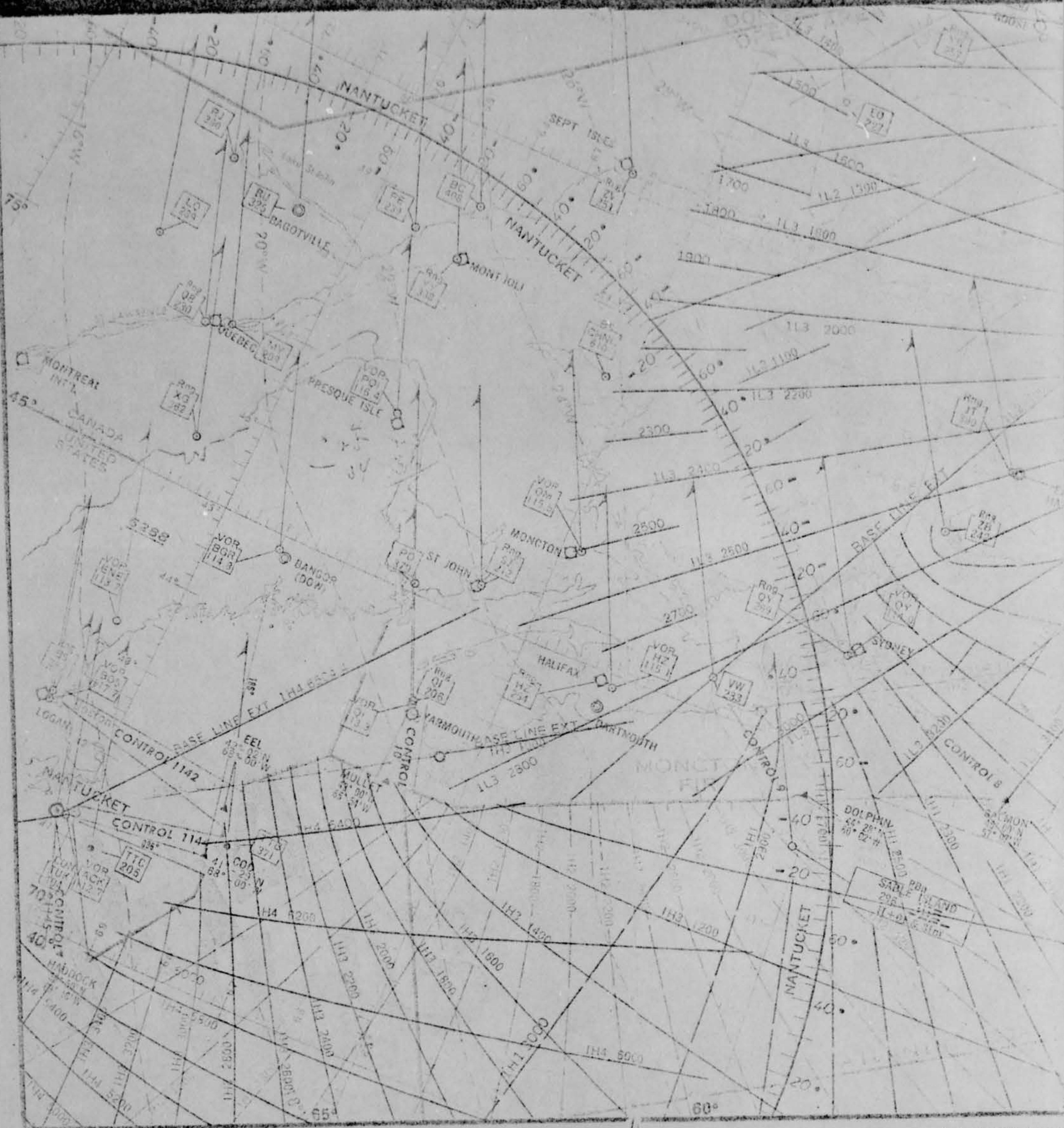
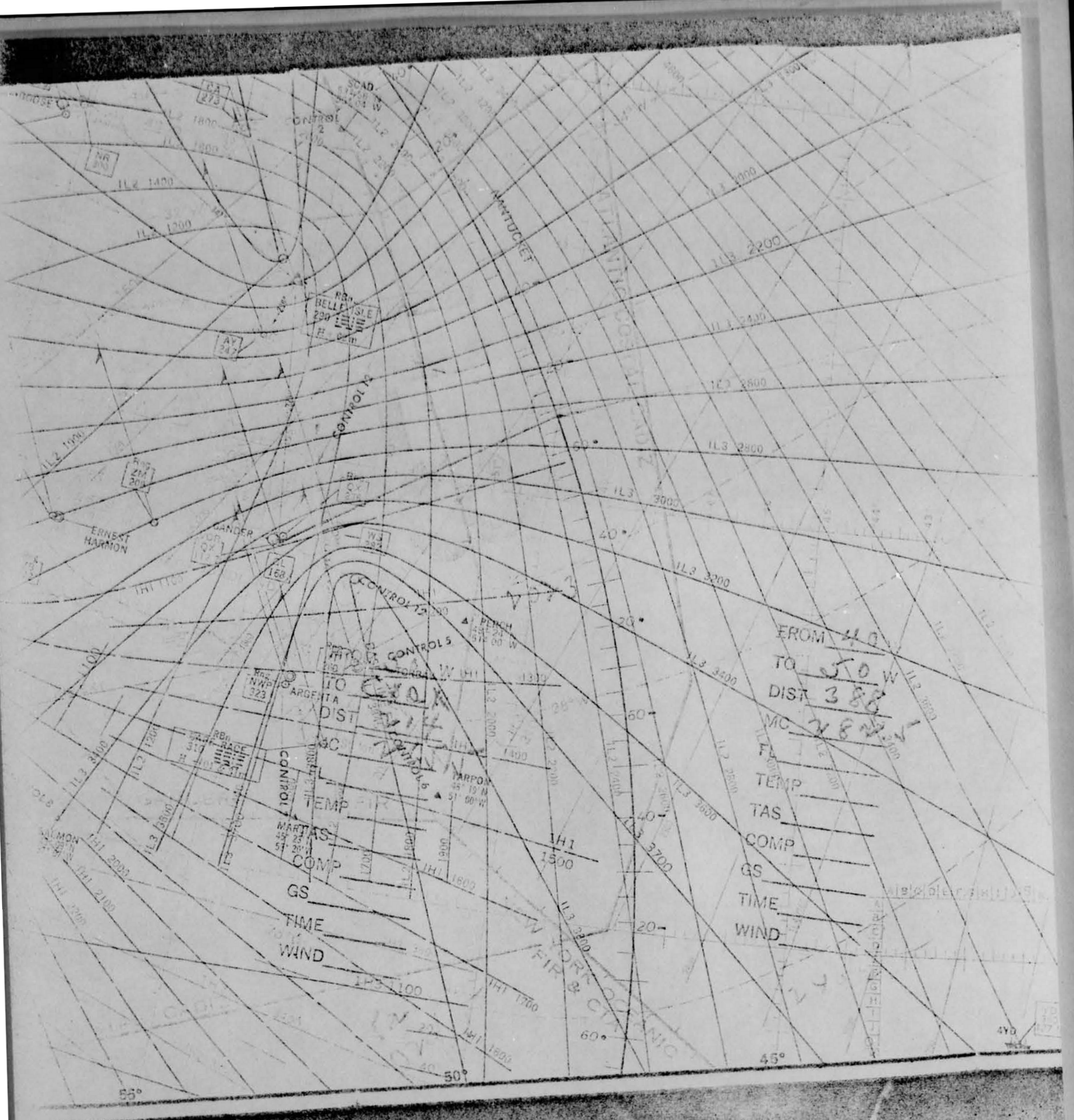


