

# PROJECT 10073 RECORD CARD

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1. DATE<br>3 Apr 64                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | 2. LOCATION<br>Monticello, Wisconsin                                                                                                                                                                  |  | 12. CONCLUSIONS<br><input type="checkbox"/> Was Balloon<br><input type="checkbox"/> Probably Balloon<br><input type="checkbox"/> Possibly Balloon<br><br><input type="checkbox"/> Was Aircraft<br><input type="checkbox"/> Probably Aircraft<br><input type="checkbox"/> Possibly Aircraft<br><br><input type="checkbox"/> Was Astronomical<br><input type="checkbox"/> Probably Astronomical<br><input type="checkbox"/> Possibly Astronomical<br><br><input checked="" type="checkbox"/> Other UNIDENTIFIED<br><input type="checkbox"/> Insufficient Data for Evaluation<br><input type="checkbox"/> Unknown |  |
| 3. DATE-TIME GROUP<br>Local _____<br>GMT 04/0300Z                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  | 4. TYPE OF OBSERVATION<br><input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar<br><input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 5. PHOTOS<br><input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                                                                                                                                                                                                                                                                                                                                                                                                                     |  | 6. SOURCE<br>civilian                                                                                                                                                                                 |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 7. LENGTH OF OBSERVATION<br>3 - 4 minutes                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | 8. NUMBER OF OBJECTS<br>one                                                                                                                                                                           |  | 9. COURSE<br>varied/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 10. BRIEF SUMMARY OF SIGHTING<br>Obj with four wheels like small ferris-wheel. Lights only visible. Four huge red lights with other lights of white and green. No sound. Obj observed near ground, then it took off in a canted altitude (N) with elevation and azimuth unknown. Hovered. object and auto approached each other on parallel course about 300 ft apart. Obj then veered away and disappeared. Duration 3 - 4 minutes. Night sighting. Four witnesses. Reported four days after sighting. |  |                                                                                                                                                                                                       |  | 11. COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |



# OFFICIAL FILE COPY

TDEW/69216

Request for Weather Data

2 Nov 64

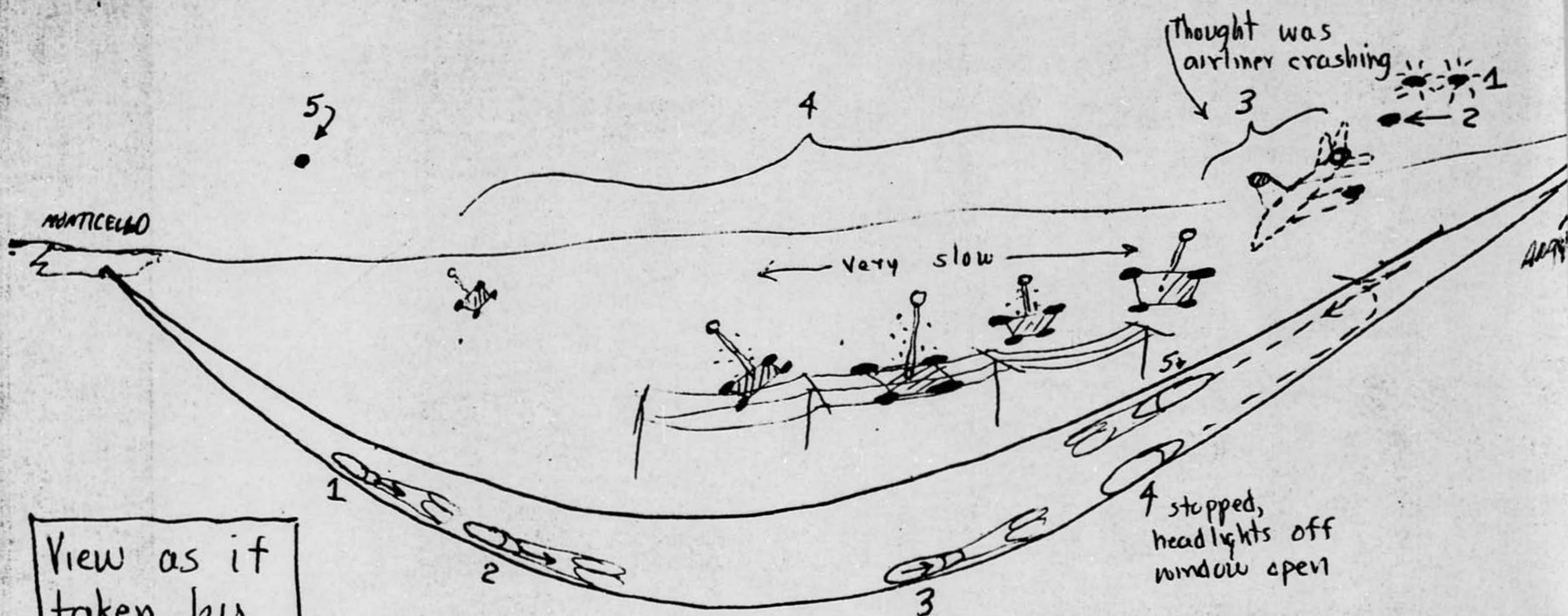
TDFCC/Maj Mills

Request surface weather data for Monticello, Wisconsin on 2 Apr 64  
and the wind data at all levels for Mt Vernon, Virginia on 18 May 64  
be ordered from Asheville, North Carolina.

HECTOR QUINTANILLA, Jr  
Major, USAF  
Chief, Aerial Phenomena Branch

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Note: only lights seen. Structure and shading shown only to clarify perspective.

- Red running light
- ⦿ Red flasher light
- White light
- Green Running light
- Tiny green lights "like Italian Christmas-tree lights"



# U.S. AIR FORCE TECHNICAL INFORMATION

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. 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?

3 April 1964  
Day Month Year

2. Time of day:

8 45 approx  
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

Monticello  
City or Town

Wisconsin  
State or County

5. How long was object in sight? (Total Duration)

10  
Hours Minutes Seconds

a. Certain

b. Fairly certain

c. Not very sure

d Just a guess

5.1 How was time in sight determined?

5.2 Was object in sight continuously?

Yes ✓ No \_\_\_\_\_

6. What was the condition of the sky?

DAY

a. Bright  
b. Cloudy

NIGHT

a. Bright  
b Cloudy - Very Dark

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



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. 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

10. The object appeared: (Circle One):

- a. Solid
- b. Transparent
- c. Vapor
- ☒ d. As a light
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- ☒ a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object:

brighter than aircraft lights in the distance but  
at the distance sighted probably equal in brightness

12. The edges of the object were:

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

e. Other could see no surface  
except a small metallic  
area lighted by a greenish  
white light. Shape suggested  
by placement of the lights

13. Did the object:

(Circle One for each question)

- a. Appear to stand still at any time?
- b. Suddenly speed up and rush away at any time?
- c. Break up into parts or explode?
- d. Give off smoke?
- e. Change brightness?
- f. Change shape?
- g. Flash or flicker?
- h. Disappear and reappear?

- |                                      |                                     |            |
|--------------------------------------|-------------------------------------|------------|
| <input checked="" type="radio"/> Yes | No                                  | Don't know |
| <input checked="" type="radio"/> Yes | No                                  | Don't know |
| Yes                                  | <input checked="" type="radio"/> No | Don't know |
| Yes                                  | <input checked="" type="radio"/> No | Don't know |
| Yes                                  | <input checked="" type="radio"/> No | Don't know |
| Yes                                  | <input checked="" type="radio"/> No | Don't know |
| Yes                                  | <input checked="" type="radio"/> No | Don't know |
| Yes                                  | <input checked="" type="radio"/> No | Don't know |

not all  
shimmered



14. Did the object disappear while you were watching it? If so, how? yes. - it had remained stationary for some time and then began moving away at a slow speed but when we turned the car around and attempted to follow it, it gained speed and disappeared toward Monticello veering around the town itself.

