

## PROJECT 10073 RECORD CARD

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. DATE<br>28 Jun 64                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2. LOCATION<br>Anderson, South Carolina                                                                                                                                                               | 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 type="checkbox"/> Other <u>Ball Lightning</u><br><input type="checkbox"/> Insufficient Data for Evaluation<br><input type="checkbox"/> Unknown |
| 3. DATE-TIME GROUP<br>Local <u>night</u><br>GMT _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 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    Alleged marks on car<br><input checked="" type="checkbox"/> No                                                                                                                                                                                                                                                                                                                                                                                                              | 6. SOURCE<br>civilian                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7. LENGTH OF OBSERVATION<br>not reported                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 8. NUMBER OF OBJECTS<br>one                                                                                                                                                                           | 9. COURSE<br>(?)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 10. BRIEF SUMMARY OF SIGHTING<br>Witness called FAA to have car checked for radioactivity. Called newspapers. Car checked and no radioactivity noted. Witness referred to Warner Robbins AFB. Cause attributed to "St Elmo's Fire" and AFIC Command post informed Warner Robbins that no report was necessary since the cause was not unidentified. Sighting reported due to inquiries by letter from citizens regarding the report that the car was radioactive as carried over the news services. (Contrary to Tests). |                                                                                                                                                                                                       | 11. COMMENTS<br>Description of sighting more closely parallels ball lightning observation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



2245

STATION

DATE \_\_\_\_\_

[illegible]

| TIME (GMT) |            | TIME (LST) | NO. | PRECIP. (in.) | MAX. TEMP. (°F) | MIN. TEMP. (°F) | STATION PRESSURE COMPUTATIONS |     |     |      | SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT) |                  |      |      |  |
|------------|------------|------------|-----|---------------|-----------------|-----------------|-------------------------------|-----|-----|------|---------------------------------------|------------------|------|------|--|
| (1)        | (2)        | (3)        | (4) | (5)           | (6)             | (7)             | TIME (GMT)                    | (8) | (9) | (10) | TIME (LST)                            | (11)             | (12) | (13) |  |
|            | MIN. TEMP. | X          |     |               |                 |                 | AIR, DEWM.                    |     |     |      |                                       | TIME, MAX. TEMP. |      |      |  |
|            |            | 1          |     |               |                 |                 | SEA SURF, BAR.                |     |     |      |                                       |                  |      |      |  |
|            |            | 2          |     |               |                 |                 | WIND, CORR.                   |     |     |      |                                       |                  |      |      |  |
|            |            | 3          |     |               |                 |                 | SEA, WIND                     |     |     |      |                                       |                  |      |      |  |
|            |            | 4          |     |               |                 |                 | SEA, SURF, BAR.               |     |     |      |                                       |                  |      |      |  |
|            | NO.        | X          |     |               |                 |                 | SEA, SURF, BAR.               |     |     |      |                                       |                  |      |      |  |



U. S. DEPARTMENT OF COMMERCE  
WASHINGTON

DATE \_\_\_\_\_

[illegible]

Conf. Sec. W. Max Baer, Washington, D. C.



M/r: Phone Conversations of 20 July 1964

Called FAA at Anderson, South Carolina regarding a sighting on 28 Jun 64. Talked with Mr Woodcock of FAA. Mr Woodcock was the one who supposedly checked Mr [REDACTED] car with a geiger counter. Mr Woodcock is Chief of the FAA facility at Anderson South Carolina. Mr Woodcock checked the car with geiger counter and found NO, repeat, NO radioactivity. Mr [REDACTED] called the FAA, contacted the funeral director, and newspaper reporters who accompanied him to the FAA facility. FAA representatives believed the sighting was attributed to Saint Elmo's fire and referred Mr [REDACTED] to Warner Robbins AFB, Georgia.

