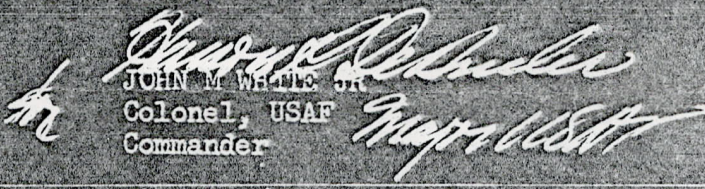


4602D AISS UFOB LCG

1 REPORT NO. AISS-UFOB-89-55	2 DATE/TIME OF SIGHTING 07/1820Z May 1955	3 RECD HQ 4602D Unk
4 LOCATION OF SIGHTING Baltimore, Maryland		
5 MEANS RECD Letter	6 ACTION Investigation Authorized	
7 INVES UNIT Flt 3-H	8 DATE INVES ASSIGNED 12 May 1955	9 ASSIGNING OFFICER Capt Bronstein
10 DATE IR RECD HQ	11 DATE IR APPROVED	12 DATE IR TO ATIC
13 AISOP FORM 5 2 June 1955		
14 COMMENTS Investigated by flight 3-H with the following conclusions:		
15 CONCLUSIONS Objects dropped by aircraft flying over the Am. Oil Company <i>from Jan 4-5 1955</i>		

AISOP FORM 7 (2Apr 55)

(CLASSIFICATION)			
COUNTRY OF ORIGIN USA	REPORT NO. 3H-UFOB-5-55	(Leave blank)	
AIR INTELLIGENCE INFORMATION REPORT			
AREA REPORT CONCERNS BALTIMORE, MARYLAND			
AGENCY OF ORIGIN Flight 3-H, 4602d ATSS		DATE OF REPORT 12 May 1955	
SOURCE OF INFORMATION Gilbert L. Schuerholz and others		DATE OF INFORMATION 7 May 1955	
PREPARING OFFICER CHESTER B. HANSON, Captain, USAF		EVALUATION	
REFERENCES (Control number, directive, previous report, etc., as applicable) Telephone conversation between Major DeBruler Hq., 4602d ATSS and Capt. Hanson 10 and 12 May 1955.			
SUBJECT UFOB			
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 112a.)			
I. CONTENTS:			
PART ONE: Description of incident by [REDACTED]			
PART TWO: Supplementary Investigative Efforts			
PART THREE: Comments of Preparing Officer			
II. SUMMARY: An unidentified flying object penetrated the roof of [REDACTED] (GJPK 2319) at 7/1820Z May. The information contained in this report was from the person observing the object and from an investigation conducted to determine the possible cause of the falling object.			
III. INVESTIGATORS: Captain Chester B. Hanson			
		 CHESTER B. HANSON Captain, USAF Officer in Charge	
5 INCL. (See individual Parts)		APPROVED:	
		 JOHN M. WHITE JR. Colonel, USAF Commander	
DISTRIBUTION BY ORIGINATOR D/I, USAF; Comdr, ATIC; D/I, 26th ADiv; Comdr, 4602d ATSS; OIC, Flight 3-H, 4602d ATSS;			
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AF FORM 112
1 OCT 52REPLACES AF FORM 112-PART I,
1 JUN 48, WHICH MAY BE USED

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AIR INTELLIGENCE INFORMATION REPORT

FORM (4-55)

REPORT NO.

Part One

Flight 3-B, 4602d AISS

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I. SOURCE:

Address:

Age: Approximately 40

Occupation:

Education: High school

Qualification: None

II. RELIABILITY: Mr. Schuerholz is a serious, intelligent individual who holds a responsible position with a large corporation. His statements and observations are considered valid and true.

III. SOURCE'S DESCRIPTION OF INCIDENT: At 7/1820Z May 55 SOURCE was having lunch in his office. Since it was Saturday afternoon, the other employees were not in the office. While eating Mr. Schuerholz heard a loud noise in the rear office of the plant. Running to the rear he discovered that two pieces of metal had crashed through the roof, through a sound-proofing floor, and after splintering a 2 X 4, were on the floor. Looking through the hole in the roof, SOURCE heard the receding noise of an aircraft. Although he could not see the aircraft, SOURCE believed that it had been overhead at the time of the noise and was now departing. The objects appeared to be made of cast iron or similar metal and the two pieces obviously had been joined one piece weighted approximately 13 3/4 pounds, rounded with approximately a 2 to 2 1/2 inch diameter. The second piece approximately 5 1/4 pounds together they appeared to be a wedge-shaped piece of a circular piece of metal, similar to a manhole cover or wheel. It is estimated that the entire "wheel" if found would weigh about 80 pounds. Refer to ENCLOSURE #1.

