FOIA
78-212

Declassification Authority: NND 57565

AF FORM 112—PART I
APPROVED 1 JUNE 1948

~~RESTRICTED~~
(CLASSIFICATION)

1

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	F3G-T-5	539243

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

SIGHTING OF UNIDENTIFIED LIGHT

AREA REPORTED ON	FROM (Agency)
EASTON CENTER COMMUNITY, ME(N46°37'W67°47')	FLIGHT 3-G, 4602d AISS, PIAFB

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
4 March 1953	2 March 1953	F-0

PREPARED BY (Officer)	SOURCE
JOHN F. FARNHAM 1/LT., USAF	Mrs Henry Miller

REFERENCES (*Control number, directive, previous report, etc., as applicable*)

Report # F3G-T-4 dated 27 February 1953

SUMMARY: (*Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.*)

I. CONTENTS:

Report # F3G-T-5A Sighting of Unidentified Light

II. PREAMBLE:

This report contains information pertaining to sighting of an unidentified light in the vicinity of EASTON CENTER COMMUNITY, MAINE (N46° 37' W67°47'), by one (1) civilian resident of that community.

III. TECHNICAL INVESTIGATORS:

M/Sgt. Willis B. Minor
T/Sgt. Frank K. Wasowski

John F. Farnham
JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

1R
1 cy (2 incl)

2 INCLS.

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) or (E) 7/31/78
U.S.A.F. Memo 11/28/78
By W. Lewis NARS, Date
L.B.J.

DISTRIBUTION BY ORIGINATOR
1 cy-D/I, USAF
1 cy-CHIEF ATIC, attn ATIAA-2c
1 cy-SCO, 4602d AISS, Ent AFB, Colo.
1 cy-D/I 32d Air Div., Syracuse, NY
1 cy-CO, PIAFB, Maine

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 2 PAGES
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-5A	

SIGHTING OF UNIDENTIFIED LIGHT

I. DESCRIPTION OF THE OBJECT:

One (1) dark red, light, circular in shape, and four (4) or five (5) times larger tham any visible star, displayed no aerodynamic features. Path of flight was either in a westerly direction or descending in altitude. The light lost some of its intensity, but did not seem to change in size before disappearing below the hill. (See Inclosure # 1, this report).

II. TIME OF SIGHTING:

Sighting was made between 2030 hrs EST and 2130 hrs EST, either 23 Feb 1953 or 24 Feb 1953. Sighting was conducted for three (3) to four (4) minutes until the light disappered.

III. MANNER OF OBSERVATION:

Only surface observation was conducted from a stationary position.

IV. LOCATION OF OBSERVER:

Sighting was made from the vicinity of EASTON CENTER CUMMUNITY, MAINE, (N46°37' W67°47') Mrs Henry Miller's home is located approximately one half (½) mile south of the US Coustoms Office. The US Coustoms Office is located at the intersection of Highway # 10 and the Riviere des Chutes road on which Mrs Miller's home is located. (See Inclosure # 2, this report). No estimate of distance or altitude of the light was given, by the observer. The estimated Azimuth of the light at this point would be approximately 280° and the Elevation approximately 20°.

V. IDENTIFYING INFORMATION OF OBSERVERS:

The Observer was identified as Mrs Henry Miller and has resided in her present home in the EASTON CENTER COMMUNITY for twenty (20) years. Mrs. Miller is the wife of Mr Henry Miller, a successful Potato farmer, who resides with her.From the appearance of Mrs Miller and her home, she appeared to have a high standing in the community, to be of average intelligence and reliablity. When questioned as to why she did not report the appearance of the unusal light sooner Mrs Miller said she did not realize the importance of reporting unusal objects and wished to avoid publicity.

VI. WEATHER:

Weather conditions for 23 Feb 53 at this time of night were, cieling and visibility unlimited, surface wind 320 degrees at seven (7) MPH., at 10,000 feet 280 degrees at forty five (45) knots per hour. Weather conditions for 24 Feb 53 at this time were, cieling and visibility unlimited, surface wind 230 degrees at five (5) knots per hour , at 10,000 feet 280 degrees at thirty-two (32) knots per hour.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

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FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G -T-5A	

SIGHTING OF UNIDENTIFIED LIGHT

VII: RELATED ACTIVITY OR CONDITIONS:

No activity or condition, metorological or otherwise, which might account for the sighting was reported in the area. However, a similiar object was reported during these hours on 23 Feb 53 by Mr and Mrs Clarence Cambridge. (See report # F3G-T*4A dated 27 Feb 53.)

VIII. PHYSICAL EVIDENCE:

No physical evidence pertaining to the sighting was secured during the investigation.

IX. INTERCEPTION OR IDENTIFICATION ACTION:

None.

X. LOCATION OF AIR TRAFFIC:

No aircraft reported in the general area of the incident by PIAFB control Tower on 23 Feb 53 , 24 Feb 53 during the time of this sighting.

John F. Farnham
JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

AF 539243

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
F3G 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-5A	1	1	

STATEMENT

Between 2030 hours and 2130 hours, either 23 February 1953, or 24 February 1953, as I was about to retire for the evening, (I do not remember the exact date) I observed an unusual light from the west window of my bedroom. My bedroom is located on the first floor in the northwest corner of my home. The light was first observed as I was about to close the venetian blind in the window and it appeared above the crest of the hill west of my home. There are two (2) houses located on the crest of the hill, both two (2) story, and the light was between these houses about mid-way from the ground to the roof of the houses. The direction at this point would be slightly Northwest from my home.

When I first observed this light, it appeared to be circular in shape, four (4) or five (5) times larger than any star visible at that time. The light was dark red in color and it seemed to lose some of its intensity in brightness befor it disappeared below the crest of the hill. It was not possible for me to determine whether the light was traveling West and therefore disappeared below the crest of the hill, or if it were losing altitude and disappeared behind the crest of the hill. I had the distinct impression that the light veered slightly toward the South before it disappeared. I judge the total time I watched this light to be three (3) to four (4) minutes. The sky at this time was very clear, the stars were out and the wind was slight. I would definitely say that this light was not a star.

I would like to state that I have lived in this same home for twenty (20) years and at no time is it possible to observe the situation lights on "Quaggy Joe", (a nearby mountain) or any of the other lights at Presque Isle Air Force Base, from this particular point.