Sgt Moody contacted Warner Robbins AFB, base PIO, Mr Hudson. Mr [REDACTED] talked with the Chief of security, stated that 2 - 3 men were in the car and that the object scarred the paint on the car.. Chief of Security (Mr Parkison) contacted the FAA and called the AFIC command post. The AFIC command post stated that no report would need to be submitted since it was not unidentified and was believed to be caused by Saint Elmo's fire. Weather conditions included lightning and thunderstorms in the area. The O D also had reports of a sighting at Toccoa, Georgia. However, this report consisted of newspaper articles only and no official report was made to the Air Force. The duty officer will forward copies of the newspaper articles and any other information which he may have.



HEADQUARTERS  
WARNER ROBINS AIR MATERIEL AREA  
UNITED STATES AIR FORCE  
Robins Air Force Base, Georgia 31704



REPLY TO  
ATTN OF: WRK

SUBJECT: News Clippings on UFOs

TO: Hq FTD (TDE - Maj. Quintanilla)  
Wright Patterson AFB Ohio

1. Reference telephone conversations on 20 Jul 64 between Sgt. Moody, FTD, and Mr. Hudson, WRK.
2. Attached are copies of the newspaper clippings on stories about Unidentified Flying Objects in the Northeast Georgia area.
3. These are possibly separate from the UFO report out of Anderson, S. C. on or about 29 June 64. In that case, witnesses were referred by FAA to Robins AFB Security and Law Enforcement Division. Mr. Parkerson, Robins Security, talked with WRAMA and Hq AFLC command posts and it was agreed that the Anderson UFO was St. Elmo's fire because of the weather (stormy night), speed, etc. It was further agreed that no written report would be submitted by Robins.

FOR THE COMMANDER

*Alan E. Goldsmith*  
ALAN E. GOLDSMITH  
Lt. Colonel, USAF  
Chief, Office of Information

1 Atch  
News Clippings



Cal D

THURSDAY, JULY 16, 1964—The Marmu Telegraph

## Flying Objects Puzzle North Georgia Residents

TOCCOA, Ga. (UPI) — Residents of this North Georgia border area are keeping their eyes peeled and noses open for an unidentified flying object that at least three witnesses say smells "terrible."

The UFO was first sighted the night of June 30 when D.E. Welford of Spartanburg, S. C., saw what he described as a huge, spinning top about the size of an automobile. It had a brilliant glow and an offensive smell. Welford was traveling U. S. 29 near the South Carolina border when he sighted the weird contraption. A geiger counter test showed signs of radioactivity on his car.

One week later to the day Mrs. Fred Rodacker of Tallulah Falls and a group of neighbors were sitting in her front yard in a rural area when a similar object, dipping frequently to a low altitude, was seen in the late night hours. They also smelled an offensive odor connected with the "thing."

The next Tuesday night, one week later, little Patty Upton came running into the house in what her father described as near hysterics. She and a friend were riding a bicycle under a star-studded sky when the UFO, flying low and smelling bad, came into sight.



# Strange Objects Creating a Furor

By TOM WINFIELD

Constitution News Service

THE ATLANTA CONSTITUTION

July 17, 1964

GAINESVILLE, Ga.—Reports of unidentified flying object sightings here in northeast Georgia have created a furor of excitement among inhabitants of this area—especially among those who claim they have seen an unearthly apparatus circling overhead.

I was called Tuesday night about 11 p.m. and asked to come to a Gainesville Motel.

When I arrived, Whit Embry, an employe at the motel, shouted from a parking area, "Hurry up . . . It's coming back!"

## HOVERS BRIEFLY

He pointed towards the southeast. I looked up and there it was, circling over the southeast section of Gainesville. It was about 500 feet up and moving in a slow arc. It stopped, hovered for a few brief moments and began to move off in the direction from which it came. Suddenly, it shot up and into the cloudless sky and out of sight.

There was no doubt that I had seen something. What I saw would only be speculation because the closest it came was at least three-quarters of a mile away. The sky was clear and there was no fog; stars were brightly visible.

## OBJECT RESEMBLES TOP

The object was bowl-shaped and resembled a top. The top section of the object was not visible, if there was one.

