

PROJECT 10073 RECORD CARD

1. DATE 29 JANUARY 1954		2. LOCATION Cold Bay, Alaska		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☒ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 30/0536Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military Air Crew			
7. LENGTH OF OBSERVATION Garbled		8. NUMBER OF OBJECTS one		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Red light, no detail, followed aircraft off wing tip. Vertical oscillation. Gradually faded. 1. Reliable observer 2. Volcano reflecting in area 3. I.O. Eval - no threat to defense of USA.				11. COMMENTS Description indicates possible auroral streamers, however, insufficient data presented to form positive analysis.	

29 JAN 54 30/0536Z COLD BAY, ALASKA

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E. Atia
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4. P. file

32 JAN 54 07 54

31 JAN 54 00 45Z

ER

RC001

E

WPB002

YDC002

KYC002XB001

JKD A259

JKDAG B130

PP JEDEN JEDWP JEPHQ 333

DE JKDAG 123

P 302100Z

FM COMDR 5004TH AIR INTEL SV SQ EDF AFB APO 942 USAF AL

TO JEDEN/CG ADC ENT AFB COLO

MAPDA/SEC DEF WASH DC

JEDWP/COMDR ATIC WRITHT PATTERSON AFB OHIO

JEPHQ/DIR INTEL HQ UAAF WASH DC

ZEN/CG AAC EDF AFB AL

5004TH 0188. ATTEN: CI. CIRVIS EVALUATION 30/0952Z JAN 54 UFOB. ALL INFO
NEGATIVE FOR IDENTIFICATION. C-54 AF2647 E/R KING SALMON TO ADAK REPTS
AT 30/2536Z APRX 65 MILES OFF COLD BAY SINGLE REDGLOW APPEARED ELEVEN
O'CLOCK LEVEL; LIGHT DROPPED BACK TO PSN OFF LEFT WING TIP AND OSCILLATED
VERTICALLY APR 1500 FT. GLOW DROPPED BACK TO EST 10 TO 15 MILES
BEHIND ACFT AT SEVEN O'CLOCK, ACCELERATED RAPIDLY AND STOPPED ABRUPTLY
OK LEFT WING TIP. RPTD ACTION. FINALLY DROPPED BACK AND FADED FR SIGHT.
TOTAL TIME OF OBSR -2 MINUTES. ACFT AT 3000 FT 220 KNOTS. CLOUDS LOPS
4500, SOME LOCAL JAV POSSIBLE TO APRX 3000 FT. CREW REPT CAVU AT 3000 FT.
NO SIZE OR SHAPE TO LIGHT. NO NOISES APPARENT. NO EXHAUST TRAIL.

-1 FEB 1954 09 05

PAGE TWO JKDAG 123

PABLOF VOLCANO, COLD BAY, GLOWING, BUT ACFT COMDR STATES LIGHT WAS
DEFINITELY NOT ASSOC WITH VOLCANO. CRES FR 33 ATS, MCCORD AFB, ACFT
COMDR, CAPT KIMMEY. EIGHT RELIABLE MIL CREWMEMBERS OBSR LIGHT VISUALLY
THRU ACFT WINDOWS. NORTHWEST AIRLINES STRATOCRUISER COMPUTED PSN APRX
20 NAUTICAL MILES THREE O'CLOCK AT 10000 FT. PREPARED BY MAJOR
GREENHALGH, IOPRS OFF, 15004TH AISS. EVALUATION UFOB. NO APPARENT THREAT
TO DEFENSE OF US.

30/2138Z JAN JKDAG

30 January, 1954
Indiana

Source: Menzel "World of Flying Saucers"

30 JAN 1954

FINAL GALLEY PROOF

Galley 36--THE WORLD OF FLYING SAUCERS

Jupiter through a Jet Trail

Venus, Mars, and Jupiter seen under unusual conditions can mystify even the most hardheaded witness. Unrecognized air turbulence and increased scattering of the light can easily create the illusion of a flying saucer.

An ex-army man, a trained observer with a good knowledge of physics and optics, reports the following unnerving experience [14].