15. 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: only telephone poles and wires

16. 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: the opposite hill slope of the valley

17. Tell in a few words the following things about the object:

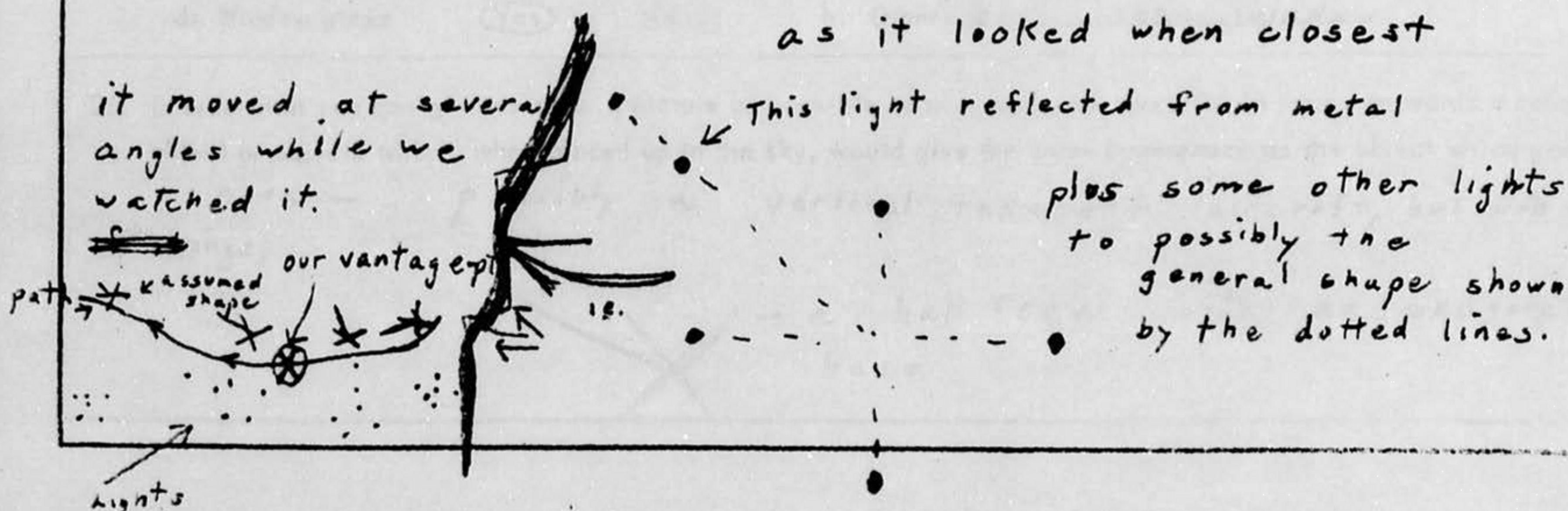
- a. Sound none that could be heard above our idling engine  
 b. Color = only of lights; red, green + a greenish-white.

18. 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?

only a single light, a small fraction of the total area encompassed by the lights.

19. 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.





20. 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? from dead stop gradually to speeds much greater than 60 MPH, as it left very fast

21. 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? at closest approx 100 yds.

22. 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 \_\_\_\_\_

23. 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 \_\_\_\_\_

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

24.1 What direction were you moving? (Circle One)

- |              |              |              |              |
|--------------|--------------|--------------|--------------|
| a. North     | c. East      | e. South     | g. West      |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

24.2 How fast were you moving? 40± miles per hour.

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

(Circle One) ☒ Yes No

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

- |                 |                                      |    |                                  |     |    |
|-----------------|--------------------------------------|----|----------------------------------|-----|----|
| a. Eyeglasses   | <input checked="" type="radio"/> Yes | No | e. Binoculars                    | Yes | No |
| b. Sun glasses  | Yes                                  | No | f. Telescope                     | Yes | No |
| c. Windshield   | <input checked="" type="radio"/> Yes | No | g. Theodolite                    | Yes | No |
| d. Window glass | <input checked="" type="radio"/> Yes | No | h. Other <u>also open window</u> |     |    |

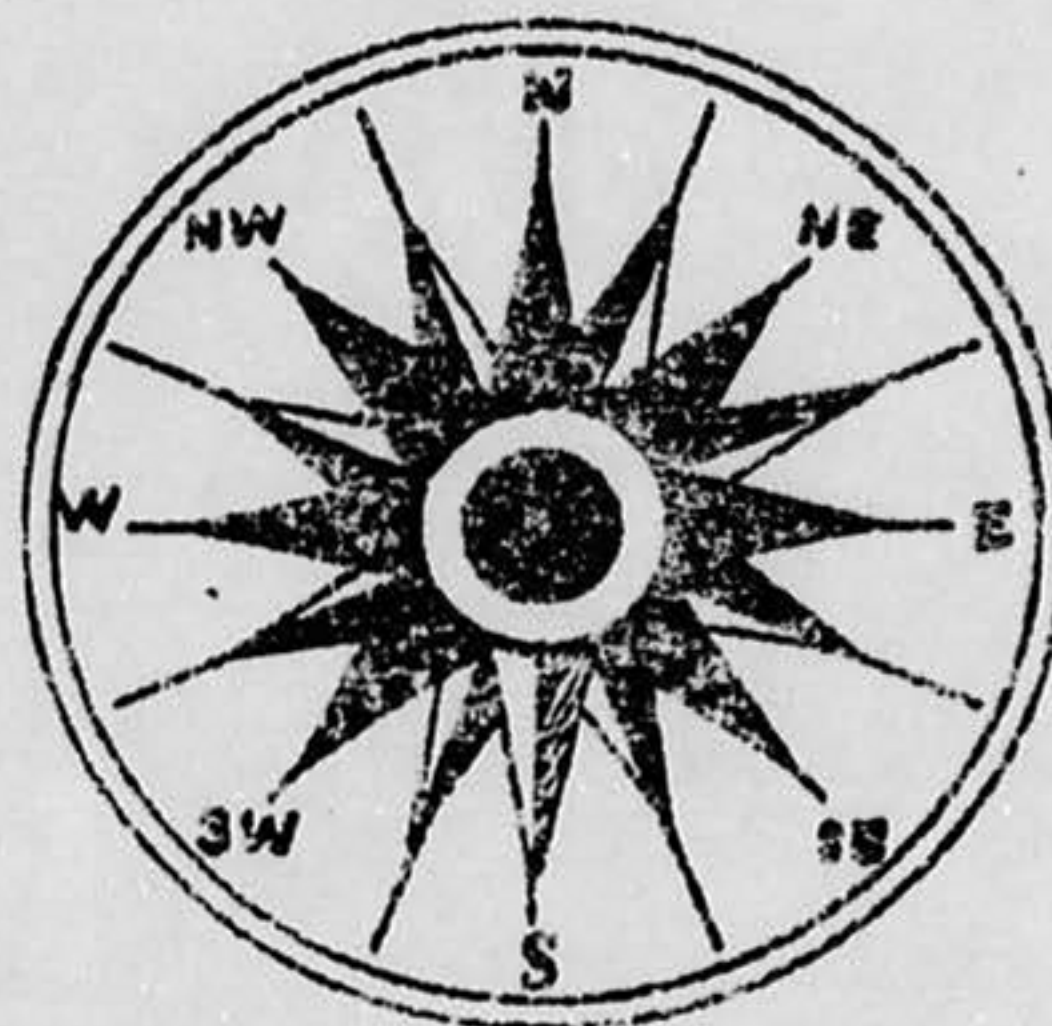
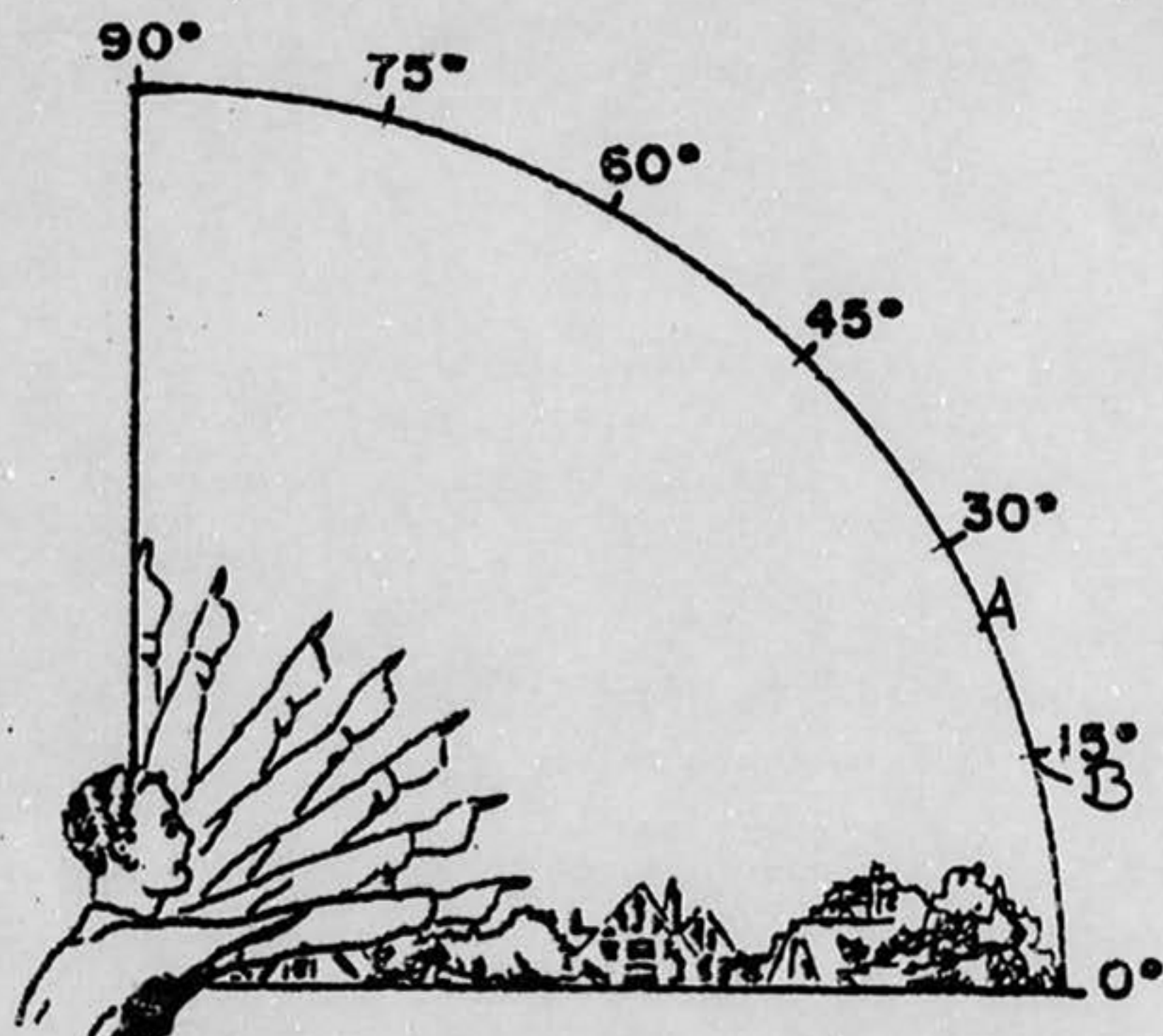
26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw

