

PROJECT 10073 RECORD CARD

1. DATE 5 Jan 63		2. LOCATION Nantucket Point, Long Island, N Y		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical Star/Planet ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local 3 AM till dawn GMT 05/0800Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE civilian			
7. LENGTH OF OBSERVATION 1 hour		8. NUMBER OF OBJECTS one		9. COURSE West	
10. BRIEF SUMMARY OF SIGHTING Clear moonlit night. Round obj with shiny metallic structure. Bright blue light on top of obj. Appeared to be at 1,000 alt. 75 ft diameter of obj. Obj executed turns, flips and maneuvers at fantaxtic speeds. Blue light on top only outstanding feature. Obj disappeared as a "morning bright star."				11. COMMENTS At time of initial report Regulus overhead 60° to S; Betelgeux at 25° elev, 270° az; Venus 15.48.43 (low in East) -4.3 mag; Mars (near Regulus) 9.51.09 +17.02° declination, -0.5 mag. Obj has characteristics of astronomical obj with distrotion due to the atmospheric conditions present and the interpretations of the objs behavior by the witness under these unusual conditions.	

OFFICIAL FILE COPY

FTD (TDEW)
Wright-Patterson AFB, Ohio
10 March 1964

Lt Colonel Robert Friend
Detachment 4 (PACIFIC OFFICE)
APO 994
San Francisco, California

Dear Bob,

Everything is fine with the flying saucers. Have made one TDY trip to Northwestern with Capt Quintanilla regarding UFO's.

A committee of three graduate students has been formed at Northwestern to reevaluate 1963 sightings. In some way we might come up with some area where the Air Force falls short either in investigations or evaluations.

I have enclosed one of the cases from Jan 1963 where there is some difference in opinion as to the cause of the sighting. Perhaps a note from you might enlighten us. Now I will see if your pupil learned his lesson (that's me).

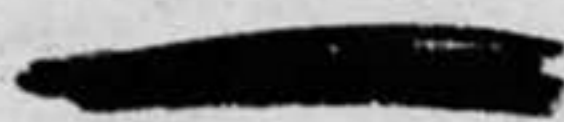
Played a team game with Dan as partner and John Dooley as opponent; we managed to finish 3rd. Scrivens claims Dooley kicked six boards. I was busy scoring and didn't get a chance to recap. I thought we had a pretty good game.

I am working at Sear's three nights a week, so the bridge is confined to Sunday games.

Saw Jacoby in the Cincinnati regional; he sends his regards.

Hope everything is going well for you and the family. Give my regards to Anna.

Sincerely,



5 January
Betelgeuse 15° elev 270° Az
AT 0400

~~REDACTED~~
~~REDACTED~~

Wentauk Point,
Long Island, N. Y.

U.S. Air Force
Intelligence Bureau

Dear Sirs,

My wife and I own and operate a small motel here in Wentauk Point out on the tip of Long Island, N. Y. We operate winter and summer, and in winter occasionally rent to transient workers or personnel working at one of your radar bases here at the Point.

The Long Island Rail Road has its last station here about 3/4 mile from here. Adjacent to it "Republic Aerospace" has a small ware house installation.

A, Mr. ~~REDACTED~~, who works for the ~~REDACTED~~, on car maintenance, and who resides here with his wife; came to me with a strange story one morning.

Accidentally this young man, has been with us about 3 weeks, is a good worker, sober and as far as I can see, reliable.

His story was about, the elusive "flying saucer". I, myself have never seen one and probably never will in the foreseeable future. Mr. ~~REDACTED~~, told the story

15.48.22 (LOW IN CASE)
VENUS (NEAR REGULUS) 9.5/09
MARS
JUPITER
-0.2 MAG
+17.02° -0.5 MAG
DECLINATION
NOT VISIBLE

to me, and I guessed he had seen a flash of something, an illusion or reflection - another fleeting glimpse, unstable vision or hallucination; but when he told me he had this object close to and above him for about a whole hour, then I had him repeat the story in detail -

Yes, ~~was~~ was on the night shift beginning Jan 4th 7³⁰ PM to dawn of Jan 5th. He was busy filling the tanks on the train at about 3 AM of Jan 5 - the moon was on the way down, with a cloud passing over it now and then. The engines are constantly in warm-up, so any sounds the object could have made were deadened.

He happened to look up from his work, and hovering above him at what he estimated to be about 1000 feet was this craft, as he described it, perfectly round, in thickness, like two saucers placed against one another; thicker in the middle and tapering toward the edge.

Because of the moon glow, and the clearness of the night, the shining metal structure was clearly visible. On top of the object, in the center, was a plume of bright blue light, like an exhaust of some sort.

He estimated it to be about 75 feet across its ~~at~~ diameter. Every once in a while it

would execute a series of turns, flips and maneuvers in all directions, at times at terrific speeds close to the ground, but never lower than about "500 to 1000 feet".

He said he saw no signs of any ports or windows or lighting on it, outside of the blue light on top.

Mr. said, he got the feeling that this "craft" was watching him, or the whole operation. Suddenly, about 300 yards away, one of the night guards for Republic Aircraft, drove up in his car, and got out to punch the clock on his rounds, and the craft slid over in that direction and hovered over that area for a while, until the guard left. (This is a well lighted area, and the guard was seen to look up at the sky, but chances are the lights of the building blinded him. It is not known yet whether any of the guards there saw anything that night. Mr. Cheerington does not know any of the men working guard duty at Republic Aerospace.)

