

PROJECT 10073 RECORD CARD

1. DATE 13 October 1958		2. LOCATION 15 Mi S of Cameron, Arizona		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical Meteor ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 14/0220Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 3 seconds		8. NUMBER OF OBJECTS one		9. COURSE SW	
10. BRIEF SUMMARY OF SIGHTING Elongated cylinder shaped obj. The core was red followed by white w/ blue edges. Observer's attention was drawn by a flash.				11. COMMENTS Probably a meteor.	

SMD C 257.

14/0220Z
DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
UNCLASSIFIED MESSAGE
INCOMING

13 OCT 58
[Handwritten signature]
18

ZCZCHQC117ZCYJB629

PP RJEZH

DE RJWFBG 49

P 161928Z

FM 810 ADIV BIGGS AFB TEX

TO RJEDDN/ADC ENT

RJWFDN/3& ADIV

RJEDSO/ATIC WPAFB

RJEZHQ/COFS USAF WASH

BEDBR/CINCSAC

RJWZKN/15 AF

INFO RJEDDN/1006 AISS ENT

BT

UNCLAS FROM 97DO18-16614.

USAF ATTN ASSISTANT CHIEF OF STAFF, P INTELLEGEANCE WND OFFICE OF INFORMATION SERVICES. SUBJECT UFO REPORT. UFO DESCRIPTION. ELONGATED CYLINDER SHAPED OBJECH. LENGTH APPROXIMATELY EQUAL TO SIZE OF BASEBALL HELD AT ARMS LENGTH. WIDTH APPROXIMATELY EQUAL TO SIZE OF HALF DOLLAR HELD AT ARMS LENGTH. THE CORE OF THE OBJECT WAS RED FOLLOWED BY WHITE WITH BLUE EDGES. ONLY ONE OBJECT SIGHTED. THERE WERE NO DISCERNABLE FEATURES OR TAIL, HRAIL OR EXHAUST. NO SOUND HEARD OR OTHER UNUSUAL FEATURES. OBSERVERS ATTENTION WAS OCCASIONED BY A BRIGHT

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
UNCLASSIFIED MESSAGE
I N C O M I N G

PAGE TWO RJWFBG 49

FLASH AT A 15 TO 20 DEGREE ANGLE AND RELATIVE AZIMUTH 0X
230 DEGREES. UPON DISAPPEARANCE WNGLE OF OBJECT WAS 10 TO
15 DEGREES WITH RELATIVE AZIMUTH OF WTP DEGREES. FLIGHT
PATH WAS A SHALLOW DESCENT AND OBJECT DISAPPEARED INSTAN-
TANEOUSLY TO SOUTHWEST. THE OBJECT WAS VISIBLE FOR THREE
SECONDS. THE MANNER OF OBSERVATION WAS AIR VISUAL WITH
NAKED EYE ABOARD B-47 AIRCRAFT, TAIL NBER 53-1-854.
ALTITUDE 30,000 FEET, MAGNETIC HEADING 352 DEGREES, TAS
425 KNOTS, HOME STATION 97 BOMB WING, BIGGS AFB, TEXAS.
OBJECT WAS SIGHTED 140220Z. NIGHT CONDITION. LOCATION OF
OBSERVER WAS 3541N 11119W, OVER LITTLE COLORADO RIVER.
OBSERVER WAS CAPTAIN [REDACTED] 340 BOMB SQUADRON, 97
BOMB WING, BIGGS AFB, TEXAS. CAPTAIN [REDACTED] IS AN
INSTRUCTOR PILOT, RELIABILITY ESTIMATE BAKER TWO. OBSERVER
REPORTED WEATHER WAS CLEAR, VISIBILITY UNLIMITED WITH WINDS
AT 340 DEGREES, 20 KNOTS. REPORT OF WINSLOW ARIZONA
WEATHER STATION, SURFACE WIND NNE, 8 KNOTS, 6,000 FEET CALM,
10,000 FEET CALM, 16,000 FEET 240 DEGREES 5 KNOTS, 20,000
FEET, 240 DEGREES 10 KNOTS, 30,000 FEET 250 DEGREES AT 15
KNOTS, 50,000 FEET 230 DEGREES AT 25 KNOTS, 80,000 FEET NOT