I dismissed the importance of this light from my mind until my daughter returned home from the city of Presque Isle the following week-end and told me about a certain Mrs. Cambridge, who works in the same office with my daughter, who reported the appearance of a strange light in the sky on the night of 23 February 1953. I immediately assumed it must have been the very same light which I had observed, but, at no time have I discussed the subject with Mrs. Cambridge.

Mrs Henry Miller

Mrs. Henry Miller
Easton Center,
Maine

Inclosure # 1
Report F3G-T-5

Incl #1

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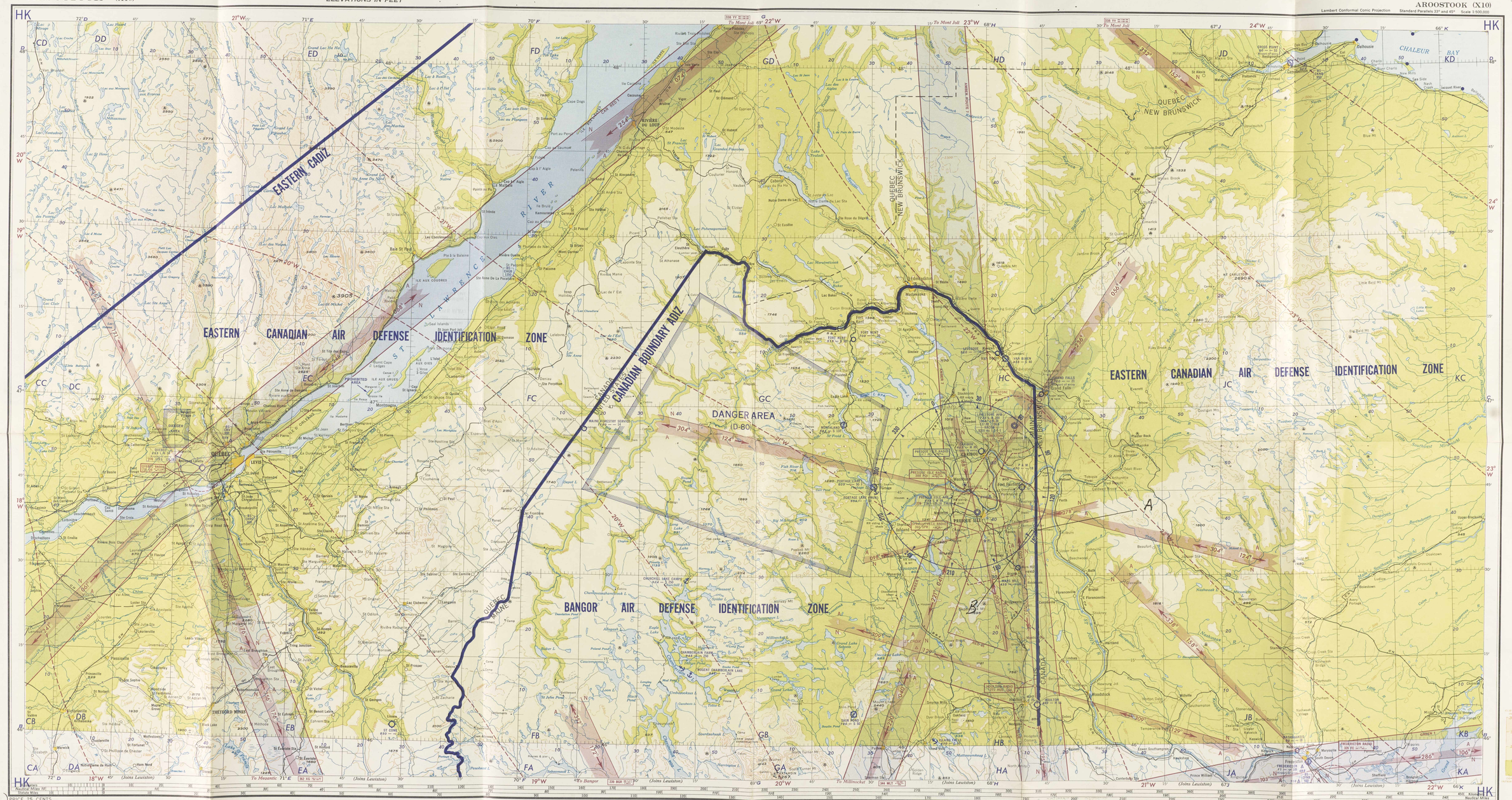
Declassification Authority: NND 57565

ELEVATIONS IN FEET

Lambert Conformal Conic Projection Standard Parallels 33° and 45° Scale 1:500,000



PRICE 25 CENTS (Joins Burlington)

AROOSTOOK (X-10)
COMPILED AND PRINTED AT WASHINGTON, D. C.
BY THE U. S. COAST AND GEODETIC SURVEY
UNDER AUTHORITY OF THE SECRETARY OF COMMERCE
Principal Sources: Canadian Government, U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.
BASE: Edition of January 1952

NOTE: It is requested that users of this chart indicate corrections and additions which come to their attention and notify "THE DIRECTOR, U. S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D. C."

TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES
(Select nearest intersection south and west of point)
Sample Point: BUCKLAND
1. HK identifies basic 15° quadrangle
2. EB identifies 1° quadrangle
3. 27 identifies Georef minute of longitude
4. 37 identifies Georef minute of latitude
5. Sample reference: HKEB2737

BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
For pilot information see reverse side

INCLOSURE # 2
Report # F30-R-5

0/539243

A- Location of Observer
B- Location of Hill and Two Houses

GEOREF 12-51
27th EDITION
Consult Coast and Geodetic Survey Radio Facility Charts and Civil Aeronautics Administration Airman's Guide for changes in aeronautical information on this chart after
JUNE 29, 1952
Next scheduled edition, January 1953

AROOSTOOK (X-10)
SECTIONAL AERONAUTICAL CHART

U.S. AIR FORCE EDITION

Declassification Authority: NND 57565

AERONAUTICAL SYMBOLS

AERODROMES

AERODROMES WITH FACILITIES — LAND, WATER: Civil; Joint civil and military; Military

AERODROMES WITH EMERGENCY OR NO FACILITIES — LAND, WATER: Landing area; Sheltered anchorage

Principal civil aerodromes in large populated areas; or air terminals of major importance

