PROJECT 10073 RECORD CARD

1. DATE 10 November 1957	**2. LOCATION** N of Lampasas, Texas	**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☒ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 2224 GMT 11/0424Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Civilian	
7. LENGTH OF OBSERVATION 3 to 4 minutes	**8. NUMBER OF OBJECTS** one	**9. COURSE** not given

10. BRIEF SUMMARY OF SIGHTING

Round object, size of silver dollar, bright light blue, flying in a triangle Observer looked around and it lit up, then just went out.

11. COMMENTS

A plot shows that observer was next to an Air Force Base. Maneuvers described appear to be those of an a/c.

ATIC FORM 329 (REV 26 SEP 52)

K

11 Nov 57 09 00

JEDWP H039WPC133 YDD085 WYA100 WDB097HWA044

MM RJEDDN RJEDWP RJEPHQ

DE RJWFHW 5B

M 122015Z

FM COMDR 741 ACWRON LACKLAND AFB

TO ZEN/COMDR 33 ADIV

INFO RJEDDN/COMDR ADC

RJEDWP/COMDR AIR TECHNICAL CENTER

RJEPHQ/ DIRECTOR OF INTELL HEADQUARTERS USAF

BT

UNCLAS FROM DO 741-11-22

SUBJECT UFOB REPORT ITEM ONE (A) ROUND (B) SILVER DOLLAR

(C) LOOKED LIGHT A BRIGHT BLUE LIGHT (D) ONE (E) NO FORMATION

(F) LOOKED LIKE IT WAS FLYING IN A TRIANGEL (G) NONE (H) NONE

(I) NONE ITEM TWO (A) LOOKING AROUND AND IT LIT UP (B) HORI-

ZONTAL DISTANCE APPROXIMATELY SIX (6) MILES (C) NONE (D) NONE

(E) JUST WENT OUT (F) THREE TO FOUR MINUTES ITEM THREE (A)

GROUND VISUAL (B) NONE (C) NONE ITEM FOUR (A) 0424Z 11 NOVEM- 2224 local

BER 1957 (B) NIGHT ITEM FIVE GB 4808 ITEM SIX (A) [redacted]

[redacted] CONSTRUCTION WORKER

Which way was observer facing?

No elevations or bearings given

PAGE TWO RJWFHW 5B

MRS [redacted] MISS [redacted]

MCKANEY TEXAS (B) NONE ITEM SEVEN (A) LOW OVERCAST CONDITION

ITEM SEVEN (CONT) (B) 6,000-080-20 10,000-200-25

16,000-220-25 20,000-220-40 30,000-230-65 50,000-240-

60 80,000-N/A ITEM EIGHT NONE ITEM NINE NONE ITEM TEN

NONE ITEM ELEVEN NOTHING UNUSUAL PICKED UP ON RADAR

ITEM TWELVE NONE

BT

13/1735Z NOV RJWFHW

Comment:

A plot shows that observer was apparently next to Otay AFB

The maneuver described appears to be those of one A/C.

Prob A/C

PROJECT 10073 RECORD CARD

1. DATE 16 November 1957	**2. LOCATION** Dayton, Ohio	**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other_____ ☒ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local _____ GMT not given	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Civiliau	
7. LENGTH OF OBSERVATION 6-8 minutes	**8. NUMBER OF OBJECTS** two	**9. COURSE** stationary

10. BRIEF SUMMARY OF SIGHTING

Two objects, one below the other, color of fire. No sound. In west.

11. COMMENTS

Insufficient data.

ATIC FORM 329 (REV 26 SEP 52)

Multi [redacted] CK 23804

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

INSUFF DATA

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, and will be regarded as confidential material. 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?

10 Nov
Day _____ Month _____ Year

2. Time of day: what time of day
_____ Hour _____ 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?

CREPTS RD. _____ where? _____
Nearest Postal Address City or Town State or Country

Additional remarks: _____

5. Estimate how long you saw the object. _____ Hours 6-10 Minutes _____ Seconds

5.1 *Circle* one of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, 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

ATIC Comment: INSUF DATA

ATIC FORM NO. 164 (13 OCT 54)

This was a very hazy day. But. He was facing west at twilight and probably was seeing the unusual appearance of sunset of the setting sun through the haze. [illegible] concerned about this.

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, 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. Was the object brighter than the background of the sky?

(Circle One): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other

11. 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. Flicker, throb, or pulsate?	Yes	No	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

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

_____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, than tell what it moved in front of: _____

_____

14. Did the object appear: *(Circle One)*: a. Solid? b. Transparent? c. Don't Know.

15. 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 _____		

16. Tell in a few words the following things about the object.

a. Sound NO SOUND

b. Color FIRE

17. 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.

18. The edges of the object were:

(Circle One):
a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other _____

19. 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.