Before it moved out of sight, I tried to photograph it, but when developed the film showed no sign of register.

The object appeared to be misty orange in color and seemed to either glow or reflect the lights from the ground below.

## MANY INTERVIEWED

Last week, I drove to Turnerville in Habersham County near Tallulah Falls to interview nine persons who reported a sighting.

The nine were not together when they sighted the object, they said, but at three different houses in the same neighborhood.

Their combined reports related this story:

Jimmy Ivester, Demorest, was visiting his mother and father, Mr. and Mrs. Henry Ivester, at Turnerville. Together, with the rest of the family, they were watching television. A disturb-

ance in the television was so bad they decided to turn it off.

## STOPS OVER GARDEN

They went out to sit on the front porch. Right away, one of them sighted something moving along at tree-top level. The object moved within 300 feet of the Ivester home and hovered across the highway over a garden at the home of Mrs. Russell Hickman. It made no noise.

All that was visible was the bottom side. From the dark top-side there were three lights in a row — red, clear, and red. The red lights were blinking.

They said the object was bowl-shaped and hovered only several feet above the garden. The red and clear lights disappeared and the object began to rise. When it did, a brilliant green light shone from the bottom, flooding the forest.

## LEAVES ODOR

Whatever it was left a terrible odor described as "something like embalming or brake fluid" but no one seemed to know exactly what the odor was.

Frightened, one of them called Habersham Sheriff A. J. Chapman who drove from Clarkesville and arrived only a few short moments after the object reappeared high overhead and moving away.

The sheriff corroborated the presence of the odor and vouched for the sincerity of those who said they had seen the object.

## SIGHTER COMPLAINS

The sighters did not seem to want to talk about it and did not particularly care whether or not I believed their story.

Mrs. Hickman complained she felt a stinging, burning sensation on her arms and face after the object left. Her daughter, Diane, 16, told me that the next morning her face was red and drawn and her eyelids had swollen and were almost closed.

Mrs. Hickman said she would not take her daughter to a doctor because he would think they were crazy.



THE MACON NEWS, Thursday, July 16, 1964

## Unidentified Flying Object With Bad Smell Reported in Toccoa

TOCCOA, Ga. (UPI)—An unidentified flying object with a terrible smell has been reported spinning around this area, frightening one child and surprising several adults. So far, it works only on Tuesdays.

The whist was first seen the

night of June 30 by D. E. Welford, Spartanburg, S. C., advertising executive. Welford said a huge, spinning top-like object about the size of an automobile and giving out an offensive odor came into sight as he traveled U. S. 29 near the South

Carolina border.

Welford said a geiger counter check of his car later showed signs of radioactivity.

One week later to the day, Mrs. Fred Rodacker of Tallulah Falls and a group of neighbors—enjoying the night air in

the front yard—sighted a similar object, dipping frequently to a low altitude and smelling "terrible."

The next Tuesday night, little Patty Upton ran home in what her father described as near

hysteria. She and a friend said they saw the weird contraption, bad smell and all, as they were riding bicycles.

A group of high school youths from Toccoa were stirred to action. They took telescopes, cam-

eras and tape recorders and climbed nearby Currahee Mountain last Tuesday night and set up a watch.

As 11 p.m. approached, they saw "a big glow coming across the horizon," according to one of the boys, Mike Head.



MEMORANDUM FOR DIRECTOR OF LEGISLATIVE LIAISON, SAF-OS  
ATTENTION: COLONEL POE, SAF-III

SUBJECT: Inquiry of Mr. A. [REDACTED]  
Concerning Unidentified Flying Objects

Attached is draft of reply to Mr. [REDACTED].

██████████ in further reference to Unidentified Flying  
Objects.

Also attached are two additional letters received in this Division at the same time. Our reply to Mr.

~~REDACTED~~ covers all three letters.