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
UNCLASSIFIED MESSAGE
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AVAILABLE. WEATHER CLEAR, VISIBILITY 35 MILES. NO UNUSUAL
CONDITIONS REPORTED, NO INTERCEPTION ATTEMPTED, NO
INFORMATION OF POSSIBLE AIR TRAFFIC IN HHE AREA IS PRESENTLY
AVAILABLE. REPORT PREPARED BY INTELLIGENCE OFFICER, 97 BOMB WING.
REPORTING OFFICER CANNOT OFFER ANY PRELIMINARY ANALYSIS
CONCERNING CAUSE OF THE SIGHTING; HOWEVER, THE OBSERVER'S
REMARKS CONCERNING THE SIZE OF HHE OBJECH INDICATED THAT
CONSCIOUS DEFINITION OF IT'S SIZE AT THE TIME OF OBSERVATION
WAS SUSPECH. NO PHYSICAL EVIDENCE OR PHOTOGRAPH IS
AVAILABLE.

BT

16/1934Z OCT RJWFBG

ACTION: CIN

INFO : DCP, SAFIS

AF IN : 29429 (16 Oct 58) Page 3 of 3 pages

T/jry

NO CASE (INFORMATION ONLY)

October, 1958
Eastern Oregon

Source; Space Craft Digest, Fall 1958

Two Hunters See Eerie Sky Lights

BUT THE OBJECT STILL RE-
MAINED IN OREGON in OCT.

Two Salem deer hunters were home from Eastern Oregon Tuesday with a story of sighting strange sky lights. Bob and Jack Brant 450 Beck Avenue, S. E. arrived at the Pine Mt. Area near Millican about 3 a.m. Tuesday morning. For about 20 minutes, as they were hunting for a camping site, a white and red light seemed to keep pace with their car at a distance. At first they believed it was either car lights on a distant mountain or a camp fire.

Then the light, alternately bright and dim, sped toward the car, suddenly halting and nearing the ground to the right and slightly ahead of them. As the ground became illuminated the lights went out.

Both men said the white light was the most brilliant with the red light beneath it.

They refused to remain in the area and returned to Sisters. There, they said, a waitress reported two other groups of persons had like-wise reported sighting the same type of light recently in the same general area. Bob Brant is employed by Southern Pacific R.R. and his brother is home on leave from the AIR FORCE ! !)

Both said that they considered reporting the event to the state police, but did not because they thought that the police would not believe them...."

Source: Space Craft Digest, Fall 1958

Blinking Flying Object Sighted Over Salem

Here is the second headline and the story:

".. A strange unidentified flying object with red and white blinking lights was seen by some Salem residents Monday night.

Thomas Warren, Leslie Jr. High Mathematics instructor, and Beverly Shriver, 14 year old daughter of Mr. and Mrs. William Shriver 3856 Seneca Avenue, S., reported they both saw a rectangular shaped object hovering in the Western skies.....the object flying slow

SPACE-CRAFT DIGEST P.O. BOX 768 SALEM, OREGON--U.S.A.--1

THEN increased speed and flew toward Portland, Warren said. A Portlander also reported seeing the object. a radio station reported."

April 9, 1959

Saucers Fly On

Despite the somewhat frantic efforts of a small but vocal faction of our respected Air Force to debunk them; despite the Air Force's Charlie McCarthys and their well-publicized efforts to explain them away as mock suns or mirages—the flying saucers stubbornly refuse to say goodbye!

On Oct. 3, 1958, at 3:20 a. m. a group of four round neon-like objects, in an open V formation, swooped down upon a fast freight train, and played tag with it for well over an hour, observed by all the train crewmen and residents in nearby towns from Illinois to Indiana.

No weird, lunar fringe contacts with Martians or Venusians; no mythical rides in mythical saucers. Just good, honest, man-in-the-street observations!

PANTLMYTH
Pittsburgh 6.

To the Secretary of
the, with my
COMPLIMENTS!

Do-101 hmw & this!
[Signature]
[Redacted]
Brooklyn 13, New York
March 16, 1959

Office of Public Information
Department of the Air Force
Washington 25, D. C.

Gentlemen:

Please refer to my letter of January 25, 1959.

