

PROJECT 10073 RECORD CARD

1. DATE 26 March 1962	2. LOCATION Naperville, Illinois		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other <u>UNIDENTIFIED</u> ☐ Insufficient Data for Evaluation ☒ Unknown
3. DATE-TIME GROUP Local _____ GMT <u>27/0540Z</u>	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian		
7. LENGTH OF OBSERVATION 15 minutes	8. NUMBER OF OBJECTS $\frac{1}{2}$	9. COURSE Stationary(?)	
10. BRIEF SUMMARY OF SIGHTING Red flashing lights observed from car by two ladies coming home after bridge party. No outline of object, light only. No glow. Appeared to be rotating. Initial observation in West just on horizon. Disappeared at 40 deg elevation in SE. Objects appeared to move only when car was moving. When observers stopped the object stopped. Observed between houses in residential area.		11. COMMENTS Field investigation made and no conclusion reached. Case carried as Unidentified.	

CONCLUSIONS

The points B and C on the map are located at the bottom of a gently v-shaped cut which runs east and west. On either side the ground slopes upward at about 30 degrees at most to the level on which the points A and F are located. The trees at point E are about 10 feet beyond the edge of the street and about 30 feet from a car at C. The trees were from 13 to 25 feet in height. The athletic field was about 100 yards in width (east to west). There were also some bare trees in the position (indicated by the cross-hatching) across the street from F.

I could find no lights in the area to which the phenomenon could be easily attributed.

I checked Mrs. [REDACTED] car to see if the tail lights of a car going in the opposite direction would be reflected in the windshield. They would not; the windshield is set at a 45 degree angle.

The car is not completely soundproof. An airplane motor could definitely be heard.

Two other facts may have some bearing on the incident:

- 1) Some mail in the Naperville area is delivered by helicopter.
- 2) Mrs. [REDACTED] had the impression after she turned the corner at C and proceeded toward F that a car at point X started moving down the hill and turned the corner at C, heading east. Mrs. [REDACTED] had no recollection of this.

There was a report of a similar object seen by a couple in Lisle, Ill., on the same night. This incident was reported in the Naperville Clarion on the first Thursday in April, one week after the item on the [REDACTED] sighting.

Mrs. [REDACTED] had a letter addressed to the editor of the Naperville Sun from a [REDACTED] of Clayton, Georgia, who was apparently an acquaintance

of the editor. She wrote that she would be happy to supply addresses to which Mrs. [REDACTED] and Mrs. [REDACTED] could report their sightings. The letter went on to say that many people have seen such objects, but are afraid to report them. The letter also suggested that the Sun start a column on the subject of UFO's.

The group from Wheaton consisted of two high school boys and one of their teachers (male) according to Mrs. [REDACTED]. One of the boys claimed to have seen the object earlier (about 8:40) in Wheaton on the same evening as the [REDACTED] sighting. According to Mrs. [REDACTED], the boy [REDACTED] (Wheaton, Illinois) claims to have seen some 23 UFO's over a period of time (though never this low) and to be able to tell when they are in the vicinity by extrasensory perception.

The Wheaton group apparently took a large number of measurements and expressed typical hostility toward the Air Force.

Note: According to [REDACTED] neither she nor Mrs. [REDACTED] drinks.

The diagrams in all cases are tracings of the diagrams drawn by the two women.

71 335
COMPLAINTNAPERVILLE POLICE DEPARTMENT
Naperville, Illinois

No 11379

REPORT RECEIVED BY: SCHEMUS	NAME OF COMPLAINANT [REDACTED]	HOME TELEPHONE [REDACTED]
DATE 3-26-62	TIME 11:03AM	ADDRESS [REDACTED]
		BUSINESS TELEPHONE

COMPLAINT AS REPORTED

COMPLAINANT REPORTED THAT WHILE DRIVING AROUND THE MCC FIELDHOUSE SHE
AFTER INVESTIGATION CHANGE TO

PLACE OF OCCURRENCE MCC FIELDHOUSE GROUNDS	PERSON REPORTING OFFENSE IF NOT COMPLAINANT	ADDRESS
INVESTIGATED BY DESK, 129	ASSIGNED TO 129, O'HARE AFB, INFO	OFFENSE REPORTED OFFICER ☐ TELEPHONE ☐ ON VIEW ☐ RADIO ☐ ARREST ☐ IN PERSON ☐ WARRANT ☐ LETTER ☐
FINAL DISPOSITION	GIVLER	

DETAILS OF REPORT:

SAW TWO (2) UNIDENTIFIED FLYING OBJECTS. STATED THAT THEY WERE RED BALLS OF LIGHT AND THEY SWOOPED TOWARDS THE GROUND ABOVE THE FIELDHOUSE GROUNDS. SHE LEFT THE SCENE TO CALL IN THE REPORT, WHILE HER FRIEND [REDACTED], FOLLOWED THE OBJECTS WITH HER CAR. 129, OFFICER GIVLER WAS DISPATCHED TO THE SCENE OF THE ORIGINAL REPORT TO SEE IF HE COULD DETERMINE THE NATURE OF THE UFO'S. AT 11:16PM REPORTED THAT THERE WAS NOTHING AROUND.

IN THE MEANTIME, DESK CALLED O'HARE AIR FORCE BASE AND TALKED WITH ONE OF THEIR BASE FIREMEN WHO STATED THAT THIS REPORT WOULD HAVE TO BE MADE AFTER 8:00AM.

DESK CALLED BACK BOTH [REDACTED] AND [REDACTED] FOR DETAILS OF REPORT. SEE FOLLOW UP.

CASE FILE YES ☐ NO ☐	OPEN ☒	UNFOUNDED ☐ CLEARED ☐	THIS OFFENSE IS DECLARED INACTIVE ☐ CLEARED BY ARREST ☐
DATE 3/26/62		SIGNED [REDACTED]	

3-26-62

MRS. [REDACTED] LEFT HER HOME, [REDACTED] AT ABOUT 11:40PM DATE, TO DRIVE [REDACTED] HOME AFTER AN EVENING OF CARDS. THE UFO WAS FIRST SIGHTED WITHIN A MINUTE THEREAFTER WHEN THE CAR WAS HEARING THE INTERSECTION OF WRIGHT AND PRAIRIE. BOTH COMPLAINANTS DESCRIBED THE UNIDENTIFIED OBJECT (OR OBJECTS) AS SEVERAL BLINKING RED LIGHTS LOW IN THE SKY TO THE N-S-W OF THEM AT THAT TIME. NEITHER OF THE LADIES COULD DESCRIBE THE SIZE, DISTANCE OR THE VELOCITY OF THE OBJECTS. MRS. [REDACTED] STATED THAT SHE THOUGHT THEY WERE ABOUT 25'--50' IN THE AIR.

MRS. [REDACTED] THEN DROVE NORTH ON WRIGHT ST. TO PORTER. SHE DROVE WEST ON PORTER TO LOOMIS WHERE SHE STOPPED THE CAR AND SHUT OFF THE ENGINE. ACCORDING TO MRS. [REDACTED] THE OBJECTS THEN, "SWOOPED RIGHT AT THEM". MRS. [REDACTED] SAID THAT THERE WERE SIX LIGHTS ALL IN A HORIZONTAL PLANE AND THAT SHE THOUGHT THAT IT WAS AN AIRPLANE COMING TOWARDS THEM.

MRS. [REDACTED] STARTED THE CAR AND DROVE NORTH ON LOOMIS FROM PORTER IN ORDER TO AVOID THE PATH OF THE UFO. THEY CONTINUED NORTH TO HIGHLAND WHERE THEY AGAIN STOPPED THE CAR AND LOOKED BACK TO SEE THE RED LIGHTS, NOW ONLY TWO OF THEM, SEPARATE FROM EACH OTHER AND CONTINUE ON EAST.

MRS. [REDACTED] THEN DROVE MRS [REDACTED] TO HER HOME, [REDACTED] ST., AND THE LATER PHONED THE REPORT INTO THE STATION WHILE THE FORMER DROVE BACK TO THE SCENE TO SEE IF THE OBJECTS WERE STILL IN THE AREA. THEY WEREN'T.

BOTH COMPLAINANTS STATED THAT AT NO TIME DURING THE EPISODE WAS THERE ANY ENGINE NOISE THAT NORMALLY ACCOMPANIES A PASSING AIRPLANE.

DESK CALLED FEDERAL AVIATION ADMINISTRATION, Bishop 2-3111, AT 2:30AM. THEY HAVE HAD NO REPORTS OF AIRPLANE CRASHES OR AIRPLANES IN TROUBLE AND NOR COULD THEY COINCIDE THE LIGHT ARRANGEMENT DESCRIBED BY THE COMPLAINANTS WITH THAT GENERALLY USED ON AIRPLANES.

OFFICER [REDACTED], UPON SUBSEQUENT INVESTIGATION, REPORTED THAT THE THREE SPOTLIGHTS ON THE HIGHLAND SCHOOL VIEWED FROM LOOMIS AND PORTER MIGHT BE TAKEN AS ORIGINATING FROM FLYING OBJECTS--IF THE VIEWER WERE IN THE RIGHT FRAME OF MIND. (I DIDN'T ASK EITHER OF THE COMPLAINANTS IF THEY HAD BEEN DRINKING). ALSO, THE LIGHT ON THE CATHOLIC CHURCH STEEPLE WHEN SEEN FROM WRIGHT AND PRAIRIE APPEARS TO BE BLINKING THROUGH THE TREE BRANCHES.

DAY DESK, CALL THE BUREAU OF UFO, O'HARE AFB, CYPRES 6-4411, AND MAKE THE FORGOING REPORT.

Notified by [REDACTED]

3/27/62

U.S. AIR FORCE TECHNICAL INFORMATION SHEET

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

1. When did you see the object?

26 MARCH 62
Day Month Year

2. Time of day: 22 40
Hour Minutes

(Circle One): A.M. or P.M.

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

Nearest Postal Address

NAPERVILLE
City or Town

ILL
State or Country

Additional remarks:

5. How long was object in sight?

Hours

15
Minutes

Seconds

5.1 How was time in sight determined?

a. Certain
b. Fairly certain

c. Not very sure
d. Just a guess

6. What was the condition of the sky?

DAY

a. Bright
b. Cloudy

NIGHT

a. Bright
b. Cloudy

No mists

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

(Circle One): a. In front of you
b. In back of you
c. To your right

d. To your left
e. Overhead
f. Don't remember

FORM

FTD JUL 61 164

This form supersedes ATIC 164, Feb 60, which is obsolete.

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

8.1 STARS (Circle One):

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

8.2 MOON (Circle One):

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

9. The object appeared:

(Circle One): a. As a light b. Shiny c. Dark d. Don't remember

10. If it appeared as a light, was it brighter than the brightest stars?

LIKE LIGHT ON AIRCRAFT

11. Did the object:

(Circle One for each question)

- | | | | |
|---|--------------|-------------|------------|
| a. Appear to stand still at any time? | <u>(Yes)</u> | No | Don't Know |
| b. Suddenly speed up and rush away at any time? | <u>(Yes)</u> | No | Don't Know |
| c. Break up into parts or explode? | <u>(Yes)</u> | No | Don't Know |
| d. Give off smoke? | Yes | <u>(No)</u> | Don't Know |
| e. Change brightness? | Yes | <u>(No)</u> | Don't Know |
| f. Change shape? | Yes | No | Don't Know |
| g. Flash or flicker? | <u>(Yes)</u> | No | Don't Know |
| h. Disappear and reappear? | Yes | <u>(No)</u> | Don't Know |

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

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what it moved behind: _____

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

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what in front of: _____

14. Did the object appear: (Circle One): a. Solid b. Transparent c. Vapor d. (Don't Know)

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

DID OPEN CAR DOOR

- | | | | | | |
|-----------------|--------------|----|---------------|-------|-------------|
| a. Eyeglasses | Yes | No | e. Binoculars | Yes | <u>(No)</u> |
| b. Sun glasses | Yes | No | f. Telescope | Yes | <u>(No)</u> |
| c. Windshield | <u>(Yes)</u> | No | g. Theodolite | Yes | <u>(No)</u> |
| d. Window glass | Yes | No | h. Other | _____ | |

16. Tell in a few words the following things about the object.

a. Sound NONE

b. Color RED FLASHING LIGHTS

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

18. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - c. Sharply outlined
 - d. Don't remember

NO OUTLINE - LIKE A LIGHT

e. Other _____

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

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

WHEN IT CAME CLOSER. —

THEN TWO OBJECT - VERY FAR
APART AND AT DIFFERENT LEVELS.

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

21. How large did the object appear to you as compared to an object with which you are familiar?

NO SIZE ESTIMATE

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

LARGER

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

NO.

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

APPEARED LIKE RED LIGHTS ROTATING
NO GLOW - LIKE RED SPOTS

25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane (type)
- e. At sea
- f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

DRIVING CAR

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

28.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast

- c. East
- d. Southeast

THEY TURNED WEST.

- e. South
- f. Southwest
- g. West
- h. Northwest

28.2 How fast were you moving? 30 miles per hour.

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

(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- a. North
- b. Northeast

- c. East
- d. Southeast

- e. South
- f. Southwest

- g. West
- h. Northwest
- i. Overhead

30. What direction were you looking when you last saw the object? (Circle One)

- a. North
- b. Northeast

- c. East
- d. Southeast

- e. South
- f. Southwest

- g. West
- h. Northwest
- i. Overhead

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North (thru east) and also the number of degrees it was upward from the horizon (elevation).

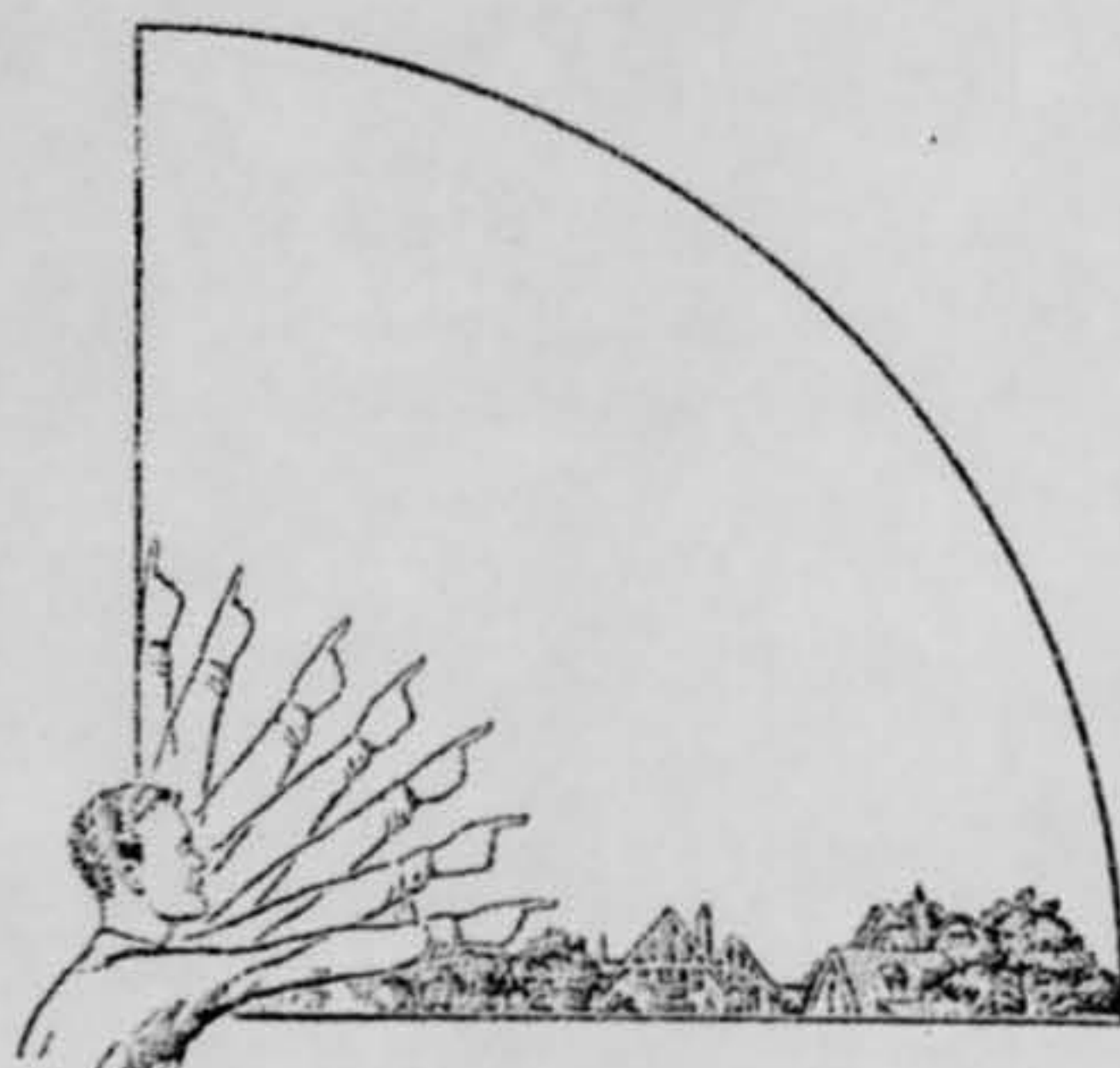
31.1 When it first appeared:

- a. From true North 270° degrees.
- b. From horizon 0° degrees.

