SCATTERED TO BROKEN CLOUDS 5000 FT. AIRLINE PILOT IN THE AREA
OF 32 DEGREES 20N 78 DEGREES 30W SAID WX WAS CLEAR.

(B) US WX BUREAU REPORTED CLEAR SKY GOOD VIS-SURFACE WINDS
WEST 18-20 KTS.

6000 280/30K

10000 270/45K

16000 280/55K

Note

WINDS general from West

Lots
of
witnesses

PAGE FOUR RJESKB 1B

20000 300/65K

30000 300/75K

50000 250/100K

(C) CLEAR

(D) 12 MILES

(E) NEGATIVE

(F) NEGATIVE

(8) NEGATIVE

(9) NEGATIVE

(10) NATIONAL AIRLINES AS NOTED 32 DEGREES 20N 78 DEGREES 30W

(11) SENIOR DIRECTOR 702ND AC&W SQ HUNTER AFB GA

(12) NEGATIVE

BT

09/2345Z MAR RJESKB

*Balloon launching
Site just North
of Parris Island,
1st object observed
moving from
SW to NW.*

UNKNOWN

*Pending
7602nd AISS - see attached TWX*

7/0700Z

Witness

090357-7

9

WPA 40 YDA 179 VYC 27 VDC 90KEA 22

ATTC

RR RJEDEN RJEDWP RJEPHQ RJEPN

11 MAR 57 12 28

DE RJESKB E

R 281900Z

FM COMDR 61ST ACWRON AIKEN AFS AIKEN SC

TO RJEDEN/COMDR ADC ENT AFB COLORADO

RJEDWP/COMDR ATTC WRIGHT PATTERSON AF OHIO

RJEPHQ/DIR OF INTELLIGENCE USAF WASH 5 DC

INFO RJEPNE/COMDR EADF STEWART AF NEW URGH NY

ROUTE TO:
FASG
AGC
NO. 1

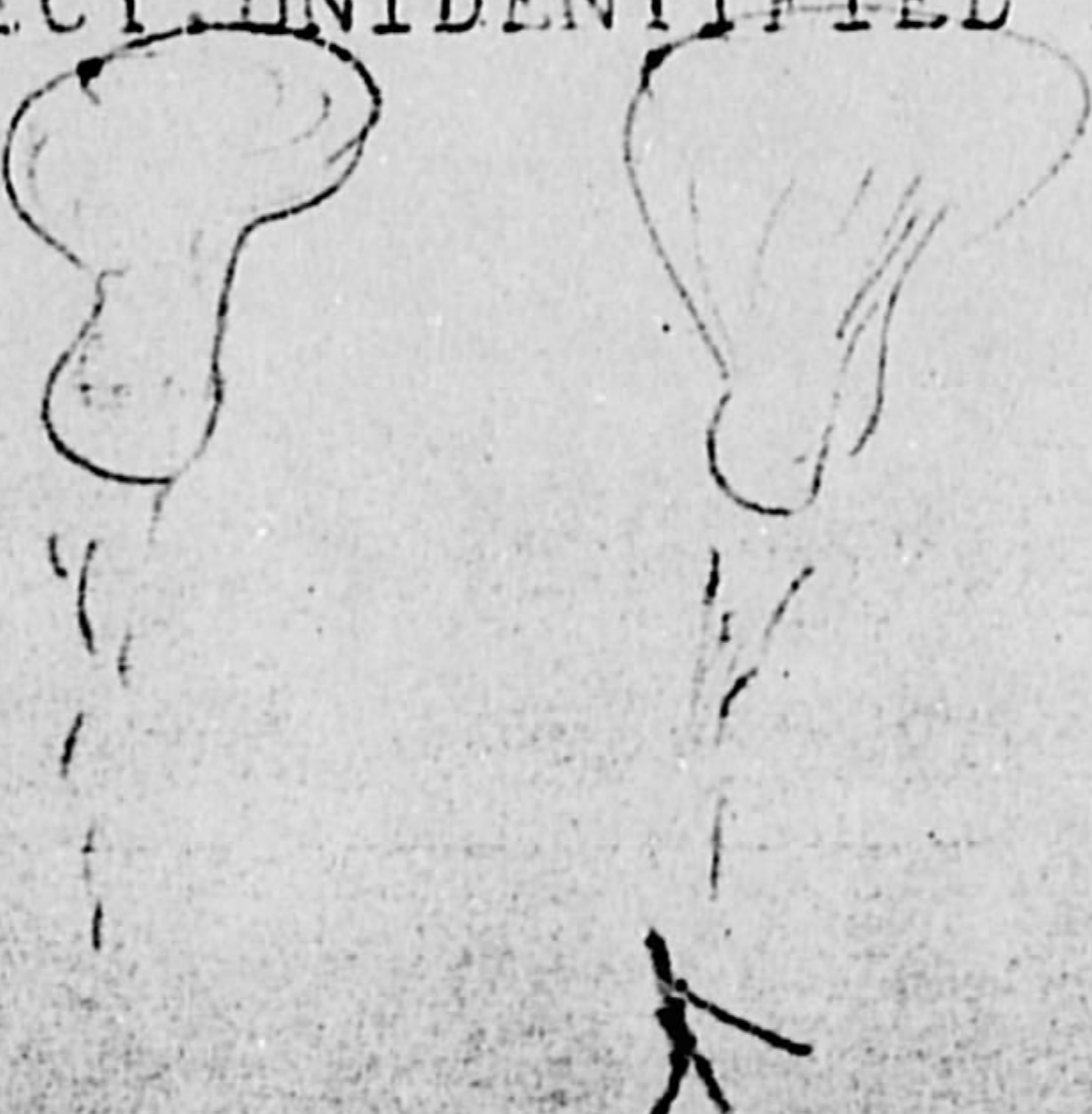
atic

03:04

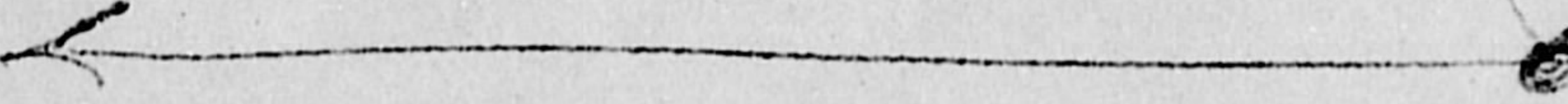
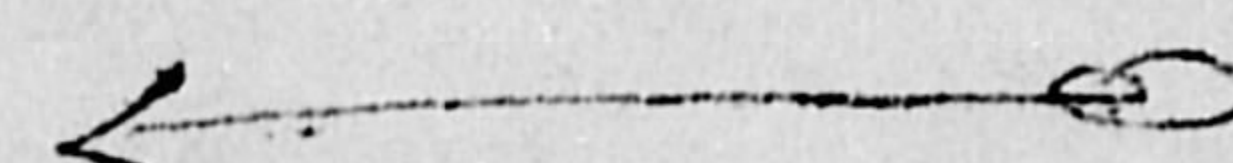
BT

/UNCLASSIFIED/OPNS 118 SUBJECT: UNIDENTIFIED FLYING OBJECT.

1. A. LIGHT BULB
- B. UNK
- C. YELLOW OR ORANGE
- D. ONE (1)
- E. N/A
- F. NONE
- G. TAIL OF FIRE
- H. NONE
- I. NONE
- J. A. UNKNOWN
- . ALTITUDE 0,000 FT.
- C. N/A
- D. STRAIGHT FLIGHT PATH
- E. FADED SLOWLY
- . 1 MINUTE



← resembles balloon



3. VISUAL GROUND

- . N/A
- C. N/A

PACE TWO RJE K E

4. A. 0700Z 5 MAR 1957

0700-5 =

2 in the morning

0200 hrs (2:00 ~~at night~~)

B. NIGHT

5. SAVANNAH RIVER PROJE T (SITE 12)

6. A. N/A

F. PVT ~~REDACTED~~ SITE 2 COMMO 3RD AAA T.

7. A. CLEAR

. USAF WX STATION MGE

1,000 300 35 0,000 310 40 40,000 270 60

3,000 00 35 25,000 00 50 5,000 260 50

5,000 00 35 0,000 290 65 50,000 250 45

5,000 80 65

C. NONE

D. UNK

E. NONE

F. NONE

9. NONE

10. NONE

10. NONE

11. LT. W.P. EMERSON, 861ST ACWRON SENIOR DIRECTOR

12. NONE

TWX IN ACCORDANCE TO AFR 00-2

BT

06/1946Z MAR RJESK

Possibly balloon
Based on limited info and description of object

No copy for D.A.

(CLASSIFICATION)

(SECURITY INFORMATION when filled in)

AF FORM 112
OCT 52

REPLACES AF FORM 112—PART 1,
1 JUN 48, WHICH MAY BE USED.

CLASSIFICATION

(SECURITY INFORMATION when filled in)

16-55569-3 U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq Ninth Air Force, Directorate of Intelligence, Shaw AFB, S. C.	REPORT NO.	PAGE 1 OF 3 PAGES
--	------------	-------------------

SUBJECT: Unidentified Flying Object

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

1. Description:

- (a) Fiery ball with tail.
- (b) Basketball (Incl #1), 6 - 8' in diameter (Incls # 3 & 4)
- (c) Yellowish-green (Incl #1), Green (Incl #2), bluish-green (Incl #3), white (Incl #4)
- (d) One
- (e) N/A
- (f) Appeared to be a solid fire ball as opposed to vapor at orifice of jet tail pipe (Incl #1).
- (g) Solid appearing tail with a length 15 to 20 times the diameter of the fire-ball and a width $\frac{2}{3}$ the diameter of the ball (Incl #1).
- (h) Negative.
- (i) Globules of solid fire appeared to break off from extremity of tail and burn out shortly thereafter (1/2 to 1 second) (Incl #1)

2. Description of course of object:

- (a) Brilliance of object coming directly into line of vision.
- (b) At flight level at 2 o'clock position to aircraft (Incls 1 & 2), 10 to 15 degree angle of elevation, due south of position (Incls #3 and 4).
- (c) 5 to 10 degree angle of elevation at 12 o'clock position to aircraft (Incls #1 and 2), 10 to 15 degree angle of elevation, southeast of position (Incls 3 & 4).
- (d) Very slight angle of climb after passing aircraft on a straight course (Incls #1 and 2); straight and level flight (Incls #3 and 4).
- (e) Object disappeared while in plain sight in the same manner as a light bulb is put out.
- (f) 10 - 15 seconds; (Incls #1 and 2); 5 - 6 second (Incls #3 and 4).

3. Manner of observation:

- (a) Air-visual (Incls #1 and 2); Ground-visual (Incls #3 and 4).

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq Ninth Air Force, Directorate of Intelligence, Shaw AFB, S. C.	REPORT NO.	PAGE 2 OF 3 PAGES
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(b) N/A

(c) C-47, #43-16100, 2500 ft MSL, 060 degrees, 180 mph
1 AS - 210 mph G/S, Shaw AFB

4. Time and date of sighting:

(a) 09/0645Z March 1957

(b) Night

5. Locations of observers:

(a) 15 nautical miles SSE of Columbia, S. C. 33° 44' N - 80° 55' W
(Incls # 1 and 2).

(b) Northwest extremity of Shaw AFB, S. C. 33° 58' 00"N - 80° 28' 15"W
(Incls #3 and 4).

6. Identifying information of all observers:

(a) N/A

(b) Military

1. Capt. [REDACTED], Hq Ninth AF, Intelligence Officer-pilot,
very reliable.
2. Maj. [REDACTED], Hq Ninth AF, Operations Officer - pilot,
very reliable.
3. Maj. [REDACTED], Hq Ninth AF, Intelligence Officer,
very reliable.
4. Capt. [REDACTED], Hq Ninth AF, Property Accounting Officer,
very reliable.

7. Weather and wind aloft conditions at time and place of observation:

(a) Clear sky and 10 miles visibility (0128E WX).

(b) Winds aloft

1	Surface	- W	-	15 km
2	6000'	(4000')	290°	20
		10,000	280°	40
3	10,000'	7,000	290°	35
		14,000'	270°	30

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(CLASSIFICATION)

16-55570-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq Ninth Air Force Directorate of Intelligence Haw AFB, S. C.	REPORT NO.	PAGE 3 OF 3 PAGES
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<u>1</u>	16,000'	270°	35
<u>2</u>	20,000'	260°	50
	25,000	260°	60
<u>3</u>	30,000'	300°	75
	4,000	280°	55
<u>4</u>	50,000'	270°	65
<u>5</u>	80,000'		

(c) Unlimited (clear).

(d) 15 to 20 miles (Incls #1 and 2), no moon.

(e) No cloud cover.

(f) N/A

8. Negative

9. N/A

10. C-47 #43-16100 and unidentified civilian aircraft.

11. Capt. [redacted], Chief Air Targets Branch, Directorate of Intelligence, Headquarters Ninth Air Force. Comments: Object presents all evidence of being a natural phenomenon of the meteorite variety, however the trajectory of the object in view of the gravitational pull at the altitude which travelling creates some doubt. Insufficient knowledge of meteor or meteorite behavior prevents further evaluation of the sighting by the reporting officer.

12. Negative

4 Incls:

1. Statement - Capt [redacted]
2. " Maj [redacted]
3. " Maj [redacted]
4. " Capt [redacted]

[redacted]
Captain, USAF
Hq Ninth Air Force
Directorate of Intelligence
Chief, Air Targets Branch

S T A T E M E N T

On 9 March 1957, at 0140 hours EST, I was co-pilot in a C-47 aircraft flying approximately 15 miles south of Columbia, South Carolina, at an altitude of 2500' on a heading of 060 degrees Magnetic. At this time I perceived a fiery object about 2 o'clock to my position at an unknown range. The object was a fiery ball, green in color, with a white trailing tail. It appeared to be climbing on a course parallel to ours and at an extreme rate of speed. The object was in sight about 15 seconds and was suddenly snuffed out, as if a light was turned off. There were no clouds in the sky, the moon had set, and it was a dark, clear night with excellent visibility.

14 March 1957


WILLIAM H. LANDIS
Major, USAF

S T A T E M E N T

On the night of 8-9 March 1957, Captain Belmont (pilot) and Major Landis (co-pilot) of C-47 #43-16100 were flying from England AFB, La. to Shaw AFB, S. C. The flight was made at 9000' and was uneventful until after passing Aiken, S. C. At approximately 0125 hours we cancelled our IFR flight plan and proceeded to make shallow let-down to the Shaw radio range on a heading of 060 degrees. At approximately 0140 hours at an altitude of 2500' (position 15 miles S Columbia, S. C.) air speed 180 mph indicated an unusual phenomenon appeared off our right wing at the same altitude and flight path. The object appeared as a large ball of yellowish-green fire with a brilliant tail with a length approximately 15 to 20 times the diameter of the ball. The object appeared to be approximately 24 inches in diameter and appeared to pass within 200 yards of our aircraft. Both the fire ball and the tail appeared to be more or less solid as opposed to the thin vapor appearance of a jet or after-burner exhaust at night. At the extremity of the tail solid globules of fire appeared to break off and gradually die out in much the same manner as flying napalm liquid. The object appeared in view for an estimated 10-15 seconds and then merely disappeared as a light goes out, with no explosion sparks and other action.

Weather conditions were as follows: Clear sky, visibility 15 to 20 miles with light ground haze. Stars visible, no clouds and no moon.

Flying experience: 17 years
2500 hours military flying
400 hours jet flying (RF-80, F-84, T-33)
Senior pilots rating
300 hours civilian flying time
Duty: Staff Intelligence Officer
Experience: 10 years

Upon landing Shaw tower asked if we had seen any unusual phenomenon. They had received a report of an unusual sighting by an airline pilot.

14 March 57

Robert T. Belmont
ROBERT T. BELMONT
Captain, USAF

S T A T E M E N T

At approximately 0140, Saturday, March 9, 1957, I was riding in Captain Lloyd Finleyson's automobile. We had just passed through the North A.P. gate, entering the base on Rhoades Ave. when an extremely fast moving object entered my line of sight. The object, at an estimated altitude of 2000 ft, was travelling from a South Westerly direction to a North Easterly direction at an undeterminable rate of speed, but estimated at a speed similar to a meteorite. The color was a bluish green. It had a slight tail of light of the same color as the body appeared to my vision for approximately two seconds. At the end of this time I saw what appeared to be sparks emitting from the tail and immediately after the sparks appeared the entire object disappeared just as an electric bulb fades from sight, in a darkroom, when the electricity is turned off. It did not appear to explode, shower sparks in all directions, just turned off. The distance from my position to the object is hard to estimate. However, I believe the object was between 10 and 20 statute miles to the East South East travelling from a South West to a North East position. I had the feeling that it was a natural phenomenon even though I had never seen such an object before. The weather was clear, the object appeared about six feet in diameter and I heard no noise.