Finally, after about an hour of maneuvering, (at times he felt "it was so close, it seemed you could almost reach out and touch it") an air-liner

a large jet of some sort was headed by ~~light of~~ ~~some sort~~; and just as the plane, flying at about 15,000 feet arrived overhead, this craft zoomed straight up, at a terrific speed, and as its shape blanked out the plane's running lights, he thought for sure that there would be a crash, but it seemed to sever off at the last minute. This happened around 4:44

Then, after skirting the plane, it took off at a low altitude toward the West, or in the general direction of New York City. As it was leaving, one of Mr. ~~Smith~~'s co-workers came out of the train and he saw it leaving as a "moving bright star".

Mr. ~~Smith~~ was shaken by the experience, and his only reaction was "if something like this has to happen, let it be on some one else's shift"

Well, that's the story as I got it; if there are other witnesses, we haven't looked for any or said any thing about it, as most would laugh at something like this; as unbelievable or plain hog wash, but inasmuch as, the man watched this for about an hour, and there may be others who saw this; I thought it would

be worth while writing about it.

On the other hand, if this is the result of any government experimental work or project, forget about this letter, and as far as I am concerned the story ends right here; if not, I hope you will investigate the incident.

Thank you for listening
Sincerely yours,

[REDACTED]

Wentank Pt. L.I. N.Y.

U.S. AIR FORCE

BUREAU OF INTELLIGENCE

PENTAGON BLDG.

WASHINGTON, D.C.

FTD

E



~~CIN-2~~
NOT CIN-2
NO
AF

Case # 2

Jan 1963

[REDACTED]
[REDACTED]
[REDACTED]
Long Island, New York

U.S. Air Force
Intelligence Bureau

Dear Sirs,

My wife and I own and operate a small motel here in Nantucket Point out on the tip of Long Island, New York. We operate winter and summer, and in winter occasionally sent to transient workers or personnel working at one of your radar bases here at the Point.

The Long Island Rail Road has its last station here about 3/4 mile from here. Adjacent to it "Republic Aerospace" has a small warehouse installation.

A Mr. [REDACTED] who works for the L.I.R.R. on car maintenance, and who resides here with his wife, came to me with a strange story one morning.

Incidentally this young man has been with us about 3 weeks, is a good worker, sober and as far as I can see, reliable.

His story was about the elusive "flying saucer." I myself here never seen one and probably never will in the foreseeable future. Mr. [REDACTED] talked about it to me, and I guessed he had seen a flash of something, an illusion or reflection--another fleeting glimpse, unstable vision or hallucination; but when he told me he had this object close to and above him for about a whole hour; then I had him repeat the story in detail--

Mr. [REDACTED] was on the night shift beginning Jan 4th 7:30 p.m. to dawn of Jan 5th. He was busy filling the tanks on the train at about 3 a.m. of Jan 5-- the moon was way down, with a cloud passing over it now and then. The engines are constantly in warm-up, so any sounds the object could have made were deadened.

He happened to look up from his work, and hovering above him at what he estimated to be about 100 feet was this craft, as he described it, perfectly round, in thickness, like two saucers placed against one another; thicker in the middle and tapering toward the edge.

Because of the moonglow, and the clearness of the night, the shining metal structure was clearly visible. On top of the object, in the center, was a plume of bright blue light, like an exhaust of some sort.

He estimated it to be about 75 feet across its diameter. Every once in a while it would execute a series of runs (?), flips and maneuvers in all directions, at times at terrific speeds close to the ground, but never lower than about "500 feet to 1000 feet."

He said he saw no signs of any ports (?) or windows or lighting on it, outside of the blue light on top.

(Continued) Ltr. Mr. [REDACTED] to USAF Intelligence Bureau

Mr. [REDACTED] said, he got the feeling that this "craft" was watching him, or the whole operation. Suddenly about 300 yards away, one of the night guards for Republic Aircraft drove up in his car, and got out to punch the clock on his rounds, and the craft slid over in that direction and hovered over that area for awhile, until the guard left. (This is a well lighted area, and the guard was seen to look up at the sky, but chances are the lights of the building blinded him. It is not known yet whether any of the guards there saw anything that night. Mr. [REDACTED] does not know any of the men working guard duty at Republic Aerospace.

Finally, after about an hour of maneuvering, (at times he felt it was so close, it seemed you could almost reach out and touch it) an air-lines or large jet of some sort was headed by; and just as the plane, flying at about 15,000 feet arrived overhead. This craft zoomed straight up, at a terrific speed, and as its shape blanked out the plane's running lights, he thought for sure that there would be a crash, but it seemed to swerve off at the last minute. This happened around 4 a.m.

Then, after skirting the plane, it took off at a low altitude toward the West, or in the general direction of New York City. As it was leaving, one of Mr. [REDACTED]'s co-workers came out of the train and he saw it leaving as a "moving bright star."

Mr. [REDACTED] was shaken by the experience, and his only reaction was "if something like this has to happen, let it be on some one else's shift."

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Thank you for listening.
Sincerely yours,

[REDACTED]
[REDACTED]
Nantucket Pt. L.I. N.Y.