On January 28 I received News Release NO. 63-59 of January 22, this year, concerning the Air Force UFO Study. This is not, of course, an answer to my letter, in which I requested specific information, repeated as follows for your convenience:

"I would greatly appreciate the acquisition of the basic details concerning these two cases that were considered 'unknown.' I realize that Air Force policy requires deleting the names of witnesses and certain data considered classified pertaining to radar and aircraft. However, such data as the date, location, number of objects, and size and shape of the objects, would be quite satisfactory.

"Various papers in Indiana carried an extremely interesting UFO observation made in the early morning hours of October 3, 1958, by the crewmen of Freight #91 of the Monon Railroad. They reported seeing four disc-shaped objects in central Indiana that played 'tag' with their train for over an hour. What was the Air Force conclusion for this case?"

I would appreciate having a definite answer to my questions.

I am sending copies of this letter to certain members of Congress, including Senator Lyndon Johnson, whose attention has already been called to this matter.

Very truly yours,
[Redacted]
[Redacted]

Dear Mr. [Redacted]
This is to acknowledge your letter of 16 March 1959 concerning unidentified flying objects and particularly an observation sighted 23 Oct 1958. The writer states an area has no record of this sighting.
Sincerely,
LGT

MEMO ROUTING SLIP		NEVER FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS	
1 NAME OR TITLE ATIC	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION	DATE		COORDINATION
2			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE
REMARKS Do you have this??			
FROM NAME OR TITLE Major Lawrence Tacker/SAFIS-3		DATE 18 Mar	
ORGANIZATION AND LOCATION		TELEPHONE 74966	

MEMO ROUTING SLIP		NEVI CL		E FOR APPROVALS, DISAPPROVALS, JRRENCES, OR SIMILAR ACTIONS	
1	NAME OR TITLE Major L. J. Tacker	INITIALS		CIRCULATE	
	ORGANIZATION AND LOCATION SAFIS-3 OSAF	DATE		COORDINATION	
2				FILE	
				INFORMATION	
3				NECESSARY ACTION	
				NOTE AND RETURN	
4				SEE ME Taylor	
				SIGNATURE Brooklyn, NY	
REMARKS Larry- We have had no report, either official or unofficial, of the incident in Indiana.					
FROM NAME OR TITLE Ted Hieatt				DATE 1 Apr 59	
ORGANIZATION AND LOCATION AFCIN-4X3				TELEPHONE 55266	

DD FORM 95
1 FEB 50

Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

658-16-74067-1 GPO

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Unidentified Flying Objects Research Committee,
Box 5242, Akron 13, Ohio

FATE



Cecil Bridge, fireman on No. 91, was one of train crew who watched UFO's. He is a former Air Force man with 450 hours of heavy bomber time and knows what planes look like. "We see planes every night, lots of them," Bridge insists. "These were not airplanes!"

UFO BUZZES TRAIN

The Crew of Monon No. 91 had strange company on their way to Indianapolis—four companionable, curious UFO's.

By Frank Edwards

WITNESSES IN Danville, Ill., saw the things to the east as swiftly moving lights. They paused occasionally to dart away in a different direction.

Witnesses near Kokomo saw them as elliptical lighted objects that streaked in from the north at treetop level, hovered for a few sec-

onds and then darted away, single file, to the west.

The train crew on Monon south-bound freight Number 91 saw the UFO's best of all. For them it was a night to remember.

As usual Number 91 was en route from Monon, in north central Indiana, to Indianapolis. A few

about have touched edges so they must have been somewhere around 40 feet across the bottom."

In answer to a question Bridge said, "We had flashlights in the engine and in the caboose. Up on the head end of the train—in the engine where I was—we blinked our flashlights at the things and we waved the lights. We thought we might get them to come in closer. They did come down over the train a few minutes later, as Robinson told you, but, of course, I can't say they did it because we flashed the lights at them. At any rate they didn't flash any lights back at us."

Robinson said, "In the caboose we had a five cell sealed beam flashlight that throws a pretty good beam a long ways. When the things came down and flew right up the tracks behind the caboose, I grabbed that sealed beam flashlight and shined it on them. As soon as the light hit them they jumped sideways out of the beam. When they got back over the tracks I did it again and they scattered. They acted like they didn't care for that light at all."

