

AF FORM 112

APPROVED 1 JUNE 1948

(CLASSIFICATION)

COUNTRY United States	REPORT NO. 2	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB sighted near Enid, Oklahoma		
AREA REPORTED ON Enid, Oklahoma	FROM (Agency) Wing Intelligence, Vance AFB, Okla.	
DATE OF REPORT 21 Sep 54	DATE OF INFORMATION 18 Sep 54	EVALUATION (C-6)
PREPARED BY (Officer) RALPH W. MISTROT, Capt, USAF	SOURCE A/2C LaFever, Lynn W.	
REFERENCES (Control number, directive, previous report, etc., as applicable) N/A		
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.)		

OIC FLT 2-D 4602d Air Intelligence Service Squadron will conduct a field investigation of this UFOB.

Joseph A. Cybulski
Joseph A. Cybulski
Major USAF

Assistant Operations Officer

Distribution:

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16-55500-2 U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112-PART I

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Unclassified

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PREPARED BY (Officer) RALPH W. MISTROT, Capt, USAF		SOURCE A/2C LaFever, Lynn W.
REFERENCES (Control number, direction, previous report, etc., as applicable) N/A		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part II.) A/2C LaFever, while riding west on an MK&O Bus, on Highway 64, entering Enid, Oklahoma, at 2143 hours, 18 September 1954, sighted an elliptical or oval-shaped unidentified flying object. Reference paragraph 7d, AFR 200-2 Format: 1. Elliptical or oval-shaped object. a. Elliptical or oval-shaped object. b. Nickel. c. Red, white and green lights revolving around object. d. One e. N/A. f. Elliptical or oval-solid. g. The object showed three separate exhausts or trails, seemingly emanating from the lights; they were small and fanned out away from the object; the tails or exhausts were colored separately, red, green and white, and were not ragged in appearance. h. None. 2. Course of Object? a. Strong light, brighter than stars - Lights were moving. b. 35° elevation 20° Azimuth c. 35° elevation 340° Azimuth d. Descended from the right, descending in a SE curve; stopped for approximately 4 seconds at about 100 off the horizon, then started moving to the left at a great rate of speed in level flight, then started up, in a Southwesterly climb.		
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AF FORM 112-PART II
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AIR INTELLIGENCE INFORMATION REPORT

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climbing out of sight at a great rate of speed. During descent lights were revolving and tail was visible. Speed during descent did not seem excessive or appear unusual. After stopping, the lights and tail disappeared, but general outline of the object could still be discerned. The object accelerated at a great rate of speed in level flight, then climbed out of sight. The revolving lights and tail again became visible when the object again started to move.

e. Climbed out of sight.

f. Total length of time approximately six (6) seconds.

3. a. Ground visual.

b. Negative.

c. Not applicable.

4. 2043 hours, 18 September 1954.

a. 0343 hours, 19 September 1954.

b. Night.

5. In transit on an MK&O commercial passenger bus traveling west between KGEO TV Tower and the City of Enid, Oklahoma, on Highway 64, at a distance approximately one mile west of the television tower.

6. a. A/2C LaFever, Lynn W., 3576th Pilot Training Squadron, Vance Air Force Base, Oklahoma, with duties with synthetic trainer maintenance (C-6).

b. [REDACTED] estimated age 29, bus driver for [REDACTED], residing at Tulsa, Oklahoma.

7. a. Very clear - no obstructions to visibility.

b. Reports from 16-14 Air Weather Detachment as of 182100 September 1954, sky, clear; visibility and altimeter setting 973, 15 miles; Temp 87; dewpoint 63; RH 46%; Surface Degrees - 220 Knots - 12 W/gusts to 23 knots.

6,000	210	41
10,000	230	17
16,000	250	15
20,000	240	30
30,000	220	25
50,000	250	30

8. Negative.

9. Not applicable.

10. No air traffic reported.

11. Wing Plans and Training Officer. Airman LaFever stated that he had made two (2) previous sightings, one in 1948 and one in 1950, and that he has read extensively on the subject. Have not had the opportunity to interview the bus driver. At the time have no reason to doubt sources credibility.

12. Negative.

END OF REPORT

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