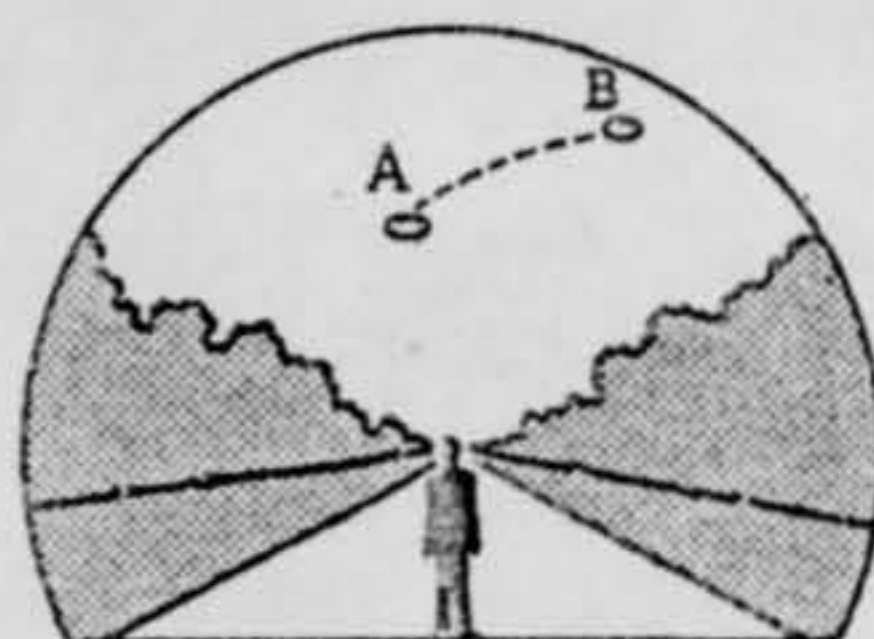
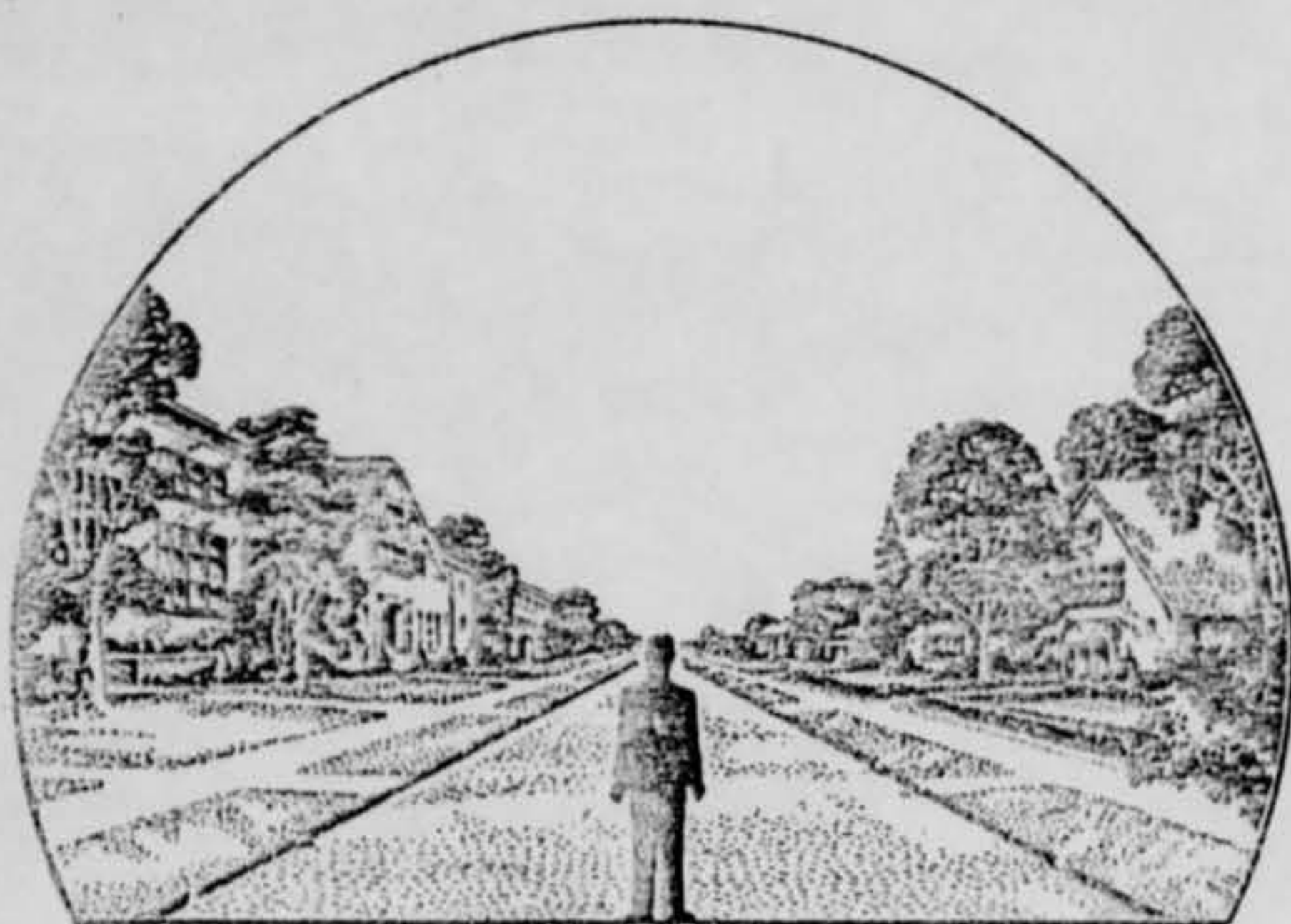
31.2 When it disappeared:

- a. From true North 125° degrees.
- b. From horizon 40° degrees.

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



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



NAPERVILLE UFO

[REDACTED] SIGHTING)

[REDACTED]
Dearborn Obs.
1962

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

CLOUDS (Circle One)

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

WEATHER (Circle One)

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

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

____ Day ____ Month ____ Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

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

(Circle One) Yes No

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

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

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? 50 YARDS

41. Please give the following information about yourself:

NAME [REDACTED] [REDACTED] MRS
Last Name First Name Middle Name

ADDRESS _____ NAPERVILLE _____ ILL.
Street City Zone State

TELEPHONE NUMBER [REDACTED]

Age _____ Sex F

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

42. Date you completed this questionnaire:

_____ Day _____ Month _____ Year

U.S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME _____
(Please Print)

SIGNATURE _____

DATE _____

(Do Not Write in This Space)
CODE:

✓ WITNESS STATED THAT THE OBJECTS ONLY APPEARED TO MOVE WHILE THEY (THE WITNESSES) WERE MOVING. WHEN THE WITNESSES STOPPED THE CAR THE OBJECTS ALSO STOPPED. THE OBJECTS WERE NOT SEEN DURING THE TIME THAT THE WITNESSES WERE MOVING ALONG THE CROSS STREETS. THE WITNESSES WERE IN A RESIDENTIAL AREA WHERE THE HOUSES ARE NO HIGHER THAN TWO STORIES AND NOT TOO CLOSE.

DATA PROCESSING DIVISION
CLIMATIC CENTER, USAF
Air Weather Service (MATS)
Asheville, North Carolina

REPLY TO
ATTN OF: CCDFD

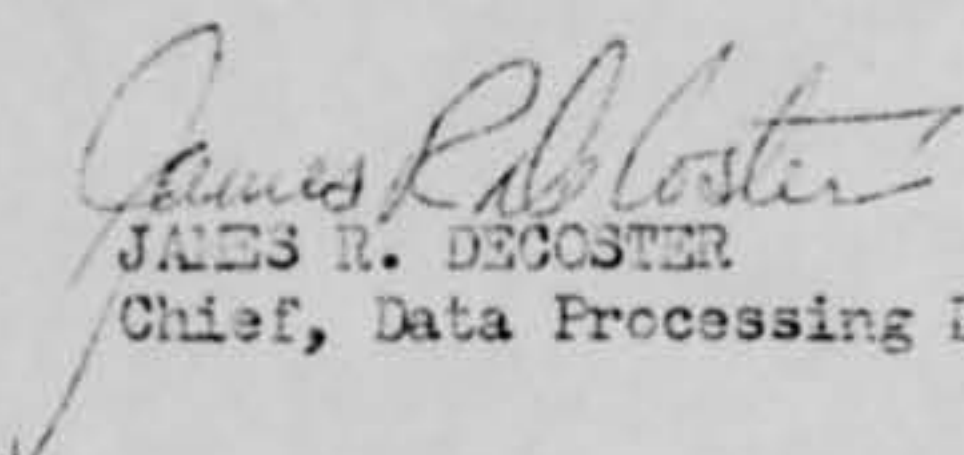
SUBJECT: Copy WBAN 31 Charts for Chicago Vicinity

10 Apr 62

TO: Aerospace Technical Intelligence Center
ATTN: Sgt. Moody
Wright-Patterson AFB, Ohio

1. Reference: Your phone call 1115 EST 3 Apr 62.
2. We are sending photocopies of adiabatic charts (WBAN-31) for observations taken at Peoria, Illinois on 25 through 27 Mar 62. Peoria is the closest station to Chicago for which rawinsonde data are available.

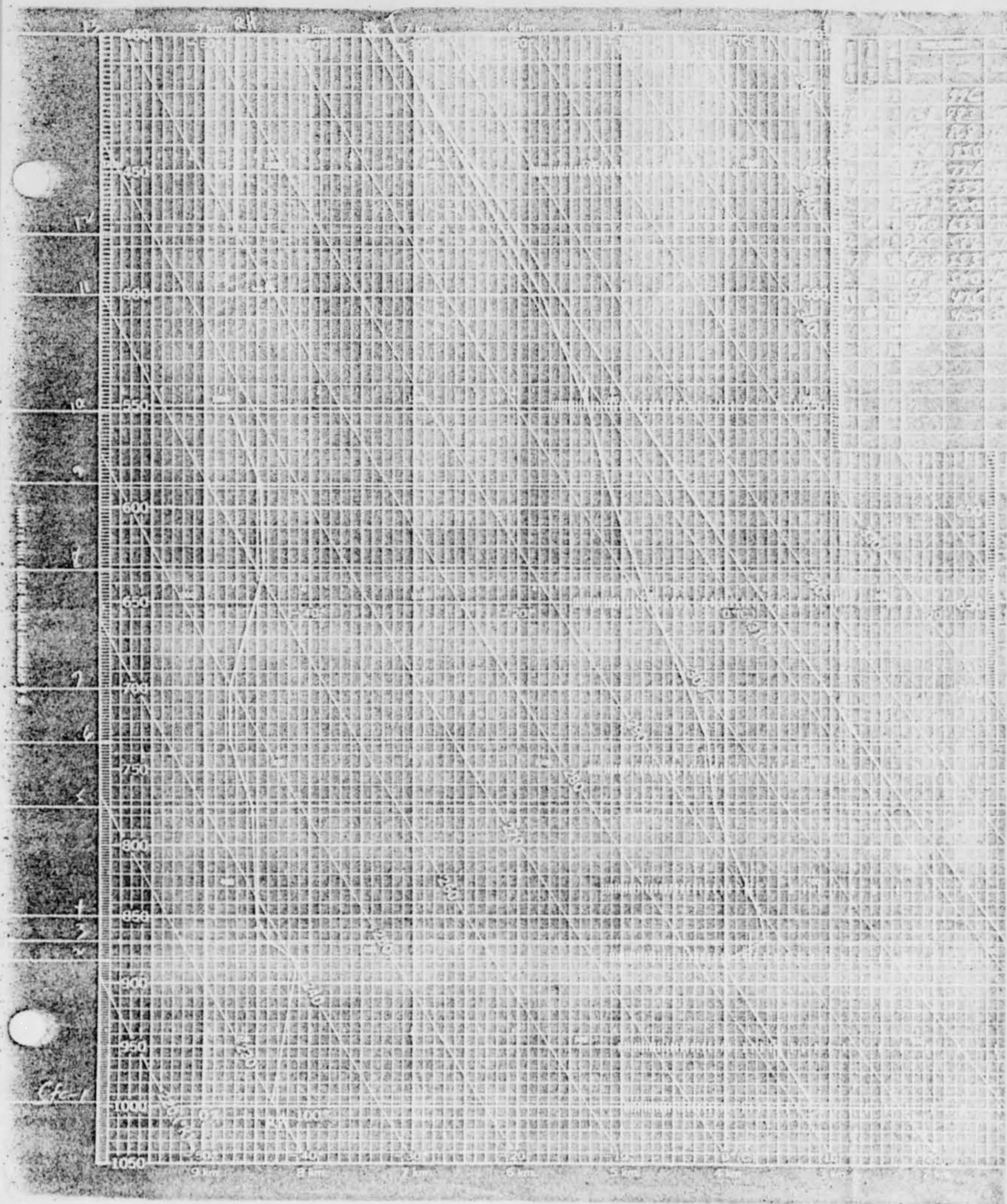
FOR THE DIRECTOR

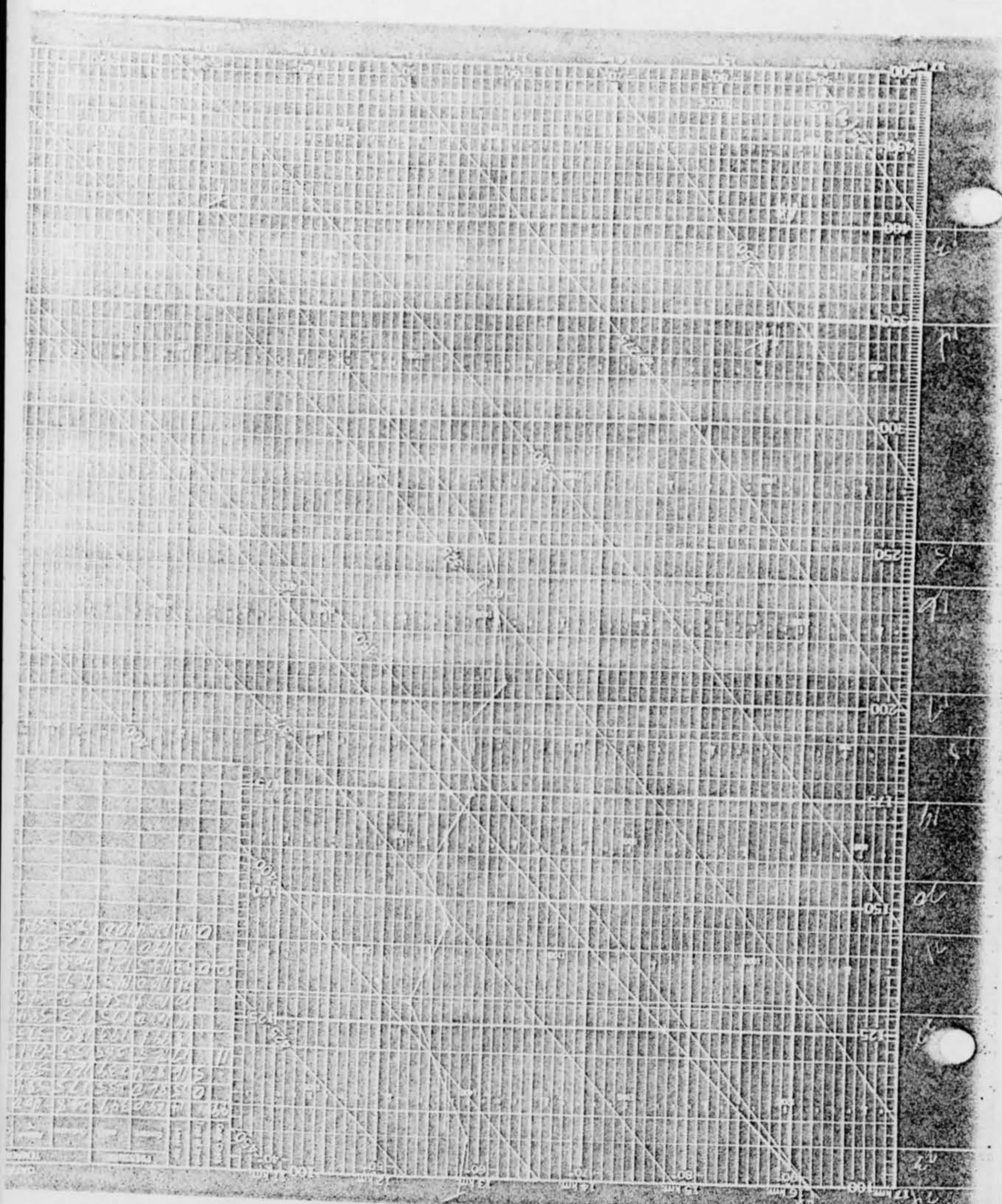

JAMES R. DECOSTER
Chief, Data Processing Division

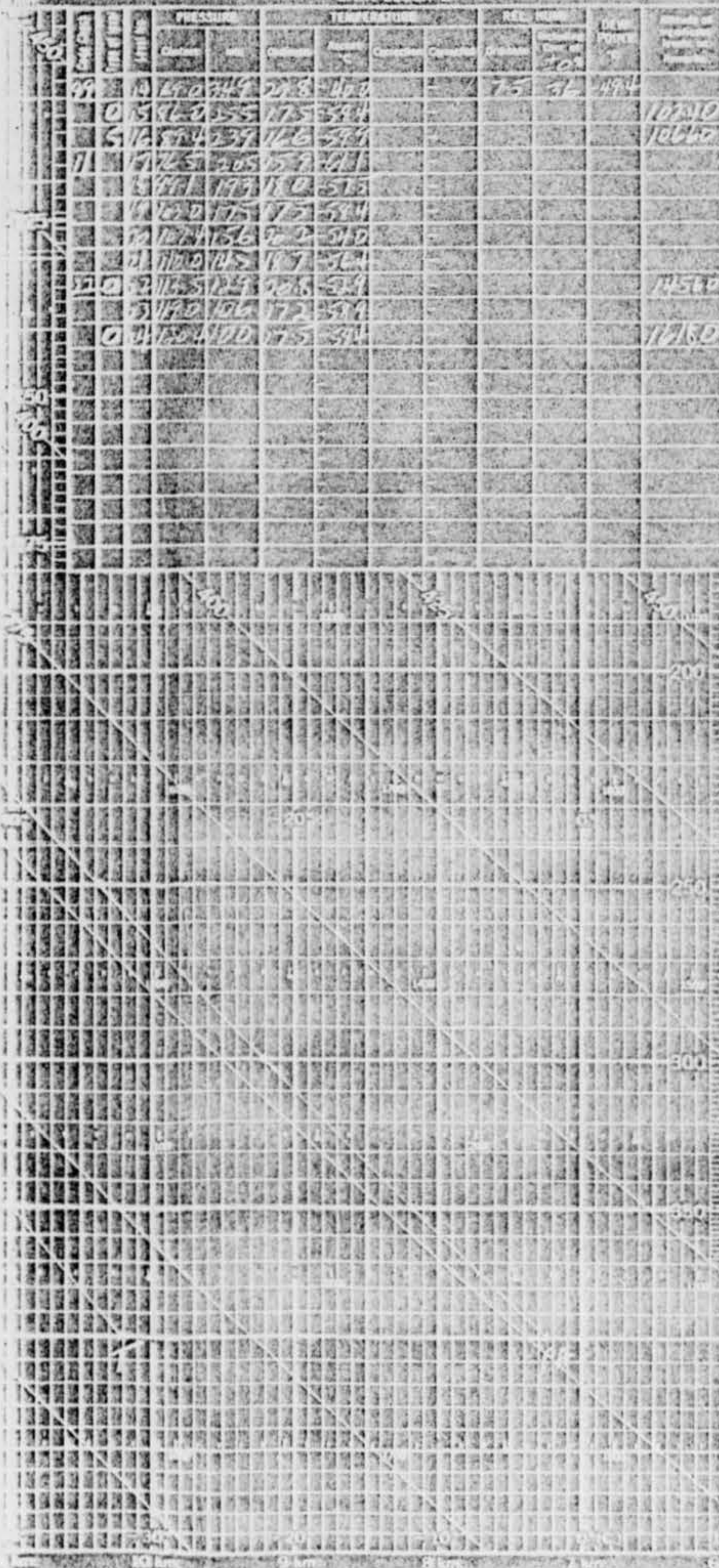
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Photocopies WBAN-31

