

PROJECT MOON RECORD

1. DATE - TIME GROUP 1/15/54	2. LOCATION Jackson, Mississippi
3. SOURCE RPT	10. CONCLUSION Aircraft (with advertising sign) ✓ <i>744</i>
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 2-3 minutes	11. BRIEF SUMMARY AND ANALYSIS Observers watched a rotating beam of lights in various directions before moving off to the east. They thought the object was some type of blimp with an advertising sign but then changed his mind. The series of lights light the news-strip lights on the old Times Newspaper Building in Times Square, New York. FAA confirmed operation of a private aircraft with an advertising sign over the city of Jackson at the time of the sighting.
6. TYPE OF OBSERVATION Ground Visual	
7. COURSE Eastward	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM

PTD 100-1-10 (10E) Previous editions of this form are obsolete.

17 May 67

Wright-Patterson-Maj Rademacher/SAFOICC/ljs/79079/31 July 67

JUL 31 1967

Dear Mr. [REDACTED]

Reference your recent correspondence in which you described your unusual observation of May 17, 1967.

Investigation into your sighting did reveal a probably explanation. We contacted the Federal Aviation Agency at Hawkins Field, Jackson, Mississippi. During the period May 15-21, 1967, a Cessna 172, N7215A, towing an electrical advertising sign, was operating over the city of Jackson. Aircraft engaged in such activity normally fly at speeds in the neighborhood of fifty miles per hour, thus causing a floating sensation.

We cannot positively identify the above mentioned aircraft as being the object you observed; however, your report is consistent with past descriptions of aircraft engaged in aerial advertising.

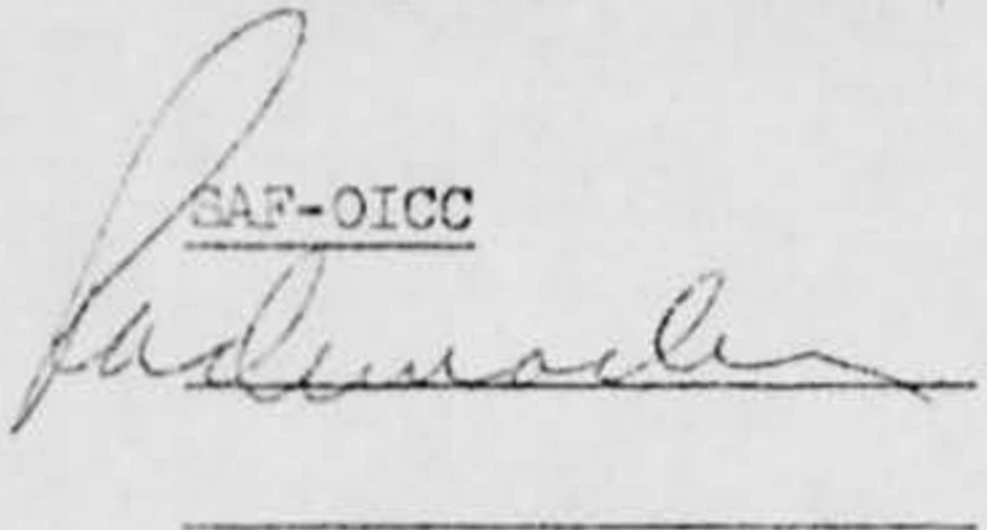
Thank you for reporting your observation to the Air Force.

Sincerely,

BARNETT B. YOUNG
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr. [REDACTED]
[REDACTED] Street
Arlington, Virginia 22207

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Stayback

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT TRAFFIC CONTROL TOWER
Jackson, Mississippi
June 8, 1967

IN REPLY
REFER TO:

Colonel James C. Manatt
Director of Technology and Subsystems
Headquarters Foreign Technology Division (AFSC)
Wright-Patterson Air Force Base, Ohio 45433