JESSE E. STAY  
Colonel, USAF  
Chief, Public Information Division  
Office of Information

2 Attachments  
1. Draft of Reply  
2. Basic corres augmented  
by two additional ltrs

[illegible]



DRAFT/SAF-OIPB/H.Gaiser/75030/21 JULY 64

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to Unidentified Flying Objects.

The Project Blue Book Office at Wright Patterson Air Force Base has queried the personnel of Anderson Airport, South Carolina, concerning the report of an unidentified flying object by Mr. [REDACTED]. Mr. Woodcock of the Federal Aviation Agency at Anderson stated unequivocally that he found no trace of radioactivity on Mr. [REDACTED] car when he tested it with a Geiger counter. Mr. Woodcock informed personnel at Warner Robins Air Force Base, Georgia, of this incident, and it was investigated by personnel at that Base. The phenomena was determined to be St. Elmo's fire. The report was not forwarded to the investigating office at Wright Patterson since it was evaluated on the spot and there was no need for additional investigation.

The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.



5769 S.W. 5th Terrace *How*

Miami, Florida

13 August 1964

Project Blue-Book Inf. Officer,  
The Pentagon, Washington, D.C.

Dear Sir:

In reference to my letter concerning a UFO sighting by a Mr. Beauford Parham of Wellford, South Carolina and investigation of his sighting on the night of 28 June 1964.

I have heard from Mr. J. A. Lang Administrative Assistant of the Air Force in regards to your findings of 'Ball-lightening' being the extent of Mr. Parham's experience. Also that his car was found, after questioning of the F.F.A. officials of Anderson Field, S.C. NOT TO BE RADIOACTIVE.

Today I received a signed letter from Mr. Parham who states you were given 'false information' by the F.F.A. men who in conversation with Mr. Parham stated 'they didn't believe in U.F.O.'s'. Mr. Parham has three (3) witnesses to the original readings on his car and THEY WERE RADIOACTIVE. I do not believe the investigation has been thorough enough to warrant the conclusion of 'ball-lightening' and feel most serious that this investigation be gone into more carefully.

The three witnesses Mr. Parham has are (3) reporters and they were 'shocked' to hear of the untruths told by F.F.A. officials to the Government Investigators. I don't consider this case closed and would like your comment and further evaluation of same as soon as possible.

Mr. Parham can be contacted for further information or I can send you a photo-copy of his signed letter.

Mr. Parham insists it was a "Clear, cloudless night" and that his encounter was not imaginary or a hallucination. I don't see how this account from a sincere reputable eye-witness to something of



HEADQUARTERS  
WARNER ROBINS AIR MATERIEL AREA  
UNITED STATES AIR FORCE  
Robins Air Force Base, Georgia 31094



REPLY TO  
ATTN OF: WRK

SUBJECT: News Clippings on UFOs

20 JUL 1964

TO: Hq FTD (TDE - Maj. Quintanilla)  
Wright Patterson AFB Ohio

1. Reference telephone conversations on 20 Jul 64 between Sgt. Moody, FTD, and Mr. Hudson, WRK.
2. Attached are copies of the newspaper clippings on stories about Unidentified Flying Objects in the Northeast Georgia area.
3. These are possibly separate from the UFO report out of Anderson, S. C. on or about 29 June 64. In that case, witnesses were referred by FAA to Robins AFB Security and Law Enforcement Division. Mr. Parkerson, Robins Security, talked with WRAMA and Hq AFLC command posts and it was agreed that the Anderson UFO was St. Elmo's fire because of the weather (stormy night), speed, etc. It was further agreed that no written report would be submitted by Robins.

FOR THE COMMANDER

*Alan E. Goldsmith*  
ALAN E. GOLDSMITH  
Lt. Colonel, USAF  
Chief, Office of Information

1 Atch  
News Clippings



great importance to the citizens of this country be ignored or passed off as a natural phenonema and feel justifiably entitled to a official statement as regards the former investigation and any new information that may be uncovered. It is not to the credit of The Blue-Book Information Div. to base their assumptions and final verdict on a phone conversation to apparently predujiced views of the F.F.A. men at Anderson Field.