14 March 1957

Major, USAF

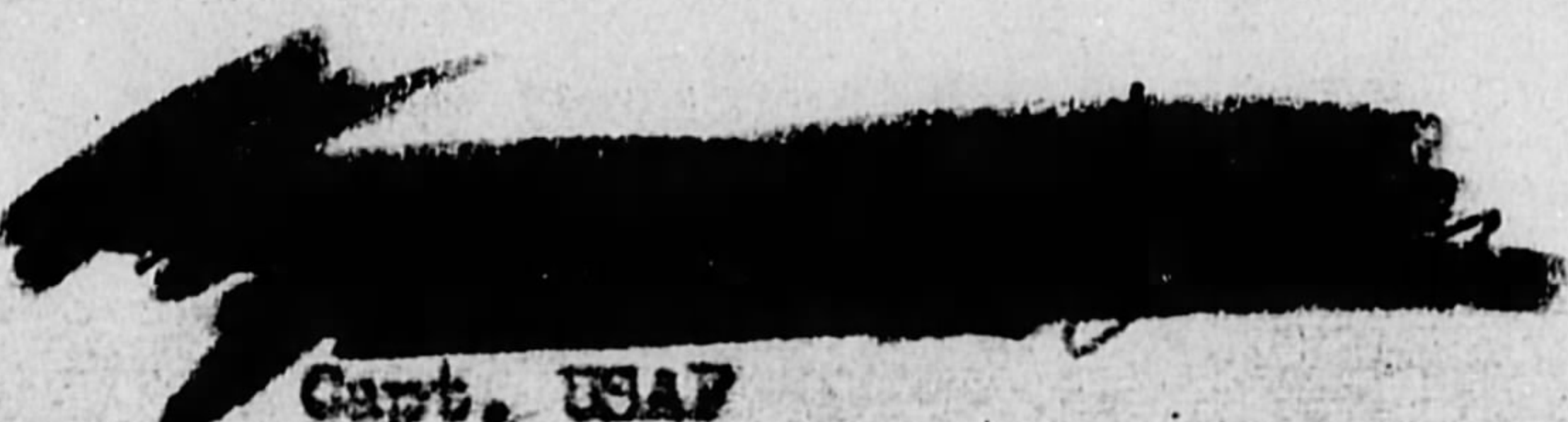
S T A T E M E N T

A large fiery white ball apparently 6 - 8 feet in diameter with a trailing tail travelling from southwest to northeast appeared in the sky low enough to be clearly visible from the driver's seat of my automobile, which I was driving on Shaw AFB, at approximately 0145 - 0200 on 9 March 57.

I watched it for possibly 5 - 6 seconds, during which it travelled at a rapid speed on an almost level course then disintegrated suddenly and as it did so the white light disappeared from the fragments almost immediately and nothing more was seen.

As stated, I was driving my automobile when first sighting the object; I stopped at once and watched until it disappeared. I heard no noise from the object. I had no perspective from which to judge its distance from me and thus cannot accurately judge the size of it, although as stated it appeared to be 6 - 8 feet in diameter. The night was clear.

14 March 1957



Capt, USAF

COUNTRY United States	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UNSUB		
AREA REPORTED ON	FROM (Agency) Robins Air Force Base, Georgia	
DATE OF REPORT 10 March 1947	DATE OF INFORMATION 10 March 1947	EVALUATION
PREPARED BY (Officer) JOHN W. FORTER, Major, USAF	SOURCE Personal contact with [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable)		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

In accordance with AF Regulation 200-2 dated 12 Aug 54 the following report is submitted:

0 INCL.

DISTRIBUTION BY ORIGINATOR	DISTRIBUTION BY 4602d AISC:
Commander	Original to D/I, HEDUSAF
Air Defense Command	Copy to Comdr, ATIC
Robt Air Force Base	Copy to Comdr, 4602d AISC
Colorado Springs, Colorado	Copy to Comdr, 35th Air Div (DEF)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Robins Air Force Base, Ga		2	3	

1. Description of the object.

- Shape resembled that of a sphere with handle or a torpedo.
- Size of a grapefruit.
- Color.
- Number of objects, one.
- N/A.
- Described as traveling at approximately the speed of a jet aircraft but was definitely not a jet. At time of observation the moon was shining and object was clearly visible.
- Yellow glowing substance seemed to drip from the tail.
- No sound heard.
- None.

2. Description of course of object.

- Sighted by engineer of train during normal observation of area on Southern Railway trip number 153 from Macon, Georgia to Brunswick, Georgia.
- Object was traveling on a straight and level course from southwest to northeast at an estimated 5000 to 8000 feet at an estimated distance of one mile from the observer when first sighted.
- Straight and level.
- Entire time in view object traveled a straight and level course with no maneuvers.
- Object appeared to disappear from view due to distance.
- Object was in sight for approximately one minute.

3. Manner of Observation.

- Ground visual only.
- No optical aids used.
- N/A.

4. Time and date of sighting.

- 090714Z.
- Night bright moonlight.

5. Location of Observers.

- Pine Grove, Georgia.

6. Identifying information of all observers.

- Civilian
Mr. [REDACTED], age 63, [REDACTED] Georgia. Engineer Southern Railway.
Mr. [REDACTED], age 55, [REDACTED] Georgia. Brakeman Southern Railway.
Mr. [REDACTED], age approximately 34, Atlanta Division, Southern Railway Yard Office, Macon, Georgia. Fireman Southern Railway.
- Military - N/A.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
- Robins Air Force Base, Ga		3	3	

7. Weather and winds aloft conditions at time and place of sighting.

a. Observers account - clear and bright moonlight.

b. Winds:

Surface 290° - 10 knots
6000 feet 300° - 35 knots
10000 feet 310° - 45 knots
13000 feet 320° - 65 knots
30000 feet 320° - 75 knots
50000 feet 290° - 95 knots

c. Clear.

d. 10 nautical miles.

e. None.

f. None.

8. None.

9. None.

10. None known.

11. John W. Porter, Major, USAF, Chief Flight Operations Division, Robins Air Force Base, Georgia. The observer stated that this object did not appear to be a comet or meteor, however descriptions furnished indicated characteristics of a meteor.

12. None.

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UNCLASSIFIED
(CLASSIFICATION)

EX-11612
SAFIS-3/Maj Tacker/jmd/73328

14 April 1958

Dear Professor [REDACTED]

In reply to your request of 5 March 1958 I am inclosing copies of the "Pan American World Airways" fireball report.

I trust this information will be of value to you in your research work.

Sincerely,

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

Inclosures
a/s

Professor [REDACTED]
[REDACTED]
Harbets, Pennsylvania

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

Handwritten note at top of page, partially illegible.

Our files indicate that we have received reports of that particular
sighting. We do have reports of a fireball sighting
of only a few days past, and we have that in considerable
reliability and detail. This was the Trans-Atlantic Airline
fireball sighting October 1954. However, this incident took place
in the North Atlantic, south of New York, Georgia. If you desire the details
on this sighting, we will be happy to provide them to you.

Many sightings of this nature are reported directly to newspapers,
editorial publications or other agencies, and never come to the
attention of the Air Force. The Air Force does not take cognizance of
reports not officially reported to it.

The implication that reports of this nature may be withheld by
the Air Force from responsible authorities is incorrect in numerous
ways. Only the names of agencies, individuals, and classified reports of in-
vestigations, analysis, and other data are ever classified, if at
all. In fact, the Air Force has a standing policy of keeping the public
informed through public releases; a copy of the latest
is attached for your information.

Your report on sightings and beliefs has been reviewed with much
interest and will be a part of our permanent files on
this subject.

That you go on at...
regarding unidentified flying objects

are unduly classified

4X3
UNIVERSITY of PENNSYLVANIA

PHILADELPHIA 4

FLOWER AND COOK OBSERVATORIES

1958 January 28

The Commanding Officer, ATIC, Air Sciences Div.
Wright Patterson Air Force Base,
Dayton, Ohio.

Dear Sir:

Before making my request, I had better tell you my official position so that you understand the better why I make it. I am [redacted] ([redacted]) of the [redacted] and emeritus professor of Astronomy University of Penna. From 1928-1954, when I had to retire by automatic rule, I was director of the Flower and Cook Observatories. I have published scores of papers on the subject of meteors and fireballs, the last important one of which is enclosed. On pages 313 and 314 you will find a table of fireball paths and orbits, more extensive than all others ever published by an American Astronomer.

Now as to request- On 1957 March 15 at about 10 p.m., C.S.T., a very brilliant fireball or meteor passed over the Gulf States ending probably S.W. of New Orleans, in or near the Gulf. From the Navy Dept. I have one good observation from a ship, and by newspaper clippings reports by very many people, most of small value, as coordinates are not given.

As the object was so brilliant, there seems every chance that numerous observations were sent to your center where "flying saucers" etc. are worked on.

Further, as this was an astronomical body, with nothing mysterious about it, there can be no reason why reports should be classified or held from reputable scientists.

I am therefore requesting you to have the reports on this object mailed to me on loan, so that I can compute its atmospheric path and if possible its orbit in space. The reports will be carefully returned, and I will be happy to communicate the results I obtain.

As I served on the scientific staff of Aberdeen Proving Ground during 1918 and 1919, and as local consultant during the Second World War, I had the proper clearance.

Very sincerely yours,

[redacted]
[redacted]
Dept. of Astronomy,
University of Penna.,
Philadelphia 4, Pa.

2 enclosures
1. [redacted]
2. [redacted]

Handwritten: H.T.C.; please send Prof. [redacted] the reports (Pen Am) of the fireballs over the South Atlantic (off Savannah)!

Handwritten: 4E4

UNIVERSITY of PENNSYLVANIA

PHILADELPHIA 4

FLOWER AND COOK OBSERVATORIES

1953 March 5

Major Lawrence J. Tacker, USAF
Executive Officer
Public Information Division
Office of Information Services
Washington, D.C.

Handwritten: May Tacker

Dear Major Tacker:

Many thanks for your reply of February 27 to my letter asking for possible reports on the great fireball of 1957 March 15 which crossed several of the Southern States and ended beyond New Orleans.

From the numerous press reports received on it and from its remarkable brilliancy and long path, I naturally assumed that many people would consider it a flying saucer, so called, and that the bureau dealing with UFO would have reports. And even if not, that some of the numerous army pilots must have seen and reported it. But as you state they did not, that is that.

With regard to two other fireballs you mention, seen last March, I would indeed be glad to receive copies of reports in your hands. Often just one more good report enables me to compute the atmospheric path and orbit in space. In any case, we attempt to keep as complete a file as possible on such objects, and have several thousand fireballs in a card file. The Hydrographic Office of the U.S. Navy sends me copies of such reports from ships; I would be most happy if the Army and Air Force would do the same. At least such reports are of statistical value even if no path can be computed.

As to not being able to get reports, due to classification, my good friend Dr. Lincoln LaPaz of the University of New Mexico has for some years gathered such reports for the military authorities, in his general region. I have in vain tried to get copies, but while he and I are on most friendly terms, he has always declined to give me copies, saying they are classified. Last year I made an attempt to secure them, aided by Col. D.M. Barringer, formerly of Air Force, but received nothing. Some are supposed to refer to UFO, but as I worked out (without his data) several orbits for such objects, there is no doubt they were bright fireballs. In any case, your help in seeing that I can secure copies of such reports would be greatly appreciated and I hope of value to science and our country.

Very sincerely yours,

[Redacted Signature]
(Emeritus Prof. of Astronomy
and former Director Flower & Cook Observatories)
[Redacted Address]

COVER SHEET

SUSPENSE

ORIGIN OF BASIC

DATE

ASSIGNED BY

DATE

TYPE

NO.

SUBJECT

Request for "Fireball" Reports - Dr. [REDACTED]

ROUTING

Initial "IN" column to denote review prior to action. Initial "OUT" column to denote review of completed action. (X for action; ✓ for coordination.)

IN	OFFICE	OUT	IN	OFFICE	OUT	IN	OFFICE	OUT	IN	OFFICE	OUT	IN	OFFICE	OUT
	OIN-1			OIN-2			OIN-3			OIN-4			AFOIN	
	OIN-1X			OIN-2X			OIN-3X			OIN-4X			AFOIN-X	
													AFOIN-X	
													AFOIN-X1	
													AFOIN-X2	
													AFOIN-X3	
													AFOIN-X4	
													AFOIN-X5	
													AFOIN-Z	
													CABLES	
													FILE	
													DISPATCH	

TO: SAFIS-3, ATTN: Major Tacker

DATE 18 March 1958

FROM: AFCIN-4E4

COMMENT NO.
1

COMMENTS (Use reverse, if necessary)

1. In accordance with your recommendations, attached are copies of case-file material on the PAA and Western "Fireball" incidents of 9 March and 10 October 1957.
2. These are forwarded to your office for subsequent transmission to Dr. [REDACTED] in accordance with existing directives.
3. It should be pointed out that this Center has not received the original UFO case files submitted to Mr. [REDACTED] for the Armstrong Circle Theater TV presentation. No copies were made because of the "crash" nature of the project.
4. It would be appreciated if this matter be looked into to determine the status or whereabouts of that material, which is considered irreplaceable.

3 Incls:

1. Cy PAA Case File Incident
dtd 9 Mar 57
2. Cy "Fireball" Case File
dtd 10 Oct 57
3. Ltr frm Mr. [REDACTED]
dtd 5 Mar 58

Nicholas Post
NICHOLAS POST
Asst. Deputy for Science
and Components
AFCIN-4E

PAN AMERICAN from Page 16

radioing San Juan, Capt. Van Winkle asked for ambulances to be ready, then through the FAA station at Miami made a CIVIS report on the UFO. (Official guiding report under Joint Chiefs of Staff instructions J-146.)

Within minutes the message was relayed to the Eastern Sea Frontier, Air Defense Command HQ, AHC, and to the Director-ate of AF Intelligence at the Pentagon.

Shortly after this a notice was flashed to the Civil Aeronautics Board in Washington, D.C., reading in part as follows:

"Douglas 6A FAA FL 257 to avoid unidentified object travelling east to west CMA pilot took violent evasion action. Object appeared to have a brilliant greenish white center with an outer ring which reflected the glow from the center... pilot had no idea as to shape and size of object. First impression was jet afterglow followed by spotlight. Above description fits with what seven other flights also saw which were within a range of 250 to 300 miles... MIA ATC (Miami Air Traffic Control) reports no missile activity... Original report of possible jet activity discounted."

Meanwhile, Van Winkle and Flight Engineer Washburn were adding up their observations and the radioed reports from the pilots. Washburn, closer to the right runway, had had a better look, and he confirmed Van Winkle's description of a green-white, circular object, with a dark ring or ring, from which the green light reflected as if from a searchlight.

The light went out, Washburn estimated, about four seconds—as it switched off.

Another important point had developed in a radio report from Capt. Keith G. Brundal. He too had seen a UFO—but two hours before. He had kept still, to avoid ridicule, until he heard the later radio UFO reports by the other FAA pilots.

As later checked by Civilian Bureau Intelligence Investigators (Ted Bluestein and Lex Mebane) with a detailed report to NICAP, the Brundal sighting was similar to that of Capt. Wyland.

In this earlier sighting Capt. Brundal was en route to San Juan at about 12:00 a.m. when he and his flight instructor saw a brilliant green light moving swiftly north, or NNW. It was approximately west of their flight.

The speed, Brundal said, was not as fast as that of a meteor and the object moved on a horizontal course. Its size it was somewhat smaller than a full moon. The object, at first, had a red tail-like projection. This suddenly dropped and the object fell like a flare, suddenly going out.

From evidence, and particularly from detailed interviews (51-200-100-100) sent to NICAP, these pilots' stories came off and fell, suggests the dropping of a rocket booster. One NICAP investigator, a guided-missile electronics expert, said this could have been a missile left at control, but this would mean destruction—even of the Civil Aeronautics Board—to hide the fact.

In lack of evidence in the military NICAP accepts an official statement.

Also, the similar report by Brundal would then mean another such missile, with a rocket booster, had gone astray over the

Atlantic two hours before the Van Winkle shot. The odds against such a coincidence are astronomical. The odds against two such similar fireballs in the same area also are high.

Capt. Van Winkle has repeatedly said he was certain the object was no meteor, and he has seen hundreds of meteors during airline flight. He also believes the object was below the horizon, which rules out the meteor answer.

In view of the still unfinished CAB investigation, NICAP will hold this case for the final CAB report before submitting it to the Special Advisers for evaluation.

INTERIM REPORT, Sources of the CAB
 agreement that the meteor evidence is negative, and non-receipt of the Air Force report as requested, it does not appear that the Air Force is fully justified in stating that the UFO was identified as a "ghosting star."

If such evidence is produced, NICAP will publish it in the following issue.

Pan American Airliner Case Still Unsolved, Says CAB

Despite an Air Force spokesman's claim, the dramatic UFO report made by a Pan American World Airways captain on March 9 is still unexplained, according to the Civil Aeronautics Board. The Pan American pilot, Capt. Matthew Van Winkle, violently zoomed his San Juan-bound airliner to miss what seemed imminent collision with an unidentified flying object.

During the CAB's three month investigation it has given NICAP four reports. Each time the board stated that its investigation was unfinished. In the latest report on May 21, the CAB told NICAP: "Evidence supporting the meteoric cause is negative. The sighting is unexplained and we are still investigating."

Two days later, on May 23, an Air Force spokesman told Gene Wertenon of the Scripps Howard Newspapers: "The object has been identified as a shooting star which continued blazing after entering the earth's atmosphere."

NICAP issued a statement this week saying: "Although Captain Van Winkle and other pilots who sighted the object could not be asked to repeat a statement, the CAB's statement, therefore, will be kept open for full evaluation by the Civil Aeronautics Board and the public."

For the answer to this mystery, the UFO INVESTIGATOR will print out the evidence as available.

Just before midnight on March 8, Pan American World Airways Flight 201 took off from Miami International Airport for Long Island in route to San Juan, P.R. At the controls of the four-engine DC-6 airliner were FAA veteran Capt. Matthew Van Winkle. In the cockpit with him was the co-pilot, First Officer D. W. Taylor, and flight engineer John Roberts. First Officer Taylor was seated on the left, looking forward, and Capt. Van Winkle was seated on the right, looking forward.

Because of a storm center over the Atlantic, to the east, Capt. Van Winkle flew west of his usual course for the next three hours.

