

PROJECT 10073 RECORD CARD

1. DATE 23 thru 29 Mar 61	2. LOCATION Ft. Pierce, Florida & Vicinity		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 2010 to 2330 GMT 0110Z to 0430Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☒ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar		☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian and Military		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 5 min to 1 hr	8. NUMBER OF OBJECTS 1	9. COURSE	☒ Other a/c lights ☐ Insufficient Data for Evaluation ☐ Unknown
10. BRIEF SUMMARY OF SIGHTING White light with intensity 3 times magnitude of brightest stars appeared in western sky. Appeared to be a star but with a cyclic varying intensity.		11. COMMENTS Several witnesses reported seeing a strange light at different times over a period of several days. Investigating officer at Patrick AFB went aloft in B-47 and subsequently saw light reported by witnesses,; definitely determined that light was on a jet airliner. Subsequent info received from the FAA reveals that a number of different typed of anti-collision lights are being installed on civil a/c for experiment purposes. Characteristics of lights are same as reported by witnesses reporting UFO. Is established that objt was anti-collision lights.	

JOINT MESSAGEFORM				SECURITY CLASSIFICATION UNCLASSIFIED			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER							
ZNR 28/2/372 15T							
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL		ORIG. OR REFERS TO	
ACTION ROUTINE		BOOK MULTI SINGLE		AF		ORIG	
INFO							
FROM: ATC W-P AFB						SPECIAL INSTRUCTIONS	
TO: PATRICK AFB, FLA R J E S N O						282040Z 1540	
Unclassified / AF CIN 4 E2X 3-1374							
MTW/THIS MSG CONFIRMS OUR TELEPHONE REQUEST OF 28 MAR 61 THAT YOUR							
ORGANIZATION ATTEMPT TO SECURE SOME PHOTOGRAPHS OF THE STRANGE							
LIGHTS SEEN IN YOUR AREA.							
SYMBOL AF CIN-4E2x				SIGNATURE 			
TYPED NAME AND TITLE (Signature) Major Robert J. Friend				TYPED (or stamped) NAME AND TITLE PHILIP G. EVANS			
PHONE 69216 PAGE NR. 1 NR. OF PAGES 1				Colonel, USAF			
SECURITY CLASSIFICATION UNCLASSIFIED				Deputy for Science and Components			

DD FORM 173
1 MAY 55

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

ZCSQF021ZCVYB720

1961 MAR 30 01 28

RR RJEDSQ

DE RJESNO 52

ZNR

R 291300Z

FM AFMTC PATRICK AFB FLA AND OBSERVED

TO RJWFAL/ADC ENT AFB COLO NEGATIVE CONCLUSION NONE

RJESKB/32AIRDIV DOBBINS AFB GA

RJEDSQ/ATIC WPAFB OHIO

RJEZHQ/HQ USAF WASH DC

RJEZHQ/OSAF WASH DC

BT

UNCLAS FROM MTW-29-3-2.

FOR HQ USAF (AFCIN), FOR OSAF (SAFIS). THIS MESSAGE IN
FOUR PARTS. UFO. PART ONE. A (1) ROUND (2) DIME (3)
RED-GREEN TWINKLING AND CHANGING TO WHITE (4) ONE (5)
N/A (6) NONE (7) NONE (8) NONE (9) BOBBING ACTION B (1)
OBJECT'S MOVEMENT ACROSS THE HORIZON; VISUAL AIR SIGHTING
(2) 30 DEGREES, 4,000 FEET (3) 20,000 FEET (4) SWEEPING
ACROSS THE HORIZON SOUTHEAST TO SOUTHWEST; UP AND DOWN
OR BOBBING ACTION (5) UNKNOWN (6) DIFFERENT OBSERVERS
GIVE TIMES FROM 5 MINUTES TO 1 HOUR C. (1) GROUND VISUAL

