

## PROJECT 10073 RECORD CARD

|                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1. DATE<br>2 June 1954                                                                                                                                                                                                                                                                                                                                                                                         |  | 2. LOCATION<br>San Juan, Puerto Rico                                                                                                                                                                  |  | 12. CONCLUSIONS<br><input type="checkbox"/> Was Balloon<br><input checked="" type="checkbox"/> Probably Balloon<br><input type="checkbox"/> Possibly Balloon<br><br><input type="checkbox"/> Was Aircraft<br><input type="checkbox"/> Probably Aircraft<br><input type="checkbox"/> Possibly Aircraft<br><br><input type="checkbox"/> Was Astronomical<br><input type="checkbox"/> Probably Astronomical<br><input type="checkbox"/> Possibly Astronomical<br><br><input type="checkbox"/> Other _____<br><input type="checkbox"/> Insufficient Data for Evaluation<br><input type="checkbox"/> Unknown |  |
| 3. DATE-TIME GROUP<br>Local _____<br>GMT 03/0012Z (N)                                                                                                                                                                                                                                                                                                                                                          |  | 4. TYPE OF OBSERVATION<br><input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar<br><input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 5. PHOTOS<br><input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                                                                                                                                                                                                                                                                                                                            |  | 6. SOURCE<br>Civilian                                                                                                                                                                                 |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 7. LENGTH OF OBSERVATION<br>5-7 Minutes                                                                                                                                                                                                                                                                                                                                                                        |  | 8. NUMBER OF OBJECTS<br>1                                                                                                                                                                             |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                |  | 9. COURSE<br>NW to SW                                                                                                                                                                                 |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 10. BRIEF SUMMARY OF SIGHTING<br>Larger than half dollar at arms length.<br>Approx. 100' in diameter. Red-orange in color.<br>Illum emitting from leading edge of obj. Round<br>in shape. No sound. Manuevered like glider.<br>Observer in during observation. Throught object<br>was moon. Stopped car and object moved .<br>Descended swinging from side to side. Lights<br>increased in size with distance. |  |                                                                                                                                                                                                       |  | 11. COMMENTS<br>Movements and length of observation<br>indicate balloon.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |



EDWP 13W

JWPH2 334

JEDMH A43

PP JEDWP

DE JEDMH 257

P 041733Z

FM COMDRSAC OFFUTT AFB NEBR

TO ZEN/COMUSAF WASH DC

INFO ZEN/COMDRADC ENT AFB COLO

JEDWP/COMDRATIC WRIGHT PATTERSON AFB OHIO

/U N C L A S S I F I E D/DINZ 36873. FOR AFOIN-1A. FOLG MSG QUOTED FYI.

\*FM COMDRSTRATRECONWG 72 RAMEY AFB. /U N C L A S S I F I E D/DOI 119.

1. REPT CODE NBR: ZIPPO R-12. 2. UNIT DSGN: 72RW. 3.

UNUSUAL INCIDENT OR OBSERVATION: SPECIAL SIGHTING REPORT.

4. TIME OF OBSERVATION OR INCIDENT: 2012Q 2 JUN 54. 5. GEO

COORDS OF OBSERVER: 1802N 6647E

OF WHAT WAS OBSERVED: SAME AS 5. 7. REMARKS: THE  
SIGHTING OF A "FLYING SAUCER" WAS REPORTED TO THE WG INTEL  
OFFICER BY A PRIVATE CITIZEN AT APPROX 1931Q 3 JUN 54. DETAILED  
INTERROGATION IS TO BE CONDUCTED BY THE OSI AND A 112 WILL  
BE SUBMITTED AS REQUIRED. 04/0013Z JUN JLSA.