Until 3:33 a.m. EST, the flight was normal. Most of the passengers were dozing, their seats tilted back.

The DC-6 was at 70° 40' West, 30° North (approximately above of Jacksonville) and First Officer Taylor had gone back into the cabin when suddenly a bright light appeared to the right of the plane.

Seen through the co-pilot's window, the object at first had an orange glow. For a split second Van Winkle thought it might be the spotlight of a jet intercepter. A jet pilot might be checking, since he was out of the usual flight path. But he instantly dismissed the idea. The light was too bright and it was different from any jet spotlight. He saw now that it was a greenish-white, clearly circular, and that it had a definite edge. It seemed to be heading directly toward his plane, on a collision course.

The plane was on automatic pilot and there was no time to change it. Capt. Van Winkle looked back on the controls, seeing that they were all in order. He turned forward, looking at the object. He could not get the color down.

Most passengers, their belts unbuckled, were thrown from their seats. First bags, coats, pencils flew through the air. "It was pretty bad," one of the passengers later told NICAP. "But it wasn't that noisy, though there certainly was some screaming."

Up forward, in Capt. Van Winkle's seat, the DC-6 under control and returned, the radio came alive with excited reports from other flying capsules ahead and behind Flight 201. Most of the reports were from the same object. Capt. Van Winkle's flight 201 and it was moving fast in a slightly curved, zig-zagging line.

Along the outer edge of Van Winkle's FAA log, Robert W. Winkler, flying on 17,000 feet, said the object was a plane or one that looked like a plane but it disappeared.

By this time Van Winkle was on the public address system trying to calm the passengers. Many were bruised and shaken, a few injured seriously. Stewardess Sandra Luge with a contusion, Mrs. Abraham Gifford of Philadelphia with severe internal damage.

Continued on Page 23

Visiting Comet To Be Visible On Saturday

Clear skies permitting, a visitor from outer space will be visible at sunset Saturday.

The Arend-Roland comet reached its closest position to the sun on April 2, and now is outbound.

It should be sufficiently far enough away from the sun to be seen by the naked eye at sunset Saturday.

Its tail will be pointing away from the sun, and it should be as bright as the brightest star in the April sky.

The comet should be visible just above the horizon, slightly northward of due West, where the sun sets.

About May 1, the comet will have risen higher in the West, passing between the constellations Capella and the scorpion, the "W" constellation.

The comet named for two Belgian astronomers will be visible for the rest of April and May.

AF Accused of Hush-up on Saucers

PHILADELPHIA, April 5 (AP)—A retired Marine Corps major says the Air Force has hushed up results of flying saucer investigations and "gagged" a United States Senator.

The charge was made by Donald E. Keyhoe, director of the National Investigations Committee of Aerial Phenomena.

He declared last night he will formally ask the Air Force to turn over to his organization the unidentified object reports which he said the Air Force says have been satisfactorily identified.

Keyhoe disagrees with the Air Force statistics, which list 97% of the sightings as identified. He says almost 20% must be classed as unidentified.

Keyhoe, former business associate of Charles A. Lindbergh, says his committee includes Gen. Albert C. Wedemeyer, Adm. Delmar S. Palfrey, and Sen. William S. E. Hooper.

The committee, he said, has been set up to evaluate saucer sightings and publish some answer to the question.

Keyhoe said that Sen. Richard Russell (D) Ga. had been gagged. Keyhoe said Russell had seen a flying saucer but had been told by the Air Force not to disclose any information.

He charged that the public had never been told that Air Force jet fighters have fired upon unidentified flying objects.

He also stated he had a report of a radar sighting which showed a mid-air collision between a jet fighter and an object it was sent to intercept.

"Neither the plane nor the pilot were ever seen again," Keyhoe said.

LOS ANGELES PAPER
5 April 1957

Shel 5

PAN AMERICAN from Page 16

Radioing San Juan, Capt. Van Winkle asked for ambulances to be ready, then through the FAA station at Miami made a CIRVIS report on the UFO. (Official sighting report under Joint Chiefs of Staff instructions J-146.)

Within minutes the message was relayed to the Eastern Sea Frontier, Air Defense Command HQ, ATIC, and to the Directorate of AF Intelligence at the Pentagon.

Shortly after this a notice was flashed to the Civil Aeronautics Board in Washington, D.C., reading in part as follows:

"Douglas 6A PAA Fl. 257 to avoid unidentified object traveling east to west. CMA pilot took violent evasion action. Object appeared to have a brilliant greenish white center with an outer ring which reflected the glow from the center...pilot had no ideas as to shape and size of object. First impression was jet afterglow followed by spotlight. Above description fits with what seven other flights also saw which were within a range of 250 to 300 miles... MIA ATC (Miami Air Traffic Control) reports no missile activity...Original report of possible jet activity discounted."

Meantime, Van Winkle and Flight Engineer Washuta were adding up their impressions and the redlead reports from other pilots. Washuta, closer to the right window, had had a better look, and he confirmed Van Winkle's description of a green-white, circular object, with a dark rim or ring, from which the green light reflected as if from a searchlight.

The light went out, Washuta estimated, in about four seconds—as if switched off.

Another important point had developed in a radio report from Capt. Van Winkle. He too had seen a UFO—two and a half hours before. He had kept still, to avoid this time, until he heard the later radio UFO reports by the other PAA pilots.

As later checked by Civilian Intelligence investigators (Ted Abelson and Luc Nabers) with a detailed report to NICAP, the Brazilian sighting was similar to that of Capt. Wyland.

In this earlier sighting Capt. Wyland was on route to San Juan at about 12:00 AM when he and his flight engineer saw a brilliant green light moving rapidly east or NNW. It was undoubtedly one of their flights.

The speed, Brazilian radio, was not given as that of a meteor and the object moved on a horizontal course. In fact, it had somewhat smaller than a full moon. The object, as first seen, had a red to blue projection. This projection disappeared and fell like a flame, rapidly falling and from evidence, and particularly from detailed interviews, it was concluded that it fell to NICAP, then police and FBI.

The red "tail" the witnesses with Wyland fell and fell against the ground, in a rocket booster. One pilot saw a guided-missile electronic device, said it could have been a missile, but it fell, but this would mean a very even of the Civil Aeronautics Board's side the fact.

In lack of evidence to the contrary, NICAP accepts the official statement.

Also, the earlier report by Brazilian would then mean another such incident, with a rocket booster, had gone away over the

Atlantic two hours before the Van Winkle case. The odds against such a coincidence are astronomical. The odds against two such similar fireballs in the same area also are high.

Capt. Van Winkle has repeatedly said he was certain the object was no meteor, and he has seen hundreds of meteors during civilian flight. He also believes the object was below the horizon, which rules out the meteor theory.

In view of the still unfinished CAB investigation, NICAP will hold this case for the final CAB report before submitting it to the Special Advisers for evaluation.

INTERIM REPORT: Because of the CAB statement that the meteor evidence is negative, and non-receipt of the Air Force report as requested, it does not appear that the Air Force is fully justified in stating that the UFO was identified as a "shooting star."

If such evidence is produced, NICAP will publish it in the following issue.

UFO: OR "FLYING SAUCERS"?

The following suggestion was made by a member who asked not to be named:

"I hope that NICAP will soon educate the public to use of the term UFO for Unidentified Flying Objects instead of flying saucers. I believe this will help to end debate."

NICAP concurs. We agree with this reasoning. It is unfortunate that the phrase "flying saucers" ever was coined. However, for a considerable time we shall have to use both terms, since the name "flying saucers" has been so firmly established.

San.
N.Y. Times, March 9, 1957

AIRLINER AVOIDS FLAMING OBJECT

Pilot Sends Plane Into Steep
Climb Over Atlantic—No
Jets in Area at Time

SAN JUAN, P. R., March 9 (AP)—A fiery object hurtled toward a Pan American Airways plane high over the Atlantic Ocean today. The pilot said the object had forced him to climb steeply to avoid being hit.

Four persons required hospitalization for shock and injuries suffered apparently because of the maneuver. Two of the injured were Philadelphians.

Capt. Matthew A. Van Winkle said he could not identify the flaming object, which menaced his transport at the halfway point on the flight from New York to San Juan.

The unidentified pilot of a Trans-Caribbean plane said he had seen the object and that it could have been a meteor.

Seen By Other Pilots

A Pan American spokesman in New York said a report reaching there had quoted the pilot as saying he had seen an object with a very bright core and a fringe of green.

The report said a check with the armed forces indicated there had been no jet planes in the area at the time of the incident. The pilots of at least seven other aircraft saw the mysterious object, it added.

A spokesman at Patrick Air Force Base in Florida said the object "was no missile from our range." He said that the San Juan-New York air route was far from the regular guided-missile range.

Captain Van Winkle said his first impression was that the object had been a jet plane. But when it got closer, he said he had noticed it was not shaped like any known jet.

To avoid a collision, Captain Van Winkle said he had pulled the plane into a steep climb, rising some 1,500 feet in a few seconds. The sudden maneuver apparently caught those aboard unawares.

On the plane's arrival three passengers and a stewardess required hospitalization.

Mr. and Mrs. Abraham Gitlow of Philadelphia; another passenger identified as Monserrate Soto, and Julie Santiago Ridriquez, stewardess, were hospitalized for treatment of shock and lacerations. X-rays showed none of them suffered broken bones.



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Captain Van Winkle described the mysterious missile as a "burning greenish white round object, unrecognizable but definitely not a meteor."

Captain Van Winkle, 39 years old, lives at 65 Constellation Road, Levittown, L. I.

Captain Tells of Object

SAN JUAN, P. R., March 9 (AP)—Captain Van Winkle said the weather was good and he had the aircraft on automatic pilot when suddenly he spied the brilliant greenish-white glow to the right.

"Instinctively, I thought it might be another plane heading straight toward us," he said. "I pulled the plane up and to the side."

"Since it was on automatic pilot, apparently I forced it too much and all the forty-four passengers, except one or two who had belts fastened, came out of their seats and rolled on the floor."

"There were about seven aircraft in the area at the time and all seven of us saw the glow. There was a distance of around 300 miles from the first of those seven aircraft to the last one. I was in the middle. All of us were flying direct on the track from New York to San Juan which is all over water."

A Runaway Missile?

WASHINGTON, March 9 (UP)—The Defense Department was unable today to identify the fiery object.

A spokesman said the department had received no report on the incident. He refused to say whether a runaway guided missile might possibly have been the unidentified object.

2. Pan American Airline Case (over South Atlantic (9 Mar 1957)):

At approximately 3 o'clock in the morning, the pilot of an airliner from New York to Puerto Rico pulled up and over sharply to avoid colliding with a "brilliant greenish-white object" that suddenly appeared in his path. The pilot and co-pilot described it as resembling a huge glaring spotlight. A number of passengers were injured during the violent maneuvers and required hospitalization.

The fact that two other airliners approximately 175 miles away observed the object at the same time ruled out aircraft and missiles. This was later confirmed by all military and civil agencies. From a description given by the crew and passengers who happened to see the object, and from interrogation of the CAA and the Navy, the Center concluded that the object was a seldom seen form of meteor, a bolide, commonly referred to as a "fireball". The analysis was independently reviewed and concurred with by a well-known astrophysicist now with the Smithsonian Astrophysical Observatory.

b. Pan American Airline Case (over South Atlantic (9 Mar 1957)):

At approximately 3 o'clock in the morning, the pilot of an airliner from New York to Porto Rico, pulled up and over sharply to avoid colliding with a "brilliant greenish-white object" that suddenly appeared in his path. The pilot and co-pilot described it as resembling a huge glaring spotlight. A number of passengers were injured during the violent maneuvers and required hospitalization.

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1. THE RECENT REPORT BY CAPTAIN VAN WINKLE OF PAN
AMERICAN WORLD AIRWAYS, WHO STATED THAT HE HAD BEEN
TO AVOID WHAT APPEARED TO BE A COLLISION WITH AN
THIS SIGHTING, CONFIRMED BY A PHOTOGRAPH TAKEN AS
INVESTIGATED BY THE FBI, AND THE CIVIL AERONAUTICS BOARD.

THE LEO INVESTIGATOR

Not so
Both #10
and CIA
reports

Continued on Page 17

On March 9, several passengers on a New York to San Juan, Porto Rico, airliner were injured when the pilot pulled the big DC-6 up sharply to miss a "large, greenish white, clearly circular-shaped object" which was on a collision course with the plane. The pilots of several other airliners in the same airway confirmed the sighting.

Two weeks later jet interceptors were scrambled over Los Angeles to look for a UFO.

According to the records, the first report of the brilliant and mysterious, flashing, red light came from a man in the east part of Pasadena. But his report was quickly lost in the shuffle as more and more calls began to come in. As the flashing light crossed the Los Angeles Basin from southeast to northwest hundreds of people saw it. Traffic was tied up on the Rose Parade famous Colorado Boulevard as drivers stopped their cars to get out and look. As it neared the Air Defense Command Filter Center in Pasadena the filter center personnel, those that could be spared, went out and looked. They saw it. Police switchboards lit up a solid red as it crossed the San Gabriel Valley.

Near midnight a CAA radar picked up unidentified targets near the Oxnard AFB, at Oxnard, California, (northwest of Los Angeles) and at almost that identical time people on the airbase saw the light.

This did it, and two powerful jets, equipped with all weather radar, came screaming into the area.

But it was the same old story—no contact—the UFO was gone.

One of the most fantastic apparitions to confront a pilot is a group of luminous objects flaming through the air in more or less geometrical formation. The objects often seem to be heading directly toward the plane on a collision course but, as though under intelligent control, seem to veer off at the last possible instant and then disappear at incredible speed. The pilot usually recognizes this frightening phenomenon as an exploding meteor or a cluster of fireballs. Occasionally the sight is so extraordinary that he insists it could not have been a mere meteor but must have been some weird spacecraft. Airmen of unquestioned competence have made this mistake, sometimes because they more than half-believe in extraterrestrial visitors, but more often because they know less than they suppose about meteors.

In trying to identify the alarming objects approaching his plane, the pilot often thinks first of a meteor, then rejects the idea with some form of the remark, "Whatever it was, it was certainly not a meteor; I've seen meteors and I can't be fooled." He usually adds that no meteor could travel so fast (or so slowly) as the one he saw; so high (or so low); could have such a color; steer so "obvious" a collision course; fly as part of so orderly a group; move in so level (or so steeply angled) a path; maintain so steady a course; change course so abruptly; move so silently; or create so loud a detonation.

Such an incident occurred on a Pan American flight from New York to San Juan early on the morning of March 9, 1957. At about 3:30 A.M. when the plane was off Jacksonville, Florida, the pilot and the flight engineer saw a burning, greenish-white, round object coming out of nowhere, seemingly only a half mile away and headed across their nose on a direct collision course [18]. In such a situation a plane's captain cannot waste time in analyzing what he sees, but must act. In a violent evasive move he put the plane into a climb of about 1500 feet, during which several passengers were thrown out of their seats and injured. At the same moment the crews of at least seven other flights within an area of 300 miles were reporting the same object. One witness saw it split in two and the fiery rear section drop away. About an hour earlier, the pilot of another plane in the area had seen the breakup of a similar meteor but had not reported it. In spite of all the evidence that the unknown was a normal meteor, breaking apart as many meteors do, the Pan American pilot, "having seen thousands of meteors," could

not accept the object as a natural phenomenon although he did realize, after he heard the other reports, that he had greatly underestimated its distance. Although the object showed all the characteristics of a typical fireball, the flying-saucer cultists have tried to convert this undoubted meteor into an "unknown object." [19, p. 53]

9 March 1957 Atlantic Eastern AD12
Pan-Am Airline Incident/VanWinkle

UNCLASSIFIED

TO REORDER SPECIFY

Gulda
TRADE MARK AND U.S. PAT. OFF.

G111S



1957, Mar. 9 - Off E. Coast - Night - A white, Fiery Object with greenish-tinge almost collides with Pan-Amer. Flight 257! "Like a big, round spotlight out of nowhere," said Pilot. Seen by Pilots of 7 Airliners! Traveled N. at terrific speed! (Fireball)

<u>TAB</u>	<u>ITEM</u>
A	Initial Press Release (11 March, 1957)
B	Initial Report (14 March, 1957)
C	Request For Data and Replies (13 March, 1957)
D	Divil Aeronautics Board Investigation (21 Jun, 1957)
E	Extracts from News Media, Books, and Periodicals
F	Miscellaneous Data

1400 hrs 11 Mar 1960
INS. Recd
NSO. PLANE

(PRECEDE) HERE IS THE FIRST-PERSON STORY, AS TOLD TO THE NEW YORK JOURNAL-AMERICAN, OF THE PAN AMERICAN WORLD AIRWAYS PILOT WHO SWERVED HIS PLANE SHARPLY SATURDAY TO AVOID A COLLISION WITH A "LUMINOUS FLYING OBJECT" THAT VEERED INTO HIS PATH. (END PRECEDE)

BY CAPT. [REDACTED]

PILOT OF PAN AMERICAN'S FLIGHT 257 TO SAN JUAN, P.R.
(DISTRIBUTED BY INTERNATIONAL NEWS SERVICE)

IT LOOKED LIKE IT WAS COMING RIGHT AT ME FROM AT MOST A FEW HUNDRED YARDS. BUT AS TO WHAT "IT" WAS, I HAVE LESS AN IDEA TODAY THAN WHEN I TRIED TO EVADE IT. AND THEN, FRANKLY, I DIDN'T KNOW WHAT IT WAS.