HARBOR (IB 1, P. 46) Airport of entry — U.C.A. SYSTEM 276 126.28

AERODROME DATA

LAND: 18 Elevation in feet; L Minimum lighting; H Hard surfaced runway; 45 Length of longest runway in hundreds of feet; 276 126.28 2870 Control tower transmitting frequencies

WATER: 00 Elevation in feet; L Minimum lighting; S Normally sheltered take-off area; 62 Length of longest runway in hundreds of feet; VALLEY 7250 L — 32

NAS ANACOSTIA OO L S 62 2870

When information is lacking, the respective character will be replaced by a dash

AIR NAVIGATION LIGHTS

Rotating light; Rotating light (With flashing code); Rotating light (With course lights); Flashing light; Flashing light (With code); Marine light; Lighthouse; FL

P-Red FL-Flashing Occ-occulting Alt-alternating Gp-group R-red W-white G-green B-blue (U)-unwatched SEC-sector sec-second

Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colors are stated.

RADIO FACILITIES

Use of the word "Radio" within the box indicates voice facilities

All radio facility data are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and associated airways, which are printed in magenta.

Radio range (Without voice); WOODY RANGE 291 FMA 122; Radio broadcasting station; BS 1150

Marine radiobeacon (Without voice); EVERETT 224 (on—2sec 0.3sec—4sec); Radiobeacon, nondirectional (homing) (With voice); REDWOOD RADIO 522 GBH

Radar beacon; BACON 1010 mc 2.5-1; Radio communication station (With voice); SOWELL RADIO 278

NEWTON (Non-compulsory reporting point); AURAL RANGE; 100 watts; 5 watts; Fan Marker Beacons (75 mcs)

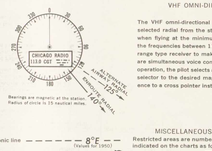
090°; 270°; A; N; HAWEY (Compulsory reporting point); (Bearings are magnetic at the station); AUGN; FORNEY; FAITON

WATAWBA RADIO W 1051 MHA

VHF FOUR-COURSE VISUAL-AURAL RADIO RANGE (VAR)

The Blue and Yellow Visual Sectors are indicated by a B and Y; the Aural Sectors by A and N. Letter preceding frequency in box indicates channel

VHF OMNI-DIRECTIONAL RADIO RANGE (VOR)



Bearings are magnetic at the station. Radius of circle is 15 nautical miles.

The VHF omni-directional range provides visual track guidance along any selected radial from the station out to a distance of approximately 50 miles when flying at the minimum instrument altitude. These ranges operate in the frequencies between 112 and 118 megacycles and require a special omni range type receiver to make use of the navigational features. Also provided are simultaneous voice communication and 3-letter (coded) identification. In operation, the pilot selects a course by setting the pointer on a course or radial selector to the desired magnetic bearing and then flies that course by reference to a cross pointer instrument.

MISCELLANEOUS

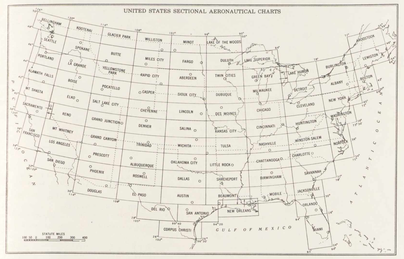
Isogonic line (Values for 1950); Mooring mast; Prominent transmission line; Obstruction (Numerals indicate elevation above sea level of top); Restricted areas are numbered, and are indicated on the charts as follows: Prohibited area (AR-76); Danger or warning area (D-32) (W-46); Caution area (C-54); Controlled civil airway; Uncontrolled airway; Control zone; Blue tint indicates air traffic controlled areas 5-19-52

SECTIONAL CHARTS

The sectional aeronautical chart series provides complete coverage of the United States. An additional chart covers the Hawaiian Islands. These charts are designed primarily for piloting, which is also known as contact flying. They contain a maximum amount of cultural topographic features including important landmarks.

Sectional charts are revised at six-month periods to insure that the airman has the latest information available, and are sold through authorized agents located at airports and principal cities throughout the United States. They may also be obtained by writing to the Director, U. S. Coast and Geodetic Survey, Department of Commerce Building, Washington 25, D. C.

In the lower right-hand corner is printed the date of the chart. Below this the next scheduled printing is indicated. If the date of the chart is more than six months old, users are advised to check with the notices (Dates of Latest Prints) on file with authorized agents. Charts that carry older dates than those shown in large type on this list of dates are obsolete.



ADDITIONAL AERONAUTICAL CHARTS PUBLISHED AND PRINTED BY THE U. S. COAST AND GEODETIC SURVEY

Planning Charts	AP-9 and 3069a	1:5,000,000
	3068d	1:3,000,000
Aircraft Position Charts	3071 North Atlantic	1:5,000,000
	3072 Caribbean Sea	1:5,000,000
Route Charts	Show limited topographic information, selected aerodromes, and major radio data.	1:2,000,000
Direction Finding Charts	Six charts over the United States	1:2,000,000
World Aeronautical Charts	Forty-three charts over the United States	1:1,000,000
Flight Charts	Thirty-seven charts cover the principal air routes of the United States	1:1,000,000
Local Charts	Designed to provide additional landmark information and topographic detail for important air terminals.	1:250,000
Instrument Approach and Landing Charts	More than 475 charts designed for use in manuals with Radio Facility Charts	Approach 1:250,000 Landing 1:31,680
Instrument Landing System Charts	Similar to Instrument Approach and Landing charts but printed in black and halftone instead of color. Show very little detail.	Approach 1:250,000 Landing 1:75,000
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazards to air traffic.	1:90,000 1:12,000
Radio Facility Charts	Sixty-five charts of the U. S. show all radio facilities, airways and other information necessary for instrument flying.	1:2,000,000

A catalog giving a complete list and description of the various series is available upon request

4/11/51

LIGHT SIGNAL PROCEDURES FOR AIRPORT TRAFFIC CONTROL

The following procedures are used by airport traffic control towers in the control of aircraft not equipped with radio. These same procedures will be used to control aircraft equipped with radio if radio contact cannot be established.