NAPERVILLE, IL, 26 MAR 62

case includes 18 ADIABATIC CHARTS







U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART

Chart No. 110-111

1. Name of vessel or aircraft: _____

2. Date: _____

3. Time: _____

4. Location: _____

5. Name of observer: _____

6. Name of commanding officer: _____

7. Name of pilot: _____

8. Name of observer: _____

9. Name of observer: _____

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94. Name of observer: _____

95. Name of observer: _____

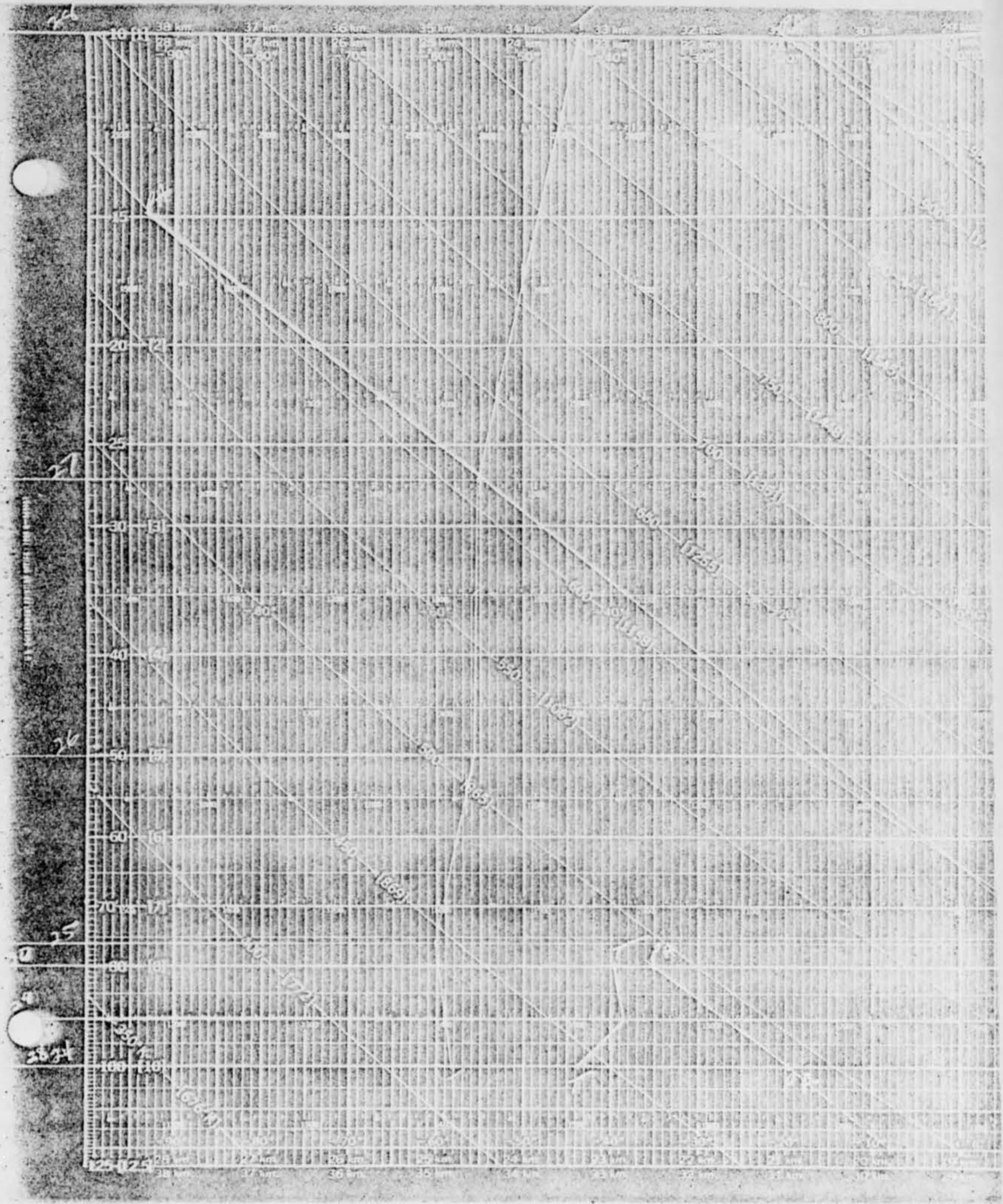
96. Name of observer: _____

97. Name of observer: _____

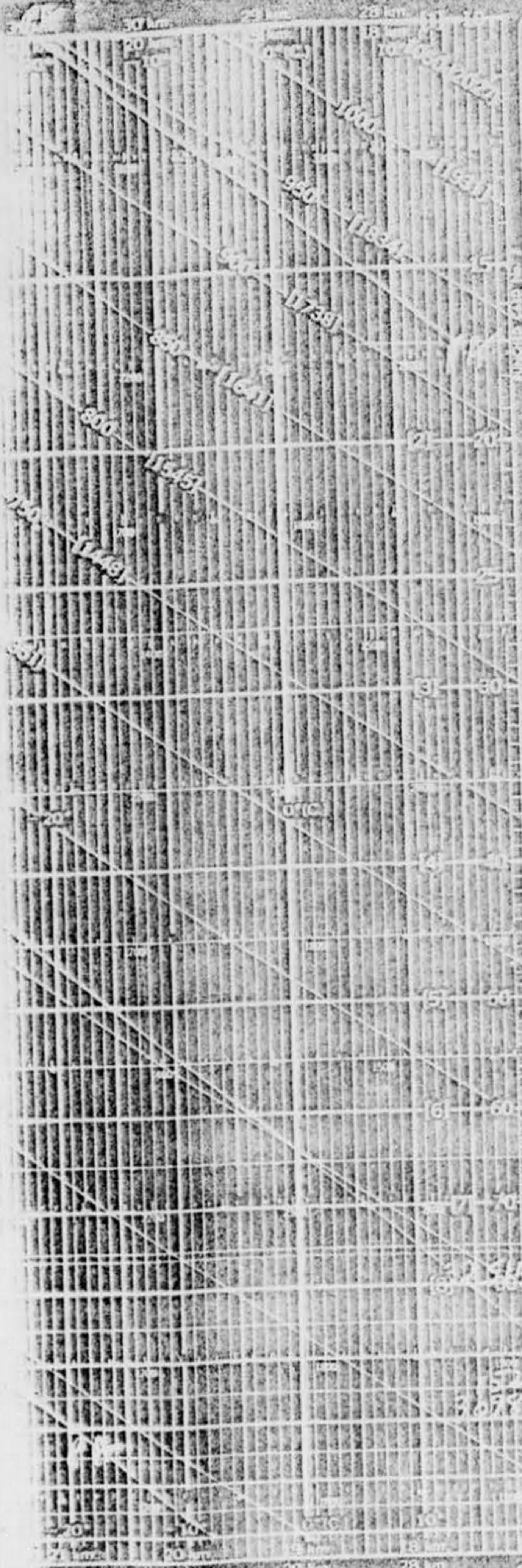
98. Name of observer: _____

99. Name of observer: _____

100. Name of observer: _____



Mrs. [REDACTED] and Mrs. [REDACTED] were interviewed separately concerning their March ²⁶~~25~~ report of a UFO sighting in Naperville, Illinois. The interviews were conducted by Miss [REDACTED] and me on the evening of April 19. Both women were taken separately to the area where the reported sighting took place. The accounts coincided in where the sighting took place, the color of the object (or objects), and its general line of motion. But there is wide difference in the two descriptions of size, shape, and specific behavior of the UFO.



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ADJACENT CHART

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000									

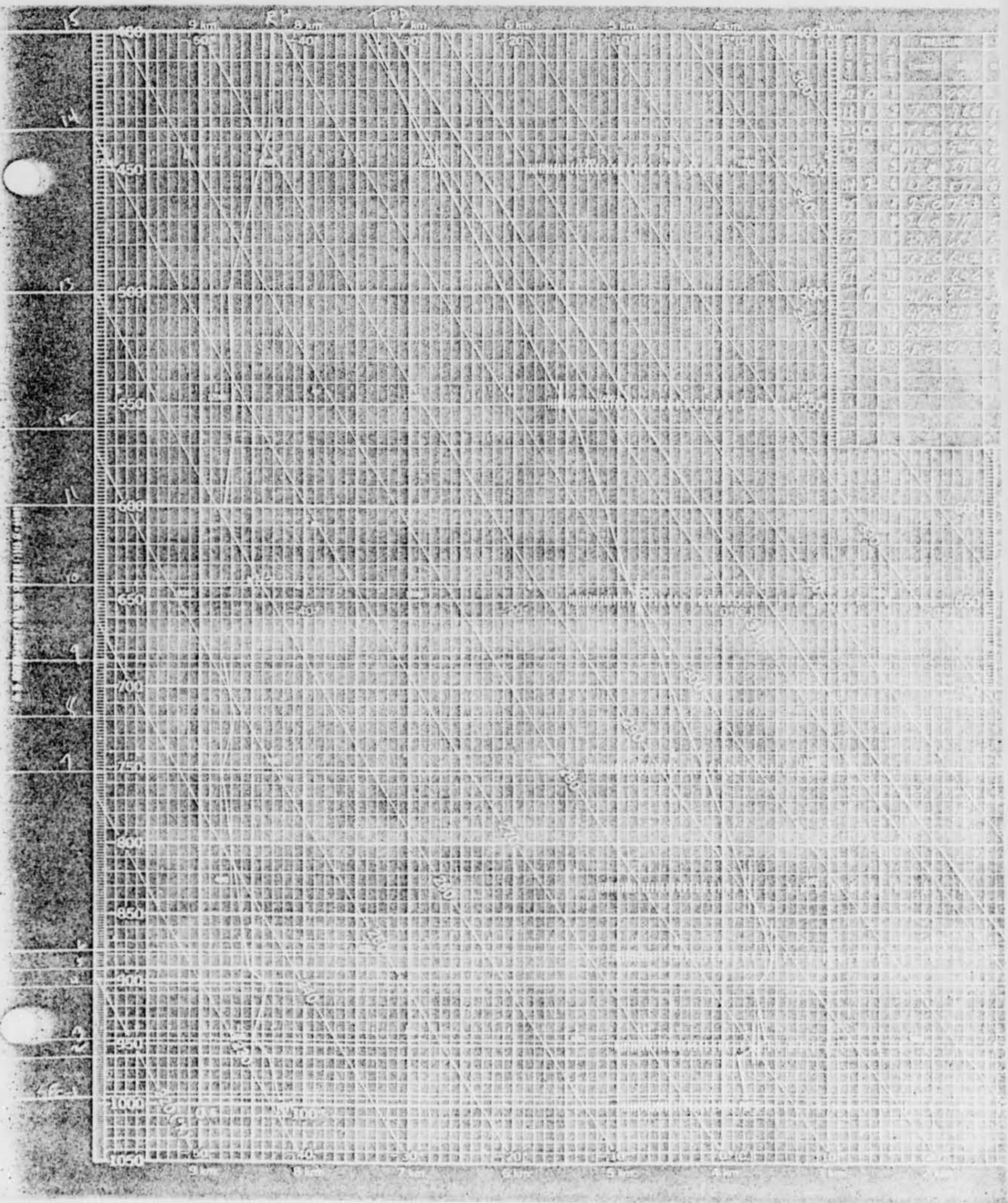
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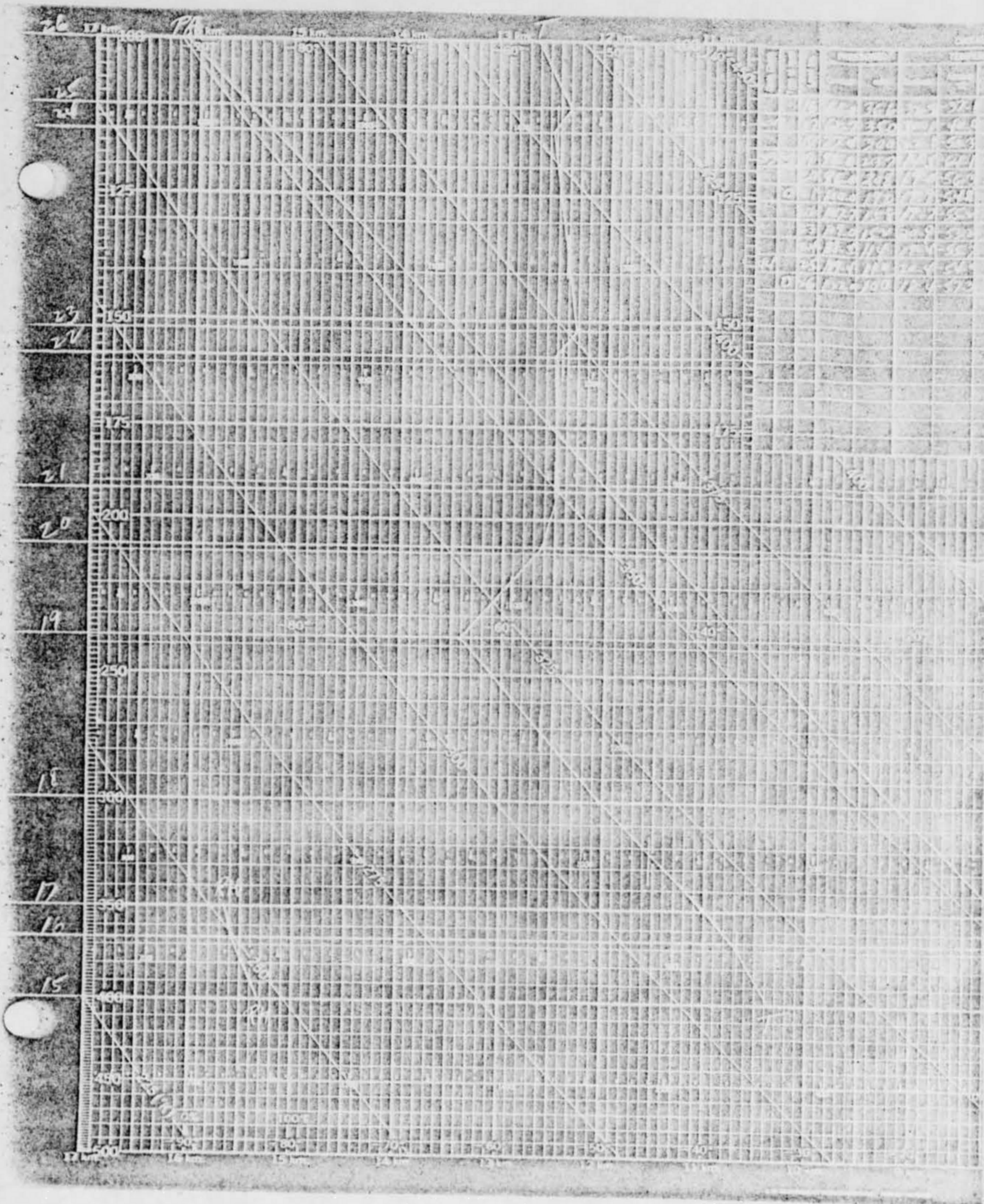
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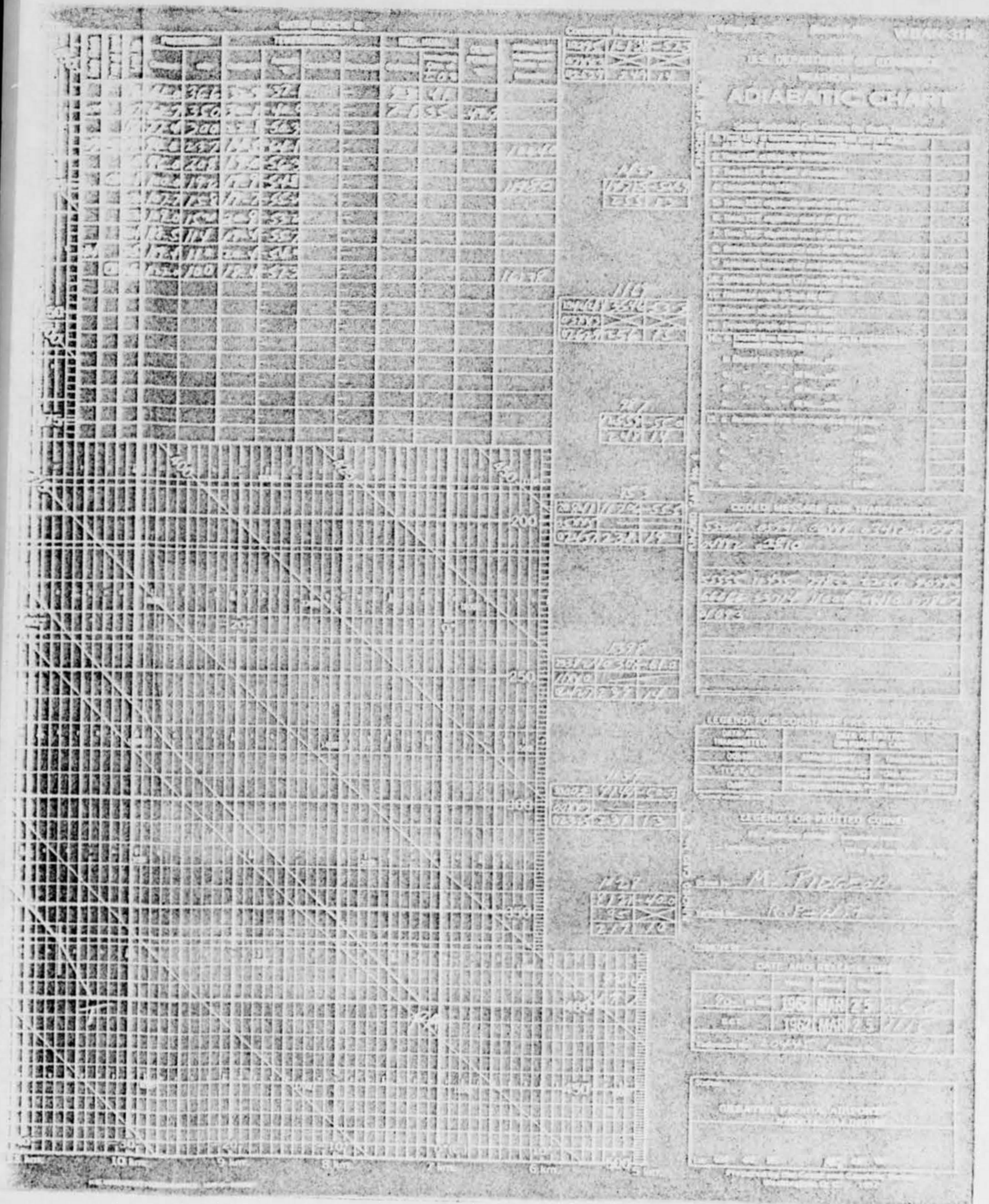
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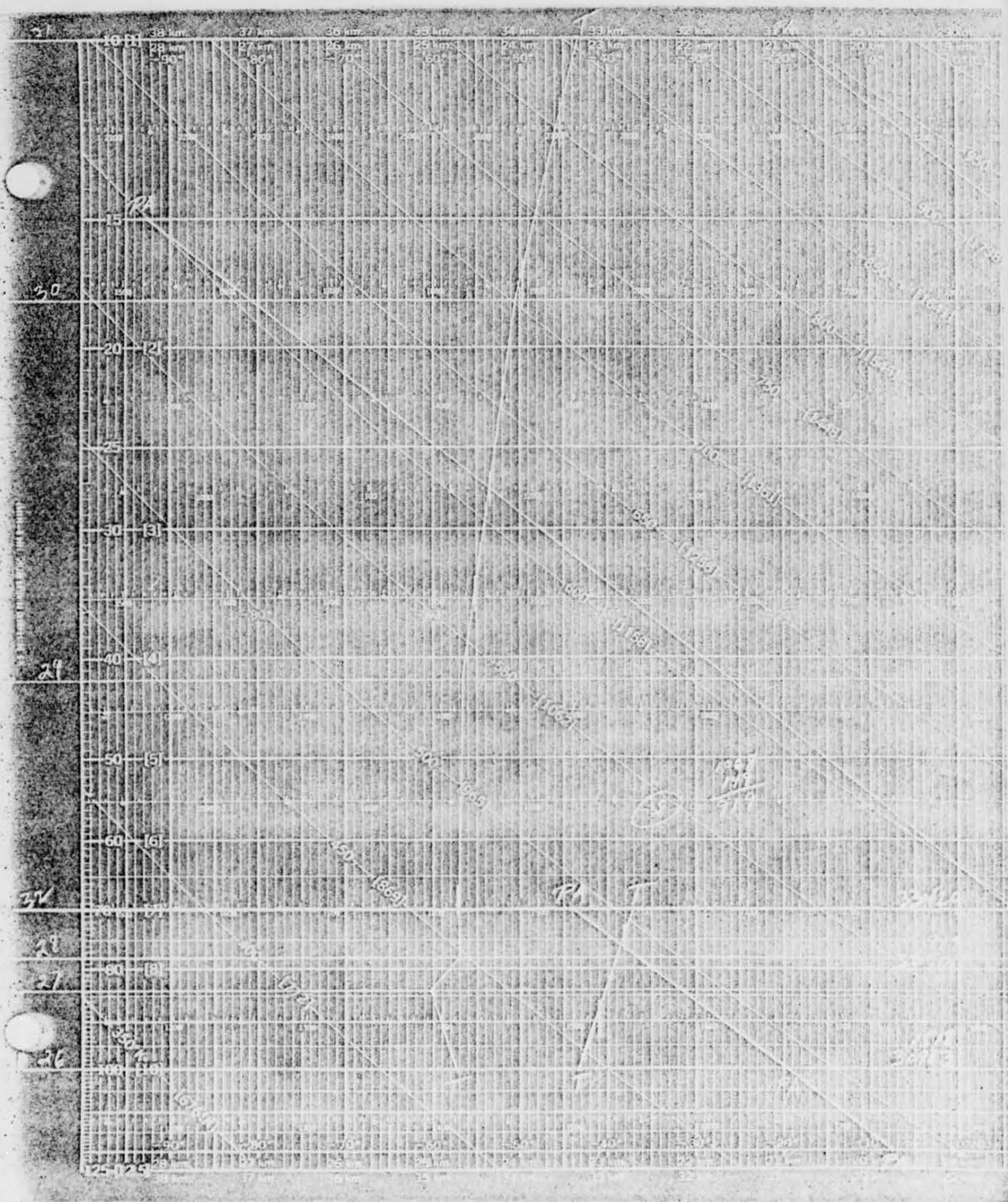
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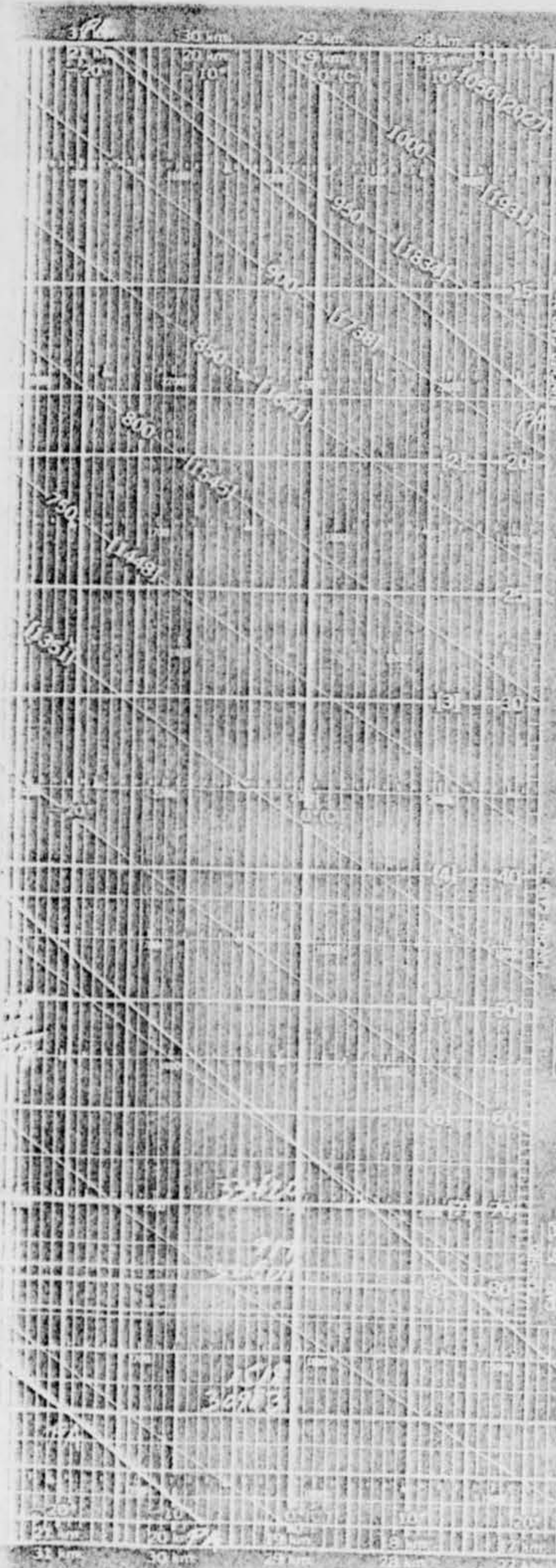