("IT" WAS LACONICALLY DESCRIBED AS A UFO--"UNIDENTIFIED FLYING OBJECT"--IN A RADIO REPORT RELAYED TO EASTERN AIR DEFENSE FORCE HEADQUARTERS BY A CIVIL AERONAUTICS ADMINISTRATION COMMUNICATIONS CENTER THAT INTERCEPTED [REDACTED]'S REPORT.

(AN UNOFFICIAL REPORT SAID A JET INTERCEPT TASK FORCE ACCOMPANIED BY A RADAR PLANE WAS SENT ALOFT TO INVESTIGATE FROM A STRATEGIC AIR COMMAND FIGHTER BASE IN THE SOUTH. ITS FINDINGS, IF ANY, ARE CLASSIFIED.

(SOME SIMILAR SIGHTINGS IN THE PAST HAVE LATER BEEN EXPLAINED AS DUE TO THE BRILLIANCE OF THE PLANET VENUS WHEN SEEN THROUGH AN ATMOSPHERIC DISTURBANCE. AT THE TIME OF [REDACTED]'S SIGHTING, VENUS WAS IN THE SOUTHWESTERN SKIES, ABOUT 15 DEGREES ABOVE THE HORIZON AT HIS 19,000 FOOT ALTITUDE, WHICH COULD HAVE MADE IT APPEAR TO BE ALMOST IN THE PLANE'S PATH.)

MY IMPRESSION WAS THAT THE FLYING OBJECT LOOKED LIKE A BIG SPOTLIGHT. I BELIEVE IT WAS ROUND. IT APPEARED TO BE ON A COLLISION COURSE AHEAD OF MY PLANE, A LITTLE BELOW AND TO THE RIGHT. AS FAR AS I KNOW IT "CAME OUT OF NOWHERE."

MY FLIGHT ENGINEER, [REDACTED], SPOTTED IT THE SAME INSTANT I DID. I HEARD HIM CATCH HIS BREATH. MY CO-PILOT, [REDACTED], HAD HIS BACK TURNED FROM THE COCKPIT WINDOW TAKING A READING ON OUR POSITION FROM NAVIGATION INSTRUMENTS BEHIND HIM.

FOR A SPLIT SECOND I WAS BEWILDERED. MY REFLEX, AND INSTANTLY--AS YOU HAVE TO REASON WHEN YOU HAVE THE TREMENDOUS RESPONSIBILITY OF PASSENGER SAFETY IN YOUR HANDS--I REASONED SOMETHING LIKE THIS:

WE WERE CONSIDERABLY WEST OF OUR NORMAL TRACK BECAUSE I WAS TRYING TO AVOID THE WORST OF A STORM. BUT MY POSITION WAS KNOWN THROUGH PERIODIC RADIO REPORTS.

MY FIRST REACTION, THEREFORE, THAT IT MIGHT BE A JET FIGHTER INTERCEPT MUST BE ERRONEOUS. I HAD THOUGHT OF JETS BY REFLEX BECAUSE THE LIGHT FROM THE OBJECT SEEMED TO BE LIKE THE AFTERGLOW FROM A JET EXHAUST.

BUT AGAIN IN THE SAME SPLIT SECOND I RULED OUT AN INTERCEPT BECAUSE THEY ALWAYS COME AT LEAST BY TWOS--ONE PULLING ALONGSIDE OF YOU READY FOR ACTION, THE OTHER THROWING A SPOTLIGHT ON YOUR IDENTIFICATION MARKINGS FROM A DISTANCE TO FIND OUT WHO YOU ARE.

THIS IS A ROUTINE OPERATION WHEN RADIO TROUBLES PREVENT PILOTS FROM REPORTING EXACT FIXES WHILE FLYING OVER APPROACHES TO THE U.S. FROM WHICH AN ENEMY COULD LAUNCH AN ATTACK. THE AREA, KNOWN AS A DEFENSE IDENTIFICATION ZONE, WHICH STRETCHES MILES OUT TO SEA, IS GUARDED AROUND THE CLOCK.

AFTER REASONING THIS OUT, I FELT THERE WAS ONLY ONE THING FOR ME TO DO TO SAVE MY PASSENGERS AND MY SHIP. THAT WAS TO PULL UP SHARPLY, TO TAKE EVASIVE ACTION. I DID SO AT ONCE.

WE HAD BEEN ON INSTRUMENT FLIGHT UNTIL MINUTES BEFORE I SAW THE OBJECT AND IT WAS PITCH BLACK OUTSIDE. I WAS IN ROUTINE COMMUNICATION WITH FIVE OTHER PAN AMERICAN PLANES, AN EASTERN AIRLINES PLANE AND A TRANS-CARIBBEAN PLANE, ALL OF WHICH WERE HEADED

Missile
from
Patrick
AFB?

???

Sgt Hines

for
basic data
in F.V. Card

Exact
Time

Location
Not
given

IN THE SAME DIRECTION IN A LINE ABOUT 250 MILES LONG.

IT TOOK ME ABOUT FOUR MINUTES TO QUIET THE PLANE WHICH HAD WHIPPED VIOLENTLY ON THE TAIL WHEN I PULLED HER UP. I HEARD THE CO-PILOT SHOUTING: "WHAT'S WRONG, RIP? FOR HEAVEN'S SAKE PUSH HER OVER--PUSH HER OVER!"

BUT I WAS TOO BUSY TO ANSWER. I SAW WHATEVER IT WAS SLIP BY UNDER MY RIGHT WING AND KNEW IN AN INSTANT IT HADN'T HIT US. THEN I HAD TO REPORT TO THE GROUND BY RADIO AND START WORRYING ABOUT THE PASSENGERS.

WHEN I PICKED UP THE RADIO, ALL, OR MOST, OF THE OTHER PILOTS SEEMED TO BE CHATTERING AT ONCE. I COULD MAKE OUT A WORD HERE AND THERE:--"BRILLIANT LIGHT TO STARBOARD"; "UFO REPORT"; "WHAT IS IT?"

(MOR) C 955AES

HN61. ADD ONE PLANE (VAN WINKLE) XXX IS IT?"

THIS LAST VOICE I RECOGNIZED AS THAT OF CAPT. [REDACTED], PILOTING PAN AM'S FLIGHT [REDACTED] ABOUT 175 MILES BEHIND ME. HE HAD SEEN IT ALMOST THE SAME INSTANT I HAD!

I HAVE BEEN FLYING ALL OVER THE WORLD FOR PAN AM FOR THE LAST 15 YEARS BUT I'VE NEVER SEEN ANYTHING LIKE THIS BEFORE. I KNOW IT WASN'T A METEOR BECAUSE THEY COME AT YOU FROM ABOVE, HEADED DOWNWARD. WE SEE HUNDREDS OF THEM.

I WON'T HAZARD A GUESS ABOUT IT BEING "SOMETHING FROM OUTER SPACE." I BELIEVE IT CAN BE EXPLAINED, BUT I DON'T KNOW THE ANSWER. AND IF THE AIR FORCE DOES, THEY'RE NOT TALKING.

(PERRY, WHO LIVES AT CENTERPORT, L.I., DESCRIBED THE OBJECT AS BEING "ALMOST A MAGNESIUM FLASH WHITE WITH PALE GREENISH TINTS AROUND IT...AT FIRST I THOUGHT IT WAS A FLARE, THEN I THOUGHT IT COULD BE ANOTHER OF THOSE 'MISGUIDED' GUIDED MISSILES. I SAW IT FOR ABOUT FIVE SECONDS. IT MUST HAVE BEEN MOVING AT A TERRIFIC SPEED.")

(NEITHER [REDACTED] NOR ANY OF THE OTHER PILOTS REACHED BY TELEPHONE WOULD HAZARD A GUESS WHETHER WHAT THEY SAW WAS THE SAME FLYING OBJECT CHASED BY FIGHTERS OVER TEXAS ABOUT AN HOUR BEFORE THE INCIDENT.)

-3EM-

MRS. [REDACTED], A PHILADELPHIA MATRON EN ROUTE TO PUERTO RICO WITH HER HUSBAND, AND STEWARDESS JULIE SANTIAGO OF THE PLANE'S CREW WERE HOSPITALIZED WITH RIB FRACTURES AND BRUISES ON ARRIVAL AT SAN JUAN.

REACHED AT THE HOSPITAL, MRS. [REDACTED] SAID "EVERYTHING SEEMED TO FLY INTO THE AIR IN THE CABIN" WHEN THE PILOT VEERED HIS PLANE. "SOME PEOPLE SCREAMED IN FRIGHT, OTHERS IN PAIN. BUT THERE WAS NO PANIC.

"I DIDN'T SEE ANYTHING AROUND THE SHIP, BECAUSE LIKE MOST OF THE OTHER PASSENGERS, I WAS DOZING. THE CREW WAS WONDERFUL."

CS10AES

ATIC

14 MAR 57 15 18

17 4E4
23

3-4X2a

Red

Phoned

atic

14:53

T

WPH160WPC155 YDB147 TYE092 TMB125NBA103

PP RJEDEN RJEDWP RJEPHQ RJEPNY

DE RJEPNB 11

P 141655Z

FM OIC DET 3 4602D AISS STEWART AFB NY

TO RJEDEN/COMDR ADC ENT AFB COLO

RJEDWP/COMDR ATIC WPAFB OHIO

RJEPHQ/DI HEADQUARTERS USAF WASH DC

RJEPNY/COMDR 26TH ADIV ROSLYN AFB NZ

BT

/UNCLASSIFIED/ AISD3 42 PD REFERENCE IS MADE TO YOUR MSG AFOIN-3E4-
3-332-E AND OUR TELEPHON CONVERSATION THIS DATE ON UFOB SIGHTING
MADE BY PAN AM PILOT CAPT [REDACTED] PD UPON RECEIPT OF CITED
MSG CAPT [REDACTED] OF THIS ORGANIZATION WHO WAS IN NEW YORK CITY
AT THE TIME WAS REQUESTED TO CONTACT CAPT VAN WINKLE FOR THE INFORMA-
TION DESIRED BY YOUR OFFICE PD DUE TO THE PRIOR COMMITMENTS [REDACTED]
WAS UNABLE TO SEE CAPT [REDACTED] PERSONALLY PD SUNDAY CMM MARCH 17 WAS THE
EARLIEST DATE THAT A MEETING WITH VAN WINKLE COULD BE ARRANGED PD IN
VIEW OF THE DEADLINE ESTABLISHED BY USAF CMM INFORMAT89, DESIRED BY
YOUR OFFICE WAS OBTAINED FROM [REDACTED] BY CAPT [REDACTED] BY TELEPHONE

First flash report
from Wink investigators

Result of personal interrogation
Pan Am
Recd 12 hrs after our
enclosures given
to Pan Watson
for transmittal
6/9/7

PAGE TWO RJEPNB 11

CONVERSATION INTERVIEW CMM THE SALIENT POINTS OF WHICH WERE RELAYED
TO YOU BY PHONE THIS DATE BY LT COL SALWOCKI CMM OIC DET 3 4602D
AISS STEWART AFB PD PRELIMINARY REPORT REQUIRED BY PARA 7 CMM AFR
200-2 FOLLOWS:

1 DESCRIPTION OF OBJECTS

A ROUND

B ONE AND ONE HALF TO TWO FEET IN DIAMETER

C WHITE IN THE CENTER WITH A GREEN HALO SURROUNDING THE WHITE
RESEMBLING AN "ALDIS LAMP"

D ONE

E NEG

F NEG

H NEG

I NEG

2 DESCRIPTION OF COURSE OF OBJECT

A OBJECT CAME FROM DUE WEST HEADING EAST AT NINETY DEGREE ANGLE
IN FRONT OF PLANES FLIGHT PATH

B SIGHTING WAS MADE AT 290 DEGREES MAGNETIC BEARING

C SAME AS A AND B A AND B ABOGE

D CAME IN FROM WEST HEADING EAST AT APPROXIMATELY 1500 YARDS DIST-

*Original m-10
revised*
3

AGE THREE RJEPNB 11

ANCE FROM FRONT OF AIRCRAFT AT A SPEED OF APPROXIMATELY 520 KNOTS PER HOUR

E PAST OUT OF SIGHT

~~F ONE AND ONE HALF TO TWO SECONDE~~

REPEAT ABOVE LINE

F ONE AND ONE HALF TO TWO SECONDE MANNER OF OBSERVATION

A AIR-VISUAL

B NEG

C DC6B CMM PAN AM AIRCRAFT FLIGHT NR 257 CMM ALTITUED 19,000 FEET
CMM HEADING 210 DEGREES SPEED IAS 200 KNOTS CMM TAS 265 TO 270 KNOTS
CMM HOME STATION PAN AMERICAN WORLD AIRWAYS NEW YORK

4 TIME AND DATE OF SIGHTING

A 09/0833Z MAR 57

B NIGHT

5 LOCATION OF OBSERVER

A PILOTS SEAT CMM POSITION 30 NORTH - 7030 WEST APPROXIMATELY
MIDWAY BETWEEN WEATHER STATIONS 03 AND 04

6 IDENTIFYING INFORMATION

A CAPT [REDACTED] PAN AMERICAN AIRWAYS PILOT NEW YORK CITY

B UNKNOWN

7 WEATHER AND WIND CONDITIONS ALOFT CMM PLACE AT TIME OF SIGHTING

PAGE FOUR RJEPNB 11

A EXCELLENT

B UNKNOWN

C UNLIMITED

D UNRESTRICTED

E NEG

F NEG

8 NEG

9 CAPT [REDACTED] FOUND IT NECESSARY TO MAKE AN ABRUPT PULL-UP TO
AVOID COLLISION

10 CAPT [REDACTED] STATES THAT CAPT [REDACTED] OF FLIGHT [REDACTED] WHO
WAS BEHIND HIM SAW THE OBJECT AT ABOUT THE SAME TIME PD CAPT R
[REDACTED] WHO WAS FLYING AHEAD OF VAN WINKLE SAW THE OBJECT EARLIER
(UNCLASSIFIED TIME) AND DESCRIBED THE OBJECT AS A TWO STAGE ROCKET
PD IN THIS CONNECTION CAPT [REDACTED] SAID OBJECT WAS NOT A JET
OR A METEOR

11 CAPT [REDACTED] CMM DET 3 4602D AISS STEWART AFB CMM NO COMMENT

12 NEG

NOTE RLN CAPT [REDACTED] WAS UNABLE TO CONTACT PLANE ENGINEER [REDACTED]
[REDACTED] CMM CO PILOT [REDACTED] OR THE OTHER TWO PILOTS WHO
[REDACTED] ITED THE OBJECT DUE TO THEIR FLYING COMMITMENTS PD NOTE CLN PAN

PAGE FIVE RJEPNB 11

AM AIRWAYS MAKES RANS FROM NEW YORK TO SAN JUAN IN TWO TRACKS PD
ONE FROM TUNA CHECK POINT TO BORINGUEN DIELD PD TTE OTHER TRARK
IS MADE FROM TUNA CHECK POINT SOUTH TO CEQUAS CHECK POINT PD CAPT
VAN WINKLE WAS MIDWAY BETWEEN THESE TRACKS AT TIME OF SIGHTING PD
THIS WOULD INDICATE THAT HE WAS A LITTLE OFF COURSE ON HIS RUN TO
SAN JUAN PD END

BT

14/0759Z MAR RJEPNB

~~SECRET~~
UNCLASSIFIED

13 March 1957

MEMORANDUM FOR GENERAL WATSON

SUBJECT: Action Taken Regarding Pan-American Airline UFO Incident,
9 March 1957

1. Reference is made to conversation between General Watson and undersigned, afternoon, Tuesday, 12 March 57 pertaining to a query by General Twining regarding this incident.
2. In compliance with the Commander's request for some immediate, positive action with respect to this matter, priority messages requesting immediate investigations and/or conclusive details have been submitted to the following:
 - a. Comdr, 4602d AISS, ADC
 - b. Comdr, Hqs, SAC
 - c. Comdr, Hqs, EAD
 - d. Comdr, Patrick AFB
 - e. Dept of Naval Operations, Dept of the Navy
3. Attached INS teletype indicates all the above, with the exception of the 4602d AISS, may be directly or indirectly involved.
4. In compliance with the Commander's personal instructions, every effort will be made to have some conclusion or answer on his desk by 1400 hours, Thursday, 14 March. A reply deadline of 1200 hours of the same day was requested of each organization above, with view of accomplishing this, reference attached copy of message to SAC Headquarters, as an example.
5. Dr. Hynek, UFO project consultant, is flying to Dayton, and will arrive on the morning of this date. His contributions and review of the case should be of value to the over-all analysis.