"On January 30, 1954, my buddy and I had been fox hunting in southwestern Indiana. We hunted until well after sundown and headed for the car. As we neared it, a jet plane thundered through the darkening sky, from north to south. Placing game and guns in the car, I walked around it to see if the tires were OK. Happening to glance skyward, I let out a yell. There it was, and no mistaking it. A flying saucer blazing in the sky. A real illuminated spaceship. Only it wasn't moving, just hanging in the sky. Football-shaped, about as long as the apparent diameter of the full moon, it showed red, yellow, and bluish green. [Here he sketched a football shape, glowing red knobs placed at the two ends, yellow lights girdling the middle, and yellow and green arcs curving between the two ends (see Figure 10).] I carry an eight-power field glass when

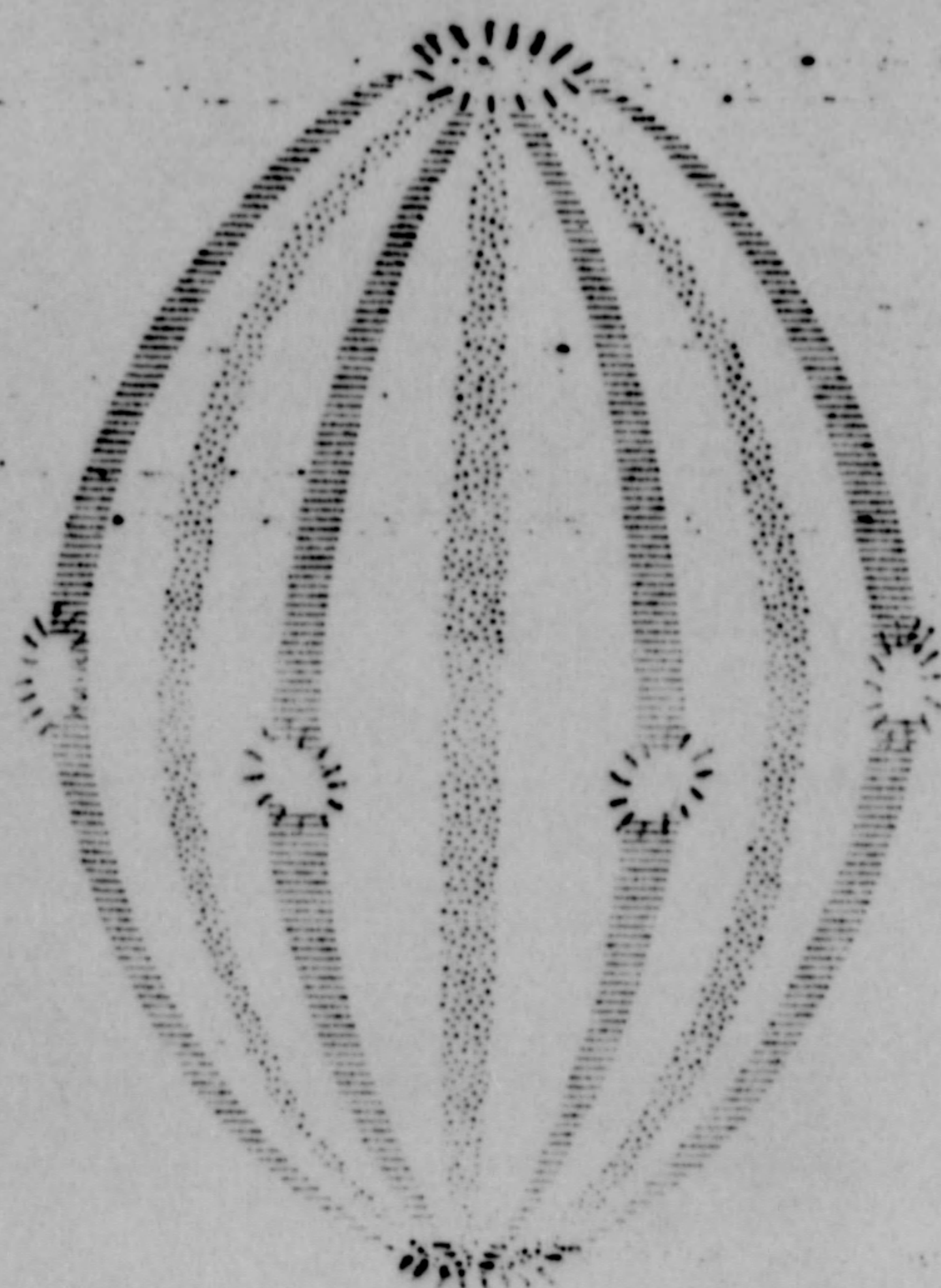


Figure 10. Witness's sketch of Jupiter seen through a jet trail.

hunting and I immediately trained this on the celestial wonder. The result was weird. It seemed to be pulsating with a quivering, twinkling light. We watched it for some five minutes, trying to figure out what we were seeing. Then the spaceship began to get smaller, simply reducing in size without moving. Smaller and smaller it became and in another five minutes it suddenly contracted into a planet—Jupiter, I believe it was. [Jupiter was in the eastern sky some 50 to 60 degrees above the horizon.]