none - possibly a vertical take off aircraft, but without wings,

~~- a hall tree with an exaggerated base~~

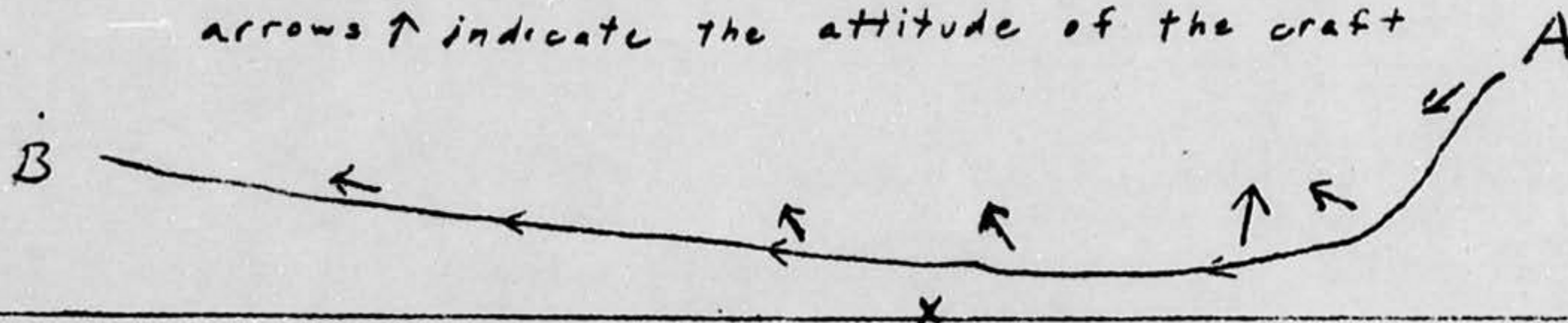


27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you last saw it.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



28. 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.

*arrows ↑ indicate the attitude of the craft*



29. 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.

*visually unconnected lights - but they obviously were connected as they remained in a consistent relationship to each other*



30. Have you ever seen this, or a similar object before. If so give date or dates and location.

Never

31. Was anyone else with you at the time you saw the object? (Circle One) Yes No

31.1 IF you answered YES, did they see the object too? (Circle One) Yes No

**31.2 Please list their names and addresses:**

Mrs. [REDACTED] Ave., Madison 5, Wis.

~~\_\_\_\_\_~~, Argyle, Wis.

Mrs. [REDACTED] Argyle, Wis.

32. Please give the following information about yourself:

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

ADDRESS [REDACTED] Ave. Madison 5 Wisconsin  
Street City Zone State

TELEPHONE NUMBER [REDACTED] AGE 21 SEX Male

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

33. When and to whom did you report that you had seen the object? *Nathan Nelson*

4      April      1964  
Day      Month      Year



34. Date you completed this questionnaire:

5

MAY

'64

Day

Month

Year

*Got mislaid till now we are very sorry*

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.



Madison, Wis. (Truax Field)