SOURCE contacted Baltimore police on 7 May 55 and again on 9 May 55. On 9 May 55 Baltimore police picked up the two objects and called Air Research and Development Command who made a preliminary investigation and then contacted this organization. Reports made by police and Air Research and Development Command are contained in PART TWO of this report.

I Incl
Pictures & Neg

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AIR INTELLIGENCE INFORMATION REPORT

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SUPPLEMENTARY INVESTIGATION EFFORTS:

1. A check was made at Base Operations, Friendship International Airport, Baltimore, Maryland. Major LEON CLAY, Executive Officer at the airport checked all records and reported that there was no record of either a commercial or military aircraft in the area at the time specified. However, many military aircraft cleared through the tower there and no record is kept of these aircraft. Also small private aircraft could have been in the area from small outlying fields.
2. A check was made with the Flight Service Center at Olmsted Air Force Base, Pennsylvania for aircraft in the area at the time of the incident. Negative results.
3. Captain FRANK DEEMS, Southern District, Baltimore, Maryland City Police received the first report (see INCLOSURE #1) from the radio car. He stated that there was no explosion reported or incident in the district which could have resulted in a piece of machinery being hurled through the air. Further, the object, although bearing a faint resemblance to a manhole cover, is completely different from any manhole cover in Baltimore. Also there was no report of any sewer-explosion in Baltimore.
4. Captain RYAN, Air Research and Development Command, made the preliminary investigation (see INCLOSURE #2).
5. Baltimore newspapers carried stories on the incident on 10 May 1955. INCLOSURE #3 is from the Baltimore Sun and INCLOSURE #4 is from the Baltimore News-Post.

4 Incls

- #1 Radio Car Report
- #2 Preliminary Investigation, ARDC W/Attached Memo
- #3 Baltimore Sun Artical
- #4 Baltimore News-Post Artical

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Inclosure 1 to Part Two

POLICE DEPARTMENT
City of Baltimore

REPORT

Southern DISTRICT May 9 1955

Captain Frank A. Deems:

Sir: Radio Car # 81 received a call to 1500 Russell Street, American Oil Company, at 12:05 PM this date. Upon our arrival we were met by Mr. Joseph A. Amor, manager of the company.

He stated that on May 7, 1955 at 1:20 PM, a piece of iron, shaped like a wheel, weighing about 20 pounds came through the roof of the building and landed on the first floor. They were unable to find out who it got there.

We checked the roof and it was found to have a hole through it, to the first floor.

The building is insured.

Respectfully,

/s/ Off Charles Adams
/s/ Off Joseph Avara

Bail. # 4
Post # 26
Time 12:05 PM
Place 1500 Russell St.

TRUE COPY:

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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Inclosure 2 to Part Two

AIR RESEARCH AND DEVELOPMENT COMMAND
Baltimore, Maryland

10 May 1955

MEMO FOR RECORD:

SUBJECT: Unidentified Object

1. Captain RYAN, Assistant Chief, RDTOMP, received a phone call from Captain K. E. GRINE, RDEP (Ext 89), at approximately 1600 hours, 9 May 1955, who related the information contained in attached Memo for Record, dtd 9 May 1955, subject: Objects Fell Through Roof of Building, RDEP.

2. At approximately 1630 hours, Captain RYAN departed for the Southern District Police Station, after conferring with [redacted] regarding the visit. Captain RYAN was met by a uniformed policeman and escorted to the office of the Police Captain. Here, the objects were viewed, and are described as follows:

The objects appeared to be composed of cast iron or similar material, and the two (2) pieces gave evidence of at one time having been joined, perhaps near or very close to the apparent point of break. The one piece weighed approximately 13 3/4 pounds; rounded, with approximately a 2 to 2 1/2 inch diameter; measured along the periphery, its length was about 20 inches; a hole (cut in the center by the break on the one end) was sunken in the piece; and might have measured about (1) inch in diameter; the depth of the hole was about one (1) to one and one quarter (1-1 1/4) inches. The second piece had quite obviously been joined to the first, and if joined, would resemble a ragged "piece of pie"; the point of obvious juncture was bright, as metal will become when sharply broken. This second piece was flat, about one quarter inch (1/4) to three eighths inch (3/8) thick, was pierced by a hole about one (1) inch in diameter which appeared to have been a part of the original design of the object and not caused by the falling action or any other action; weight of the second piece was estimated at 5 1/4 pounds; the two "radii" of the entire piece, if joined as "a piece of pie", would be about 9 inches and 12 inches. If the pieces had been part of a circular piece and the whole had been constructed as the pieces, the object's diameter would have been about 21 inches, its weight, about 80 pounds.

3. A newspaper reporter [redacted] and photographer (name unknown) from the Baltimore News Post newspaper requested a picture of the objects with Captain RYAN; the latter declined. The newspaper people were told that "Captain RYAN'S presence was part of the routine Air Force investigation of matters concerning objects flying through the air or falling from the Air, and that any official Air Force statement would be issued by the Department of the Air Force, Washington, D. C." When asked if a "follow up" might be made here, it was recommended they contact the PIO officer at Headquarters, ARDC, for further releases.