PROJECT 10073 RECORD CARD

1. DATE 24 September 1962		2. LOCATION Atlantic (New York-Lisbon)		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 24/0424Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION not rptd		8. NUMBER OF OBJECTS one		9. COURSE Westerly	
10. BRIEF SUMMARY OF SIGHTING Firey blue-white object size of foot-ball moving at great speed. Passed close to plane & lit up surrounding surface of a/c. Appeared fm low altitude & climbing. A/C flying 120 dgr magnetic. Object appeared at about 50 dgr tangent to Earth. Cloud cover below a/c. Obj was very bright & had tail emitting sparks. Witnessed by crew and passengers.				11. COMMENTS Object appeared from below clouds. Thought to be missile; however, appearance including sparks trailing indicates that the object was a meteor. From distance illusion was coming from below the clouds. Object was heading toward the a/c. adding to this illusion. Case considered as a meteor sighting.	





FROM 30°W
TO 40°W
DIST 362
MC 28.1
FL _____
TEMP _____
TAS _____
COMP _____
GS _____
TIME 5:15
WIND _____

40
50
388
282

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

4YD
VD
350
127.9

35°

30°

BUSHMILLS

LUGO

LUGO

PLONEIS

PLONEIS

FROM 20 W
 TO 36 W
 DIST 353
 MC 292
 FL 357
 TEMP -5
 P.S. 11/1
 COMP 11/1
 GS 4
 TIME 2 8
 WIND 200

FROM E 12 W
 TO 20 W
 DIST 406
 MC 296

TEMP -5
 ODT 15
 COMP 11/1
 GS 4
 TIME 2 8
 WIND 200

ACFT operat
 degrees of lat
 Deviations in
 between these
 the latitude of
 The following
 by the Oceanic
 Westbound Fl
 From the
 American
 Belle Isle
 boundary
 report at
 the Gander



FROM ELI W
 TO 2 W
 DIST 406
 MC 296
 FL 250

POSITION REPORTING PROCEDURE

1 SHANNON OCA

Unless otherwise required, position reports will be made every 10° of longitude from 10° W to 70° W, (e.g. 10° W, 20° W, 30° W, etc.) Additional compulsory reports may be required by ATC at intermediate 5° longitudinal lines (e.g. 15° W, 25° W, 35° W, etc.)

Unless otherwise required, ACFT whose track is predominantly in a N-S direction will report every 5° parallel of latitude.

UK-Ireland Route: Reporting will be at 10° W and latitude 61° N and as required by ATC for that portion of flight within UK domestic airspace.

UK-Azores Route: Reporting will be at 10° W, 15° W, and latitude 43° N, as required by ATC.

Shannon-Iceland Route: Designated reporting lines will be 56° N, 61° N. Additional reports may be requested by ATC for 53° 30' N.

Shannon-Azores Route: Designated reporting lines will be 48° N, 43° N. Additional reports may be requested by ATC for 50° 30' N and 45° 30' N.

2 GANDER OCA

ACFT operating within Gander OCA shall flight plan via whole degrees of latitude at each 10° of longitude (e.g. 50° W, 40° W, 30° W). Deviations in excess of 30 NM N or S of a great circle track between these points shall be specified in the flight plan by indicating the latitude crossing the intermediate 5° of longitude.

The following are specific position reporting procedures required by the Oceanic Control Centre:

Westbound Flights

From the United Kingdom and other European points to the North American continent, crossing the continental boundary south of Belle Isle shall report at 30° W, 40° W, 45° W and at the western boundary of the Gander Oceanic Control Area. The position report at 45° W shall contain an estimate for the point of crossing the Gander Oceanic Control Area western boundary.

From the Azores and North Africa to points in Newfoundland, shall report at the Gander/Santa Maria Oceanic Control Area Boundary, at 45° W and at the western boundary of the Gander Oceanic Control Area. The position report at 45° W shall include an estimate for the point of crossing the western boundary of the Gander Oceanic Control Area.

From points in Iceland to points in Newfoundland, shall report at the Iceland/Gander Oceanic Control Area Boundary and 45° W and at 50° W as well as at the western boundary of the Gander Oceanic Control Area.

