PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
19 August 1957	Cambria AF Station, Calif	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 20/0410Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual Binoculars ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Military	☒ Was Astronomical Jupiter ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 15 minutes	**8. NUMBER OF OBJECTS** rpt 1 - 2 rpt 2 - 3	**9. COURSE** hovering
		☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Two round objects, size of dime, one white, one reddish orange, one 500 ft high the other 1 mile separate. First noticed because there are usually no lights in that area. Seemed to hover. Rose and descended slowly. Faded out after 15 minutes.

Another report of 3 similar objects which appeared to be stacked.

11. COMMENTS

Jupiter in position of sighting and near horizon. Jupiter generally appears white to reddish orange. No reports from radar or a/c of anything unusual. Concluded this sighting was Jupiter.

ATIC FORM 329 (REV 26 SEP 52)

Matt

67

775TH AIRCRAFT CONTROL AND WARNING SQUADRON
United States Air Force
Cambria Air Force Station
Cambria, California

750PS 21 August 1957

SUBJECT: Unidentified Flying Objects Reports (UFOB)

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. The following UFOB reports are submitted to your headquarters in accordance with par 7a. (2)a. of AFR 200-2, dated 12 August 1954.

2. The format used below is in compliance with par 7d. of AFR 200-2. Report number one (1) is as listed below:

a. Description of the object(s):

(1) Shape. Round

(2) Size compared to a known object held in the hand at about arms length. Dime

(3) Color. One white - One reddish orange

(4) Number. Two (2)

(5) Formation, if more than one. One 500 ft. high - One (1) mile separation

(6) Any discernible features or details. None

(7) Tail, Trail or Exhaust, including size of same compared to size of object. None

(8) Sound, if heard, describe sound. None

(9) Other pertinent or unusual features. None

b. Description of course of object(s):

(1) What first called the attention of observer to the object? Usually no lights in that area

(2) Angle of elevation and azimuth (direction) of object when first sighted. Eye level from observers

(3) Angle of elevation and azimuth (direction) of object when last observed. 5° below eye level

(4) Description of flight path and/or maneuver of object. Seemingly hovering. Rose and descended slowly.

(5) Manner of disappearance of object. Faded out

(6) Length of time in sight. 15 minutes

c. Manner of observation:

(1) Ground-visual.

(2) Statement as to optical aids. None

(3) N/A

d. Time and date of sighting:

(1) Zulu time-date group: 20/0410Z 0410 - 8 = 2010

(2) Light conditions (Night, day dawn, dusk). Night

e. Location of observer. Exact latitude, or reference to a known landmark. 35° 35' N 121° 05' W at Cambria AF Station

f. Identifying information of all observers:

(1) [redacted], S/Sgt - 775TH ACWRON - Crew Chief

(2) [redacted], S/Sgt - 775TH ACWRON - Asst Crew Chief

(3) [redacted] A/2C - 775TH ACWRON - Radar Operator

(4) [redacted] A/2C - 775TH ACWRON - Radar Operator

(5) [redacted], A/2C - 775TH ACWRON - Radar Operator

(a) All observers are considered very reliable.

g. Weather and winds aloft - Conditions at the time and place of sighting;

(1) Observer's account of weather conditions. Very Clear

(2) Report from nearest AWS or US Weather Bureau: Wind direction and velocity in degrees and knots at:

All winds variable

Surface	VAR/10	20,000'	VAR/15
6,000'	VAR/10	30,000'	195/35
10,000'	VAR/10	50,000'	195/30
16,000'	VAR/15		

(3) Ceiling. None

(4) Visibility. Unlimited

(5) Amount of cloud cover. None

(6) Thunderstorms in area. None

h. Any other unusual activity or condition, meteorological, astronomical, etc. None

i. Interception or identification action taken (For ADDC or ADCC) None

j. Location of any air traffic in the area at the time of sighting. None

k. Position, title and comments of the preparing officer, including his analysis. 1st Lt Boorujy - Senior Director - Either flares or helicopters. NOT For 1st MIN.

1. Existence of physical evidence, such as materials and photographs. None

3. Report number two (2) is as listed below.

a. Description of the object:

(1) Shape. Round

(2) Size compared to a known object held in the hand at about arms length. Pea

(3) Color. Red-Orange

(4) Number. Three

(5) Formation, if more than one. Stacked

(6) Any discernible features or details. Steady by flickering.

(7) Tail, Trail or exhaust, including size of same compared to size of object. None

(8) Sound. If heard, describe sound. None

(9) Other pertinent or unusual features. None

b. Description of course of object:

(1) What first called the attention of observer to the object. Same as on previous report

(2) Angle of elevation and azimuth (direction) of object when first sighted. 240º from station, (30º) elevation WSW

(3) Angle of elevation and azimuth (direction) of object when last observed. Same as (2) except lower

(4) Description of flight path and/or maneuver of object. Gradual fall, or slow descent

(5) Manner of disappearance of object. Faded out

(6) Length of time in sight 15 minutes

c. Manner of observation:

(1) Ground-visual

(2) Statement as to optical aids Binoculars for aid only.

(3) N/A

d. Time and date of sighting:

(1) Zulu time-date group: 20/0405Z 0405-8=2005

(2) Light conditions (Night, day, dawn, dusk). Night

e. Location of observer. Exact latitude and longitude, or reference to a known landmark. 775th AC&W Squadron, Cambria AFS, Cambria, California

f. Identifying information of all observers:

(1) Alex C. Smith, A/2C - 775TH ACWRON, Radar Operator

(2) Alan L. Bebout, A/2C - 775TH ACWRON, Radar Operator

(3) [redacted] A/2C - 775TH ACWRON, Radar Operator

(4) [redacted], A/2C - 775TH ACWRON, Radar Operator

(a) All of the above listed personnel are very reliable

g. Weather and winds aloft - conditions at the time and place of sighting:

(1) Obwerver's account of weather conditions. Very Clear

(2) Report from nearest AWS or US weather bureau: Wind direction and velocity in degrees and knots at:

6,000'	125/10	20,000'	VAR/10
10,000'	VAR/10	30,000'	215/20
16,000'	VAR/10	50,000'	185/35

(3) Ceiling. None

(4) Visibility. Unlimited

(5) Amount of cloud cover. None

(6) Thunderstorms in area. None

h. Any other unusual activity or condition, meteorological, astronomical, etc. Comet in area, intirely different position

i. Interception or identification action taken. Detail Echo diverted from CAP.. Fighters could not close on objects. I.D. as one meteor and star, fighters returned to CAP.

j. Location of any air traffic in the area at the time of sighting. None

k. Position, title and comments of the preparing officer, including his analysis. The meteor was not in the area of objects. Observers noted both meteor and objects.

l. Existence of physcal evidence, such as materials and photographs. None

775th AC&W Squadron, Subj: UFOB Reports (Cont'd)

4. Due to the non-availability of the proper froms, (AF Form 112 and 112A), the reports as listed in par 1 and 2 above are forwarded to your headquarters in the manner.

FOR THE COMMANDER:

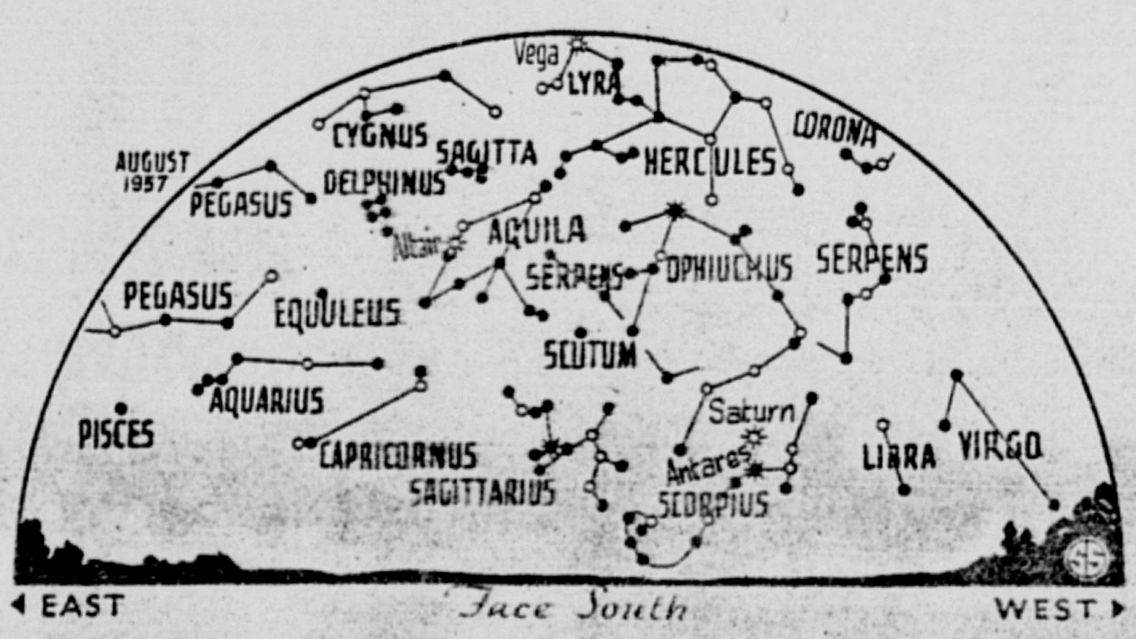
for Joseph J Kovach
MATTHEW D BURNS
1st Lt USAF
Adjutant

ADODI-B 1st Ind 28 AUG 1957

Headquarters, Air Defense Command, Ent Air Force Base, Colorado

TO: Commander, Air Technical Intelligence Center, ATTN: AFCIN-4B1
Wright-Patterson Air Force Base, Ohio

RJH



☼ ✷ ○ ● SYMBOLS FOR STARS IN ORDER OF BRIGHTNESS

world, the greatest concerted scientific effort ever attempted, to learn more about the earth and its environment. This is the International Geophysical Year and the earth satellite program is part of it, designed to tell more about the upper atmosphere itself.

Another important group of studies is concerned with the auroras, both of the north and south polar regions, along with other effects which the sun has on the earth. Indeed, the period from July 1, 1957, to Dec. 31, 1958, was chosen for the IGY largely because solar activity is now at maximum, and these effects are at their height, permitting observation by scientists around the world.

Celestial Time Table for August

AUG.	EST	
2	1:55 p.m.	Moon in first quarter
4	4:03 p.m.	Moon passes Saturn
10	8:08 a.m.	Full moon
12	early a.m.	Meteors visible radiating from constellation of Perseus
	9:00 a.m.	Moon farthest, distance 252,400 miles
18	11:16 a.m.	Moon in last quarter
22	10:00 a.m.	Venus passes Jupiter
25	6:32 a.m.	New moon
27	11:52 a.m.	Moon passes Jupiter
	8:16 p.m.	Moon passes Venus
31	10:33 p.m.	Moon passes Saturn
	11:34 p.m.	Moon in first quarter

the Week

received for review since last week's issue are listed. send a remittance to cover retail price (postage will N Street, N. W., Washington 6, D. C. Request free ervice.

achievements of the year was the continued development and use of the tranquilizers.

READING THE LANDSCAPE: An Adventure in Ecology—May Theilgaard Watts—*Macmillan*, 230 p., illus., $4.75. A charming book that will make your travels more interesting and your stays at home more instructive.