4. The Police Captain, FRANK A. DEEMS then stated he would make an investigation of the building and the surrounding area concerned in this report, and relay the results of his investigation to Captain RYAN on the morning of 10 May 1955. This was accomplished. A summary of the Police Captain's findings is given as follows:

Investigation disclosed the two pieces of material already described had pierced the roof of the American Oil Company building at the time and under the circumstances described in a copy of the Police Report of the Police Department, City of

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Inclosure 2 to Part Two Contd.

Baltimore, Southern District, dtd 9 May 1955, (attached as INCLOSURE 4). He further determined the piece(s) had penetrated the tar roof of the building, as well as the sub-roof and sound proofing material (undescribed thickness and materials), had struck a 2x4 upright, splintering it, then struck a truck standing in the building, finally falling to the floor. There were no injuries to personnel reported.

The building is estimated to be approximately 25 to 30 ft in height and is located just off the Baltimore-Washington Expressway in the 1500 Block of Russell Street. The Police Captain reported there were no cranes or other equipment within a reasonable distance of the building (thinking perhaps the objects might have been part of such an apparatus), nor were there any other pieces of equipment of a height to indicate the possibility a part of them had become detached and have fallen or have been impelled through the roof. He stated the building has an approximate 130 foot front and the piece/s fell about 30 feet from the one end, 60 feet from the front, 30 feet from the South Side.

5. Captain HANSON, Commander 4602nd AISS was called on the morning of 10 May 1955 and the pertinent facts related to him. (Raymond 42100, Ext 2108) (McGuire Air Force Base). He called Captain RYAN back to inform him he (Captain HANSON) was coming to Baltimore and should arrive in the late afternoon. (10 May 1955). It was stated to him the Captain in charge of the Southern District Police would be called, an interview arranged, and if possible, arrangements would be made for interview of the principals involved at the American Oil Company building wherein the incident occurred.

6. Captain RYAN called Captain F. A. DEEMS, Southern District Police Station at 1035 Hours, 10 May 1955, and stated the regular investigative officer would like to make a call for the purpose of continuing and completing the necessary investigation, beginning at approximately 1600 Hours, 10 May 1955. It was also asked of the Police Captain if he thought it possible the personnel involved at the American Oil Company might be interviewed. I received an affirmative answer to this. On asking about interviewing the two Police Officers who made the call the Police Captain seemed reluctant to have these men interviewed, stating all that they could say had already been included in the report. Captain RYAN thanked the Captain for his co-operation and stated that he, as well as the investigative officer would call at about 1600 Hours or shortly thereafter.

7. Upon arrival of Captain HANSON, this Memo, as well as other pertinent materials will be turned over to him for completion of the investigation. (Captain GRINE, PIO, ARDC, was notified of the action to this point).

REPORTING OFFICER:

/s/t/ MICHAEL O. RYAN
Captain, USAF

APPROVED:

/s/t/ HARLEY J. DALY
Major, USAF

TRUE COPY:

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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Inclosure 2 to Part Two, Attached Memo.

MEMO FOR THE RECORD:

9 May 55
1600

SUBJECT: Objects Fell Through Roof of Building

At 1600, this date, received call from [REDACTED],
the Baltimore Southern District Police Station, located in the 1200 block, South
Charles Street. (Corner of Patapsico and Austin). Phone MULberry 5-1600 ext 269.

He stated that some objects had fallen through the roof of an [REDACTED]
located on F [REDACTED]

The objects appeared to be of cast metal of following dimensions:

one item - approx 12" long x 2 inches in diameter.

one item - triangler shaped, approximately 1/4" thick,
by 6" x 6" x 6".

Notified Capt RYAN, RDTOP, ext 352, at 1610.

/s/t/ Grine, RDEP

TRUE COPY:

Chester B. Hanson
CHESTER B HANSON
Captain, USAF

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Inclosure 3 to Part Two

Newspaper Article Taken From the Baltimore Sun:

WHERE DID METAL BAR DROP FROM:

Pipe That Crashed Through Roof Is Oil Plant Puzzle

A twenty-pound metal bar had the police stumped last night.

The pipe, solid metal about two inches in diameter and 1 1/4 inches long, crashed through the roof and second floor of an oil plant office Saturday and came to rest on the first floor.

What it is and where it came from have not been established.

Shows Chunk

The complaint came yesterday from Joseph A. Amer, of the 300 block of Paradise Avenue, who is manager of the American Oil Company office in the 1500 block of Russell Street.

He showed the chunk of mysterious metal to police in the Southern district, and it left them as puzzled as he was. The pipe is curved and grayish and "heavy as lead."

