

4602D AISS UFOB LOG

1 REPORT NO. AISS - UFOB - 115 - 55		
2 DATE RECD HQ 4602D AISS 23 April 1955	3 DATE/TIME RECD IN OPS 23/0930 April 1955	4 LOGGED BY Sgt Crawford
5 DATE/TIME OF SIGHTING 23/0210Z April 1955		
6 LOCATION OF SIGHTING Jersey Shore, Pa.		7 GEOREF
8 MEANS RECD TT Mag	9 INITIAL ACTION Investigation Authorized	10 INVES UNIT Flight 3-H
11 INVES ASSIGNED BY Commercial Phone	12 DATE INVES ASSIGNED 23 April 1955	13 ASSIGNING OFFICER Capt Bronstein
14 DATE IR RECD AT HQ	15 DATE IR APPROVED	16 DATE IR SENT TO ATIC
17 AISOP FORM 5 FILED 3 June 55		
18 COMMENTS <i>Investigated by 3-F with the following conclusions:</i>		
19 CONCLUSIONS <i>Was Aircraft: Piper cub</i>		

Ops 23/0822Z JAW

STAND BY HAVE A COUPLE MORE FOR U IN A MIN
OK

VH

ENC003

ENR107 YMB081LSA020

OO JEDEN JEDWP JEPHQ JEPNY

DE JEDLS 18B

O 230310Z

FM COMDR HQ 2855TH ABWG OLMSTED AFB MIDDLETOWN PA

TO JEDEN/COMDR ADC ENT AFB COLO

JEPNY/:9.54 26 ADIV /DEF? ROSLYN NY

JEDWP/COMDR AIR TECHNICAL INTELSEN WPAFB

JEPHQ/DIR OF INTEL HQ USAF WASHDC

BT

MABSF 4-8-E.

/I/

/A/ ROUND

/B/ BASKETBALL

/C/ WHITE

/D/ ONE

/E/

/F/ STOOD STILL FOR 60 SECONDS AND THEN ROSE VERY SLOW

/G/

/H/

/I/

/1/

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/2/

/A/ LIGHT IN THE SKY

/B/

/C/

TTTTTTTTTXXD/ STOOD STILL FOR 60 SECONDS AND THEN ROSE VERY SLOW OBERSER
VED.

AT ABOUT 5000 FT.

/E/ WAS JUST LIKE TURNING OFF LIGHT

/F/ THREE MINUTES

/3/

/A/ GROUND-VISUAL

/B/

/C/

/4/

/A/ 23/0210Z

/B/ NIGHT

/5/

/A/ NM 45.13 JERSY SHORE PA.

/6/

BQA/ 

PAGE THREE JEDLS 18B
?B/ ELBA WADDELL
522 WILSON ST.
JERSY SHORE PA.

/7/

/A/ AVP CLEAR 15 MILES VISIBILITY 00EPZ
SWF 5000 SCATTERED TWENTY-FIVE THOUSAND SCATTERED FOUR MILES
VISIBILITY 0130Z
AVP NOT AVAILABLE 0230Z
SWF TWENTY-FIVE THOUSAND SCATTERED FOUR MILES VISIBILITY 0230Z
THUNDERSTORM 100 MILES EAST OF JERSY SHORE PA.

2/ 270/15K

0K

290/

290/40K

280/40K

270/55K

270/35C

NO REPORT

?C/ AVP CLEAR SWF 5000 SCATTERED TWENTY-FIVE THOUSAND. SCATTERED
D/ AVP 15 MILES SWF 4 MILES

/E/ FOUR TENTHS

/FX THUNDERSTORM 100 MILES EAST OF JERSY SHORE PA.

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/8/

/9/

/10//

/11/1

/12/

BT

23/0408Z APR JEDLS

AF FORM 112
APPROVED 1 JUNE 1948UNCLASSIFIED
(CLASSIFICATION)

COUNTRY USA	REPORT NO. 3F-UFOB-1-55	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB		
AREA REPORTED ON JERSEY SHORE, PENNSYLVANIA, USA	FROM (Agency) Flight 3F, 4602d AISS	
DATE OF REPORT 27 April 1955	DATE OF INFORMATION 22 April 1955	EVALUATION
PREPARED BY (Officer) CHARLES B COPAS, 1st Lt, USAF	SOURCE [REDACTED]	

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

Telephone Conversation with Hq 4602d AISS, Sq Guide 200-2

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] Pennsylvania. (GJNM 4413)PART TWO: Description of sighting by
[REDACTED] Pennsylvania. (GJNM 4413)

PART THREE: Supplementary Investigative Efforts

PART FOUR: Comments of Preparing Officer

II. SUMMARY: One (1) Unidentified Flying Object was sighted by two (2) GOC observers at 230210Z April 1955, east of Jersey Shore, Pa (GJNM 4413), and subsequently reported. An investigation was conducted at Jersey Shore, Pa by personnel from Flight 3-F, 4602d AISS, and supplementary investigative efforts were made through agencies in the Pittsburgh as well as Jersey Shore, Pa areas. The information contained in this report was obtained through these investigations.