SOME ASPECTS OF THE CHEMISTRY AND TOXIC ACTION OF ORGANIC COMPOUNDS CONTAINING PHOSPHORUS AND FLUORINE—Bernard Charles Saunders with foreword by Sir Alexander Todd—*Cambridge University Press*, 231 p., illus., $6.00. Besides their use in biological warfare, these compounds are useful to biologists in the investigation of enzyme systems and to physicians in the treatment of glaucoma and other illnesses.

TEACHERS OF CHILDREN WHO ARE MENTALLY RETARDED: A Report Based on Findings From the Study: Qualification and Preparation of Teachers of Exceptional Children—Romaine P. Mackie, Harold M. Williams and Lloyd M. Dunn with others—*Govt. Printing Office*, Office of Education Bulletin 1957, No. 3, 97 p., illus., paper, 45 cents.

WATER FLUORIDATION: FACTS, NOT MYTHS—Louis I. Dublin—*Public Affairs Committee*, Public Affairs Pamphlet No. 251, 28 p., illus., paper, 25 cents. Telling why this "most effective and least costly preventive dental health measure available" is so bitterly opposed by some people.

WILLIAM HARVEY: His Life and Times, His

Purina Dog Chow were injected directly into the stomach. The amount was always more than the puppy ate the day before. The stomach was filled until food ran out the mouth. Again the puppies refused a second feeding from the pan.

At the beginning of the experiment, it took only 40 grams to fill the stomach, but after 16 days about 300 grams was injected before the stomach was filled.

Science News Letter, July 27, 1957

TECHNOLOGY

Mirror Landing System Designed to Save Lives

See Front Cover

➤ ONE "MEATBALL" is all U. S. Navy pilots will want aboard aircraft carriers, providing the "meatball" is in the right place.

The "meatball" is the key to the Navy's mirror landing system. Evolved during a nine-year period and incorporating developments made by the British who first used the system, it will become standard operating gear on all Navy carriers.

The system promises to cut pilot accidents by more than one-third and save taxpayers approximately $20,000,000 annually.

The lifesaving mirror system, developed by Libbey-Owen-Ford Glass Company, Patuxent River, Md., works like this:

A curved mirror about four feet by four

ASTRONOMY

Saturn Visible in South

Along with Venus and Jupiter, which will be visible in the early evening, and Saturn, the August sky offers the opportunity to see the famous aurora borealis.

By JAMES STOKLEY

➤ ALTHOUGH SATURN is the only planet visible in August well into the evening, two others can be seen soon after the sun goes down.

Brightest is Venus which, at the beginning of August, sets about an hour and a half after sunset. It is so brilliant that it will be easy to locate, low in the west, if the sky is clear.

Jupiter, a little higher and farther to the south, follows about half an hour later. About a seventh as bright as Venus, Jupiter is still more brilliant than any other star or planet. On Aug. 22 Venus passes Jupiter, and they will form a brilliant pair in the sky, separated by a distance about that of the diameter of the full moon.

Saturn, about a sixth as bright as Jupiter, is low in the south in the constellation of Ophiuchus, the serpent-bearer, right above the star Antares, which is in Scorpius, the scorpion. Both star and planet are shown on the accompanying maps, which depict the sky as it appears around 10:00 p.m. your own kind of standard time—add one hour for daylight-saving time—at the beginning of August. The appearance is similar at the middle of the month an hour earlier, or two hours earlier as August comes to an end.

Five Bright Stars

Antares is one of five bright stars—that is, of the astronomer's first magnitude—visible in August evenings.

The most brilliant of these is Vega, in Lyra, the lyre, which is almost directly overhead at the hours for which the maps are prepared. Second brightest is Arcturus, in Bootes, the bear-driver, high in the west. Antares is in third place.

Glancing downwards a little from Vega, toward the eastern horizon, you will come to Cygnus, the swan. In this group one finds Deneb, fourth brightest of our August stars. The fifth is not far away. It is Altair, in Aquila, the eagle, high in the south. Altair is easy to recognize because it is attended by two fainter stars. The one below is called Alshain and the one above Tarazed; they, are, respectively, of the fourth and third magnitudes.

Low in the southwest is Scorpius, in which Antares appears. The curved row of stars in this group is supposed to form the scorpion's tail, as it is pictured on the old star maps, which drew the figures around the stars. A little higher, and to the left, is Sagittarius, the archer, now in the best position of the year for northern countries.

It is hard to recognize an archer in this group but one can easily find a teapot. The handle is to the left and the spout to the right, as if its hot tea were being poured on the scorpion's tail! The six stars that make the handle and the lid also form a dipper, which is sometimes called the milk dipper, perhaps because the Milky Way passes through this part of the sky.

The other two dippers, which are much better known, are in the northern sky.

To the northwest we see the Great Dipper, the handle extending to the left, toward Arcturus. In the dipper's bowl, opposite the handle, are the "pointers," which show the direction to Polaris, the pole star, around which all the other stars seem to wheel once every day. This star is at the end of the handle of the Little Dipper, which extends upward and to the left.

Northern Lights Glow

During this summer of 1957, if the sky is dark and you are away from the glare of city lights, there is a good chance that you may see the aurora borealis, the "northern lights."

The aurora has various forms. Sometimes it is just a pale green arch, low in the northern sky. After remaining quiescent for a while, rays extending toward the zenith may develop along the upper edge. Sometimes the arcs may pulsate, or beams like those from a battery of huge searchlights may appear for a few seconds at a time.

Other times the arc with its associated rays may rise until it is nearly overhead, with the rays seeming to converge at a single point to form an auroral crown.

Or again "waves of excitation" may move rapidly upward from the northern horizon, every few seconds. Such waves light up rays, arcs and other forms, such as luminous draperies, as they go past. While yellow-green is the most usual color seen in the aurora, many others have been observed. The draperies are often red, while pale blues and even violets have been reported by observers.

Although auroras occur in the earth's atmosphere, at heights of 60 or more miles, they are caused by the sun.

When the sun reaches its maximum of activity, which varies over a cycle of about 11 years, and sunspots are most numerous, as they are about now, it emits large quantities of fragments of atoms bearing electrical charges—some positive, some negative. These enter the earth's atmosphere, especially near the poles, where they are drawn in by the magnetic field of our planet. In some manner, not yet fully understood, the gases in the upper atmosphere are made to glow, resulting in auroras.

Auroras Reported Low

A recent report on auroras published in Great Britain suggests that they can occur as low in the atmosphere as 24 miles above the earth's surface.

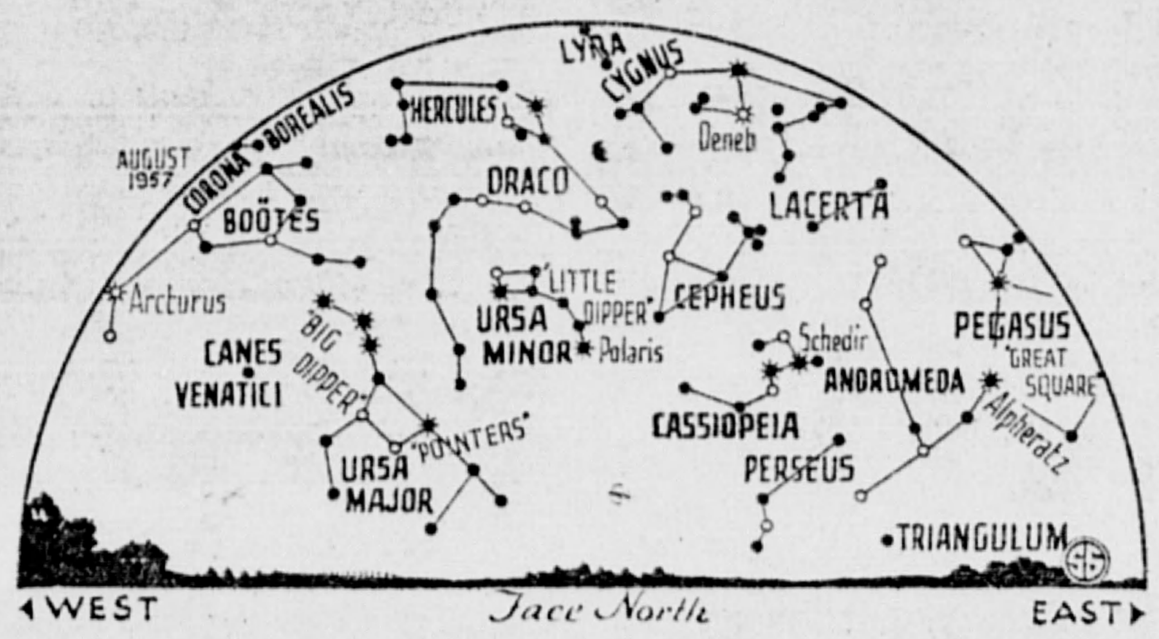
Wallace B. Murray of the Geophysical Institute, College, Alaska, found this by studying the radiation emitted by atmospheric ozone during an aurora.

Atmospheric ozone is the triple form of life-giving oxygen that provides a blanket protecting living things from the sun's intense ultraviolet radiation. Without this blanket, life would be burned to a crisp.

Mr. Murray is measuring the infrared radiation given off at night by ozone. Small changes in its intensity are normal, but on March 26, he observed an "exceptionally large increase," amounting to 18%. This increase occurred immediately after an aurora had moved into the region of sky covered by this instrument.

The scientist believes that the increase was due either to more ozone being present or its temperature being higher. He points out in his report, which appears in *Nature* (July 20), that this relatively low-level occurrence might have some influence on the weather.

There is now going on, all over the



CE FIELDS

MEDICINE

Cortisone-Like Drugs Stop Childhood Killer

➤ CORTISONE-LIKE drugs are now turning the tide of battle against nephrosis, the childhood killer that used to claim 50% of its victims.

A three-year study of the drugs on 30 children at the Children's Hospital of Philadelphia has shown that the adrenal steroids can cut down the death rate to 20%, Dr. Wallace W. McCrory of the hospital told SCIENCE SERVICE.

Associated with him in the research has been Dr. Milton Rapoport, also a pediatrician and kidney specialist at the hospital.

"This is the first time we have been willing to state the outlook for this disease with the present therapy," Dr. McCrory said.

Nephrosis is an acquired degenerative disease of the kidneys which occurs mostly in children. The cause is still unknown and until the steroids came into use in the early 1950's there has been little that could be done for the victims.

Now, with hormone treatment, improvement can sometimes be noticed within two weeks, although then it is still too early to tell what the future course of the disease will be, Dr. McCrory explained.

The most obvious symptom of nephrosis is tremendous swelling all over the body that takes place because of an inability to eliminate excess water.

The steroid treatment is potentially dangerous and must be carefully watched. It is usually given along with diet therapy and antibiotics.

In some cases it is necessary to keep up the steroids for a year or so to insure actual improvements, and there are cases which do not improve even with the steroids.

Science News Letter, July 27, 1957

BIOLOGY

Inbred Chickens May Double Egg Production

➤ A CLUE to the development of chickens that might lay twice as many eggs as today's hens has been discovered by two American poultry researchers.

Working with a strain of Rhode Island Reds, Walter Morgan and Dr. William Kohlmeyer of South Dakota State College, Brookings, S. D., have found that a surprisingly high number of them have a partially developed right oviduct not found in the average hen.

Normally, as the baby hen develops in its egg, it has the potentialities for developing both the left and right ovaries and oviducts.

But nature somehow stops further growth of the organs on the right side, and almost all hens are born with only one functioning side. As a result, their egg production is probably only half of what it could be, the scientists report.

But the Rhode Island Red strain, which has been inbred for 11 years, has frequently yielded at least a partially developed oviduct on the right.