(Note: It should be understood that pilots may proceed in a conventional manner if no signals are displayed)

Airport traffic control personnel use a directive traffic control signal which emits an intense narrow beam of a selected color (either red, white, or green) when controlling traffic by light signals. The normal range of the signal in good weather is ten miles in day time and fifteen miles at night and is readily discernible to the pilot of any aircraft that is visible to the controller.

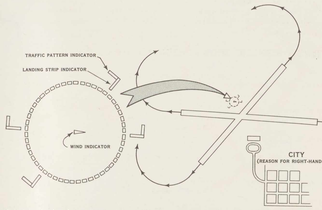
Although the traffic signal light offers the advantage that some control may be exercised over non-radio equipped aircraft, all pilots should be cognizant of the disadvantages which are:

1. The pilot may not be looking at the control tower at the time a signal is directed toward him.
2. The directions transmitted by a light signal are very limited since only approval or disapproval of a pilot's anticipated actions may be transmitted. No supplementary or explanatory information may be transmitted except by the use of the "General Warning Signal" which advises the pilot to be on the alert.

Signals from a portable traffic control light shall mean the following:

Color and Type of Signal	On the Ground	In Flight
STEADY GREEN	Cleared for take-off	Cleared to land
FLASHING GREEN	Cleared to taxi	Return for landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway) in use	Airport unsafe-do not land
FLASHING WHITE	Return to starting point on airport	.....
ALTERNATING RED & GREEN	General Warning Signal - Exercise Extreme Caution.	

TRAFFIC PATTERN INDICATED BY SEGMENTED CIRCLE



Safe flying requires that a pilot know the traffic pattern for the airport when landing or taking off. The segmented circle marker, illustrated above, furnishes the pilot this information. When traffic pattern indicators are used with the circle marker, they tell the pilot to make his turn in the direction in which the indicators point. If the traffic pattern indicators are not used, the pilot will know that the normal left-hand pattern must be followed. For additional information see TSO-N5, copies of which are available from Office of Aviation Information, A-236, C.A.A., Department of Commerce, Washington 25, D.C.

CRUISING ALTITUDES

CRUISING ALTITUDES WITHIN CONTROL AREAS AND ZONES — During VFR conditions aircraft at altitudes of 3000 feet or more above the surface within control zones and control areas, including controlled airways, must be flown at odd or even 1000-foot levels appropriate to the direction of flight. "Odd" and "Even" indicators are shown on Coast and Geodetic Survey Radio Facility Charts. Under IFR conditions within control zones and control areas, including controlled airways, altitudes will be flown in accordance with ATC clearances.

The following rules will govern the altitude at which aircraft shall fly when making VFR flights along controlled civil airways:

Green and Red Airways and Even-numbered VOR Airways

Eastbound flights. Aircraft shall fly at an ODD thousand-foot altitude above sea level (such as 3000, 5000, or 7000 feet).
Westbound flights. Aircraft shall fly at an EVEN thousand-foot altitude above sea level (such as 4000, 6000, or 8000 feet).

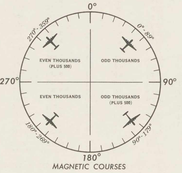
Amber and Blue Airways and Odd-numbered VOR Airways

Northbound flights. Aircraft shall fly at an ODD thousand-foot altitude above sea level (such as 3000, 5000, or 7000 feet).
Southbound flights. Aircraft shall fly at an EVEN thousand-foot altitude above sea level (such as 4000, 6000, or 8000 feet).

The following rules will apply on segments where color airways and VOR airways overlap:

Where a color airway coincides with a VOR airway, the ODD or EVEN rule for the appropriate color airway will apply.
Where no color airway is involved and an Even-numbered and an Odd-numbered VOR airway coincide, the ODD or EVEN altitude rule for the Even-numbered VOR airway will apply.

CRUISING ALTITUDES OUTSIDE CONTROL AREAS AND ZONES—When the flight visibility is less than three miles, aircraft must be flown at an altitude appropriate to the magnetic course as illustrated below.



((Illustration applies only to flight outside of control areas and control zones, including uncontrolled airways)

VISUAL FLIGHT PLAN

The Civil Air Regulations do not require that a VFR flight plan be filed for a VFR flight. However, the filing of such a flight plan is desirable and the more than VFR flights be covered by flight plan whenever practicable as such filing materially assists in search and rescue operations if such action becomes necessary. Flight plans may be submitted to the nearest CAA airway communications station either in person or by telephone. Flight plans may be filed by radio if no other means are available but this practice should be avoided whenever possible to reduce congestion of radio channels.

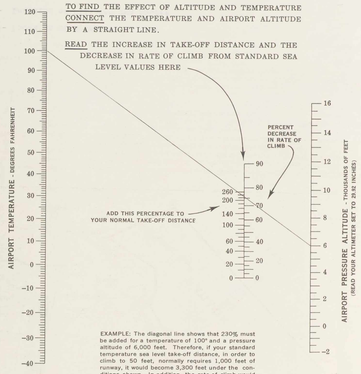
If filing the flight plan, the pilot should state the name of the CAA communications station with which he will close his flight plan. If the destination is not served by a CAA communications station, or is in Canada or Mexico, the method by which the arrival report will be filed must be clearly understood by all concerned. VFR flight plans are transmitted via CAA communications facilities only to the CAA communications station with which the pilot has stated his arrival report or closing of flight plan will be filed. One hour after the estimated time of arrival, if no notice of arrival it received, queries are sent out over CAA communications systems to determine the location of the aircraft. If no information concerning the aircraft is obtained after an exhaustive communications inquiry, search and rescue operations are inaugurated. In as much as the government may be put to considerable expense in determining the location of aircraft when an arrival report is not filed, it is vitally necessary that all pilots make certain that notice of arrival is filed. If flight is terminated prior to reaching the point of intended destination specified in the flight plan, pilots should contact the nearest CAA communications station and the request that an arrival report be transmitted over CAA facilities to the CAA communications station with which the pilot stated the arrival report would be filed.

Pilots of aircraft operating on VFR flight plan who desire to make flight progress reports, should include in the report the phrase: "VFR FLIGHT PLAN FROM (blank) TO (blank)."

The flight plan shall contain the items listed under INSTRUMENT FLIGHT RULES - Flight Plan, except "Alternate Airport" and except that's visual flight rule flight plan should always specify "VFR" as a cruising altitude. The use of this term in lieu of an actual altitude indicates that the pilot intends to fly in accordance with Visual Flight Rules. Aircraft may be operated in accordance with VFR above a well defined cloud or other formation provided, climb to and descent from such "on top" flight can also be made in accordance with VFR.