17 HE2 (UFO)
923 442A

1961 MAR 30 12 38

WPAFB
ADMIN. SERVICES

AND AIR VISUAL. (2) UNKNOWN (3) TWIN-ENGINE BEEHCRAFT,
UNKNOWN, 4,000 FEET, NORTH, 160 MPH, JACKSONVILLE, FLA.
D (1) 0430, 24 MARCH 61 (2) NIGHT E. FT PIERCE, FLA.
F. MRS [REDACTED] STAFF WRITER FOR FT PEIRCE NEWS
TRIBUNE, FT PIERCE, FLA AND MAYOR [REDACTED], MAYOR
OF JACKSONVILLE, FLA G (1) CLEAR WITH 25,000 FEET CEIL-
ING (2) SURFACE 120/9, 6,000 250/22, 10,000 290/30,
16000280/31, 20000 280/32, 30000 280/74, 50000 270/87,
80000 070/4. (3) 12,000 SCATTERED (4) 8 MILES (5)
SCATTERED (6) NEGATIVE (7) 71 DEGREES H. UNKNOWN I. NONE
J. NONE K. INTELLIGENCE OFFICER, HQ AFMTC, PATRICK AFB.
NO CONCLUSIONS POSSIBLE UNTIL INVESTIGATION COMPLETED.
OBJECT WAS SIGHTED BOTH FROM THE GROUND AND FROM THE AIR.
REPORTEDLY IT WAS SEEN BY AN EASTERN AIRLINE PILOT WHO
INFORMED MIAMI TRAFFIC CONTROL. I AM CHECKING THIS OUT.
L. NONE KNOWN. PART TWO A(1) ROUND (2) DIME (3) WHITE
AND ORANGE (4) ONE (5) N/A (6) NONE (7) NONE (8) NONE
(9) BOBBING ACTION B (1) OBSERVER SAW OBJECT FROM AIRPORT
CONTROL TOWER. (2) 500 FEET (3) UNKNOWN (4) UP AND DOWN
MOVEMENT, BOBBING ACTION (5) OBSERVER LOST SIGHT OF OBJECT

PAGE THREE RJESNO 52

WHEN HE TRIED TO GET AIRBORN TO CHASE IT (6) 15 MINUTES
C (1) GROUND VISUAL (2) NONE (3) N/A D(1) 0110Z, 25
MAR 61 (2) NIGHT E. COCOA-TITUSVILLE AIRPORT F. [REDACTED]
[REDACTED] 32, [REDACTED] COCOA, FLA., PHOTOGRAPHER

TOGETHER THERE SEEMS TO BE A PATTERN, AT LEAST THE SIZE,
COLOR, AND MOVEMENT OF THE OBJECT. SEVERAL OTHER
OBSERVERS AT DIFFERENT DAYS AND TIMES HAVE ALSO MADE
SKETCHY REPORTS OF UFOS. IT IS THE PATTERN OF THESE
REPORTS WHICH PROBABLY JUSTIFIES A FURTHER INVESTIGATION.

L. NONE PART FOUR. MRS. [REDACTED] OF THE FT PIERCE
FLA NEWS TRIBUNE TELEPHONED DCS/INTELLIGENCE 29 MAR 61,
ADVISING OF SEVERAL HEAR-SAY REPORTS TO A FT PEIRCE
RADIO STATION OF STRANGE OBJECTS IN THE SKY IN THE
VICINITY OF FT PIERCE AT APPROXIMATELY 0200Z, 29 MAR 61.

L. NONE K. INTELLIGENCE OFFICER, [REDACTED] PATRICK AFB.

NO CONCLUSIONS POSSIBLE UNTIL INVESTIGATION COMPLETED.

REPORTS WERE OBTAINED FROM [REDACTED] GROUND AND FROM THE AIR.

REPORTS WERE OBTAINED FROM [REDACTED] EASTERN AIRPORT [REDACTED] AND

INFORMED [REDACTED] TRAFFIC CONTROL [REDACTED] [REDACTED] [REDACTED]

L. NONE [REDACTED] PART TWO [REDACTED] [REDACTED] [REDACTED]

NO CONCLUSIONS POSSIBLE UNTIL INVESTIGATION COMPLETED.

PAGE FIVE RJESNO 523 [REDACTED] [REDACTED] [REDACTED] [REDACTED]

SPECIFIC DETAILS AND NAMES OF OBSERVERS UNAVAILABLE.

