

4602D AISS UFOB LOG

REPORT NUMBER AISS-UFOB-153-56	DATE/TIME OF SIGHTING 15/0203Z Jun 56	RECD AISOP 14 Jun 56
LOCATION OF SIGHTING Baltimore, Maryland		LOGGED BY A/IC Thomas
MEANS RECD TT Message	ACTION TAKEN Investigation authorized to Flt 3-D, 4602d AISS	
INVES UNIT Flt 3-D, 4602d AISS	DATE INVES ASSIGNED 15 Jun 56	ASSIGNED BY Called by DDT for Capt McEntee
DATE IR RECD HQ	DATE IR APPROVED	DATE IR TO ATIC
DATE AISOP FORM 5 14 Jun 56		
COMMENTS Results of investigation as indicated below:		
CONCLUSIONS WAS AIRCRAFT		

AISOP FORM 7 (2 APR 55)

15/0930Z

M.P.J.

EN0002 ENB089DD074 TYB089 TDA018 TMA076JMA008JMB 001

PP RJEDEN RJEDWP RJEPBL RJEPNB RJEPJR

DE RJEPJM 1B

P 150553Z

FM COMDR 647TH ACWRON MANASSAS VA

TO RJEDEN:COMRE AIRDEFENSE COMMAND ENT AIR FORCE BASE COLO SPRINGS COLO

RJEPJM/COMDR 85TH AIR DIVISION ANDREWS AFB MARYLAND

RJEDWP AIR TECHCICAL INTELLIGENCE WRIGHT PATTERSON AFB OHIO

RJEPBL/COMDR DIRECTOR INTELLIGENCE HEADQUARTERS USAF WASHINGTON DC

INFO RJEPNB/COMDR EADF STEWART AFB NEWBURGH NEW YORK

RJEPNB/COMDR DETACHMENT 3 4602ND AISS STEWART AFB NEWBURGH NEW YORK

RJEPJR/FLIGHT 3H 4602ND AISS MCGUIRE AFB TRENTON NEW JERSEY

BT

U N C L A S S I F E D ACCMO 6-420 PD UFOB

1. A CIGAR

B WIDTH OF HAND AT ARMS LENGTH

C WHITE WITH RED AND BLUE TAIL

D ONE

E NOT APPLICABLE

F NONE

G EXHAUST WITH SPARKS FROM STERNNSIZE OF OBJECT

H NONE

I TOO FAST TO BE AIECRAFT TO SLOW FOR COMET

PAGE TWO RJEPJM 1B

2. A NOTICED BECAUSE OF HIGH SPEED

B 45 DEGREES ELEVATION 45 DEGREES AZIMUTH

C UNKNOWN

D LARGE ORBIT

E VERY HIGH SPEED FADED IN HAZE

F 2 MRS 6 MINUTES REPORTED BY APPROXIMATELY 200 PEOPLE

3. A GROUND VISUAL

B NEGATIVE

C NOT APPLICABLE

4. A 15/0203Z FIRST REPORT

B NIGHT

5. 39 DEGREES 20 MINUTES NORTH 76 DEGREES 40 MINUTES WEST GEOREF

GJPK 2418

6. A [REDACTED] BALTIMORE MARULAND EX-AERIAL PHOTOGRAPHER

B. NUMEROUS UNIDENTIFIED

7. A CLEAR SKY NO WIND NEGATIVE PRECIPITATION

B 1 SURFACE 240/7 6.30,00FT 340/21

2 6,000 210/4 7 50,000FT 090/12

N 3 10,000 FT 190/16 8 80,000 FT 080/24

4 16,000 FT 210/10

5 20,000 FT 320/7

4602D AISS UFOB REPT. 153

DATE-TIME GROUP 15/0203Z JUN 56

Possibly
aircraft

PAGE THREE RJEPJM 1B

7IM C 30,000 FT LIGHT SCATTERED

D 10 MI

ES

E POINT 5 OR LESS

F YES WEST AND NORTH WEST OF BALTIMORE

8 THUNDERSTORMS MOVING FROM WEST TO EAST PRIOR AND AFTER SIGHTING

90 SCRAMBLED ONE F-86D ANDREWS AFB 0346 AIR BORNE 0349Z PILOT SIGHTED

4 DIFFERENT AIRLINERS AND FLASHING SEARCH LIGHTS (GROUND SEARCH LIGHTS) ALSO REPORTED WEATHER VERY HAZY AT 5,000 FT AND ABOVE IN AREA OF UFOB SIGHTING

10 NORMAL FLOW TO ANF FROM FRIENDSHIP AIRPORT AND WASHINGTON NATIONAL

11 SENIOR DIRECTOR ADDC POSSIBLY AIRLINERS IN HAZE WITH FLASHING LIGHTS

12 NEGATIVE PD

BT

15/0711Z JUNE RJEPJM

Ind. 
Batto 6 Mcd.