7-14-52

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, in order to climb to 50 feet, normally requires 1,000 feet of runway, it would become 2,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes. For exact values consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.

LOSS OF AIRCRAFT PERFORMANCE DURING HOT WEATHER

Thin Air Reduces Lift. You get thin air at high altitudes and in hot weather. The hotter the temperature, the thinner the air.

Do you realize that Kansas City Airport with an elevation of 744 feet above sea level can have an effective elevation identical to Stapleton Field, Denver, at 5325 feet above sea level, under conditions of extreme heat and low pressure?

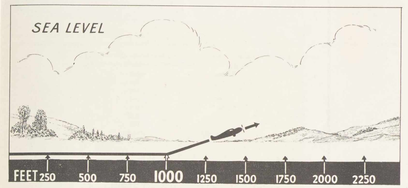
Do you realize that Brees Airport at Laramie, Wyoming, at 7273 feet above sea level, can be above the safe operational altitude of your aircraft during hot weather?

Note: The effective elevation of Brees Airport at 86°F, for example, is 10,250 feet-Caution!

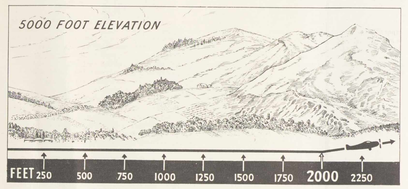
The rarified air at higher altitudes lowers the efficiency of engine and propeller, and lessens a plane's rate of climb. A typical light plane has a maximum rate of climb at sea level of 420 feet per minute, whereas its maximum rate of climb at 5,000 feet altitude is only 225 feet per minute.

This plane might be able to clear a 400 foot hill or factory stack located a few miles from a sea level airport, but if the pilot tried it at 5,000 feet, he would smack right into the middle of the obstruction.

Remember: Any increase in operating altitude (due to elevation or high temperature) greatly increases take-off and landing roll.



ATMOSPHERIC DENSITY AT SEA LEVEL ENABLES A PLANE TO TAKE OFF IN A RELATIVELY SHORT DISTANCE



THE DISTANCE REQUIRED FOR A TAKE-OFF INCREASES WITH THE ALTITUDE OF THE FIELD

AERODROMES - AROOSTOOK SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES: FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	LONGEST	LIGHTS	REMARKS
Caribou, Maine	Caribou Mun.	46°52'-68°01'	Mun.	628	80, 91	Major	2	3500H		
Chesuncook, Maine	Chamberlain Farm SPB	46°14'-69°19'	Com. Seapl.	945			All way	Unlim.		Beach, float-lying, attended Sept. 15-June 15. Skis only in winter.
Chesuncook, Maine	Nugent Chamberlain Lake Camps SPB	46°13'-69°15'	Com. Seapl.	945			All way	Unlim.		Floats. Fuel in emerg. only. Skis only winter.
Clayton Lake, Maine	Churchill Lake Camps SPB	46°29'-69°17'	Com. Seapl.	924			1	Unlim.		Dump, pier, beach. Skis only winter. Fuel emerg. only. Skis only winter.
Cross Point, Que.	Cross Point	46°01'-68°41'	Seapl.	60	Avail.		1	5280		Buoys, pier, docks
Ft. Fairfield, Maine	F & M Flying Service	46°46'-67°51'	Com.	479	80	Minor	2	1825		
Ft. Kent, Maine	Ft. Kent Mun.	47°12'-68°35'	Mun.	708			1	3000		
Ft. Kent, Maine	Fort Kent SPB	47°14'-68°35'	Com. Seapl.	515			1	5000		Caution driftwood in channel.
Grand Falls, N.B.	Grand Falls	47°03'-67°46'	Com.	720			1	2100		
Houlton, Maine	Houlton Mun.	46°07'-67°51'	Mun.	493	80, 91	Major	3	5600H	Rowy, prior req.	
Island Falls, Maine	Island Falls SPB	46°01'-68°14'	Priv. Seapl.	430			1	5000		Dock, float. Clubhouse & boulder shoals. Skis only winters.
Mars Hill, Maine	Mars Hill	46°31'-67°52'	Com.	435			1	2000		
Patten, Maine	Shin Pond SPB	46°06'-68°34'	Com. Seapl.	780	80		4	5000		Floats, landmat. Clubhouse across inlet & shoals. Skis only winters.
Portage Lake, Maine	Portage Lake SPB	46°46'-68°29'	Com.	609	80	Major	2	5000		Floats, landmat. Skis only winters.
Portage Lake, Maine	Portage Lake SPB (Mun)	46°46'-68°29'	Mun. Seapl.	609			2	5000		Floats, pier, beach. Unattended. Skis only winters.
Quebec, Que.	Quebec (Ancienne Lorette)	46°48'-71°25'	O.O.T.	285	80/87, 91/96		3	3370H	Rowy, approach	
St. Come (Linières), Que.	St. Come	46°05'-70°32'		856	80, 91	Minor	2	2150		
Seven Islands, Maine (St. Pamphile, Que.)	Maine Forestry Service Strip	46°56'-69°44'	Priv.	1180			1	1400		
Van Buren, Maine	Levesque	47°10'-67°57'	Priv.	520			1	1500		
Van Buren, Maine	Van Buren SPB	47°09'-67°55'	Com. Seapl.	435	80		2	4000		Float. Skis only winters.
Winterville, Maine	Northland Airways SPB	46°37'-69°37'	Com. Seapl.	581	80	Minor	2	13200		Buoys, dock. Skis only winters.

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.
Military fuel is listed by letter code indicating octane ratings as follows: A-1+ 115/145, A: 100/130, B: 91/98, C: 73 or 80, J: 27-1, 3.
The above listing does not include Air Force aerodromes.
*Joint civil and military operation; Air Force facilities at these fields are not listed.

Consult the latest Airman's Guide for changes in data subsequent to date of chart.

6-16-52

PILOTS GUIDE FOR COMMUNICATING WITH AIRWAY STATIONS

PILOTS - never hesitate to use your radio. Remember that talking by radio is almost the same as talking on your home telephone.

The following are typical examples of two-way communication with airway stations.