2 Incls

1. Cy INS Teletype Press Release
2. Cy TT Message to Comdr, SAC

George T. Gregory
GEORGE T. GREGORY
Captain, USAF
Project Monitor

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AT 10 YEARS
FOR THE RECORD

UNCLASSIFIED

Director TDP
2051-2-1701
2 Jan 68

JOINT MESSAGEFORM				SECURITY CLASSIFICATION UNCLASSIFIED UNCLASSIFIED	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
MAR 13 15 20 '57 980 12/18002 PRIORITY					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION PRIORITY		BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO					
FROM: COMDR ATIC					SPECIAL INSTRUCTIONS
TO: COMDR, EASTERN AIR DEFENSE FORCE, STEWART AFB, NEW YORK ✓ RJEPNB					Ref Twp attach
(UNCLASSIFIED) FROM: AFOIN-4E4 3-330-E					
HIGH HEADQUARTERS USAF LEVELS REQUEST IMMEDIATE ACTION TO OBTAIN FURTHER DETAILS OR EXPLANATION REGARDING UFO OBSERVED BY PAN AMERICAN WORLD AIRWAYS PILOT, CAPTAIN MATHEW VAN WINKLE FLIGHT 257 TO SAN JUAN, P.R. ON NIGHT OF 9 MARCH 57, SOMEWHERE ALONG ATLANTIC SEABOARD. EXACT TIME, COURSE, AND LOCATION UNKNOWN. INCIDENT GIVEN WIDE PUBLICITY THROUGH TV, RADIO AND INS PRESS RELEASE. STORY ALSO REPORTED IN N.Y. JOURNAL AMERICAN. REQUEST ANY INFORMATION YOU MAY HAVE REGARDING THIS MATTER, AND YOUR COMMENTS AND CONCLUSIONS TO BE MADE KNOWN TO THIS CENTER NO LATER THAN NOON 14 MARCH 57 IN ORDER TO MEET A HQ USAF DEADLINE. BACKGROUND INFORMATION: 1. CREW MEMBERS: COPILOT, DION W. TAYLOR, AND FLT ENGINEER, JOHN WASHUTA. BOTH OBSERVED OBJECT.					
SYMBOL AFOIN-4E4		TYPED NAME AND TITLE (Signature, if required) Captain George T. Gregory		SIGNATURE TYPED (or stamped) NAME AND TITLE ROBERT E. O'CONNOR Captain, USAF Assistant Adjutant	
PHONE 69216		PAGE NR. 1 NR. OF PAGES 3		DATE 13 TIME 0745 MONTH MAR YEAR 57	
SECURITY CLASSIFICATION UNCLASSIFIED		UNCLASSIFIED			

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

2. FLIGHT WAS AT 19,000 FEET, WHEN OBJECT RESEMBLING LARGE, BRIGHT SPOT LIGHT APPEARED COMING DIRECTLY TOWARDS AIRLINER FROM A FEW HUNDRED YARDS OFF. VAN WINKLE MADE ABRUPT PULL UP TO AVOID COLLISION, RESULTING IN INJURIES AND HOSPITALIZATION OF A NUMBER OF PASSENGERS.

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SYMBOL

AF OIN-4E4

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PAGES

3

SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTG

DD FORM 173-1
MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1955-982236

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

EXPEDIENCY OF ACTION REGARDING THIS MATTER WOULD BE
APPRECIATED.

COORDINATION

AFOIN-4E4 H.A. Miley DATE 13 March 1957
Dr. H.A. Miley

AFOIN-4E H.K. Gilbert DATE _____
Col H.K. Gilbert

AFOIN-4x1 A.F. Arcier DATE 13 Mar
Mr. A.F. Arcier

SYMBOL

AFOIN-4E4

PAGE
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MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1955-452236

ATIC

14 MAR 57 14 00

1} 4E4
2} 3-4X2a
P.D.

WPH136

WPH099 WPE134HTYB158NBA101

OO RJEDWP

DE RJEPNB 10

O 141620Z

FM COMDR CFECR STEWART AFB NY

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

BT

/UNCLASSIFIED/CFEIN-OI 46. IN REPLY TO YOUR MESSAGE AFOIN-4E4-3-330-E. THIS HEADQUARTERS CONSIDERS POSSIBLE CORRELATION BETWEEN UFOB SIGHTING MADE BY PILOT AND CREW OF PAA FLIGHTS 257 ENROUTE SAN JUAN, PUERTO RICO WITH SIGHTINGS REPORTED ON 9 AND 10 MAR 57 BY CDR 702 ACWRON AND CDR 660 ACWRON. THESE REPORTS FORWARDED YOU AS ACTION ADDRESSEE. IAW AFR 200-7 ADCR 200-2 AND YOUR INSTRUCTIONS, OIC DET NBR 3, 4602D AISS PRESENTLY CONDUCTING FOLLOW-UP INVESTIGATION, RESULTS PENDING.

BT

14/1629Z MAR RJEPNB

phoned

ATIC
14

13:10

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED

UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

97E

13/1535

156

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK MULTI SINGLE			
INFO				

FROM: COMDR ATIC

Cocoa Beach Fla
84029

SPECIAL INSTRUCTIONS

TO: COMDR, PATRICK AIR FORCE BASE, FLORIDA

(UNCLASSIFIED) AFOIN-4E4 3-331-E

HIGH HEADQUARTERS USAF LEVELS REQUEST IMMEDIATE ACTION TO OBTAIN FURTHER DETAILS OR EXPLANATION REGARDING UFO OBSERVED BY PAN AMERICAN WORLD AIRWAYS PILOT, CAPTAIN MATHEW VAN WINKLE FLIGHT 257 TO SAN JUAN, P.R. ON NIGHT OF 9 MARCH 57, SOMEWHERE ALONG ATLANTIC SEABOARD. EXACT TIME, COURSE, AND LOCATION UNKNOWN. INCIDENT GIVEN WIDE PUBLICITY THROUGH TV, RADIO AND INS PRESS RELEASE. STORY ALSO REPORTED IN N.Y. JOURNAL AMERICAN.

REQUEST ANY INFORMATION YOU MAY HAVE REGARDING THIS MATTER, AND YOUR COMMENTS AND CONCLUSIONS TO BE MADE KNOWN TO THIS CENTER NO LATER THAN NOON 14 MARCH 57 IN ORDER TO MEET A HQ USAF DEADLINE.

BACKGROUND INFORMATION:

1. CREW MEMBERS: COPILOT, DION W. TAYLOR, AND FLT ENGINEER, JOHN WASHUTA. BOTH OBSERVED OBJECT.

DATE	TIME
13	0800
MONTH	YEAR
MAR	57

SYMBOL	AFOIN-4E4
TYPED NAME AND TITLE (Signature required)	Capt George T. Gregory
PHONE	69216
PAGE NR.	1
NR. OF PAGES	3
SECURITY CLASSIFICATION	UNCLASSIFIED

SIGNATURE	Robert E. O'Connor
TYPED (or stamped) NAME AND TITLE	ROBERT E. O'CONNOR Captain, USAF Assistant Adjutant

18 MAR 1957

DD FORM 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

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SYMBOL

AF OIN-4E4

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PAGES

3

SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTG

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
UNCLASSIFIED

UNCLAS

FROM: COMDR ATIC

EXPEDIENCY OF ACTION REGARDING THIS MATTER WOULD
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COORDINATION

AFOIN-4E4 H.A. Miley DATE 13 March 1957
Dr. H.A. MileyAFOIN-4E H.K. Gilbert DATE _____
Col H.K. GilbertAFOIN-4X1 A. F. Arcier DATE 13 March
Mr. A.F. Arcier

13 MAR 57 12 01

SYMBOL

AFOIN-4E4

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SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTC

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2 } 4E4
3 }

4-4X2a
[Signature]

AC PRIORITY
FM COMDR AFMTC PATRICK AFB FLA |
TO COMDR ATIC WPAFB

27 Jan 69

INVESTIGATION REVEALS NO PERTINENT AFMTC OPERATIONS DURING PERIOD NOR
CAN HELPFUL EXPLANATIONS BE OFFERED

AC PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO
CATEGORY B ENCRYPTION. PHYSICALLY REMOVE
ALL INTERNAL REFERENCES BY DATE-TIME GROUP
PRIOR TO DECLASSIFICATION. NO UNCLASSIFIED
REFERENCE IF THE DATE-TIME GROUP IS QUOTED

DOWNGRADED AT 8 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIT GROUP

UNCLASSIFIED

[REDACTED]

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

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MAR 13 15 20 '57

95C
13/19402

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ACTION PRIORITY	BOOK	MULTI	SINGLE			
INFO PRIORITY						

FROM:

COMDR ATIC

SPECIAL INSTRUCTIONS

TO: COMDR, 4602d AISS, DET. 3, STEWART AFB, NEW YORK
 INFO CY: COMDR, 4602D AISS, ENT AFB, COLORADO SPRINGS, COLORADO
 (UNCLASSIFIED) FROM: AF0IN-4E4 3-332-E

RJEPNB
RJEDEN

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Reply
attached

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DATE	TIME
13	0730
MONTH	YEAR
MAR	57

SYMBOL		SIGNATURE	
AF0IN-4E4		<i>Robert E. O'Connor</i>	
TYPED NAME AND TITLE (Signature if necessary)		TYPED (or stamped) NAME AND TITLE	
Capt George T. Gregory		ROBERT E. O'CONNOR	
PHONE	PAGE NR.	Captain, USAF	
69216	1	Assistant Adjutant	
SECURITY CLASSIFICATION		18 MAR 1957	
UNCLASSIFIED			

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1 MAY 55

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

COMDR ATIC

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6. CURRENT AERO CHARTS INDICATE EXTENSIVE DEFENSE AND WARNING ZONES ALONG FLIGHT PATH BELIEVED FOLLOWED BY THIS FLIGHT. MAJORITY NOTATE THAT AREA HAZARDOUS "AT ALL TIMES AND ALTITUDES". POSSIBLE THAT AIRCRAFT, NAVAL,

SYMBOL

AF01N-4E4

PAGE
NR 2NR OF
PAGES
3

SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTG

DD FORM 173-1
MAY 55

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
UNCLASSIFIED

FROM:

COMDR ATIC

GUIDED MISSILE OR OTHER OPERATIONS WERE BEING CONDUCTED
IN THE AREA AT THE TIME. ✓

YOUR CONTACTS AND INVESTIGATION SHOULD ALSO INCLUDE
A DETERMINATION OF EXACT LOCATION, FLIGHT COURSE AND TIME
AMONG PERTINENT DETAILS REQUIRED.

BECAUSE OF URGENCY RE THIS MATTER, THIS REQUEST
SUBMITTED DIRECTLY TO YOUR DETACHMENT INSTEAD TO PARENT
ORGANIZATION AT HEADQUARTERS ADC.

COORDINATION

AFOIN-4E4 H.A. Miles DATE 13 March 1957
DR. H.A. Miles

AFOIN-4E A.K. Gilbert DATE _____
Col H.A. Gilbert

AFOIN-4X1 Mr. A.P. Arcier DATE 18 Mar
Mr. A.P. Arcier

SYMBOL

AFOIN-4E4

PAGE
NR

3

NR OF
PAGES

3

SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTG

JOINT MESSAGEFORM				SECURITY CLASSIFICATION UNCLASSIFIED									
SPACE BELOW RESERVED FOR COMMUNICATION CENTER													
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO								
ACTION	ROUTINE	BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE								
INFO													
FROM: COMDR ATIC					SPECIAL INSTRUCTIONS								
TO: COMDR, 4602D AIBS, EHT AFB, COLORADO SPRINGS, COLORADO (UNCLASSIFIED) FROM: AFOIN-424 <u>3-325-E</u> SERIES OF UFO REPORTS INVOLVING SIGHTINGS TAKEN PLACE 9 MARCH 1957 AND COVERING GENERAL COASTAL AREA BETWEEN MANTEO, NORTH CAROLINA, TO SAVANNAH, GEORGIA IS BASIS OF ACTION REQUEST. REQUEST INFORMAL CONTACT WITH MR. ROBERT K. GUNN, 409 BROAD STREET, MANTEO, NORTH CAROLINA, CIVILIAN DIRECTOR OF AREA, AND PUBLIC HEALTH COMMISSIONER OF DISTRICT RE UFO REPORT RE LONG-DISTANCE TO ATIC 11 MARCH 57. UFO OBSERVED BETWEEN 1630-1700 HOURS, 9 MARCH 57 TRAVELING ABOUT EAST TO WEST AT HIGH SPEED AND GREAT NOISE, AND CLOSE TO WATER, LONG-CYLINDRICAL IN SHAPE. NO APPARENT WING OR TAIL SURFACES. OBJECT PASSED CLOSE TO EDWARD SCARBOROUGH, FISHERMAN, OF AVON, NORTH CAROLINA. CD DIRECTOR STATES WEATHER CLEAR AND BRIGHT SUNSHINE. POSSIBLE TIE-IN WITH THREE IT UFO MESSAGES, COPY YOUR HEADQUARTERS, 3-5086 AND 702-101 FROM HUNTER AFB, GEORGIA AND OPNS 118, 61ST ACWON, AIXEN AFB, SOUTH CAROLINA. ALSO SATURDAY					<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">DATE</td> <td style="text-align: center;">TIME</td> </tr> <tr> <td style="text-align: center;">12</td> <td style="text-align: center;">0000</td> </tr> <tr> <td style="text-align: center;">MONTH</td> <td style="text-align: center;">YEAR</td> </tr> <tr> <td style="text-align: center;">MAR</td> <td style="text-align: center;">1957</td> </tr> </table>	DATE	TIME	12	0000	MONTH	YEAR	MAR	1957
DATE	TIME												
12	0000												
MONTH	YEAR												
MAR	1957												
SYMBOL TYPED NAME AND TITLE (Signature, if required) George T. Gregory Capt George T. Gregory PHONE NR. 6215 NR. OF PAGES 2 SECURITY CLASSIFICATION 1 UNCLASSIFIED		SIGNATURE TYPED (or stamped) NAME AND TITLE UNCLASSIFIED											

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMER ATIC

TV BROADCASTS AND THE PRESS RELEASE OF UFO REPORT BY CAPTAIN M.A. VAN WINKLE AND CREW, FLIGHT 257, PAN-AMERICAN AIRLINE TO SAN JUAN, PUERTO RICO. BELIEVE STORY ALSO IN NEW YORK JOURNAL HERALD. NO OFFICIAL UFO REPORT RECEIVED.

BRIEF SUMMARY OF PAN AMERICAN REPORT: AIRLINER ALMOST COLLIDED WITH LARGE BRILLIANT GREENISH-WHITE OBJECT AT 19,000 FEET. ABRUPT PULL UP INJURED A NUMBER OF PASSENGERS. ANOTHER TRANSOCEAN AIRLINER ^{MILES} 175[^] BEHIND ALSO OBSERVED OBJECT. AFTER PILOTS RADIO REPORT, UNOFFICIALLY STATED THAT JETS ATTEMPTED INTERCEPTION. EXACT TIME AND PLACE NOT GIVEN, BUT PILOT ADMITS HE WAS CONSIDERABLE WEST OF COURSE AND IN AREA.

ABEND CHARTS INDICATE 410 AND 466 INDICATE EXTENSIVE WARNING AND DEFENSE ZONES QUOTE AT ALL TIMES AND ALL ALTITUDES UNQUOTE. POSSIBLE GUIDED MISSILE OR NAVAL OPERATIONS CONDUCTED IN AREA AT THAT TIME.

COORDINATION

AFOLH-424

DATE

Dr. H.A. Wiley

SYMBOL

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PAGES

SECURITY CLASSIFICATION:

INITIALS

AFOLH-424

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UNCLASSIFIED

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DD FORM 173-1
1 MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1955-352236

RAC

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OO RJEDWP

DE RJEDEN 187

O 132225Z

FM CONDR 4602D AISS ENT AFB COLO

TO CONDR ATIC WRIGHT PATTERSON AFB OHIO

BT

/UNCLAS/ AISOC 213PD ATTN: AFOIN 4E4 PD REFERENCE YOUR

AFOIN 4E4-3-3322-E AND AFOIN 4E4-3-325-E PD FOLLOWING ACTION TAKEN

TO DATE DLN COMNAVFORCONAD HAS QUERIED CHIEF NAVAL OPERATIONS

REGARDING MISSILE TESTING IN INTERESTED AREAS PD CAPT

JOHN QUINN CMM DET 3 CMM IS IN NEW YORK TO INTERVIEW AIRCRAFT

CREWS WHO MADE SIGHTING PD ATIC FORMS 164 HAVE BEEN SENT AIRMAIL

SPECIAL DELIVERY TO ALL SOURCES REPORTING SIGHTINGS POSSIBLY

CONNECTED TO SIGHTING IN QUESTION PD REPLIES WILL BE RETURNED

AIRMAIL SPECIAL DELIVERY PD YOUR OFFICE WILL BE KEPT INFORMED

OF PROGRESS PD END

BT

13/2247Z MAR RJEDEN

59117
read to Capt. m
Albuquerque
23/07

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ATIC

JOINT MESSAGE FORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

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PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO							
FROM: COMDR ATIC						SPECIAL INSTRUCTIONS	
TO: COMDR, STRATEGIC AIR COMMAND, OFFUTT AFB, NEBRASKA ✓							
(UNCLASSIFIED) FROM AFOIN-4E4 <u>3-333-E</u>							
HIGH HEADQUARTERS USAF LEVELS REQUEST IMMEDIATE ACTION TO OBTAIN FURTHER DETAILS OR EXPLANATION REGARDING UFO OBSERVED BY PAN AMERICAN WORLD AIRWAYS PILOT, CAPTAIN MATHEW VAN WINKLE FLIGHT 257 TO SAN JUAN, P.R. ON NIGHT OF 9 MARCH 57, SOMEWHERE ALONG ATLANTIC SEABOARD. EXACT TIME, COURSE, AND LOCATION UNKNOWN. INCIDENT GIVEN WIDE PUBLICITY THROUGH TV, RADIO AND INS PRESS RELEASE. STORY ALSO REPORTED IN N.Y. JOURNAL AMERICAN. INTERNATIONAL NEWS RELEASE, 11 MARCH 57 CLAIMS THAT "UNOFFICIAL" REPORT STATES THAT A JET INTERCEPT TASK FORCE ACCOMPANIED BY RADAR AIRCRAFT WERE SENT ALOFT FROM "A SAC FIGHTER BASE IN THE SOUTH TO INVESTIGATE, AND, ITS FINDINGS, IF ANY, ARE CLASSIFIED." REQUEST ANY INFORMATION, DETAILS AND/OR CONCLUSIONS REGARDING THIS INCIDENT BE MADE KNOWN TO THIS CENTER BY NO							
SYMBOL						DATE	TIME
AFOIN-4E4						13	0753
TYPED NAME AND TITLE (Signature of T. Gregory)						MONTH	YEAR
Capt George T. Gregory						MAR	57
PHONE 69216							
PAGE NR. 1							
NR. OF PAGES 3							
SECURITY CLASSIFICATION							
UNCLASSIFIED UNCLASSIFIED							
SIGNATURE							
Robert E. O'Connor							
TYPED (or stamped) NAME AND TITLE							
ROBERT E. O'CONNOR							
Captain, USAF							
Assistant Adjutant						13 MAR 1957	

DD FORM 173 MAY 55

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

LATER THAN NOON 14 MARCH 57, IN ORDER TO MEET A HQ USAF DEADLINE.