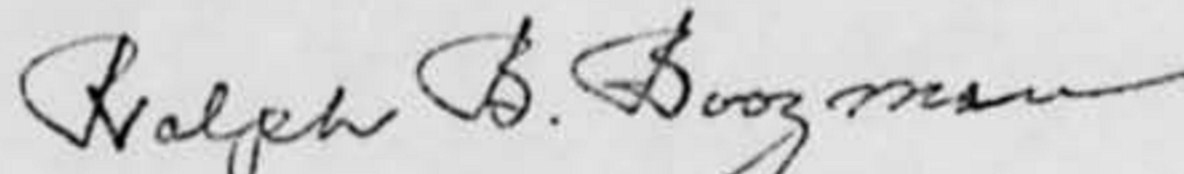
ATTN: TDET/UFO

Dear Colonel Manatt:

This has reference to your letter of 31 May 1967 regarding the report of an unidentified flying object sighted in the Jackson, Mississippi area on 17 May 1967 at approximately 2030 hours.

During the period 15 May through 21 May 1967 a Cessna 172, N7215A, towing an electric sign was operated over the City of Jackson. The owner of the aircraft is Mr. W. J. Brennan, Radio Station WBAM, Montgomery, Alabama.

Sincerely yours,


RALPH B. BOOZMAN, Chief
Airport Traffic Control Tower

Pending

17 May 67

17 May 67

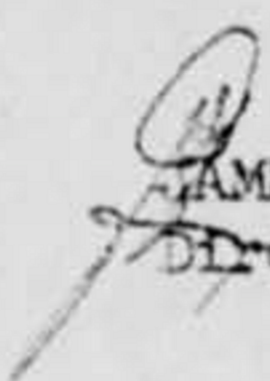
TDET/UFO(Maj Quintanilla, 70916/vap/29 May) 31 May 1967

Request for Information

FAA Control Tower
Attn: Watch Supervisor
Hawkins Field
Jackson, Mississippi 63755

1. Our office is in receipt of an unidentified flying object sighting which took place in the Jackson, Mississippi area on 17 May 1967 at approximately 2030 hours. This particular sighting occurred approximately 10 miles west of Jackson on route 80. Request information on any type of aircraft that could have been operating in that area with some type of advertising gimmick. If such an aircraft has been operating out of the Jackson, Mississippi area, any information would be appreciated.
2. If records are available, request positive or negative radar confirmation of any unknown object. Any assistance you can provide would be appreciated.

FOR THE COMMANDER

 JAMES C. MANATT, Colonel, USAF
Director of Technology and Subsystems

TDET/UFO OFFICIAL FILE COPY

[REDACTED]
Arlington, Virginia 22207
19 May 1967

Chief, Civil Branch
Community Relations Division
Office of Information
Department of Air Force
Washington, D. C. 20330

Dear Sir:

I am inclosing two copies of a statement prepared by myself relative to an unidentified flying object. I trust you will find the statement adequate for the immediate purpose.

Sincerely,

[REDACTED]

1 Incl (in dupe)
Statement dated 19 May 67

19 May 1967
Washington, D. C.

TO WHOM IT MAY CONCERN:

This will serve to report the sighting of an unusual flying object - at least unusual to me - which I observed at about 8:30 p.m. on the evening of 17 May 1967 near Jackson, Mississippi. The details of my observations are given below.

I am a professional hydraulic engineer, Grade GS-16, employed by the [REDACTED], N. W., Washington, D. C. 20016. My telephone is [REDACTED], Ext. [REDACTED]. My title is Technical Director. On 14 May 1967, I was sent to the [REDACTED] at Vicksburg, Mississippi, for three days temporary duty. On returning, I left Vicksburg for Jackson (where I was to spend the night) at 7:45 on the evening of Wednesday, 17 May 1967, by government automobile; the automobile was driven by Mr. [REDACTED], a driver at the Waterways Experiment Station at Vicksburg. Mr. [REDACTED] was to drive me to downtown Jackson to the Heidelberg Hotel where I was to spend the night. Mr. [REDACTED] was then to pick up passengers at the Jackson Airport to carry back to Vicksburg.