IDENTIFICATION OF AIRWAY STATIONS: CAA Airway Communications Stations are identified by the name of the station followed by the word "RADIO".
Example: "CLEVELAND RADIO".

IDENTIFICATION OF AIRCRAFT: Your aircraft is identified by the make of aircraft followed by the certificate number and letter suffix, if any.
Example: "SITNSON ONE THREE SIX FIVE".
"SITNSON ONE THREE SIX FIVE-Y".

Example of pilot calling an airway station:
"CLEVELAND RADIO - THIS IS - SITNSON ONE THREE SIX FIVE - OVER".

After communication has been established, an abbreviated form of identification may be used, if desired - using the last three units of the certificate number only.

The airway station will normally answer on the radio range or radiobeacon frequency. If reply is desired on other than the radio range or radiobeacon frequency, pilots should indicate the frequency on which the station reply is expected.
Example: "CLEVELAND RADIO - THIS IS - SITNSON ONE THREE SIX FIVE - REPLY ON ONE ELEVEN POINT ONE MEGACYCLES - OVER".

After the airway station has answered your call, proceed with your message without further call up other than preceding the message with the aircraft identification. Your message may consist of your position report, a request for weather data or other information that may be required to assist you to your destination.
Example: "SITNSON ONE THREE SIX FIVE - OVER CLEVELAND AT ELEVEN TWENTY - FOUR THOUSAND FEET ON VFR FLIGHT PLAN FROM YOUNGSTOWN TO TOLEDO - WHAT IS THE WEATHER AT TOLEDO - OVER".

If you are flying VFR, a position report is not required, however, it is to your advantage that the stations along your route of flight know your position at all times in order that assistance can be rendered should you encounter difficulty.
Flight plans may be filed while in flight, with a CAA Airway Communications Station, if your departure was from an airport not served by such a station.

The word "ROGER" is used to acknowledge receipt of a message.

The word "OUT" is used when a conversation is ended and no response is expected.
Example: "SITNSON ONE THREE SIX FIVE - ROGER, OUT".

The words "SAY AGAIN" are used if a message was not understood and a repetition is desired.

The words "STAND BY" are used to indicate that a return call will be made as soon as practicable.
Examples: "SITNSON ONE THREE SIX FIVE - SAY AGAIN, OVER".
"SITNSON ONE THREE SIX FIVE - STAND BY".

ENROUTE FLIGHT SERVICE

All airway communications stations are ready to provide pilots with enroute flight information or assistance at any time. You may call any CAA RADIO for latest weather along your route of flight, upper wind velocities, airport conditions, and other flight information. If you become lost or uncertain of your position, call any CAA RADIO. Personnel at CAA airway communications stations are trained to assist pilots in establishing position by any of the following methods: (a) Visual reference to terrain features; (b) Low frequency radio range orientation; (c) VHF omni-range indications (triangulations).

RADIOTELEGRAPH CODE AND PHONETIC ALPHABETS

U.S.*	INT'L (ICAO)	U.S.*	INT'L (ICAO)	U.S.	INT'L (ICAO)
A—ABLE	ALFA ·—	N—NAN	NECTAR —·	0—ZEE-ROH	ZE-RO — — — —
B—BAKER	BRAVO —···	O—OBOE	OSCAR — — —	1—WUN	WUN ·— — — —
C—CHARLIE	COCA —·—·	P—PETER	PAPA ·— — ·	2—TOO	TOO ·· — — —
D—DOG	DELTA —··	Q—QUEEN	QUEBEC — — ·—	3—THU-REE	TREE ··· — ·
E—EASY	ECHO ·	R—ROGER	ROMEO ·—·	4—FO-WER	FOW-er ···· —
F—FOX	FOXTROT ··—·	S—SUGAR	SIERRA ···	5—FI-YIV	FIFE ·····
G—GEORGE	GOLF — — ·	T—TARE	TANGO —	6—SIKS	SIX — ····
H—HOW	HOTEL ····	U—UNCLE	UNION ··—	7—SEV-VEN	SEV-en — — ···
I—ITEM	INDIA ··	V—VICTOR	VICTOR ···—	8—ATE	AIT — — ·· — —
J—JIG	JULIETT ·— — —	W—WILLIAM	WHISKEY ·— —	9—NI-YEN	NIN-er — — — ··
K—KING	KILO —·—	X—XRAY	EXTRA —··—		
L—LOVE	LIMA ·—··	Y—YOKE	YANKEE —·— —		
M—MIKE	METRO — —	Z—ZEBRA	ZULU — — ··		

* The US phonetic alphabet (Able, Baker, Charlie etc.) has been supplanted by the International (ICAO) phonetic alphabet at all CAA communication stations as of April 1, 1952. However, the US phonetic alphabet will continue to be used upon request at the stations.

** CAA facilities will continue to use normal English pronunciation instead of the International pronunciation of the numbers.

3-12-52

SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the CAA, Air Force, and Coast Guard who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, and such other agencies as may be available. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. File a Flight Plan with a CAA Airway Communications Station in person or by telephone or radio.
2. File an Arrival Report.
3. If you land at a location other than intended destination, report the landing to the nearest CAA Communications Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest communications station.
5. Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. If you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.

Searches are expensive, they inconvenience other people, and on numerous occasions the lives of other pilots are sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT!

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

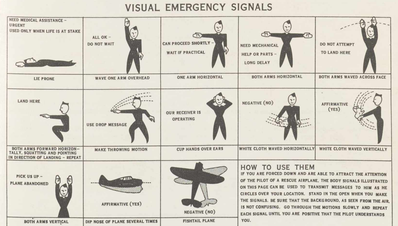
REQUIRE DOCTOR, SERIOUS INJURIES	I	REQUIRE SIGNAL LAMP WITH BATTERY AND RADIO	T
REQUIRE MEDICAL SUPPLIES	II	INDICATE DIRECTION TO PROCEED	K
UNABLE TO PROCEED	X	AM PROCEEDING IN THIS DIRECTION	↑
REQUIRE FOOD AND WATER	F	WILL ATTEMPT TAKE-OFF	▷
REQUIRE FIREARMS AND AMMUNITION	ψ	AIRCRAFT SERIOUSLY DAMAGED	L
REQUIRE MAP AND COMPASS	□	PROBABLY SAFE TO LAND HERE (IF IN DOUBT, USE INTERNATIONAL SYMBOL)	△
REQUIRE FUEL AND OIL	L		
ALL WELL	LL		
NO	N		
YES	Y		
NOT UNDERSTOOD	JL		
REQUIRE MECHANIC	W		

SOS

INSTRUCTIONS:

1. Lay large symbols by using strips of fabric or parachutes, pieces of wood; stones, or any available material.
2. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
3. Symbols should be at least 10 feet high or larger, if possible. Care should be taken to lay out symbols exactly as shown to avoid confusion with other symbols.
4. In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
5. When ground is covered with snow, signals can be made by dragging, shoveling or tramping the snow. The depressed areas forming the symbols will appear to be black from the air.
6. Pilot should acknowledge message by rocking wings from side to side.