A sergeant examined it and could give only this explanation: "Part of a flying saucer."

Inclosure 4 to Part Two

Newspaper Article Taken From the Baltimore News-Post, Tuesday, May 10, 1955:

PARTS OF FLYING SAUCER?

Mystery Metal Pieces Pierce Roof Of Plant

Maybe they are parts of a flying saucer, police speculated today as they continued today to study two heavy pieces of metal which, evidently falling from a very considerable height, plowed through the roof of the American Oil Company plant in the 1500 block Russell Street.

"Who knows?" asked Capt. Frank A. Deems of the Southern district station. "We're calling in experts to look at 'em, but the investigation is not doing much good."

Weighing about 20 pounds, the hunks of metal plowed through the roof of the office in the 1500 block Russell Street Saturday afternoon and scared several workers, but didn't hurt anyone.

One piece is about two inches in diameter and curved. The second is a quarter inch thick with a round hole in the center.

"Investigators" said it looked like the two should fit together but they couldn't make them fit.

An Air Force expert was called in and concluded that, "They're metal, I know that much." He said they didn't appear to be from any type of airplane he has seen.

Certain there was no explosion in that area which might have hurled the chunks into the oil company office on Saturday, police still went on the theory that the metal pieces came from the air - somehow.

Chester B. Hanson

TRUE COPY:

CHESTER B HANSON, Captain, USAF

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Flight 3-H, 4602d AISS

COMMENTS of Preparing Officer:

1. In the opinion of the Preparing Officer, the object was probably accidentally dropped from an aircraft, either military or private, for the following reasons:

a. Although a check with Base Operations at Friendship International Airport, Baltimore, Maryland and the Flight-Service Center at Olmsted Air Force Base, Pennsylvania disclosed no aircraft in the area at the time, it could easily have been a small private aircraft or military aircraft flying locally.

b. Although the heaviness of the metal precludes it being used as part of the aircraft it could have been part of a cargo.

c. The velocity of the objects (penetrating the roof, second floor, and splintering a 2 X 4 beam) and the fact the objects came directly through the roof to the floor below indicates the metal came from great height. If the metal had come from a neighboring plant or sewer explosion the metal would have entered the building in a more lateral direction.

d. The fact that [REDACTED] heard an aircraft leaving the area at the time of the incident helps confirm this theory.

2. All persons contacted, including [REDACTED] and the police, believe that the metal came from an overhead aircraft.


CHESTER B HANSON
Captain, USAF
Officer-in-Charge

COMMENTS of Approving Officer:

1. Concur with the opinion of the Preparing Officer that the specified piece of casting was released or fell from an aircraft flying over or in the vicinity of the American Oil Company, Baltimore, Maryland.

2. The two pieces of the metallic object have been forwarded to ATIC for analysis and evaluation.



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Ops 19/1830Z

EN009

RR JEDEN

DE JEPME 16

R 181700Z

FM COMDR 4709TH DW MCGUIRE AFB NJ

TO COMDR 4603D IASS ENT AFB COLO

BT

/UNCLASSIFIED/ 4709TH DW 5374 AIS3H-098 PD ON 17 MAY
OIC REC TP CALL FR CAPT HARDIN CMM ATIC CMM CONCERNING UFOB REPORT
3H-UFOB-5-55 PD CAPT HARDIN EXPRESSED OPINION THAT UFOB WAS
PIECE OF CAST IRON VALVE FORMERLY FROM OCEAN VESSEL WHICH HAD
RESLY BEEN THROWN IN AIR DURING JUNK YARD OPERATIONS PD IN
CONNECTION WITH AISS CMM ATIC AGREEMENT CMM CAPT HARDIN CALLED
DIRECT TO FLT 3-H AND REQ THAT BALTIMORE JUNK YARDS IN AREA OF
INCIDENT BE CHECKED FOR POSSIBLE EXPLAINATION PD SINCE INVEST-
IGATION ENTAILED ONLY TP CALL TO BALTIMORE CMM OIC AGREED PD
THE FOLLOWING IS A RESULT OF THE CALL AS SENT IN TT MSG TO