The 'oily-spots' left on Mr. Parham's car are still in evidence "...for all to see" after repeated washings. WHY ? Were these facts not looked into before this case was 'written-off'?

Thanking you for any information you may uncover, I am,

*Alberto P. Juliano*  
Alberto P. Juliano.

Member of:

Nat. Invest. Comm. Aerial Phen.  
Washington, D.C.

Maj. D.E. Keyhoe, Direct.

[REDACTED]  
[REDACTED]  
MIAMI, FLORIDA.



PROJECT BLUE-BOOK INFORMATION OFFICER,

HQ, USAF (SAFOI-PB)

THE PENTAGON, WASHINGTON, D.C.

AIR MAIL....



DATA PROCESSING DIVISION  
CLIMATIC CENTER, USAF  
Air Weather Service (MAT5)  
Asheville, North Carolina

IN 100  
OUT 100

SUBJECT: Selected Surface and Winds Aloft Data

20 Sep 1964

1. Air Force Technical Intelligence Center  
Climatic Center Division (3rd. Floor)  
Randolph AFB, TX

2. Reference: Telecon with this Division 24 Sep 64.

3. We are sending copies of weather records as follows:

a. 10-15 March 64, 3. 0. 1-30 June 1964

b. 10-15 March 64, 3. 0. 1-30 September 1964

4. Springfield, Missouri is a Tidal station, and it is doubtful that data reach 50-60,000 feet. This station submits data monthly and the September 1964 records are not yet available. However, Columbia, Missouri is a rawinsonde station which forwards records weekly and we have included copies of the 6-8 Sep 64 for Columbia as a substitute.

FOR THE DIRECTOR

*James R. Tillman*  
JAMES R. TILLMAN  
2D LT, USAF  
Administrative Officer

Atch  
a/s



SAF-LLI/Poe/jm/77617/27 Jul 64  
SAFLL: 302987  
UFO

28 JUL 1964

Dear Mr. [REDACTED]

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to unidentified flying objects.

The Project Blue Book Office at Wright-Patterson Air Force Base has queried the personnel of Anderson Airport, South Carolina, concerning the report of an unidentified flying object by Mr. [REDACTED]. Mr. Woodcock of the Federal Aviation Agency at Anderson stated unequivocally that he found no trace of radio-activity on Mr. [REDACTED]'s car when he tested it with a Geiger counter. Mr. Woodcock informed personnel at Robins Air Force Base, Georgia, of this incident, and it was investigated by personnel at that Base. The phenomena was determined to be St. Elmo's fire. The report was not forwarded to the investigating office at Wright-Patterson since it was evaluated on the spot and there was no need for additional investigation.

The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.