BT/EMENT, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

29/2143Z MAR RJESNO

NNNN

260/37, 16000 270/41, 20000 260/48, 30000 260/88,
50000 250/82, 80000 260/10. (3) UNLIMITED (4) VISIBILITY
15 MILES (5) HIGH THIN OVERCAST (6) NEGATIVE (7) NOT
AVAILABLE H. NONE KNOWN I. NONE J. UNKNOWN K. INTELLI-
GENCE OFFICER, HQ AFMTC, PATRICK AFB. OBSERVER EXPERIENCED
UNACCOUNTABLE TURBULENCE ABOUT ONE HOUR AFTER SIGHTING.
FURTHER REPORTS THAT IN 16 YEARS OF FLYING HE HAS EX-
PERIENCED NOTHING LIKE THIS. REPORTED THAT ON FOLLOWING
DAY HE FLEW OVER SAME AREA AND OBSERVED A BURNED-OUT
AREA WHERE UFO HAD BEEN. NEGATIVE CONCLUSIONS. L. NONE
PART THREE A (1) ROUND (2) NICKLE (3) ORANGE-ORANGE RED
(4) ONE (5) N/A (6) NONE (7), TAIL, SEEN BY ONE OBSERVER
WITH BINOCULARS (8) NONE (9) NONE B. (1) NOT KNOWN
(2) NOT KNOWN (3) NOT KNOWN (4) HOVERING AND RAPID MOVING
FROM WEST TO NORTH (5) GRADUALLY DISAPPEARING IN NORTH-

PAGE FOUR RJESNO 52
WEST (6) 15 MINUTES C. (1) GROUND VISUAL (2) BINOCULARS
7X50 (3) N/A D. (1) 0120Z, 27 MAR 61 (2) NIGHT E. COCOA,
FLA F. (1) MRS PAULA HILL, COCOA FLA. (2) N/A G. (1)
VISIBILITY GOOD (2) SURFACE 130/9, 6000 020/4, 10000
310/10, 16000 280/17, 20000 290/29, 30000 280/56,
50000 280/67, 80000 350/5 (3) 5,000 (4) 15 MILES (5)
HIGH SCATTERED (6) NEGATIVE (7) 70 DEGREES H. NONE KNOWN
I. NONE KNOWN. J. T33 IN AREA 0138, 27 MAR 61 K. INTELLI-
GENCE OFFICER, HQ AFMTC PATRICK AFB FLA. THIS REPORT

NALYS

CZCSQH458ZCVYAS95

RR RJEDSQ

ZNR ZDK RJESNO

31 MAR 61 04 46z

NCA121

RR RJWFAL RJESKB RJEDSQ RJEZHQ

DE RJESNO 122

WNR

R 322122Z

FM AFMTC PATRICK AFB FLA

TO RJWFAL/ ADC ENT AFB COLO

RJESKB/32 AIR DIV DOBBINS AFB GA

RJEDSQ/ATIC WRIGHT PATTERSON AFB OHIO

RJEZHQ/HQ USAF WASH DC

RJEZHQ/OSAF WASH DC

5

UNCLAS MTW-32-3-4

FOR HQ USAF (AFCIN), FOR USAF (SAFIS). UFO. A (1) ROUND
(2) CONVENTIONAL AIRCRAFT WHITE LIGHT (3) ORANGE (4) ONE,
APPEARING AND DISAPPEARING SEVERAL TIMES DURING AN HOUR
AND A HALF HOUR PERIOD OF OBSERVATION. (5) NEGATIVE (6)
NEGATIVE (7) NEGATIVE (8) NEGATIVE SOUND AFTER COMPARISON
WITH OVER - FLYING JETS DURING THE SAME PERIOD (9) ON ONE
OCCASION THE LIGHT INCREASED IN INTENSITY TO APPROXIMATELY
THE BRIGHTNESS OF A CONVENTIONAL HOUSE LIGHT BULB. B. (1)
OBSERVER WAS LOOKING FOR THE APPEARANCE OF OBJECT IN THAT
SIMILAR OCCURRENCES HAD BEEN REPORTED FOR SEVERAL NIGHTS.

