

4602D AISS UFOB LCG

1 REPORT NO. AISS-UFOB-166-55	2 DATE/TIME OF SIGHTING 19/1935Z May 1955	3 RECD HQ 4602D N/A
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4 LOCATION OF SIGHTING Van Nuys, California
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5 MEANS RECD Phone call to Flt L-C	6 ACTION Investigation Authorized	
7 INVES UNIT Flt L-C	8 DATE INVES ASSIGNED 19 May 1955	9 ASSIGNING OFFICER Captain Bronstein

10 DATE IR RECD HQ 3 June 1955	11 DATE IR APPROVED 6 June 1955	12 DATE IR TO ATIC
13 AISOP FORM 5 4 June 1955		

14 COMMENTS Investigated by Flight L-C with the following conclusions:

15 CONCLUSIONS Probably Aircraft: Conventional type jet aircraft

AISOP FORM 7 (2Apr 55)

2003002

[Handwritten signature]

20/0300

*limited follow up
directed in telephone
communication
to [unclear] 0800/2000*

ENO 001
ENAO19 YDC005 XYD004 XMB161JBA110
MM JEDEN JEDWP JEPHQ JWPJB
DE JWPJB 3E
M 192050Z

FM COMDR 669TH ACWRON PORT HUENEME CALIF
TO JEDEN/COMDR ADC ENT AFB COLORADO SPRINGS, COLO
JEDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT-PATTERSON AFB, OHIO
JEPHQ/DIRECTOR OF INTELLIGENCE HQTRS USAF WASHINGTON 25, D. C.
JWPJB/COMDR 27TH ADIV DEF NORTON AFB CALIF

BT
/UNCLASSIFIED/669ACWS 074-Y PD UFOB. 1. A. EXTREME DELTA. B. JET FLYING
HIGH. C. SILVER. D. ONE. E. SEEMED TO ROLL WHILE IN FLIGHT. F. NEGATIVE.
G. NEGATIVE. H. NEGATIVE. I. NEGATIVE. 2. A. HIGH SPEED. B. VERY HIGH.
C. NORTH D. ROLLED OUT OF SIGHT. E. OVERHEAD. F. FOUR TO FIVE MINUTES.
3. A. GROUND VISUAL. B. NEGATIVE. C. NEGATIVE. 4. A. 191935Z MAY 55.
B. CLEAR WITH SLIGHT HAZE. 5. A. EJBE 2913. B. VAN NUYS. 6. [REDACTED]
[REDACTED] AGE 40, [REDACTED] SUN VALLEY, CALIF., WRITER.
7. NEGATIVE. 8. NEGATIVE. 9. NEGATIVE. 10. NEGATIVE. 11. NEGATIVE. 12.
NEGATIVE.

BT
19/2300Z MAY JWPJB

PLS ACK

7211 EXT 4101
ROUSTON AFB
CANNON

UNCLASSIFIED

(CLASSIFICATION)

AF FORM 112—PART I

APPROVED 1 JUNE 1948

COUNTRY USA	REPORT NO. 10-UFOB-8-55	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB		
AREA REPORTED ON VAN NUYS, CALIFORNIA, USA	FROM (Agency) Flight 1-C, 4602d AISS	
DATE OF REPORT 23 MAY 1955	DATE OF INFORMATION 19 MAY 1955	EVALUATION
PREPARED BY (Officer) WILLIAM M. CONNOR 2ND LT USAF	SOURCE [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) TT Msg., 669th ACWRON, PORT HUENEME, CALIFORNIA, DTD 192050Z MAY 55		
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:		
PART ONE:	Description of sighting by [REDACTED] Los Angeles.	
PART TWO:	Supplementary Investigative Efforts.	
PART THREE:	Comments of Preparing Officer.	
II. SUMMARY:	The sighting made at VAN NUYS, CALIFORNIA, (EJBE 2913) at 191935Z May 1955 was determined to have been caused by any one of a number of jet aircraft flying in the vicinity at the time of the sighting. The premise that it could have been a delta wing type aircraft was discounted after checks with military installations in the area utilizing this type aircraft. Although no individual aircraft could be singled out to be the cause of the sighting, the fact that there was aircraft activity at the location and time of the sighting, plus the fact that there were no reports of unusual objects by pilots flying in the area at the time, confirms the conclusion as mentioned above.	
III. INVESTIGATORS:	2ND LT WILLIAM M. CONNOR S/SGT JOHN T. FICKEN	AO 3015271 AF 1637 1953
<i>William M. Connor</i> WILLIAM M. CONNOR 2nd Lt USAF Officer in Charge		
0 INCL.		
DISTRIBUTION BY ORIGINATOR D/I, USAF; Comdr, ATTC; D/I 27 ADiv; Comdr, 4602d AISS; CIC, Flight 1-C, 4602d AISS		