Although this has been found before in isolated cases it now appears that the persistent right oviduct may be a hereditary factor.

No unrelated stock has been introduced to the group during the 11 years and no selection has been made for two-sided oviducts.

Whether the chickens could be further inbred to more fully develop on the right side, and thus possibly double egg production, still needs to be determined.

The scientists report their findings in *Nature* (July 13).

Science News Letter, July 27, 1957

PSYCHIATRY

General Hospitals Treat More Mental Patients

➤ MENTAL PATIENTS are being treated in increasing numbers in general hospitals, Dr. Charles K. Bush of the American Psychiatric Association reports.

In the United States in 1954, 584 general hospitals reported 25,011 beds in psychiatric units with a total of 264,837 admissions. These are the hospitals that admit mental patients in other than emergency situations.

About two-thirds of these psychiatric units became active in the last ten years, Dr. Bush estimates.

Before 1800 there were only two general hospitals in the United States which accepted psychiatric patients. The Philadelphia General Hospital began this service in 1732, and the Society of the New York Hospital followed in 1779.

In 1900, there was a total of 19 general hospitals with psychiatric units. In the years from 1900 to 1920, which includes World War I, 13 additional units were opened bringing the total to 32.

From 1920 to 1940, or roughly the period between World War I and World War II, 98 units were opened, including 11 in Veterans Administration Hospitals and one in a Federal Government Public Health Service hospital.

From 1941 to 1945, the period of World War II, 46 units were added, including 18 in general hospitals of the Armed Services.

At the end of World War II, therefore, there was a total of 176 psychiatric units in general hospitals, or 32% of the number in 1956. Of the 584 hospitals now admitting mental patients, 223 say they put them in regular medical or surgical wards.

Many hospitals remarked that they could use many more beds for psychiatric cases, but a few reported that their psychiatric units were not paying their way because there were not enough patients.

The average length of stay was reported to be from 20 to 30 days. Per diem cost ranged up to $45, with the majority reporting between $15 and $22.

Dr. Bush's study is reported in the *American Journal of Psychiatry* (June).

Science News Letter, July 27, 1957

INDUSTRY

Radioisotopes Help Weigh Red-Hot Slag

➤ THREE BRITISH scientists have succeeded in weighing accurately 30 tons of red-hot molten slag from an open-hearth steel furnace by a process using a radioactive isotope to measure the slag-mass indirectly.

G. R. Church, W. C. Heselwood and G. A. Nicholson of United Steel Companies, Ltd., of Great Britain, required an isotope with very specific chemical and nuclear properties. The isotope they needed would have to mix completely with the molten slag in an 80-ton to 350-ton capacity open-hearth furnace, emit measurable amounts of radiation, offer no health problems and be easily obtainable free from other radioactive impurities.

The isotope they found was barium-140 and one of its natural decay products, lanthanum-140, both giving off electrons and gamma rays, and both chemically similar to the slag components, the scientists report in *Nature* (June 22).

Mixed in with the slag-mass, composed of oxides and silicates of calcium and magnesium, the known quantity of radioisotope spread out through the melt. When a small sample of slag was drawn off, the total mass could be computed simply by the measurable dilution of the radioisotope by the slag.

To check their process, the scientists had a special run of approximately 30 tons of slag cooled, crushed and weighed by machine methods. The results showed that the isotope process had a remarkable accuracy of plus or minus one percent. Previous slag-mass estimations had been carried out by chemically analyzing samples to obtain the ratio of calcium oxide to magnesium oxide, from which total mass could be computed.

The isotope process is so safe, the scientists observe, that "it would be necessary to eat several pounds of slag" to get dangerously radioactive.

Science News Letter, July 27, 1957

ZOOLOGY

World's Rarest Youngsters Doing Well

➤ THE WORLD's rarest youngsters, whooping cranes Nos. One and Two, are now two months old, stand approximately 30 inches high, almost adult-sized, and are in good health, George Douglass, superintendent of Audubon Park New Orleans, La., reports.

Regular telephone calls are made by the Audubon Park Commission to Washington to keep Government officials informed on the chicks' health, growth and general well-being.

Nos. One and Two, who are thought to be whooping crane Nos. 29 and 30 in the world's whooping crane census, are as yet unnamed. They are the celebrated offspring of Jo, for Josephine, and Crip, the only whooping cranes in the world held in captivity.

Science News Letter, July 27, 1957

No Case info only

OFFICIAL U.S. AIR I

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

Wed. (Day) Aug. (Month) 1957 (Year)

2. Time of day: _____ (Hours) 11:45 (Minutes)

(Circle One): A.M. or P.M.

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

Highway 101 (Nearest Postal Address) Willow Creek (City or Town) Calif. (State or County)

5. How long was object in sight? (Total Duration) _____ (Hours) _____ (Minutes) 4 to 6 (Seconds)

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? Observation + Stopping of car

5.2 Was object in sight continuously? Yes ✓ No _____

6. What was the condition of the sky?

DAY	NIGHT
a. Bright	a. Bright
b. Cloudy	b. Cloudy.

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FORCE UFO FORM

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight—pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

a. Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*

a. Solid
b. Transparent
c. Vapor
d. As a light
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

a. Brighter
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

Light Grey pulsating green, Jet-airliner term

12. The edges of the object were:

(Circle One): a. Fuzzy or blured
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other Glowing brightly for 3-4 seconds at least

13. Did the object:

(Circle One for each question)

a. Appear to stand still at any time?	(Yes)	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	(No)	Don't know
c. Break up into parts or explode?	Yes	(No)	Don't know
d. Give off smoke?	Yes	(No)	Don't know
e. Change brightness?	(Yes)	No	Don't know
f. Change shape?	Yes	(No)	Don't know
g. Flash or flicker?	(Yes)	No	Don't know
h. Disappear and reappear?	Yes	(No)	Don't know

64

Official U.S. Air Force

14. Did the object disappear while you were watching it? If so, how? From direction of approx 10 o'clock high came down to w/in 30° of horiz then it vanished and then I didn't ocean before light effect see it anymore - only when it was glowing several hundred ft. above water.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes (No) Don't know. IF you answered YES, then tell what it moved behind: _____

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes (No) Don't know. IF you answered YES, then tell what in front of: _____

17. Tell in a few words the following things about the object:

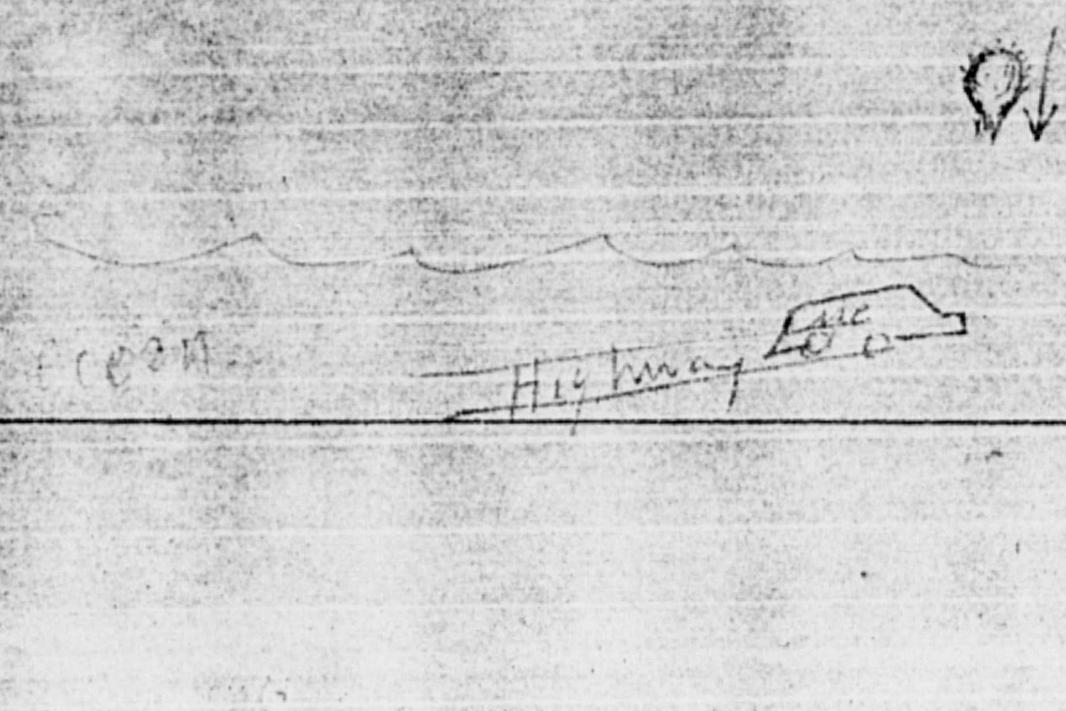
a. Sound None

b. Color Orange

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

WHAT?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



UFO form continued

20. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate?_____

21. Do you think you can estimate how far away from you the object was?

(Circle One) (Yes) No

IF you answered YES, then how far away would you say it was? let. 600-1000 yds

22. Where were you located when you saw the object?
(Circle One):

a. Inside a building
b. In a car
c. Outdoors
d. In an airplane (type)
e. At sea
f. Other_____

23. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other_____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

24.2 How fast were you moving? 65 miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) (Yes) No

25. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	(Yes)	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other_____		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

any green lantern - more like a huge jack-o-lantern giving off bright greenish glow.

UFO form continued

30. Have you ever seen this, or a similar object before. If sa give date or dates and location.

31. Was anyone else with you at the time you saw the object? *(Circle One)* Yes (No)

31.1 IF you answered YES, did they see the object too? *(Circle One)* Yes No

31.2 Please list their names and addresses:

32. Please give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) PASADENA (City) 9103 (Zone) CALIF (State)

TELEPHONE NUMBER Non AGE 41 SEX M

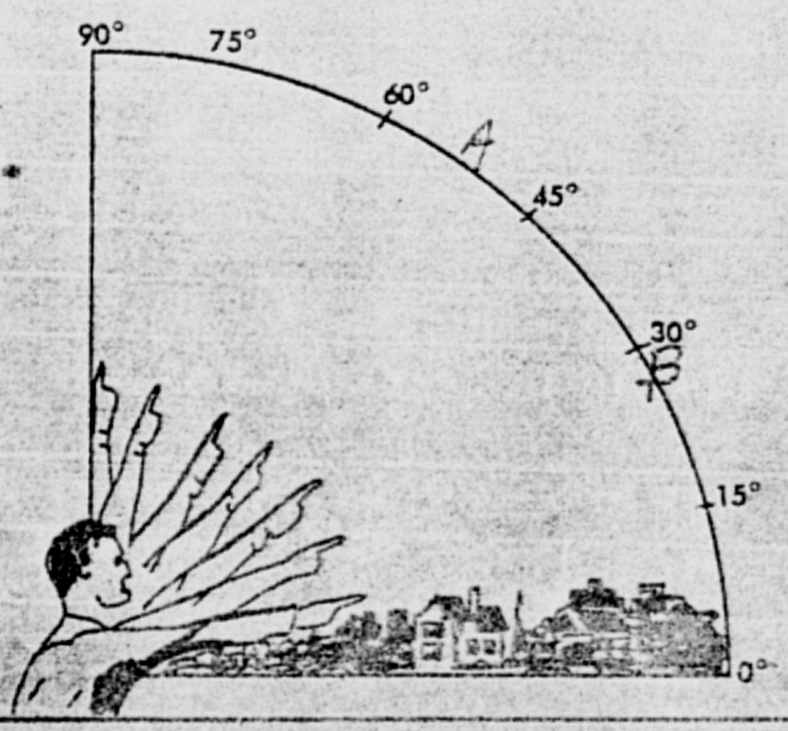
Indicate any additional information about yourself, including any special experience, which might be pertinent.