[illegible]









Constant Pressure Lines

W. B. Form 60-10-10

WEATHER BUREAU

U.S. DEPARTMENT OF COMMERCE WEATHER BUREAU ADIABATIC CHART

27.5
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

1000
1000-1000
57.5-7.5

DATA BLOCK C

TIME	PRESSURE		TEMPERATURE		WIND	WIND DIR	WIND SPC	WIND DIR	WIND SPC
	Obs	Red	Obs	Red					
01	1000	1000	57.5	7.5					
02	1000	1000	57.5	7.5					
03	1000	1000	57.5	7.5					
04	1000	1000	57.5	7.5					
05	1000	1000	57.5	7.5					
06	1000	1000	57.5	7.5					
07	1000	1000	57.5	7.5					
08	1000	1000	57.5	7.5					
09	1000	1000	57.5	7.5					
10	1000	1000	57.5	7.5					
11	1000	1000	57.5	7.5					
12	1000	1000	57.5	7.5					
13	1000	1000	57.5	7.5					
14	1000	1000	57.5	7.5					
15	1000	1000	57.5	7.5					
16	1000	1000	57.5	7.5					
17	1000	1000	57.5	7.5					
18	1000	1000	57.5	7.5					
19	1000	1000	57.5	7.5					
20	1000	1000	57.5	7.5					
21	1000	1000	57.5	7.5					
22	1000	1000	57.5	7.5					
23	1000	1000	57.5	7.5					
24	1000	1000	57.5	7.5					

REMARKS

STANDARD FOR CONSTANT PRESSURE

TEMPERATURE	WIND	WIND DIR	WIND SPC
57.5	7.5		

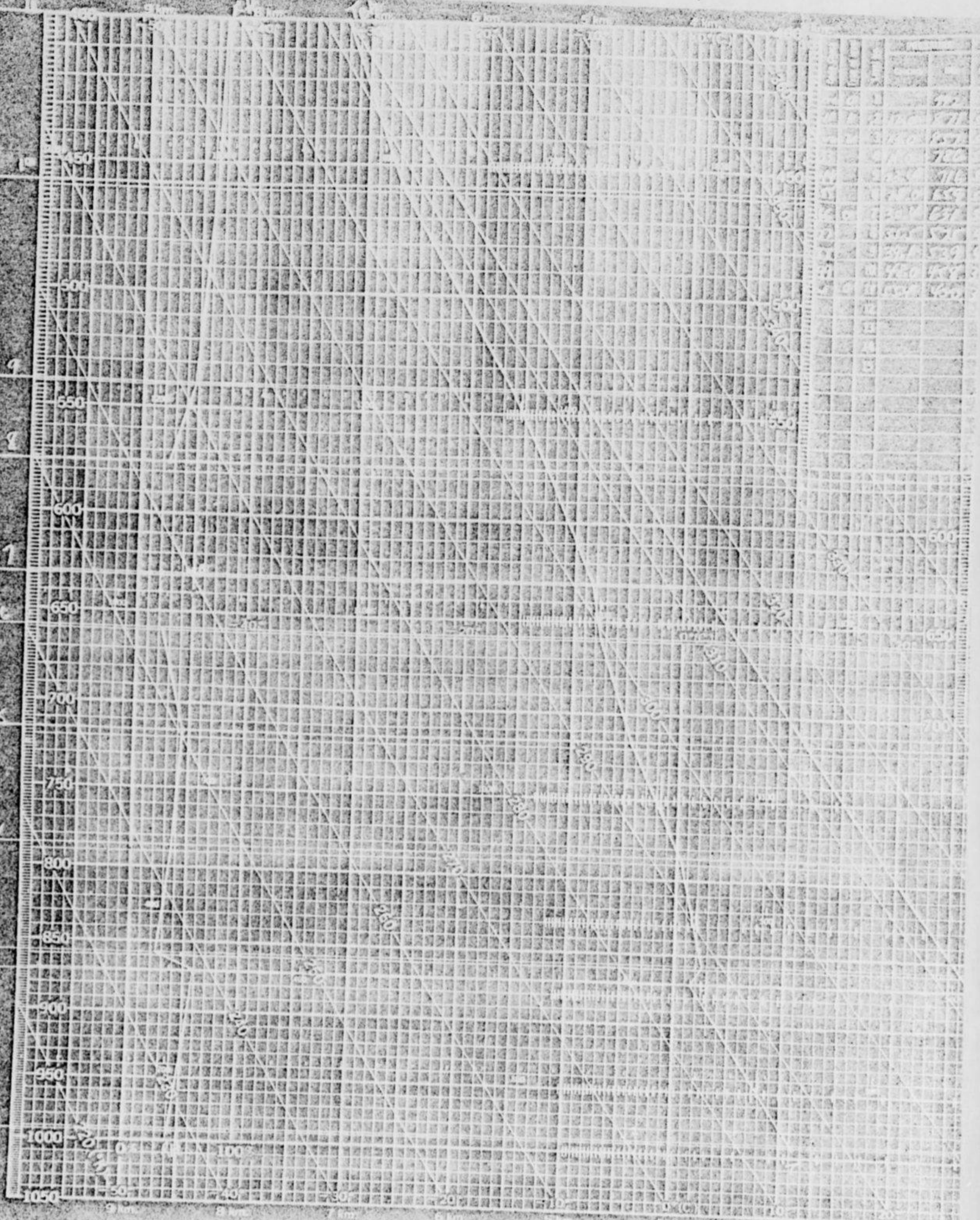
STANDARD FOR ADIABATIC CURVE

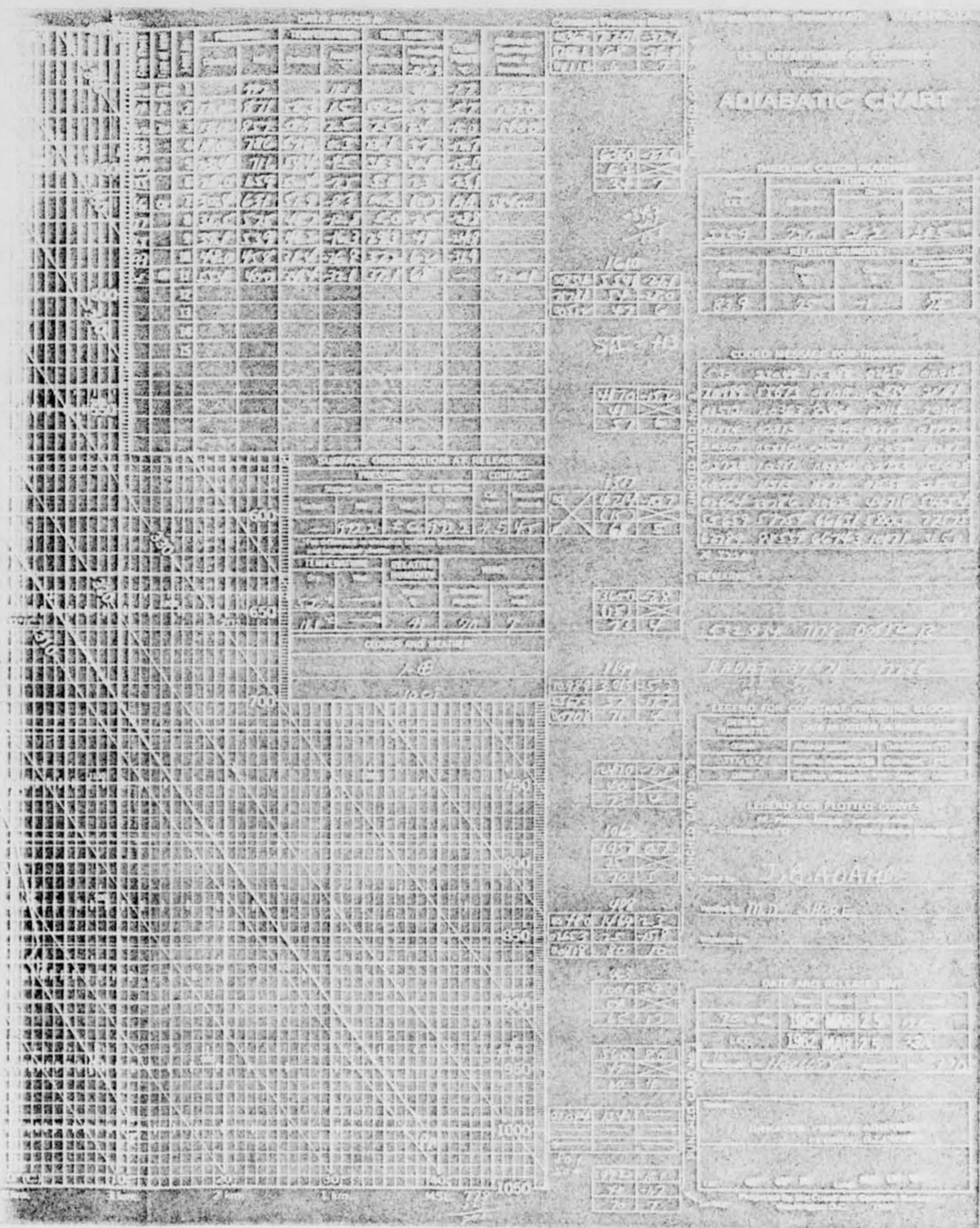
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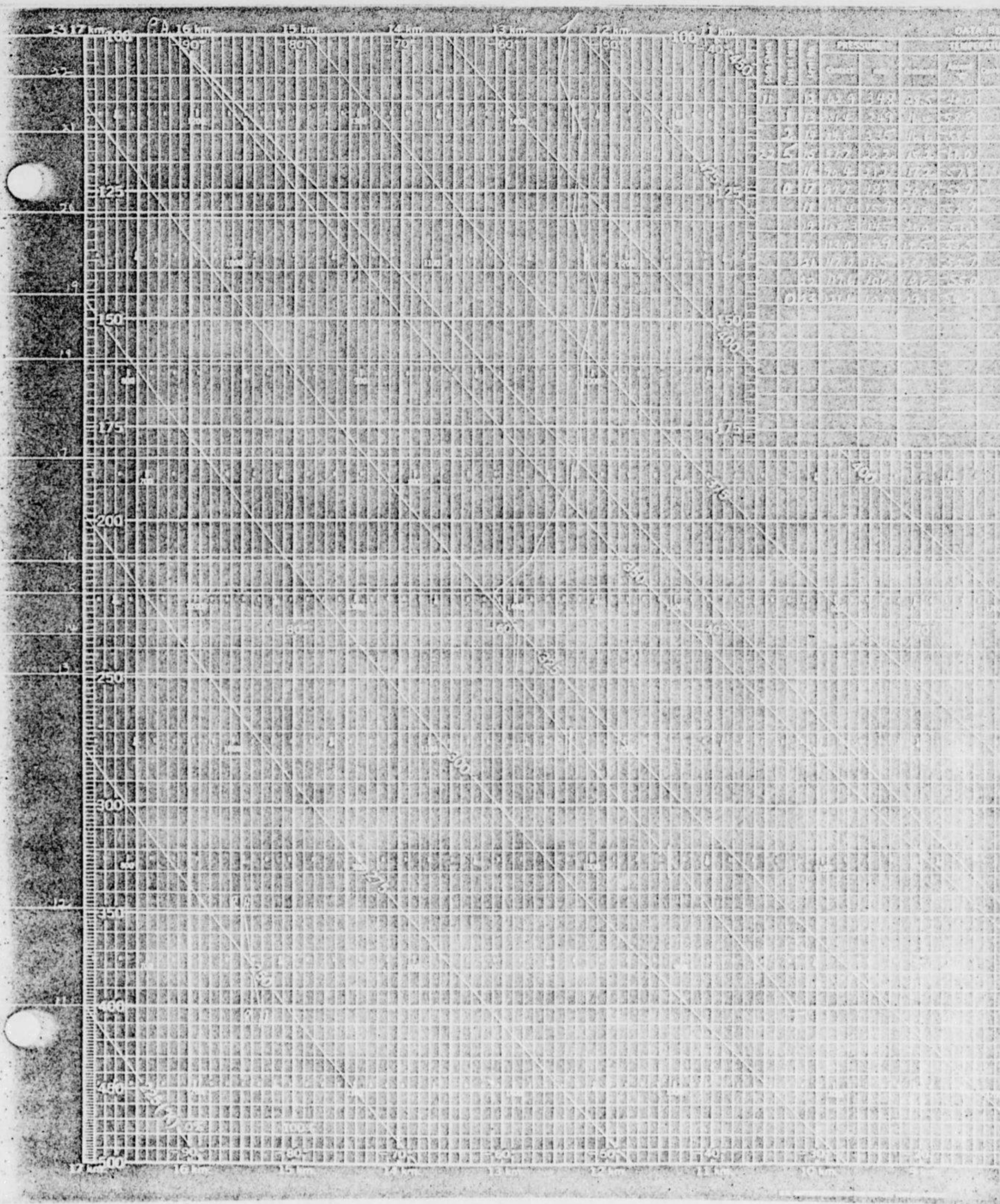
DATE AND TIME

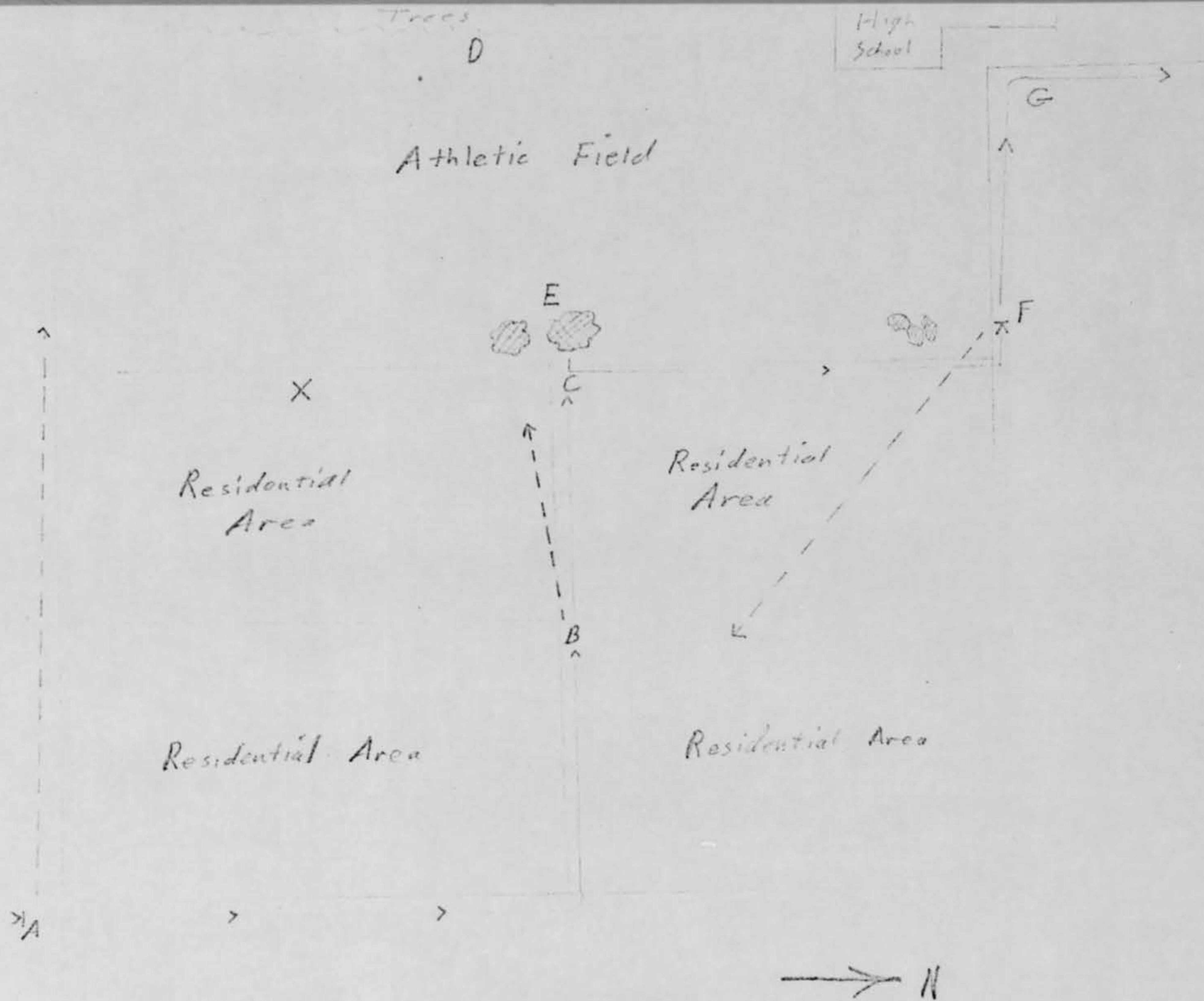
DATE	TIME
1962 MAR 21	1000
1962 MAR 25	1000

U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU









[The page contains faint, illegible markings and bleed-through from the reverse side.]