APR 2 1964

SURFACE WEATHER OBSERVATIONS

| Type<br>(1) | Time<br>(LST)<br>(2) | Sky and ceiling<br>(Hundreds of Feet)<br>(3) | Visibility<br>(Statute Miles)<br>(4) |               | Weather<br>and<br>obstructions<br>to vision<br>(5) | Sea<br>level<br>press.<br>(Mbs.)<br>(6) | Temp.<br>(°F)<br>(7) | Dew<br>pt.<br>(°F)<br>(8) | Wind<br>(9)      |                        |                   | Altimeter<br>setting<br>(Inch.)<br>(12) | Remarks and supplemental coded data<br>(13) | (14a) | (14b) |
|-------------|----------------------|----------------------------------------------|--------------------------------------|---------------|----------------------------------------------------|-----------------------------------------|----------------------|---------------------------|------------------|------------------------|-------------------|-----------------------------------------|---------------------------------------------|-------|-------|
|             |                      |                                              | Surface<br>(4)                       | Tower<br>(4a) |                                                    |                                         |                      |                           | Direction<br>(9) | Speed<br>(Kts)<br>(10) | Character<br>(11) |                                         |                                             |       |       |
| U           | 0000                 | 220M460P                                     | 12                                   |               |                                                    |                                         |                      |                           |                  |                        |                   |                                         |                                             |       |       |
| P           | 0053                 | M460P                                        | 12                                   |               |                                                    | 11.5                                    | 29                   | 30                        | 15               | 02                     |                   | 972                                     |                                             |       |       |
| P           | 0157                 | M460P                                        | 12                                   |               |                                                    | 11.4                                    | 29                   | 32                        | 15               | 07                     |                   | 969                                     |                                             |       |       |
| P           | 0200                 | M460P                                        | 12                                   |               |                                                    | 11.2                                    | 26                   | 33                        | 16               | 15                     |                   | 967                                     | 627 1500                                    |       |       |
| S           | 0220                 | 400                                          | 12                                   |               |                                                    |                                         |                      |                           | 15               | 06                     |                   |                                         |                                             |       |       |
| P           | 0307                 | 400                                          | 12                                   |               |                                                    | 11.2                                    | 22                   | 27                        | 21               | 05                     |                   | 965                                     |                                             |       |       |
| S           | 0422                 | M420P                                        | 10                                   |               |                                                    |                                         |                      |                           | 17               | 16                     |                   |                                         |                                             |       |       |
| P           | 0456                 | M420P                                        | 10                                   |               |                                                    | 045                                     | 26                   | 29                        | 09               | 24                     |                   | 963                                     |                                             |       |       |
| S           | 0531                 | M450P                                        | 5                                    |               | H                                                  |                                         |                      |                           |                  |                        |                   |                                         | THN SPOTS 10VC                              |       |       |
| P           | 0557                 | M420P                                        | 6                                    |               | H                                                  | 047                                     | 27                   | 29                        | 10               | 05                     |                   | 964                                     | THN SPOTS 12VC                              |       |       |
| /           | 641                  | 81005                                        | 000.52                               |               | 04737                                              |                                         | 85                   | 71                        |                  | 29510                  |                   | 44232                                   |                                             |       |       |
| P           | 0650                 | M500P                                        | 6                                    |               | H                                                  | 145                                     | 27                   | 26                        | 07               | 08                     |                   | 962                                     | THN SPOTS 10VC                              |       |       |
| P           | 0736                 | M500P                                        | 6                                    |               | H                                                  | 047                                     | 31                   | 31                        | 07               | 09                     |                   | 964                                     | 80 CU BLDUPS W CIG RGD                      |       |       |
| S           | 0833                 | M430P                                        | 6                                    |               | H                                                  |                                         |                      |                           | 07               | 12                     |                   | 963                                     |                                             |       | (FIB) |
| P           | 0855                 | M400P                                        | 5                                    |               | H                                                  | 043                                     | 41                   | 32                        | 07               | 10                     |                   | 963                                     | 803 1511                                    |       |       |
| P           | 0956                 | M310P                                        | 5                                    |               | H                                                  | 037                                     | 42                   | 32                        | 09               | 09                     |                   | 961                                     |                                             |       |       |
| P           | 0956                 | M320P                                        | 5                                    |               | H                                                  | 032                                     | 44                   | 35                        | 07               | 09                     |                   | 960                                     |                                             |       |       |
| P           | 1056                 | M270P                                        | 5                                    |               | H                                                  | 026                                     | 45                   | 36                        | 07               | 10                     |                   | 958                                     |                                             |       |       |
| /           |                      | LHI 40710                                    | 54052                                |               | 02645                                              |                                         | 95                   | 57                        |                  | 36715                  |                   | 14533                                   |                                             |       |       |
| L           | 1211                 | M290P                                        | 4                                    |               | H                                                  |                                         |                      |                           | 07               | 10                     |                   | 958                                     |                                             |       |       |
| L           | 1241                 | M250P                                        | 4                                    |               | RW-H                                               |                                         |                      |                           |                  |                        |                   |                                         |                                             |       |       |
| P           | 1306                 | M230P                                        | 4                                    |               | RW-H                                               | 022                                     | 47                   | 33                        | 07               | 09                     |                   | 951                                     | RB46                                        |       |       |
| P           | 1357                 | M240P                                        | 4                                    |               | RW-H                                               | 1645                                    | 37                   | 07                        | 05               |                        |                   | 959                                     |                                             |       |       |
| P           | 1404                 | M260P                                        | 4                                    |               | RW-H                                               |                                         |                      |                           | 07               | 10                     |                   | 958                                     | PIREP 5 N MSN 1354C 35023                   |       |       |
| /           |                      |                                              |                                      |               |                                                    |                                         |                      |                           |                  |                        |                   |                                         | LGT-MDT TURSC F-102                         |       |       |
| L           | 1455                 | M260P                                        | 3                                    | 3             | RW-H                                               |                                         |                      |                           |                  |                        |                   |                                         |                                             |       |       |
| P           | 1500                 | M260P                                        | 3                                    | 3             | RW-H                                               | 023                                     | 45                   | 38                        | 06               | 15                     |                   | 951                                     | 903 1511                                    |       |       |
| L           | 1501                 | M250P                                        | 3                                    | 3             | RW-H                                               |                                         |                      |                           |                  |                        |                   |                                         |                                             |       |       |
| S           | 1531                 | M250P                                        | 2 1/2                                | 2 1/2         | RW-H                                               |                                         |                      |                           | 06               | 14                     |                   | 956                                     |                                             |       |       |
| P           | 1552                 | M20M20P                                      | 2 1/2                                | 2 1/2         | RW-H                                               | 021                                     | 41                   | 36                        | 07               | 15                     |                   | 956                                     |                                             |       |       |
| S           | 1626                 | M150P                                        | 2 1/2                                | 2 1/2         | RW-H                                               |                                         |                      |                           | 06               | 17                     |                   |                                         |                                             |       |       |
| P           | 1652                 | 120M200P                                     | 3                                    | 3             | R-H                                                |                                         |                      |                           | 05               | 18                     | G24               |                                         |                                             |       |       |
| P           | 1658                 | 120M200P                                     | 3                                    | 3             | R-H                                                | 020                                     | 37                   | 35                        | 06               | 17                     | G24               | 956                                     |                                             |       |       |
| S           | 1723                 | 100M160P                                     | 2                                    | 2             | RH                                                 |                                         |                      |                           | 06               | 15                     |                   | 963                                     | PRESRR                                      |       |       |
| S           | 1747                 | 410M200P                                     | 2                                    | 2             | RF                                                 |                                         |                      |                           | 05               | 13                     |                   | 964                                     | CIG RGD                                     |       | (FIB) |
| P           | 1758                 | 1410M180P                                    | 2                                    | 2             | RF                                                 | 047                                     | 36                   | 32                        | 05               | 15                     |                   | 964                                     | CIG RGD PRESRR                              |       |       |
| /           | 641                  | 50713                                        | 321                                  | 38            | 04736                                              | 554                                     |                      | 32                        | 222              |                        | 142               | 69                                      | 30045 44723                                 |       |       |
| L           | 1831                 | M100P100P                                    | 2                                    | 2             | R-F                                                |                                         |                      |                           |                  |                        |                   | 961                                     | CK RGD                                      |       |       |
| P           | 1832                 | 100M170P100P                                 | 2                                    | 2             | R-F                                                |                                         |                      |                           | 04               | 17                     | G22               | 960                                     | CIG RGD                                     |       | (FIB) |
| P           | 1852                 | M100P100P                                    | 2 1/2                                | 2 1/2         | R-F                                                | 027                                     | 35                   | 31                        | 05               | 15                     | G25               | 958                                     | CIG RGD PRESRR                              |       |       |
| P           | 1921                 | M100P                                        | 4                                    |               | R-F                                                |                                         |                      |                           | 05               | 14                     | G21               | 962                                     |                                             |       |       |
| P           | 1957                 | M70P300P                                     | 4                                    |               | R-F                                                | 025                                     | 35                   | 31                        | 05               | 13                     | G21               | 963                                     | CIG RGD                                     |       |       |
| P           | 2026                 | M100P                                        | 4                                    |               | R-F                                                | 061                                     | 36                   | 31                        | 05               | 14                     | G20               | 968                                     | 314 1111                                    |       |       |
| P           | 2130                 | M70P220P                                     | 4                                    |               | R-F                                                |                                         |                      |                           | 06               | 12                     |                   | 964                                     | PRESRR                                      |       |       |
| S           | 2150                 | 110M300P                                     | 4                                    |               | R-E-F                                              |                                         |                      |                           | 04               | 10                     |                   |                                         |                                             |       | (FIB) |
| P           | 2152                 | 120M250P                                     | 4                                    |               | R-E-F                                              | 081                                     | 35                   | 30                        | 02               | 08                     |                   | 974                                     | PRESRR EB45                                 |       |       |
| P           | 2256                 | M200P                                        | 4                                    |               | R-E-F                                              | 091                                     | 35                   | 30                        | 02               | 11                     |                   | 971                                     | WR17                                        |       |       |
| P           | 2331                 | M200P                                        | 4                                    |               | R-S-F                                              |                                         |                      |                           | 02               | 14                     |                   | 979                                     | WR17                                        |       |       |
| P           | 2347                 | M100P400P                                    | 4                                    |               | S-F                                                |                                         |                      |                           | 02               | 11                     |                   | 980                                     | WR17                                        |       |       |
| P           | 2358                 | M100P400P                                    | 3                                    | 3             | S-F                                                | 102                                     | 34                   | 30                        | 03               | 10                     |                   | 986                                     | FL16 RE45 WR17                              |       |       |
| /           | 141                  | 80710 48717                                  | 10224                                |               | 854                                                |                                         | 20                   | 247                       |                  | 71157                  |                   | 34                                      | 52 44723                                    |       |       |