Sincerely,

Signed

JAMES A. LAFORCE JR.  
Administrative Assistant

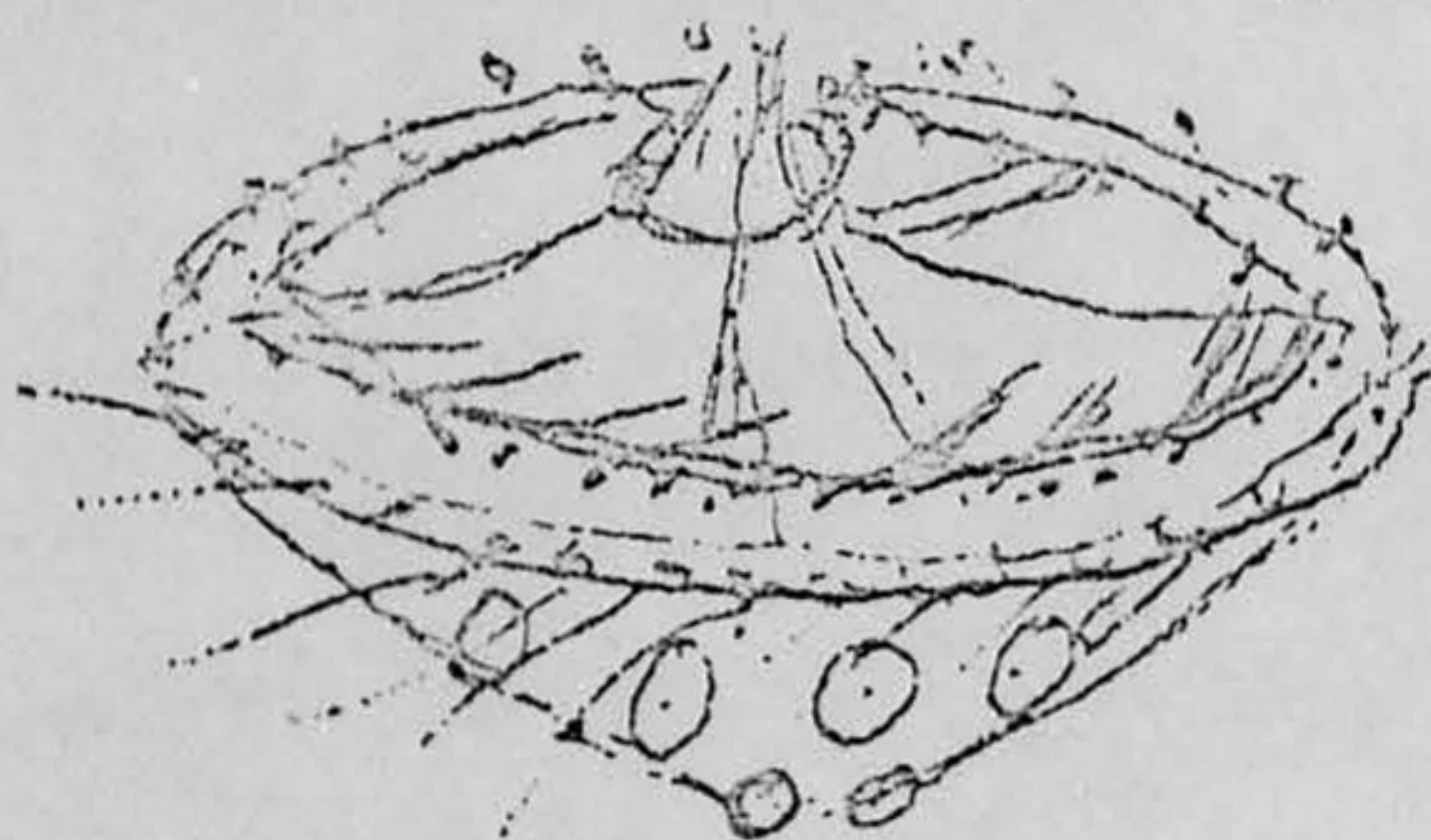
15 Jul rec'd SAFLL  
16 Jul rec'd A/O  
16 Jul fwd AFSAF-OIP  
21 Jul memo fm AFSAF-OIP, Col Stay  
27 Jul f/l prep/fwd

Mr. [REDACTED]  
[REDACTED]  
Miami, Florida

COORD  
CMBK-E/A  
STYBK  
AFSAF-OIP



MAN BURNED BY FLYING SAUCER IN GEORGIA: A thoroughly frightening occurrence happened on the night of June 29th to a North Carolina motorist named Beauford Parham, who was driving along a highway near the town of Lavonia, Georgia. Suddenly a circular object came hissing down from the sky and "stopped in the air like a humming bird" right over his automobile. Mr. Parham was traveling at about 70 miles per hour at the time, but as the object came upon him, the car's engine began slowing down. The UFO was about the size of his car top, and was approximately six feet in height. (See drawing below.) The bottom portion was whirling in one direction and the upper part in the opposite direction, like a giant top, according to Parham, whose arm was painfully burned by heat radiating from the UFO. The object also left a substance on the chromed portion of his automobile, and there were marks found on the roof. Parham said that the object made two passes at him, and left behind an odor "something like embalming fluid." The UFO followed his car at close range for a considerable distance, and gave off terrific heat. Parham said that he



could see numerous holes or openings in the craft, through which a yellow flame was visible, burning inside. There were strange fin-like attachments around the outer edge. Parham was so frightened by the incident that he could hardly continue driving, and by the time he finally lost sight of the UFO, his arm was hurting badly. Later, a Federal Aviation Agency team checked the surfaces of the automobile and found that they had definitely come in

contact with radioactivity. Here, then, is still another case of physical evidence of the reality of UFO's.