"From the time Bridge first called us on the radio until the last time we saw them near Kirklin (about 38 miles northwest of Indianapolis) it was about an hour and 10 minutes altogether. They hung around the back end of the train but after we shined the light

on them they didn't come in close any more. While we were switching at Frankfort they stayed away back up the tracks, just hovered there, until we moved on. Then they followed us again. When they finally went away at Kirklin they just zipped off to the northeast and kept on going and we didn't see them anymore."

It was an astounding experience the train crew of Monon Number 91 had undergone during that hectic hour and 10 minutes as the freight lumbered across the Hoosier prairie. And it was important, too, in the annals of such things, for its duration and because the objects gave evidence of intelligent control by dodging away from the flashlight beams.

The television interview with Cecil Bridge and Edward Robinson got on the newswires that same night.

On the following day they, along with the other members of the train crew, were notified by Monon officials to keep quiet if they saw any similar objects in the future. Bunker Hill Air Force base near Kokomo, about 30 miles east of the scene of this sighting, had asked the railroad to contact the base at once should such objects again appear. According to officials of the Monon at Lafayette, the Bunker Hill AF base has installed a special line to

the dispatchers office in Lafayette, urged the train crew to be especially watchful between three and four monitored, and Bunker Hill has o'clock in the morning.



UFOs SERIOUS BUSINESS

(Excerpt from statement issued by the Defense Department, December 24, 1959)

Unidentified flying objects - sometimes treated lightly by the press and referred to as "flying saucers" - must be rapidly and accurately identified as serious USAF business in the Zone of Interior. As AFR 200-2 points out, the Air Force concern with these sightings is threefold: First of all, is the object a threat to the defense of the U.S.? Secondly, does it contribute to technical or scientific knowledge? And then there's inherent USAF responsibility to explain to the American people through public information media what is going on in their skies.

The phenomena or actual objects comprising UFO's will tend to increase, with the public more aware of goings on in space but still inclined to some apprehension. Technical and defense considerations will continue to exist in this area.

What is required is that every UFO sighting be investigated and reported to the Air Technical Intelligence Center at Wright-Patterson AFB and that explanation to the public be realistic and knowledgeable.

moments after three in the morning of October 3, 1958, the adventure began. . . .

In the cab of the diesel locomotive were three men—Harry Eckman, the engineer, Cecil Bridge, the fireman, and Morris Ott, the head brakeman. Cecil Bridge, a former Air Force man with 450 hours of heavy bomber time, tells the story:

"It was about 20 minutes after three in the morning—Friday morning, October 3rd. We had just pulled past a little spot called Wasco. There's no town there—just a kind of crossroads. It was there we first noticed the four lights in the sky ahead of us. They were moving lights. At first they looked like stars but we realized they weren't stars because they were moving—we could see that.

"They were moving in a sort of open V formation. By that I mean that there was no light at the forward point of the flight, just the two "wings" with two lights in each "wing"—angled off at about 45 degrees from each other. I must have spotted them first. After I had watched them for about 15 seconds I called them to the attention of the other men in the cab with me. The engineer was Harry Eckman, and our head brakeman was Morris Ott. They watched the lights, too.

"I am familiar with planes and with their operations, both as a flier and an observer. We all are—all of us on the train. We see planes every night, lots of them. These things were not planes!

"About that time the lights veered west. They crossed the tracks ahead of the train—about a half a mile ahead of us, we estimated. They were moving pretty slowly, too, at not more than about 50 miles an hour. Four big, white, soft lights.

"Just the three of us in the engine—Mr. Eckman, the engineer, Morris Ott and I saw the lights at this time. We were pulling 56 cars—that's a little more than half a mile of cars—and because of the angle at which these things were approaching and because they were so low right then, the boys in the caboose probably couldn't see them.

"After the lights crossed the tracks in front of us they stopped and came back. This time they were headed east. They shot off toward the east and were gone a few minutes—out of sight—but when they came back and we all saw them again I turned on the microphone. We have radio between the engine and the caboose. I turned on the microphone and called the boys in the caboose and told them what we were watching.

"The conductor was Ed Robinson and the flagman was Paul Sos-

bey, both of Indianapolis. I talked to Robinson and told him what we had seen. During the time we watched these things, from Wasco to Kirklin, we did a lot of talking on that radio. The dispatcher in Lafayette could hear us, of course, but he never cut in. The boys in the caboose got the best look at the things, especially when they came right down over the whole train."