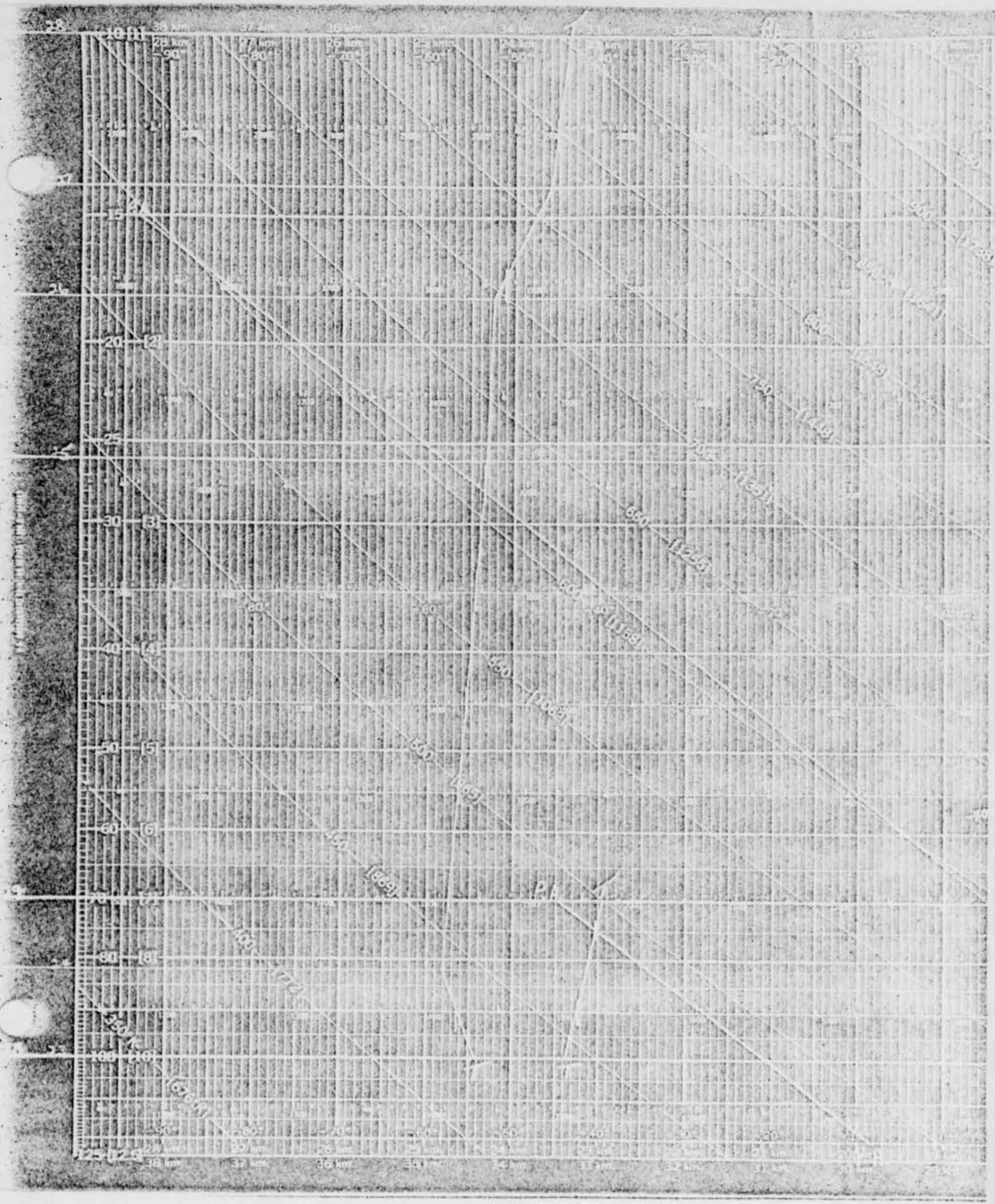
CODE MESSAGE TO UNCLASSIFIED

HEATING AT CONSTANT PRESSURE		HEATING AT CONSTANT VOLUME	
1. $Q = \Delta H$	2. $Q = nC_p\Delta T$	1. $Q = \Delta U$	2. $Q = nC_v\Delta T$
3. $\Delta H = nC_p\Delta T$	4. $\Delta H = nC_p(T_2 - T_1)$	3. $\Delta U = nC_v\Delta T$	4. $\Delta U = nC_v(T_2 - T_1)$
5. $\Delta H = nC_p(T_2 - T_1)$	6. $\Delta H = nC_p(T_2 - T_1)$	5. $\Delta U = nC_v(T_2 - T_1)$	6. $\Delta U = nC_v(T_2 - T_1)$

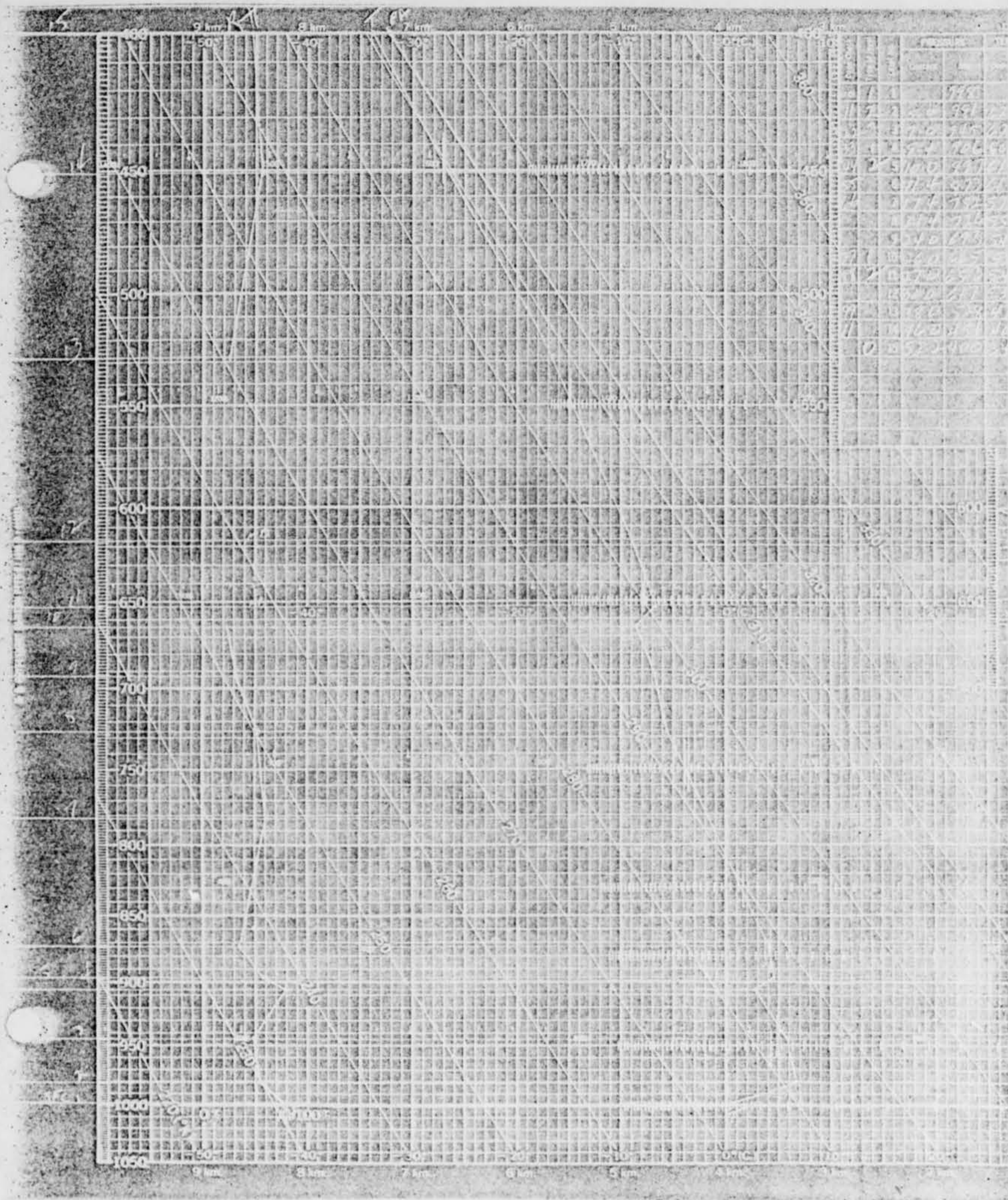
116

1962	1963	1964	1965	1966
1967	1968	1969	1970	1971

1. NAME _____

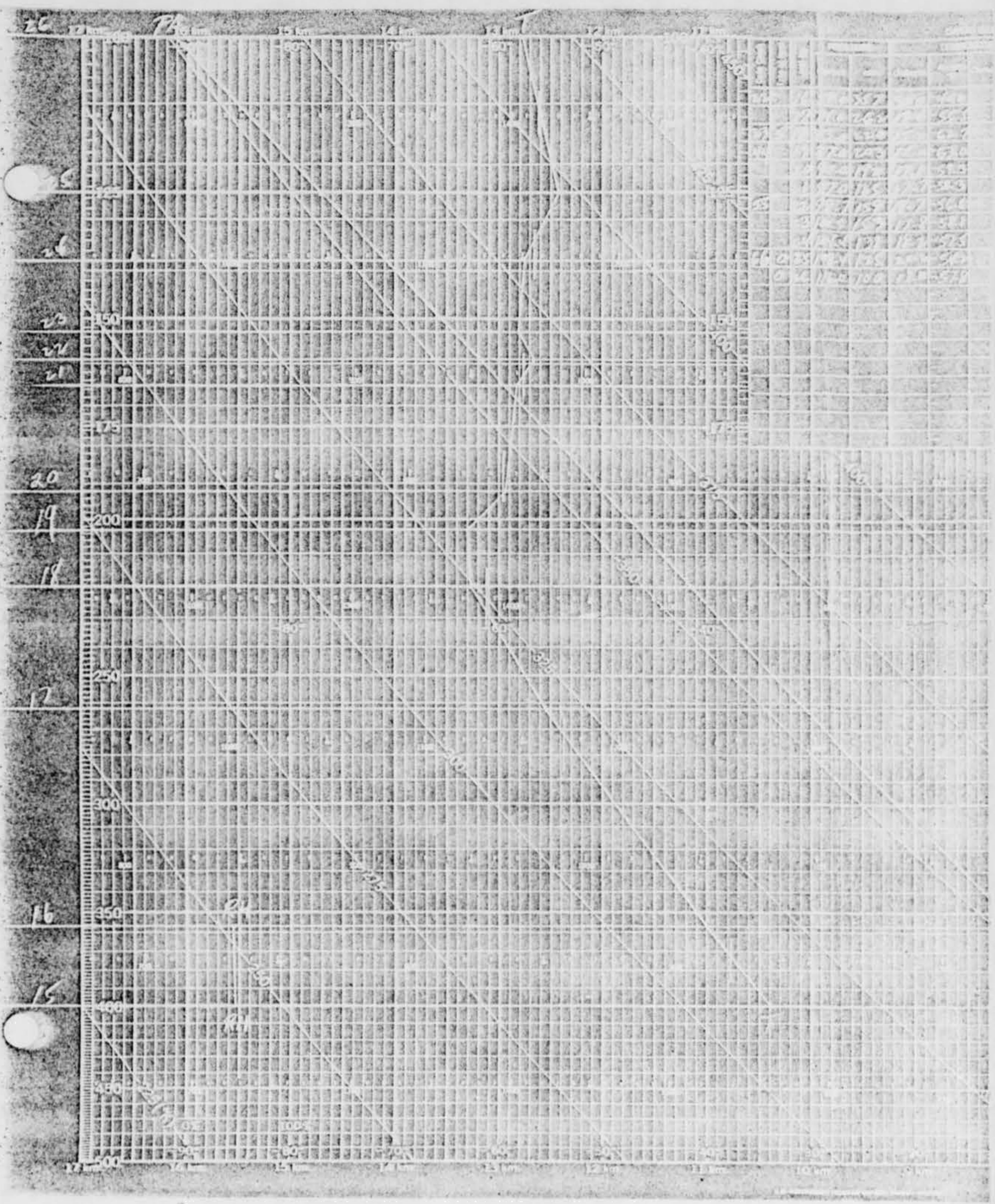


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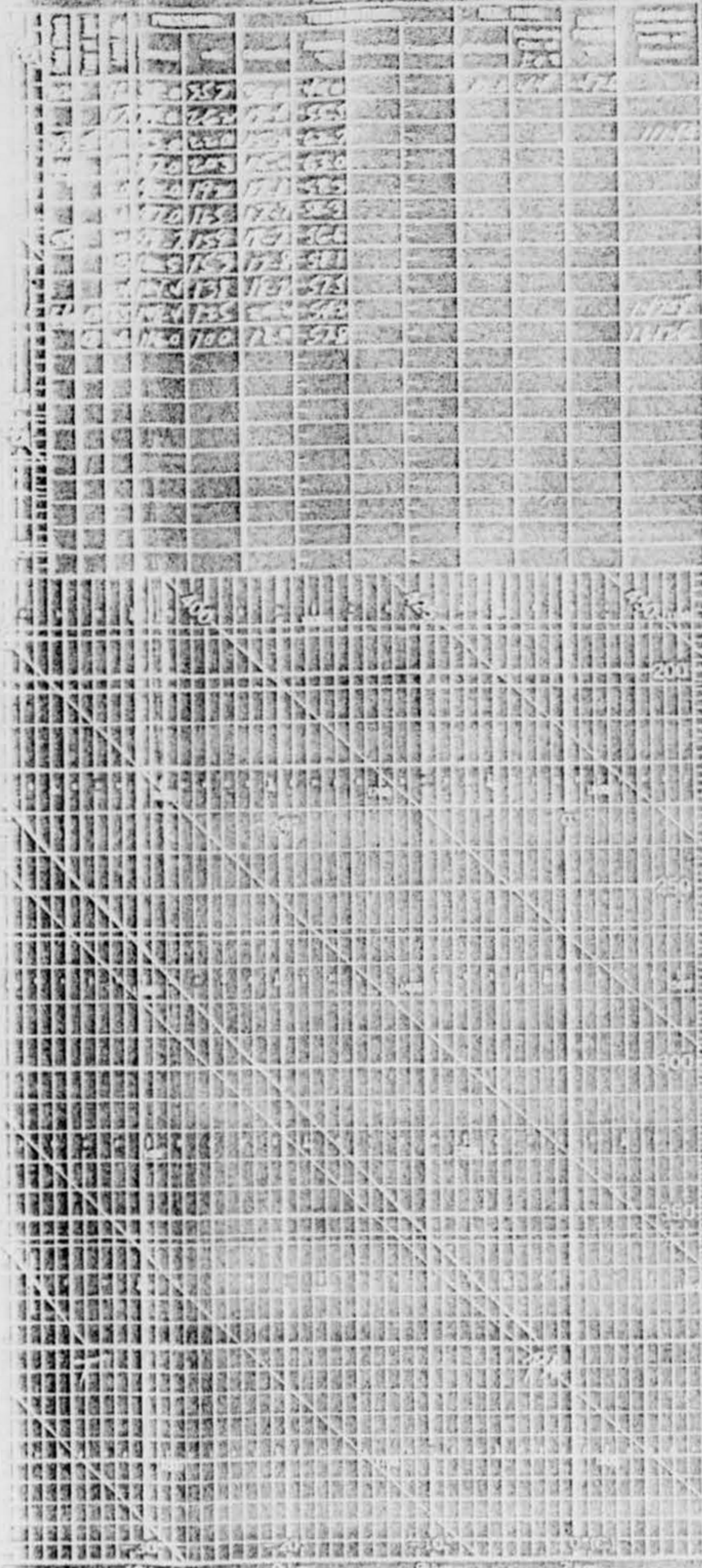


DATA BLOCK A

TIME	PRESSURE		TEMPERATURE		REL HUM		DEW POINT	WIND	WIND DIR	WIND SFC	WIND ALT	WIND DIR ALT	WIND SFC ALT	WIND DIR ALT	WIND SFC ALT
	Obs	Red	Air	Surf	Obs	Red									
01	1010	1010	15	15	80	80	10								
02	1010	1010	15	15	80	80	10								
03	1010	1010	15	15	80	80	10								
04	1010	1010	15	15	80	80	10								
05	1010	1010	15	15	80	80	10								
06	1010	1010	15	15	80	80	10								
07	1010	1010	15	15	80	80	10								
08	1010	1010	15	15	80	80	10								
09	1010	1010	15	15	80	80	10								
10	1010	1010	15	15	80	80	10								
11	1010	1010	15	15	80	80	10								
12	1010	1010	15	15	80	80	10								
13	1010	1010	15	15	80	80	10								
14	1010	1010	15	15	80	80	10								
15	1010	1010	15	15	80	80	10								
16	1010	1010	15	15	80	80	10								
17	1010	1010	15	15	80	80	10								
18	1010	1010	15	15	80	80	10								
19	1010	1010	15	15	80	80	10								
20	1010	1010	15	15	80	80	10								
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22	1010	1010	15	15	80	80	10								
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30	1010	1010	15	15	80	80	10								
31	1010	1010	15	15	80	80	10								
32	1010	1010	15	15	80	80	10								
33	1010	1010	15	15	80	80	10								
34	1010	1010	15	15	80	80	10								
35	1010	1010	15	15	80	80	10								
36	1010	1010	15	15	80	80	10								
37	1010	1010	15	15	80	80	10								
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ADABATIC CHART