A synoptic observation, in WMO code format FM1A, is entered on line following related aviation observation.



ARMED FORCES AIR INTELLIGENCE TRAINING CENTER  
LOWRY TECHNICAL TRAINING CENTER (ATC)  
LOWRY AFB, COLORADO 80230

REPLY TO  
ATTN OF: TS-IS

SUBJECT: Unidentified Flying Object (UFO)

TO: Air Force Systems Command (FTD)  
Wright-Patterson AFB, Ohio 45433

1. Attached you will find a letter regarding a UFO sighting.  
This letter was misdirected to our Center by the reporting agency.  
We are forwarding it per AFR 200-2 for your use.

2. Address all further inquiries to the originating agency:

Office of Information (CIO)  
Hq 30th Air Division (SAGE)  
Truax Field, Wisconsin 53707

*Wayne A. Kraier*

WAYNE A. KRAIER  
1/Lt., USAF  
UFO Officer, AFAITC



## SURFACE WEATHER OBSERVATIONS

STATION Madison, Wis. (Trux Field) DATE APR 2 1964

| TIME<br>(L. S. T.) | STATION<br>PRESSURE<br>(INS.) | DRY<br>BULB<br>(°F.) | WET<br>BULB<br>(°F.) | REL.<br>HUMIDITY<br>(%) | TOTAL<br>SKY<br>COVER | CLOUDS AND OBSCURING PHENOMENA |                |        |              |                |        |                         |             |                |        |                         |              | TOTAL<br>OPAQUE<br>SKY<br>COVER | PRESSURE<br>TENDENCY | NET<br>3-HR.<br>CHANGE | SUN-<br>SHINE<br>(MINUTES) |      |    |
|--------------------|-------------------------------|----------------------|----------------------|-------------------------|-----------------------|--------------------------------|----------------|--------|--------------|----------------|--------|-------------------------|-------------|----------------|--------|-------------------------|--------------|---------------------------------|----------------------|------------------------|----------------------------|------|----|
|                    |                               |                      |                      |                         |                       | LOWEST LAYER                   |                |        | SECOND LAYER |                |        | SUMMA-<br>TION<br>TOTAL | THIRD LAYER |                |        | SUMMA-<br>TION<br>TOTAL | FOURTH LAYER |                                 |                      |                        |                            |      |    |
|                    |                               |                      |                      |                         |                       | AMT.                           | TYPE &<br>DIR. | HEIGHT | AMT.         | TYPE &<br>DIR. | HEIGHT |                         | AMT.        | TYPE &<br>DIR. | HEIGHT |                         | AMT.         | TYPE &<br>DIR.                  | HEIGHT               |                        |                            |      |    |
| 16                 | 17                            | 18                   | 19                   | 20                      | 21                    | 22                             | 23             | 24     | 25           | 26             | 27     | 28                      | 29          | 30             | 31     | 32                      | 33           | 34                              | 35                   | 36                     | 37                         | 38   | 39 |
| 00 56              | 28.710                        |                      |                      | 70                      | 10                    | 10                             | SC             | M45    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      |    |
| 01 57              | 28.720                        |                      |                      | 70                      | 10                    | 10                             | SC             | M45    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      |    |
| 02 56              | 28.720                        |                      |                      | 72                      | 7                     | 7                              | SC             | M42    | U            |                |        | 2                       | U           |                |        | 4                       | U            |                                 |                      | 6                      | 6                          | .085 |    |
| 03 52              | 28.740                        |                      |                      | 77                      | 4                     | 4                              | SC             | M45    | U            |                |        | 4                       | U           |                |        | 4                       | U            |                                 |                      | 3                      |                            |      |    |
| 04 56              | 28.720                        |                      |                      | 75                      | 10                    | 10                             | SC             | M42    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      |    |
| 05 57              | 28.730                        |                      |                      | 73                      | 10                    | 10                             | SC             | M40    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     | 5                          | .030 | 0  |
| 06 56              | 28.730                        |                      |                      | 76                      | 10                    | 10                             | SC             | M42    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 07 56              | 28.730                        |                      |                      | 73                      | 10                    | 10                             | SC             | M50    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 08 56              | 28.720                        |                      |                      | 70                      | 10                    | 10                             | SC             | M40    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     | 8                          | .010 | 0  |
| 09 56              | 28.700                        |                      |                      | 67                      | 10                    | 10                             | SC             | M31    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 10 56              | 28.690                        |                      |                      | 70                      | 10                    | 10                             | SC             | M32    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 11 56              | 28.675                        |                      |                      | 70                      | 10                    | 10                             | SC             | M27    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     | 7                          | .045 | 0  |
| 12 56              | 28.665                        |                      |                      | 71                      | 10                    | 10                             | SC             | M23    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 13 57              | 28.675                        |                      |                      | 79                      | 10                    | 10                             | SC             | M24    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 14 56              | 28.665                        |                      |                      | 73                      | 10                    | 10                             | SC             | M26    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     | 8                          | .010 | 0  |
| 15 57              | 28.655                        |                      |                      | 82                      | 10                    | 2                              | SF             | 14     | 10           | SC             | M20    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 16 58              | 28.655                        |                      |                      | 85                      | 10                    | 3                              | SF             | 12     | 10           | SC             | M20    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 17 58              | 28.730                        |                      |                      | 85                      | 10                    | 7                              | SF             | M10    | 10           | SC             | M10    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     | 3                          | .065 | 0  |
| 18 57              | 28.670                        |                      |                      | 85                      | 10                    | 7                              | SF             | M10    | 10           | SC             | M10    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      | 0  |
| 19 57              | 28.720                        |                      |                      | 85                      | 10                    | 7                              | SF             | M9     | 10           | SC             | M10    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      |    |
| 20 58              | 28.770                        |                      |                      | 82                      | 10                    | 10                             | SF             | M7     | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     | 3                          | .040 |    |
| 21 58              | 28.830                        |                      |                      | 82                      | 10                    | 3                              | SF             | 12     | 10           | SC             | M15    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      |    |
| 22 56              | 28.860                        |                      |                      | 82                      | 10                    | 10                             | SC             | M32    | U            |                |        |                         | U           |                |        |                         | U            |                                 |                      | 10                     |                            |      |    |
| 23 52              | 28.890                        |                      |                      | 85                      | 10                    | 7                              | SC             | M15    | 10           | SC             | M15    | 10                      | U           |                |        |                         | U            |                                 |                      | 10                     | 2                          | .120 |    |