04/1834Z JUN JEDMH

**ACTION**

5. ATIAE  
2. Atia  
3. Atia-2  
4. R file

0115



AGE MATURE, ADDRESS (MAIL) [REDACTED], SAN JUAN PR. OCCUPATION

U.S. CUSTOMS INSPECTOR [REDACTED], AGE 74, [REDACTED]

(MAIL) C/O PM [REDACTED] OCCUPATION RETQIRED PM. [REDACTED]

[REDACTED], AGE MATURE, ADDRESS (MAIL) [REDACTED]

SANTURCE P.R. OCCUPATION PAN AMERICAN AIRWAYS EMPLOYEE. 7. AJM

NEGATIVE. B. WING DIRECTION AND VELOCITY INDICATED AS FOLLOWS:

SURFACE 100/07KT. 6,000 FT 100/12KT. 10,000 FT 090/12KT. 16000

FT 070/29KT. 22,000 FT 100/06KT. 30,000 FT 170/19KT. 50,000

FT 080/36KT. 80,000 FT 080/49KT. C. EST 35000 FT. D. EST 15.

F. NOFE. 8. NONE. 9. NONE. 10. NONE. 11. NEGATIVE. JQAM THE

WG INTEL OFFICER, ALSO PREPARING OFFICER EST THE SIGHTING BY

INFORMANT AS RELIABLE. CONVERSATION INDICATES INFORMANT TO BE

INTELLIGENT AND REASONABLY WELL EDUCATED MAN. PREPARING OFFICER

HAS CK RELEASE OF WEA BALLOONS AT TIME OF SIGHTING CONCLUSION

NEGATES THAT POSSIBILITY. SPECULATION REGARDING GM INDICATES

POSSIBILITY HOWEVER INFORMANT'S DESCRIPTION OF FLUTTERING DESCENT

AND HAS VERY PRECISE AND POSITIVE DESCRIPTION OF DIAM OF OBJ AND

ATTITUDE NEGATE THIS POSSIBILITY. BY THESE ELIMINATIONS PREPARING

PAGE THREE JLJSA 48C

OFFICER CAN SUPPLY NO OTHER ANALYSIS REGARDING POSSIBLE CAUSE

OF SIGHTING. LETTER AND DIAGRAM BY INFORMANT WILL FOLLOW BY

AIR MAIL

08/2054Z JUN JLJSA



JLJSA A57

**ACTION**

PP JEPHQ JEDEN JEDWP JEZMH JWFKL 555

DE JLJSA 481:

P 081035Z

FM COMDRSTRATRECONWG 72 RAMEY AFB PR

TO JEPHQ/COFS USAF WASH DC

JEDEN/COMDRADC ENT AFB COLO

JEDWP/COMDRR ATIC WRGT PATTERSON AFD OHIO

JEZMH/COMDRSAC OFFUTT AFB NEBR

JWFKL/COMDRAD JZE DARKSDALE AFD LA

/U N C L A S S I F I E D/ DI 223, 7!DS) 1. A. OBJECT ROUND. B.

OBJECT LARGER THAN HALF A DOLLAR AT ARMS LENGTH. ODSERVERS

ESTIMATE IT ABOUT 100 FT IN DIAM. C. RED ORANGEJM DJM 1. E. NA. <sup>F.</sup> ~~NA.~~

ILLUMINATION EMITTING FR LEADING EDGE OF OBJECT. G. NONE. H. NO

SOUND. I. NA. 2. A. SAW OBJECT WHILE TRAVELING IN CAR. THOUGHT

IT WAS THE MOON. STOPPED CAR THAN NOTICED OBJECT MOVING. B.

NEGATIVE C. NEGATIVE. D. OBJECT CAME DOWN LIKE A GLIBER SWINGING FR

SIDE TO SIDE. OBJECT DID NOT LAND, BUT MADE A 90 DEGREE TURN

AND TOOK A DIRECT COURSE TOWARD ZHE HORIZON. E. SPED OUT OF SIGHT.