VISUAL EMERGENCY SIGNALS



HOW TO USE THEM

IF YOU ARE FORCED DOWN AND ARE ABLE TO ATTRACT THE ATTENTION OF THE PILOT OF A RESCUE AIRPLANE, THE BODY SIGNALS ILLUSTRATED ON THIS PAGE CAN BE USED TO TRANSMIT MESSAGES TO HIM AS HE CIRCLES OVER YOUR LOCATION. STAND IN THE OPEN WHEN YOU MAKE THE SIGNALS, BE SURE THAT THE BACKGROUND, AS SEEN FROM THE AIR, IS NOT CONFUSING. GO THROUGH THE MOTIONS SLOWLY AND REPEAT EACH SIGNAL UNTIL YOU ARE POSITIVE THAT THE PILOT UNDERSTANDS YOU.

6/8/50

NAUTICAL MILES

For convenience in converting distances expressed in statute miles to their equivalents in nautical miles, and vice versa, the table below has been prepared. The United States nautical mile has been used for the table.

The United States nautical mile is defined as equal to one-sixtieth of a degree (one minute) of a great circle on a sphere whose surface is equal to the surface of the earth. The value of a nautical mile is calculated on this basis as 1853.25 meters or 6080.20 feet. Since the common or statute mile is equal to 5280 feet, one nautical mile equals approximately 1.152 statute miles, and one statute mile equals approximately 0.868 nautical mile. For quick calculation the nautical mile may be considered approximately one-seventh longer than the statute mile, and the statute mile approximately one-eighth shorter than the nautical mile.

In the lower margins of the sectional charts is provided a convenient conversion scale by which values in statute miles may be readily converted to nautical miles and vice versa. Distances expressed in either unit may thus be scaled directly on the charts.

The length of one minute of latitude measured along a meridian on the surface of the earth at latitude 48°15′ is equal to a United States nautical mile. North or south of 48°15′ the length of a minute is slightly longer or shorter, since the earth is not a perfect sphere. However, for practical purposes, the nautical mile is considered equivalent to a minute of latitude at any point on the earth's surface. Therefore, the one-minute subdivisions of the meridian lines on the face of charts may also be used for scaling distances.

The knot is a unit of speed only. One knot is equal to one nautical mile per hour; as, when an aircraft is travelling 200 nautical miles per hour, its speed is 200 knots.

CONVERSION TABLES

STATUTE MILES TO NAUTICAL MILES

STATUTE MILES	NAUTICAL MILES	STATUTE MILES	NAUTICAL MILES	STATUTE MILES	NAUTICAL MILES
0.1	0.087	528	100	86.8	
0.2	0.174	1056	110	95.5	
0.3	0.261	1584	120	104.2	
0.4	0.347	2112	130	112.9	
0.5	0.434	2640	140	121.6	
0.6	0.521	3168	150	130.3	
0.7	0.608	3696	160	138.9	
0.8	0.695	4224	170	147.6	
0.9	0.782	4752	180	156.3	
1.0	0.868	5280	190	165.0	
			200	173.7	
2	1.74		210	182.4	
3	2.61		220	191.0	
4	3.47		230	199.7	
5	4.34		240	208.4	
6	5.21		250	217.1	
7	6.08		260	225.8	
8	6.95		270	234.5	
9	7.82		280	243.1	
10	8.68		290	251.8	
11	9.55		300	260.5	
12	10.42		310	269.2	
13	11.29		320	277.9	
14	12.16		330	286.6	
15	13.03		340	295.3	
16	13.89		350	303.9	
17	14.76		360	312.6	
18	15.63		370	321.3	
19	16.50		380	330.0	
20	17.37		390	338.7	
			400	347.4	
30	26.05				
40	34.74		500	434.2	
50	43.42		600	521.0	
60	52.10		700	607.9	
70	60.79		800	694.7	
80	69.47		900	781.6	
90	78.16		1000	868.4	

NAUTICAL MILES TO STATUTE MILES

NAUTICAL MILES	STATUTE MILES	NAUTICAL MILES	STATUTE MILES
0.1	0.115	608.0	100	115.2
0.2	0.230	1216.0	110	126.7
0.3	0.345	1824.1	120	138.2
0.4	0.461	2432.1	130	149.7
0.5	0.576	3040.1	140	161.2
0.6	0.691	3648.1	150	172.7
0.7	0.806	4256.1	160	184.2
0.8	0.921	4864.2	170	195.8
0.9	1.036	5472.2	180	207.3
1.0	1.152	6080.2	190	218.8
			200	230.3
2	2.30		210	241.8
3	3.45		220	253.3
4	4.61		230	264.9
5	5.76		240	276.4
6	6.91		250	287.9
7	8.06		260	299.4
8	9.21		270	310.9
9	10.36		280	322.4
10	11.52		290	334.0
11	12.67		300	345.5
12	13.82		310	357.0
13	14.97		320	368.5
14	16.12		330	380.0
15	17.27		340	391.5
16	18.42		350	403.0
17	19.58		360	414.6
18	20.73		370	426.1
19	21.88		380	437.6
20	23.03		390	449.1
			400	460.6
30	34.55			
40	46.06		500	575.8
50	57.58		600	690.9
60	69.09		700	806.1
70	80.61		800	921.2
80	92.12		900	1036.4
90	103.64		1000	1151.6

8-14-52

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

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/

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	F3G-T-5	9539243

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

SIGHTING OF UNIDENTIFIED LIGHT

AREA REPORTED ON	FROM (Agency)
EASTON CENTER COMMUNITY, ME(N46°37'W67°47')	FLIGHT 3-G, 4602d AISS, PIAFB

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
4 March 1953	2 March 1953	F-0

PREPARED BY (Officer)	SOURCE
JOHN F. FARNHAM 1/LT., USAF	[redacted]

REFERENCES (Control number, directive, previous report, etc., as applicable)

Report # F3G-T-4 dated 27 February 1953

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

I. CONTENTS:

Report # F3G-T-5A Sighting of Unidentified Light

II. PREAMBLE:

This report contains information pertaining to sighting of an unidentified light in the vicinity of EASTON CENTER COMMUNITY, MAINE (N46° 37' W67°47'), by one (1) civilian resident of that community.