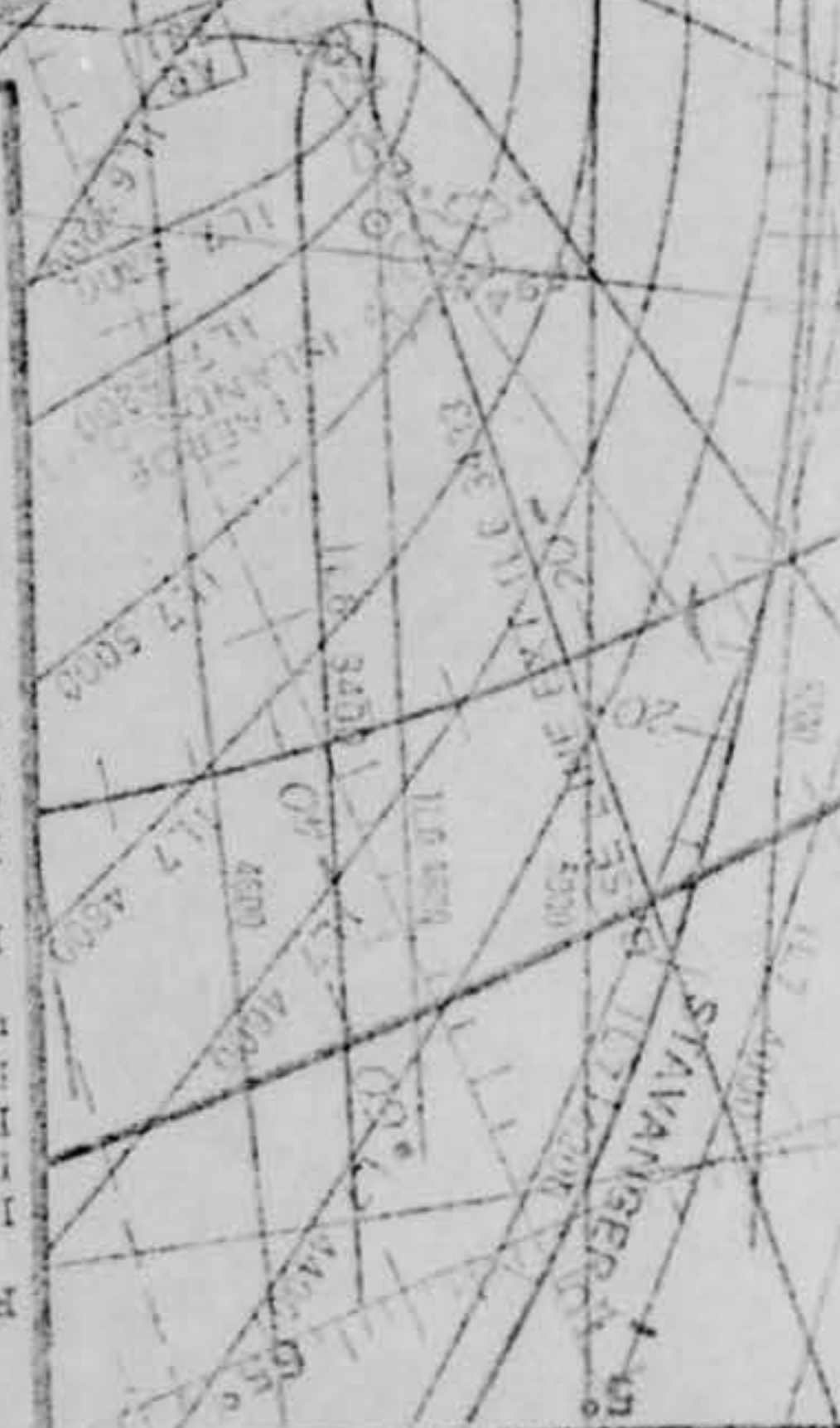
Eastbound Flights

From the North American continent operating south of Belle Isle and crossing the Gander Oceanic Control Area to points in the United Kingdom or the European continent, shall report at the western boundary of the Gander Oceanic Control Area and at 40° W and 30° W.

From Newfoundland to points in the Azores and North Africa shall report at the western boundary of the Gander Oceanic Control Area and at 45° W as well as at the Gander/Santa Maria Oceanic Control Area Boundary.

From or over Newfoundland to points in Iceland, shall report at the western boundary of the Gander Oceanic Control Area 50° W and at 45° W as well as the Gander/Iceland Oceanic Control Area Boundary.

16
171
8
21
38
87
15
22
57



3, 20

~~CLEARANCE~~

212

not earlier than 30 M

is required, using esta

RIGHT PLANS

1. IFR flight plan must be filed prior to take off when flight penetrates or operates within Iceland Military ADIZ. In the event flight plan cannot be adhered to, transmit corrected information immediately to appropriate facility.

2. In the interest of safety, it becomes necessary to deviate from current flight plan, such deviation must be reported immediately to military flight service (USAF) and/or appropriate Icelandic authority. Flight plans will not be submitted nor changed in flight to provide initial entry into ADIZ except in an emergency.

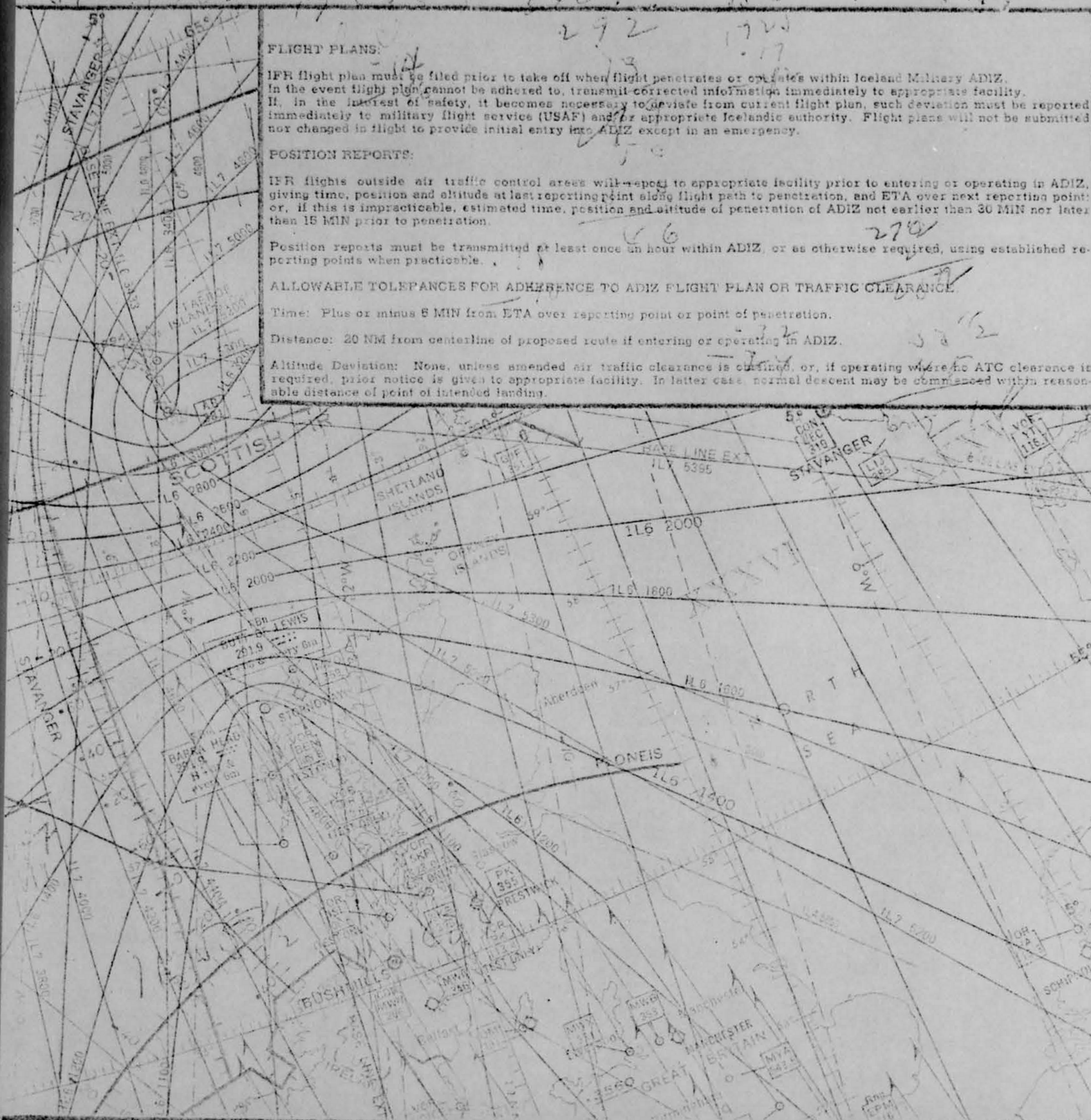
IFR flights outside air traffic control areas will report to appropriate facility prior to entering or operating in ADIZ, giving time, position and altitude at last reporting point along flight path to penetration, and ETA over next reporting point; or, if this is impracticable, estimated time, position and altitude of penetration of ADIZ not earlier than 30 MIN nor later than 15 MIN prior to penetration.