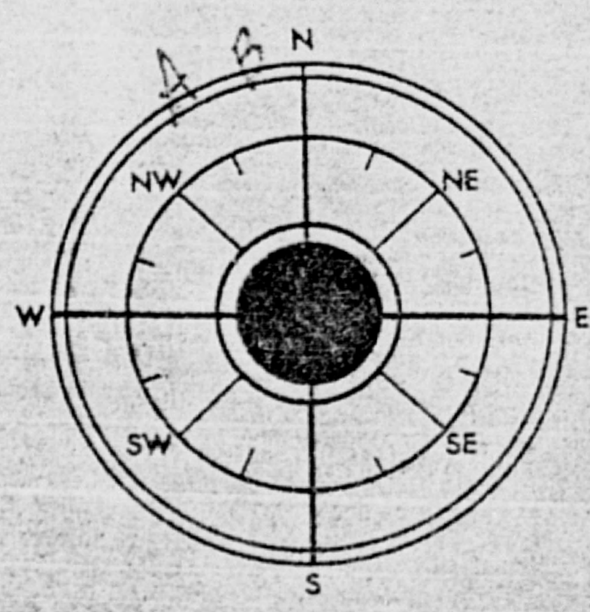
33. When and to whom did you report that you had seen the object?

2 (Day) 2 (Month) 1958 or 1959 (Year)

Prof La Paz - an astronomer

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass when you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there?_____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

Official U.S. Air Force UF

34. Date you completed this questionnaire: 9 (Day) February (Month) 1962 (Year)

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

People have told me, it could have been a ships flare, but I never recalled ever seeing one of its intensity before, and besides, no ships were there that I could see this far inland in or around the San Luis Obispo area. Also, I never ever saw a light (or flare — or any type luminescence just materialize in the upper regions and then start slowly descend before going out completely. It did one thing, the I stopped the car right in the middle of the bridge, pulled over, and did (please driving toward Willow Creek (I burnt for jade) until I got over my initial fright after about 30 minutes. This I remember quite vividly.

[redacted]
No. Raymond Ave.
Pasadena, Calif 91103

"LUMINOUS BLUE STONE" FALLS IN N.J. AS UFOs ARE SEEN

A handful of provocative clippings from New Jersey papers described an apparent cluster of interesting UFO observations on the evening of August 1st, 1957. Reports came from Hudson County, across the river from New York City; from the Paterson area; and one from Watchung, New Jersey. We followed up on these newspaper stories, and were able to secure first-hand information from several of the eyewitnesses.

At 9:30 p.m., [redacted] of Union Pike, North Bergen, was seated on his front porch, which faces south. To his left, in the direction of Manhattan, he suddenly noticed a round, yellow-orange object, slightly smaller than the full moon, which seemed to be descending slowly, straight down, on midtown New York. Two smaller objects directly above it were following it down. The objects faded rapidly and silently from sight, "without diminishing in size." The Hudson Dispatch for August 3rd said that Dernbach watched them for 30 seconds; but he told us that it was considerably less than that.

At the same time, [redacted] of North Bergen, and four other teenagers, all saw an object, "bright blue and round, with fuzzy edges," overhead and somewhat to the west of them. Sparks were emitted from the sides and tail. It moved slowly from straight overhead toward the east, and then downward. ([redacted] thought it was going to land in the river.) After five or six seconds the luminous object was lost to view behind some buildings. They did not notice the two smaller objects reported by [redacted].

In West New York, just south of North Bergen, a truck driver named [redacted] and five friends saw "a cigar-shaped object, illuminated inside," three-quarters the size of a full moon, accompanied by two smaller, round objects. Their light, he said, blinked on and off, and the objects' course was "swivering--smooth and wobbly." The observers, who were facing north, watched the objects move slowly overhead from their left to their right, in an arc toward New York City, until they vanished into the distance. Mr. [redacted]'s drawing of his cigar-shaped object represents it with carefully truncated ends and bands of illumination, pretty clearly influenced by Adamski's photographs.

Although these witnesses all agree on one point--the objects' disappearance over New York City--we have not heard of any observations from the city.

There were reports west of Hudson county, however. A round, brilliant, fast-moving light was seen passing through the sky "about 10 p.m." by Mrs. [redacted] of [redacted] Lakeview Avenue, Watchung, New Jersey. Mrs. [redacted] speculated "that the object might have been a meteor." (Plainfield Courier-News, 8/3.)

In West Paterson, 16 miles northwest of North Bergen, and 23 miles north northeast of Watchung, several persons reported seeing a flaming blue ball of fire. Not only that, but they said it fell to the ground in a neighboring yard, and they had found the "meteorite."

At 9:30 p.m., Mrs. [redacted] of 51 Mereline Avenue was sitting in the side yard of her neighbor, Mrs. [redacted] Both of them saw, to the south, a flaming blue object coming out of the sky at a sharp angle toward the earth, traveling in a general southwest-to-northeast direction. They were certain they saw it plunge down through the trees into the yard on the other side of the Antonucci home, less than a hundred feet away. They heard no noise, however. Afraid to approach the part of the yard into which they thought the object had fallen, they called Mr. [redacted] from the house and he, together with Mrs. [redacted]'s 13-year-old son Thomas, made a search of the yard. A few minutes later, under some trees, they found the object of their search--a four-pound stone about 3" x 4" x 5", imbedded slightly in the ground. It was in a part of the yard where such a large rock should not have been. Reddish-grey in color, it was generally smooth-surfaced

except for some abrasions and some dried red mud in the hollows. One end showed a broken surface, dark blue-grey in color. Mr. [redacted] caught it in the beam of his flashlight, and both he and Tom thought it had a bluish "glow," or shine to it. It was still warm to the touch. (Tom added that it had been a hot day, evidently not too certain that this was unnatural.) It had a peculiar, smokey odor.

Feeling fairly convinced that this rock was indeed what the women had seen plunge from the sky, presumably a meteorite, they called the Paterson Call and related their story. Several other persons confirmed the report. [redacted] who lives across the street from the [redacted] home, was at the Totowa Drive-In theatre, a few miles to the west on Route #46, when he saw the blue fireball fall in the direction of his home in West Paterson. Billy Foglio, a boy living just to the north of the Antonuccis, told them that he too had seen the fireball land in their yard.

On Friday, September 13th, we went out to [redacted] and interviewed the [redacted] and [redacted] who were extremely cordial and helpful to us in our inquiry. They went carefully over the details of the sighting, and reconstructed the discovery of the rock, which at this time showed no trace of luminescence or odor. They very kindly turned it over to us with our promise that we would take it to the Hayden Planetarium for examination, although we had to tell them that the rock looked to us extremely unlike a true meteorite, and we did not anticipate a positive verdict.

On Monday, September 16th, Mr. [redacted] head of the Mineralogy Department at the Museum of Natural History, took one look at it and shook his head. He classified it, at first glance, as a chunk of typical basaltic "traprock," found in abundance throughout the Paterson area, and remote from any meteoritic mineral.

But we know from Fort that "non-meteoric" rocks also fall from the sky. Was this perhaps such a case? [redacted] and [redacted], who examined the stone, are not inclined to think so. It is a thoroughly ordinary specimen of local rock, and its scratches and dried mud seem to show unmistakably that it had been knocking about on the ground for some time before its discovery. It would appear that the rock is an impostor, and that the [redacted] and [redacted] were mistaken in believing the fireball they saw had plunged into the next yard. Strange as this may seem, it is an error that's very easy to make: time after time, witnesses of a fireball meteor will report that the object has landed "in the next field" when it is actually scores of miles away--sometimes over a hundred.

What then may we deduce from the "saucer" reports that evening? Since the time was the same, it is reasonable to assume that all the witnesses saw the same phenomenon. On comparing their testimony, it appears that a brilliant object, obviously a large meteor rather than a UFO, entered the atmosphere somewhere over western New Jersey, moving east northeast at a sharp angle toward the earth. Although from [redacted] it appeared to plunge to earth less than a hundred feet away, it must actually have been high enough so that its downward trajectory took it to the east of New York City, since Hudson county witnesses saw it fall straight down over Manhattan.

No Case (Information Only)

3 August 1957
Denville, New Jersey

MORRIS COUNTY RESIDENTS SEE SEARCHLIGHTS--AND SOMETHING ELSE

August 3, 1957: (The two observers involved in the following report have requested that their names and employer be kept anonymous. This information is included in CSI's record of the report. The details were secured by [redacted] and [redacted] of the North Jersey UFO Group. They are friends of the witnesses.)

Two company guards, WS & JM, at a plant in Denville, New Jersey, were on duty about 10 p.m. when WS, in charge of the Guard Post, received a telephone call asking whether his company was responsible for something being seen in the sky. WS looked outside the guard shack and saw that about eight powerful searchlights were playing on the cloudy sky. He and JM watched the unusual patterns of the searchlights for a short time, then JM continued on his rounds.

About two minutes later, WS shouted to JM: he had just seen a "strange object"--not due to searchlights--pass overhead. Both men watched for several minutes for it to reappear. Suddenly they saw an object, or pair of objects, coming into view from a northwesterly direction. It consisted of two flattened disc-shaped bodies which were circling each other in perfect alignment, as if they were rigidly connected, although no "connecting rod" could be seen. They appeared to be "about the size of basketballs" (distance unspecified) and were amber in color--bright enough for the witnesses to be positive of the shapes. The light appeared to come from the underside. Although no "rim" could be seen, as on a coin, the edges were sharply defined and the objects appeared as solid bodies. Although whirling about each other, the pair moved in a straight, smooth trajectory; they vanished into the distance in the southeast after being in view for about 20 seconds. No noise had been heard. The guards said there were planes in the area before and after the sighting.

On August 5th, the Morristown Daily Record and Newark Evening News reported numerous accounts of "flying saucers" and "strange lights" throughout Morris County on the night of August 3rd. Eight "alarmed" callers contacted Dover police between 9:30 and 10 p.m.; they said the lights appeared to be moving about the Morristown area. One Dover resident said he saw three "flying saucers" over that area. Calls were received by police in Morristown and by Morristown State Troopers from persons who had been "alarmed by the light in the sky." Ten calls were received by police in Livingston, between 9:30 and 10 p.m., and other calls were made by Lake Telemark residents in Rockaway Township.

The papers explained that the callers had all been fooled by searchlights playing on low-hanging clouds, operated by the Pine Brook Auction on Route 46, which was celebrating its tenth anniversary. While many calls undoubtedly were attributable to these searchlights, it is clear from this report that there were unidentified interlopers present that night in the sky over Morris County.

No Case (Information Only)

6 August 1957
Old Greenwich, Connecticut

A HOPPING UFO OVER OLD GREENWICH, CONN.

August 6, 1957: Mrs. [redacted], of Old Greenwich, Connecticut, was standing on her front porch, which faces south and overlooks Long Island Sound. It was 9:26 p.m.; no trace of daylight was left in the sky. Her attention was caught by the sudden appearance of a large oval object in the sky due south of her; it was approximately 25 degrees from the horizon. Although elliptical in shape, the object was roughly equivalent to the full moon in angular size. The color was luminous yellow and it was about as brilliant as the headlight of a car a block away. The edges of the object were sharp and clearly defined.