TWO
ONE BELOW THE OTHER

25. 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
e. At sea
f. Other _____

26. 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. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

FEED MY DOGS. LOOKED UP.

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

28.1 What direction were you moving? *(Circle One)*

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

28.2 How fast were you moving? _____ miles per hour.

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

(Circle One) Yes No

29. What direction were you looking when you first saw the object? *(Circle One)*

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

30. What direction were you looking when you last saw the object? *(Circle One)*

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

a. From true North _____ degrees.
b. From horizon _____ degrees.

31.2 When it disappeared:

a. From true North _____ degrees.
b. From horizon _____ degrees.

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

34.1 CLOUDS *(Circle One)*

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

a. No wind
b. Slight breeze
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*

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

34.4 TEMPERATURE *(Circle One)*

a. Cold
b. Cool
c. Warm
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

_____ Day _____ Month _____ Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No WIFE

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

ASTRONOMY

Venus Most Prominent

Venus, the only planet now visible in the evening, is a brilliant object in the sky and will soon be joined by the Leonids, "shooting stars."

By JAMES STOKLEY

▶ THAT BRILLIANT object you see in the southwestern sky these evenings as darkness falls is not an airplane, a flying saucer, or some bright light hung in the sky as part of an experiment.

What you see is the planet Venus, now reaching its greatest prominence, which comes just before its disappearance from the evening sky early in 1958.

Venus is far brighter than any other star or planet seen in the night sky and there is no difficulty in identifying it. Indeed, it can be observed long before the sky is dark. In fact, if you know where to look, you can even see it in broad daylight!

After it passed behind the sun last April 14, Venus has gradually been drawing to the east of that body. That meant that it followed the sun in its daily motion across the sky, and so remained visible in the west after the sun had set. On Nov. 18 it will be farther east of the sun, hence remaining in the sky for the longest time after sunset, nearly three hours. After that it will start moving toward the sun again.

Because of its early setting, Venus does not appear on the accompanying maps of the November evening skies, which show their appearance about 10:00 p.m., your own kind of standard time, at the first of November, 9:00 p.m. on the 15th and 8:00 p.m. on the 30th.

Bright Birds in the Sky

These maps do, however, show the stars that are now visible.

Toward the west is Deneb, at the top of the "northern cross," which is really part of the constellation of Cygnus, the swan. Deneb is in the bird's tail; in fact, the word is Arabic and means "tail." The crosspiece represents the wings, and the lower part of the cross his long neck, stretched forward in flight. At the head is Albireo, a star of the second magnitude on the astronomical brightness scale. Below Cygnus is another first-magnitude star, Vega, in Lyra, the lyre. To the left is another bird, Aquila, the eagle, with the star Altair.

High in the south you can see the four stars that form the "great square," part of the constellation of Pegasus, the winged horse. Although these are not among the brightest, their characteristic arrangement makes them a good starting place from which to find other groups. The horse, actually, is upside down in the sky, as the row of stars extending westward from the lower right corner of the square is his head!

The star at the upper right, Alpheratz, is not in Pegasus at all, but in the neighboring group of Andromeda. This constellation represents the Ethiopian princess who, according to mythology, was chained to a rock to be devoured by a sea monster, represented by the constellation of Cetus, the whale, in the south. Fortunately, she was rescued by the hero, Perseus, who is seen in the northeast.

Andromeda's mother, Cassiopeia, is seen in the north, a group forming the letter M, above Polaris, the pole star. Alongside her is her husband, the king, Cepheus.

Turning now toward the east, we can see what is generally considered to be the finest constellation in the sky making its debut for the season.

Orion: Season's Finest

This is Orion, the warrior, easily recognized because of the three stars in a row that form his belt. To the left is Betelgeuse, to the right is Rigel, both of the first magnitude, although being so low in the sky they do not appear as bright as they will in the coming months. Then you will see them high in the south.

Just above Orion is Taurus, the bull, with brilliant Aldebaran, and to the left of this figure stands Auriga, the charioteer, with first magnitude Capella.