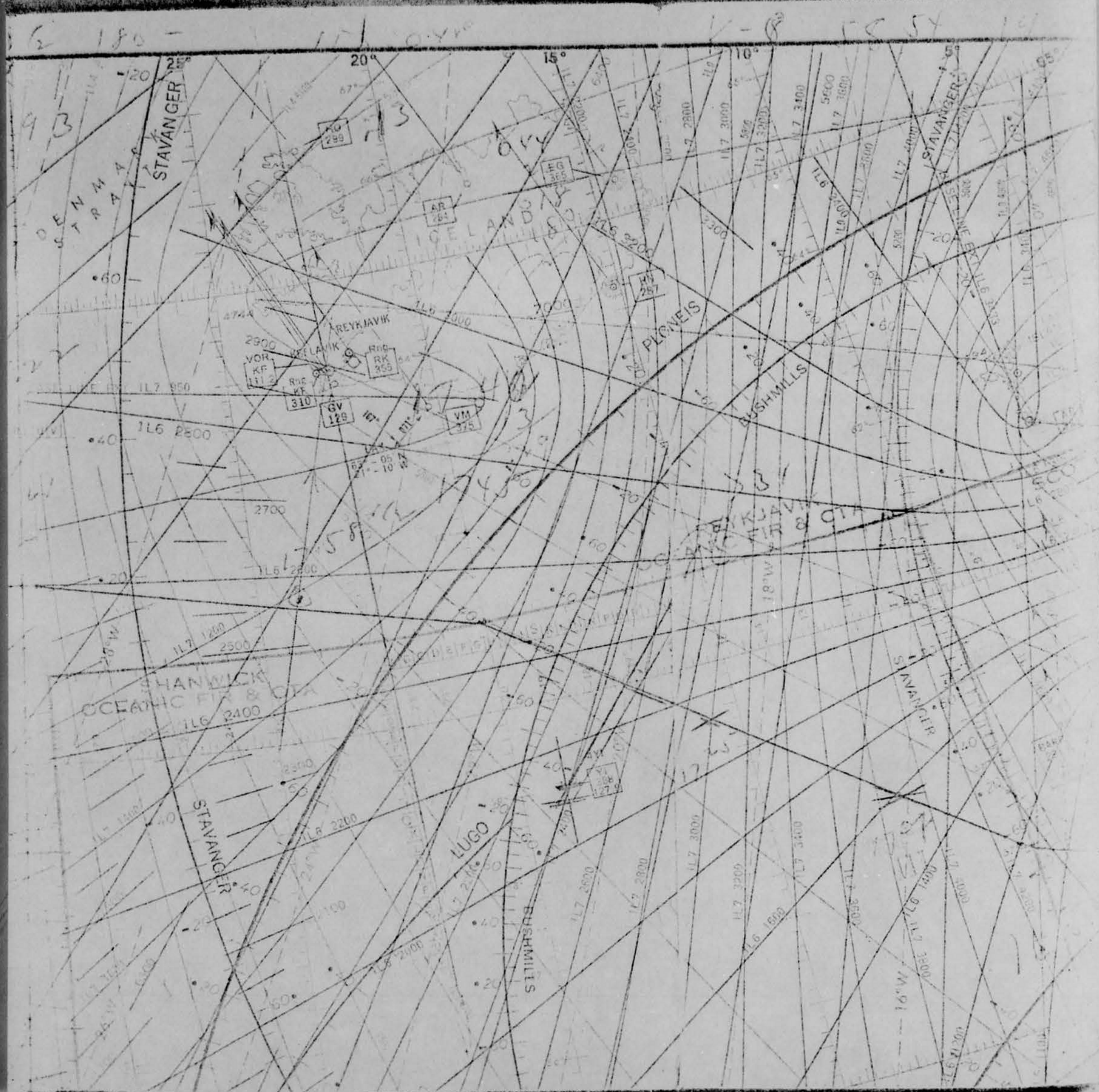
Position reports must be transmitted at least once an hour within ADIZ, or as otherwise required, using established reporting points when practicable.

Time: Plus or minus 5 MIN from ETA over reporting point or point of penetration.

Distance: 20 NM from centerline of proposed route if entering or operating in ADIZ.

Altitude Deviation: None, unless amended air traffic clearance is obtained, or, if operating where no ATC clearance is required, prior notice is given to appropriate facility. In latter case, normal descent may be commenced within reasonable distance of point of intended landing.