Lavonia, Georgia  
29 June 1964

#### Object buzzes car

We are indebted to Mrs. Charlotte for the following cutting from the July 3 issue of the North Carolina *Charlotte News*: "Beauford E. Parham, a sales executive from nearby Well-ford, said on Thursday his car was buzzed earlier this week in Georgia by an unidentified flying object.

"Parham said the incident occurred on Monday night (June 29) while he was driving near Lavonia in north-western Georgia. He said a circular object, which made a hissing sound, made two passes at his car but flew away when he pulled off the road and turned off his lights.

"I was travelling about 65 or 70 miles per hour,' Parham said. 'But when the object approached, the car's engine began to slow down.'

"He described the flying object as about the length of his car top and six feet high. He said its bottom portion was whirling in one direction and the upper part in the opposite direction and it resembled a giant top.

"Parham said the object gave off heat and burned his arm. He said it also left behind an odour like embalming fluid and had fin-like attachments around its outer edges.

"Albert Myrick, a Federal Aviation Agency employee at the Anderson, S. C. Airport, said on Thursday night he and other FFA personnel looked over Parham's car and relayed his story to Warner Robbins Air Force Base in Georgia.

"Myrick said he was naturally sceptical of all such reports, but added that Parham 'gave a vivid account and I believe he really thought he saw something. He appeared to be on the level'.

"Myrick said the top of Parham's late model car was covered with oily spots which Parham thought may have been fuel from the flying object.

"A Geiger counter test did not indicate the car had come in contact with a radioactive object, Meyrick said."



U. S. DEPARTMENT OF THE ARMY  
WASHINGTON, D. C.

DATE JUN 4 1954

[illegible][illegible]



STANDARD VARIABLE OBSERVATIONS  
(Abridged form for use at designated FAA stations)

STATION

DATE \_\_\_\_\_

[illegible]



U. S. DEPARTMENT OF COMMERCE  
WEATHER BUREAU

DATE JUN 30 1964

| TIME. |        | SUMMARY OF DAY<br>(MIDNIGHT TO MIDNIGHT) |                                        |                                                      |                                                    |                               | REMARKS, NOTES AND MISCELLANEOUS PHENOMENA |
|-------|--------|------------------------------------------|----------------------------------------|------------------------------------------------------|----------------------------------------------------|-------------------------------|--------------------------------------------|
|       |        | 24-HR.<br>MAX.<br>TEMP.<br>(°F)<br>(C)   | 24-HR.<br>MIN.<br>TEMP.<br>(°F)<br>(C) | 24-HR.<br>PRECIP.<br>WATER<br>EQUIV.<br>(in.)<br>(C) | 24-HR.<br>SNOW-<br>FALL<br>UNMLTD.<br>(in.)<br>(C) | SNOW<br>DEPTH<br>(in.)<br>(C) |                                            |
| 9     | 1837   | -                                        | -                                      | -                                                    | -                                                  | -                             |                                            |
|       | 39.340 | 84                                       | 12                                     | 0                                                    | 0                                                  | 0                             |                                            |
|       | 0      |                                          |                                        |                                                      |                                                    |                               |                                            |

Commerce-Weather Bureau, Washington, D. C.



**SURFACE WEATHER OBSERVATIONS**  
(Abridged form for use at designated FAA stations)

ANDERSON, S. C.