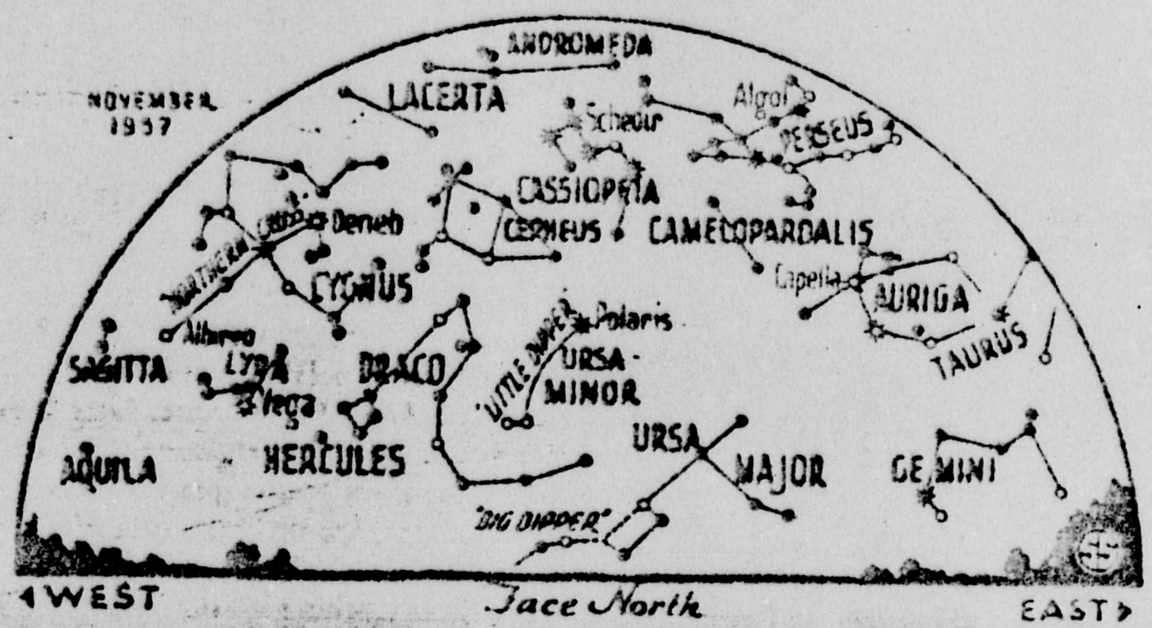
Although only Venus is now visible in the evening, two other planets appear in the southeast before sunrise. Brightest of these is Jupiter, in the constellation of Virgo, the virgin. It is close to the bright star Spica. However, it exceeds the star in brilliance about ten times.

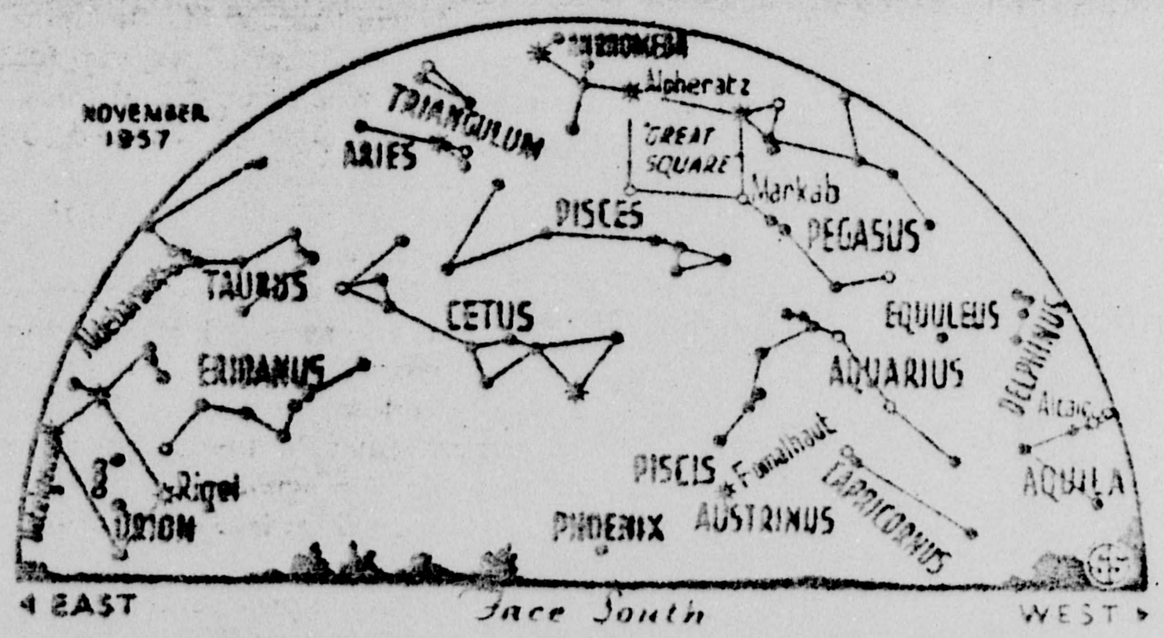
Farther east is Mars, rising about an hour ahead of the sun. Its brightness is about half that of Spica. Mercury and Saturn are both too near the sun to be easily visible in November.

Shower of "Stars" to Come

November is the month bringing one of the year's famous showers of meteors, or "shooting stars," which appear from about the 13th to the 16th.