F. 5-7 NIN. 3. A. GROUND VISUAL. B. NO OPTICAL AIDS. C. NA. RJM A.

PAGE TWO JLJSA 48C

030012Z. B. NIGHT. 5. 1802N. 6647W. 6. A. HARDING FRANCO-SOTO,



AGE MATURE, ADDRESS (MAIL) PO BOX 1303, ( ) OCCUPATION  
U.S. CUSTOMS INSPECTOR. [REDACTED] AGE 74, ADDRESS  
(MAIL) [REDACTED] P.R. OCCUPATION RETIRED PM. [REDACTED]  
[REDACTED], AGE 61, SAME ADDRESS AS [REDACTED] RETIRED,  
[REDACTED] AGE MATURE, ADDRESS (MAIL) [REDACTED]  
SANTURECE P.R. OCCUPATION PAN AMERICAN AIRWAYS EMPLOYEE. 7. A.  
NEGATIVE. B. WING DIRECTION AND VELOCITY INDICATED AS FOLLOWS:  
SURFACE 100/07KT. 6,000 FT 100/12KT. 10,000 FT 090/12KT. 16,000  
FT 070/09KT. 20,000 FT 100/06KT. 30,000 FT 170/19KT. 50,000  
FT 080/06KT. 80,000 FT 080/49KT. C. EST 35000 FT. D. EST 15.  
F. NONE. 8. NONE. 9. NONE. 10. NONE. 11. NEGATIVE. 12. THE  
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PAGE THREE JLJSA 48C

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AIR MAIL

08/2054Z JUN JLJSA



ACTION

JLJSA A57

PP JEPHQ JEDEN JEDWP JEZMH JWFKL 555

9 JUN 51

16 282

DE JLJSA 48C

P 081035Z

FM COMDRSTRATRECONWG 72 RAMEY AFB PR

TO JEPHQ/COFS USAF WASH DC

JEDWN/COMDRADC ENT AFB COLO

JEDWP/COMDR ATIC WRIGHT PATTERSON AFB OHIO

JEZMH/COMDRSAC OFFUTT AFB NEBR

JWFKL/COMDRAF 2 BARKSDALE AFB LA

/U N C L A S S I F I E D/DOI 223. UFOBS 1. A. OBJECT ROUND. B.

OBJECT LARGER THAN HALF A DOLLAR AT ARMS LENGTH. OBSERVERS

ESTIMATE IT ABOUT 120 FT IN DIAM. C. RED ORANGE. D. 1. E. NA. F.

ILLUMINATION EMITTING FR LEADING EDGE OF OBJECT. G. NONE. H. NO

SOUND. I. NA. 2. A. SAW OBJECT WHILE TRAVELING IN CAR. THOUGHT

IT WAS THE MOON. STOPPED CAR THAN NOTICED OBJECT MOVING. B.

NEGATIVE C. NEGATIVE. D. OBJECT CAME DOWN LIKE A GLIDER SWINGING FR

SIDE TO SIDE. OBJECT DID NOT LAND, BUT MADE A 90 DEGREE TURN

AND TOOK A DIRECT COURSE TOWARD THE HORIZON. E. SPED OUT OF SIGHT.

F. 5-7 MIN. 3. A. GROUND VISUAL. B. NO OPTICAL AIDS. C. NA. R. A.

1. Attn  
2. Attn  
3. Attn-2  
4. R file

PAGE TWO JLJSA 48C

T B. NIGHT. 5. 1802N, 6647W. 6. A. [REDACTED]

12 07



[REDACTED]  
San Juan, Puerto Rico  
June 4th., 1954.

Col. Radford P. Schuman,  
Hqs. 72nd. Strategic Reconnaissance Wing,  
Ramey Air Force Base, Aguadilla, P.R.

Dear Sir:

The following is my story on what I saw on June 2nd. :

Originally I started on a trip with my family from San Juan to Sabana Grande via Ponce and Guayanilla.

We were getting close to the town of Guayanilla when I detected something in the sky which resembled the moon. I glanced again for I had the impression it was moving. To make sure I stopped the car I was driving and so I confirmed the "moon was moving". Therefore it was ~~no~~ moon and really a flying apparatus. I pointed the "thing" to my mother who was by my side and also to my father and my sister who were riding in the back seat. They also acknowledged the phenomenon. They saw as I saw the flying object coming from inland, from a northeasterly direction towards a southwesterly direction. The "moon" was coming down like a glider swinging from side to side at low speed. It was 8:12 PM Wednesday June 2nd and we were close to Kilometer 14 I guess, close to the gasoline piers, the sea on the left side and the mountains at the right: the "moon" coming from the side of the mountains.