PAGE TWO JEPME 16

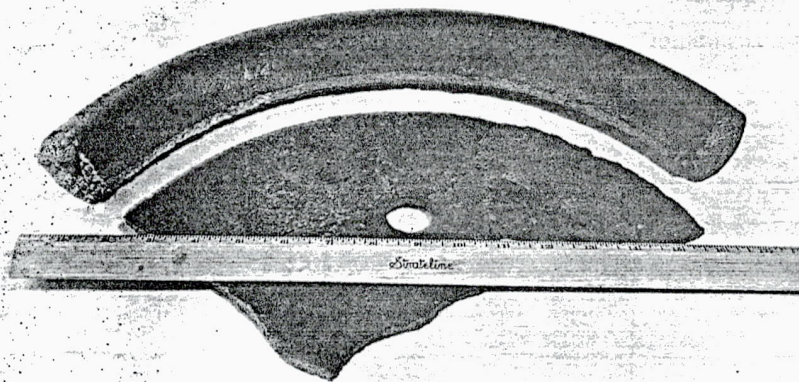
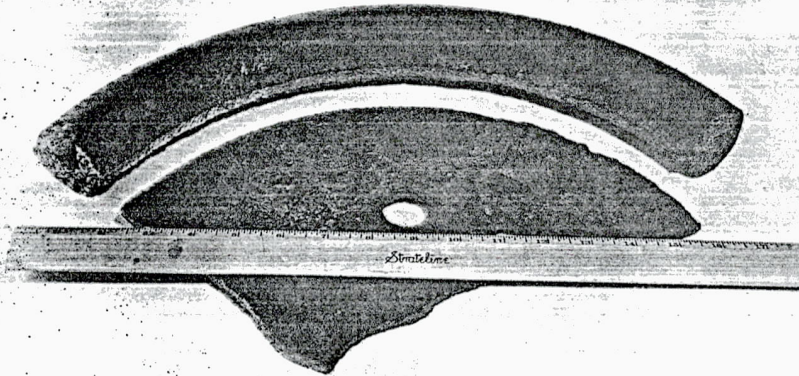
ATIC CLN REF FONCON BETWEEN CAPT HARDIN AND CAPT HANSON CMM
AND UFOB REPORT BALTIMORE POLICE WERE CONTACTED AND REQ TO
CHECK ALL JUNK YARDS IN AREA FOR POSSIBLE OPERATIONS AT TIME
OF INCIDENT PD NEAREST JUNK YARD (KLAFF JUNK YARD CLN MR WM
KROCHESKI JR MNG) REPORTED NO OPERATIONS ON THAT DAY PD
ONLY OTHER JUNK YARD IN AREA IS SUBSIDIARY OF KLAFF AND ALSO
REPORTS NO OPERATIONS THAT DAY PD

BT

00Z1830Z MAY JEPME

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O

OKNOT THAT 4603 IN TO LINE THEY MEANT 4602 OK
RGR 009



AIR INTELLIGENCE EVALUATION RECORD

TO: Headquarters 4602nd AISS (ADC) Ent Air Force Base Colorado Springs, Colorado		AIR INTELLIGENCE INFORMATION REPORT NUMBER 3H-UFOB-5-55	DATED 12 May 55
		SOURCE OF REPORT (Air Attache, Command, etc.) Flt 3H, 4602nd AISS, McGuire AFB, New Jersey	
		INTELLIGENCE REPORT PREPARED BY (Name of officer) Captain Chester B. Hanson, OIC, Flt 3-H	
USABILITY OF REPORT		VALIDITY OF INFORMATION	FULFILLMENT OF REQUIREMENT
☒ EXCELLENT	☒ CONFIRMED	☒ COMPLETE	
☐ SPECIFIC	☐ PROBABLY TRUE	☐ PARTIAL	
☐ USABLE	☐ POSSIBLY TRUE	☐ SLIGHT	
☐ TOO GENERAL	☐ DOUBTFUL		
	☐ CANNOT JUDGE		

COMMENTS (In narrative style, expand on your evaluation as checked above. Your comments, guidance and helpful criticism are appreciated by collectors. Carefully prepared and detailed Evaluation Records will improve the quality of reporting and provide you with intelligence information of higher quality.)

1. The two objects, which accompanied the report, were closely examined by both ATIC personnel and several metallurgists from iron forging and casting companies in Dayton, Ohio. Following is the result of the analysis:

a. Characteristics of the objects

(1) The two objects, weighing 13 3/4 and 5 1/4 lbs are definitely of a good quality cast iron containing less than 2% silicon in composition.

(2) From close examination it was found that the casting is of an old variety and traces of corrosion indicate it had been installed near water or in some other humid location.

(3) The objects are PROBABLY from a former valve control wheel used on ocean vessels, steam regulating apparatus and/or water and sewerage systems.