(The train crew decided not to report their unusual experience to the Air Force in order to avoid being subjected to ridicule. But Bridge and Robinson felt that the incident deserved to be made known so they consented to be interviewed on Friday night, October 3, over an Indianapolis television station.)

During the course of that interview Conductor Robinson said:

"I was sitting in the cupola, looking forward over the train when Bridge called me on the radio. I had already noticed the four gobs of light but I couldn't make out what they were. They were half a mile ahead of the caboose—the whole length of the train. A little bit after he called me the things went away and we didn't see them for a few minutes . . . then all of a sudden they came back.

"This time they came down over the train, a little way in back of the engine. They were coming toward the caboose. That is, they were going north and the train was

headed directly south.

"I'd say they were only a couple of hundred feet above the train as they came toward the caboose. And they weren't moving very fast—maybe 30 or 40 miles an hour. It was hard to tell—a fellow just doesn't notice details like that under the circumstances.

"The freight train is pretty noisy, of course, but I didn't hear any other noise, like the roar an airplane would have made. I think they were silent, or nearly silent, at least.

"They flew over us one after the other—big, round white things that looked about the color of fluorescent lights, kind of fuzzy around the edges. They didn't glare and they didn't light up things as they went over. They just came back toward us, over the top of the cars, one after the other. Then they went on down the tracks maybe another half a mile and seemed to stop.

"Me and Sosbey went out on the back platform where we could see them better. But they were getting pretty far behind us. We could see their lights but I don't remember whether they were bunched up or not. They were just there, we know that. We could see them behind us, right over the tracks.

"Then they swung off away from the tracks and went fast—very fast—to the east. When they picked up speed their light got a lot brighter.

They got real bright and white—like stars, but a lot bigger and moving very fast.”

Cecil Bridge, observing the same objects from the engine describes what he and the engineer and head brakeman saw:

“When these things shot back over to the east of us they lit up much brighter than they were before. They turned in line, going north or northeast and we noticed that they lit up in sequence—the front one first, then number two, three and four. They changed course and came back past the train. They were going in the opposite direction to us when they made this pass. I guess they were at least a mile or two east of us when they did it.

“They lit up twice like I told you; first number one would light up, then number two and so on. They did that twice as they went past us travelling in the opposite direction. We noticed, too, that their color changed. When the first lit up they were bright white but when they slowed down the color changed to a kind of yellow, then to orange when they went real slow—a kind of dirty orange.”

Robinson agreed with this description. He added:

“We didn’t see them from the back end of the train for several minutes after they went away to the east and turned. But the boys

in the engine were still seeing them. I got back on the radio with Bridge and he was watching them right then. They must have circled the train and gone north of us, real low, because the next time we saw them they came rushing up the tracks right in back of us. They were coming a lot faster this time—a lot faster than they had come back over the train the first time.

“They were just above the tree-tops along the right of way, and they had changed their way of flying—their formation. This time they were sort of flying on edge. Two of them were on edge—the two in the middle. The two on the outside were tilted at an angle both in the same direction. The four of them flew like that up the tracks behind the train—a tilted one on the east, two of them straight up and down, then the one on the west tilted just like the one on the east.

“When they first came back over the train we could see that they were round things—circular shaped on the bottom. Then when they flew up the tracks in back of us we could see—me and Sosbey—that they were about 40 feet in diameter and maybe 10 feet thick. The two that were flying straight up and down were just about over the edges of the right of way and about 200 yards in back of the caboose. If they had been flying flat down instead of edgewise they would just

Case 1958

3 OCT 58

6 April 1959

Dear Mr. [REDACTED]

This is to acknowledge your letter of 16 March 1959 concerning unidentified flying objects, particularly an Indiana sighting of 3 October 1958.

The United States Air Force has no record of this sighting.

Sincerely,

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

Mr. [REDACTED]

[REDACTED]
Brooklyn 13, New York

0246
OFFICE OF INFO SERVICES

1220 168 e 15 00

071

No Case (Information Only)

6 October 1958
Cliffside Park, New Jersey

1958

.....A good sighting was made on Oct. 6th in Cliffside Park, N. J., which is the neighboring town to Fort Lee. Three tree surgeons from nearby River Edge went out on a limb and joined the ranks of UFO observers. According to their story, they were watching a jet plane when two round objects resembling tennis balls came into sight. Unlike the jet, the UFO's left no vapor trails. Also, they were going at about twice the speed of the jet, and were in formation. They remained in sight for two minutes....