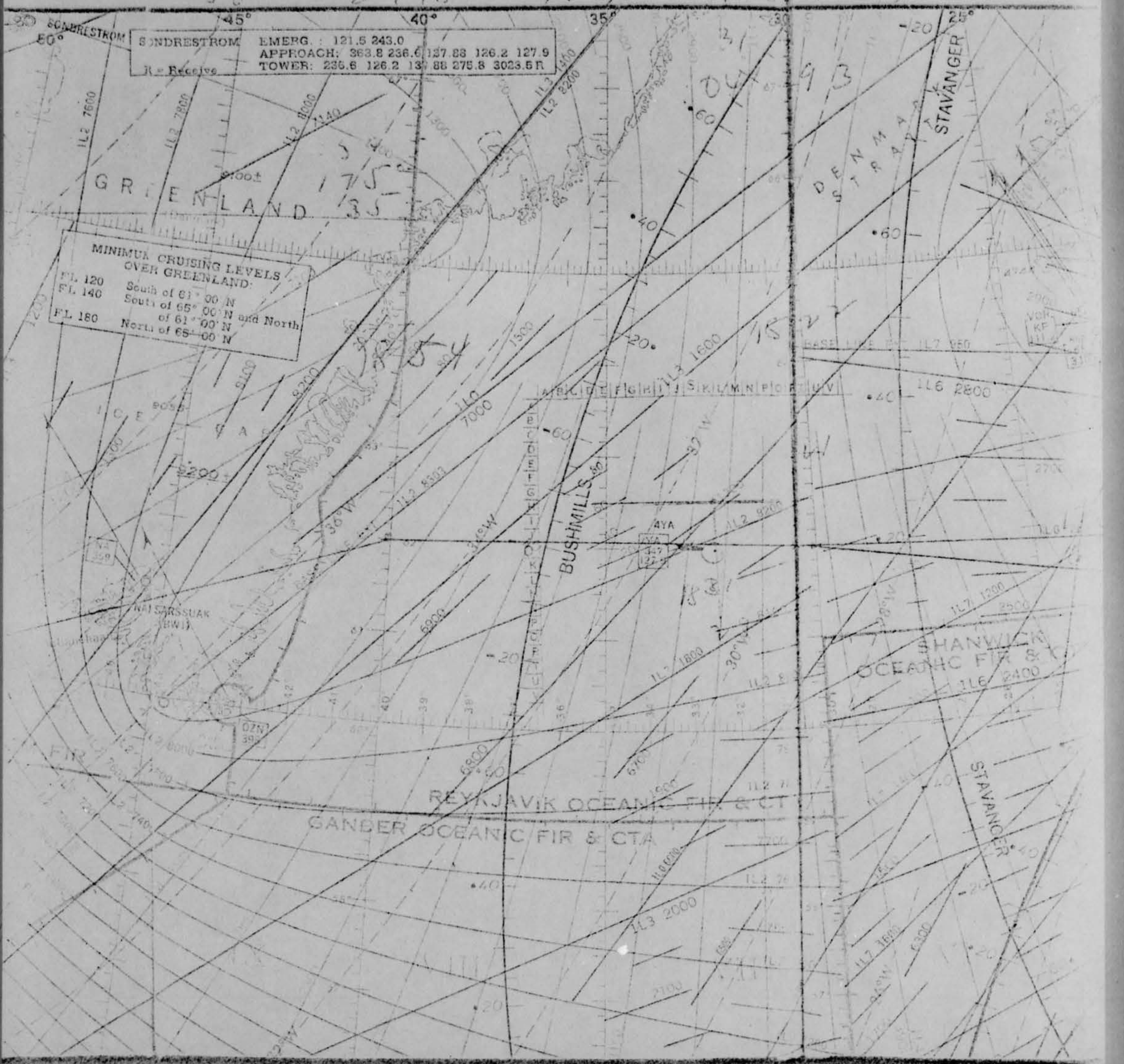




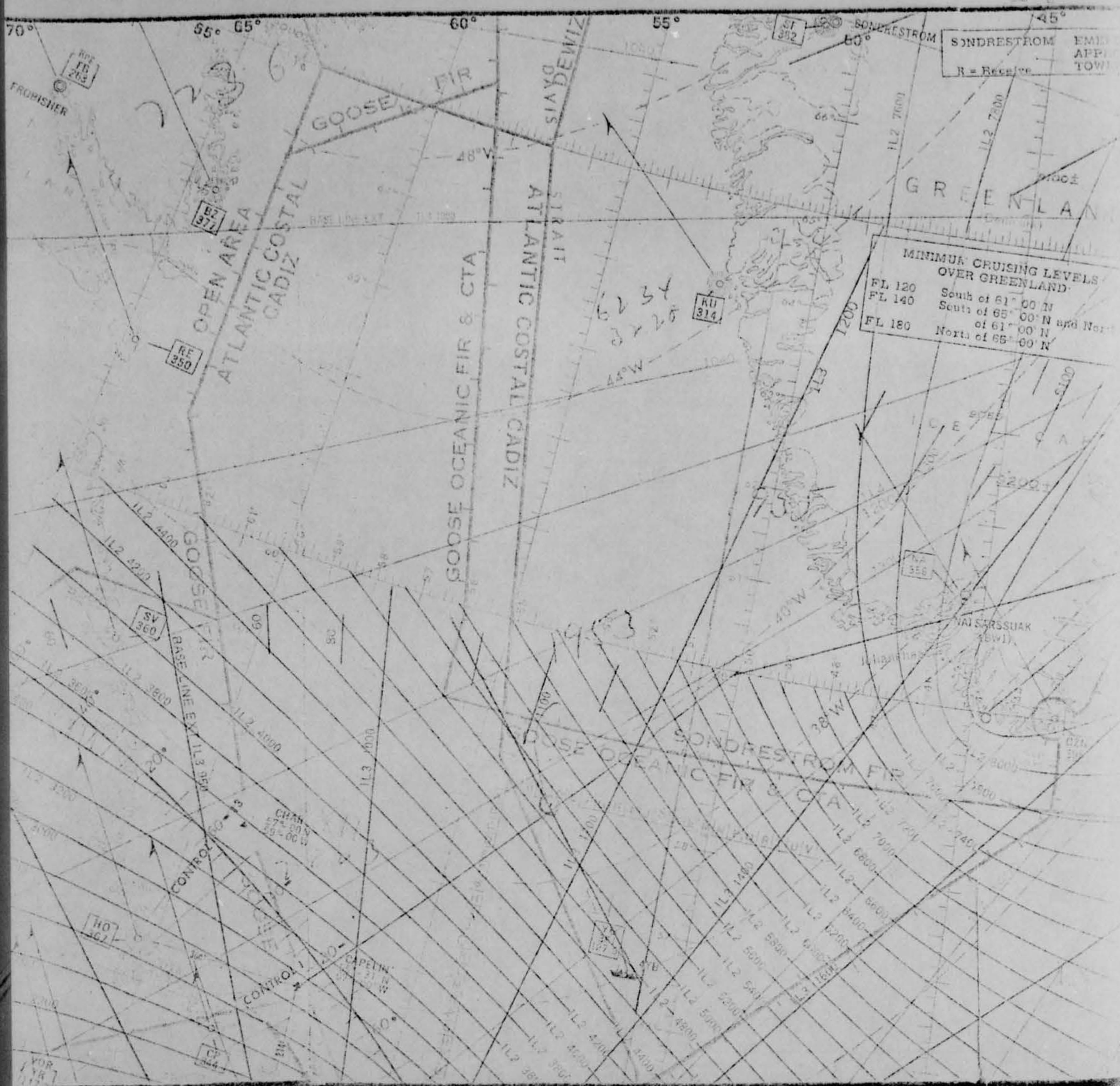
5627 674.5 44 12562 180

SONDRESTROM EMERG: 121.5 243.0
APPROACH: 363.8 236.6 137.88 126.2 127.9
TOWER: 236.6 126.2 137.88 275.8 3023.5R
R = Receive

MINIMUM CRUISING LEVELS
OVER GREENLAND:
FL 120 South of 61° 00' N
FL 140 South of 65° 00' N and North
FL 180 of 61° 00' N
North of 65° 00' N