(4) The hole located at the break on the pipe-like piece was found to contain a considerable amount corrosion, suggesting that a former "handle-type" assembly was once installed there.

b. Probable cause of the incident - It is very difficult to determine what caused the incident; however, after consideration of various possibilities, the following conclusions were attained:

(1) It is very unlikely that any aircraft in the area at the time could have dropped the particular pieces recovered. If the whole "wheel" had been accidentally dropped from an aircraft, it would have remained in one piece until

AIR INTELLIGENCE EVALUATION RECORD

TO:	AIR INTELLIGENCE INFORMATION REPORT NUMBER		DATED
	SOURCE OF REPORT (Air Attache, Command, etc.)		
	INTELLIGENCE REPORT PREPARED BY (Name of officer)		
USABILITY OF REPORT		VALIDITY OF INFORMATION	FULLFILLMENT OF REQUIREMENT
EXCELLENT		CONFIRMED	COMPLETE
SPECIFIC		PROBABLY TRUE	PARTIAL
USABLE		POSSIBLY TRUE	SLIGHT
TOO GENERAL		DOUBTFUL	
		CANNOT JUDGE	

COMMENTS (In narrative style, expand on your evaluation as checked above. Your comments, guidance and helpful criticism are appreciated by collectors. Carefully prepared and detailed Evaluation Records will improve the quality of reporting and provide you with intelligence information of higher quality.)

contact with the roof of the building. There were no other pieces found or reported.

(2) A prankster would have to possess a great amount of physical strength to have thrown the objects up and/or thru the roof.

(3) If the objects had been part of a revolving mechanism of a passing train, they would have entered the building in a more lateral direction, rather than the obvious vertical direction. (Unless in the case of a richocaet.)

(4) The most feasible explanation attained thus far for the phenomenon is that a local scrap iron company, conducting "skull-cracking" operations that day caused the object to be "tiddly-winked" into the air and crashed through the roof of the building. Several of the persons with experience in this type of operation substantiated this theory and stated they had seen pieces of metal tiddly winked a distance of almost one mile.

2. Upon the tentative conclusion made in paragraph (4) above, a call was made to the reporting officer who was requested to check local scrap-iron yards. A negative reply was received stating that the two nearest junk yards were not conducting "skull-cracking" operations on that day. Regardless of this negative reply, it is felt that this is the only logical explanation and that the junk yard managers (one of them), might have been hesitant in admitting such operations due to the legal aspects involved.

3. The Air Technical Intelligence Center feels that this report can be placed

AIR INTELLIGENCE EVALUATION RECORD

TO:	AIR INTELLIGENCE INFORMATION REPORT NUMBER	DATED
	SOURCE OF REPORT (Air Attache, Command, etc.)	
	INTELLIGENCE REPORT PREPARED BY (Name of officer)	

USABILITY OF REPORT	VALIDITY OF INFORMATION	FULFILLMENT OF REQUIREMENT
EXCELLENT	CONFIRMED	COMPLETE
SPECIFIC	PROBABLY TRUE	PARTIAL
USABLE	POSSIBLY TRUE	SLIGHT
TOO GENERAL	DOUBTFUL	
	CANNOT JUDGE	

COMMENTS (In narrative style, expand on your evaluation as checked above. Your comments, guidance and helpful criticism are appreciated by collectors. Carefully prepared and detailed Evaluation Records will improve the quality of reporting and provide you with intelligence information of higher quality.)

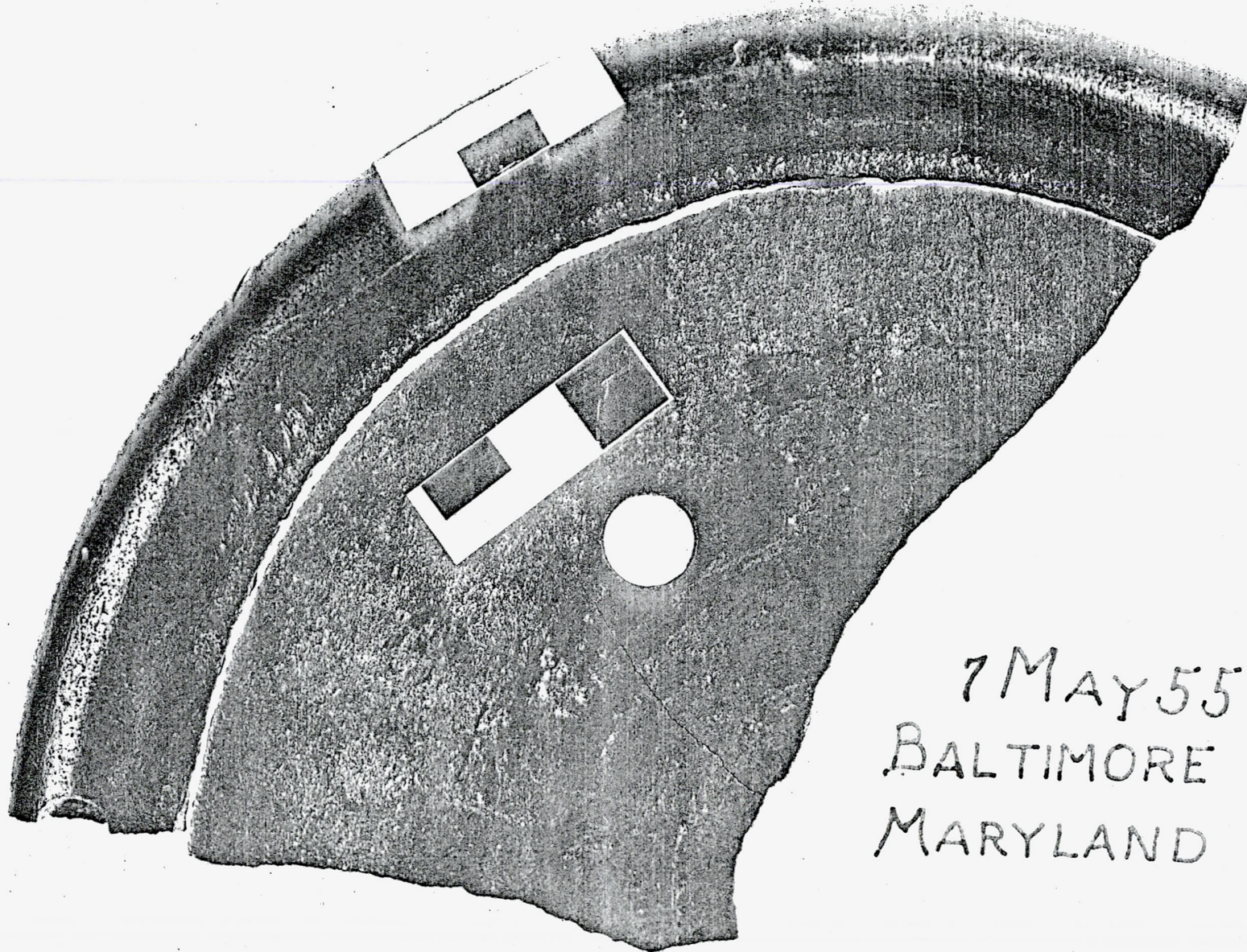
into the UFOB classification of "Other." Although we do not know what actually caused the incident, we do know that the objects in question are man-made.