As stated above, we left Vicksburg about 7:45 p.m. and arrived in the Jackson area about 8:30 or 8:35 p.m. Our approach to Jackson was from the west moving east along Highway 80. This highway is very congested as it moves through the Jackson city limits, thus we moved at a very moderate pace with some stop-and-go driving along this stretch of Highway 80. We finally turned due north (left, off Highway 80) and arrived in downtown Jackson at the location of the railroad station. I do not recall the name of the street on to which we turned from Highway 80.

About a mile or two before making the left turn off Highway 80 and while still on Highway 80, the driver of the car, Mr. [REDACTED], said to me, "What do you make of that thing flying up there?" He pointed about 45° to the left and about 20° or 30° above the horizon. I saw then a very interesting sight. It appeared to be not over a mile away - possibly not over 1/2 mile - and was moving on a path about WNW to ESE. It was moving very slowly (for an aircraft), keeping about the pace of our car which was not over about 20 or 30 mph in the heavy traffic. I will describe the appearance of the craft in the next paragraph.

My first thought was that the craft was a blimp with an advertizing arrangement suspended under its belly. What I saw was a series of lights that moved around in a horizontal band much like the news-strip lights on the old Times Newspaper Building in Times Square, New York City. In fact, I spent possibly 30 seconds or more trying to read the advertisement. (It was completely dark by this time, 8:30 p.m. or maybe 8:40, and the yellowish lights were very clearly seen). I found, however, that I could not "read"

the moving lights as they did not seem to actually form letters. The movement of the lighted band was clock-wise looking upward from the ground. To have been an advertisement, it probably would have rotated in the other direction. The lighted band did not seem to me to be circular but, rather, four-sided, as the lights seemed to turn a corner much as the lights on Times Square referred to above turned the corner of the building. The lighted band seemed to move, or circulate, at about the same speed as the Times Square news sign, and I would have had no difficulty reading it had the lights actually formed letters of the Roman alphabet. If I were forced to estimate, I would probably give the vertical height of the band at 5 to 8 feet and the length of one side of the band as about 40 or 50 feet. The object moved closer to us, of course, as it approached Highway 80.

I feel sure that the entire object was not rotating as there was a bluish-green light (unblinking) several feet out in front of the rotating band. This light did not rotate with the band but held its position and moved forward only as the entire craft moved forward.

I stated earlier that my immediate impression on seeing the lights was that the object was a blimp with an advertising display. Actually, I saw only the rotating band of lights and the blue-green "fixed" light. I at no time saw the body of the craft; so I could not state anything about the shape or color of the body of the craft, whether it was a blimp, or helicopter, or other form of craft.

We observed the craft very plainly for two or three minutes. It appeared to change its course to due east before actually crossing Highway 80 and then appeared to greatly increase its speed, but not its altitude. We lost sight of the object while we were waiting in traffic to make a left turn off Highway 80 to downtown Jackson. At this position the craft had moved eastward well off toward the horizon but was still visible until our view was blocked by trees on the northeast corner of the intersection. This eastward course would have taken the craft near the new Jackson airport, some ten miles east of our position.

The noise of the heavy traffic prevented the detection of any noise which might have emanated from the craft. I did not see that anyone else in the traffic pattern or along the side of the road was paying any attention to the craft.

We proceeded into downtown Jackson where I left the car and signed into the hotel. The driver, Mr. Jones, went on his other missions. I have not seen Mr. [REDACTED] or contacted him since. He does not know that I have written this statement.

I am submitting this statement as I read some months ago that the Air Force was desirous of having reports of unexplained craft sighted by our citizens. I recognize that there is in all probability a very simple explanation for the incident I have described, but I am writing this as I have no explanation. I left Jackson by plane at 7:00 a.m. the next morning (Thursday, 18 May 1967) and I do not know whether there were other public reports of this incident.

If this statement is deemed worthy of investigation, I would appreciate receiving information on any finding resulting from such an investigation.


Arlington, Virginia 22207