31
174E2 (UFO)
3442A

1961 MAR 31 55

WPAFB
ADMIN. SERVICES

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(2) 32 TO 45 DEGREES ABOVE THE HORIZON (3) APPROXIMATELY
12 TO 15 DEGREES ABOVE THE HORIZON. (4) FLIGHT PATH WAS
CONTINUOUS IN A DIRECTION APPROXIMATELY FROM NORTH TO
SOUTH IN A POSITION WEST OF FT PIERCE, FLA. (5) LIGHT
GRADUALLY FADED TO ZERO INTENSITY BEFORE GOING DOWN
BELOW THE HORIZON (6) APPROXIMATELY 12 MINUTES C. (1)
GROUND VISUAL (2) NAKED EYE (3) NEGATIVE D (1) 2130Z
30 MARCH 61 (2) NIGHT , FULL MOON E. WITHIN THE CITY
LIMITS OF FT PIERCE, FLA. F. MR . [REDACTED] MANAGING
EDITOR OF FT PIERCE NEWS TRIBUNE, FT PIERCE, FLA AND
MR. [REDACTED], OF THE FT PIERCE NEWS TRIBUNE, FT PIERCE,
FLA. ESTIMATED AS DEPENDABLE. (2) NEGATIVE G. (1) SCATTERED

XX

RPT ABOVE LINE

CLOUDS (2) PATRICK OBSERVATION. SURFACE 152/3, 24C; 6222
291/12, 12.2C; 12222 334/14, 4.7C; 16222 274/19, -6.9C;
22222 235/22, -15.7C; 32222 237/46, -38.5C; 52222 291/77,
-66.2C; 82222 253.5, -56.9C. (3), (4), (5) PALM BEACH ,
0320Z ESTIMATED 6222 BROKEN 12 MILES VISIBILITY; VERO
BEACH, 0322Z HIGH BROKEN 15 MILES VISIBILITY (6) NEGATIVE
(7) INCLUDED IC G (2) H. UNKNOWN I. UNKNOWN J. OBSERVER
REPORTED AIRCRAFT TRAFFIC HEAVIER THAN USUAL. K. DCS/

PAGE THREE RJESNO 122

INTELLIGENCE, AFMTC, NEGATIVE COMMENTS, NEGATIVE PRELI-
MINARY ANALYSIS POSSIBLE CAUSE UNKNOWN. L. NEGATIVE.

BT

30/2140Z MAR RJESNO

NNNN

FORM 800-8 PRINTED BY THE STATIONER GENERAL CO. WASHINGTON, D. C. 20540

RR RJEDSQ

DE RJESNO 99

ZNR

R 302100Z

FM AFMTC PATRICK AFB FLA

TO RJWFAL/ADC ENT AFB COLO

RJESKB/32AIRDIV DOBBINS AFB GA

RJEDSQ/ATIC WPAFB OHIO

RHEZHQ/HQ USAF WASH DC

RJEZHQ/OSAF WASH DC

BT

UNCLAS MTW-30-3-3.

FOR HQ USAF (AFCIN), FOR OSAF (SAFIS). REFERENCE UNCLASS-

FIED MESSAGE FROM AFMTC, MTW-29-3-2. CORRECT ITEM D(1)

PART ONE TO READ 0430Z, 23 MARCH 61. ADD TO PART ONE:

G. (7) SURFACE/19.5C, 6000/14.0C, 10000/5.5C, 16000/-8.6C.

20000/-17.8C, 30000/-38.7C, 50000/-66.5C, 80000/-56.4C.

ADD TO PART TWO: SURFACE/21.7C, 6000/6.6C, 10000/6.3C,

16000/-8.5C, 20000/-18.0N, 30000/-37.4C, 50000/-62.4C,

80000/-57.5C. ADD TO PART THREE: G. (7) SURFACE /20.1C,

6000/12.3C, 10000/6.0C, 16000/-7.8C, 20000/-17.2C,

30000/-36.1C, 50000/-67.8C, 80000/-58.1C.