III. INVESTIGATORS: 1ST LT CHARLES B COPAS AO 1910849
T/SGT PAUL F YENCHICK AF 13079881
A/2C MALCOLM B SHEARER AF 16417889

Charles B. Copas
CHARLES B COPAS
1st Lt, USAF
Asst Officer In Charge

APPROVED:

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

DISTRIBUTION BY ORIGINATOR

D/I, USAF; Comdr, ATIC; D/I, 26 ADiv; Comdr, 4602d AISS; OIC, Flt 3F, 4602d AISS;

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Part One

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I. SOURCE:

Address: [REDACTED] Pennsylvania

Age: 22

Occupation: [REDACTED]

Education: 8 years Grade School

4 years High School

Qualifications: [REDACTED] one (1)
enlistment in USAF (4 years) [REDACTED]

II. RELIABILITY: Source answered questions without hesitation, and seemed to be sure of his answers. He appeared to be intelligent, is [REDACTED] who is highly regarded [REDACTED] and is also a former Air Force man. The information given by Source is considered to be reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: S [REDACTED] (GJMS 4413) while on duty 22 April 1955 did at 230210Z April observe an Unidentified Flying Object to the east. [REDACTED]. Source stated that there was no moonlight, a clear sky, and that the object was round, fuzzy or blurred, and appeared much brighter than the background of the sky. Source stated that object appeared to stand still for about sixty (60) seconds and then to rise slowly for about three (3) minutes and disappear. No sound was heard at this time. Source observed this with naked eye. He stated that object appeared to him like an automobile light at a distance of one (1) mile. Source estimated the real size of the object as fifty (50) feet in diameter. He further stated that it gave the same appearance as a single aircraft landing light. Source had seen an object similar to this in February 1955.

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I. SOURCE:

Address: [REDACTED]

Age: 46

Occupation: Housewife and Stenographer

Education: 8 years Grade School

4 years High School

Qualifications: [REDACTED]

II. RELIABILITY: Source is [REDACTED], gave the impression of being competent in her work. Source answered questions intelligently and without hesitation. Therefore, the information received from Source is considered to be reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: Source, [REDACTED] 22 April 1955, (GJNM 4413) stepped outside the [REDACTED] and to the east noticed an Unidentified Flying Object in the sky. Source stated that the time was 230210Z April 1955 and that there were only a few stars, no moonlight (pitch black) and no aircraft heard flying at that time. Source states object was round, sharply outlined, white, and appeared to be solid. Object appeared to stand still, then rise up slowly and then disappear. Total elapse time during her observation was ten (10) minutes. Source stated that object was brighter than background of sky and gave the appearance of an automobile light at a distance of one (1) mile. Source stated that object just blinked out and looked like a big spotlight. Source has no opinion what object was or what might have caused it.

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. Williamsport Airport Weather Bureau: Information received from the weather bureau at Williamsport, Pa (GJPM 0515), located sixteen (16) miles east of Jersey Shore, Pa (GJNM 4413), indicated the following, which was compiled between 230123Z April 55 and 230226Z April 55:

- a. (1) Wind direction 290 degrees - 50 knots at altitude 6,000 feet
- (2) Wind direction 280 degrees - 39 knots at altitude 10,000 feet
- (3) Ceiling - unlimited
- (4) Visibility - 12 miles
- (5) Cloud cover - zero
- (6) No thunderstorms observed in area

b. One (1) weather balloon, color red, weight 30 gram, with standard electric lighting, was released at 230210Z April 55. It was observed for seventeen (17) minutes until 230257 April 55. Balloon continued to rise in easterly direction until out of sight.

2. Greater Pittsburgh Airport Weather Bureau: Weather report for Williamsport - Jersey Shore area received from Greater Pittsburgh Airport Weather Bureau was the same as that indicated under para 1.a. for the same period.

3. Allegheny Observatory: University of Pittsburgh, Pittsburgh, Pa (GJLL 2701): Allegheny Observatory reported that no observations had been made during evening of 22 April 1955.

4. -648th ACW Squadron, Benton, Pa (GJPM 4212): A check made through Operations, 71st Fighter Interceptor Squadron, Greater Pittsburgh Airport to 648th ACW Squadron indicated negative results for period of reported UFOB sighting.

5. CAA Office, Williamsport Airport, Williamsport, Pa (GJPM 0505): A check made at the CAA Office, Williamsport Airport, indicated that no flight plans for any small aircraft were filed for area of UFOB sighting during time of sighting. However, the CAA Office stated that the weather was VFR during the period of the reported UFOB sighting, and that it was possible for small aircraft to be flying locally without a flight plan being filed.

6. Lock Haven Airport, Lock Haven, Pa (GJNM 3408): A check was made for aircraft in the area of sighting at time of sighting. Negative results.