BACKGROUND INFORMATION:

1. CREW MEMBERS: COPILOT, DION W. TAYLOR, AND FLT ENGINEER, JOHN WASHUTA. BOTH OBSERVED OBJECT.

2. FLIGHT WAS AT 19,000 FEET, WHEN OBJECT RESEMBLING LARGE, BRIGHT SPOT LIGHT APPEARED COMING DIRECTLY TOWARDS AIRLINER FROM A FEW HUNDRED YARDS OFF. VAN WINKLE MADE ABRUPT PULL UP TO AVOID COLLISION, RESULTING IN INJURIES AND HOSPITALIZATION OF A NUMBER OF PASSENGERS.

3. COPILOT DESCRIBED OBJECT AS RESEMBLING "A MAGNESIUM-FLASH WHITE IN COLOR WITH PALE GREEN TINT." HOWEVER, CREW INSISTS NOT METEOR. PAN-AM PILOT, CAPTAIN ED PERRY ON FLT 269 ABOUT 175 MILES BEHIND VAN WINKLE STATES OBJECT SEEN SAME INSTANT.

4. VAN WINKLE'S RADIO REPORT OF INCIDENT RELAYED BY CAA COMMUNICATIONS CENTER TO HQS EASTERN AIR DEFENSE FORCE. INS NEWS RELEASE UNOFFICIALLY REPORTS THAT JET INTERCEPT AND RADAR AIRCRAFT FROM A SAC FIGHTER BASE IN SOUTH SENT ALOFT TO INVESTIGATE. THIS CENTER HAS NOT, REPEAT NOT RECEIVED OFFICIAL UFO REPORT OF INCIDENT.

5. OF SIGNIFICANCE: PILOT ADMITS BEING CONSIDERABLY WEST OF COURSE AND IN AN ADIZ TO AVOID A STORM, BUT CLAIMS HE KEPT CONSTANT RADIO CONTACT GIVING HIS POSITION.

SYMBOL

AFOIN-4E4

PAGE
NR

2

NR OF
PAGES

3

SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTG

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

6. CURRENT AERO CHARTS INDICATE EXTENSIVE DEFENSE AND WARNING ZONES ALONG FLIGHT PATH BELIEVED FOLLOWED BY THIS FLIGHT. MAJORITY NOTATE THAT AREA HAZARDOUS "AT ALL TIMES AND ALTITUDES." POSSIBLE THAT AIRCRAFT, NAVAL, GUIDED MISSILE OR OTHER OPERATIONS WERE BEING CONDUCTED IN THE AREA AT THE TIME.

EXPEDIENCY OF ACTION REGARDING THIS MATTER WOULD BE APPRECIATED.

COORDINATION

AF OIN-4E4 H.A. Miley DATE 13 March 1957
Dr. H.A. Miley

AF OIN-4E H.K. Gilbert DATE 13 Mar
Col H.K. Gilbert

AF OIN-4X1 A.F. Arcier DATE 13 Mar
Mr. A.F. Arcier

13 MAR 57 12 01 S

13 MAR 57 00 33

SYMBOL

AF OIN-4E4

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SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

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UNCLASSIFIED

PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO
CATEGORY B ENCLOSURE—PHYSICALLY REMOVE
ALL INTERNAL REFERENCES BY DATE-TIME GROUP
PRIOR TO DECLASSIFICATION

PP RJEDWP

DE RJEDMH 557

UNCLASSIFIED

FM CINCSAC OFFUTT AFB NEBR
TO COMATIC WRIGHT PATTERSON AFB OHIO
BT

DIN 5133. FOR AFOIN-4E4. SUBJECT: (UNCLAS)
UFOB REPORT. REFERENCE YOUR MESSAGE CITE-3-333-E. THIS HEAD-
QUARTERS HAS NO FURTHER DETAILS OR EXPLANATION REGARDING
UNIDENTIFIED FLYING OBJECT OBSERVED BY PAN AM PILOT, 9 MAR 57.
NO SAC AIRCRAFT IN AREA AT TIME OF INCIDENT. NO SAC FIGHTERS
DISPATCHED FOR INTERCEPT. SAC FIGHTERS ARE RECONNAISSANCE AND
BOMB DELIVERY VEHICLES ONLY AND DO NOT POSSESS A NIGHT OR ALL
WEATHER CAPABILITY;

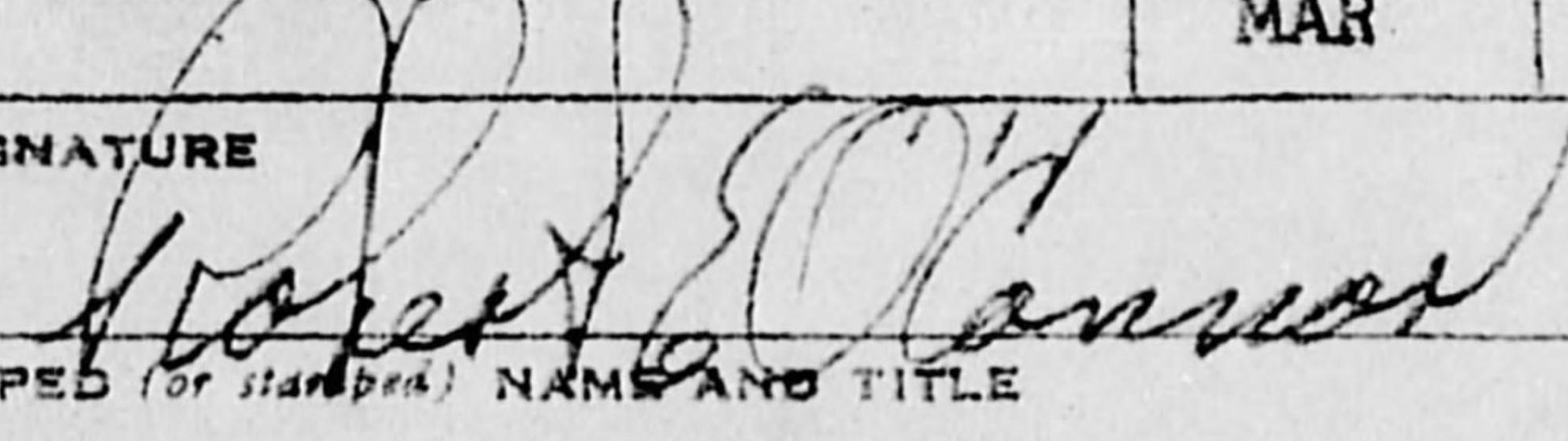
BT

DOWNGRADED AT 10 YEAR INTERVALS:
DECLASSIFIED 10 YEARS.
EOM DIR 000010

UNCLASSIFIED

26 10 15 MAR 57

Classification Cancelled
(or changed to UNCLAS)
Auth. *Quantumilla, Jr. ex, USAF*
By *ADPT (UFO)*
Date *22 Jan 62*
APR 205-1 Jan 1-120

JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
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SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
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PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION PRIORITY	BOOK ☐ MULTI ☐ SINGLE ☐		
INFO			CLASSIFICATION OF REFERENCE
FROM: COMDR ATIC			SPECIAL INSTRUCTIONS
TO: DEPT OF NAVAL OPERATIONS, DEPT OF THE NAVY, WASHINGTON, D.C. AF CRTV (UNCLASSIFIED) AFOIN-4E4 3-334-E RBEPC			<i>Twk</i> <i>Reply</i> <i>9/11/57</i> <i>Many reply attached</i>
HIGH HEADQUARTERS USAF LEVELS REQUEST IMMEDIATE ACTION TO OBTAIN FURTHER DETAILS OR EXPLANATION REGARDING UFO OBSERVED BY PAN AMERICAN WORLD AIRWAYS PILOT, CAPTAIN MATHEW VAN WINKLE FLIGHT 257 TO SAN JUAN, P.R. ON NIGHT OF 9 MARCH 57, SOMEWHERE ALONG ATLANTIC SEABOARD. EXACT TIME, COURSE, AND LOCATION UNKNOWN. INCIDENT GIVEN WIDE PUBLICITY THROUGH TV, RADIO AND INS PRESS RELEASE. STORY ALSO REPORTED IN N.Y. JOURNAL AMERICAN. OR DETAILS REQUEST ANY INFORMATION/YOU MAY HAVE REGARDING THIS INCIDENT. IT WOULD BE APPRECIATED IF YOUR COMMENTS AND/OR CONCLUSIONS COULD BE MADE KNOWN TO THIS CENTER BY NOON 14 MARCH 57.			
BACKGROUND INFORMATION TO ASSIST YOU IN THIS MATTER:			
1. CREW MEMBERS: COPILOT, DION W. TAYLOR, AND FLT ENGINEER, JOHN WASHUTA. BOTH OBSERVED OBJECT.			
SYMBOL		SIGNATURE	
AFOIN-4E4		 ROBERT E. O'CONNOR Captain, USAF Assistant Adjutant	
TYPED NAME AND TITLE (Signature, if required)			
Capt George T. Gregory			
PHONE 69216 PAGE 1 NR. OF 3 SECURITY CLASSIFICATION UNCLASSIFIED			
TYPED (or stamped) NAME AND TITLE		DATE	
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		0815	
		MONTH	
		MAR	
		YEAR	
		1957	

DE RBEPW 360

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FM CMC

TO RBKZC/CINCLANTFLT

INFO RBKZC/COMAIRLANT

RBTPO/COMBATCRULANT

RBKZD/COMOPDEVFOR

RBEGLE/COMSUBLANT

RBECK/COMSEASTSEAFRTN

RJEDWF/COMDR ATIC WPAFB OHIO

RJEDEN/COMNAVFORCONAD

RJERHQ/DIR OF INT HQ USAF WASHDC

RJEDEN/4602 AIR INT SQDN

NAVY GRNC

BT

COMDR ATIC WPAFB 130815Z AND COMNAVFORCONAD 132233Z BOTH PASEP X

REPLY DIRECT INFORMATION TO CNO

BT

CFN 130815Z 132233Z

14/1304Z MAR RBEPW

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2) 4-4X2a
3) *[Signature]*
4) *[Signature]*

15 MAR 57 07 39

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

2. FLIGHT WAS AT 19,000 FEET, WHEN OBJECT RESEMBLING LARGE, BRIGHT SPOT LIGHT APPEARED COMING DIRECTLY TOWARDS AIRLINER FROM A FEW HUNDRED YARDS OFF. VAN WINKLE MADE ABRUPT PULL UP TO AVOID COLLISION, RESULTING IN INJURIES AND HOSPITALIZATION OF A NUMBER OF PASSENGERS.

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5. OF SIGNIFICANCE: PILOT ADMITS BEING CONSIDERABLY WEST OF COURSE AND IN AN ADIZ TO AVOID A STORM, BUT CLAIMS HE KEPT CONSTANT RADIO CONTACT GIVING HIS POSITION.

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SYMBOL

AFOIN-4E4

PAGE
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3

SECURITY CLASSIFICATION

UNCLASSIFIED

INITIALS

GTG

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED

FROM:

COMDR ATIC

TIMES AND ALTITUDES." POSSIBLE THAT AIRCRAFT, GUIDED
MISSILE OR OTHER NAVAL OPERATIONS WERE BEING CONDUCTED
IN THE AREA AT THE TIME.

COORDINATION:

AF OIN-4E4 H.A. Miley DATE 13 March 1957
Dr. H.A. MileyAF OIN-4E H.K. Gilbert DATE _____
Col H.K. GilbertAF OIN-4X1 A.F. Arcier DATE 13 Mar
Mr. A.F. Arcier

13 MAR 57 00 20

13 MAR 57 00 35

SYMBOL

AF OIN-4E4

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SECURITY CLASSIFICATION

UNCLASSIFIED

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COMDR ATIC WPAFB 130815Z AND COMNAVFORCONAD 132233Z BOTH PASSEP REFER X

NO NAVAL FORCES OFF EASTERN SEABOARD ON EVENING OF 9 MAR CAPABLE

PRODUCING PHENOMENA DESCRIBED

BT

CFN 130815Z 132233Z 9

13/0201Z MAR RBEKZC

1 } 4E4
2 }
3 }
4 - 4X2a
AD

Note!

XXXXXX

P 151704Z

FM COMEASTSEAFRTN

TO CNO

INFO CINCLANTFLT

COMAIRLANT

COMIATCRULANT

COMCPDEVFOR

COMSUBLANT

BT

CNO 141804Z AND WP AFB OF 130815Z REFERS X INFORMAL FONECON NEW YORK
OFFICE PAA LATIN AMERICAN DIVISION CAPT WEEKS REVEALS OBJECT SIGHTED
0830Z LATITUDE 30-10N LONGITUDE 70-06W (LORAN FIX) X THIS COMMAND
HOLDS NO PERTINENT NOTAMS INDICATING ANY UNUSUAL ACTIVITY THIS AREA X
CAPT WEEKS SUGGESTS POSSIBILITY B-47 ACTIVITY BETWEEN KINDLEY AFB AND
COMUS X PILOT/CREW MEMBERS REPORTS SEEM POSITIVE IN STATING THIS THIS
WAS A UFO X LETTER REPORT FOLLOWS

BT

CFN 141804Z 130815Z 0830Z 30-10N 70-06W B-47

15/2122Z MAR RBKZC

No!

These a/c have
four jet pods - and
would have appeared
as two or more
lights. PAA sighting
was single, glancing
green high-speed object.
976

18 MAR 57 07 11

5-9117
N WPF029 YDA024 TYA207 TDE242ET472EK B568BEKZ136

PP RJEDEN RJEDWP RJEPHQ

DE REEKZC 89

P 152040Z

FM CINCLANTFLT

INFO RJEDEN/COMNAVFORCONAD

RJEDWP/COMDR ATIC WPAFB

RJEPHQ/DIR OF INT HDO USAF

RJEPHQ/4602 AIR INT SQDN

1
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3
4-4XZC
HE4
16 MAR 57 02 31/2

PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO
CATEGORICAL DECLASSIFICATION. TECHNICALLY REMOVE
ALL INTERNAL REVISIONS IS THE DATE-TIME GROUP
PRIOR TO DECLASSIFICATION

See 4/2/57 1/2 4E4
4-4X2a

PP RJEDEN RJEDWP
DE RJEPHQ 104

UNCLASSIFIED
29 MAR 57

FM HEDUSAF WASHDC
TO RJEDWP/COMDR ATIC WRIGHT APT AFB OHIO
RJEDEN/COMDR ADC COLORADO SPRINGS COLO
BT

FROM AFOIN 541555 CIVIL AERONAUTICS BOARD
IS CONDUCTING INVESTIGATION RE UNIDENTIFIED OBJECT 0830Z, 9 MAR
57, NEAR 30 DEGREES N- 70 DEGREES W AT 19,000. REQUEST BY LETTER
EARLIEST POSSIBLE DATE A COLLATION OF ALL UFOB AND CIRVIS OR OTHER
REPORTS RECEIVED YOUR HEADQUARTERS WITH ANY CONCLUSIONS, EVALUATIONS,
INVESTIGATION, OR COMMENTS YOU HAVE ON THIS INCIDENT. FOR ATIC: YOUR
MESSAGE EFTO A-4-155 OF [REDACTED] AVAILABLE HERE.
BT

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 2 YEARS
DO NOT DIE 500010

UNCLASSIFIED

37 Jan 69

~~SECURITY CLASS~~

UNCLASSIFIED
02649

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PARAPHRASE NOT PROVIDED FOR THIS SOURCE PRIOR TO
CATEGORICAL DECLASSIFICATION. THE DATE-TIME GROUP
ALL INTERNAL REFERENCES TO THIS SOURCE ARE UNCLASSIFIED
PRIOR TO DECLASSIFICATION. NO UNCLASSIFIED
REFERENCE IF THE DATE-TIME GROUP IS QUOTED.

FROM:	COMDR ATIC	20X	SPECIAL INSTRUCTIONS
-------	------------	-----	----------------------

FROM: AFOIN-4E4

SPECIAL INSTRUCTIONS

ENCODER

Initials

Time

Chess

REFERENCE YOUR MESSAGE ABOIN 541555 REGARDING YOUR REQUEST FOR
OUR INVESTIGATIONS AND CONCLUSIONS ON UFO SIGHTED BY PAN-AM AIRLINER
9 MARCH 1957. ALL INVESTIGATIVE MATERIAL AND OTHER DATA UPON WHICH
OUR CONCLUSIONS BASED BEING FORWARDED UNDER SEPARATE COVER. NO
INFORMATION OR DEVELOPMENTS SINCE THEN TO CHANGE OUR CONCLUSIONS.

