

4602D AISS UFOB LOG

1 REPORT NO.

AISS-UFOB-128-55

2 DATE RECD HQ 4602D AISS 3 DATE/TIME RECD IN OPS

21 Apr 55

21/2845 Z Apr 55

4 LOGGED BY

Sgt Crawford

5 DATE/TIME OF SIGHTING

21/0615 Z Apr 55

6 LOCATION OF SIGHTING

Van Nuys, California

7 GEOREF

8 MEANS RECD 9 INITIAL ACTION

TT Msg Investigation authorized

10 INVES UNIT

Flight 1-C

11 INVES ASSIGNED BY

12 DATE INVES ASSIGNED

13 ASSIGNING OFFICER

Captain Bronstein

21 Apr 55

14 DATE IR RECD AT HQ

15 DATE IR APPROVED

16 DATE IR SENT TO ATIC

17 AISOP FORM 5 FILED

4 June 1955

18 COMMENTS

Investigated by Flight 1-C with the following conclusions:

19 CONCLUSIONS

Was Aircraft: Rotating red beacon installed on the tail structure of DC-6.

AISOP FORM 7 (2 APR 55)

RGR 80 19 10;

RETURN FOR CENTRAL FILES

Op 21/2130 =

5;
EN011 ENB140 YDB151 XYC261 XDB171 XXE248JBA102JBE020

RR JEDEN JEDWP JEPHQ JWPJB

DE JWPJB 2E

R 211700Z

FM COMDR 669TH ACWRON PORT HUENEME CALIF

TO JEDEN/COMDR ADC ENT AFB COLO

JWPJB/COMDR 27TH ADIV DEF NORTON AFB CALIF

JEDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON
AFB OHIO

JEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHDC

BT

//UNCLASSIFIED// 669 ACWS 068-Y. UFOB. 1. A. DIAMOND. B. NICKEL

AT ARMS LENGTH. C. RED. D. ONE. E. N/A. F. NEGATIVE. G. NEGATIVE.

H. NEGATIVE. I. NEGATIVE. 2. A. UNKNOWN. B. UNKNOWN. C. UNKNOWN.

D. UNKNOWN. E. SWAYED BACK AND FORTH, THEN SHOT AWAY TO THE

NORTHWEST. F. EIGHT MINUTES. 3. A. GROUND-VISUAL. B. NEGATIVE.

C. N/A. 4. A. 210615Z APRIL 55. B. NIGHT. 5. EJBE 2912. 6. A.

AGE 35, NUY, CALIFORNIA, HOUSEWIFE.

B. N/A. 7. A. CLEAR, COLD, SLIGHT BREEZE. B. UNKNOWN. C. UNKNOWN.

D. UNKNOWN. E. UNKNOWN. F. CNKNOWN. 8. NEGATIVE. 9. NEGATIVE. 10.

NEGATIVE. 11. OBSERVER STATES THAT SHE HAS SIGHTED THIS OBJECT THREE

OR FOUR TIMES IN THE PAST WEEK. IT IS ALWAYS IMMEDIATELY FOLLOWING A

SCHEDULED AIRLINER'S PASSING OVERHEAD. AIRLINER TYPE UNKNOWN.

12. NEGATIVE.

BT

21/1802Z APR JWPJB

RETURN FOR CENTRAL FILES

AISSOP

Commercial Phone Call to Lt. Hammond, Flt 1-C AISS #54

Lt. Hammond, Flight 1-C

Captain Bronstein

21 April 1965

Capt Bronstein/4498

AISS #54

MEMORANDUM FOR THE RECORD

1. Sgt. Crawford called Lt. Hammond, Flight 1-C, concerning the authorization of a UFOB follow-up investigation. Lt. Hammond stated that his unit would take action immediately.

2. Secondly, a matter dealing with the clarification of a previously submitted AF Form 112 was discussed.

ROBERT BRONSTEIN, Captain, USAF
Operations Control Officer

AF FORM 112-PART I
APPROVED 1 JUNE 1948UNCLASSIFIED
(CLASSIFICATION)

COUNTRY USA	REPORT NO. 10-UFOB-7-55	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB		
AREA REPORTED ON VAN NUYS, CALIFORNIA, USA	FROM (Agency) Flight 1-G, 4602D AISS	
DATE OF REPORT 25 April 1955	DATE OF INFORMATION 20 April 1955	EVALUATION
PREPARED BY (Officer) CALVIN HAMMOND Jr., 1ST LT, USAF	SOURCE [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) TT Msg., 669th ACWROM, PORT HUENEME, CALIFORNIA, dtd 21/1802z April 1955		
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.)		
I. CONTENTS:		
PART ONE:	Description of sighting by [REDACTED] Van Nuys (EJBE 1233), California.	
PART TWO:	Supplementary Investigative Efforts.	
PART THREE:	Comments of Preparing Officer.	
II. SUMMARY:	The sighting at VAN NUYS, CALIFORNIA, at 21/0630Z April 1955 was determined to be a new type of aircraft illumination and warning device (beacon), now being utilized by several commercial airlines in and around the LOS ANGELES-VAN NUYS-BURBANK vicinities. This particular sighting was determined to have been a UNITED AIRLINES cargo plane, type DC-6, with the red rotating beacon attached in the tail structure of the airplane. This plane left the LOCKHEED AIR TERMINAL in BURBANK, CALIFORNIA (EJBE 1111) at 21/0613Z April 1955, heading in a WESTERLY direction, thus placing it at the precise area of the sighting at 21/0630Z April 1955.	
III. INVESTIGATORS:	1ST LT CALVIN HAMMOND Jr. A/IC JEROME C. HULL	AO 1905525 AF 12H1611
 CALVIN HAMMOND Jr. 1ST LT USAF Officer in Charge		
0 INCS  APPROVED JOHN M. WHITE JR. Colonel, USAF Commander		
DISTRIBUTION BY ORIGINATOR: D/T, USAF; Comdr, ATIC; D/T, 27th ADiv; Comdr, 4602d AISS; OIC, Flt 1-G, 4602d AISS;		

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-G, 4602D AISS

REPORT NO.