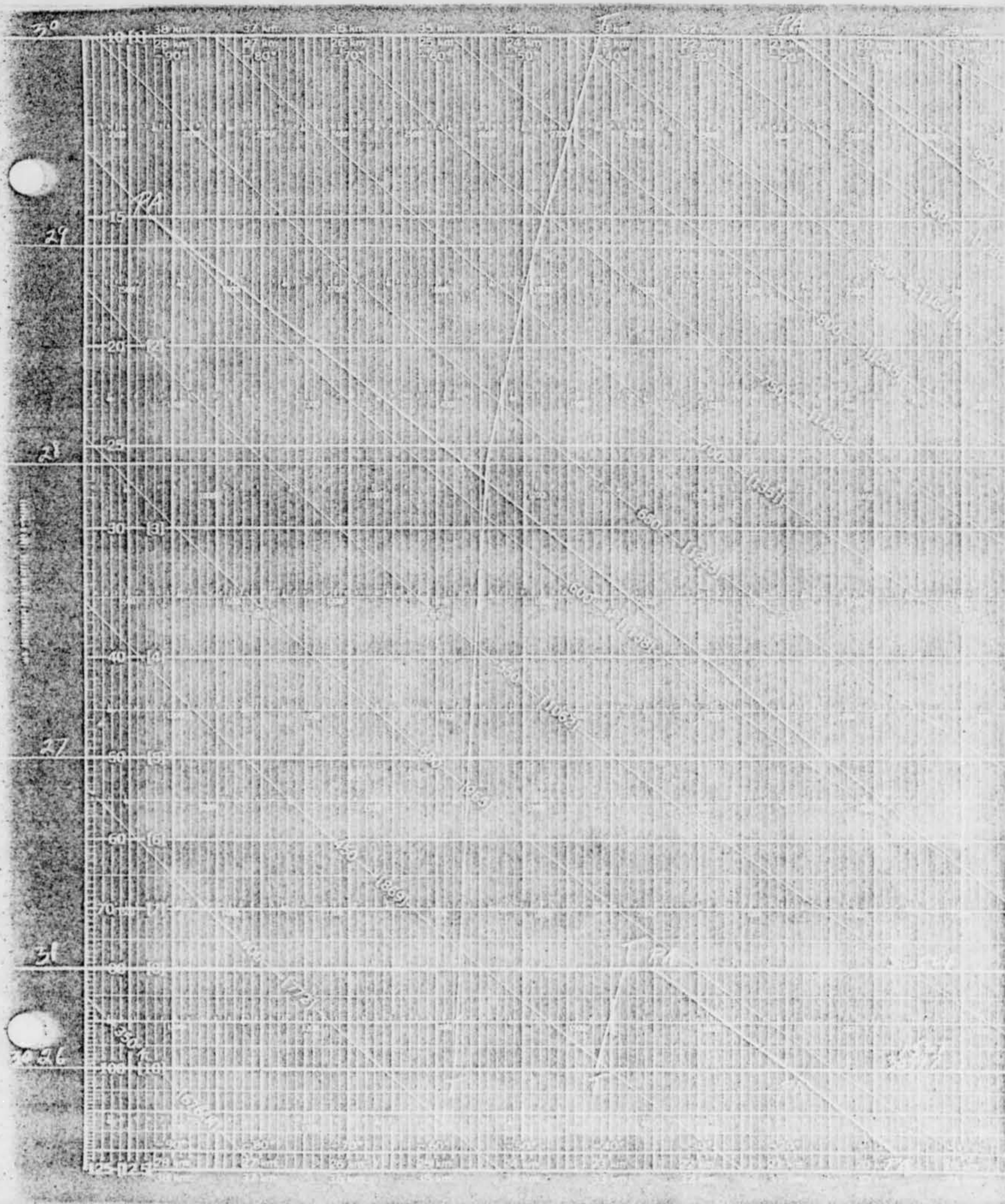
Pressure (P)	Volume (V)	Temperature (T)	Entropy (S)
100	100	100	100
200	200	200	200
300	300	300	300
400	400	400	400
500	500	500	500
600	600	600	600
700	700	700	700
800	800	800	800
900	900	900	900
1000	1000	1000	1000

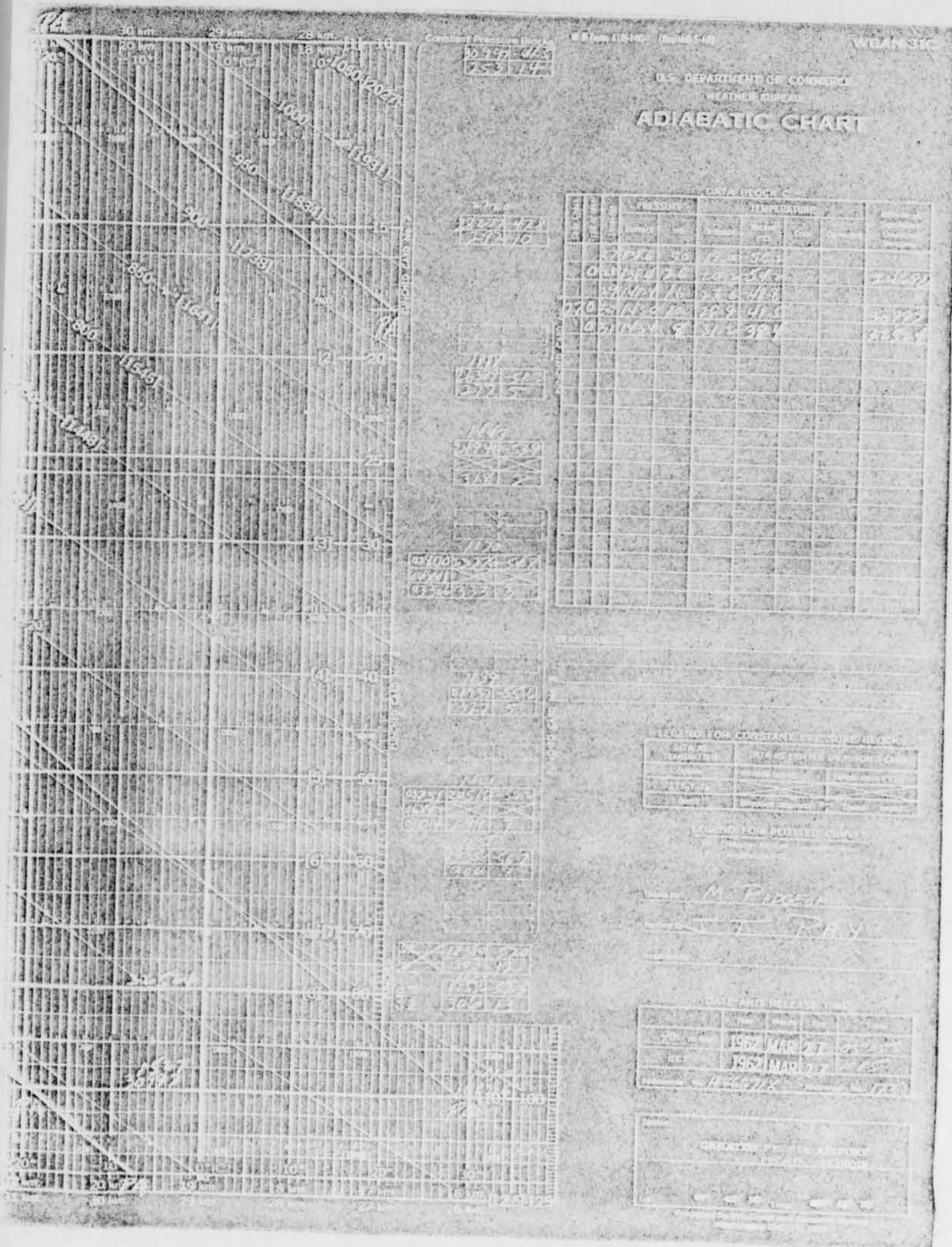
Pressure (P)	Volume (V)	Temperature (T)	Entropy (S)
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200	200	200	200
300	300	300	300
400	400	400	400
500	500	500	500
600	600	600	600
700	700	700	700
800	800	800	800
900	900	900	900
1000	1000	1000	1000

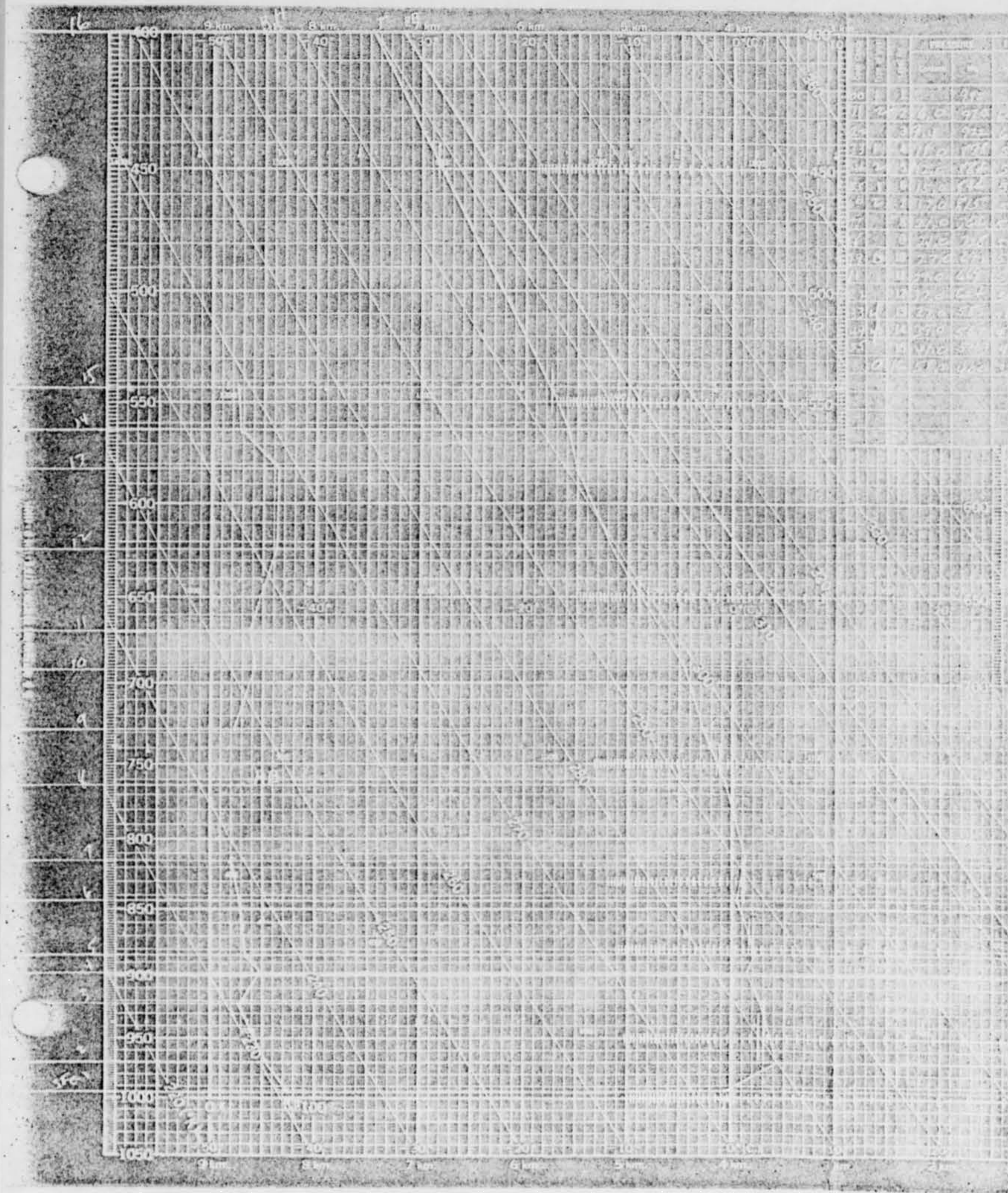
Pressure (P)	Volume (V)	Temperature (T)	Entropy (S)
100	100	100	100
200	200	200	200
300	300	300	300
400	400	400	400
500	500	500	500
600	600	600	600
700	700	700	700
800	800	800	800
900	900	900	900
1000	1000	1000	1000

Pressure (P)	Volume (V)	Temperature (T)	Entropy (S)
100	100	100	100
200	200	200	200
300	300	300	300
400	400	400	400
500	500	500	500
600	600	600	600
700	700	700	700
800	800	800	800
900	900	900	900
1000	1000	1000	1000

Pressure (P)	Volume (V)	Temperature (T)	Entropy (S)
100	100	100	100
200	200	200	200
300	300	300	300
400	400	400	400
500	500	500	500
600	600	600	600
700	700	700	700
800	800	800	800
900	900	900	900
1000	1000	1000	1000







MRS. [REDACTED] ACCOUNT

We talked to Mrs. [REDACTED] in her home for a few minutes, after which she took us in her car (from which the sighting was made) to the area where the incident occurred. Her account is as follows:

She left a canasta party at the home of a friend to take Mrs. [REDACTED] home. The time was about 10:40 p.m. Upon stopping at intersection A, she saw through the side window of the car a number of lights, red in color, in the direction indicated by the dotted arrow. She called the object to the attention of Mrs. [REDACTED]. Mrs. [REDACTED] reports that it would be difficult to say how many lights there were, but she would guess 6 or 8. They were "quite low" (about 10 to 15 degrees) and similar in color and brightness to the tail lights of a car. Their conformation was as in the diagram below:



Pulling away from the intersection, the two women speculated that the object might be an airplane, but that it had an extraordinary number of lights for an airplane. Planes often circle in the Naperville area when O'Hare field is fogbound, but this night was very clear, according to Mrs. [REDACTED]. She thought, but was not sure, that Mrs. [REDACTED] had continued to see the object between houses and trees before the car turned west.

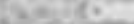
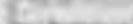
Heading west, Mrs. [REDACTED] said that she could see the object again as the car approached point B. It was about the same altitude as before and about 10 to 15 degrees to the left of their line of travel. It appeared very much as it first did, although it seemed to be around the location D on the other side of the athletic field of the high school.

The two women continued to watch the object as the car approached the stop sign at intersection C. At point C (Mrs. [REDACTED] was uncertain whether it was before or after she stopped) the object appeared to turn slowly,

ADAPTIC GEAR

[illegible]

1952 11th. 10000
1953 11th. 10000

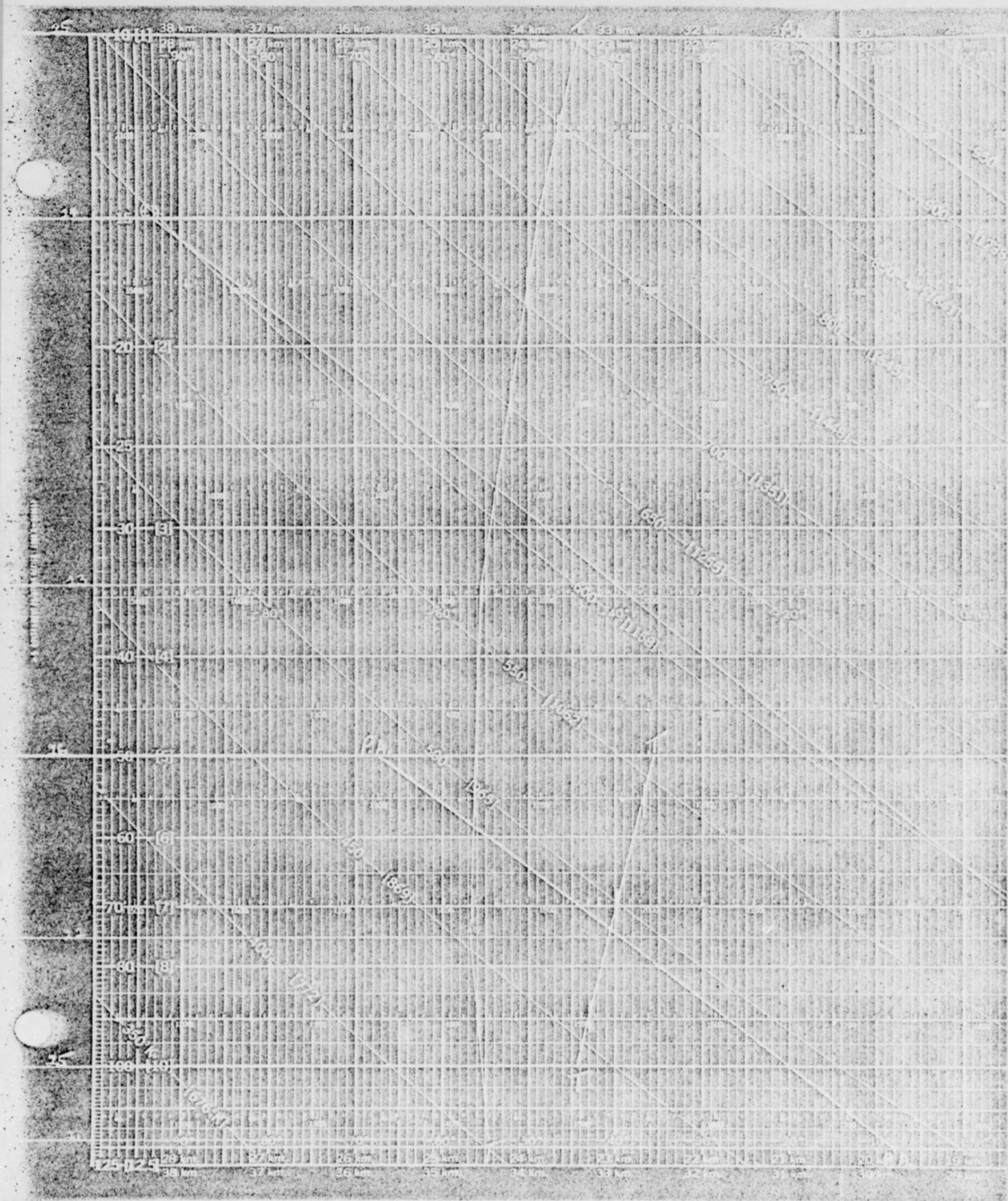
		
		

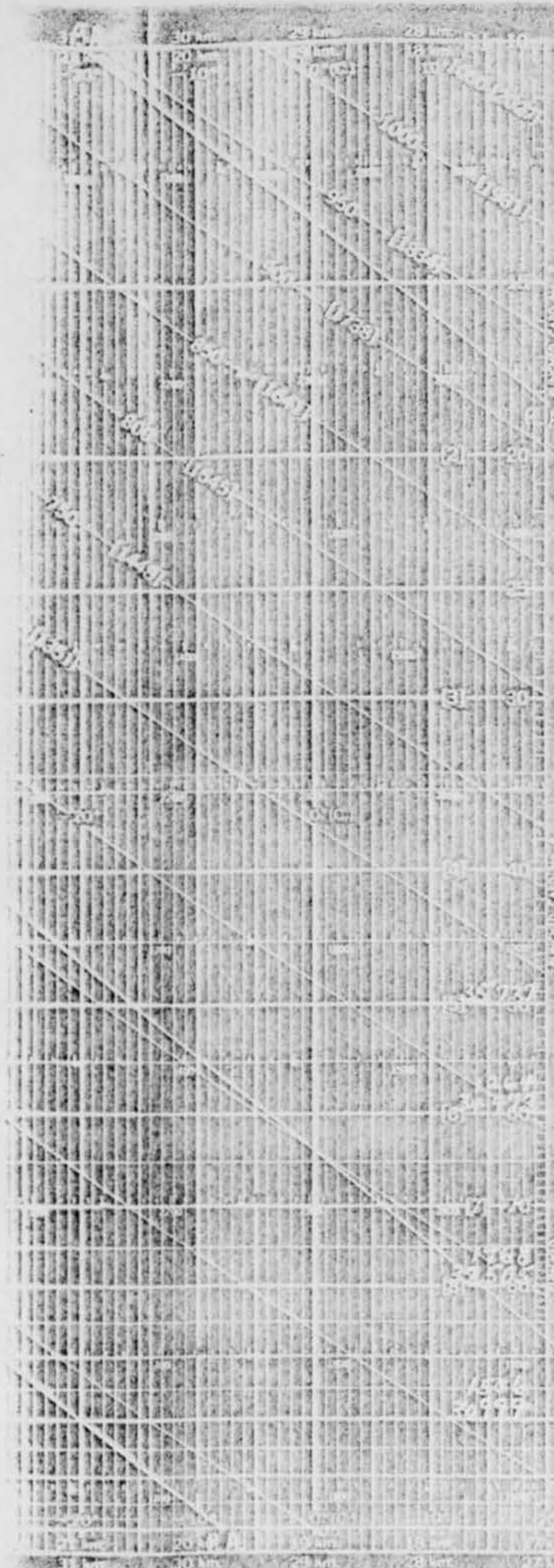
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[illegible]