## SYNOPTIC OBSERVATIONS

| TIME<br>(G. C. T.) | TIME<br>(L. S. T.) | NO. | PRECIP.<br>(INS.) | SNOW<br>FALL<br>(INS.) | SNOW<br>DEPTH<br>(INS.) | MAX.<br>TEMP.<br>(°F.) | MIN.<br>TEMP.<br>(°F.) | HGT.<br>850 MB.<br>SURFACE | STATE<br>OF<br>GRND. | SEA<br>STATE<br>& DIR. | SWELL<br>HGT. &<br>DIR. | SWELL<br>PERIOD | SURF.<br>H <sub>2</sub> O,<br>M, P, D. | WATER<br>TEMP. | SOIL<br>TEMP. | STATION PRESSURE COMPUTATIONS |    |                       |    |    |    |
|--------------------|--------------------|-----|-------------------|------------------------|-------------------------|------------------------|------------------------|----------------------------|----------------------|------------------------|-------------------------|-----------------|----------------------------------------|----------------|---------------|-------------------------------|----|-----------------------|----|----|----|
| 41                 | 42                 | 43  | 44                | 45                     | 46                      | 47                     | 48                     | 49                         | 50                   | 51                     | 52                      | 53              | 54                                     | 55             | 56            | 57                            | 58 | TIME (L. S. T.)<br>59 | 60 | 61 | 62 |
|                    | MID. TO            | X   |                   |                        | X                       |                        |                        | X                          | X                    | X                      | X                       | X               | X                                      | X              | X             |                               |    |                       |    |    |    |
|                    | 1550               | 1   | 0                 | 0                      | T                       | 40                     | 33                     |                            | 5                    |                        |                         |                 |                                        |                |               |                               |    |                       |    |    |    |
|                    | 1150               | 2   | 0                 | 0                      | T                       | 45                     | 37                     |                            | 5                    |                        |                         |                 |                                        |                |               |                               |    |                       |    |    |    |
|                    | 1750               | 3   | 0                 | 0                      | T                       | 47                     | 36                     |                            | 5                    |                        |                         |                 |                                        |                |               |                               |    |                       |    |    |    |
|                    | 2350               | 4   | 1.57              | T                      | T                       | 36                     | 34                     |                            | 5                    |                        |                         |                 |                                        |                |               |                               |    |                       |    |    |    |
|                    | MID.               | X   | 0.1               | T                      | T                       |                        |                        | X                          | X                    | X                      | X                       | X               | X                                      | X              | X             |                               |    |                       |    |    |    |

## SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

| 24-HR.<br>MAX.<br>TEMP.<br>(°F.) | 24-HR.<br>MIN.<br>TEMP.<br>(°F.) | 24-HR.<br>PRECIP.<br>WATER<br>EQUIV.<br>(INS.) | 24-HR.<br>SNOWFALL<br>UNMLTD.<br>(INS.) | SNOW<br>DEPTH<br>(INS.) | PEAK GUST<br>SPEED<br>(KNOTS) | DI-<br>REC-<br>TION | TIME<br>L.S.T. | THICK-<br>NESS OF<br>ICE ON<br>WATER<br>(INS.) | FROZEN<br>GRND LAYER<br>(INS.) | TOP | BASE | RIVER<br>GAGE | 24-HR.<br>MAX.<br>R. H. | 24-HR.<br>MIN.<br>R. H. | WATER<br>EQUIV.<br>(INS.) | PRECIP. &<br>THDRSTM. | BEGAN | ENDED | DUR.<br>Hrs. Min. | OBSTR.<br>TO VIS. | BEGAN | ENDED |
|----------------------------------|----------------------------------|------------------------------------------------|-----------------------------------------|-------------------------|-------------------------------|---------------------|----------------|------------------------------------------------|--------------------------------|-----|------|---------------|-------------------------|-------------------------|---------------------------|-----------------------|-------|-------|-------------------|-------------------|-------|-------|
| 66                               | 67                               | 68                                             | 69                                      | 70                      | 71                            | 72                  | 73             | 74                                             | 75                             | 76  | 77   | 78            | 79                      | 80                      | 81                        | 82                    | 83    | 84    | 85                | 86                | 87    | 88    |
| 47                               | 33                               | .59                                            | T                                       | T                       |                               |                     |                |                                                |                                |     |      |               | 35                      | 67                      |                           |                       |       |       |                   |                   |       |       |

## REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

Total sunshine 0 Sunrise CLDY Sunset CLDY  
Fastest observed 1-minute wind speed \_\_\_\_\_ m. p. h. or  
Fastest mile 28 m. p. h.: associated direction NE and time: 1931  
Excessive precipitation:

| At (MINUTES)              | 5 | 10 | 15 | 20 | 30 | 45 | 60 | 80 | 100 | 120 | 150 | 180 |
|---------------------------|---|----|----|----|----|----|----|----|-----|-----|-----|-----|
| PRECIPITATION<br>(INCHES) |   |    |    |    |    |    |    |    |     |     |     |     |

BARO. TOUCHED: 1231, 1753, 2355



2

DEARBORN OBSERVATORY  
NORTHWESTERN UNIVERSITY  
EVANSTON, ILLINOIS 60201  
16 October 1964

Major Hector Quintanilla  
Foreign Technology Division  
Box 9494  
Wright-Patterson Air Force Base  
Dayton, Ohio

RE: Monticello, Wisconsin Sighting of 3 April 1964 (incorrectly dated as  
2 April on the record card)

On October 10, 1964, I interviewed Mr. and Mrs. [REDACTED] in Madison,  
Wisconsin, at their new address [REDACTED]. I was accompanied  
by Mrs. Hynek and by William Powers and Jacques Vallee. The appointment  
for the interview was made by phone several days previously.

Mr. and Mrs. [REDACTED] were two of the four witnesses to an unusual sighting  
on the evening of April 3, 1964, just outside the town of Monticello, Wis-  
consin. Mr. [REDACTED] is a graduate student in anthropology at the University  
of Wisconsin, has been a member of an anthropological expedition to India  
two years ago, and is about as knowledgeable and articulate a witness as  
I have interviewed in a long while. I would rate his reliability exceedingly  
high, judging not only from his educational background but in the manner in  
which he (and his wife) answered our questions, frequently disagreeing  
between each other on minor points (number of lights, exact geometrical  
relationship of lights) as they reconstructed from memory an event which  
occurred several months ago. There was a total absence of hidebound  
positiveness about what they had seen, which I always take as a good sign.  
There was none of the attitude of "you-can't-tell-me-what-I've-seen. I-  
know-what-I-saw, etc. etc., etc.," but rather a calm consideration and  
evaluation of various possibilities.



I conducted much of the interrogation, and Mr. [REDACTED] and Mr. [REDACTED] took independent notes and made drawings as they went along, to help in visualizing the situation. Summing up the sighting we have as follows:

Mr. and Mrs. [REDACTED] accompanied by her mother and Mrs. [REDACTED] young sister, age 12, were leaving Monticello heading westward on County C for the town of Argyle just about 9:00 P. M. The time was checked by the fact that the stores were just closing. The night was quite dark, and they did not think that the stars or moon were out (The moon was at last quarter). When they were about one mile west of Monticello, they saw two red blinkers in about the 11:00-position. Their first reaction was that an accident had occurred and that these were police cars on a hill in the distance. Almost immediately, however, they recognized that the lights were too far above ground level to entertain this hypothesis, particularly as the source of the lights came closer and began to subtend an appreciable angle. Almost immediately they gathered the impression that an airliner was about to crash and that they were more or less on the direct line, even though the object was somewhat to their left. During this time they were observing through the windshield, but both of them stated that they rolled down the window left of the driver to get a better look, stopped the car, and turned off the headlights. At no time did they leave the car although urged to do so by the mother. The twelve-year-old became very frightened and fell to the floor of the car in the rear, hiding as much as possible from the apparition. We were told that she experienced nightmares later that night.