4. Report 3-H-UFOB-5-55 was well prepared, comprehensive in nature and contained the appropriate details desired by this Center in cases involving actual evidence. No further information is desired. A set of photographs are attached for your retention.

DATE	ACTIVITY	ANALYST (Signature)
27 May 55	ATTIAE5, Air Technical Intelligence Center Wright Patterson Air Force Base, Ohio	<i>C.A. Hardin</i> Capt. C.A. Hardin

Photographed 23 May 65 - ATIC - (4)

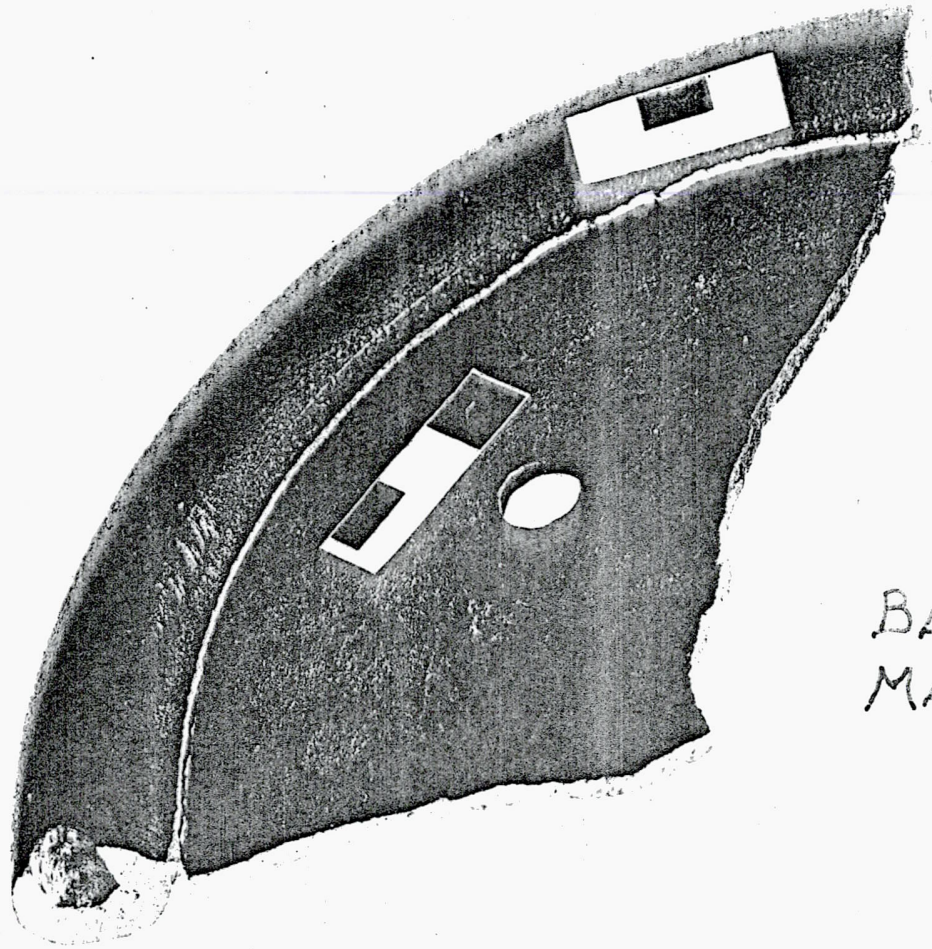
EVAL. "OTHER"