56



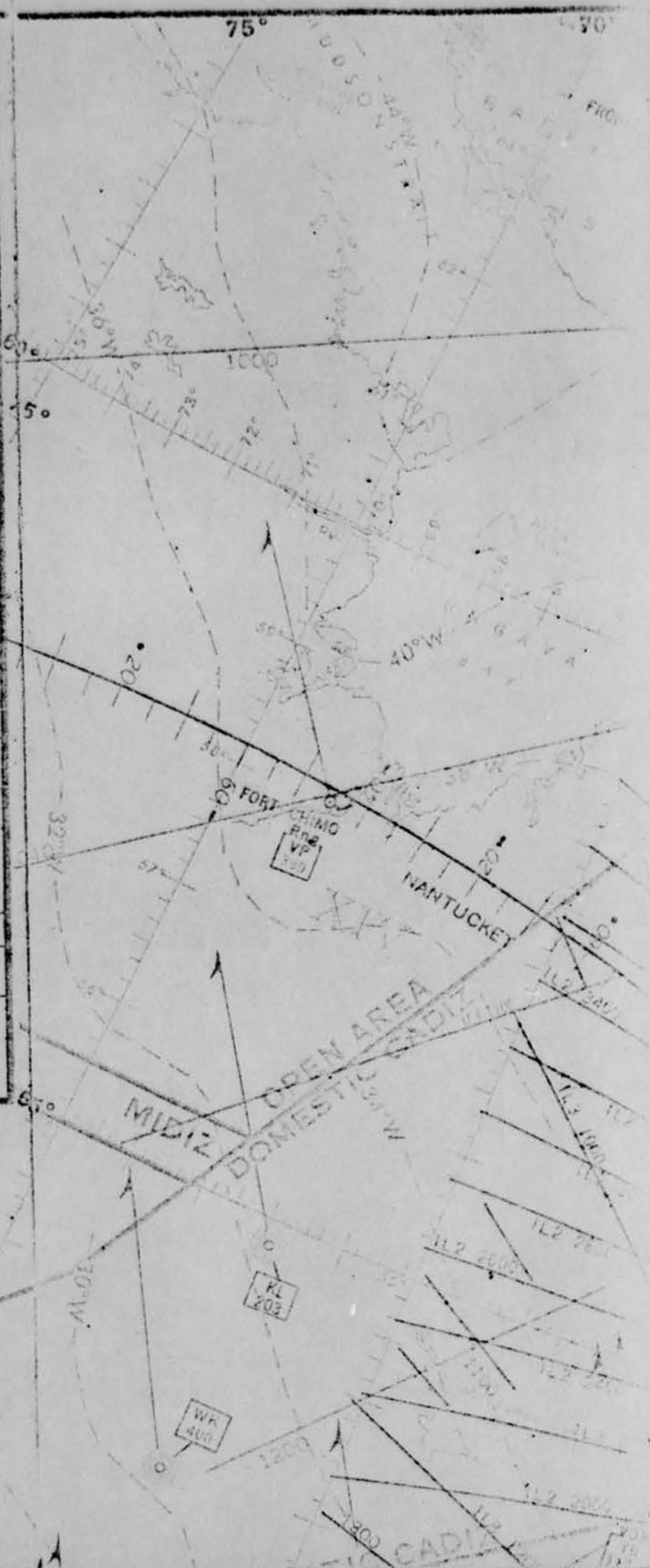
REPORT OF UNIDENTIFIED FLYING OBJECT

Telephone Call: Received by Major R. J. Hauser
Time: 1615 Hours, 28 September 1962
From: Mr. [REDACTED]
Address: [REDACTED]
Dover, New Jersey

Resume of Conversation: Mr. [REDACTED] is a TWA pilot and he and his brother also own the AMOCO Station at the above address. On the night of 24 September 1962 [REDACTED] was flying a TWA Boeing 707 from New York to Lisbon at an altitude of approximately 37,000 feet. At 0424 ZULU time, location which is pinpointed on a Doppler Chart in his possession, there suddenly appeared a firey object blue-white in color about the size of a football and moving at tremendous speed. It passed close to the plane and lit up the entire area surrounding the plane. Mr. [REDACTED] made a report of this incident upon landing at Lisbon; however, he wished to also report it to Picatinny Arsenal in event it may be of any value in relation to U. S. Army research. Mr. [REDACTED] indicated that this object could have been a missile item originating from Russia inasmuch as it appeared from that direction at low altitude and climbing at tremendous speed. He would be happy to discuss this further with Picatinny Arsenal personnel if interested.

In further discussion with arsenal personnel Mr. [REDACTED] indicated the following: He was flying a 120° magnetic heading. The object appeared about 50° with the tangent to the Earth. There was cloud cover below the plane at the time. The object appeared very bright with a tail emitting sparks. Other crew members witnessed the same phenomena. The blue line on the inclosed Doppler Chart (Chart TWA NA C/L-2) indicates his actual flight path; the position at which the object appeared is indicated by a blue circle inside a larger red circle.