As the object came closer, it apparently slowed down to a hovering position right alongside of the car but about 100 yards (as best they could judge) to the left of the road. At this time there were four red lights, more or less at the vertices of a rectangle and one white light "in front" of the others. At the closest approach, they gave the impression that there was a host of minor lights, but the exact number could not be established.



At the closest approach, the object was behind telephone poles and telephone wires and subtended at an angle of about thirty degrees. It was so large that although they viewed it mostly by looking under the telephone wires, some of the lights were nonetheless above the telephone wires. The arrangement of the lights, as we could best discern, were arranged as though they were on a "flying hatrack" or "halltree" although at no time were any of them able to see any body to the object or any superstructure. Only the fact that the lights maintained a geometrical relationship throughout the sighting led them to believe that the lights were indeed attached to a physical structure of some sort. A few times they gave the impression that the red lights did reflect dimly off a metallic surface.

The object then passed slightly to the rear at which time [REDACTED] started the motor, turned on the headlights, and drove ahead to turn around. He turned into a farmer's driveway on the left of the road and after reversing his direction, found the light pattern growing smaller toward the east. He attempted to give chase to the object. There were no other cars on the road at the time, in either direction. The chase was futile for although they up to fifty miles an hour, the object disappeared very quickly into the distance in the direction of Monticello. The total duration of sighting was somewhere between five and fifteen minutes, but they have no accurate recollection of the time. They did drive the car a considerable distance before stopping and turning around, and so I would say five minutes is about a minimum time for the total duration. They stated that the object gave indication of intelligent operation and that it "appeared interested in the car." At some time or other during the observation, they also noticed green lights.

All this would give the impression that a helicopter had approached them at close range and then gone off swiftly. We discussed this possibility



with them in detail but were forced to reject this hypothesis on several grounds. First, there was no sound whatever, even when the car had stopped, and they were turning around. They had their radio on low, (but no static or interference was heard), and they felt that the level of the music was sufficiently low so that a powered craft would certainly have been heard. A few weeks later, a television program made in England, and apparently demonstrating new devices in English aircraft, exhibited a device which had much the same trajectory as their object. The device exhibited was apparently a vertical takeoff device which maneuvered in the same swift gliding motions they observed. However, such devices produce a great deal of noise. Secondly, the helicopter hypothesis fails because of size, the subtended angle being, according to them, much too great to have been a helicopter one hundred yards away. Thirdly, no landing lights were used, and it seems inconceivable that a helicopter hovering so close to ground that it could be seen, at least in part, from below telephone wires, would have ventured so close to the ground without lights being on the ground.

There is the possibility that the lights they sighted were actually much farther away than they thought and that the lights might have been attached to several objects flying in formation. This is difficult to reconcile with the rapid approach and the rapid departure. Still, we should check whether Monticello is in a refueling mission path and whether there was a refueling mission going on at the time. However, my understanding is that refueling missions do not occur below twenty thousand feet, in which case the subtended angles, angular speeds, etc. are completely out of line.

The observers are obviously intelligent people who would far prefer to accept a rational terrestrial explanation to their sighting but are unable to find one. They are most anxious for us to tell them what it was.



This was clearly not a hallucination since four people saw it and the first impressions were in rapid succession of patrol cars with blinking lights and then as the object got closer, of an airliner about to crash. There seems to be no doubt in their minds as to the very large angle subtended by the object. They indicated that had it come closer, it might just have been able to fit in between the successive telephone poles along the road.

Personally, I would like to entertain the helicopter hypothesis, but cannot unless the a) angular size is in error; b) the lack of noise is explained; and c) there is an explanation for the absence of landing lights. Still, we should check to see whether a helicopter mission was operating out of Truax Airbase that night.

We should also check the weather records. The witnesses' recollection is that the night was calm and that a lighted scientific balloon could not be the explanation. Scientific balloons, as I well know, if they descend nearly to the ground, do not suddenly take off and rise rapidly.

Unfortunately, this sighting must remain in the unidentified category, in my opinion, unless drastically new information is received. It occurs to me, that had this been a daytime sighting, we might have had something similar to the Socorro sighting except, of course, for the total absence of noise. It differs also, of course, in that there was no actual landing. This case, therefore, joins the group of unidentifieds which seems to grow at a steady (and distressing) rate. I believe it would be profitable to revisit the scene, but this time with the mother and daughter, and go over the same ground in the daytime. Weather records for that night should certainly be obtained. It is especially important to know whether there was an overcast, and what the wind conditions were. In view of the excellence of



the witnesses, I find it impossible to dismiss this instance as a product of excited imaginations or as a desire for publicity, etc. Indeed, these witnesses had no intention of telling their story originally; the wife's father, I believe it is, is a Marine and felt it was their duty to report it.

On the way home, all of us agreed that no formal questionnaire can bring out the sense and detail of a sighting, or an adequate estimate of the reliability of the observers, that a personal interview can. But we also agreed that failing a personal interview, a request for a simple narrative statement from the witnesses, answering only a few specific questions would be preferable, at least in the first stages, to a questionnaire.

In short, to have the witness tell in his own words, guided by just a brief outline as to what the circumstances of the sighting were such as was it day or night; what was the duration of the sighting; and how many people were with the witness. We can get the names, telephone numbers, etc. later if the thing seems worthwhile. These people in Madison had filled out the questionnaire (which you should have in your hands now), but a questionnaire is a dead thing compared to the person's own narrative style. It can't be an unguided narrative, but it must be a narrative answering just a few prestated questions. Besides, most people regard questionnaires as another government form, and they are somehow just a little afraid of it, to say nothing of shying away from overcoming the inertia of filling out such a report. If, on the other hand, they are asked to answer as simply as possible questions such as what did you see and what did it look like, writing it as if they were telling it to a neighbor, I think we would get an added dimension that somehow seems to be missing in questionnaires. I realize that I had a fair amount to do with devising the questionnaire, and I think it certainly serves a purpose in many cases, but I wonder if it wouldn't be better to precede it by a bald statement of the circumstances.



We can talk about this next time I see you. Of course, there is nothing that takes the place of a personal interview, but these are expensive and time-consuming.

By the way, I think [redacted] diagram is a pretty good one. He put a lot of work into getting the details for it.

Cordially,



Allen

JAH:krf



CHCCK

7 April 1964

UFO

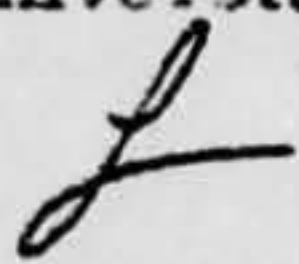
CHCCR  
CHCVC

CHODC  
30 Air Div (30-CIO)

1. At approximately 1515 hours, 7 April 1964, I took a telephone report from a male individual who identified himself as Mr. [REDACTED] Argyle, Wisconsin. He further declared himself a Major, US Marine Corps, Retired. Mr. [REDACTED] sounded entirely sober, rational and calm. He stated that he simply felt that certain observations should be made known to some proper authority, that his wife and youngest daughter had dissuaded him from reporting until now out of their feelings that people "will think we're crazy." Details follow.

2. Mr. [REDACTED] wife, young daughter (age 13), son-in-law (Mr. [REDACTED]) and married daughter (Mrs. [REDACTED]) were returning home from furniture shopping on Friday night, 3 April. At about 2100 hours and about one mile west of Monticello, Wisconsin they observed two red lights at some distance off the road and took them to be police cars at an accident scene. Curiosity led them to drive down a road toward the lights. They then saw the two red lights as four huge red lights along with other lights. At their closer approach all lights went out and an object took to the air. It was observed at 300 feet or less distance. It appeared to have no superstructure, was of four main sections connected together, had nothing to resemble wings, took off in a canted attitude rising sharply and disappeared. There was no sound accompanying its take-off.