6 October 1958
Stephensburg, Kentucky

LANDING IN KENTUCKY: A saucer landed in a rural area near Stephensburg, Kentucky, last October 6th, and was witnessed by a Mrs. [REDACTED]. She looked out of her kitchen window at about 6 a.m., and saw a silver-colored object sitting in a nearby field. She thought at first it was her husband's pick-up truck, and forgot about it. But the object stayed on. At 8-30 Mrs. Devore looked again, and it was still there. Curious by now, she called a neighbor and asked him to investigate. The neighbor started into the field, but when he got to within about 300 yards of the object, it started rolling along the ground and then took off, going almost straight up. The UFO was described as triangular in shape, looking much like an ice cream cone. It was about the size of a pick-up truck, and had short stubby wings that moved back and forth as it took off. It had no propeller and made no noise. After leaving the ground, the object hovered over the field for another 45 minutes. Small wheel marks were found at the spot where the saucer had rolled along the ground.

14 - 31 OCTOBER 1958 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
14	Calhoun, Louisiana	[REDACTED]	Astro (METEOR)
14	Rockford, Michigan	[REDACTED]	Balloon
14	Custer AFS, Michigan	Military	Balloon
14	Maysville, Lexington, Budkley, Ky	Multi	Balloon
14	Dayton, Ohio	[REDACTED]	Astro (METEOR)
15	Montevideo, Uruguay	CIOVI	Aircraft
15	Greenwood Lake, New Jersey	[REDACTED]	Insufficient Data
16	Resolution Island, Canada	Military	Astro (SATURN)
17	Olympic National Park, Washington	[REDACTED]	Astro (CAPELLA)
17	Grand Rapids, Michigan	[REDACTED]	Astro (METEOR)
17	New York, New York	[REDACTED]	Insufficient Data
18	46.7N 19.25W (Atlantic)	[REDACTED]	Astro (METEOR)
19	Dayton, Ohio	[REDACTED]	Aircraft
19	Wenatchee, Washington	[REDACTED]	Astro (ARCTURUS)
19	Wright-Patterson AFB, Ohio	[REDACTED]	Astro (METEOR)
20	Sweetwater, Texas	[REDACTED]	Astro (METEOR)
20	Kerrville Valverde, Texas	[REDACTED]	Astro (METEOR)
21	Dayton, Ohio	[REDACTED]	Aircraft
21	Karlaruke, Germany	Military	Astro (METEOR)
21	NE of Brazil (Atlantic)	[REDACTED]	Astro (METEOR)
22	Soap Lake, Washington	[REDACTED]	Astro (METEOR)
22	Midland, Texas	[REDACTED]	Astro (VEGA)
25	Oklahoma City, Okla, Gulf of Mexico	Multi	Satellite (SPUTNIK III)
DR25	Yucca Valley, California	[REDACTED] (PHOTO)	Other (REFLECTION)
27	Uniondale, Pennsylvania	[REDACTED] (see follow folder)	Insufficient Data
27	Lock Raven Dam, Maryland	[REDACTED]	UNIDENTIFIED
28	Florida, South Carolina, Georgia	Multi	Astro (METEOR)
29	Montevideo, Uruguay	[REDACTED]	Astro (METEOR)
29	Eddyville, Broken Bow, Miller, Neb	Multi	Other (INVERSION REFLEC)
30	Oblong, Illinois	[REDACTED]	Astro (PARHELIA)
30	Kettering, Ohio	[REDACTED]	Aircraft
31	Uruguay	CIOVI	Insufficient Data
31	Put In Bay, Lake Erie, Ohio	[REDACTED]	Astro (MARS)
31	Uruguay	CIOVI	Insufficient Data
31	Caledon East, Ontario, Canada	[REDACTED]	Other (HALLUCINATION)
31	Long Beach, New York	[REDACTED]	Astro (METEOR)
Oct - Nov	USSR/Finland (missing)	[REDACTED]	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Oct	Universe	Science News Ltr	
18	Eastern Washington	Newsclipping	
23	Disneyland, California	Newsclipping	
24	Stayton & Mill City, Oregon	Newsclipping	