June 27, 1956

Lt. Barton

4602d Air Intell. Gr. Sq.

Dear sir;

After our telephone conversation on June 19, 1956 I wanted to write this letter as you requested. Due to sickness in the house and many other pressing matters I've been too busy to do so until now.

As I told you when I spoke to you on the phone some nights prior to that time about 11:30 at night I got up off the sofa to close the window. Before I could close the window I saw in the sky, to my left and coming from a S.E. direction a brightly lit object and a

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straight course across the sky.
The entire length of what I
saw was about as long as the
width of my hand or a baseball
at arms length. Half of what
I saw was brightly lit by
a white light and in three
or four portholes, so to speak.
Definitely like a lighted cabin.
The remainder of the object
consisted of a mostly red and
some blue flame like appearance.
I mean to say both cabin
lights + red + blue flame
was the width of a baseball
etc. etc.

It was impossible to tell
just how high it was, though
I got the impression that it
might be between one + two
thousand feet. I would estimate
the speed as being well over
2,000 M.P.H. Then as this
object was about three fourths

3.

As it was past my line of vision it accelerated at a ludicrous speed and out of sight on the same straight course it was on, and into a N.W. direction.

I heard no sound the window was still open, and I saw it at about a 45 degree angle. It was at all times on a straight course, and its passing took between five to maybe as much as eight or ten seconds.

The night was generally clear, though there may have been a few small clouds in the sky at high altitudes.

I have seen ~~a~~ many a meteor, and what I saw was definitely not that. Nor was it an airplane by any chance.

I soloed in light aircraft when I was seventeen, and

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have flown many times as
an aerial Photographer in
the navy, and have ~~seen~~
seen the fastest jets that
the U.S. had in Korea, but
nothing I have ever seen
could possibly travel as fast
as this U.F.O. in discussion.

To clear a point, the same
night I saw this U.F.O. There
was a light plane flying
all over the city with its
wings all lighted up and
advertising some T.V. company.
~~What~~ I, as well as every
one else saw this airplane
earlier in the evening, but
the U.F.O. that I saw that
same evening had nothing
what ever to do with the
airplane.

The speed that this object

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was traveling when I first saw it was faster than I have ever seen, or thought I would ever see anything move, but when it started on the spur of the instant to really move, after having seen it with my own ~~eyes~~ eyes I wouldn't be surprised if it couldn't have been clocked at speeds far in excess of 30 or 40 thousand m.p.h.. It was the most amazing thing I'll ever see, I'm sure.

I had not been drinking on that day or night, and I'm 28 yrs old the father of two children own my own home & car, do not believe in "the good fairy", but I very firmly believe this object had to come from some place other than this world.

If in the future I may be
of any help, don't hesitate to
call on me.

Sincerely



P.S. T.V.F.O. was cigar
shaped.

4602d AISS

AF FORM 112
APPROVED 1 JUNE 1948UNCLASSIFIED
(CLASSIFICATION)

COUNTRY USA	REPORT NO. 3D-UFOB-4-56 AISS-UFOB-153-56	(LEAVE BLANK)
SUBJECT UFOB		
AREA REPORTED ON BALTIMORE, MARYLAND, USA	FROM (Agency) Flight 3-D, 4602d AISS	
DATE OF REPORT 18 June 1956	DATE OF INFORMATION 14 June 1956	EVALUATION
PREPARED BY (Officer) JAMES F. BARTON, 2nd Lt., USAF	SOURCE [REDACTED] and other	
REFERENCES (Control number, directive, previous report, etc., as applicable) ATIC Form A, AFR 200-2, 4602d AISS Guide 200-2, 647th AC&WRON Mag, dtd 150553Z Jun 56		
SUMMARY: (Write concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 113-Part II.)		

I. CONTENTS:

PART ONE: Description of sighting by [REDACTED]
Baltimore, Maryland (GJPK 2420). Insurance ExecutivePART TWO: Description of sighting by [REDACTED]
Baltimore, Maryland. Salesman

PART THREE: Supplementary Investigative Efforts

PART FOUR: Comments of Preparing Officer

II. SUMMARY: One unidentified flying object was sighted in the northeast section of Baltimore, Maryland at 150230Z Jun 56. Information concerning mentioned sighting contained within this report was obtained from persons who observed the object and a routine investigation conducted by this unit.