BT

30/2140Z MAR RJESNO

NNNN

31 MAR 61 00 33Z

74E2
34X2A

30 March 61

1961 MAR 31 12

45

WPAFB
ADMIN. SERVICES

31 MAR 61 23 412

NNNNCZCSQG528ZCJYB397

PP RJEDSQ

DE RJESNO 79

ZNR

P 311550Z

FM AFMTC PATRICK AFB FLA

TO RJWFAL/ADC ENT AFB COLO

RJESKB/32AIRDIV DOBBINS AFB GA

RJEDSQ/ATIC WPAFB OHIO

RJEZHQ/HQ USAF WASH DC

RJEZHQ/OSAF WASH DC

BT

UNCLAS MTW-31-3-5.

FOR HQ USAF (AFCIN), FOR OSAF (SAFIS). REFERENCE UNCLASS-

FIED MESSAGES AFMTC, MTW-29-3-2, MTW-30-3-3, MTW-30-3-4.

UFO. INVESTIGATION OF UFO REPORTS LISTED ABOVE WAS MADE

BY LT COLONEL JAMES O. PAYNE, DCS/INTELLIGENCE, AFMTC,

IN A B-57 AIRCRAFT BETWEEN 0040Z AND 0300Z, 31 MARCH 61.

THIS FLIGHT FLEW IN THE VICINITY OF FT PIERCE, FLA. AT

APPROXIMATELY 25,000 FEET AND WAS CONSTANTLY UNDER THE RADAR SURVEILANCE

OF THE 679 AC AND W RADAR, PATRICK AFB,

FLA. AT 0220Z THE WHITE LIGHT WITH INTENSITY THREE TIMES

TELEPHONED

TO 5. 5.

NO. 71222

TIME 2342

Date 21-11-61

y: 6

174E2
273
9442A

PAGE TWO RJESNO 79

THE MAGNITUDE OF THE BRIGHTEST STARS APPEARED IN THE WESTERN SKY ON A COURSE APPROXIMATELY FROM NORTH TO SOUTH IN THE SAME MANNER AS REPORTED BY EYE WITNESSES ON PREVIOUS NIGHTS. VIEWING THIS LIGHT WITH THE NAKED EYE APPEARED TO BE A STAR, BUT WITH A CYCLIC VARYING INTENSITY. VIEWING THIS LIGHT THROUGH BINOCULARS SHOWED IN ADDITION THE RED AND GREEN NAVIGATION LIGHTS OF AN AIRCRAFT. SOON AFTER VISUAL SIGHTING, THE CG1 RADAR ADVISED THE POSITION OF THIS OBJECT TO BE APPROXIMATELY 50 NAUTICAL MILES FROM OUR INVESTIGATING AIRCRAFT AND STATED IT WAS A JET AIRLINER BOUND FOR MIAMI. AT THIS TIME THE POSITION OF OUR INVESTIGATING AIRCRAFT WAS APPROXIMATELY 10 MILES SOUTHWEST OF FT PIERCE, FLA. THIS LIGHT WAS OBSERVED FOR APPROXIMATELY 10 MINUTES DURING ITS DESCENT TOWARD THE MIAMI AIRPORT. AT 0230Z, APPROXIMATELY 5 MINUTES AFTER THIS AIRCRAFT DISAPPEARED, A SECOND IDENTICAL HIGH INTENSITY LIGHT APPEARED IN THE WESTERN SKY MOVING FROM NORTH TO SOUTH. NAKED EYE AND BINOCULAR OBSERVATIONS OF THIS LIGHT INDICATED THE SAME CONDITIONS AND ROUTE AS THE PREVIOUS LIGHT. THIS OBJECT

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WAS POSITIVELY IDENTIFIED BY RADAR AND THE MIAMI AIR TRAFFIC CONTROL CENTER AS BEING A JET AIRLINER, NAMELY DELTA AIRLINE FLIGHT 833 PROCEEDING SOUTHEAST ALONG AIRWAY VICTOR 97. BASED ON THE ABOVE STATED CONDITIONS

Bob - FAA sucked up from
their original denial & now
your first info - I'll include
part of that in our new
fact sheet -

JUN 2 1961

Maj. William T. Coleman, Jr., USAF
Public Information Division
Office of Information
Department of the Air Force
Washington 25, D. C.