7. [REDACTED], a member of the Williamsport, [REDACTED], who was contacted by a Flight 3F investigator, stated that he had observed a small Piper Cruiser aircraft flying around to the west of Williamsport in the general area of the reported UFOB sighting from Jersey Shore, at the time of the reported UFOB sighting (230210Z April). [REDACTED] further stated that one of the aircraft's navigation lights was out. He wasn't certain but he thought that the red light was out. A check was made with CAA to determine who owned a Piper Cruiser aircraft in the Williamsport area. It was determined that a local flying club owned a Piper Cruiser and that a member of the club had been flying in it in the area of the UFOB sighting at the time of the UFOB sighting. An investigator from Flight 3F then contacted the member [REDACTED] whose statement follows in paragraph 8.

8. [REDACTED] Pa, told the Flight 3F investigator that he had been flying a Piper Cruiser over the area of Newberry, Pa (GJNM 5512).

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approximately 230215Z and 230230Z April 1955. He could not give the exact time that he was in this area since he had not filed a flight plan. He stated that his navigation lights were functioning. He stated he checked them on take-off and on landing, but also stated that there had been trouble with one of the navigation lights (red one) going off and on. He stated, however, that to the best of his knowledge, the lights were all functioning during the entire period of his flight.

9. Check with Flight Service Center, Olmstead AFB, Pa. Negative results. Base Operations, Greater Pittsburgh Airport, has been unable to obtain the requested information from Airways Traffic Control Center, Idlewild Airport, New York through Flight Service Center, Olmstead AFB, Pa to date (27 April 1955), due to the heavy IFR weather in the New York-Pennsylvania area during the past week and the resulting heavy work load on Airways Traffic Control Center personnel, facilities etc.

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Flight 3F, 4602d AISS

COMMENTS of Preparing Officer:

1. It is the opinion of the preparing officer that the Unidentified Flying Object sighted and reported by the two (2) GOC Observers, whose descriptions of the object are contained in this report, was a light aircraft, specifically the Piper Cruiser, piloted by [REDACTED], Pa and described in paragraph 7 and 8 of Part Three: Supplementary Investigative Efforts. The specific reasons for this opinion are the following:

a. Place:

Both of the observers state that the object was seen east of Jersey Shore, Pa. The aircraft known to be aloft at the approximate time of the sighting was over Newberry, Pa, which is approximately fourteen (14) miles east of Jersey Shore, Pa. CONCLUSION: The light aircraft described above was definitely at the place where the UFOB was observed.

b. Time:

Both observers state that the object was sighted at 230210Z April 1955. One observer [REDACTED] states that she observed the object for a period of ten (10) minutes. The other observer [REDACTED] states that he observed it for three (3) minutes. The pilot of the aircraft states that his aircraft was over Newberry, Pa, between approximately 230215Z and 230230Z April 1955. (See Part Three, para 8). [REDACTED] of the [REDACTED] stated that the aircraft was definitely in the area of the reported UFOB sighting at 230210Z April 1955 (See Part Three, para 7). CONCLUSION: The light aircraft described above was definitely at the place of the UFOB sighting at the time of the sighting.

c. Nature of the Light:

One observer [REDACTED] stated that in his opinion the light might have been caused by "a helicopter or plane with a spotlight" that it disappeared "as you would turn out a light". The other observer [REDACTED] stated that she had no opinion regarding what this object was but she indicated that she had seen an object like the one reported "about a year ago". She further stated, "it turned out to be a plane". She also stated that the light "just blinked out". (See Part Three, para 7) indicated that one of the aircraft navigation lights was out when he observed it. The pilot of the aircraft (See Part Three, para 8) stated that all of the lights on the aircraft were functioning during the flight "to the best of his knowledge", but also indicated that there had been trouble with one of the lights (red) going off and on. CONCLUSION: It is highly probable that the light described by the two (2) observers was the light given off by the navigational lights of a slow moving aircraft at a distance of from ten (10) to fifteen (15) miles with one light blinking off and on at irregular intervals. With the time and place of the aircraft established, it is the opinion of the preparing officer that the light described definitely was the light given off by the above described light aircraft's navigational lights, with one light blinking off and on at irregular intervals.

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d. Movement of the Object:

Both observers state that the object appeared to stand still and then to move slowly upward and then disappeared. CONCLUSION: The movement observed was that of the light given off by the navigational lights of the slow moving aircraft described above, possible "disappearing" when the aircraft made a turn and/or light went out.

e. Negative Results of Supplemental Investigative Efforts:

As a result of the supplemental investigative efforts made by Flight 3E, no object or aircraft, other than the aircraft described in Part Three, para 7 and 8 (Piper Cruiser piloted by [REDACTED]) has been placed in the area of UFOB sighting at the time of UFOB sighting. CONCLUSION: Aircraft described above was only flying object at place of sighting at time of sighting.

Charles B. Copas
CHARLES B COPAS
1st Lt, USAF
Asst Officer In Charge

COMMENTS of Approving Officer:

Concur with the opinion of the Preparing Officer that sighting was the result of observing designated aircraft.

JMC