III. INVESTIGATORS: 2nd Lt. JAMES F. BARTON AO 3043484
S/Sgt. ALBERT M. MAGILL AF 13400554

James F. Barton
JAMES F. BARTON
2nd Lt. USAF
Ass't Officer in Charge

APPROVED:

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

2 (See Individual Parts)

INCLS.

DISTRIBUTION BY ORIGINATOR

D/I, USAF; Comdr, ATIC; D/I, 85th ADiv; Comdr, 4602d AISS; OIC, Flt 3-D, 4602d AISS

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO. 3D-UFOB-4-56	PART ONE
Flight 3-D, 4602d AISS	PAGE 2	OF 8 PAGES

I. SOURCE:

Address: [REDACTED] Baltimore, Maryland

Age: Forty-six (46)

Occupation: [REDACTED] Monumental Life Ins. Co.

Education: Sixteen (16) years

Qualifications: Knowledge of commercial aircraft and interest in flying due to his son's participation in Baltimore GOC Filter Center.

II. RELIABILITY: SOURCE was a slender built, middle age man whose mannerism reflected that of a good citizen. SOURCE appeared to be sincere in his statements and was very cooperative with investigators. Having traveled on commercial airlines and due to the participation of his son in GOC activities, SOURCE seemed to have a good knowledge of various types of aircraft, their appearance and relative speed. In the opinion of the investigators, SOURCE's [REDACTED] college graduate. SOURCE's statements are considered to be reliable by the investigators.

III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE noticed object while playing cards on a patio outside his home at [REDACTED] Baltimore, Maryland, at approximately 150230Z Jun 56.

SOURCE stated that the object was sighted in the west at an angle of 45° from the horizon and moving on a true course toward the north with no erratic changes in position or acceleration. According to SOURCE the speed of object remained constant, somewhat faster than a commercial airliner, but less than that of a jet. SOURCE described the object as being cigar-shaped of a deep yellow color with fuzzy or blurred edges and small traces of red and blue exhaust trails. Object emitted no sound that could be heard by observers during the sighting, which was a period of one (1) or two (2) minutes. Object retained its original shape and color during sighting. SOURCE stated that the object had the appearance of a baseball held at arm's length.

During the entire observation, the sky was dark with a few stars and the moon was shining brightly. SOURCE stated that at no time did object move in front of or behind any other object. Object disappeared from view at the same angle from the horizon as it appeared. SOURCE described weather as being hot and dry with little or no wind.

SOURCE stated that he believed the object to be some type of man-made flying machine. However, he also stated that the object was not the type of aircraft currently known to the public as it emitted no sound and its appearance was quite unique. SOURCE further stated that object gave the impression of gas in a tube emitting brilliant light.

2 Incls:

1. Statement of [REDACTED]
2. SOURCE's Memory Sketch of Object

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AIR INTELLIGENCE INFORMATION REPORT

FORM 112-1

REPORT NO 3D-UFOB-4-56

PART ONE

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PAGES

Incl. #1, PART ONE, Report #3D-UFOB-4-56
Statement of Mr. [REDACTED]

S-T-A-T-E-M-E-N-T

Object observed while outside on patio playing cards. Observed by six (6) persons. It was in the west - yellow orange in color seemed to travel at a speed faster than a transport and less than the speed of a jet. It retained it's color & traveled what appeared to be a straight course and disappeared behind the trees.

S-T-A-T-E-M-E-N-T

TRUE COPY:

James F. Barton

James F. Barton
2nd Lt., USAF

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM: LYNES

REPORT NO. 3D-UFOB-4-56

PART ONE

Flight 3-D, 4602d AISS

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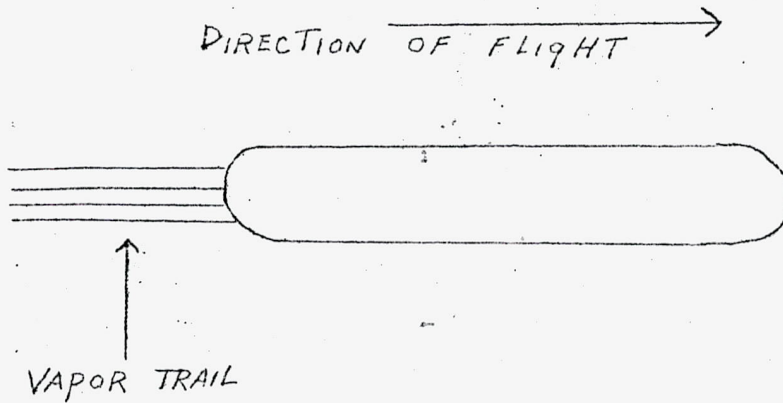
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Incl #2, PART ONE, Report #3D-UFOB-4-56
SOURCE's Memory Sketch of Object



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AIR INTELLIGENCE INFORMATION REPORT

FROM: [REDACTED]

REPORT NO.