As soon as I realized the "moon" was moving I continued our trip but always watching the "moon" thru the treetops. The "saucer" was illuminated in the front and in the half-front sides of the arch. It was dark and the center part though somewhat but real slightly illuminated was rather dark and so the rear of the moving object. The color of the lights was reddish or orange firelike. There was no sound and I guess the height was 4 or 5,000 may be more than that in ft.

When the saucer left the ground area and came into the sea area it did a sharp turn of about 90 degrees and instead of flying sidewise it took a direct course towards the horizon. The lights increased in size with the distance. The farther it got the red burr of the lights became more noticeable and large stains of orange and red were seen in the distance. In the distance I could see it was increasing in altitude and speed.

I did not call the military authorities at that time because I thought they had surely spotted this "visitor" in their radar screen for this location I am sure is within range of Ramey Air Force Radar system if any.



HEADQUARTERS  
72D STRATEGIC RECONNAISSANCE WING, H (SAC)  
RAMEY AIR FORCE BASE, PUERTO RICO

DOI

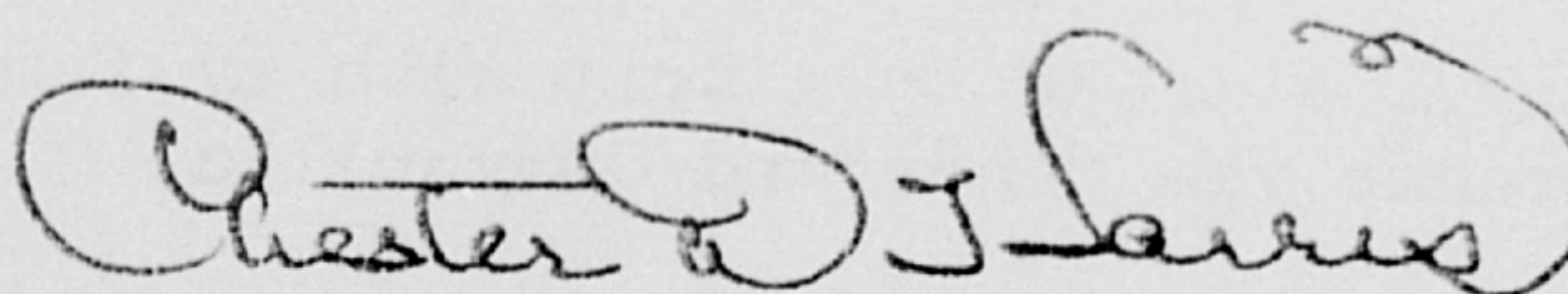
17 JUN 1954

SUBJECT: Unidentified Object Sighting Report

TO: See Distribution

In compliance with last paragraph of our message DOI 223, dated 8 June 1954, Subject, "Unidentified Object Sighting Report" inclosed herewith letter and diagram furnished by Mr [REDACTED]

FOR THE COMMANDER:



✓ 2 Incls  
1 Letter  
2 Diagram

CHESTER D. HARRIS  
1st Lt. USAF  
Adjutant

DISTRIBUTION:

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Louisiana



June 4th., 1954.

I saw the "saucer" for at least 2 or three minutes before it got to the beach then it took around one minute to dissappear in the long horizon. I calculate the thing is around 100 feet in diameter or less or more.

My father is a former Postmaster of the town of Sabana Grande and he is now 74, a healthy and strong man mentally speaking and alert. He has a fine backround and he knows how to differentiate and appreciate things very well. His name is [REDACTED]. Address: c/o [REDACTED], P.R. My mother is the Assistant of the Postmaster of Sabana Grande who is my brother [REDACTED]. She is 61 and as bright and alert as my dad. She can not be ffoled easy either. Her name is [REDACTED] same address.

My sister is a graduate of Siena Heights College of Adrian, Michigan. She is now a Pan American Airways employee and she is bright and clever. As the others she knows to differentiate things. Her name is [REDACTED] and lives at [REDACTED] Puerto Rico. She is 26.

As for me I have two years college Pre-legal course and I work as a Customs Inspector for Uncle Sam. That ~~day~~ I was sick having stomach trouble but this did not interfere with my senses at all. I know pretty well what was going on.