Mrs. [redacted] had barely noticed this object when she saw it suddenly execute a series of most unusual hops to the west, a maneuver which she described as "scalloping": ~~~~~ After about ten "scallops", it disappeared in the southwest as suddenly as it had appeared. It had not faded from view or grown appreciably smaller as it moved away, and she thought it must have entered a scattered cloud layer in the southwest.

Her impression was that the object was small and nearby, rather than large and distant; however, if it did disappear into the clouds, it was evidently larger and farther away than it appeared to her.

The editors are indebted to Mrs. [redacted] of Old Greenwich, who referred Mrs. [redacted]s report to CSI.

No Case (Information Only)

7 August 1957
Nevada

7 Aug 57
Dayton Daily News

Atom Test Rocks Nevada Desert

Long-Postponed Explosion Dashes Blimp to Ground

ATOMIC TEST SITE, Nev., Aug. 7—(AP)—Atomic scientists unleashed the fury of an atomic explosion high over the Nevada desert today with a bright orange flash and a stunning shock wave.

The blast—much postponed—was detonated at 5:25 a. m. (7:25 a. m. EST).

The force of the blast—equal to 20,000 tons of TNT—ripped an unmanned Navy blimp from its moorings in the blast area. The blimp was dashed to the ground 10,000 yards from ground zero.

* * *

THE EXPLOSION was detonated from a balloon tethered 1500 feet above the test site. This shot, code-named Stokes, was open to newsmen.

They viewed the explosion from News Nob, 10 miles from ground zero. The shock wave shook the newsmen and some 500 military observers as it rumbled past with a thunderous roar.

In Las Vegas, Nev., some 80 miles to the southeast, the glow of the bomb's fireball lit up the sky brighter than the rising sun. It was visible for 10 seconds.

Today's shot—12th in the current test series—came just one day after the 12th anniversary of the 1945 bombing of Hiroshima, Japan.

[redacted] UNCLASSIFIED

7 AUG 57 13 45Z

[redacted]

PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO CATEGORY B ENCRYPTION. PROPERLY REMOVE ALL INTERNAL REFERENCES BY DATE-TIME GROUP PRIOR TO DECLASSIFICATION

HQA63
RR RJEDEN RJEDWP
DE RJEPHQ 165
R\
FM HQ USAF WASH DC
TO RJEDEN/COMDR 1006TH AISS ENT AFB COLO
INFO RJEDEN/COMAIRDEFCOM ENT AFB COLO
RJEDWP/COMDR ATIC WPAFB OHIO
BT
//[redacted]/FROM AFCIN 58993
REUR AISCR-240, 26 JULY 1957 AND AFR 200-2. MESSAGE DISPATCHED ALL 21 COMMANDS THIS DATE. AFCIN 56817, 1 JULY 1957, ESTABLISHES INTERIM PROCEDURE FOR INVESTIGATIONS, RECOGNIZING ECONOMY OF UTILIZING PERSONNEL NEAREST SITE OF OBSERVATION TO PERFORM PRELIMINARY INVESTIGATIONS. COORDINATE ANY REQUIREMENTS FOR TECHNICAL FOLLOW-UP WITH ATIC.
BT
(7/1502Z AUG RJEPHQ

UNCLASSIFIED

[redacted] TS 7-21633-3

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

1 August 1957

MEMORANDUM FOR OFFICE OF SCIENTIFIC ADVISOR

SUBJECT: Information Regarding 1006th (4602nd) AISS Current Limitations for Conducting Investigations.

1. The following, regarding subject matter, is submitted for your information or whatever action deemed necessary:

a. This division was informed telephonically by the 1006th AISS (Formerly 4602nd), Hqs. Air Defense Command on 31 July 1957 that it can only conduct limited investigations, if any, with respect to UFO sightings.

b. Reason for this limitation is that there are no current expenditures available, nor allotted, for this purpose.

c. [redacted] was made regarding our viewpoints, and, in particular, any suggested course of action for those incidents which this Center has requested formal investigations and detailed reports.

2. With respect to par. 1c above, that organization was informally advised:

a. That this Center has no official notice of this matter.

b. That the matter should be brought to the attention of their parent organization, as this Center has neither jurisdiction nor authority to recommend expenditure policies for that organization.

c. That until informed otherwise (officially) this Center shall continue to impose requirements upon that organization for investigations and other support, per AFR 200-2.

George T. Gregory

GEORGE T. GREGORY
Capt. USAF
UFO Project Officer

DOWNGRADED AT 3
DECLASSIFIED
DOD DIR

UNCLASSIFIED

11 JUL 57 10 18 10 JUL 57 23 20Z UNCLASSIFIED

1 4E4
2
3 4X2Q

WPH024 WPD205 YDD172ENB097T

RR RJEDWP RJEPHQ

DE RJEDEN 36

R 101739Z

FM COMADC ENT AFB COLO

TO RJEPHQ/COFS USAF WASH DC

INFO RJEDWP/QOMDR ATIC WPAFB OHIO

BT

/UNCLAS: FROM ADODI-B 104. FOR AFCIN. REFERENCE AFR 200-2 REGARDING UFOB REPOGTING.. REQUEST ADC BE RELIEVED OF INVESTIGATIVE RESPONSIBILITIES CONTAINED IN REFERENCED REGULATION. WHEN THE 4602DN AISS WAS DISCONTINUED 1 JUL 57, THIS COMMAND LOST ITS CAPABILITY TO CONDUCT SUBJECT INVESTIGATIONS. FURTHER REQUEST ADC BE DELETED AS ADDRESSEE ON UFOB REPORT ORIGINATING OUTSIDE ADC, AND CONAD ATTN: COC BE SUBSTITUTED FOR ADC AS ADDRESSEE ON ELECTRICAL MESSAGES, SINCE CONAD IS RESPINSIBLE FOR DETERMINGING AIR DEFENSE WARNING.

BT

10/URYZ JUL RJEDEN

Held until Memo for 4E4 - on 4602nd

UNCLASSIFIED

MEMO ROUTING SLIP

USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE Dr. [redacted]	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION AFCIN-4E4	DATE 1/8		COORDINATION
2 Col [redacted]			FILE
AFCIN-4E	8/2	X	INFORMATION
3 ~~[redacted]~~			NECESSARY ACTION
~~AFCIN-4E~~			NOTE AND RETURN
4 Ge [redacted]			SEE ME
4.			SIGNATURE

UNCLASSIFIED

REMARKS

Mr. [redacted]:

Background material for General Watson's and your attention attached.

Mr [redacted] Chatfield Green

Call Green and have him look into matter. Let me know Tues—

Hall

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

FROM NAME OR TITLE Capt. G. T. Gregory	DATE 1 Aug 57
ORGANIZATION AND LOCATION AFCIN-4E4	TELEPHONE 69216

UNCLASSIFIED

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

16—48467-4 GPO ☆

MEMO ROUTING SLIP

(NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS)

1 NAME OR TITLE [redacted]	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION AFCIN-4X1	DATE 12/7/57		COORDINATION
2 [redacted]	G		FILE
AFCIN-4X1			INFORMATION
3 MR [redacted]			NECESSARY ACTION
AFCIN-4X1			NOTE AND RETURN
4 General [redacted]			SEE ME
			SIGNATURE

REMARKS

1. The attached msg is self-explanatory
2. The consequences of losing our USAF-wide intelligence-working ties units are obvious
3. Believe this matter should be taken up with higher levels as a matter of policy agenda. This Center cannot resort to the old System of having as many as 50% of its officers called out as investigators, as pre-ADC days.

15 JUL 1957

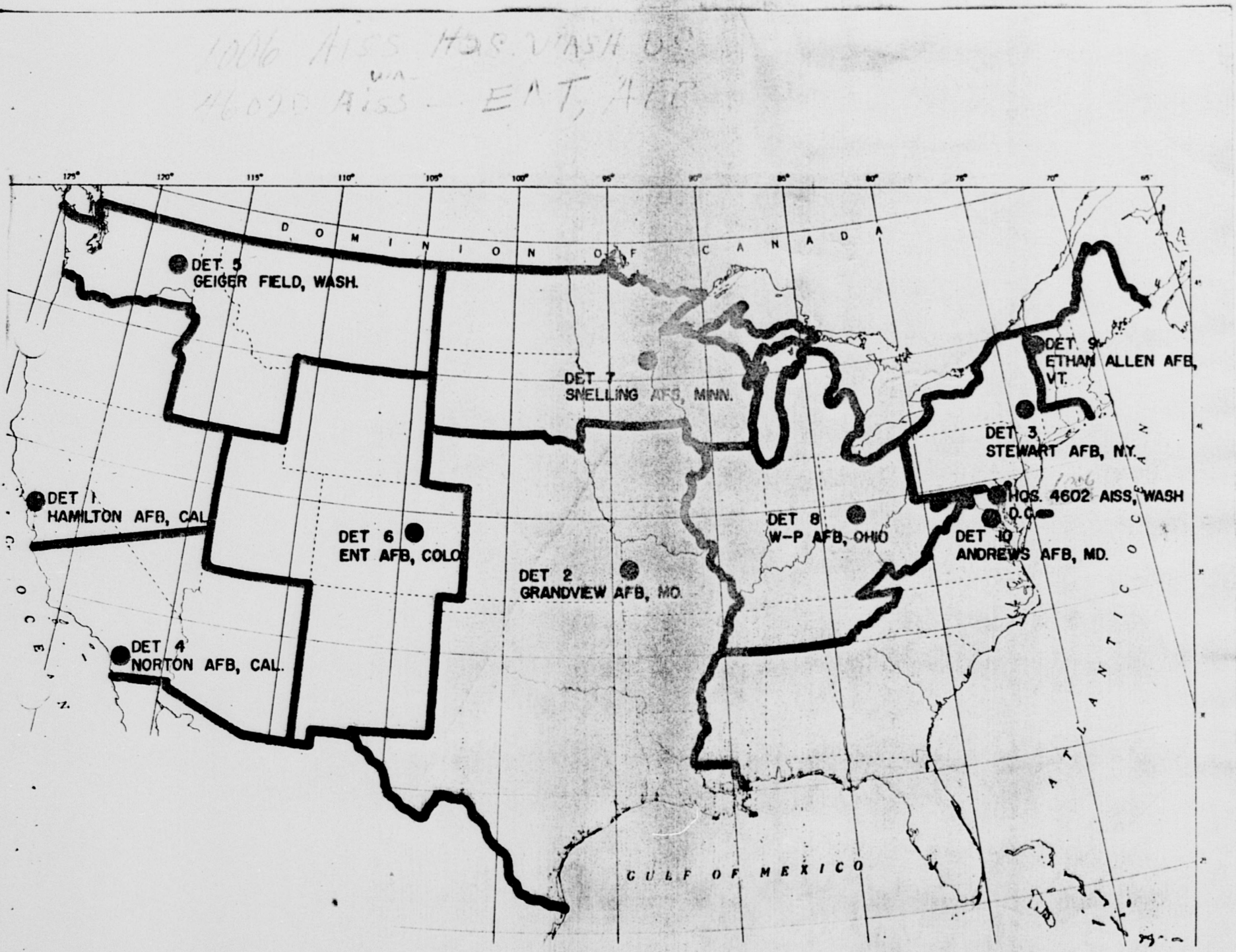
UNCLASSIFIED

COMDR ATIC
AFCIN-4
AFCIN-4X
AFCIN-4X1
AFCIN-4X2

FROM NAME OR TITLE Capt. Gregory		DATE
ORGANIZATION AND LOCATION		TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

☆ GPO : 1956—O-403461


DOMINION OF CANADA
DET 5
GEIGER FIELD, WASH.
DET 7
SNELLING AFB, MINN.
DET 9
ETHAN ALLEN AFB,
VT.
DET 3
STEWART AFB, N.Y.
DET 1
HAMILTON AFB, CAL.
DET 6
ENT AFB, COLO.
DET 8
W-P AFB, OHIO
HQS. 4602 AISS, WASH
D.C.
DET 10
ANDREWS AFB, MD.
DET 2
GRANDVIEW AFB, MO.
DET 4
NORTON AFB, CAL.
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF MEXICO

NO CASE (INFORMATION ONLY)

12 August 1957
Reading, Massachusetts

SOURCE: FLYING SAUCERS: MAY 58

On Monday morning, August 12th, 1957, I saw a flying saucer over Reading, Mass. at 7:45 a.m. It was flying from south to west, a very great distance away. I observed it for about two minutes, and then it disappeared completely. No witness.