1967 MAR 25 1967 MAR 25

1990





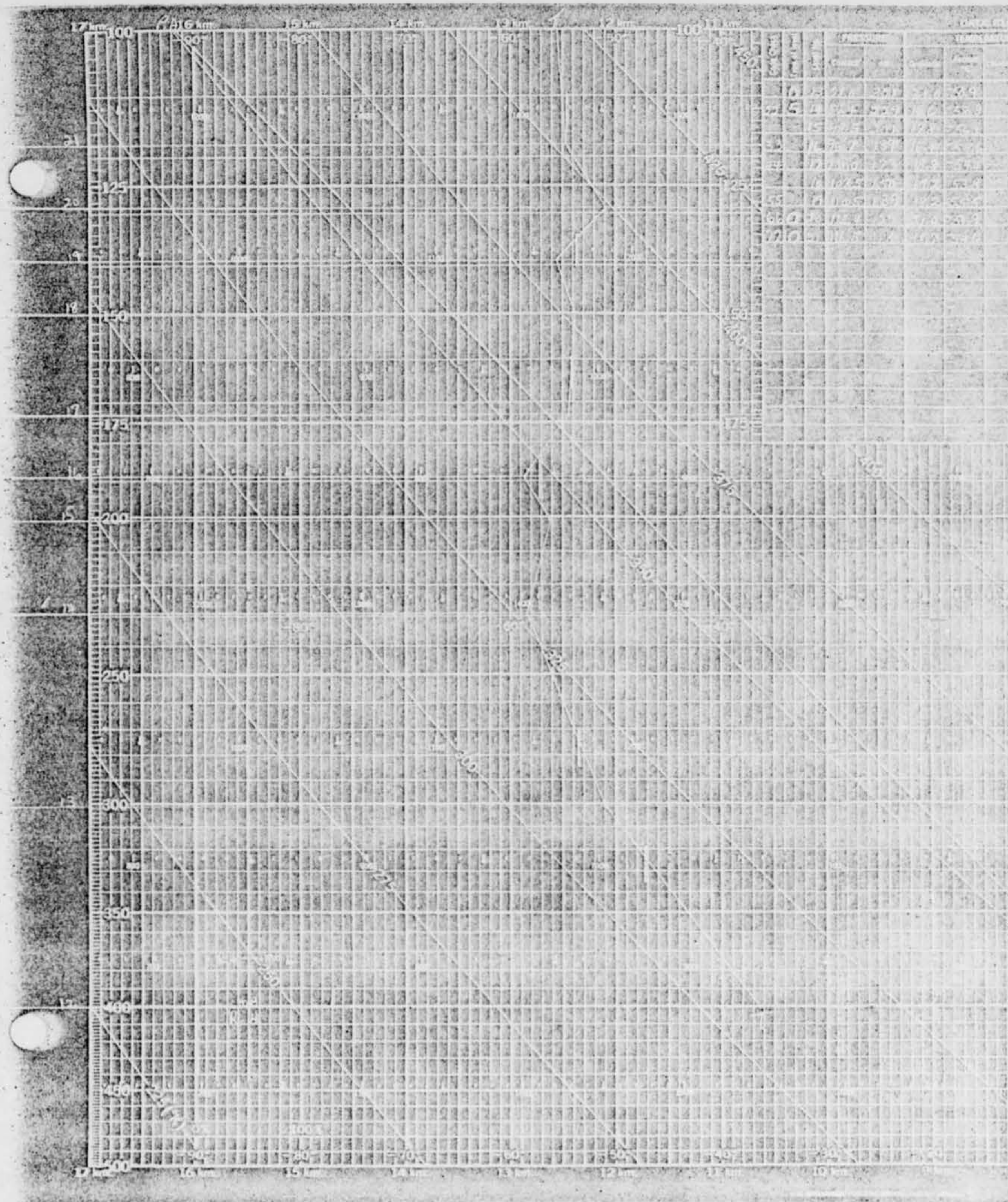
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A black and white photograph of a document page. The page is filled with a grid of small, illegible text blocks, likely representing a table or a list of items. The text is too small and blurry to be read. The grid is approximately 10 columns wide and 15 rows high. The overall appearance is that of a low-quality scan of a document.[illegible]

64-40426

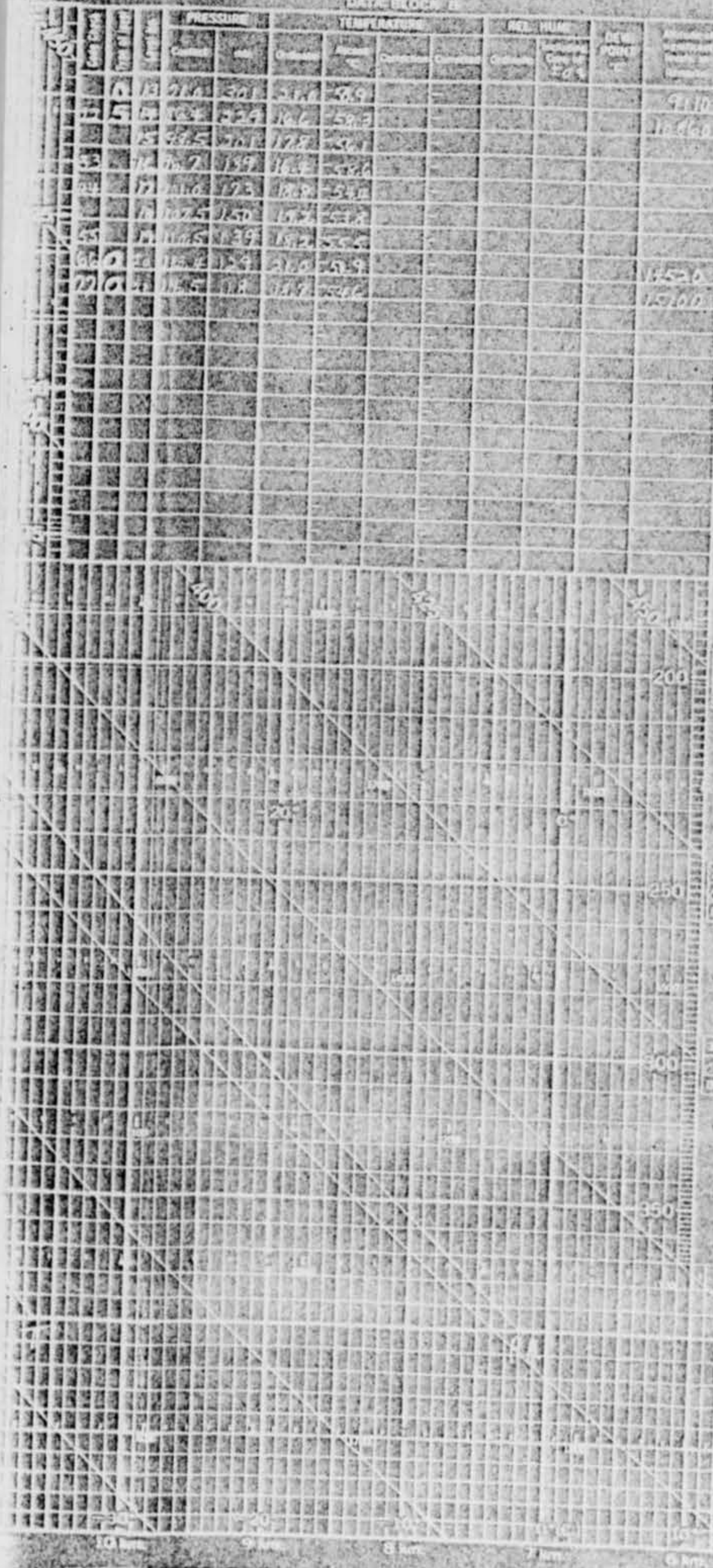
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U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART



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1. Station	
2. Date	
3. Time	
4. Pressure	
5. Temperature	
6. Humidity	
7. Wind	
8. Clouds	
9. Visibility	
10. Remarks	

COOED (COO) FOR TRANSMISSION

1. Station

2. Date

3. Time

4. Pressure

5. Temperature

6. Humidity

7. Wind

8. Clouds

9. Visibility

10. Remarks

FIELD FOR CONSTANT DRY-BULB TEMPERATURE

101	1000
900	800
700	600
500	400
300	200
100	0

LEGEND FOR PLOTTED CURVE

1. Station

2. Date

3. Time

4. Pressure

5. Temperature

6. Humidity

7. Wind

8. Clouds

9. Visibility

10. Remarks

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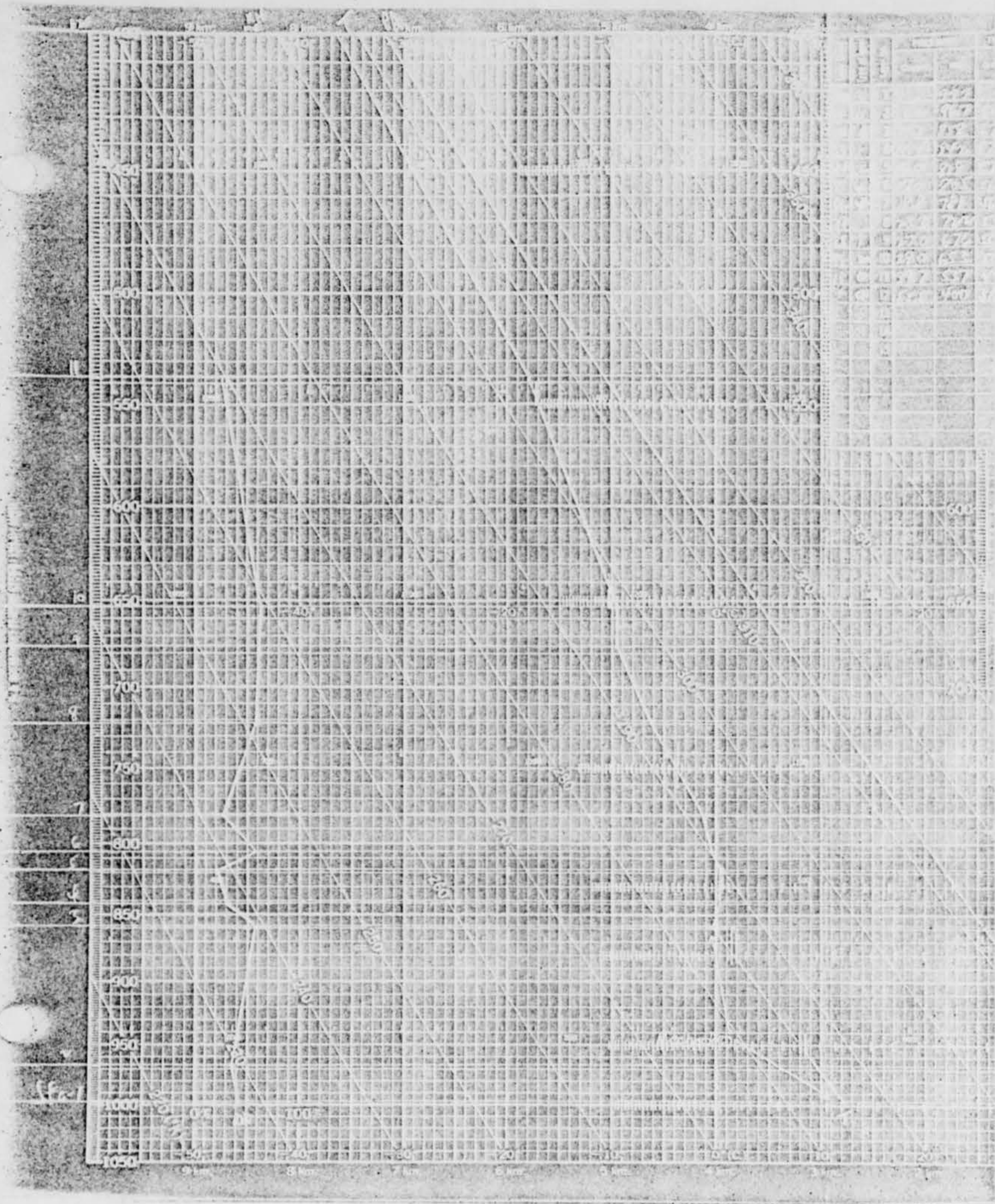
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OFFICIAL USE ONLY
 (When used for official purposes, this form must be filled out by the user.)

ADIABATIC CHART

Pressure (mb)	Temperature (°C)	Relative Humidity (%)	Wet-Bulb Temperature (°C)
1000	20	100	20
900	15	100	15
800	10	100	10
700	5	100	5
600	0	100	0
500	-5	100	-5
400	-10	100	-10
300	-15	100	-15
200	-20	100	-20
100	-25	100	-25

1. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant.

2. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant.

Pressure (mb)	Temperature (°C)	Relative Humidity (%)	Wet-Bulb Temperature (°C)
1000	20	100	20
900	15	100	15
800	10	100	10
700	5	100	5
600	0	100	0
500	-5	100	-5
400	-10	100	-10
300	-15	100	-15
200	-20	100	-20
100	-25	100	-25

3. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant.

4. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant.

Pressure (mb)	Temperature (°C)	Relative Humidity (%)	Wet-Bulb Temperature (°C)
1000	20	100	20
900	15	100	15
800	10	100	10
700	5	100	5
600	0	100	0
500	-5	100	-5
400	-10	100	-10
300	-15	100	-15
200	-20	100	-20
100	-25	100	-25

5. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant. The chart is used to determine the adiabatic lapse rate for a given air mass. The chart is based on the assumption that the air mass is dry and that the lapse rate is constant.

1000 900 800 700 600 500 400 300 200 100

20 15 10 5 0 -5 -10 -15 -20 -25

100% 90% 80% 70% 60% 50% 40% 30% 20% 10%

20 15 10 5 0 -5 -10 -15 -20 -25

100% 90% 80% 70% 60% 50% 40% 30% 20% 10%

20 15 10 5 0 -5 -10 -15 -20 -25

100% 90% 80% 70% 60% 50% 40% 30% 20% 10%

20 15 10 5 0 -5 -10 -15 -20 -25

100% 90% 80% 70% 60% 50% 40% 30% 20% 10%

20 15 10 5 0 -5 -10 -15 -20 -25

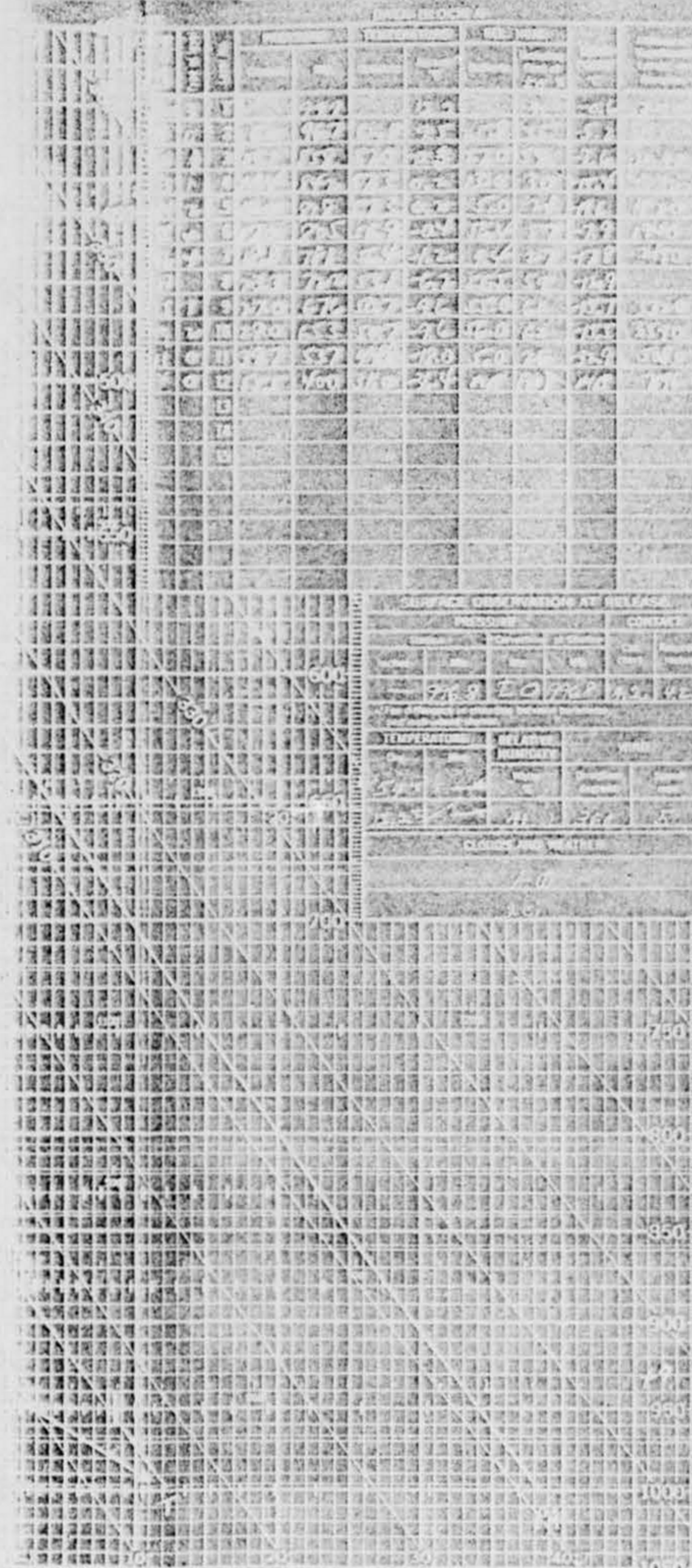
100% 90% 80% 70% 60% 50% 40% 30% 20% 10%