While I stopped my car I tried to stop a car with non-resident plates to make them aware of the saucer. They did not stop but I shouted "flying saucer" and pointed to the sky. The car continued its march.

I am enclosing a sketch comparing it with the other saucer I saw on August 26, 1953 at which time I reported it next day to Col. Sanders of CIC in San Juan by telephone. On that occassion the saucer was silvery colored and it shined all over. Had the same direction from northeast to southwest. This one I saw at 2AM over the town of Cabo Rojo, Puerto Rico in the southwset tip of the island of Puerto Rico. I was also with my family. The distance from earth was greater I might say 40,000 ft away and it still looked like a nickel. This one must have been at least 200 ft or more in diameter. The edges were brighter than the belly or the upper part. The movement was laways the same sidewise but at great speed. It turn on and turned off the lights at intervals. There was no reflection from the moonlight when it turned off its lights.

I projected the lines of the path of these saucers and onx the point of origin it starts from Moscow in Russia and on the point of Destination we have Colombia, Venezuela, the Galapagos Island, the Panama Canal and the Pacific Ocean.

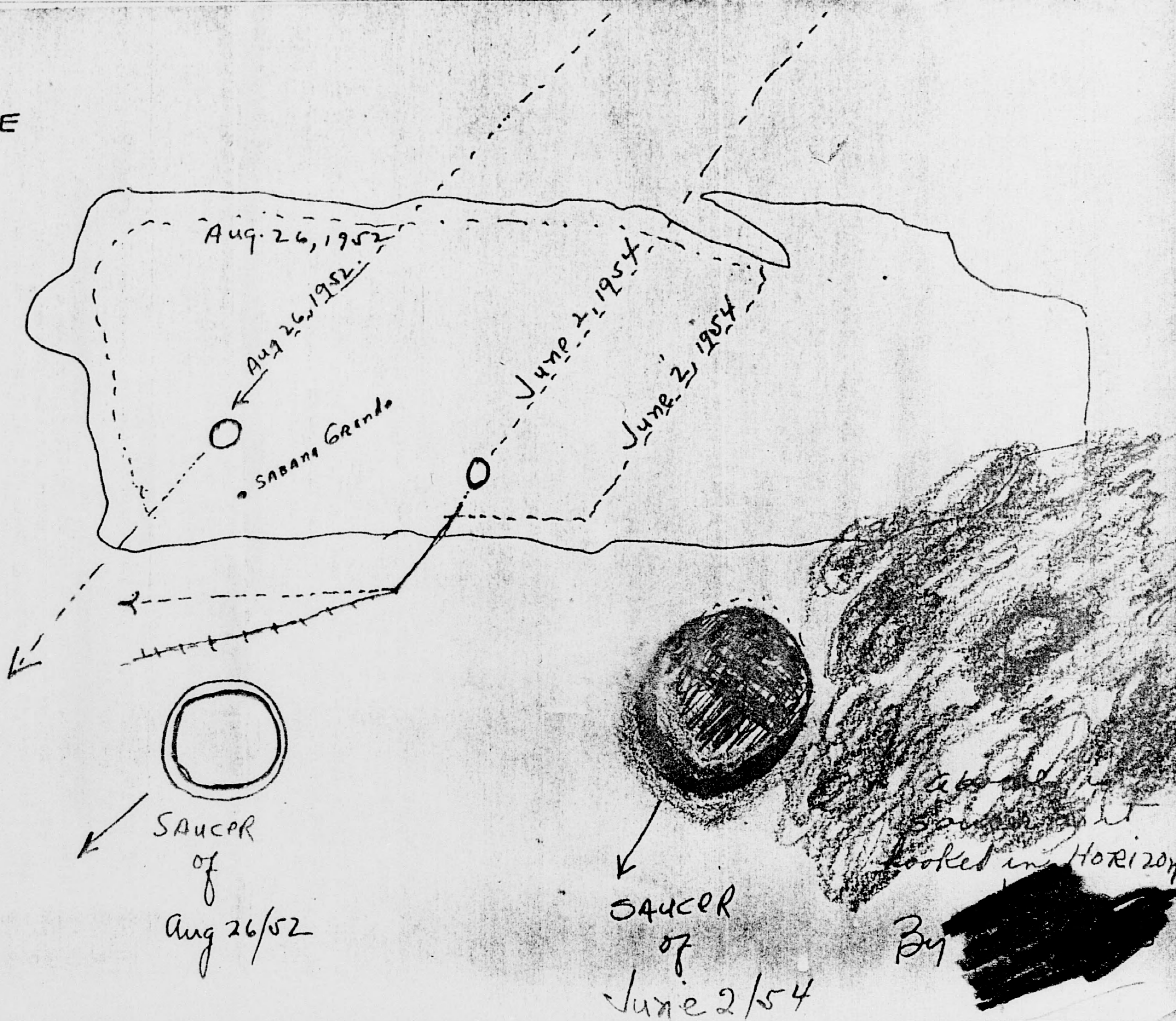
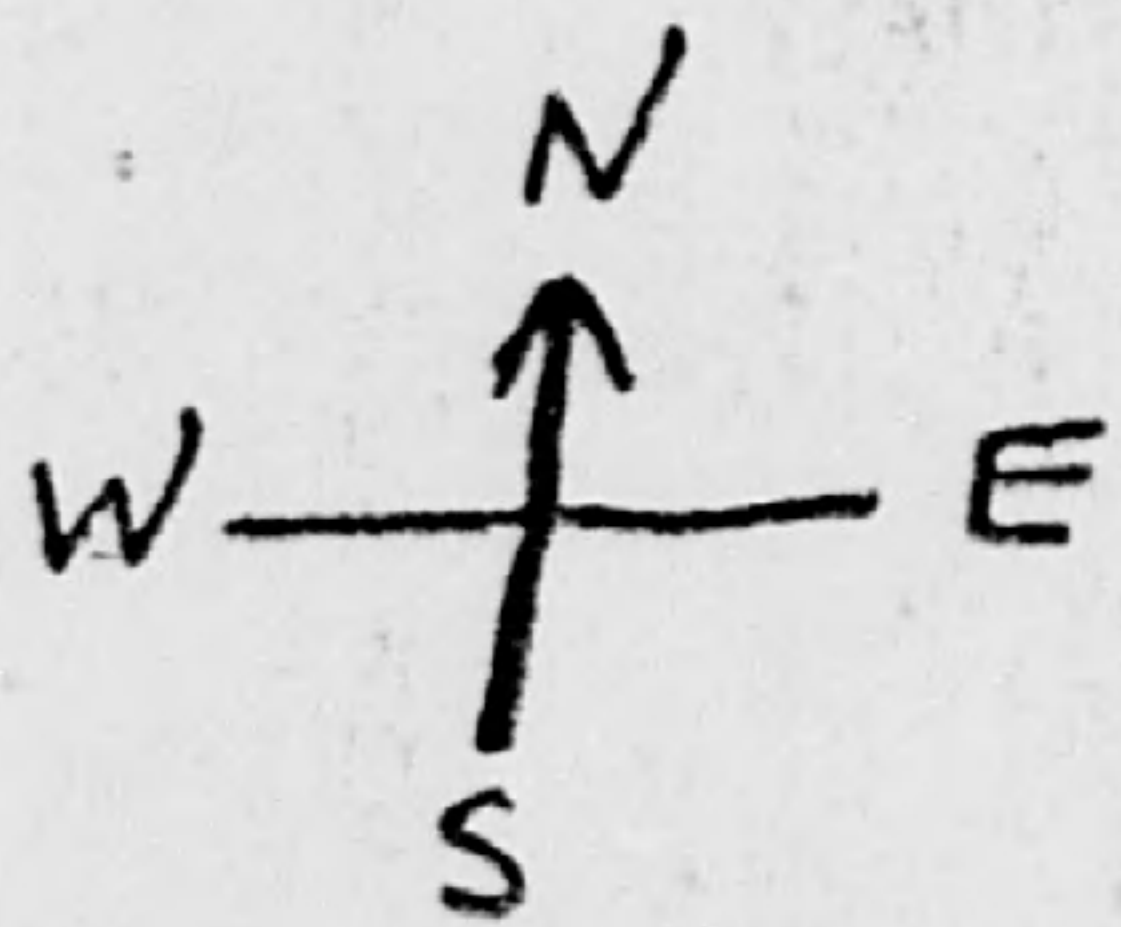
I recommend a 24 hour watch over the island of Puerto Rico for out of two trips at night I have detected two flying saucers. That puts me in 1000 points. That is in case none of our aircraft have been over our area in these positions andtime.