3D-UFOB-4-56

Part Two

Flight 3-D, 4602d AISS

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I. SOURCE:

Address: [REDACTED] Baltimore, Maryland

Age: 28

Occupation: Salesman

Education: 12 years

Qualifications: Former U.S. Navy Aerial Photographer

II. RELIABILITY: SOURCE was contacted by phone as he was not at home during investigators stay in the Baltimore area. An appointment with SOURCE was set up for 7:00 p.m. E.S.T. on 18 June 56 at SOURCE'S residence. However, investigators waited at SOURCE'S residence over two hours, but SOURCE did not arrive. During phone conversation, SOURCE gave the investigator the impression that SOURCE was over confident in his ability to identify aerial phenomena. In view of the above, it is the investigator's opinion that the SOURCE be considered only fairly reliable, even though he was definitely sincere in his statements.

III. SOURCE'S DESCRIPTION OF SIGHTING: SOURCE was just beginning to close the window in his home when object appeared in the southeast at approximately 15/0240Z June 56. SOURCE observed object for a period of five(5) to ten(10) seconds before it disappeared in the northwest. SOURCE stated that the object was approximately 45° from the horizon and this angle remained constant during sighting.

SOURCE described the object as being cigar shaped with the front half of the object definitely outlined by a row of distinct individual lights. SOURCE likened this portion of object to a row of cabin lights. The rear half was reddish blue as if it was exhaust trails and not a real part of the object.

SOURCE stated that the apparent size of the object could be compared to the palm of one's hand at arm's length. SOURCE stated that, although speed and altitude would be hard to estimate, he believed object to be traveling at 2000 m.p.h. when first sighted and then object accelerated to an unbelievable speed and thus disappeared. SOURCE considered the altitude of object to be between 1000 and 2000 feet.

SOURCE described object as being solid with an appearance similar to that of a model airplane fuselage. SOURCE further stated that unless this country or other countries on earth has such a device unknown to the public, he believed it to be a ship from another planet.

SOURCE described the sky as being dark with a few scattered stars and the moon shining brightly. SOURCE stated that the object's path at no time went in front of or behind any other object in the sky. According to SOURCE, there were scattered clouds and the weather was hot and dry with no wind.

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APPROVED 1 JUNE 1948UNCLASSIFIED
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AIR INTELLIGENCE INFORMATION REPORT

Flight 3-D, 4602d AISS

3D-UFOB -4-56 PART THREE

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with the Baltimore Filter Center revealed that a multitude of reports on the mentioned object were reported from 150235Z Jun 56 to 150353Z Jun 56. According to GOC personnel, Civil Defense officials in the Baltimore area were also receiving continual reports on the object.
2. The CAA office in Washington D.C. (GJPJ 0053) indicated that the only unusual phenomenon in the vicinity of Baltimore, Maryland was an advertising aircraft.
3. The control tower at Friendship International Airport in Baltimore, Md. stated that the only unusual phenomenon in the area was an advertising aircraft with various lighting schemes. This aircraft was flying low over the Baltimore area at approximately 150200Z Jun 56 for an unknown period of time.
4. The U.S. Weather Bureau at Friendship Airport in Baltimore indicated the following data at 150200Z Jun 56:

Surface Winds:	WSW, Seven (7) knots
Ceiling:	Unlimited
Visibility:	Ten (10) miles
Cloud Coverage:	Four-tenths (4/10) at 30,000 feet
5. Mr. [REDACTED], Air Vertising Co. of [REDACTED], Baltimore, Maryland stated that his company had no aircraft in the area at the time object was sighted. However, information received from Mr. [REDACTED] revealed that another air advertising company from Hagerstown, Maryland (GJNK 1739) was operating in the vicinity at this time.
6. The information received from the USAF Weather Office at Andrews AFB, Maryland (GJPJ 1843) indicated the wind direction and velocity in degrees and knots as follows:

Surface	- 240° - 7	20,000	- 320° - 7
6,000	- 210° - 4	30,000	- 340° - 21
10,000	- 190° - 16	50,000	- 090° - 12
16,000	- 210° - 10	80,000	- 080° - 24