On Sunday morning about 11 a.m. August 18th, this same week, we were headed to Portsmouth, N.H. via the Maine Turnpike and two flying saucers were flying in formation over the turnpike heading south. We would [illegible] They were flying in formation and they reached under complete control all the time.

Gregory A. Killeen
20 Harrison Street,
Reading, Mass.

No Case (Information Only)

14 August 1957
New York City, New York

DOG AND OTHERS OBSERVE HUMMING OBJECT MANEUVER OVER FOREST HILLS

August 14, 1957: New York News columnist Charles McHarry printed the following account of an observation made by a friend of his in Forest Hills (Queens):

"On Aug. 14 at 2:30 a.m., newspaperman Dick Engler took his boxer dog Esther out for her customary bedtime walk. Outside, the dog stopped, growled, and refused to go any further. Engler took her back in the house and returned to the street. Then he was aware of an insistent humming noise. In the sky, in a southerly direction, he saw an object he took to be a falling star, falling toward the earth on a 45-degree slant. This object stopped, remained motionless for about 10 seconds, then took off toward the east on a horizontal course. After 30 seconds it stopped again, once more hung motionless, and then shot straigh up. After five seconds of upward flight it again paused, then veered east once more, finally shooting out of sight. The humming sound was loudest during its horizontal flight. The noise faded when the object disappeared."

McHarry asked whether any reader could confirm this sighting. Nine days later he was able to print a confirmatory report from Joseph Abarno, Al Malfatone and Carl Thomas, ambulance drivers for Kings County Hospital. They were having cigarettes outside the hospital at 2:37 a.m. when they beheld an object "exactly like the one Engler saw." A man in Jackson Heights had heard "a powerful, deep humming noise", and a woman in East Northport had been awakened by a sound "such as would be heard when a string on a musical instrument is plucked" which "sounded as though it was right over the house." At midnight, a Queens couple had seen a UFO which "made a sound like the hum of a bee." --New York Daily News, Aug. 20 and 29.

TELEPHONE: NORTH 7-0430
CABLE ADDRESS:
SKYLIGHT

MAJOR DONALD E. KEYHOE
USMC (RET.) DIRECTOR

NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA
WASHINGTON 6, D. C.

ADMINISTRATIVE OFFICES:
1536 CONNECTICUT AVE., N. W.

August 27, 1957

Senior P. I. O.
Headquarters Cpsc. Msb.
Dover Air Force Base
Dover, Delaware

Gentlemen;

The Operations Officer at the Pentagon has suggested that we contact your office. We are interested in obtaining further information regarding the unusual crash of the F-86-D fighter plane piloted by 1st. Lieut. Robert B. Holley, which crashed August 16.

In particular we would appreciate any releases or other material you have approved, plus details or final results which have or will be released on the investigation of this case.

Also we would like to know if the cause of the crash has been revealed, and if any radio messages were transmitted by Lieut. Holley either just before or after Sergt. Williams' bailout. Further, if Sergt. Williams' statement was longer than in the news story enclosed. Can you also tell us the present whereabouts of Sergt. Williams?

Due to the unfortunate mysterious aura built up around this case by the press we will appreciate your help in clarifying the issue.

Thank you for your cooperation.

Sincerely yours,

Donald E. Keyhoe
Major, USMC Ret.
Director of NICAP

DEK:lm
Enc.

Privately financed fact-finding body serving the national public interest

FTS-C

Subj: Request for Information in Fatal Aircraft Accident - 15 Aug 57

TO: The Inspector General, USAF
ATTN: Director of Inspection Services

MEMO NR 2

1. Reference is made to request in paragraph 2 of basic correspondence. Your attention is directed to paragraph 2a, AFR 62-11, which prohibits release of this information to the [illegible] without specific authorization from the Chief of Staff, USAF.

2. Review of the accident report indicated that the cause of the accident was loss of control for undetermined reasons. The pilot instructed the observer to bail out. Pilot [illegible] aircraft and some readers of the pilot were located south of Cape May in the water. No known radio transmissions were made by the pilot subsequent to the observer's ejection. This information is extracted from the Forms 14 and cannot be released. Information which we consider releasable is attached.

1 Incl
1 & 2 w/d
Added 1 incl
3. F-89 Acft Accdt Summary,
15 Aug 57

GEORGE W. FIFTEEN, JR.
Lt Colonel, U. S. Air Force
Director
Directorate of Flight Safety Research
The Inspector General

2

FROM: OFFICE OF INFORMATION SERVICES
1607TH AIR TRANSPORT WING (H)
ATLANTIC DIVISION, (MATS)
DOVER AIR FORCE BASE, DELAWARE
15 August 1957 1530 hours.

An F-89F "Scorpion" jet interceptor and its pilot, on a ferrying mission from Dover to Maxwell AFB, Ala., is missing and presumed down this afternoon in the vicinity of Cape May, New Jersey.

The plane's radio operator, S/Sgt John Williams, 27, of Chestertown, Maryland, was ordered to bail out by the pilot shortly after takeoff from Dover, at 1120 a.m. (EDT). Sgt Williams was picked up by Cape May police near that city. The Coast Guard is conducting a search of the surrounding area. Sgt Williams was unable to give any reason for the bailout at the time. He is in the Burdett Tomlin Hospital in Cape May suffering from a broken leg, shock, and possible internal injuries.

No radio distress calls were heard from the aircraft, being transferred by the 1737 Ferrying Squadron at Dover. The plane had fuel enough to fly until 2:48 p.m. (EDT).

Missing is the pilot 1st Lt. Robert E. Holley, also 27, of Elmore, Ala. Lt. Holley is single and resides at the Bachelor Officers' Quarters at Dover AFB. His parents are Mr. [redacted] Sr., of [redacted], Wetumpka, Ala., and [redacted] of Deatsville, Ala. He has been stationed at Dover AFB for 2 and 1/2 months.

#

OFFICE OF INFORMATION SERVICES
1607TH AIR TRANSPORT WING (H)
ATLANTIC DIVISION (MATS)
DOVER AIR FORCE BASE, DELAWARE
16 August 1957

An intensive land and sea search for a missing Dover Air Force Base plane and its pilot resumed today throughout the Delaware Bay area, although hampered by poor visibility during the early morning hours.

The plane, an F-89 interceptor, was reported missing shortly after take off from Dover AFB on a ferrying mission to Maxwell AFB, Alabama. The radio operator, S/Sgt John Williams, 27, of Chestertown, Maryland, ejected from the aircraft and parachuted to the ground near Cape May, New Jersey.

The plane's pilot, 1/Lt Robert E. Holley, also 27, of Elmore, Alabama, is still missing.

The intensive search by Coast Guard ships and planes, the Navy, Air Force and Civil Air Patrol is being concentrated along the western shore of southern New Jersey, although the entire bay area is being combed. Some debris believed to have come from the missing aircraft was discovered late Thursday afternoon about midway between Cape May, New Jersey, and Cape Henlopen, Delaware, at the mouth of the Delaware Bay.

However, it is believed that this debris flew out of the plane when Sgt. Williams ejected and drifted with the tide to the point of discovery.

The normal procedure for jet takeoffs at Dover calls for a climb to Cape May with a left turn back over Dover AFB before proceeding on course. Thus, the concentration of the search in the area south and slightly west of Cape May.

The search is being controlled by the 3d Coast Guard District from control points at Cape May and New York.

FROM: OFFICE OF INFORMATION SERVICES
1607TH AIR TRANSPORT WING (H)
ATLANTIC DIVISION, (MATS)
DOVER AIR FORCE BASE, DELAWARE
17 August 1957 1020 hours

Hope for finding Dover AFB's missing pilot alive diminished late yesterday evening when the Const Guard found more debris indicating that the twin-engined F-89 jet interceptor had crashed into the Eastern section of Delaware Bay.

Shortly after takeoff last Thursday 1st Lt. Robert E. Kelley, 27, of Elmore, Ala., gave the order to his radio operator, S/Sgt John Williams, also 27, of Chestertown, Md., to bailout.

Sgt. Williams parachuted to safety, landing near Cape May, N.J. After a hard landing which fractured his left leg, he was dragged by his chute for a short distance from which he suffered multiple consusions and abrasions. Today, he is resting comfortably at the Ft. Dix, N.J. Hospital. Doctors described his condition as satisfactory.

Coast Guard officials from the 3rd CG District, N.Y., have discontinued the air search. The Coast Guard presently has 3-84 ft. and 1-40ft. surface craft conducting search and grappling operations concentrating in the Delaware Bay area near Cape May.

Yesterday, Civil Air Patrol planes from Delaware and New Jersey covered all the land areas bordering the Delaware Bay before ceasing operations at sundown.

#

FROM: OFFICE OF INFORMATION SERVICES
1607TH AIR TRANSPORT WING (H)
ATLANTIC DIVISION, (MATS)
DOVER AIR FORCE BASE, DELAWARE
17 August 1957 2130 hours

The Coast Guard called off the search, this evening, for the missing Dover AFB jet pilot, 1st Lt. Robert E. Holley, and his twin-engined F-89 jet interceptor.

During the search today, the Coast Guard found additional debris which leaves no doubt that the pilot and his aircraft crashed into the Delaware Bay area adjacent to Cape May, New Jersey.

The following items have been found: One flight jacket bearing Lt. Holley's name, a Radio Facility Chart for F-89 use, F-89 parts manual, and the plane's canopy.

Navy skin divers are expected to be recruited to dive into the area in a final effort to determine the exact location of the plane and its pilot.

#

FROM: OFFICE OF INFORMATION SERVICES
[illegible] AIR FORCE BASE (A)
[illegible] DELAWARE, (DOVER)
DOVER AIR FORCE BASE, DELAWARE
22 August 1957, 1500 hours

The search for a missing Dover Air Force Base pilot who is believed to have perished in a crash of an F-86D [illegible] August 15 near Cape May, New Jersey, was officially discontinued late today.

No trace of 1st Lt. Robert [illegible] Holley, [illegible], Ala., pilot of his jet interceptor was found during the week-long search by Coast Guard and Civil Air Patrol units. However, clothing and equipment found floating in Delaware Bay following the plane's disappearance left scant hope that the pilot survived the accident.

The plane's radio operator, S/Sgt John [illegible], 27, of Chestertown, Maryland, bailed out of the distressed aircraft and landed near Cape May. Sgt Williams' condition was described as satisfactory by the medical staff at the Fort Dix Hospital.