They are most numerous after midnight, because then we are on the forward side of the earth in its annual movement around the sun. Thus, we meet them head-on. This is different from the evening hours when we are on the rearward part, and see only those that catch up to us.





o ✱ o • SYMBOLS FOR STARS IN ORDER OF BRIGHTNESS

No Case (Information Only)

9 November 1957
Fargo, North Dakota

At Fargo, North Dakota, Fargo Forum photographer Alf T. Olsen saw and photographed a "cigar-shaped object" which hovered in view for several minutes about noon on November 9th. He was able to get three shots, one of which shows two additional circular objects in the vicinity of the larger. (No details are available concerning corroborating reports.)

WHAT HAPPENED NOVEMBER 9th, 1957?

- by Max B. Miller -

(EDITOR'S NOTE: Mr. Miller was, from 1953 to 1960, the editor of "Saucers," one of the pioneer UFO publications. He is also author of "Flying Saucers - Fact or Fiction?", which we reviewed in the June-July 1957 issue of SAUCER NEWS. - We are pleased to announce that with the article you are about to read, Mr. Miller has won second prize in our Giant Literary Contest. The first prize article, by David Wightman, was published in our March 1961 issue.)

Most of us recall the tremendous quantity and quality of UFO sighting reports that followed the launching of Sputnik II on November 3rd, 1957. While this "flap" was of brief duration, it was nevertheless one of the most active on record, and brought to light numerous accounts of radio interference, mysterious globes that landed on highways and at the site of the first atom bomb detonation in New Mexico, and enigmatic reports of automobile ignitions suddenly and unexplainably ceasing to function.

This activity was climaxed when a Pan American airliner bound for Honolulu mysteriously vanished during the early morning hours of November 9th. Coast Guard surface vessels, air carrier aircraft, Air Force aircraft, and the Navy aircraft carrier "Philippine Sea" immediately began one of the most intensive air-sea search explorations ever initiated.

Some of the search aircraft reported sighting aerial flares at night, but these reports were eventually discounted as being unrelated to the missing airliner. Finally, on November 14th, - five days after the great search began - aircraft from the "Philippine Sea" discovered bodies and some wreckage 90 miles north of the intended flight path of Pan American Clipper 944 (a Boeing 377 Strato-cruiser.)

From that time till now we have had no official comment regarding the fate of the airliner. In fact, the entire matter was "classified." (This security, however, is not particularly unusual. Almost all accident investigations are kept under wraps until the final report is completed.) The Civil Aeronautics Board, however, has just completed and released its lengthy and exhaustive report on the incident, revealing some intriguing aspects of the "accident."

Clipper 944 departed from San Francisco at 7:51 GMT (Greenwich Mean Time), November 8th. It carried 36 passengers and a crew of eight, including Captain Gordon H. Brown and First Officer William P. Wygant. Of more than casual interest to the UFO researcher is the name of the second officer - William H. Fontenberry.

It will be remembered that on the night of July 14th, 1952, Pan American First Officer William B. Nash and Second Officer Fontenberry sighted eight UFO's traveling below their airliner while approaching Norfolk, Virginia. This was the first UFO sighting on record where the witnesses were above the phenomenon. The Air Force has classified this report: "Conclusion - Unknown." (Nash and Fontenberry recounted this experience in an article entitled "We Flew Above Flying Saucers," which appeared in the October 1952 issue of True Magazine.)

The flight path of the missing Clipper 944 specified a cruising altitude of 10,000 feet and a true airspeed of 226 knots, according to the CAB report. The gross weight was 147,000 pounds, and included fuel for about 13 hours.

All required position reports were made, and Flight N-90944 reported to Ocean Station vessel "November" at 12:30, when a radar fix established its position as 10 miles east of the vessel. The airliner's last posi-

tion report was at 1:04, but nothing unusual was reported. The next report, due at 2:04, was not received. The airliner was then designated "unreported," initiating the gigantic search mission.

As previously stated, some wreckage was discovered on November 14th, and a total of 19 bodies were recovered, 14 of them wearing lifejackets. Immediately, two CAB investigators, representatives of Pan American and the CAA (now FAA), and two pathologists of the Armed Forces Institute of Pathology (on loan to the CAB) were flown to the "Philippine Sea" for an on-the-spot investigation.

"External examination of the bodies was made, carefully noting all external injuries," the CAB report explained. "There was no evidence of foul play found on any of the recorded bodies." Evidence of fire was found only on wreckage floating above water, indicating that any fire must have occurred after the airliner had crashed. "No evidence of an in-flight explosion in the fuselage was found," said the CAB.

Cargo manifests, however, indicated the presence of sodium sulfide, a volatile chemical. But this was packed according to stringent regulations, and it is unlikely that the chemical had any connection with the crash. A small amount of radioactive medicine was also on board the airliner.

