

PROJECT 10073 RECORD CARD

1. DATE 30 Sep 59		2. LOCATION Camp Pendleton, Calif.		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 01/0343Z Oct 59		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 2-3 secs		8. NUMBER OF OBJECTS one		9. COURSE Northerly	
10. BRIEF SUMMARY OF SIGHTING Silverish-blue obj w/twice speed of jet a/c Flight straight & level for 2-3 secs at which time the obj disappeared into a cloud. Alt estimation at 70° & obj moved thru about 25° arc in azimuth.				11. COMMENTS Description & data indicate meteor observation.	

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
UNCLASSIFIED MESSAGE

30 SEPT 59

AF IN : 2113 (2 Oct 59)

ACTION: CIN

INFO : OOP SAFS

INCOMING

K/T/ms

SMDCO60

ZCZCHQD983ZCQJC205

RR RJEZHQ

DE RJWZJBF 1

R 012245Z

FM COMDR 751ST ACWRON LAGUNA AS CALIF

TO RJWZJB/COMDR LAADS

RJWFAL/COMDR ADC

RJEDSQ/COMDR AIR TECH INT CENTER

RJEZHQ/HQ USAF

RJEZHQ/SECTY OF AIR FORCE

BT

UNCLAS 751 OPS 916-C PD ATTN SAFIS ATTN AFCIN PD

FOLLOWING SMITTED IAW AFR 200-2 DTD 14 SEPT 59;; (UFO REPORT)

A. DESCRIPTION OF THE OBJECT

1. CIRCULAR SHAPED

2. THE SIZE OF A QUARTER

3 SILVERISH BLUE

4 ONE

5 N/A

6 TWICE THE SPEED OF A JET A/C

7 NONE

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8 NONE

9 NONE

B. DESCRIPTION OF COURSE OF OBJECT

1 NOTHING OBJECT WAS SUDDENLY THERE

2 ANGLE OF ELEVATION APPROXIMATELY 70 DEGREES, AZIMUTH OF OBJECT

320 TO 330 DEGREES

3 ANGLE OF ELEVATION APPROXIMATELY 85 DEGREES AZIMUTH OF OBJECT APPROXIMATELY 300 TO 305 DEGREES

4 STRAIGHT AND LEVEL

5 DISAPPEARED IN CLOUD

6 TWO OR THREE SECONDS

C. MANNER OF OBSERVATION

1 GROUND VISUAL

2 NONE

3 N/A

D. TIME AND DATE OF SIGHTING

1. 010343Z

2 NIGHT

E. LOCATION OF OBSERVER.

1 SEVENTEEN AREA OF MARINE CORPS BASE CAMP PENDLETON

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INCOMING

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F. ID. INFO. ON OBSERVER:

1 N/A

2 MAJ JAMES G CASHMAN 045214, USMC, S-4 OFFICER, 7TH COMMUNICATION
BATTALION, FIRST MARINE DIVISION, FLEET MARINE FORCE, CAMP PENDLETON,
CALIFORNIA, ESTIMATE OF RELIABILITY UNKNOWN.

G. WEATHER AND WINDS ALOFT CONDITIONS AT TIME AND PLACE OF SIGHTING.

1 SCATTERED CLOUDS OTHER WISE CLEAR

2 WIND DIRECTION VARIED BETWEEN 315 AND 360 DEGREES AS REPORTED BY THE
SURF AND WEATHER UNIT, MARINE CORPS BASE CAMP PENDLETON CALIFORNIA
VELOCITY UNKNOWN

3 THE CEILING WAS FROM 6,500 TO 7,000 FEET

4 VISIBILITY WAS GOOD

5 APPROXIMATELY 45 PERCENT

6 NONE

7 UNKNOWN

H NONE

I. NONE

J. TWO JET A/C FLYING AT APPROXIMATELY 4,000 FEET IN THE OPPOSITE
DIRECTION FROM THE OBJECT JUST PRIOR TO SIGHTING OF OBJECT.

K. ASST OPERATIONS OFFICER, NO ADDITIONAL COMMENTS NO POSSIBLE CAUSE

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KNOWN TO ACCOUNT FOR UFO.