"When we realized what we were watching we began to try to figure out the 'why.' Suddenly we realized we were looking directly through the path of the plane at the planet and our best guess was that the atmospheric turbulence and temperature change caused by the passage of the jet was to blame for the strange aberration we had witnessed. And we wondered if refraction of the golden light could cause the reds, greens, and blues. Since neither of us uses snake-bite medicine in any form, we figured our observations were about as substantial as our feeble scientific understanding would permit.

"But anyway, I found out how people may see flying saucers and be perfectly honest in their incomplete observations. Had a person inclined to the supernatural taken a good look, jumped in his car, and headed for home at high speed, he would steadfastly have believed he had seen a flying saucer which was evidently observing the earth preparatory to an attack from outer space."

30 JAN 54
NORTH PACIFIC

HYDROGRAPHIC BULLETIN

NORTH PACIFIC

Second Officer B. M. Halmes of the American SS. *Ulva*, Capt. A. P. LeCain, Master, reports the following observation:

On January 30, 1954, at 0904 G. M. T. in lat. $21^{\circ}49'$ N., lon. $108^{\circ}40'$ W., a brilliant meteor was observed. The body appeared bearing 090° true at 15° elevation, disappeared on a bearing of 120° true at 5° elevation, and was visible for 4 seconds. The sky was clear, wind north by west, force 3, sea slight, air temperature 70° F., barometer 29.98 inches, ship's speed 16.0 knots. The meteor was greenish-blue in color and twice as bright as the planet Jupiter.

FEBRUARY 1954 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Feb	Seattle & Anchorage	FO Newsletter, Apr 54)(INFO)	
1	Mobile, Alabama	Military & Civilian	Balloon
1	Puente, California	(PHOTO OF PHYS S)	Insufficient Data
1	Tuscaloosa, Alabama	(PHOTO)	Insufficient Data
2	Greenwich, Connecticut	(Greenwich Conn Times Newspaper)	Morrell, Moshier (INFO)
4-7	Eagle Grove, Webster City, Iowa	Multi Civilian	Astro (STAR/PLANET)
4	Carswell AFB, Texas (Goldman)	Military (RADAR)	A/C
6	Miami, Florida (Dayton Daily News, 8 Feb 55),	(INFO)	
8	Mediterranean Sea (Hydrographic Bulletin)		en (INFO)
8	Wichita, Kansas		Balloon
8	Key West, Florida	Pan American Air	Insufficient Data
9	Bridgewater, Connecticut		Balloon
15	Greenville, North Carolina		Astro (METEOR)
15	Greenville, North Carolina	Military (RADAR)	Other (RADAR REFLECTION)
20	Pepperrell AFB, Newfoundland	Military	Other (CONTRAILS)
21	Van Nuys, California		A/C
23	Price, Pennsylvania		Astro (METEOR)
23	Washington, D. C.		Balloon
23	Bellis AFB, Nevada	Military	Astro (JUPITER)
23	Washington, D. C.	Multi Civilian	Balloon
25	Long Island, New York		Insufficient Data
26	North Atlantic (Hydrographic Bulletin)(INFO)		
26	Newburyport, Massachusetts	Multi Civilian	UNIDENTIFIED
26	Columbus, Ohio	Unknown Civilian	A/C
26	Keesler AFB, Mississippi	Military	Astro (METEOR)
28	South Atlantic (Hydrographic Bulletin)	(INFO)	
- 12	Arctic Training Flight (INFO)		
- 20	off coast, California		A/C

INFORMATION ONLY (NO CASE)

Source: CRIFO Newsletter Apr 1954

February 1954

Flight between Seattle-Anchorage

Many similar sightings have been reported, not only by astronomers, meteorologists and aerodynamicists, but good solid citizenry -- men of reputation and with keen eye sight. Typical is the report in Feb. 1954 by two Northwest Airline pilots enroute from Seattle to Anchorage. They reported to the Air Force Intelligence having witnessed a strange object which flew alongside their ship, its portholes exuding a "bluish light". The pilots tried several times to close the gap between their ship and the object, but failed. They said the vehicle was "definitely under someone's control."

RETURN TO:	K243.6012-1 Feb 1954
Project Research Studies Inst NTH Archives Branch Maxwell AFB, Alabama	

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