7 MAY 55
BALTIMORE
MARYLAND

PHOTOGRAPHED 23 MAY 55 - 1371C - 44J

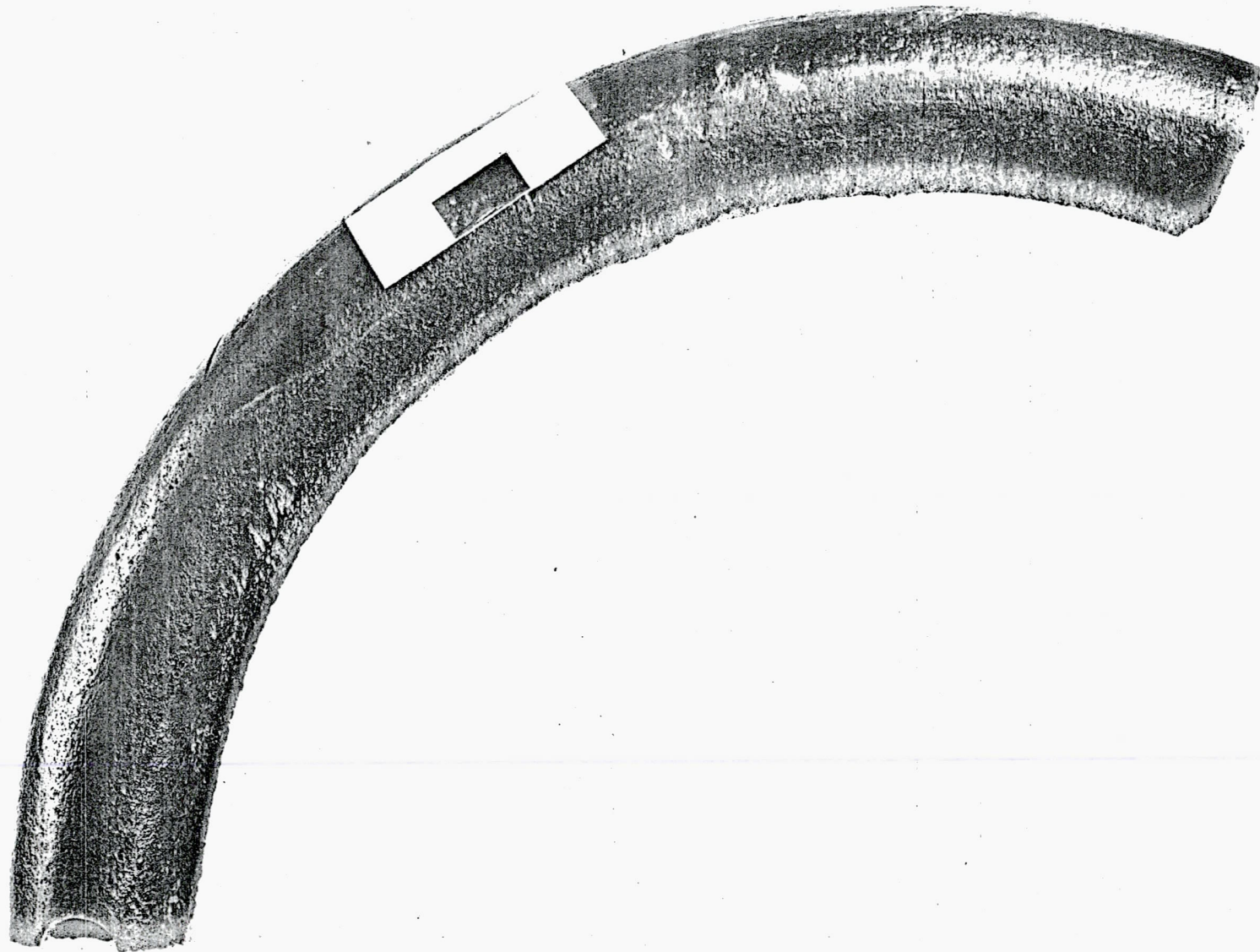
EVAL - "OTHER"



7 MAY 55
BALTIMORE
MARYLAND

PHOTOGRAPHED 23 MAY 65 - ATIC - (U)

EVAL- "OTHER"



PHOTOGRAPHED 23 MAY 55 - ATJC - (U)

EVAL - "OTHER"