L. NONE

BT

01/2300Z OCT RJWZJBF

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\$5.50 A YEAR

VOL. 76 NO. 12

PAGES 177-192

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SEP 23 1955

THE WEEKLY SUMMARY OF CURRENT SCIENCE

ASTRONOMY

Amateur Discovers Two New Comets

See Front Cover

A BRITISH SCHOOL teacher and amateur astronomer has reported sighting two new comets.

Comet Alcock 1959f, as one is called (named after its discoverer, George Alcock), is the brightest comet seen in several years. It was first seen on Aug. 30.

The photograph on the cover of this week's SCIENCE NEWS LETTER is a ten-minute exposure of the comet, taken at the U. S. Naval Observatory, Flagstaff, Ariz., on Tuesday morning, Sept. 1. The short lines going across the picture are stars. They are trailed because the plate was moved during exposure to follow the comet's motion.

Comet 1959e, the other comet discovered by Mr. Alcock, is reported to be not as bright as Comet 1959f. It also lacks the tail observed on Comet 1959f.

Science News Letter, September 19, 1959.

Bright New Comet

See Page 179

A SCIENCE SERVICE PUBLICATION

29 September 1959
Buffalo, Texas

✓ STRANGE ASPECTS OF TEXAS BRANIFF CRASH

On the front page of the November 1959 issue of the Bulletin, comment pertaining to the crash of a Braniff Airways turbo-prop airliner elicited further information from David Wuliger, APRO member in Houston. Clippings containing press statements made by R. B. Carleton, vice-president in charge of operations for Braniff, included the following information: Carleton, who had been leading a crew of airline technicians investigating the crash scene, said an engine explosion may have caused the crash. He also said that glass window ports in a recov-

THE A. P. R. O. BULLETIN

ered portion of the 113,000 pound airplane showed signs of tremendous exterior heat, but that the blast which disintegrated the big ship did not come from within the plane. A veteran Air Force pilot testified before a three-man Civil Aeronautics Board that he had seen a massive, mushroom-shaped red stationary glow in the area on the night of the crash. The officer, Maj. R. O. Braswell of Ellington AFB, Houston, was on his way from Shreveport, La., to Lufkin in a C-47 when he spotted the atomic-cloud-shaped burning mass, three to five degrees above him—an enormous thing, he said.

The Houston Press reported on December 10 that 280 Fort Hood soldiers fanned out through the woods and fields near Buffalo on December 9 in further efforts to turn up additional pieces of the airliner, which crashed on 29 September 1959. CAB investigator John Cyrocki denied reports that a deadly air-to-air Sidewinder missile had somehow broken free and homed in on the airliner, causing the crash.

On October 21st, the Houston Press reported details of the hearing which took place in the Buffalo, Texas gymnasium. Several of the statements by witnesses are most important. CAB investigator Joseph Zamuda said that at 11 p.m., just 9 minutes before the crash, the flight engineer had logged the fact that they were cruising at 15,000 feet, air speed 275 knots, all engine instruments normal.

Eye-witness W. S. Webb testified that he had just gone to bed on the night of September 29 when, while gazing out the window, he "saw a light in the sky. I thought it was lightning at first, but it didn't disappear. A few seconds later a ball of fire that looked like a star shot through the sky. Then I heard a noise like something was falling through the sky. It was a whooshing, shrill sound. I guess the fire ball was two-thirds of the way from the ground when it exploded."

A 39-year-old retired engineer, Jackie J. Cox, testified: "I was going home to Buffalo when I noticed a low lying cloud in the sky and heard the noise of a plane which sounded louder than normal. You could feel the vibrations on the ground. I heard the plane for about 10 seconds and then saw a bright orange light in the sky. It spread to cover the entire sky, as if phosphorous or magnesium were burning." Mr. Cox said after he had driven about a half a mile he noticed another flash, which appeared twice. After the second flash there was a noise like thunder.

Billie Guyton of Centerville testified that he noticed a small glow spread to cover the sky, that he saw a falling object come from the glow, first going forward and then straight down. After the object fell, he heard a thunder-like

January, 1960

noise.

It appears that something else was in the sky that night near Buffalo—something in a cloud. At the same time, in the same location, an airliner carried 34 people to their deaths.

Perhaps this is why 280 military personnel searched the area for the second time weeks after the initial investigation and search were completed.