III. TECHNICAL INVESTIGATORS:

M/Sgt. Willis B. Minor
T/Sgt. Frank K. Wasowski

John F. Farnham
JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

1R
1 cy (2 incl)

2 INCLS.

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) or (E)
USAF letter 12/31/78
By W. Lig NARS, Date 11/28/78
L.B.J.

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WARNING: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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2

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 2 PAGES
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-5A	

SIGHTING OF UNIDENTIFIED LIGHT

I. DESCRIPTION OF THE OBJECT:

One (1) dark red, light, circular in shape, and four (4) or five (5) times larger tham any visible star, displayed no aerodynamic features. Path of flight was either in a westerly direction or descending in altitude. The light lost some of its intensity, but did not seem to change in size before disappearing below the hill. (See Inclosure # 1, this report).

II. TIME OF SIGHTING:

Sighting was made between 2030 hrs EST and 2130 hrs EST, either 23 Feb 1953 or 24 Feb 1953. Sighting was conducted for three (3) to four (4) minutes until the light disappered.

III. MANNER OF OBSERVATION:

Only surface observation was conducted from a stationary position.

IV. LOCATION OF OBSERVER:

Sighting was made from the vicinity of EASTON CENTER CUMMUNITY, MAINE, (N46°37' W67°47') [redacted] home is located approximately one half (½) mile south of the US Coustoms Office. The US Coustoms Office is located at the intersection of Highway # 10 and the Riviere des Chutes road on which [redacted] home is located. (See Inclosure # 2, this report). No estimate of distance or altitude of the light was given, by the observer. The estimated Azimuth of the light at this point would be approximately 280° and the Elevation approximately 20°.

V. IDENTIFYING INFORMATION OF OBSERVERS:

The Observer was identified as [redacted] and has resided in her present home in the EASTON CENTER COMMUNITY for twenty (20) years. [redacted] is the wife of [redacted], a successful Potato farmer, who resides with her.From the appearance of [redacted] and her home, she appeared to have a high standing in the community, to be of average intelligence and reliablity. When questioned as to why she did not report the appearance of the unusal light sooner [redacted] said she did not realize the importance of reporting unusal objects and wished to avoid publicity.

VI. WEATHER:

Weather conditions for 23 Feb 53 at this time of night were, cieling and visibility unlimited, surface wind 320 degrees at seven (7) MPH., at 10,000 feet 280 degrees at forty five (45) knots per hour. Weather conditions for 24 Feb 53 at this time were, cieling and visibility unlimited, surface wind 230 degrees at five (5) knots per hour , at 10,000 feet 280 degrees at thirty-two (32) knots per hour.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.— 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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AIR INTELLIGENCE INFORMATION REPORT

3

FROM (Agency)	REPORT NO.	
F3G, 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G -T-5A	PAGE 2 OF 2 PAGES

SIGHTING OF UNIDENTIFIED LIGHT

VII: RELATED ACTIVITY OR CONDITIONS:

No activity or condition, metorological or otherwise, which might account for the sighting was reported in the area. However, a similiar object was reported during these hours on 23 Feb 53 by [redacted].
(See report # F3G-T*4A dated 27 Feb 53.)

VIII. PHYSICAL EVIDENCE:

No physical evidence pertaining to the sighting was secured during the investigation.

IX. INTERCEPTION OR IDENTIFICATION ACTION:

None.

X. LOCATION OF AIR TRAFFIC:

No aircraft reported in the general area of the incident by PIAFB control Tower on 23 Feb 53 , 24 Feb 53 during the time of this sighting.

John F. Farnham
JOHN F. FARNHAM
1/LT., USAF
OIC, FLIGHT 3-G

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.--31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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AIR INTELLIGENCE INFORMATION REPORT

AF 539243

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
F3G 4602d AISS, PIAFB PRESQUE ISLE, MAINE	F3G-T-5A	1	1	

STATEMENT

Between 2030 hours and 2130 hours, either 23 February 1953, or 24 February 1953, as I was about to retire for the evening, (I do not remember the exact date) I observed an unusual light from the west window of my bedroom. My bedroom is located on the first floor in the northwest corner of my home. The light was first observed as I was about to close the venetian blind in the window and it appeared above the crest of the hill west of my home. There are two (2) houses located on the crest of the hill, both two (2) story, and the light was between these houses about mid-way from the ground to the roof of the houses. The direction at this point would be slightly Northwest from my home.

When I first observed this light, it appeared to be circular in shape, four (4) or five (5) times larger than any star visible at that time. The light was dark red in color and it seemed to lose some of its intensity in brightness befor it disappeared below the crest of the hill. It was not possible for me to determine whether the light was traveling West and therefore disappeared below the crest of the hill, or if it were losing altitude and disappeared behind the crest of the hill. I had the distinct impression that the light veered slightly toward the South before it disappeared. I judge the total time I watched this light to be three (3) to four (4) minutes. The sky at this time was very clear, the stars were out and the wind was slight. I would definitely say that this light was not a star.

I would like to state that I have lived in this same home for twenty (20) years and at no time is it possible to observe the situation lights on "Quaggy Joe", (a nearby mountain) or any of the other lights at Presque Isle Air Force Base, from this particular point.

I dismissed the importance of this light from my mind until my daughter returned home from the city of Presque Isle the following week-end and told me about a certain [redacted], who works in the same office with my daughter, who reported the appearance of a strange light in the sky on the night of 23 February 1953. I immediately assumed it must have been the very same light which I had observed, but, at no time have I discussed the subject with [redacted].

[redacted]

Easton Center,
Maine

Inclosure # 1
Report F3G-T-5

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Declassification Authority: NND 57565