Dear Major Coleman:

Your letter dated April 7, 1961, regarding sighting of white light rotating beacons on aircraft has been forwarded to this office for reply.

Approved anti-collision lights required for night flight on aircraft having a maximum gross weight of more than 12,000 pounds and used on many lighter aircraft are red rotating beacons.

Special Civil Air Regulation SR-392-B which is scheduled to terminate February 25, 1962, provides for limited experimental use of types of lighting systems which do not comply with the relevant specifications contained in the CARs.

A number of different types of lights are being evaluated by the Federal Aviation Agency, Bureau of Research and Development and various operators and manufacturers. The majority of these lights are of the strobe condenser discharge type which produce a brilliant blue-white light. One type of installation consists of "swinging" wing lights in green and red and a "bobbing" white tail light. The periodic discharge flash or the "bobbing" effect may not be distinguishable from a rotating flash at a distance, which may explain the impression that white rotating beacons have been observed.

Since approvals of experimental operation in accordance with SR-392-B are granted in the field, the number and types of lights presently in operation are not readily available.

Maintaining a current list of aircraft with experimental lighting would be impractical as it is subject to frequent changes.

If we may be of additional assistance, please advise.

Sincerely,

Original Signed by
M. L. Cunningham

Jack W. Hudson, Chief
Air Carrier Operations Branch
Bureau of Flight Standards

IT IS POSITIVELY CONCLUDED BY THE DCS/INTELLIGENCE THAT
ALL UFOS REPORTED IN THE ABOVE REFERENCED MESSAGES WERE
OBSERVATIONS OF COMMERCIAL JET AIRLINES. IT IS THERE-
FORE RECOMMENDED THAT NO FURTHER ACTION BE TAKEN ON THE
UFO REPORTS.

BT

31/2050Z MAR RJESNO

NNNN

Handwritten signature/initials

FORM 8-65 PRINTED BY THE STANDARD REGISTER CO., DAYTON, O. 3

2 October 1961

Dear Donald:

Enclosed you will find the TWX's dealing with the Florida problem. These messages are self-explanatory, so I will launch into my particular phase of this operation.

On the 29th of April I took off from Dobbins Air Force Base, Georgia in a T-33 (single engine jet) just after noon time. I was flying an instrument flight rules clearance via high altitude jet airways to Key West Naval Air Station at an assigned altitude of 29,000 feet. My route took me across Alma (Georgia), Jacksonville (Florida), Daytona Beach (Florida), Vero Beach (Florida), Palm Beach (Florida), Miami and Key West. On takeoff from Atlanta we passed through a broken layer of strato cumulus breaking out on top at about 9,000 feet. As we approached Jacksonville all clouds below us became non-existent. South of Jacksonville I could see across the state to the Gulf of Mexico. I had been briefed on a front (cold) approaching the state from over the Gulf. I could see the leading edge of the front on the bare edge of the western horizon far out over the Gulf. Now, I had been aware of UFO reports from the Fort Pierce, Florida area. These reports were telephonic to Patrick Air Force Base and the Eglin Air Force Base. So, I made a point to be especially watchful for any unusual visual sightings. Just as we were passing over the Fort Pierce area the aircraft ran into moderate turbulence of the short wave type...that is, like riding in a car over a washboard road. This surprised me because I know that a jet stream did not exist over Florida at this time and that the wind shear component was not sufficient to produce turbulence of any degree. The wind at my altitude was a nominal 70 knots from 280 degrees. I had remembered that one of the telephonic reports stipulated turbulence in connection with one of the sightings. I began searching for an answer. Being a Floridian I recalled that muck fires were not uncommon in the Everglades. The glades lay from the twelve-thirty to four o'clock position to the aircraft. I looked over the glades closely and immediately noted a very large muck fire. Now, as typical with a cold front situation the surface wind was blowing from the east pushing the smoke and heat toward the West Coast of Florida. This relatively warm air naturally was lifting in the surrounding cool air. When the continuing warm air rose rapidly to the higher altitudes it ran into the reversed upper winds (high altitude westerly). In the process of being lifted the smoke was filtered and cleared, yet the air remained relatively heated. It was moved directly across our course, thereby causing turbulence.

