PROJECT 10073 RECORD CARD

1. DATE 1 November 1956	2. LOCATION 60 Miles E of St Louis, Mo.	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other UNIDENTIFIED ☐ Insufficient Data for Evaluation ☒ Unknown
3. DATE-TIME GROUP Local GMT 01/2330Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Military	
7. LENGTH OF OBSERVATION 2 minutes	8. NUMBER OF OBJECTS one	9. COURSE heading of 280 dgr

10. BRIEF SUMMARY OF SIGHTING

One object, a round light, size of F-94 A/B light, color very light yellow. No sound heard, Estimated speed of more 1200 knots. WX CAVU winds at 35,000 ft fm 290 dgr at 75 knots.

11. COMMENTS

In view of the reliability of the observers, this sighting will be than// an unknown until further data becomes available.

ATIC FORM 329 (REV 26 SEP 52)

United States | Wilwis2 | IR-6-56

AIR INTELLIGENCE INFORMATION REPORT

ATIC 312452

AREA REPORT CONCERNS
60 miles east of St. Louis, Missouri

AGENCY OF ORIGIN
Hq Air Proving Ground Command
Eglin Air Force Base, Florida

DATE OF REPORT
19 Dec 1956

SOURCE OF INFORMATION
Lt Col Rosenfield
Capt Orville H. Daniel

DATE OF INFORMATION
1 Nov 1956

PREPARING OFFICER
Capt William M. Lyons
Chief, Intelligence Division

EVALUATION
B-2

W/encl

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
BAIR 3A15; AFR 200-2, 12 Aug 1954

1956 NOV 17 PM 2:06

SUBJECT
Unidentified Flying Object

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.*)

In compliance with AFR 200-2, the following report is submitted. This report pertains to an Unidentified Flying Object sighted 1 November 1956 near St. Louis, Missouri.

William M Lyons
WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

DAVID M. JONES
Colonel, USAF
DCS/Operations

1 INCLS.
Statement

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

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INCLOSURE #1

STATEMENT BY CAPTAIN DANIEL

I was the Aerial Weather Reconnaissance Officer on the night of 1 November 1956 in a T-33 aircraft going from Springfield, Illinois to Eglin Air Force Base on a true course of 140°. After reaching an altitude at 35,000 feet, a steady orange light with a blue tinge was sighted near Mount Vernon at about 2330Z at about a 5° elevation angle and 220° from the aircraft. I was unable to judge the distance, speed, or size of the object. There was no tail, or exhaust discernible. It did not appear to be a jet exhaust as the light intensity was constant when viewed from a changing direction. I do not believe it was a meteor as there was not any tail, nor another aircraft because of the lack of blinking navigation lights. The object was in view for about two minutes, increasing nearly 5° in elevation and to about 320° from the aircraft position. As the aircraft was heading in opposite direction from the object, I was unable to view it any longer. The night was clear, with an unlimited ceiling and unrestricted visibility of at least 60 miles. The cloud formation in the area was thin altostratus on the East and Southeast horizon and clear in the vicinity of the object. I am unable to give a logical explanation for this reported sighting.

The above statement was given to Captain William M. Lyons by Capt Daniel.

William M. Lyons
WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

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(1) Description of the object:
- (a) A round light
- (b) The size of the light was about that of a F-94 A/B light when seen from a distance of 1 mile at night. However, there was no tail visible.
- (c) A very light yellow
- (d) One
- (e) N/A
- (f) N/A
- (g) The object was round without any tail and looked like an exhaust.
- (h) No sound heard
- (i) N/A

(2) (a) and (b) A light moved across the sky from about 10 o'clock a few degrees above the horizon to 12 o'clock about 35° above the horizon. It then continued around to 3 o'clock.
- (c) The object disappeared in the distance about 10 degrees above the horizon with a magnetic course heading of approximately 280 degrees.
- (d) The object appeared in a straight course with an estimated speed of more than 1200 knots.
- (e) The object disappeared in the light and haze over St. Louis.
- (f) Approximately one minute.

(3) (a) Air-visual
- (b) None
- (c) The sighting was made from a T-33 aircraft, #074 while at an altitude of 35,000 feet, 165° heading, and proceeding at 400 knots to Eglin AFB, Florida from Springfield, Illinois.

(4) (a) The sighting was made at 2330Z 1 November 1956.
- (b) Night

(5) The aircraft was located 60 miles east of St. Louis, Missouri.

(6) The pilot was Lt Colonel Walter A. Rosenfield, Jr., and the Aerial Weather Reconnaissance Officer was Orville H. Daniel. Lt Col Rosenfield is the Chief, Maintenance Division, 3243rd Test Group (Fighter), AFOTC, Eglin AFB, Florida. He has over 10,000 flying hours, is current in supersonic aircraft, and is quite familiar with aircraft exhaust and afterburner appearances. Capt Daniel is assigned to Headquarters, APGC, Directorate of Test Requirements, Eglin AFB, Florida. He is an Air Force meterologist and holds an AFSC of 2524 and 2534. Inclosure #1 contains a statement by Captain Daniel.

(7) (a) CAVU
- (b) Winds at 35,000' from 290° at 75 knots.
- (c) Clear
- (d) Unlimited
- (e) No clouds
- (f) None

(8) None

(9) As the object crossed in front and above the aircraft, the pilot turned with it and attempted to keep it in sight. He followed it until it disappeared, and he states it definitely was not a meteor.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.

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(10) Not available

(11) The preparing officer is Captain William M. Lyons, Chief, Intelligence Division, APGC, Eglin AFB, Florida. In this particular report, the observer is a serious, conscientious, experienced pilot who was a bit reluctant in submitting this report.