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flight 1-C, 4602d AISS	REPORT NO. 1C-UFOB-8-55	PAGE 1-A OF 4 PAGES
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APPROVED

John M. White Jr.
 JOHN M WHITE JR
 Colonel, USAF
 Commander

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ORIGINATING AGENCY

Flight 1-C, 4602d AISS

REPORT NO.

1C-UFOB-8-55

PART TWO
PAGE 2 OF 4 PAGES

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with Flight Operations at Edwards Air Force Base was made for aircraft in the area at the time of sighting. Negative results.

2. A check with Flight Service at March Air Force Base was made for aircraft in the area at the time of sighting. Negative results.

3. A check with Miramar Naval Air Station was made for aircraft in the area at the time of sighting with negative results.

4. A check with Convair Plant #42 at Palmdale, California was made for aircraft in the area at the time of sighting. This plant had no aircraft in the air all day.

5. A check with Flight Operations at the Lockheed Air Terminal was made to determine if any aircraft from that station was in the area at that time. The Lockheed Air Terminal is located at Burbank, California, (EJBE 3913). Flight Operations reported that jet air traffic over VAN NUYS, CALIFORNIA from the Lockheed Air Terminal is very heavy. Jet traffic from the Lockheed Air Terminal to points WEST use a check point at VAN NUYS, CALIFORNIA. Flight Operations reported jet traffic in the area at the time of sighting. Jet pilots in the area at the time of sighting reported nothing unusual.

6. A telephone conversation with SOURCE at 202130Z May 55 revealed the following:

a. The object was not necessarily delta winged, but rather appeared to have no definite wingspan whatever.

b. It flew with swooping movements similar to those a bird might use.

c. It could have been either a small object at a low altitude or a large one at a great altitude.

d. It somewhat resembled an F-94C type aircraft which fly regularly from the San Fernando Valley Airport (EJBE 3113). The one discrepancy being that the object appeared to be completely silver, even at a seemingly great distance, whereas the F-94C type aircraft appear to be of a darker color.

e. Although the object moved with motions similar to that of a bird, SOURCE stated that she was positive it was not a bird.

0 Incls:

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-C, 4602d AISS

REPORT NO.

1C-UFOB-8-55

PART THREE
PAGE 4 OF 4 PAGES

COMMENTS OF PREPARING OFFICER:

1. It is the opinion of the preparing officer that subject sighting was caused by some type of "conventional" jet aircraft for the following reasons:
 - a. No delta-wing type aircraft could be placed in the vicinity at the time of the sighting.
 - b. Besides being close to the San Fernando Valley Airport, from which F-94C's operate, the vicinity in question is also a check point for aircraft operating out of the Lockheed Air Terminal at Burbank, California.
 - c. Flight Operations at the Lockheed Air Terminal stated that aircraft were operating in this particular vicinity at the time of the sighting and if any unusual objects had been present, they certainly would have been reported.
 - d. When contacted via telephone on 20 May, SOURCE stated that object could have been any type aircraft.

*William M. Connor*WILLIAM M. CONNOR
2nd Lt USAF
Officer in Charge

COMMENTS OF APPROVING OFFICER:

Concur in the opinion of preparing officer that sighting was probably caused by some type of "conventional" jet aircraft.

Jmw

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