Nothing unusual occurred during the remainder of the leg into Key West. We penetrated and landed. I refueled at Key West and filed another instrument Flight Rules clearance. This time my destination was Myrtle Beach Air Force Base in South Carolina. My route was the reverse of the other with a change of course at Jacksonville taking me over the Atlantic direct to Charleston, S. C., thence direct to Myrtle Beach. I flew this route at an altitude of 28,000 feet. After reaching altitude as we approached the mainland of Florida inbound to Miami, I noticed that the squall line associated with the oncoming cold front was now lying parallel to the Florida West Coast, almost at the shoreline vertically. It was tight squall line with a great deal of weather activity (high winds at the surface, lightning, etc.) The tops of the highest thunderheads reached to probably 38,000 feet. But the basic squall line top was at about 24,000 feet. Just beyond Miami I noticed some unusual bright blobs of light. I must set the stage here. . . the Sun was setting. . . for those on the ground the Sun had set. . . for those at my altitude and higher the Sun was still shining. I was able to quickly identify the aircraft since I had seen a Strategic Air Command tanker-bomber refueling operation before. This one was even more spectacular due to the reflection of the Sun on the aircraft and the condensation trails the aircraft were making...all this against the relatively dark background of the ominous squall line.

Nothing else of an unusual nature occurred during the remainder of the leg into Myrtle Beach.

Now...after you have read the enclosed TWX's, particularly message # UNCLAS MTW-31-3-5...as soon as I saw this message, I called the Federal Aviation Agency to inquire if a newer type anti-collision beacon was being used. (The standard beacon is rotating sodium (red) light). They said they would check into it. I was later informed that they were experimenting with a new light. They did know how many were being used as the experiment was being conducted from the field offices. They added that several jet-airliners were using the light as well as some turbo-prop aircraft. (I had seen this type of light on two or three aircraft flying out of Washington National).

You can imagine what this white type strobe intensity beacon would look like at slant range. You would get the same effect, except more so, as watching Venus or Jupiter rising or setting through a hazy atmosphere.

Well that is about it. I purposely made this a bit detailed for I didn't want to slight the circumstances surrounding the sighting. But the Florida case was an example of sightings by witnesses on the ground and in the air and included airline pilot veterans who are so often mistakenly identified as experts on aerial phenomena.

Planck

7 April 1961

Dear Mr. Planck:

Per telephone conversation with you on April 5th, I am enclosing the message concerning rotating white light beacons on board civil aircraft enroute to Miami. I have also enclosed a couple of the UFO reports we have received to give you an idea of one type of report we get on this subject. We have other messages on UFO sightings in this area during the period in question, as well as telephone queries from newspapers and radio stations located on the lower west coast of Florida.

In noticing departing traffic out of Washington National Airport I have seen some aircraft utilizing a white rotating beacon.

My query to FAA is not to complain about the use of white rotating beacon, but to ~~get~~ get ~~the~~ the ~~fact~~ fact that these lights are in use in our next Department of Defense Fact Sheet release on the subject of UFOs. Apparently these white beacons show up very well, and I would agree from what I have seen aboard some aircraft. Other colors of the spectrum would show up, as seen by some observers, due to slant range filtration of the source light through the atmosphere.

Any information you can furnish on this subject, vis-a-vis, type of light, number in use, etc., will be appreciated.

Sincerely,

Atcha
A/S

WILLIAM T. COLEMAN, JR.
Major, USAF
Public Information Division
Office of Information

Mr. Charles E. Planck
Public Affairs Office (PA-10)
Federal Aviation Administration
Washington 25, D.C.

As soon as I replied to the queries and explained what the problem was, we had no more reports. . .and the lights on the aircraft were continued in use.

Please let me know if I can be of further assistance on this. It was nice seeing you the other day. How about arranging to come in for lunch one day so we can talk in a more relaxed atmosphere?