(The above constitutes the winds at 150300Z Jun 56)
- Ceiling was 30,000 feet, clouds, light scattered; visibility, ten (10) miles.
7. A check with John Hopkins University in Baltimore indicated that no unusual phenomenon had been sighted by university personnel on the evening of 14 June 56.
8. A check with the 647th AC&W Squadron at Manassas, Virginia (GJHJ 3145) revealed negative radar contact of the object. However, due to the number of reports at the Baltimore Filter Center, the 647th scrambled an F-86D at 150346Z Jun 56 from the 95th FIS. Negative interception was accomplished by F-86D. Pilot sighted airliners and four (4) different search lights, but nothing that resembled reported object. Pilot stated that it was hazy at 5,000 feet and above in the Baltimore vicinity.
9. 1/Sgt. Musselman and S/Sgt. Kilroy, both assigned to Baltimore GOC Filter Center, stated that they observed an object between 150130Z Jun 56 and 150230Z Jun 56, but that it was definitely an advertising aircraft flying low over the city. Neither man was on duty at the time of sighting.

AF FORM 112—PART II
APPROVED 11 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

Flight 3-D, 4602d AISS

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PART THREE

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SUPPLEMENTARY INVESTIGATIVE EFFORTS: (Cont'd)

10. Rev. [REDACTED] Georgetown University Observatory, stated that no meteorites were seen in the area at the time of reported sighting. He further stated that no other unusual phenomena were observed by the university.

11. Mr. [REDACTED], Associate Curator of the Smithsonian Institute, Washington, D.C. in charge of meteorites stated no unusual phenomena were observed during the period of the reported sighting.

12. A check with Mr. [REDACTED], Hagerstown, Md. revealed that he was operating an advertising aircraft in the Baltimore area on the evening of 14 June 56. Mr. [REDACTED] was flying a BT-13 aircraft with a lighting scheme on the bottom of its wings similar to the type utilized on exterior of the New York Times Building, N.Y.C., N.Y. (HJBL 0246). The lighting arrangement spelled out "ASH SALES", the company in Baltimore that had hired Mr. [REDACTED]. According to Mr. [REDACTED] he approached the city at 150103Z Jun 56 from the southwest at a true altitude of 1500 feet indicating an airspeed of 90 MPH and flew two counter-clockwise orbits around the city. Mr. [REDACTED] stated that he climbed and descended as he circled the city to maintain his altitude. At the end of each orbit on the southwest side of the city, Mr. [REDACTED] flew directly to the center of the city, executed a 45 degree turn to the east, flew approximately 7 miles and then continued his counter-clockwise orbit of the city. According to Mr. [REDACTED] he landed his aircraft at Harbor Airport, Baltimore, Md. at 150220Z Jun 56. Mr. [REDACTED] of Ash Sales Co., Baltimore, Md. stated that his company had hired Mr. [REDACTED] for the advertising stunt. Mr. [REDACTED] further stated that in the future Civil Defense Authorities would be notified previous to engagement of advertising aircraft.

AF FORM 112—PART II
APPROX. 1 JUN 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

REPORT NO. 3D-UF0B-4-56

PART FOUR

Flight 3-D, 4602d AISS

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COMMENTS OF PREPARING OFFICER:

1. Preparing Officer concludes that this sighting was definitely caused by advertising aircraft mentioned in par 12 of Part 3 this report, for the following reasons:

a. Sighting time of object and flying time of advertising aircraft were approximately the same. Neither SOURCE could give exact time of sighting.

b. The course of the advertising aircraft coincides with the approximate course of object described by SOURCE in Part I and II.

c. Lighting as described by SOURCE in Part II would be the same as that on the advertising aircraft. SOURCE in Part II estimated a tremendous speed of object which could have been due to the short time of sighting and the low altitude of aircraft.

d. Due to negative radar contact accomplished by the 647th AC&W Squadron.

e. Due to haze that was reported by Lt. Albright, pilot of the F-86D scrambled from 95th FIS, Andrews AFB, Md. Poor visibility could give varied impressions as to the speed and appearance of a low flying aircraft.

f. Short time of sighting by SOURCES in Part I and II would not enable them to properly identify any object.

g. Contacts with all well known observatories and government agencies in the area indicated that no unusual phenomena were evident in the area at the time of sighting.

h. All agencies that were cognizant of the advertising aircraft and were able to identify it as such.

James F. Barton

JAMES F. BARTON
2nd Lt. USAF
Ass't Officer in Charge

COMMENTS OF APPROVING OFFICER:

Concur with the opinion of the Preparing Officer that this sighting was caused by the advertising aircraft described in this report.

JMW