One of the most inexplicable aspects of this mystery is the fact that Flight N-90944 was equipped with two high frequency radio transmitting and receiving systems. In addition, these systems were equipped with SELCAL, eliminating the need for continuous pilot monitoring of the radio equipment. SELCAL generates pre-set coded tones which are transmitted on a voice communication frequency. This device is on the control pedestal between the pilots, readily usable by both.

But why wasn't at least one of the airliner's transmitters - or SELCAL - used? What could possibly have happened to prevent the pilot, first officer, second officer or navigator from employing this life-saving device, for their position would be unknown to rescue parties without this information? (And remember, the airliner was 90 miles off course, for a reason yet to be resolved.) And if some sudden catastrophe had occurred, how did at least 14 passengers find the time to put on lifejackets?

ARINC (Aeronautical Radio, Inc.) handles all surface-to-air communications for Pan American. Pursuing the possibility that an emergency message might have been sent through without having been detected, the CAB carefully examined the ARINC tape recordings for the frequency over which a message would have been sent.

"Initially nothing was apparent," the report stated. "However, repeated playbacks of the tapes of the period following the 1014 position report disclosed previously unknown transmissions which were extremely weak and subject to varied and conflicting interpretations."

More than three months, utilizing proven and experimental techniques and the finest equipment, were devoted to resolving whatever had been recorded on tape. "Another attempt to understand the message was made by Pan American World Airways," .the CAB report continued. "A number of supervisory flight and communications personnel, accustomed to the abbreviated jargon of air radio communication as well as having had personal experience in previously talking with the crew members, were unable to gain any significant intelligence from repeated playbacks of the recorded message. Despite this comprehensive research, the Board could not definitely establish that any emergency transmissions came from Clipper 944."

A check with the officers of 44 other airline flights to Hawaii on November 8th-9th revealed that none had received any communication from the missing airliner.

Investigators have decided that the probable point of impact was 29 degrees 26 minutes north, 144 degrees 5 minutes west. This estimate would place the airliner 105 miles west of the last reported position and some 30 degrees (90 miles) off course to the right (north). Weather conditions were extremely favorable and devoid of turbulance, lightning, percipitation, icing, etc. The sea was reported to have been unusually calm. The air temperature was about 40 degrees.

"However, two pertinent conclusions regarding the final position of the flight are evident," the CAB report notes. 'Consideration of the distance flown from the last reported position to the impact point, and of the time required to traverse that distance, shows that the flight did not turn back toward Ocean Station 'November.' Also, the ditching to the north of the planned route indicates that appreciable lateral distance, not on course and away from the ocean station, was traversed after the start of the emergency.

"It is difficult to understand why the captain would have elected to continue away from 'November' had he been able to do otherwise. Weather was not a factor and it is not believed that the shipping lanes to the north offered any inducement to turn in that direction. Conversely, 'November,' a fixed ocean station equipped with radio homing and radar devices and rescue equipment, was in close proximity with trained personnel readily available."

Pathological examination indicated that at least 10 of the 19 recovered bodies had died from drowning. "Further, the lack of extensive crash-induced mutilation, together with the general condition of the bodies, suggested that the water impact, although severe, was not sufficiently great to cause complete disintegration of the aircraft."

Some pathological tests showed evidence of toxication from carbon monoxide. However, the evidence is not conclusive and is being re-evaluated.

Several wrist watches recovered have established a probable time of impact at 1:27 a.m. (GMT).

A check of the records of the entire crew showed nothing unusual. All officers had had a good deal of previous experience with the Boeing 377, and the crew members were all under current certification by the CAA; Airline maintenance records also indicated nothing out of the ordinary, although the CAB was not satisfied with the thoroughness of some maintenance reports.

These are the findings reported by the Civil Aeronautics Board:

"1. The crew, aircraft, and carrier were currently certificated.

2. The flight was properly planned

and dispatched.

3. The gross weight of the aircraft at the time of takeoff was 147,000 pounds, the maximum allowable.

4. Progress of the flight and position reports were normal and routine for more than half of the planned flight distance.

5. Shortly after the last routine report an emergency of an undetermined nature occurred.

6. This was followed by a descent from 10,000 feet.

7. No emergency message was received from the aircraft.

8. Some preparation for ditching was accomplished.

9. The aircraft broke up on impact.

10. A surface fire then occurred.

11. Weather was not a factor.

12. Exposure of the crew to carbon monoxide was indicated but incapacitation could not be definitely established.

13. No evidence of foul play or sabotage was found.

14. Irregularities of maintenance practices and/or procedures disclosed during the investigation could not be linked to the accident.

"The Board has insufficient tangible evidence at this time to determine the cause of the accident. Further research and investigation is in progress concerning the significance of evidence of carbon monoxide in body tissue of the aircraft occupants.