COORDINATION:

AFOIN-484

Dr. H. A. Miley

DATE 1/4/5-7

AFOIN-4E

Col Gilbert

DATE 11/4/77

AFOIN-4X1

Mr. Arcier

DATE 1/4/59

AFOIN-4

DATE

Classification Cancelled
for changed to

1. 1. 1.

By

13

27 Jun 69

**DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 10 YEARS.
R00D DIR 680910**

DATE	TIME
1	1030

MONTH APR	YEAR 1957
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SYMBOL

AFOIN-4E4

SIGNATURE

TYPED NAME AND TITLE (Signature, if required)
Capt George T. Gregory

TYPED (or stamped) NAME AND TITLE

PHONE	69216-21	PAGE	1	NR. OF	1
		NR.		PAGES	

SECURITY CLASSIFICATION

WALLACE W. ELWOOD
Captain, USAF
Assistant Adjutant

~~CONFIDENTIAL~~

4 APR 1957

MEMORANDUM FOR THE INSPECTOR GENERAL

ATTN: COLONEL CHARLES B. WINKLE, DEPUTY DIRECTORATE OF
INSPECTION SERVICES

SUBJECT: Letter 13 Mar 57 from CAB to the IG, Hq USAF re:
Unidentified Object 0830Z, 9 Mar 57, near 30°N -
70°W at 19,000 feet

1. Reference memorandum from your directorate, subject as above, dated 20 Mar 57, attached as Tab A is a copy of the preliminary report on this incident (see AF Regulation 200-2). This information has been furnished to the Chief of Staff and to the press.

2. We are checking further into the reporting procedures followed and have asked for a collation of all reports received by both the Air Technical Intelligence Center and the Air Defense Command. Any further information resulting, which is believed of value, will be forwarded.

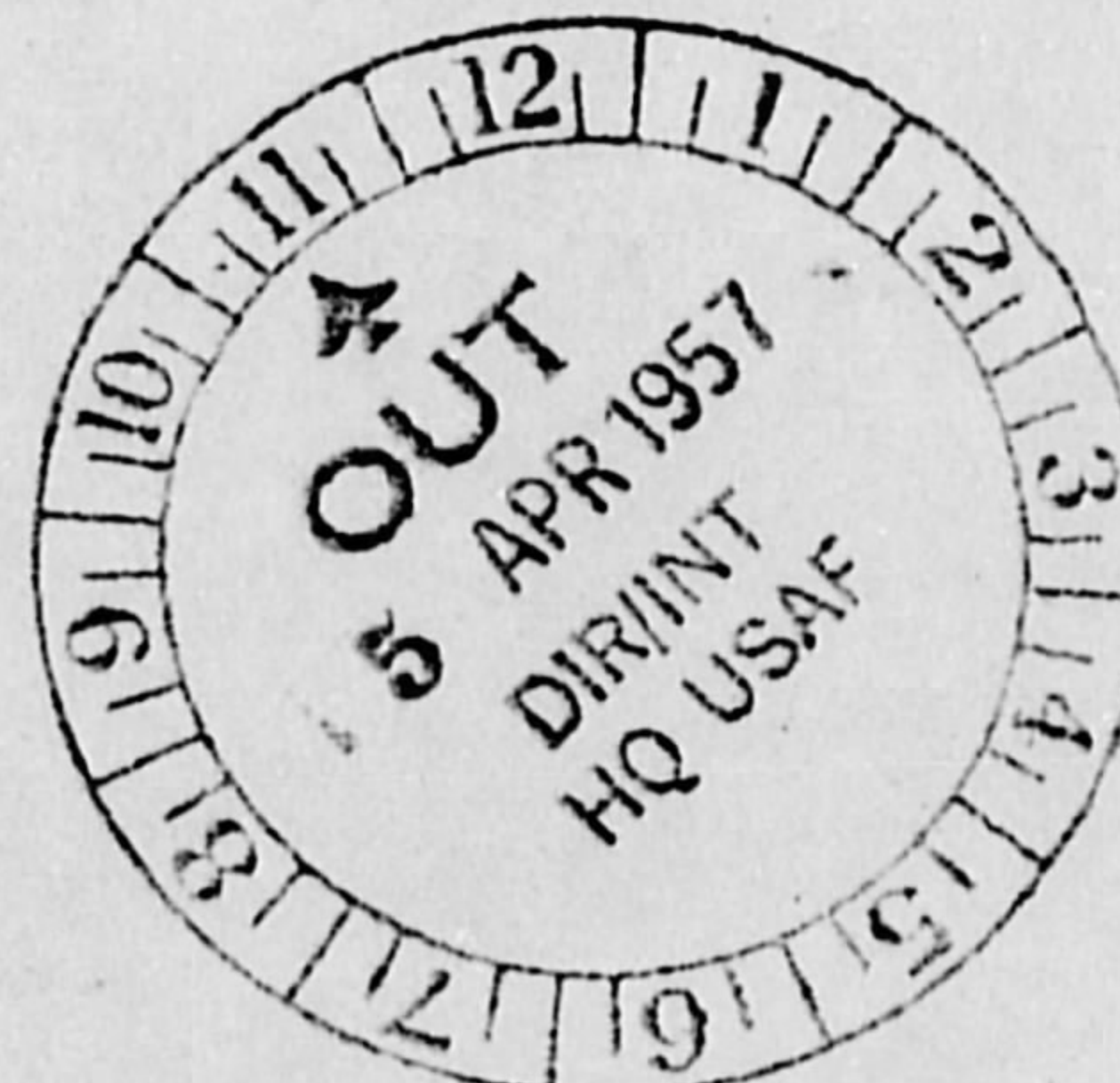
3. This office would be interested in receiving copies of the statements of witnesses referred to in the Civil Aeronautics Board letter of 13 March as soon as they are available.

1 Incl
Tab A - Preliminary
Report

FRANK B. CHAPPELL
Colonel USAF
Directorate of Intelligence

COORDINATION:

OIN-1A1: Col Oppen____
OIN-1A: Col Stewart____
OIN-1X:
OIN-X:



DISTRIBUTION:

OIN Coord cy
OIN X-ref cy
OIN-1A info cy
OIN-1X info cy
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

21 June 1957

MEMORANDUM FOR DIRECTOR OF INTELLIGENCE

ATTN: AFOIN-LEH

SUBJECT: CAB Investigation Report Involving Unidentified Flying Object

The attached investigative report is forwarded as a matter of probable interest to your office.

1 Incl
CAB Investigation Rept

A handwritten signature in cursive script, reading "Howard L. Byerley", is written over the typed name and title.

HOWARD L. BYERLEY
Colonel, U. S. Air Force
Executive
Directorate of Inspection Services
The Inspector General

CIVIL AERONAUTICS BOARD
BUREAU OF SAFETY

FACTUAL REPORT OF INVESTIGATION

STATEMENT OF ACCIDENT.

Over the Atlantic Ocean, approximately 347 nautical miles southwest of Bermuda, B.W.I., and approximately 705 nautical miles east of Jacksonville, Florida, March 9, 1957 at 0430 AST.

Pan American World Airways Flight 257, Douglas DC-6A, N6260C.

Damage: None

Crew: Captain M. Van Winkle, Copilot D. W. Taylor, Flight Engineer J. Washuta, Purser C. E. Silva - no injuries, and Stewardess Julia Santiago, minor injuries.

Passengers: 45 - Including one infant. One serious injury and 22 minor injuries reported.

Captain executed evasive action to avoid unidentified flying object.

FLIGHT DETAILS.

1. The flight involved departed Idlewild Airport, New York, N. Y. at approximately 2345 EST, March 8, 1957 on a scheduled tourist type flight direct to San Juan, P. R. via Tuna Intersection and the Oscar route.

2. The flight was cleared on an Instrument Flight Rules flight plan to cruise at an altitude of 19,000 ft. to San Juan with alternate Borequien, P. R.

A. At approximately 0430AST on 3-9-57, while cruising at the assigned altitude just west of India-Oscar check point, an abrupt climbing evasive action was executed to avoid an unidentified flying object, which action unseated and injured a number of passengers and one crew member in the aircraft's cabin.

B. The flight continued without further such difficulty, but at 0554 AST a number 4 engine failure was experienced and the flight continued to San Juan at a lower altitude with the No. 4 propeller feathered, and arrived there at 1224 AST that date.

INVESTIGATION.

1. The flight, according to the Captain involved, was in instrument conditions from the time that it reached an altitude of 800 ft. after take-off, until two to two and one-half hours later when it reached clear weather at a position slightly west of approximately the Delta Oscar check point and approximately 247 nautical miles north of the point involved.

A. Approximately one hour later, according to the Captain involved, while the flight was cruising in clear weather at a 19,000 ft. altitude with most of the passengers asleep, the seat belt sign off, and the automatic pilot engaged, an object described as a dim orange glow immediately followed by a brilliant greenish white light, approximately the size of an arc light or jet interceptor spotlight, apparently traveling from west to east in a right angle collision course, was observed for a few seconds, and a left turned climbing pull-up to avoid a collision was executed. The pull-up was forceful, according to the Captain, in an effort to overpower the automatic pilot, which caused the aircraft to react violently and gain 1500 ft. of altitude in a few seconds, making an abrupt leveling off necessary to prevent stalling. Sight of the object was said to have been lost due to the maneuver.

2. At the time of the accident the aircraft, according to the aircraft flight record, was an unknown distance west and abeam of India Oscar check point on a magnetic heading of 187° , cruising at a ground speed of 198 K.

A. The magnetic track of the Oscar route is 177° . India Oscar check point is at $29^{\circ}33'$ North latitude, $69^{\circ}42'$ West longitude and the approximate position of the aircraft, approximately 50 miles west of India Oscar, is $29^{\circ}33'$ North and $70^{\circ}32'$ West.

3. The object according to the Flight Engineer involved, was a high intensity light to the right of the aircraft which appeared to stand still for approximately four seconds until it was lost to sight during the evasive action. No object was indicated by the aircraft's radar screen in that direction, according to the Engineer, although the radar was scanning over a 150 mile range.

4. The Copilot involved was engaged in taking a

navigationaI loran fix at the time of the accident, according to that crew member, and did not sight the object, nor did the two cabin attendants.

5. Statements received from 17 of the 42 passengers from which statements were requested indicated that all except one were asleep and only one awakened in time to observe an object described as a fireball traveling north. The awake 11 year old passenger indicated a sudden light with no direction of movement noticed. When other statements are received they will be forwarded to be made attachments to this report.

6. Investigation revealed that the aircraft involved and six other flights were on the way to San Juan over approximately a 266 mile long sector of the Oscar route at the time of the accident, as follows:

- A. PAA Flight 215 ✓
- B. PAA Flight 215A ✓
- C. PAA Flight 257 ✓
- D. PAA Flight 257A
- E. PAA Flight 261 ✓
- F. TransCaribbean Flight 600 ✓
- G. EAL Trip 839.

7. Two crew members of one of the six other flights observed a similar object 1:45 hrs. earlier while at a position 211 miles further north.

8. No person on board the flight nearest and approximately 50 miles east of the flight involved, sighted the object involved.

9. In addition to the sightings of the crew members involved, a total of eight crew members on five of the six other flights sighted the object involved, as follows:

Flt. No.	Approx. Pos. In Nautical Miles	AST Time	Flt Plan Magnetic Heading	Altitude	Ground Speed
215	53 miles south and 100 miles east of flt. involved.	0430 ✓	186°	17,000	Flt Plan 158K

Capt. Wyland saw white center light surrounded by greenish glow for 2 or 3 seconds to the right of the aircraft and at same altitude. At first seemed

Specifically characteristic of fireball.

to be traveling east toward aircraft but finally appeared to be traveling southeast at great speed in descending trajectory and as rear portion dropped off in reddish glow, entire object disappeared. Weather at the time was clear and on top of clouds. Clear to the south and west with a line of thunderstorms 50 to 75 miles east.

215 Same Pos. 0430 ✓ 186° 17,000 Flt. Plan 158K

Flt. Engineer Noosinoa agreed with Capt. Wyland's statement and that he at first felt he should push or pull the controls in evasive action.

215A 94 miles south 0430 ✓ 186° 21,000 Flt. Plan 216K
and 100 miles
east of flight
involved.

Copilot Gaughan saw brilliant white blue light for at least 3 seconds to the right of the aircraft at flight level increasing in intensity and traveling directly toward the aircraft causing him to consider evasive action, but object then decreased in intensity, turned west-southwest, ascended slightly, increased speed, decreased in size, changed to a red glow, then broke into several distinct parts and disappeared.

215A Same Same ✓ Same Same Same

Flight Engineer Smith saw long, bright greenish light to the right of the aircraft which described a slight arc downward, turned to a reddish hue then broke up and disappeared.

839 96 miles north 0430 ✓ 210° 17,000 Est. 170K.
and 50 east of
flight involved.

Capt. Garrigan saw bluish green object from soft ball to basket ball size with tall length 4 or 5 times its diameter located west-southwest of their aircraft and traveling easterly at great speed. Smaller ball broke away from main body and had traveled about half way down the tall when all disappeared. Was larger and different in appearance than a meteor in that it was solid and not gaseous.

600 Estimated 91 Approx. 185° 21,000 224K
 miles north 0430
 and 50 east of
 flight Inv.

1st Officer Walsh saw very small white light approx. southwest or west-southwest of their aircraft believed to possibly be a jet aircraft traveling east. Became greenish white ball of fire descending from above their altitude.

261 Estimated 183 Approx. 196° Fit. Plan 170K
 miles north 0430 ✓ 17,000
 and 50 east of
 flight Inv.

Capt. Perry saw very bright white light with greenish tint for 3 or 4 seconds approx. 150 miles southwest traveling east on a gentle parabolic trajectory.

261 Same Same ✓ Same Same Same

Flight Engineer Sheehan saw a light about as bright as a shooting star but without a tail.

10. The previous sightings were as follows:

215A 46 miles south 0245 196° 21,000 Fit. Plan
 and 50 east of 200K
 Delta-Oscar ck
 pt.

Capt. Brosdal saw bright green colored light for 3 to 5 seconds traveling north at their altitude. Rear portion fell off main portion leaving red color.

215A Same Same Same Same Same

Flight Engineer Smith saw long bright greenish white light traveling north in level trajectory. Tail portion dropped off and turned red as main portion continued for short distance, then disappeared.

11. The weather conditions along the route as projected on the 082100Z to 090500Z U.S. Weather Bureau Prognostic Chart attached to the aircraft clearance indicated a deep occluded low in the New York area and a cold front extending NNE-SSW across the route between approximately Delta-Oscar 06 check point and India-Oscar check point.

12. A U.S. Air Force report indicated that no U.S. military aircraft or other military operations were being conducted in the area involved at the time of the accident.

13. CAA Air Traffic Control records indicated that no other civil aircraft were operating in the area involved at the time of the accident.

14. A CAB check of U.S. Weather Bureau and astronomical agencies in the area involved indicated no meteor activity at the time of the accident.

15. The aircraft and crew involved were properly certificated and the aircraft was properly loaded at the time of the accident.

Persons present, or participating in the investigation were:

CAA, Acting Chief Advisor, IDO, K. E. Neland, Miami, Fla.
PAAW Special Asst. - Operations, T. J. Townsend,
Miami, Fla.

C. S. Collier
Investigator-in-Charge
June 4, 1957

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Director of Safety
Civil Aeronautics Board
P. O. Box 223
Washington, D. C.
Miami, Florida
April 18, 1957

Mr. Jose J. Moux

151 Nicolas Jimenez

Cayey, P. R.

Dear Sir:

PAWA records indicated that you were a passenger
aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from
New York, N. Y., to San Juan, P. R., that
evasive action
was involved in an accident on 3-9-57, at approx. 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be
appreciated if you will submit a written statement on the back of this letter to include the
Whether or not you observed an unidentified flying object
following: (1) ~~whether or not you observed an unidentified flying object~~
(2) **Color, direction of movement and how long in sight if observed**
~~whether or not you observed an unidentified flying object~~ (3) **any occurrences while on board which might have appeared**
unusual to you, prior to and during the accident, (4) **the weather conditions**,
Any other information that might be helpful in determining
(5) **the identity of the object**.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the
investigation of accidents involving civil aircraft and your statement is necessary in order
that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the
Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

~~CHIEF, REGIONAL~~ SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-In-Charge

(Use reverse side for statement)

April 26, 1957

DATE

I was awake looking through the window to my right when suddenly shortly before the plane bumped I saw a light, something that passed by very rapidly but I could not identify any particular thing. (It reminds me a room lighted suddenly out of deep darkness).

I cannot tell the direction of whatever produced the flare. The light was rather soft. It was like a light produced by the common electric bulbs. The whole thing passed like a flash.

/s/ Jose J. Moux

Witness:

I know Jose J. Moux, aged 11 years, sone of a friend of mine. I wrote for him what he told me in Spanish.

/s/ Restituto Badillo

P.O. Box 1014

Cayey, Puerto Rico

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Civil Aeronautics Board

Miami International Airport

Miami, Florida

Mrs. Altagracia Castro

April 16, 1957

47-20 40th St., Apt. 1C

Sunnyside, Long Island City, N. Y.