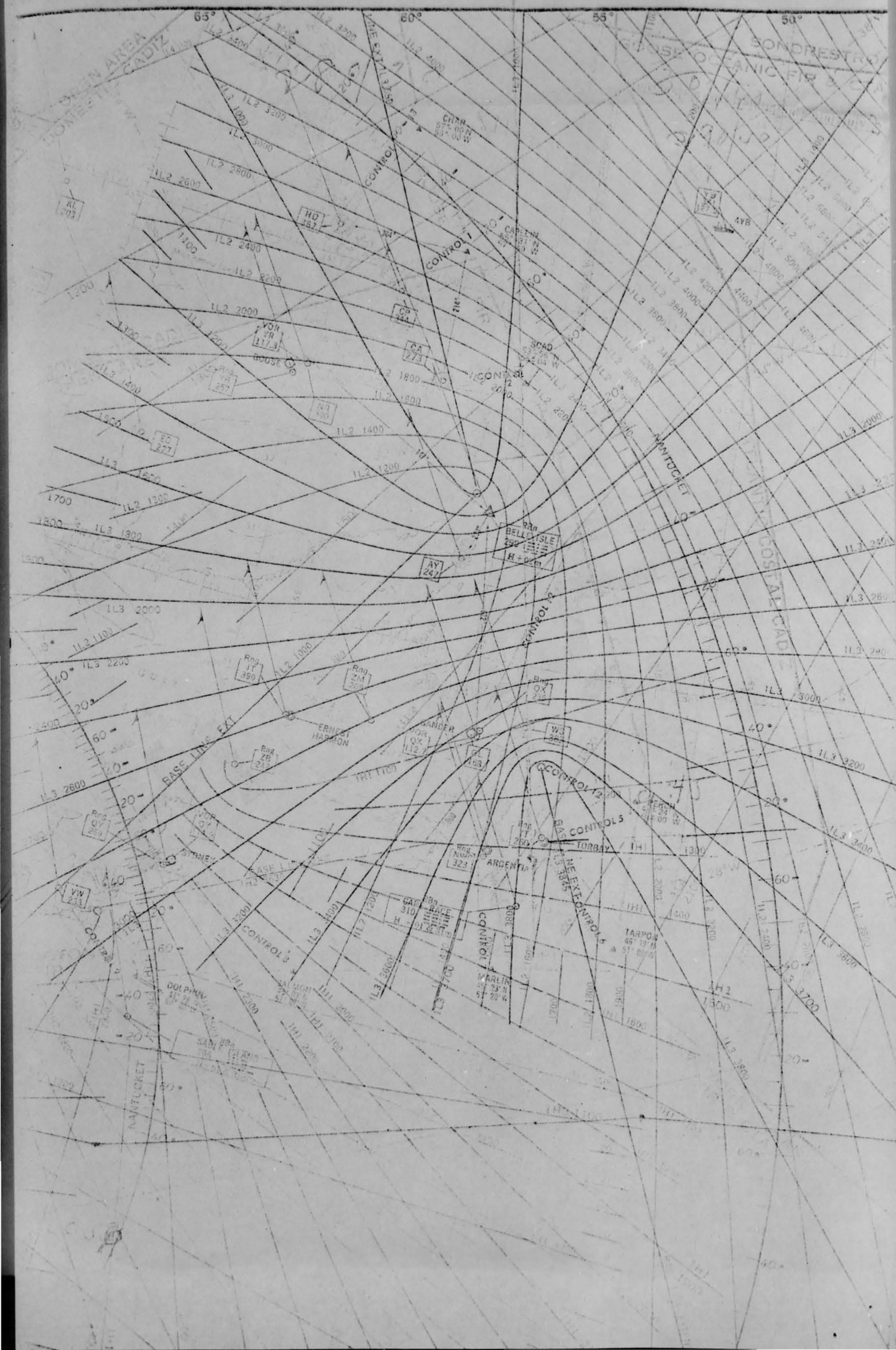
- 1 Incl
1. Doppler Chart



HE

NOTES:	1 On request only on UK vessels	4 See Aviation Chart GMD COM for additional frequencies	R = On Request	D = Day
	2 International VHF emergency	5 Extended Range	N = Night	x = H24
	3 Primary VHF airship	6 High Level		





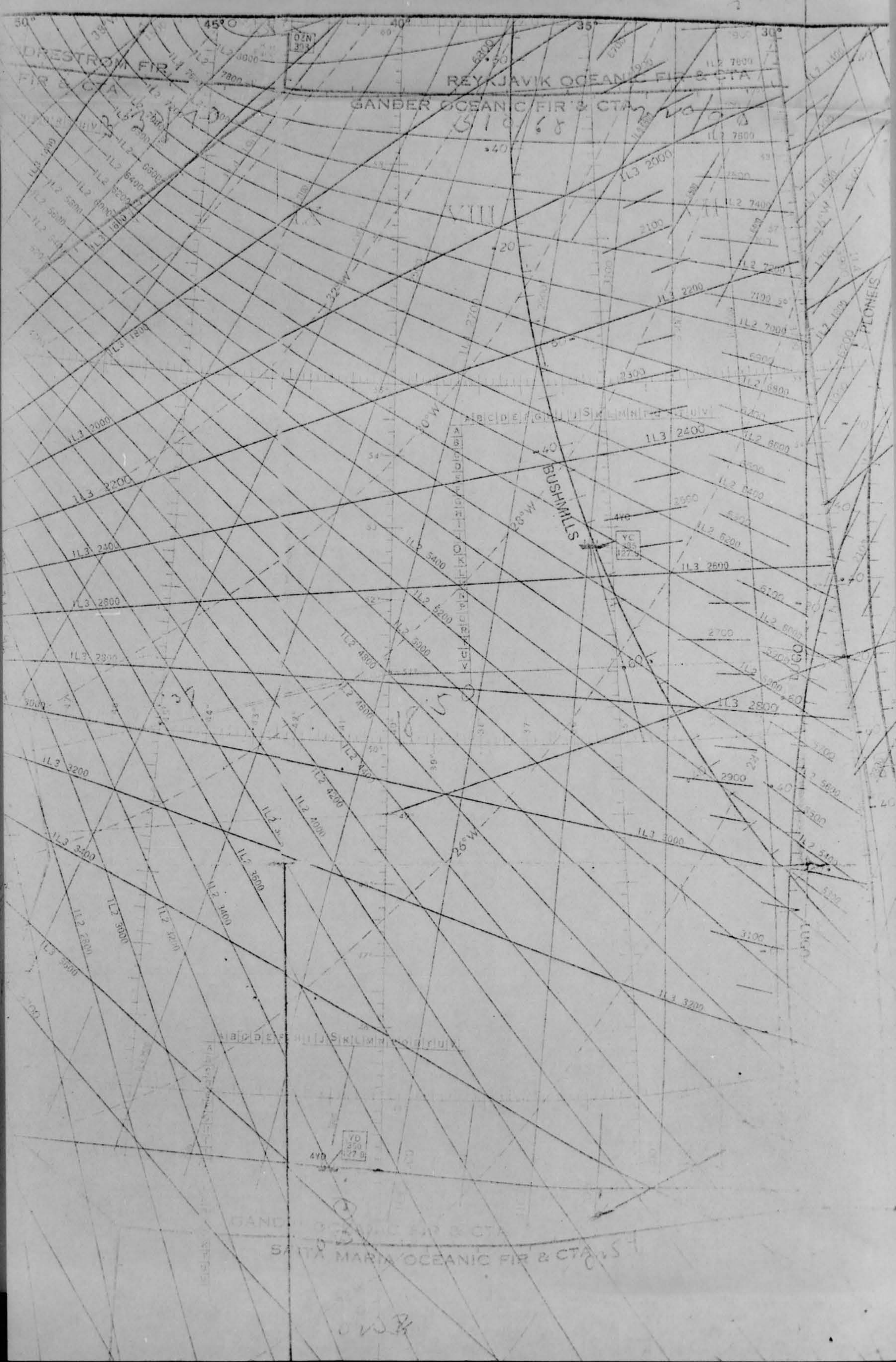
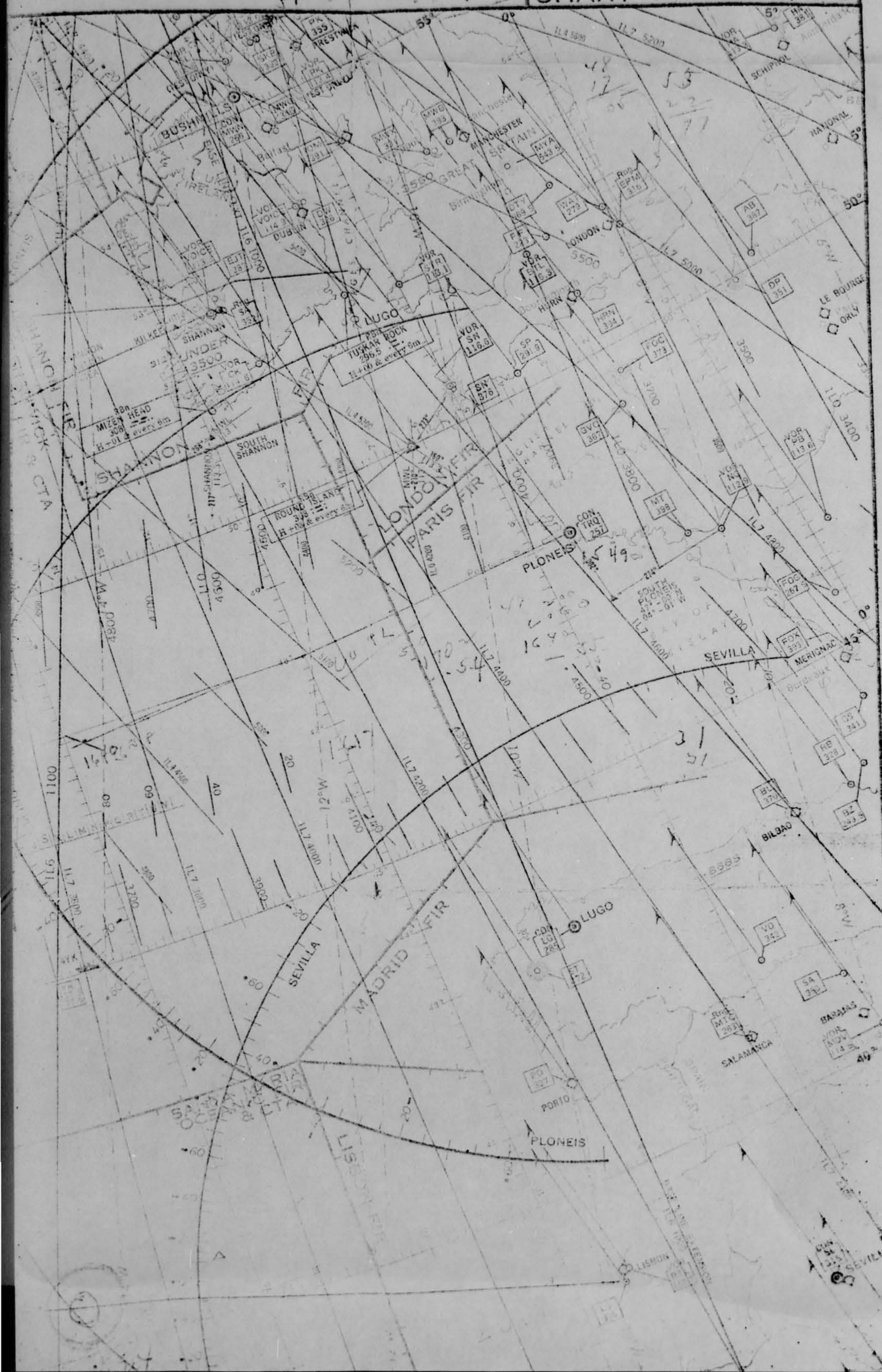