3. Mr. and Mrs. [REDACTED] reside in Madison. Both are students at the University of Wisconsin. Address is [REDACTED] Avenue.



WARREN J. LANE  
Lt Colonel, USAF  
Executive Officer



2 APR 03/0300Z  
MONTICELLO, WISC

DEPARTMENT OF THE AIR FORCE  
STAFF MESSAGE BRANCH  
UNCLASSIFIED MESSAGE  
**INCOMING**

AF IN : 41795 (9 Apr 64) Y/sah  
ACTION: NIN-7  
INFO : XOPX-4, XOP-1, SAFOS-3, DIA-15 (31)  
SMB D032

CHQE478ZCYJE689

RR RUEAHQ

DE RUCDAH 117 08/2301Z

ZNR

R 082230Z ZEX

FM HQ CHICAGO ADS TRUAX FLD WIS

TO RUWGALE/ADC ENT AFB COLO

RUCDSQ/FTD WPAFB OHIO

RUEAHQ/OSAF WASH DC

RUEAHQ/CSAF WASH DC

BT

UNCLAS CHODC 04006. OSAF FOR SAFOI; CSAF FOR AFCIN;  
30AIR DIV FOR 30-0IN. UFO SIGHTED 0300Z 3 APRIL 1964 BY  
CIVILIAN REPORTED TO CHADS 2115Z 7 APRIL 1964. A. DES-  
SCRIPTION OF OBJECT:

- (1) SHAPE: NO SUPERSTRUCTURE, FOUR (4) MAIN SECTIONS  
CONNECTED TOGETHER. LOOKED LIKE TINKER TOYS.
- (2) SIZE: SMALL FERRIS WHEEL.
- (3) COLOR: UNKNOWN WITH EXCEPTION OF LIGHTS.
- (4) NUMBER: ONE (1)
- (5) FORMATION: NONE

| TO   | CYS |
|------|-----|
| OS   |     |
| OSA  |     |
| OSP  |     |
| US   |     |
| RR   |     |
| IL   |     |
| ILA  |     |
| ILI  |     |
| ILP  |     |
| ILS  |     |
| ILT  |     |
| FM   |     |
| RD   |     |
| MP   |     |
| MPP  |     |
| MFR  |     |
| AA   |     |
| AAA  |     |
| AAR  |     |
| CE   |     |
| OI   |     |
| LL   |     |
| SS   |     |
| DSMG |     |



DEPARTMENT OF THE AIR FORCE  
STAFF MESSAGE BRANCH  
UNCLASSIFIED MESSAGE

AF IN : 41795 (9 Apr 64)  
PAGE 2 RUCDAH 117 UNCLAS

INCOMING

Pg 2 of 3

(6) DISCERNABLE FEATURES: FOUR (4) HUGE RED LIGHTS  
ALONG WITH OTHER LIGHTS OF WHITE AND GREEN.

(7) NONE.

(8) THERE WAS NO SOUND ACCOMPANYING OBJECT.

B. DESCRIPTION OF COURSE.

(1) SAW RED LIGHTS OFF ROAD.

(2) FIRST OBSERVED NEAR GROUND.

(3) TOOK OFF IN A CANTED ALTITUDE, ELEVATION AND  
AZIMUTH UNKNOWN.

(4) HOVERED ABOVE GROUND

(5) OBJECT AND AUTHO APPROACHED EACH OTHER ON  
PARALLEL COURSE AT APPROX 300 FT APART. OBJECT  
VEERED AWAY FROM MONTICELLO AND DISAPPEARED.

(6) OBSERVATION TIME APPROX 3-4 MINUTES

C. MANNER OF OBSERVATION: VISUAL (GROUND)

D. TIME & DATE OF SIGHTING:

(1) 03/0300Z APR 64.

(2) LIGHT CONDITION: NIGHT.

E. LOCATION OF OBSERVERS: ONE (1) MILE WEST OF  
MONTICELLO, WISCONSIN.



DEPARTMENT OF THE AIR FORCE

STAFF MESSAGE BRANCH

UNCLASSIFIED MESSAGE

AF IN : 41795 (9 Apr 64)  
PAGE 3 RUDDAH 117 UNCLAS

I N C O M I N G

Pg 3 of 3

F. IDENTIFYING INFORMATION:

(1) MR. [REDACTED] & MRS. [REDACTED]

[REDACTED] AVE., MADISON, WISCONSIN

RELIABILITY: GOOD.

(2) MR. [REDACTED] & YOUNG DAUGHTER

ARGYLE, WISCONSIN

RELIABILITY: GOOD

G. PREPARING OFFICER:

1ST LT CHARLES R. PIVER, 70531A

STAFF INTELLIGENCE OFFICER

CHICAGO AIR DEFENSE SECTOR

THE REPORT WAS RECEIVED FOUR DAYS AFTER SIGHTING.

SOURCES SEEM RELIABLE BUT NO INFORMATION AT THIS

HEADQUARTERS CAN CONFIRM. NO EXPLANATION OF

SIGHTING CAN BE MADE.

BT



7 APR 64 ROSSM

164 5225

OFFICIAL FILE COPY

30 April 1964

Mr [REDACTED]  
Argyle, Wisconsin

Dear [REDACTED]

Additional information is essential for evaluation of your sighting. Would you please complete the inclosed form and return it to Hq FTD (TDEW), in the envelope provided.

Thank you for reporting this unknown object to the Air Force.

Sincerely,

HECTOR QUINTANILLA, Jr  
Captain, USAF  
Chief, Aerial Phenomena  
Branch

OFFICIAL FILE COPY



# OFFICIAL FILE COPY

30 April 1964

Mr. [REDACTED]  
[REDACTED] Avenue  
Madison, Wisconsin

Dear Mr. [REDACTED]

Additional information is essential for evaluation of your sighting. Would you please complete the inclosed form and return it to Hq FTD (TDEW), in the envelope provided.

Thank you for reporting this unknown object to the Air Force.

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## MONTICELLO, WISCONSIN

3 APRIL 1964

Observers were leaving Monticello and heading westward on County C Road toward the town of Argyle when at about 2100, they noticed two red blinkers in about the 11 o'clock position from the observers location. Their first reaction was that an accident had occurred and that there were police cars on a hill in the distance. Almost immediately, however, they recognized that the lights were too far above the ground for such a conclusion. It then appeared that an airliner was about to crash and that they were more or less on the direct line, even though the object was somewhat to their left. The car was stopped and headlights turned off so that the persons could observe the object.

As the lights came closer, it apparently slowed down to a hovering position right alongside of the car, but about 100 yards to the left of the road. At this time there were four red lights. The object went behind telephone poles and wires as it was hovering.

At no time were the observers able to see any body in the object or any superstructure. Only the fact that the lights maintained a geometrical relationship throughout the sighting led them to believe that the lights were indeed attached to a physical structure of some sort. A few times they gave the impression that the red lights did reflect dimly off a metallic surface.

The object then passed slightly to the rear at which time the driver started the motor, turned on the headlights, and drove ahead to turn around. As he turned around, he found the light pattern growing smaller in the east. The observers chased the objects but the attempt was futile, because the object disappeared into the distance. The total duration of sighting was somewhere between five and fifteen minutes.

### COMMENTS

Considering the possibility of some type of aircraft being responsible for the sighting has to be ruled out since there was no noise heard at all by any of the observers, even though one of the windows was rolled down. According to the observers a helicopter couldn't be responsible for the sighting because the subtended angle was much too great to have been a helicopter over one hundred yards away. Also, no landing lights were used, and a helicopter that close to the ground would have landing lights on.

Scientific balloons, if they descend nearly to the ground, do not suddenly take off and rise rapidly as so reported by the observers. This tends to discount such a sighting. The weather was reported as being cloudy by the local weather bureau.

With the information available a conclusive explanation is lacking. This factor makes this case unidentified.