The aircraft had departed Dover AFB shortly before noon on a ferrying mission to Maxwell AFB, Ala. The plane was reported missing shortly after takeoff.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

13 NOV 1957

AFCIS-F/L/C Matheson/bap/56525

MEMORANDUM FOR DIRECTOR OF FLIGHT SAFETY RESEARCH

SUBJECT: Request for Information on F-89 Aircraft Accident - 15 August 1957

(10-413)

1. Reference memorandum from this office, dated 10 October 1957, subject as above.

2. Request this office be furnished the information as requested.

1 Incl
Memo, abv subj,
dtd 10 Oct 57,
w/2 Incls (cy)

CHARLES B. WINKLE
Colonel, U. S. Air Force
Chief, Flight Safety Division
Directorate of Inspection Services
The Inspector General

(11-314)

FSR 1

AFCFS-C

SUBJ: Request for Information on P-39 Aircraft
Accident - 15 August 1957

TO: The Inspector General, USAF
ATTN: Director of Inspection Services MCM-10 MR 2

Requested information mailed your office 13 November 1957. If not received, duplicate copies will be forwarded upon request.

1 Incl
w/d

HAROLD L. SMITH
Major, U. S. Air Force
Assistant Executive
Directorate of Flight Safety Research
The Inspector General

Dear Major Bryant

I am in receipt of your letter relative to the crash of an F-80 Shooting on 25 April [illegible].

Investigations of aircraft accidents and the findings are contained in Memorandum [illegible] pursuant to Paragraph 10 and 52 of Air Force Regulation [illegible].

For this reason I am returning your letter to higher headquarters for further [illegible].

Sincerely,

[illegible]

Incl #2

The aircraft departed [illegible] to Maxwell AFB, Alabama, [illegible] extreme turbulent weather [illegible] control of the aircraft. [illegible] observer to bail out. [illegible] for the pilot to bail out, [illegible] down and was immediately [illegible] in the water off Cape May, [illegible] components of the aircraft were salvaged during [illegible] operations. The exact cause of the accident has not been determined.

[illegible] during flight [illegible] at maximum altitude, [illegible] the pilot apparently lost [illegible] entered the zone [illegible] sufficient time [illegible] was seen parachuting [illegible] was located [illegible] However, only a few tangible [illegible] during [illegible]

DUPE

MAOO3

HQ MILITARY AIR TRANSPORT SERVICE, USAF, Washington 25, D. C.

TO: The Inspector General, Headquarters USAF, Attn: AFOIS-7,
Washington 25, D. C.

Forwarded for action as deemed appropriate.

FOR THE COMMANDER:

2 Incls
n/c

MALCOLM W. KEEN
Lt Colonel, USAF
Assistant Chief
Office of Safety

3/Ltr, Adgtn AFL, dtd 20 Sep 57, Subj: Request for Information on Aircraft Accident

OIS

TO: [illegible]

FROM ASSISTANT DIVISION, AFOIG, McGuire Air Force Base, New Jersey

CO: Commander, Military Air Transport Service, USAF, ATTN: O/OIG, Washington 25, D. C.

1. Basic correspondence, including letter from the National Investigations Committee on Aerial Phenomena, is forwarded for your information and reply directly to [illegible] initiating this inquiry.

2. It will be appreciated if this headquarters is provided an information copy of your correspondence for policy guidance on possible similar inquiries in the future.

FOR THE COMMANDER:

3 Incls:
n/c

[illegible]
Captain, USAF
Asst Adj

HEADQUARTERS
1607TH AIR TRANSPORT WING (J) (MATS)
UNITED STATES AIR FORCE
DOVER AIR FORCE BASE, DELAWARE

OIS

1 620 20 SEP 57

SUBJECT: Request for Information on Aircraft Accident

TO: Commander
Atlantic Division, MATS
ATTN: ADCD
McGuire Air Force Base, New Jersey

1. Inclosed is a letter from the National Investigations Committee on Aerial Phenomena, Washington 6, D.C., relative to the crash of an F-89 Scorpion assigned to the 17[illegible]th Flying Squadron which occurred on 15 August 1957 in the vicinity of Cape May, New Jersey. This correspondence is forwarded for necessary reply by higher headquarters. The committee has been advised of this action by letter of 19 September 1957, copy inclosed.

2. Also inclosed are copies of news releases issued by the Office of Information Services at this headquarters concerning the crash, as requested in the letter from this committee.

FOR THE COMMANDER:

3 Incls
1. Ltr f/Nat'l Com on Aerial Phenomena, Wash, DC(w/incl) dtd 27 Aug 57
2. Cy ltr 19 Sep 57
3. News Releases (5)

PAUL E. SOMERN
1st Lt., USAF
Asst Adjutant

INSL

CAIR MAY COURT HOUSE, N. J., JUN 10 (U.P.)— A

BEWILDERED AIRMAN PARACHUTED TO A BEACH NEAR

THIS COASTAL TOWN TO A SHERIFF UNABLE TO

SAY WHY HIS PILOT ORDERED HIM TO BAIL OUT.

AIR FORCE S/SGT. JOHN C. WILLIAMS, 27, OF

CHEYENNE, WYO., COULD GIVE NO REASON FOR BEING

ORDERED TO PARACHUTE FROM HIS P-39S SCORPION JET

INTERCEPTOR, WHICH THEN VANISHED WITH THE PILOT

AIR FORCE SPOKESMAN SAID SERGT. WILLIAMS,

RADIO OPERATOR ABOARD THE FIGHTER, KNEW OF NO

TROUBLE OR MECHANICAL DIFFICULTY WITH IT WHEN

THE ORDER CAME.

AS FAR AS SERGT. WILLIAMS WAS CONCERNED,

EVERYTHING WAS RUNNING SMOOTHLY WHEN HE SUDDENLY

WAS COMMANDED TO BAIL OUT.

FURTHERMORE, THE SPOKESMAN SAID, SERGT.

WILLIAMS DID NOT SEE THE PLANE CRASH, NOR WERE ANY

DISTRESS CALLS HEARD

THE MYSTERY WAS FURTHER DEEPENED BY THE DISAP-

PEARANCE OF THE FIGHTER AND ITS PILOT, 1ST LIEUT.

ROBERT E. HOLLEY, ALSO 27, OF ELMORE, ALA.

THE OFFICIALS SAID THE PILOT ORDERED THE RADIO-

MAN TO BAIL OUT SHORTLY AFTER TAKING OFF FROM DOVER

EN ROUTE TO MAXWELL FIELD, ALA.

SERGT. WILLIAMS WAS INJURED WHEN HE HIT THE BEACH,

RECEIVING A BROKEN LEG AND MULTIPLE ABRASIONS, AND

WAS RUSHED TO BURDETTE TOMLIN MEMORIAL HOSPITAL.

INSL 1 TO INSL 1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

10 OCT 1957

MEMORANDUM FOR DIRECTOR OF FLIGHT SAFETY RESEARCH

SUBJECT: Request for Information on F-89 Aircraft Accident - 15 August 1957

1. Your attention is invited to the inclosed correspondence.

2. Request this office be furnished releasable information necessary to prepare a suitable reply to the letter, Inclosure 1, from the National Investigations Committee on Aerial Phenomena.

2 Incls
1. Ltr fr National Investigations Committee, 27 Aug 57, W/1 Incl
2. Ltr fr 1607th Air Transport Wg (H) (MATS), subj: Request for Info on Acft Acdt, dtd 20 Sep 57, W/1st Ind & 2nd Ind

CHARLES B. WINKLE
Colonel, U. S. Air Force
Chief, Flight Safety Division
Directorate of Inspection Services
The Inspector General

DIG 758

10 413

KEYHOE 16 Aug 1957

SAFIS-3/Maj Tacker/jmd/55554/11 Dec 57

12 December 1957

Dear Major Keyhoe:

Your letter of 27 August 1957 addressed to the Senior Public Information Officer at Dover Air Force Base, Dover, Delaware, concerning information related to the crash of an F-89F "Scorpion" aircraft near Cape May, New Jersey, on 16 August 1957, has been referred to this Headquarters. The delay in answering your letter was occasioned by the necessary referral and research to answer your questions.

Press Releases are included as attachments to this letter. Information in the press releases answer your inquiries. Further, the following information relating to this aircraft accident has been taken from official records.

On the morning of 16 August 1957, First Lieutenant Robert E. Holley, U. S. Air Force, as pilot and Staff Sergeant John C. Williams, U. S. Air Force, as radar-observer, in the F-89F aircraft departed Dover Air Force Base, Dover, Delaware, on a routine training flight with destination as Maxwell Air Force Base, Alabama. After their departure and during the climb to assigned altitude, unexpected turbulent weather conditions were encountered. The pilot apparently had difficulty in maintaining complete flight control of the aircraft. When it became doubtful whether safe flight conditions could be maintained, using good judgment, the pilot ordered the radar-observer to abandon the aircraft. The pilot apparently remained with the aircraft. This emergency flight condition arose soon after takeoff. The radar-observer, Staff Sergeant Williams, was observed descending in his open parachute by personnel on the ground and was immediately rescued. Later, parts of the aircraft wreckage was located in the water off Cape May, New Jersey. Further, only a few tangible components of the aircraft were recovered during the intensive dredging operations.

In the future I would suggest you direct letters to this office for reply.

Sincerely,

OAVL
OFFICE INFO SERVICES

1951 DEC 15 11

LAWRENCE J. TACKER
Major, USAF
Executive Officer
Public Information Division
Office of Information Services

COMEBACK-SAFIS-3
READER-SAFIS-1

Enclosures
a/s

Major Donald E. Keyhoe, USMC (Ret)
1536 Connecticut Avenue, N. W.
Washington 6, D. C.

001

cc: Col Byerley, AFCIS, Rm 5D 161

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

Major Donald E. Keyhoe, USMC (Ret)
National Investigations Committee
on Aerial Phenomena
1536 Connecticut Ave., N.W.
Washington 6, D. C.

Dear Major Keyhoe:

Your letter of 27 August 1957 addressed to the Senior Public Information Officer at Dover Air Force Base, Dover, Delaware, concerning information related to the crash of an F-89-F "Scorpion" aircraft near Cape May, New Jersey, on 16 August 1957, has been referred to this Headquarters. The delay in answering your letter was occasioned by the [illegible] to answer your questions

Press releases, as you requested, are forwarded as attachments to this letter. Information in the press releases, answers your inquiries. Further, the following information relating to this aircraft accident has been taken from official records.

On the morning of 16 August 1957, First Lieutenant Robert E. Holley, U. S. Air Force, as pilot and Staff Sergeant John C. Williams, U. S. Air Force, as radar-observer, in the F-89-F aircraft departed Dover Air Force Base, Dover, Delaware, on a routine training flight with destination as Maxwell Air Force Base, Alabama. After their departure and during the climb to assigned altitude, unexpected turbulent weather conditions were encountered. The pilot apparently had difficulty in maintaining complete flight control of the aircraft. When it became doubtful whether safe flight conditions could be maintained, using good judgment, the pilot ordered the radar-observer to abandon the aircraft. The pilot apparently remained with the aircraft. This emergency flight condition arose soon after takeoff. The radar-observer, Staff Sergeant Williams, was observed descending in his open parachute by personnel on the ground and was immediately rescued. Later, parts of the aircraft wreckage was located in the water off Cape May, New Jersey. Further, only a few tangible components of the aircraft were recovered during intensive dredging operations. ~~The exact cause of the accident has not been determined.~~

[redacted] In the future I need suggest that your letters to this office

1 Incl
Press Releases

Sincerely

L [illegible] F

Wrtn: 22 Nov 57
Closed
AFCIS-F/Col Winkle/bap/56525
&
L/C Matheson

Major Donald E. Keyhoe, USMC (Ret)
National Investigations Committee
on Aerial Phenomena
1536 Connecticut Ave., N.W.
Washington 6, D. C.