CHART TWA NA C/L-2



HEADQUARTERS
1127TH USAF FIELD ACTIVITIES GROUP
FORT BELVOIR, VIRGINIA

REPLY TO
ATTN OF: AFCIN-1B2

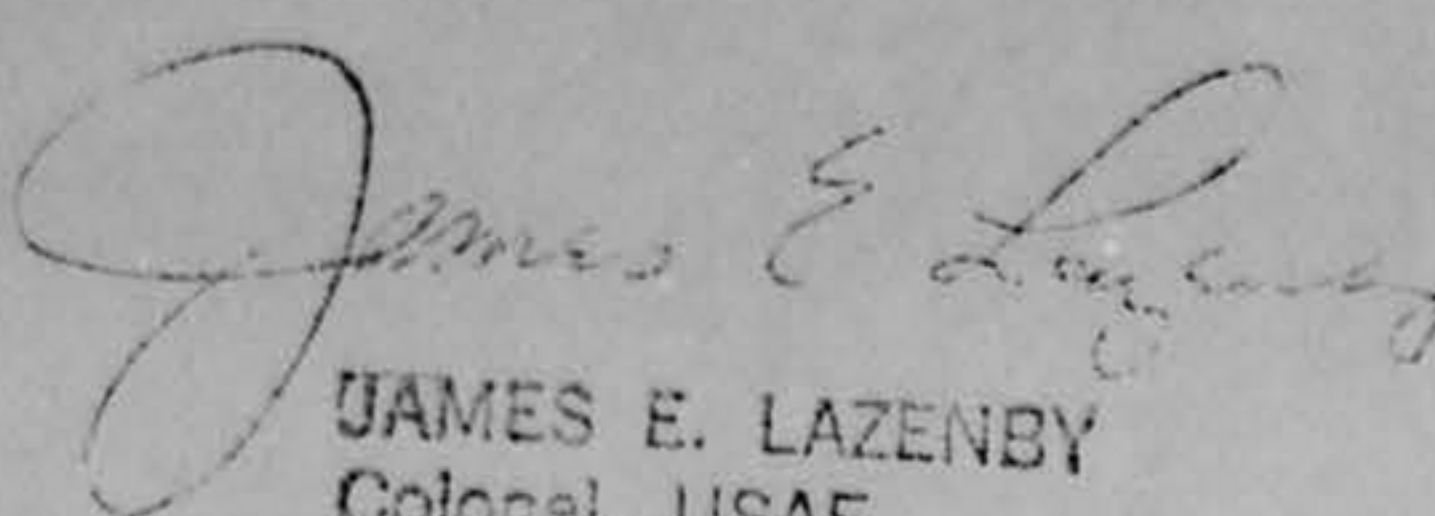
9 NOV 1962

SUBJECT: Report of Unidentified Flying Object

TO: FTD
Wright-Patterson AFB Ohio

Forwarded in accordance with AFR 200-2.

FOR THE COMMANDER


JAMES E. LAZENBY
Colonel, USAF
AFCIN-1B.

1 Atch
Ltr, SMUPA-VF-0063, US Army
Munitions Command, Dover, N.J.,
30 Oct 62, Subj: Rpt of UFOB

Copy to
AFSC w/o Dopplet Chart

U. S. ARMY MUNITIONS COMMAND
~~XXXXXXXXXX~~
PICATINNY ARSENAL
DOVER, NEW JERSEY

Mr Kosar/bh/71193

001 30 62-2 0000

IN REPLY
REFER TO:

SMUPA-VF-0063

SUBJECT: Report of Unidentified Flying Object

TO: United States Air Force
Assistant Chief of Staff for Intelligence
Washington 25, D. C.

Inclosed is a report of an unidentified flying object
as related to arsenal personnel by a Mr. ~~XXXXXXXXXX~~
a TWA Boeing 707 pilot.

FOR THE COMMANDER:

✓ 1 Incl

1. Rpt of UFO, w/Incl -
Doppler Chart

John J. Ramsden
JOHN J. RAMSDEN
Capt. Ord
Assistant