1C-UFOB-7-55

PART ONE
PAGE 2 OF 4

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I. SOURCE:

Address: [REDACTED] VAN NUYS, CALIFORNIA.

Age: 36 yrs

OCCUPATION: Housewife and a Day Captain of the Ground Observers.

Education: Completed High School and Nursing College.

Qualifications: Member of the Ground Observers, acting in the capacities of both Day Captain and Ass't. Captain.

II. RELIABILITY:

Good. After a personal interview Mrs. Vollmar appeared to be both sincere and positive of the sighting that she had seen. She stated that there were other persons that had also witnessed it, on other instances when it had been sighted.

III. SOURCE'S DESCRIPTION OF SIGHTING: SOURCE was on duty at the VAN NUYS GROUND OBSERVER TOWER at the time of the sighting. Flashing red light seen three times by myself and always when other observers have been on duty with me. Always appears after multi-motor (plane) low and at the same time at every sighting. As the plane passes over, a red flashing light appears as if out of nowhere. The approach is never sighted, it just appears immediately after the plane has passed over. Appears to first be in one spot, then another, without moving, and in a straight line. Slowly moves toward the NORTH WEST and out of sight. Sighting takes about 8-10 minutes from first sighting to the disappearance.

6 Incls.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-C, 4602D AISS

REPORT NO.

1C-UFOB-7-55

PART TWO

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OF

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

- I. A check with the LOCKHEED AIR TERMINAL tower and an interview with Mr. L.T. Kneutson, man in charge of the tower at the time of the sighting (21/0630Z April 55) developed nothing had been reported there and they had no record of any special traffic operating in that particular area (EJB 1233). After describing the sighting to the personnel there at the LOCKHEED tower, they immediately pointed to the use of a new type of large rotating red beacon the LOS ANGELES AIRWAYS was using in their helicopter mail flights, and also that UNITED AIRLINES was using on their planes. They were certain that this must have been one of the new beacons as the description was letter perfect with the way that they appeared. The actual instance of this particular sighting was not traceable from the tower and they suggested calling LOS ANGELES AIRWAYS and if it wasn't one of their helicopters to check with UNITED AIRLINES in the lobby of the LOCKHEED AIR TERMINAL. A call was placed to LOS ANGELES AIRWAYS and it was reported that although there was a flight (theirs) in that vicinity, the last flight in the evening that they had was at 0357Z daily. This ruled out the possibility of it being the helicopter so a check was made with the UNITED AIRLINES and it was discovered that they had a cargo flight that left LOCKHEED AIR TERMINAL in BURBANK, CALIFORNIA at 0613Z daily, when it was scheduled, but that it was not a regularly scheduled flight and fluctuated with the demand of air freight. There had been a flight 21/0613Z April 55. Further discussion revealed that ALL of UNITED'S planes were equipped with this red rotating beacon mounted in the tail section, and that the flight in question was not an exception.

0 Incls.

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SUPPLEMENT TO AF FORM 112

ORIGINATOR/AGENCY

Flight 1-C, 16020 ATSS

REPORT NO.

1C-UR03-7-55

PART THREE

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COMMENTS OF PREPARING OFFICER:

1. It is the opinion of the Preparing Officer that this sighting was the new type rotating red beacon, now coming into use by the airlines in the West Coast region (commercial to date), specifically the UNITED AIRLINES Cargo Flight that originated at LOCKHEED AIR TERMINAL in BURBANK, CALIFORNIA (EJBE 1111), at 21/0613Z April 1955. The following reasons and conclusions are submitted:

- a. The Flight (plane) in question had this red rotating beacon device installed on it, in such a location so as not to be clearly visible from the approach angle but clearly visible from the rear view.
- b. The times of sighting and the take-off times coincide perfectly, (sighted at 21/0630Z April 1955; Took off at 21/0613Z April 1955) as do the locations of sighting and the approximate location on the heading that the flight was using.
- c. The fact that the approach of the red light that was reported was never seen, and the fact that the light slowly became smaller and disappeared and that it was erratic in its appearing to change shape and locations while not being a steady fixed object, points out the rotating beacon effect that this device projects.
- d. Source has never seen this object in the absence of a multi-motored aircraft; that when it is seen the plane has always just passed over the tower; when there is no plane sighted there is no red light; would seem to clearly point to the new device that is mounted in the tail section of aircraft and particularly the UNITED AIRLINES Cargo Flight mentioned above.
- e. The fact that this flight is NOT a regularly scheduled flight would seem to point to the lack of seeing it every day, and also tend to explain the erratic sighting that has taken place in the past.
- f. The sighting as described by the SOURCE and the description of the appearance of this device by the LOCKHEED AIR TERMINAL tower operators coincide so closely that there seems to be little doubt but that the object in question is the red rotating beacon, new to the aviation industry here and not in extensive use as yet.

CALVIN HAMMOND JR.
1ST LT., USAF
Officer in Charge

COMMENTS of Approving Officer:

Concur with the opinion of the Preparing Officer that sighting was caused by a new type rotating beacon installed in the tail of aircraft as designated.

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