ENC. SKETCH

Respectfully yours

[REDACTED]  
[REDACTED]  
[REDACTED] 3, San Juan, Puerto Rico  
[REDACTED] San Juan Air Terminal.

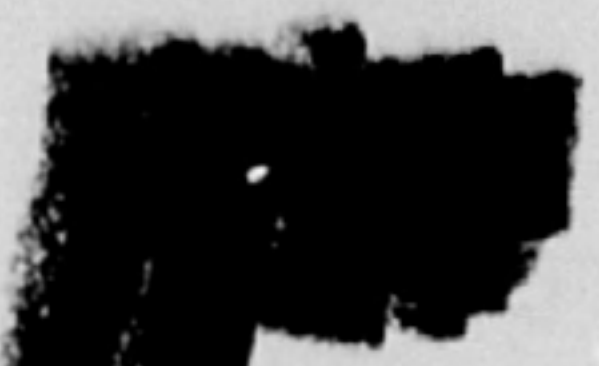






No Case (Information Only)

4 June 1954  
Minneapolis, Minnesota  
Chicago, Illinois

Source: 

On June 4, 1954 "Unidentified Flying Objects" were photographed over Minneapolis, Minnesota; over Lifjeill, Denmark and over Chicago, Illinois.



4 June 1954  
Lifjeill, Denmark

Source: [REDACTED]

1954 produced 26 photographs on 26 occasions, the largest number of different occasions that the UFOs were photographed in any year to my knowledge. 1954 produced the most foreign photographs with 20 out of the 26 photographs coming from overseas. The most unusual ones taken in 1954 were the following: one was a photograph of 2 white shiny saucer-shaped objects photographed near a sun eclipse by 3 Scandinavian Airline planes, which had over 50 scientific observers aboard. The photographer's name was [REDACTED] and the photo was taken on June 4 near Lifjeill, Denmark.



## SCIENTIFIC FILM VERIFIED TAUCS

In the August 8, 1954 issue of CRIFO Newsletter we wrote briefly about the "eclipse photos" taken by a scientific expedition over Norway. We assigned Case 13 to the readers, hoping to obtain more information. Seventeen months later Harold Fulton of New Zealand sent us a clipping from the London Evening News, written by Robert Chapman, dated December 21, 1955, which tells the following remarkable story:

"What were the two silvery objects photographed by two Norwegian scientists high above the clouds between Oslo and Scaevenger? Experts were trying to decide in London today when the film was flown to London by Mr. Ernest Graham of the Swedish Travel Agency. The objects appeared on the screen for about 18 seconds. We saw them sweep into view from a leaching sea of white cloud 15,000 ft. up. Along the glowing horizon they sped like a pair of silver spotlights, keeping an even distance, one slightly above the other. They seemed tilted forward, then suddenly leveled off and vanished into the distance. This film was taken from one of three Norwegian aircraft in the area at the time. Among the passengers was General Jorgensen, Commander-in-Chief, Royal Norwegian Air Force. Most of the others were scientists of the Royal Norwegian Astronomical Society and movie cameramen. The film was taken by Mr. John Bjornholt, chief cameraman. Ernest Graham, who was in the plane, told us the objects were in view for

about 18 seconds. They were in the area at the time. Among the passengers was General Jorgensen, Commander-in-Chief, Royal Norwegian Air Force. Most of the others were scientists of the Royal Norwegian Astronomical Society and movie cameramen. The film was taken by Mr. John Bjornholt, chief cameraman. Ernest Graham, who was in the plane, told us the objects were in view for

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