As ever,

WILLIAM T. COLEMAN, JR.
Major, USAF
UFO Project Officer
Public Information Division
Office of Information

Dr. Donald H. Menzel
Director of Harvard College Observatory
Cambridge 38, Massachusetts

The following is an example of UFO sightings involving veteran pilots: a recent flurry of UFO reports from the lower East Coast area of Florida came in from many observers, including airline and military pilots. Some pilots reported moderate turbulence in clear air as well as the sighting of "bobbing, oscillating bright, white light that sometimes changed color." During the period the Air Force UFO Project Officer was piloting a jet aircraft in that vicinity enroute to Key West from Robbins Air Force Base, Georgia. He was flying at 29,000 feet when he ran into clear air turbulence. He, too, was puzzled for the moment because he knew the wind shear at the altitude was not sufficient to cause turbulence and there was no jet stream. On looking around for a possible explanation, he noticed a large muck fire burning in the Everglades. Due to surface winds being opposite that of high altitude winds (normal in a cold pre-frontal condition) this heated air was lifted by convection action westward until it came under the influence of the prevailing high altitude westerlies. These winds moved the relatively warm air into the flight path of the jet, thereby causing turbulence. Shortly after this, a B-57 jet bomber was scrambled from Patrick Air Force Base to intercept a reported "flying saucer." The B-57 pilot was vectored toward the "target" and when within 50 miles of the target he could see the "bobbing, oscillating, bright, white light." He looked at it through a pair of powerful binoculars and identified it as a civil jet airliner inbound to Miami International Airport. Shortly thereafter he identified another similar aircraft. Both of these sightings were reported as UFOs by many people, including pilots.

Query to the Federal Aviation Agency confirmed that some civil jet airliners were using a strobe-type light of high intensity mounted one above the other, flashing alternately. When this type of light is viewed at slant range and through relatively thickened atmosphere, it appears to be much larger than it really is and "shows" different colors (due to prismatic effect of atmosphere and light).

Now, for the "glowing, circular objects." We "scrambled" a B-57 jet bomber (light) after one of the lights when we acquired an object on our radar at the Air Force Missile Test Center (Cape Canaveral). This object on the radar coincided with visual reports of a UFO seen from the ground. The B-57 made visual contact with the object at 25,000 feet, fifty miles distant. As he approached closer to the "object" the pilot was able to see the "glowing, circular light" (there were many other descriptions) through binoculars. It was a civil airliner inbound to Miami and the cause of the circular light was a rotating beacon of the white type with strobe intensity. The further you were away from the light, thereby adding atmospheric density, the larger it appeared and apparently changed color (spectrum filtration through the atmosphere at slant angle). While the B-57 was airborne, another "flying saucer" was reported. The B-57 gave chase and found it to be another civil airliner with a white, strobe type rotating anti-collision beacon, also inbound to Miami. This information was provided news media representatives in that area and subsequently we have had no further reports from that area.

Please do not misinterpret the above report as the answer to all. It is not, as you will see from the attached fact sheet.

I hope this information and the attached is helpful. Your interest in this matter is appreciated.

Sincerely,

WILLIAM T. COLEMAN
Major, USAF
Public Information Division
Office of Information

Mr. ~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
Tewksbury, Mass.

As the UFO Project Officer for the Air Force (recently assigned) I would like to point up a recent case involving numerous sightings by many people, including airline pilots, military personnel, news media representatives and others. A couple of weeks ago we began getting numerous reports of "glowing, circular objects" high in the sky over the lower West coast of Florida. During the peak of these observations I, as a jet pilot, was flying over that section of Florida. I was flying at an altitude of 29,000 feet enroute from Atlanta to Key West in a jet fighter. I ran into clear turbulence over the Fort Pierce, Florida, area. Now, this phenomena is not too uncommon; however, the wind shear component at my altitude was not anywhere near that required to produce turbulence. There was no jet stream in the area as the wind at my altitude was approximately 70 knots and about 90 degrees to my course out of the West. I immediately began to look around. I saw a vast muck fire in the Everglades. The surface wind was 180 degrees opposite the high altitude winds. So the relatively heated patch of air above the muck fire was carried westward, and as it rose (convection) in the relatively cool surrounding air, it ran into the cooler high altitude westerlies which then moved the warm air into my flight path causing the turbulence. This, then, explains the turbulence reported by some aircrews.