"By the Civil Aeronautics Board:

James R. Durfee
Chan Gurney
Harmar D. Denny
G. Joseph Minetti
Louis J. Hector"

The CAB report admittedly offers no explanation for the crash, and it offered only one possibility that could have accounted for the emergency: "A....probable source of CO (carbon monoxide)," the report stated, "would be an unusual occurrence in a power package which could have initiated a chain of events leading to the introduction of carbon monoxide in the fuselage. Such an unusual occurrence could be a failure which would release part of a propeller blade or the entire propeller, or a failed turbo-supercharger disk. It is likely that such an occurrence would be accompanied by serious flight control problems and possibly fire. If a propelled object, such as a propeller, came through the fuselage, it could easily start a fire, knock out some radio equipment, make emergency smoke evacuation procedures ineffective, and destroy the crew's oxygen supply. Such an occurrence fits the known circumstances better than any other possibilities."

But the facts still remain. As Aviation Week Magazine recently headlined: "PanAm Crash Cause Remains 'Unknown'."

.....

No Case (Information Only)

10 November 1957
Madison, Ohio

E. A. KIRSCH

UFO RESEARCH ORGANIZATION

1957

1309 FOREST GLEN DRIVE

CUYAHOGA FALLS, OHIO

III (Lab)

February 6, 1958

Captain Gregory
Section [redacted]
Aerial Phenomena Research Division
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Captain Gregory:

Well over a month ago I wrote the Air Force Press Desk requesting certain non-classified information on several UFO sightings. I have received no reply as of yet. I doubt if you will reply also, but you might at least refer this letter to someone that will. It seems that Section [redacted] is too busy letting the dust collect on the "unknown" stamp to do anything else. Therefore, I don't really expect to hear from you so refer this letter to the proper department...please.

I request the following information: The official Air Force explanation on the case of the UFO seen by Mr. [redacted] in Geauga County, Ohio on November 6, 1957. The same for the object seen by Mrs. [redacted] on November 10, 1957 at Madison, Ohio. And the following - does the Air Force have any knowledge of a man who calls himself [redacted] that is supposed to have taken a number of photographs of the object seen by Mr. [redacted]. His real identity - if he exists - is not known.

Occasionally I do make a thorough investigation of what I consider an exceptionally good UFO sighting. If I thought that the Air Force was really sincere in their apparent attempt to get to the bottom of the UFO problem, I might send you the data I collect on sightings that you don't know about and aren't reported to you by other means.

Sincerely,

[redacted]

See UFO File #36
"Pond Kid" is referred to by investigators since 1952; yet as late as 1 CAP.

12 Nov 1957

[redacted]
May 14, 1959

Major J. Friend
ATIC
Wright Patterson Field, Ohio

Dear Major Friend,

I received a very hastily written note from your friend Dan Habor in which he asked me to copy a bit of data regarding General MacArthur's statements to [redacted] of Naples, Italy. I believe he wants quotes from the recent Trevor James book which I have borrowed from him. Actually he wrote in such haste I am not sure if he meant just the quote in the book or if I should include the actual quotes from the report of this meeting in Oct. 1955.

Onpage 107 of this book by James "They Live In The Sky" the author has given as a possible reason why governments are loathe to reveal what has been deduced the theory that astral beings which could upset all scientific and religious theory may soon invade. (My interpretation of this material) I quote, -- from above book.

"However, I believe that there may be some highly placed men of signal spiritual quality who already know what faces humanity, and who might well be the agency through which this information will be passed on to the nations.

Supporting this viewpoint is the report that General Douglas MacArthur had made a remarkable statement to [redacted] of Naples, Italy during a visit to New York by the Italian dignitary. On October 8 1955, [redacted] stated to the press: "he(MacArthur) believes that because of the developement of science, all countries on earth will have to unite to survive, and to make a common front against attack by people from other planets" end quote.

As I recall he stated also future politics would be cosmic or between planets. He quoted the late Einstein who when asked what weapons would be used in a third world war as saying he did not know but was sure a fourth world war would be fought with sticks, clubs and stones.

I am in complete agreement. I certainly abhor the stories being told by the alleged contactees. I feel certain if anyone could contact space people I should and Lord knows I have tried. In 1957 when [redacted] startled this area with his news he watched a UFO land I thought it was hilarious. I did not think it so funny four days later when one hovered in my own back yard. Because I sincerely thought these things existed in the minds of fiction writers and unreliable mental defecients when I saw this thing I was not one bit afraid for I was certain it had a logical explanation. I watched it close to thirty minutes before I convinced myself there not only was none, but intelligence was within that thing watching me. There is no logical explanation....for this object or the burns I received while I watched. Or the blood vessels that burst on my neck, legs etc. Or the strange alteration in body glands. I suppose it is mere coincidence I did not have one monthly period for the exact time no female dog in my kennel did not come in heat. I wonder about the dog

that had been so healthy when shown at dog shows....she died full of cancer. Or the bitch that whelped a litter of four monstrosities. Thank God I was ignorant of UFO. Had I heard these fool contact tales I might have gone closer. I saw enough then and on following nights to know they (whoever they are) know every inch of this terrain. It was widely circulated I was "emotional"....You bet. I liked to died of fear night after night knowingan unknown was here. I guess misary likes company. I took great pleasure not only meeting [redacted]e but also from a story straight from another man who had been burned by these things there is no proof exists. He told of watching 2 Red lights that worked all night"too. People like us appreciate the [redacted].