Dear Madam:

PAWA records indicated that you were a passenger
aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from
New York, N. Y., to San Juan, P. R., that
evasive action
was involved in an accident on 3-9-57, at approx. 4:30 A.M.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be
appreciated if you will submit a written statement on the back of this letter to include the
Whether or not you observed an unidentified flying object
following: (1) ~~whether or not you observed an unidentified flying object~~
(2) Color, direction of movement and how long in sight if observed.
~~whether or not you observed an unidentified flying object~~ (3) any occurrences while on board which might have appeared
unusual to you, prior to and during the accident, (5) The weather conditions,
Any other information that might be helpful in determining the
(6) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the
investigation of accidents involving civil aircraft and your statement is necessary in order
that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the
Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

~~CIVIL AERONAUTICS BOARD~~ SAFETY BUREAU, CIVIL AERONAUTICS BOARD

C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

May 2, 1957

DATE

Civil Aeronautics Board

Safety Bureau

Attention Mr. C. S. Collar - Investigator-in-Charge

Dear Sir:

In response to your inquiry dated April 16, 1957
regarding the passenger flight No. 257 (3/9/57) PAWA
Douglas DC-6A Aircraft from New York to San Juan,
Puerto Rico, I make the following observations:

I didn't observe any unidentified flying object.

Everything seemed to be normal prior the evasive
action.

The weather conditions were, at that time, in the
favorable side.

Altagracia Castro (Mrs.)

/s/ Altagracia Castro

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

~~Bureau of Safety~~

Civil Aeronautics Board

~~P. O. Box 931~~

Miami International Airport

Miami 48, Florida

April 16, 1957

Mrs. Grecia Calero

47-20 40th St., Apt. 1C

Sunnyside, Long Island City, N. Y.

Dear Madam:

PAWA records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from New York, N. Y., to San Juan, P.R., that evasive action was involved in an accident on 3-9-57, at approx. 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the **Whether or not you observed an unidentified flying object** following: (1) ~~Where and when you boarded the aircraft, (2) What seat occupied, (3) Whether or not you observed any occurrences while on board which might have appeared unusual to you, prior to and during the accident, (5) The weather conditions~~, Any other information that might be helpful in determining the (5) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar
CHIEF, REGIONAL SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-In-Charge

(Use reverse side for statement)

May 2, 1957

DATE

Civil Aeronautics Board
Safety Bureau
Attention Mr. C. S. Collar - Investigator-in-Charge

Dear Sir:

In response to your inquiry dated April 16, 1957
regarding to the passenger flight No. 257 (3/9/57) PAWA
Douglas DC-6A Aircraft from New York to San Juan, Puerto
Rico, I make the following observations:

I didn't see any unidentified flying object.

Everything seemed to be normal prior the evasive action.

The weather conditions were, at that time, in the
favorable side.

/s/ Grecia Calero

Grecia Calero (Miss)

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Bureau of Safety
Civil Aeronautics Board
P. O. Box 931
Miami International Airport
Miami, Florida
April 10, 1957

Mr. Lauro Rivera

Apt. 7054, Banio Obrero

Santurce, P. R.

Dear Sir:

PAWA records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from New York, N. Y., to San Juan, P. R., that was involved in an evasive action accident on 3-9-57, at approx. 4:30 A.M.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the following: (1) ~~Whether or not you observed an unidentified flying object~~ **Whether or not you observed an unidentified flying object** (2) ~~Color, direction of movement and how long in sight if observed~~ **Color, direction of movement and how long in sight if observed** (3) ~~any occurrences while on board which might have appeared unusual to you, prior to and during the accident, (4) the weather conditions~~ **any occurrences while on board which might have appeared unusual to you, prior to and during the accident, (4) the weather conditions** Any other information that might be helpful in determining the (5) **Identity of the object.**

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar
SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

May 8, 1957

DATE

I must inform you that I did not see any flying object at all,
even though I admit that the airplane lost altitude very
rapidly.

/s/ Lauro Rivera
SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Bureau of Safety

Civil Aeronautics Board

P. O. Box 931

Miami International Airport

Miami 48, Florida
April 10, 1957

Mrs. Richard T. Reddington

64 Corwin Road

Rochester 10, N. Y.

Dear Madam:

PAWA

records indicated that you were a passenger

aboard a PAWA Douglas DC-3A aircraft, N6260C, Flight 257 from

New York, N. Y., to San Juan, P. R., that

evasive action

was involved in an accident on 3-9-57, at approx. 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be

appreciated if you will submit a written statement on the back of this letter to include the

Whether or not you observed an unidentified flying object

following: (1) ~~whether and when you boarded the aircraft, (2) what seat occupied, (3) brief state-~~

(2) Color, direction of movement and how long in sight if observed

~~and whether or not you saw the object, (4) any occurrences while on board which might have appeared~~

unusual to you, prior to and during the accident, (5) the weather conditions,

Any other information that might be helpful in determining the

(6) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

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/s/ C. W. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

(There was no service - no courtesy - nothing.

We were treated as morons. Told nothing.)

April 26, 1957

DATE

Yes, I was a passenger on that fateful plane, I and would be willing to say that no one saw anything. It had been pouring rain when we left N.Y.C. and this was 3.30 N.Y. City time. The plane was darkened and we were all asleep. When this terribly lurch took place, everything on the plane (on luggage racks) was thrown & hit my head on the rack above. No one bothered to announce anything or explain anything. There was a general feeling of panic on the plane. When the individual lights went one, one at a time - some were donning their life jackets.

I felt the plane was out of control - when one hostess rushed by I asked her & she didn't know (she said) & never explained further.

After a good 10 min. an announcement was made: "I thought I saw another plane in my path & swerved to avoid it." By then no one had any confidence in that plane or pilot. No one offered any further apologies or explanation when we left the plane & no one slept all night. I was thoroughly disgusted!

/s/ Marie W. Reddington

(Mrs. R. T.)

One engine gave out half way. This was announced after a passenger noticed it. The body of the hostess lying in the aisle was a dismal sight believe me!

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Bureau of Safety
Civil Aeronautics Board

P. O. Box 931

Miami International Airport

Miami 48, Florida

April 16, 1957

Mr. D. E. Skinner

105 Burr St.

Fairfield, Conn.

Dear Sir:

PAWA records indicated that you were a passenger
aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from
New York, N. Y., to San Juan, P. R., that
evasive action
was involved in an accident on 3-9-57, at approx 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be
appreciated if you will submit a written statement on the back of this letter to include the
Whether or not you observed an unidentified flying object
following: (1) ~~whether or not you observed an unidentified flying object~~ (2) ~~Color, direction of movement and how long in sight if observed~~
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~~whether or not you observed an unidentified flying object~~ (3) any occurrences while on board which might have appeared
unusual to you, prior to and during the accident, (4) the weather conditions,
Any other information that might be helpful in determining the
(5) Identity of the object.

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investigation of accidents involving civil aircraft and your statement is necessary in order
that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the
Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD

C. S. Collar, Investigator-In-Charge

(Use reverse side for statement)

4/26/57

DATE

No definite objects observed:

Weather: Clear & stars out.

Gluish light under plane @ 4:30 AM 3/9/57

Very unusual action.

/s/ D. E. Skinner

105 Burr St.

Fairfield, Conn.

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Civil Aeronautics Board

P.O. Box 931

Miami International Airport

Miami 48, Florida

April 16, 1957

Mrs. Anne Hobler

162 Inwood Ave.,

Upper Montclair, N. J.

Dear Madam:

PAWA records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from New York, N. Y., to San Juan, P. R., that was involved in an evasive action accident on 3-9-57, at approx. 4:30 A.M.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the

Whether or not you observed an unidentified flying object following: (1) ~~Whether or not you observed an unidentified flying object~~ (2) Color, direction of movement and how long in sight if observed ~~Whether or not you observed an unidentified flying object~~ (3) any occurrences while on board which might have appeared

unusual to you, prior to and during the accident, (4) The weather conditions, Any other information that might be helpful in determining the (5) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

April 26, 1957

DATE

I did not observe an unidentified flying object -

and the weather conditions were good. I did think

the information given the passengers was very

inadequate - and the care of same was very poor.

/s/ Mrs. Anne S. Hoblar

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Civil Aeronautics Board

P. O. Box 931

Miami International Airport

Miami 48, Florida

Mrs. F. E. Newbold, Jr.

April 16, 1957

117 Deep Dene Rd.,

Villanova, Pa.

Dear Madam:

PAWA records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from New York, N. Y., to San Juan, P. R., that evasive action was involved in an accident on 3-9-57, at approx 4:30 A.M.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the **Whether or not you observed an unidentified flying object.** following: (1) ~~Whether or not you observed an unidentified flying object.~~ (2) **Color, direction of movement and how long in sight if observed.** (3) **any occurrences while on board which might have appeared unusual to you, prior to and during the accident.** (4) **The weather conditions**, Any other information that might be helpful in determining the (5) **identity of the object.**

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD

C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

4/25/57

DATE

In answer to your questions - there was nothing unusual about our flight before the pilot's sudden maneuver, except for bad weather up until an hour, or less, before we were thrown upwards - I did not observe the object which caused the pilot to put the plane into a steep climb - One engine was not working after this encounter - or maybe this was the case before the sudden climb -

(UNSIGNED)

SIGNATURE

(Use additional paper if necessary - sign last page).

Feb. 26, 1957

DATE

Dear Sir:

I was in that plane that almost crashed with the thing
they say was something like a ball of fire.

I thank God for the sake of all the passenger like me
came alive. What you like to know I tell you I dint see
nothing because I was sleep but after belief me I pray al the
way home.

Very trully yours

/s/ Iuan Rodriguez

310 W. 80 St. Apt 65

P.S. Sir I want to know

NY 24 NY

who going to pay for my

wactch I lost on that date.

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

~~Bureau of Safety~~

Civil Aeronautics Board

P. O. Box 931

Miami International Airport

Miami 48, Florida

April 16, 1957

Mr. Juan Rodriguez

310 W. 80th St.

New York 24, N. Y.

Dear Sir:

PAWA records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from New York, N. Y., to San Juan, P. R., that evasive action was involved in an accident on 3-9-57, at approx 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the following: (1) ~~whether or not you observed an unidentified flying object~~ **Whether or not you observed an unidentified flying object** (2) **Color, direction of movement and how long in sight if observed** (3) **any occurrences while on board which might have appeared unusual to you, prior to and during the accident, (4) the weather conditions**, Any other information that might be helpful in determining the (5) **identity of the object**.

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/s/ C. S. Collar

~~SAFETY BUREAU, CIVIL AERONAUTICS BOARD~~
C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Civil Aeronautics Board

P. O. Box 931

Miami International Airport

Miami 48, Florida

April 16, 1957

Mrs. Maurice S. Jacobs

1831 Delancey Place

Philadelphia 3, Pa.

Dear Madam:

PAWA

records indicated that you were a passenger

aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from

New York, N. Y., to San Juan, P. R., that

evasive action

was involved in an accident on 3-9-57, at approx. 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be

appreciated if you will submit a written statement on the back of this letter to include the

Whether or not you observed an unidentified flying object

following: (1) ~~whether or not you observed an unidentified flying object~~

(2) Color, direction of movement and how long in sight if observed

~~whether or not you observed an unidentified flying object~~ (3) any occurrences while on board which might have appeared

unusual to you, prior to and during the accident, (4) ~~the weather conditions~~

Any other information that might be helpful in determining the

(5) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD

C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

April 24, 1957

DATE

I was a passenger on the plane described on the reverse side.

I did not observe an unidentified flying object after the
evasive action referred to on the reverse side.

The weather was clear. I was asleep when the pilot took the
evasive action, which I was later informed consisted of zooming upwards.
I was awakened when my head struck the baggage rack above my seat
(caused I understand by the fact that the pilot leveled off too
abruptly after zooming upwards). One engine was conked out after the
accident - whether or not it was out of commission before the accident,
I do not know.

I saw no flying object at any time during the flight.

/s/ Minnie B. Jacobs
SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

P. O. Box 931

Miami International Airport
Miami 48, Florida

Mr. Maurice S. Jacobs

April 16, 1957

1831 Delancey Place

Philadelphia 3, Pa.

Dear Sir:

PAWA records indicated that you were a passenger
aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from
New York, N. Y., to San Juan, P. R., that
evasive action
was involved in an accident on 3-9-57, at approx. 4:30 AM.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be
appreciated if you will submit a written statement on the back of this letter to include the
following: (1) ~~whether or not you observed an unidentified flying object~~
Whether or not you observed an unidentified flying object
(2) Color, direction of movement and how long in sight if observed
(3) any occurrences while on board which might have appeared
unusual to you, prior to and during the accident, (4) the weather conditions,
Any other information that might be helpful in determining the
(5) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the
investigation of accidents involving civil aircraft and your statement is necessary in order
that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the
Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

April 24, 1957

DATE

I was a passenger on the plane described on the reverse side.

I did observe an unidentified flying object after the evasive action referred to on the reverse side. It looked like a fireball, was travelling North and was in sight two or three seconds. The weather was clear. I cannot identify the object. I was asleep when the pilot took the evasive action, which I was later informed consisted of zooming upwards. I was awakened when my head struck the baggage rack above my seat (caused I understand by the fact that the pilot leveled off too abruptly after zooming upwards). One engine was conked out after the accident - whether or not it was out of commission before the accident, I do not know.

/s/ Maurice S. Jacobs, M.D.

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

Bureau of Safety
Civil Aeronautics Board
P. O. Box 931
Miami International Airport
Miami 48, Florida
April 16, 1957

Miss Carmen Pagan

Calle Barbosa No. 31

Cabo Rojo, P. R.

Dear Madam:

PAWA records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft, N6260C, Flight 257 from New York, N. Y., to San Juan, P. R., that evasive action was involved in an accident on 3-9-57, at approx 4:30 A.M.

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the following: (1) ~~whether or not you observed an unidentified flying object~~ (2) Whether or not you observed an unidentified flying object (2) Color, direction of movement and how long in sight if observed (3) any occurrences while on board which might have appeared unusual to you, prior to and during the accident, (4) the weather conditions Any other information that might be helpful in determining the (5) Identity of the object.

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

CHIEF, REGIONAL SAFETY BUREAU, CIVIL AERONAUTICS BOARD
C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

29 de abril de 1957

DATE

Pues dentro del avión fue que you pude ver lo que pasó pero fuera de el avión no puedo decir nada pues no ví nada. Dentro del avión suce dió lo siguiente:-que al piloto y camarera no pudieron ningún anuncio para que nos abrocharamos los cinturones y al recibir el impacto del - avión pues todo el mundo se salió de sus asientos y calleron al suelo y se puede decir que nadie salió ileso y que todos los salvavidas y demás paquetes que iban dentro del avión volaban por el aire dentro del avión y caían encima de los pasajeros. Por supuesto yo y mi niño nos agolpamos bastante. La única información que tuvimos después del accidente dicho por una de las camareras fue de que íbamos a chocar con un jet - del Navy. Tengo entendido también que alguno de los motores fallaron también.

/s/ Carmen Pagan

SIGNATURE

(Use additional paper if necessary - sign last page).

PASSENGER STATEMENT RE AIRCRAFT ACCIDENT

~~Division of Safety~~

Civil Aeronautics Board

P. O. Box 931

Miami International Airport

Miami 48, Florida

April 16, 1957

Mr. Rafael Torres

Calle Acosta - 38

Manati, Puerto Rico

Dear Sir:

PAWA

records indicated that you were a passenger aboard a PAWA Douglas DC-6A aircraft , N6260C , Flight 257 from New York , N. Y. , to San Juan , P. R. , that evasive action was involved in an accident on 3-9-57 , at approx. 4:30 A. M. .

The Civil Aeronautics Board is conducting an investigation of this accident, and it will be appreciated if you will submit a written statement on the back of this letter to include the following: (1) ~~Whether or not you observed an unidentified flying object~~ (2) Color, direction of movement and how long in sight if observed. ~~Whether or not you observed any occurrences while on board which might have appeared~~ (3) any occurrences while on board which might have appeared

unusual to you, prior to and during the accident, (4) the weather conditions , Any other information that might be helpful in determining the (5) Identity of the object. .

The Civil Aeronautics Board, a Federal agency, is charged by an act of Congress with the investigation of accidents involving civil aircraft and your statement is necessary in order that the Board might have the benefit of your observations in conducting the investigation.

A Government postage-free envelope, addressed to the appropriate regional office of the Civil Aeronautics Board, is enclosed for convenience in returning your statement.

/s/ C. S. Collar

SAFETY BUREAU, CIVIL AERONAUTICS BOARD

C. S. Collar, Investigator-in-Charge

(Use reverse side for statement)

April 29, 1957

DATE

I was sleeping at the time and the only thing I remember is that I was taken out of my seat and I was hit on top of my head and I was bleeding from my nose for many days after that. I still bleed and I get awful headaches. I was treated by two doctors in Puerto Rico and they remitted certificates to you about my condition but as far as the accident is concerned I heard people talking but I didn't see a thing.

/s/ Rafael Torres

442 E 172 St. Apt. 22

New York Zone -B457

SIGNATURE

(Use additional paper if necessary - sign last page).

(Type)

Memorandum In File - PAA UFO Incident
Subject: Review of CAB Report Regarding Case Above

1. A review of the testimony given by thirteen (13) passengers discloses that only two observed the object. The general description given by each:

Mr. J. J. Moux - "Like a light produced by electric bulbs - passed like a flash"

Dr. M. S. Jacobs - "Looked like a fire ball - in sight 2 or 3 seconds"

2. ~~Five~~ other flights, ranging from 50 to 183 miles from the PAA flight in question, all reported a somewhat similar object - and at almost precisely the same time object was observed by the PAA flight.

3. The distances quoted above make it highly improbable that jet or rocket exhausts would be observed at those distances with the naked eye. Meteors, and a variety of meteor called "fireballs" can be seen for vast distances, and often give the illusion of being much closer to the observer.
4. Therefore, the above only tend to support

The undersigned's original analysis.

Copy of CAA interrogation
of all passengers and general
investigative data.

Although 3 months after the
incident - the passengers who
were asked to describe the object
further confirmed it was a fireball