STATION

DATE

| TIME<br>(1) | TIME<br>(2) | SKY AND CLOUDS<br>(3) | VIS.<br>(4) | WEATHER AND<br>OBSTRUCTIONS<br>TO VISION<br>(5) | SEA-<br>LEVEL<br>PRESSURE<br>(6) | TEMP.<br>(7) | DEW<br>POINT<br>(8) | WIND<br>DIREC-<br>TION<br>(9) | SPEED<br>(10) | CHARAC-<br>TER AND<br>SHEETS<br>(11) | ALTIM-<br>ETER<br>SETTING<br>(12) | REMARKS AND SUPPLEMENTAL<br>(13) |
|-------------|-------------|-----------------------|-------------|-------------------------------------------------|----------------------------------|--------------|---------------------|-------------------------------|---------------|--------------------------------------|-----------------------------------|----------------------------------|
| R           | 0000        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 1802                             |
| R           | 0100        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 0200        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 0300        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 2003                             |
| R           | 0400        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 0500        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 0600        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 3008                             |
| R           | 0700        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 0800        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 0900        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 1000                             |
| R           | 1000        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 1100        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 1200        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 1815                             |
| R           | 1300        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 1400        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 1504 (1)                         |
| R           | 1500        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 1600        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 1700        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 1502                             |
| R           | 1800        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 1900        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 2000        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              | 1007                             |
| R           | 2100        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |
| R           | 2200        | O                     | 10          |                                                 | 30.0                             | 72           | 68                  | 00                            | 00            |                                      | 30.0                              |                                  |

|                  |                  |     |                  |                       |                       | STATION PRESSURE COMPUTATIONS |        |       |        | SUMMARY OF DAY<br>(HIGH 21 TO MIDNIGHT) |                                         |                                         |                                                      |                                                   |                                |
|------------------|------------------|-----|------------------|-----------------------|-----------------------|-------------------------------|--------|-------|--------|-----------------------------------------|-----------------------------------------|-----------------------------------------|------------------------------------------------------|---------------------------------------------------|--------------------------------|
| TIME<br>(G.C.T.) | TIME<br>(L.S.T.) | NO. | PRECIP.<br>(in.) | MAX.<br>TEMP.<br>(°F) | MIN.<br>TEMP.<br>(°F) | TIME (L.S.T.)<br>(59)         |        |       |        |                                         | 14 HR.<br>MAX.<br>TEMP.<br>(°F)<br>(66) | 24 HR.<br>MIN.<br>TEMP.<br>(°F)<br>(67) | 1-HR.<br>PRECIP.<br>WATER<br>EQUIV.<br>(in.)<br>(68) | 24 HR.<br>SNOW<br>FALL<br>UNMELT<br>(in.)<br>(69) | SNOW<br>DEPTH<br>(in.)<br>(70) |
|                  | MID. EQ          | X   |                  | 48                    | 1                     | AIR, THERM.<br>(60)           | —      | —     | —      | —                                       |                                         |                                         |                                                      |                                                   |                                |
|                  |                  | 1   |                  | 52                    | 1                     | CORR'D. BAR<br>(61)           | —      | —     | —      | —                                       |                                         |                                         |                                                      |                                                   |                                |
|                  |                  | 2   |                  | 46                    | 1                     | TOTAL CORR.<br>(62)           | —      | —     | —      | —                                       |                                         |                                         |                                                      |                                                   |                                |
|                  |                  | 3   |                  | 25                    | 66                    | STA. PRESS.<br>(63)           | 30.00  | 30.00 | 30.00  | 30.00                                   | 30.0                                    | 30.0                                    | 0                                                    | 0                                                 | 0                              |
|                  |                  | 4   | 0                | 87                    | 3                     | BAROGRAPH<br>(64)             | 29.130 | 29.44 | 29.415 | 29.340                                  |                                         |                                         |                                                      |                                                   |                                |
|                  | MID.             | X   | 0                | 35                    | 7                     | BAR. CORR.<br>(65)            | 0      | —     | 0      | 0                                       |                                         |                                         |                                                      |                                                   |                                |