I admit I am surprized to have him asking me to send you data for I did not know he was assiting your department. Of course I know him only slightly for he has been irked with my refusal to use my story for public release. I would feel like a testimonial for God only knows what, and yet perhaps I am wrong for had I suspected I could actually be harmed I surely would not have remained out to look.

Sincerely,

[redacted]

1 10/23302

1 Wethers

Nov 11 08 40 '57

(VENUS)

1
2
3 4=437

4 4x20

(42)

3

FROM ASTRO

[illegible] AFB OHIO

[illegible] 7TH

[illegible] WASHINGTON DC

[illegible] COMM AIC ENT AFB OHIO

[illegible] COMM [illegible] AU DIV

[illegible] COMM WRIGHT PATTERSON AFB OHIO

[illegible]

U N C L A S S I F I E D COMM 547 ESUDA UFOS

A. DESCRIPTION OF THE OBJECT?

1. SHAPE. (ROUND)

2. SIZE COMPARED TO KNOWN OBJECT. (PEA)

3. COLOR. (BRIGHT WHITE)

4. NUMBER. ONE. ( )

5. INFORMATION, IF MORE THAN ONE. N/A)

6. ANY DISCERNIBLE FEATURES OR DETAILS. (NONE)

7. TAIL, TRAIL, OR EXAUST, INCLUDING SIZE OF SAME COMPARED TO SIZE OF OBJECT. (NONE)

8. SOUND, IF HEARD, DESCRIBE. 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?

BRIGHT WHITE LIGHT OBSERVED FROM BEDROOM WINDOW

2. ANGLE OF ELEVATION AND AZIMUTH OF THE OBJECT WHEN FIRST OBSERVED.

AZIMUTH 270 TO 280 ELEVATION 5 DEGREES

3. ANGLE OF ELEVATION AND AZIMUTH OF OBJECT UPON DISAPPEARANCE.

AZIMUTH 270 TO 280 ELEVATION 2 DEGREES

4. DESCRIPTION OF FLIGHT PATH AND MANEUVERS OF OBJECT

SLOWLY MOVING WEST

5. MANNER OF DISAPPEARANCE OF OBJECT.

DISAPPEARED OVER THE HORIZON

6. LENGTH OF TIME OBSERVED.

(TWO) HOURS AND TWENTY MINUTES

[redacted]. ELEVATION AND AZIMUTH OF [redacted] UPON DISAPPEARANCE.

AZIMUTH [redacted] ELEVATION [redacted] DEGREES

4. DESCRIPTION FLIGHT PATH AND MANEUVERS OF OBJECT

SLOWLY MOVING WEST

MANNER OF DISAPPEARANCE OF OBJECT.

DISAPPEARED OVER THE HORIZON

5. LENGTH OF TIME OBSERVED.

TEN (?) HOURS AND TWENTY [redacted] MINUTES

C. MANNER OF OBSERVATION:

USE ONE OR ANY COMBINATION OF THE FOLLOWING ITEMS.

(GROUND VISUAL)

2. STATEMENT AS TO OPTICAL AIDS. NONE

3. IF THE SIGHTING WAS MADE WHILE AIRBORNE, GIVE TYPE OF AIRCRAFT, IDENTIFICATION NUMBER, ALTITUDE, HEADING, AND HOME STATION. (NONE)

D. TIME AND DATE OF SIGHTING: what time is this?

1. ZULU TIME-DATE GROUP OF SIGHTING. [redacted] NOV 57 ~~2330Z~~ ~~0730Z 20 Nov 57~~

2. LIGHT CONDITIONS. (NIGHT)

E. LOCATION OF OBSERVERS. (GEOREF POSITION [redacted])

F. IDENTIFYING INFORMATION OF ALL OBSERVERS.

X [redacted] AGE 25, [redacted] COUNCIL BLUFFS, IOWA

X 38291

G. WEATHER AND WINDS-ALOFT CONDITIONS AT TIME AND PLACE OF SIGHTINGS.

1. OBSERVER ACCOUNT OF WEATHER CONDITIONS. CLEAR)

2. REPORT FROM NEAREST AWS OR U.S. WEATHER BUREAU OFICE OF WIND

DIRECTION AND VELOCITY IN DEGREES AND KNOTS AT SURFACE, [redacted], IF AVAILABLE.