Dear Major Keyhoe:

Your letter of 27 August 1957 addressed to the Senior Public Information Officer at Dover Air Force Base, Dover, Delaware, concerning information related to the crash of an F-89-$ "Scorpion" aircraft near Cape May, New Jersey, on 16 August 1957, has been referred to this Headquarters.

Press releases, as you requested, are forwarded as attachments to this letter; information in the press releases, answers in part, your inquiries. Further, the following information relating to this aircraft accident has been taken from official records.

On the late morning of 16 August 1957, First Lieutenant Robert E. Holley, U. S. Air Force, as pilot and Staff Sergeant John C. Williams, U. S. Air Force, as radar-observer, in the F-89-F aircraft departed Dover Air Force Base, Dover, Delaware, on a routine training flight with destination as Maxwell Air Force Base, Alabama. After their departure and during the climb to assigned altitude, unexpected turbulent weather conditions were encountered. The pilot apparently had difficulty in maintaining complete

M/R: The original letter from Major Keyhoe of the NICAP was received in this headquarters from Military Air Transport Service addressed to the Inspector General, Hqs USAF. Material as requested by Major Keyhoe was obtained from the Director of Flight Safety Research. Since this request from news release media, the action is being transferred to SAFIS for dispatched. This action is in accordance with telephone conversation between Major Tacker and L/C Matheson of this office.

WKM

Coord-CIG-2A
Ofc of Sig
Cmbk-CIS-F
Exec-CIS-A

1 Incl
5 Press Releases

AFCIS-F Col Winkle
L/C Matheson
L/C Wright
L/C MacGregor

WRTN: 8 12 Nov 57
SUSP: 21 Nov 57

13 NOV 1957

AFCIS-F/L/C Matheson/bap/56525

MEMORANDUM FOR DIRECTOR OF FLIGHT SAFETY RESEARCH

SUBJECT: Request for Information on F-89 Aircraft Accident - 15 August 1957

1. Reference memorandum from this office, dated 10 October 1957, subject as above.

2. Request this office be furnished the information as requested.

1 Incl
Memo, abv subj,
dtd 10 Oct 57,
w/2 Incls (cy)

CHARLES B. WINKLE
Colonel, U. S. Air Force
Chief, Flight Safety Division
Directorate of Inspection Services
The Inspector General

DISTRIBUTION:
COORD- CIG-2A
Ofc of Sig
Exec, AFCIS

AFCIS
L/C Matheson
L/C Wright
L/C MacGregor

EXEC SEBA DIA
AIDE CHIEF DE STAFF
DEC
CSDSI
DISPATCHED
DEC
OFFICE OF THE INSPECTOR GENERAL
USAF
13 NOV
3:21
EXEC SEBA DIA
AIDE CHIEF DE STAFF
DEC 4 01 PM '57
DOT

(Irtn: 9 Oct 57
Suspense: ~~23 Oct 57~~
AFCIS-F/L/C Matheson/oap/56525

10 OCT 1957

MEMORANDUM FOR DIRECTOR OF FLIGHT SAFETY RESEARCH

SUBJECT: Request for Information on F-89 Aircraft Accident - 15 August 1957

1. Your attention is invited to the inclosed correspondence.

2. Request this office be furnished releasable information necessary to prepare a suitable reply to the letter, Inclosure 1, from the National Investigations Committee on Aerial Phenomena.

2 Incls
1. Ltr fr National Investigations Committee, 27 Aug 57, W/1 Incl
2. Ltr fr 1607th Air Transport Wg (H) (MATS), subj: Request for Infor on Acft Acdt, dtd 20 Sep 57, W/1st Ind, & 2nd Ind

CHARLES P. WINKLE
Colonel, U. S. Air Force
Chief, Flight Safety Division
Directorate of Inspection Services
The Inspector General

AFCIS-F
L/C Matheson
L/C Wright
L/C MacGregor

Coord-SIG-2A
Ofc of Sig
Exec-CIG-A

OFFICE OF THE INSPECTOR GENERAL USAF
RECEIVED OCT 11 AM 10
DISPATCHED

No Case (Information Only)

20 August 1957
Crosby, Minnesota

DESCENT DELAYED 1957

Sun's Rays Send Balloon Upward

CROSBY, Minn., Aug. 20—(AP)—Warmth from the rising sun sent the huge helium-filled Air Force balloon and its doctor-pilot back up toward the 100,000 foot mark early today, temporarily delaying a descent planned to start at 7:30 a. m.

An Air Force flight evaluation team stationed in Minneapolis said new calculations were being drawn in an attempt to determine where Maj. David G. Simons would land the balloon and its sealed, instrument laden gondola after a possible second altitude mark.

Maj. Simons reached an estimated 100,000 feet, about 19 miles, yesterday in his first 15 hours aloft, spending a night in the heavens he termed "indescribable."

Dr. Simons served at Wright-Patterson Air Force base from Nov. 23, 1952 to Jan. 20, 1953. He was assigned to the acceleration section of the biophysics branch of the aeromedical laboratory at Wright Air Development Center. From here he went to the Holloman Air Development Center, Albuquerque, N. M.)

At 8:30 a. m. the balloon drifted at 96,000 feet above Breckenridge, Minn., about 150 miles west of the Crosby, Minn., launching point. Indications were the balloon would continue to rise as the sun's warmth increased.

* * *

MAJ. SIMONS reported the balloon dropped several thousand feet early today in turbulence created by a heavy thunder and lightning storm at 50,000 feet above Sisseton, S. D.

The balloon dropped to about 38,000 feet. Maj. Simons regained altitude by dumping ballast.

Simons described the storm to ground trackers as "a whale of a one" and spectacular to watch from above.

The pilot said he catnapped a total of about an hour, spending most of the time observing the spectacle of night heavens ranging from deep violet to jet black, interrupted by a vivid display of the aurora borealis.

"I have a ringside view of the heavens — it is indescribable," was the terse radio message ground trackers received from Simons.

* * *

THE GIANT polyethylene bag, 280 feet long and 200 feet in diameter, launched from a 450-foot deep mine pit here at 9:30 a. m. yesterday was tracked by radar to a point over Webster in northeastern South Dakota at 11:30 p. m. It had traveled an estimated 235 air miles in those first 14 hours.



BALLOON RISES FROM IRON MINE PIT
Doctor-Pilot Says Heavens Indescribable.—A.P.

Path Crosby, Minn — to Wahpeton to

AF Doctor Down Safely After Trip Into Space

also Ale

By Associated Press 1957

ELLENDALE, N. D., Aug. 20—Fatigued but happy, an Air Force doctor-pilot ended 32 hours of exploring outer space late today when he brought the gondola of his huge plastic balloon to earth after soaring up an estimated 19.5 miles in what would be a balloon record.

Dr. David G. Simons, 34, was immediately picked up by helicopter and flown 120 miles to the Fargo, N. D., airport, where he shaved for the first time in 48 hours.

He used two electric razors for the job.

Col. John T. Stapp, rocket sled expert and an Air Force physician, said Simons' condition was excellent except for the fatigue.

He said the next step in the "man high" project he directs would be to fashion a gondola capable of carrying a crew of four or five men.

Before getting on a plane for the trip to Minneapolis, Simon stepped into a telephone booth to call his wife at Alamogordo, New Mexico.

"Back into another gondola," he commented as he went into the booth door.

As Simons stepped from the balloon gondola, he was asked his most exciting experience. He replied:

"Getting back to earth."

Simons said it was nice to see the sun's rays diffused by the world's atmosphere.

"I've been riding around in a sky that was purple black, even in daytime, and then it got darker at night," he said.

Simons, ordered to start down at 8:30 a.m. (CDT) today, finally brought the giant polyethylene bag down on the shores of Elm lake at 5:28 p.m.

The lake is on the North Dakota-South Dakota border about 10 miles southwest of Ellendale.

Ground winds shifted the balloon about precariously during Simons' nine-hour battle to get the gondola and its cargo of instruments safely down.

Observers said that by a masterful use of his ballast, Simons touched the ground gently. He suffered a slight cut on the chin when the gondola tipped over before the balloon could be cut loose.

"You can tell the folks that, up high, the stars don't twinkle, they just burn," he said in a brief interview.

Simons almost immediately was led to a waiting helicopter and whisked away to an unknown destination.

Radar trackers estimated the balloon hit the record 102,000 foot level over Wahpeton, N. D., early today. Confirmation will await a

20 - 31 AUGUST 1957 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
20	Warner Robbins AFB, Georgia	[redacted]	Other (INCONSISTENT DATA)
20	Helena, Montana	[redacted]	Aircraft
21	Bulgaria	Military	Other (MILITARY OPR)
21	Niagra Falls AFB, New York	Multi	Astro (VENUS & JUPITER)
21	Atlantic Ocean	Pan Am Flight	Astro (METEOR)
21	Beverly, Massachusetts	[redacted]	Insufficient Data
21	Centerville, Ohio	[redacted]	Astro (VENUS & JUPITER)
21	Colorado Springs, Colorado	Military	Astro (VENUS & JUPITER)
21	Pueblo, Colorado	[redacted]	Aircraft
21	Santa Monica, California	Multi	Astro (VENUS & JUPITER)
22	Hollywood, Van Nuys, California	[redacted]	Aircraft
22	Bedford, Canton, Ohio	[redacted]	Insufficient Data
22	Black Smethport, Pennsylvania	[redacted]	Aircraft
22	Cecil Field NAS, Florida	[redacted]	Aircraft (HELO)
22	Kingston, Pennsylvania	[redacted]	Astro (VENUS & JUPITER)
22	Philadelphia, Pennsylvania	[redacted]	Insufficient Data
22	Dayton, Ohio	[redacted]	Astro (VENUS & JUPITER)
22-23	Cambria AFS, California	Mil (VIS & RADAR)	1. Astro (VENUS & JUPITE) 2. Anomalous Propagation
23	Camden, New Jersey	[redacted] (PHOTO)	Balloon
23	Olean, New York	[redacted]	Balloon
23	Bel Air, Maryland	[redacted]	Astro (AURORA)
24	Farmington, Illinois	[redacted]	Insufficient Data
27	NNE Boston, Massachusetts	Military	Balloon
27	Dry Tortugas, Caribbean	Mil Air, Vis & RADAR	1. Vis: Astro (VENUS) 2. Rad: Other (SPURIOUS RETURNS)
27	Anandale-on-Hudson, New York	[redacted]	Balloon
27	Oklahoma City, Oklahoma	[redacted]	Balloon
27	Eglin AFB, Florida	Military	Balloon
29	Wichita, Kansas	Military	Insufficient Data
29-30	Paso Robles, California	[redacted]	Other (UNRELIABLE RPT)
30	NE of Dayton, Ohio	[redacted]	Aircraft
31	Palm Springs, California	[redacted]	Astro (OCCULTATION SATURI

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Aug	Universe	Science News Ltr	
20	Rio De Janeiro, Brazil	Newsclipping	
21	Los Angeles, California	Newsclipping	
22	Whittier, California	Newsclipping	
24	Minas Gesais, Brazil	Newsclipping	
30	Victoria, Brazil	Newsclipping	