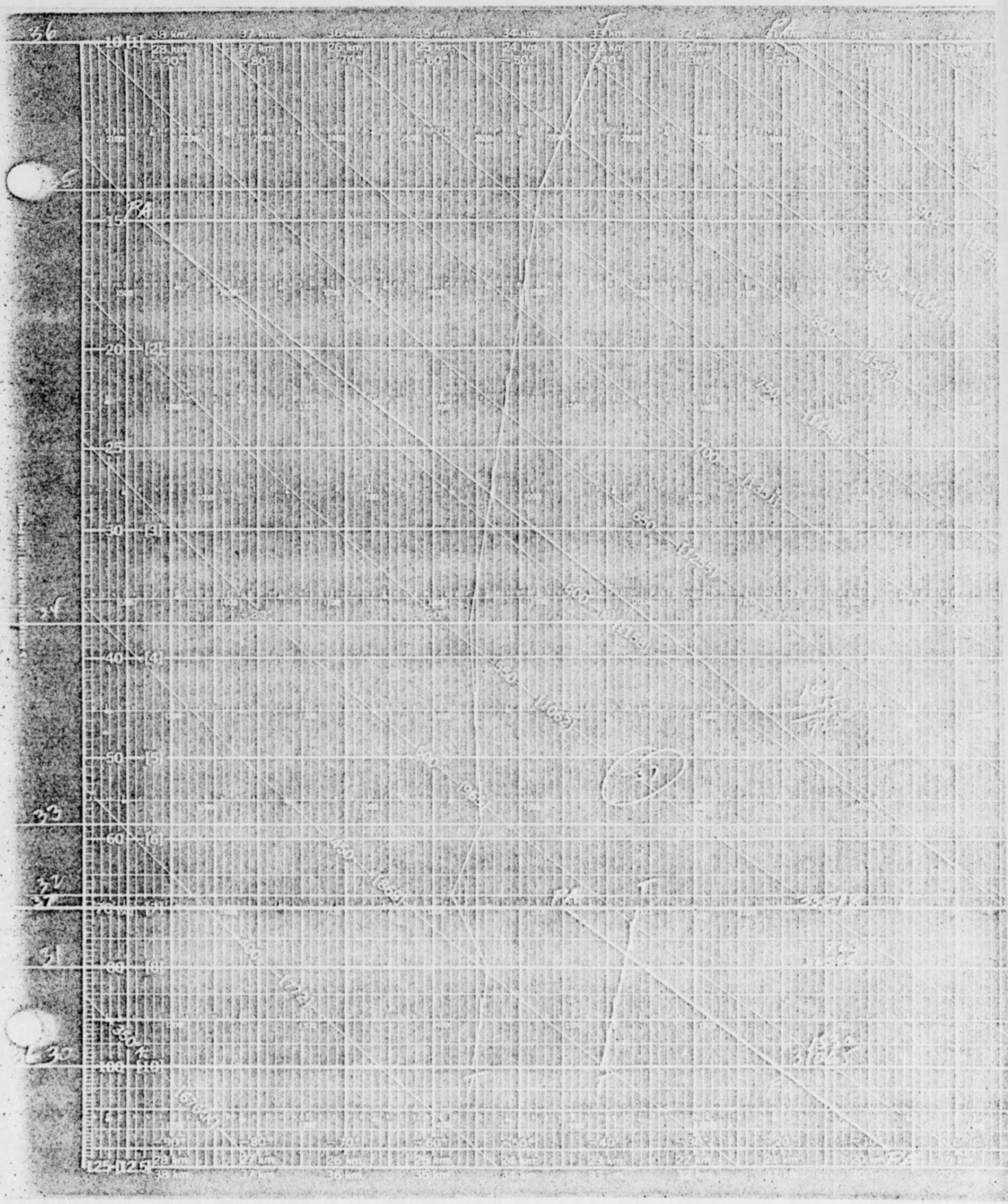
20 15 10 5 0 -5 -10 -15 -20 -25

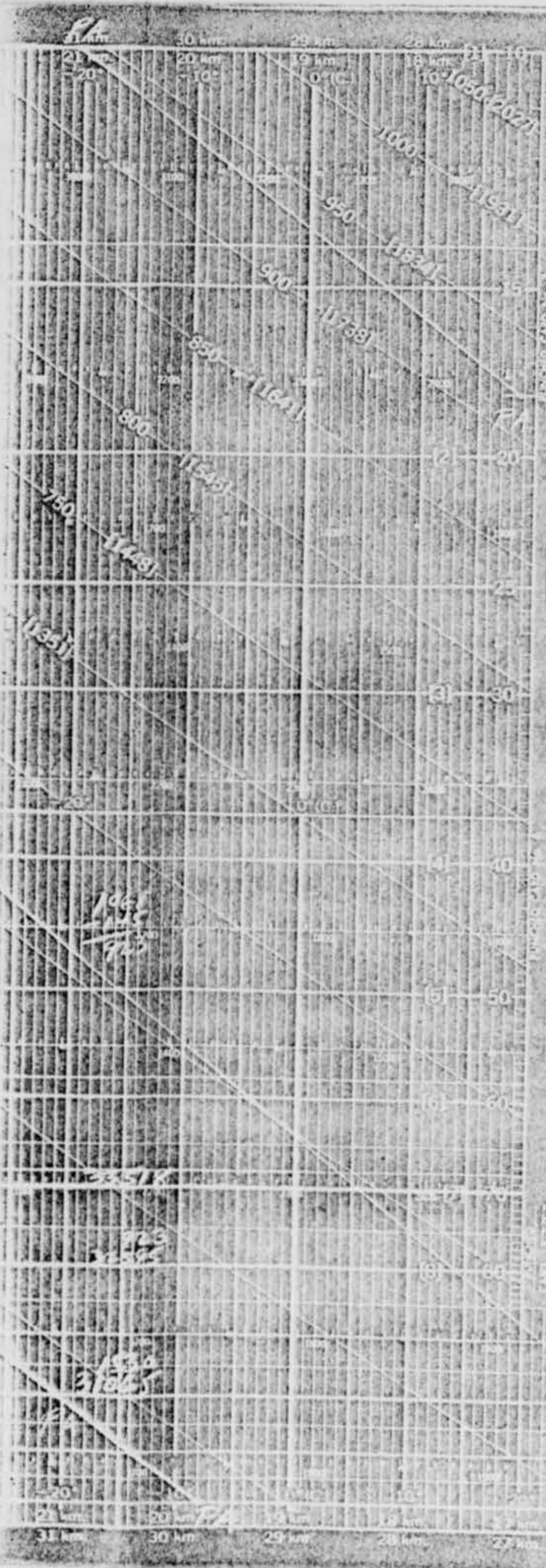
100% 90% 80% 70% 60% 50% 40% 30% 20% 10%

20 15 10 5 0 -5 -10 -15 -20 -25

100% 90% 80% 70% 60% 50% 40% 30% 20% 10%







CONVERSION TABLE

1.013 mb	1013.25 mb
1.013 mb	1013.25 mb

WEAN 31C

U.S. DEPARTMENT OF COMMERCE WEATHER BUREAU ADIABATIC CHART

Handwritten notes and small tables:

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1.013 mb	1013.25 mb

DATA BLOCK

Pressure (mb)	Temperature (°C)	Humidity (g/kg)	Wet Bulb (°C)	Wet Bulb (°F)	Wet Bulb (°C)	Wet Bulb (°F)
1000	20	10.0	18.0	64.4	18.0	64.4
900	15	7.5	14.0	57.2	14.0	57.2
800	10	5.0	10.0	50.0	10.0	50.0
700	5	2.5	6.0	42.8	6.0	42.8
600	0	0.0	2.0	35.6	2.0	35.6
500	-5	-2.5	-2.0	28.4	-2.0	28.4
400	-10	-5.0	-6.0	21.2	-6.0	21.2
300	-15	-7.5	-10.0	14.0	-10.0	14.0
200	-20	-10.0	-14.0	6.8	-14.0	6.8
100	-25	-12.5	-18.0	-0.4	-18.0	-0.4

REMARKS

TABLE FOR CONVERSION OF UNITS

Unit	Value
1.013 mb	1013.25 mb
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LEGEND FOR HATCHING CURVES

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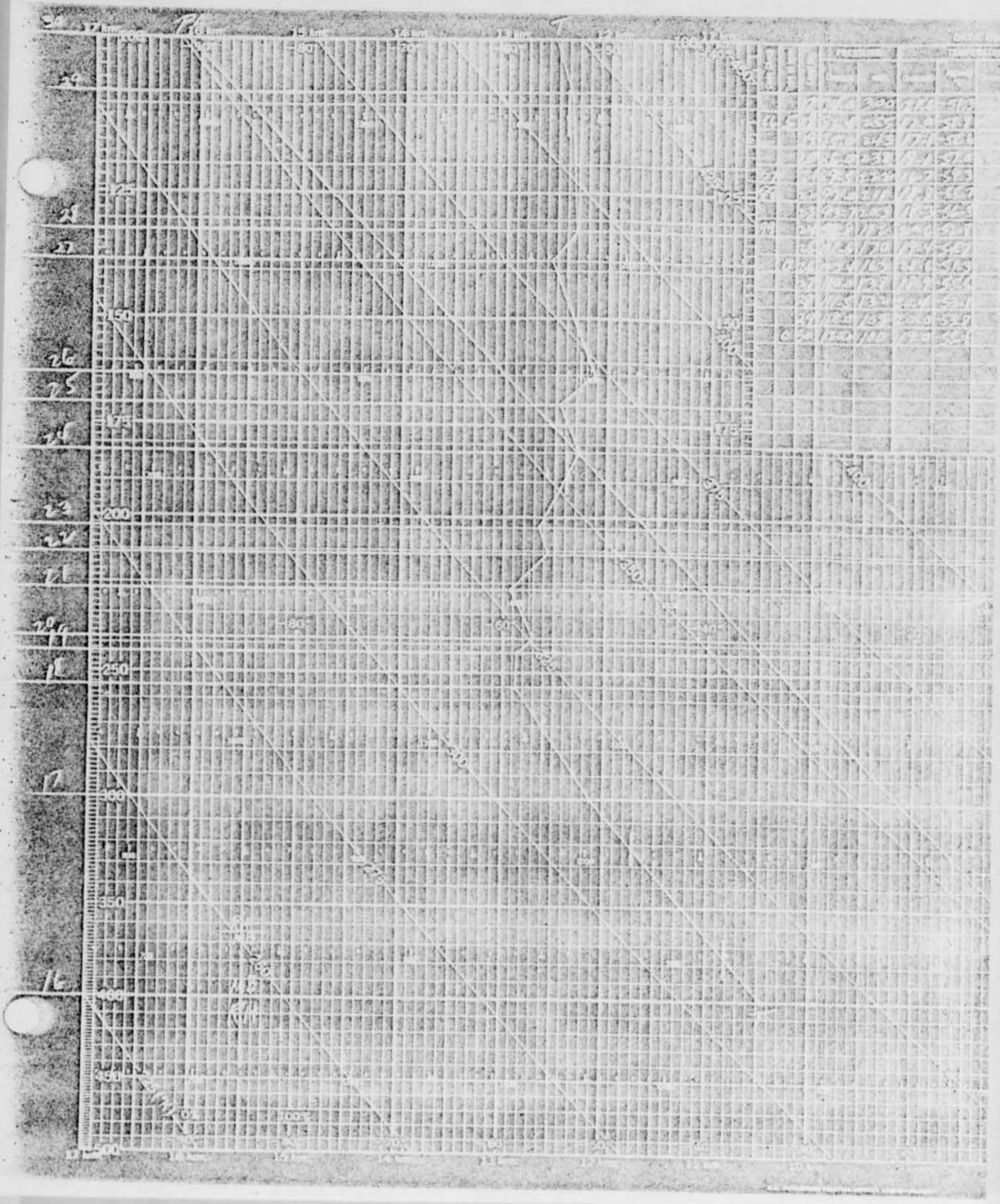
DATE AND TIME

1962	MAR 26
1962	MAR 26

Handwritten notes:

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"like a bus would turn." and began moving toward them. By the time it reached the point E, the lights were arranged as below:

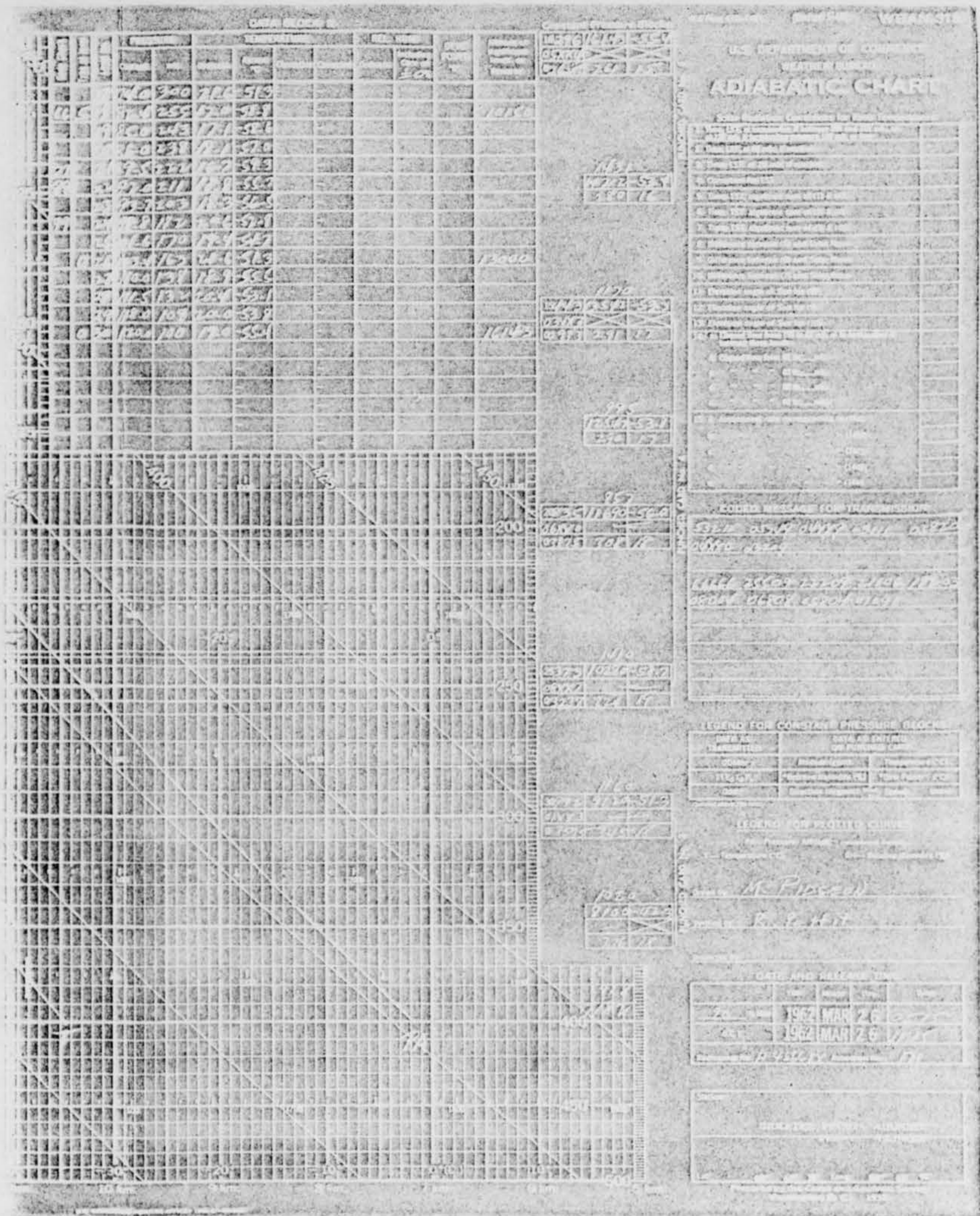
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Mrs. [REDACTED] said that the three (or four) lights on either side seemed to be about a foot apart and the distance between the two groups was about 60 degrees of arc, corresponding to a separation of about 40 feet at a distance of 40 feet. The brightness of the lights again corresponded to that of the tail lights of a car.

There were two trees in the field immediately opposite the car. They are indicated by the cross-hatching. Mrs. [REDACTED] says that she does not remember having seen the trees during the sighting, but that it was very dark and she was concentrating on the lights. (The moon was quite bright when she took us to the spot; it was about 9 p.m.). The trees were bare and about 18 to 25 feet in height. Mrs. [REDACTED] said that if the object had been an airplane, its landing gear would have been in the tree tops. She described the separation of the lights as corresponding to something "larger than a 180," but she emphasized the fact that there was no motor noise.

When the object reached point E, Mrs. [REDACTED] still thinking it might be a plane, came to the conclusion that it would land about 50 feet behind the car. She immediately turned the corner and proceeded north for one block to the top of the slope and, turning west again, stopped the car at F. She was not sure what the object was doing when she turned the corner and as she drove north, but Mrs. [REDACTED] was watching it.

At the point F Mrs. [REDACTED] stopped the car and opened the door on the driver's side, stepping out with one foot. This was the first time she had seen the object without the car window glass intervening. The object now appeared to be headed in a southeasterly direction (indicated by the broken



arrow) and looked like this:

O •

O •

Up until this point in the incident Mrs. [REDACTED] had thought the lights were those of a single object. However, the new formation seemed to indicate to her that there were two objects.

After watching the object for a short time, Mrs. [REDACTED] got back into the car and drove Mrs. [REDACTED] home. Returning to the area a few minutes later, she was unable to see any trace of the object. Upon returning home she learned that Mrs. [REDACTED] had reported the incident to the police.

Mrs. [REDACTED] was unable to estimate the speed of the object, but said that the whole incident seemed to happen very fast. She claims to be familiar with airplanes since her husband is a student pilot. She hesitates to give the object the name "flying saucer" and still thinks there is some more commonplace explanation.

MRS. [REDACTED]'S ACCOUNT

Upon returning to Mrs. [REDACTED] home we learned that Mrs. [REDACTED] had called and wanted to know if we wished to interview her also. We drove with Mrs. [REDACTED] to Mrs. [REDACTED] home.

It was already quite late (about 10 p.m.) when we arrived at Mrs. [REDACTED] home. We had already learned from Mrs. [REDACTED] that Mrs. [REDACTED] had been contacted by a Wheaton High School group which was interested in flying saucers. Mrs. [REDACTED] gave us some information about this group (see conclusions). After a short talk, we returned with Mrs. [REDACTED] in her car to the area of the sighting. Her account is somewhat sketchier than Mrs. [REDACTED]. It is as follows:

The object was first viewed at point A in the direction indicated. It consisted of two bright red lights and looked like a low-flying airplane. Mrs. [REDACTED] was quite insistent that there were only two large red lights during the entire incident. Her drawing of the initial sighting at point A is reproduced below:



She thinks she saw it intermittently between trees and houses before the car turned west. After the car turned west, progressing through B toward C, the object was in view the whole time. As the car reached C the two lights turned and headed toward the car. Reaching the point E, they seemed to be suspended above the trees and were no longer moving. Mrs. [REDACTED] described them as about the brightness and color of automobile tail lights. They were, she said, about 4 feet in diameter and about one foot apart and seemed to be rotating or blinking slightly. There could not have been more than 30 feet of ground between the car and the objects. Her drawing of their appearance at point C is below:



Mrs. [REDACTED] was again insistent upon the sizes and the fact that there were only two lights. I tried to get her to put her hand at arm's length to see if she could have covered the objects with it. She insisted that she couldn't, although from her description it would have been easy. Apparently the nature of the test was not clear to her.

After the car rounded the corner at C, the lights seemed to start moving again in an easterly direction. She watched them through the car windows. As the car moved toward the intersection near point F, Mrs. [REDACTED] was certain she could make out a dim yellow light immediately behind the two red ones which she ventured might have been "some sort of cabin light."

Mrs. [REDACTED] said that the lights seemed to be going in a southeasterly direction by the time the car stopped at F. She said she continued to be able to see it through the car's rear window even after they left point F, until they rounded the curve at point G in the car.

Mrs. [REDACTED] drawing of the object as it appeared after the car left point C is reproduced below:



Mrs. [REDACTED] remarked that the night of the sighting was a warm one.

She seemed to be of the opinion that the only explanation of this phenomenon was some sort of "extraterrestrial" craft. She stated that she had always been a little skeptical before, but she also admitted that her father had claimed several years earlier to have seen a "flying saucer" just before dawn one morning. (Sounds like Venus).

Mrs. [REDACTED] was quite definite about the size and shape of the object, but she seemed somewhat unsure of herself when we went back to the location where the sighting was made.