([redacted])

3. CEILING. (CLEAR)

4. VISIBILITY. (CLEAR [redacted])

5. AMOUNT OF CLOUD COVER. (NONE)

6. THUNDERSTORMS IN AREA AND QUADRANT IN WHICH LOCATED. NONE)

H. ANY OTHER UNUSUAL ACTIVITY OR CONDITION, METEOROLOGICAL, ASTRONOMICAL OR OTHERWISE, WHICH MIGHT ACCOUNT FOR THE SIGHTING. (NONE)

3.CEILING. (CLEAR)

4. VISIBILITY. (CLEAR 15)

5. AMOUNT OF CLOUD COVER. (NONE)

6. THUNDERSTORMS IN AREA AND QUADRANT IN WHICH LOCATED. NONE)

H. ANY OTHER UNUSAL ACTIVITY OR CONDITION, METEOROLOGICAL, ASTRONMICAL OR OTHERWISE, WHICH MIGHT ACCOUNT FOR THE SIGHTING. (NONE)

I. INTERCEPTION OR IDENTIFICATION ACTION TAKEN. (NONE)

J. LOCATION OFANY AIR TRAFFIC IN THE AREA AT TIME OF SIGHTING. (UNK.)

K. POSITION, TITLE AND COMMENTS OFTHE PREPARING OFFICER, INCLUDING HIS PRELIMINARY ANALYSIS OFTHE POSSIBLE CAUSE OFTHE SIGHTING. (NONE)

1. EXISTENCE OF PHYSICAL EVIDENCE SUCH AS MATERIALS AND PHOTOGRAPHS. (NONE)

2. ALSO SIGHTED BY PERSONAL OF THIS STATION.

ET

12/0600Z NOV FJED1

The description and direction of the object is exactly the same as Venus.

ASTRO

(VENUS)

ASTRONOMY

Venus Most Prominent

Venus, the only planet now visible in the evening, is a brilliant object in the sky and will soon be joined by the Leonids, "shooting stars."

By JAMES STOKLEY

The [illegible] BRILLIANT object you see in the southwestern sky these evenings as darkness falls is not an airplane, a flying saucer, or some other light thing in the sky as part of an experiment.

What you see is the planet Venus, now reaching its greatest prominence, which comes just before its disappearance from the evening sky early in 1958.

Venus is far brighter than any other star or planet seen in the night sky and there is no difficulty in identifying it. Indeed, it can be observed long before the sky is dark. In fact, if you know where to look, you can even see it in broad daylight!

After it passed behind the sun last April 11, Venus has gradually been drawing to the east of that body. That meant that it followed the sun in its daily motion across the sky, and so remained visible in the west after the sun had set. On Nov. 18 it will be farthest east of the sun, hence remaining in the sky for the longest time after sunset, nearly three hours. After that it will start moving toward the sun again.

Because of its early setting, Venus does not appear on the accompanying maps of the November evening skies, which show the appearance about 10:00 p.m., your own time of standard time, at the first of November, 9:00 p.m. on the 15th and 8:00 p.m. on the 30th.

Bright Birds in the Sky

These maps do, however, show the stars that are now visible.

Toward the west is Deneb, at the top of the "northern cross," which is really part of the constellation of Cygnus, the swan. Deneb is in the bird's tail; in fact, the word Arabic and means "tail." The crosspiece represents the wings, and the lower part of the cross has long neck, stretched forward in flight. At the head is Albireo, a star of the second magnitude on the astronomical brightness scale. Below Cygnus is another first-magnitude star, Vega, in Lyra, the lyre. To the left is another bird, Aquila, the eagle, with the star Altair.

High in the south you can see the four stars that form the "great square," part of the constellation of Pegasus, the winged horse. Although these are not among the brightest, their characteristic arrangement makes them a good starting place from which to find other groups. The horse, finally, is upside down in the sky, as the line of stars extending westward from the lower right corner of the square is his head! The star at the upper right, Alpheratz, is not in Pegasus at all, but in the neighboring group of Andromeda. This constellation represents the Ethiopian princess who, according to mythology, was chained to a rock to be devoured by a sea monster, represented by the constellation of Cetus, the whale, in the south. Fortunately, she was rescued by the hero, Perseus, who is seen in the northeast.

Andromeda's mother, Cassiopeia, is seen in the north, a group forming the letter M, above Polaris, the pole star. Alongside her is her husband, the king, Cepheus.

Turning now toward the east, we can see what is generally considered to be the finest constellation in the sky making its debut for the season.

Orion: Season's Finest

This is Orion, the warrior, easily recognized because of the three stars in a row that form his belt. To the left is Betelgeuse, to the right is Rigel, both of the first magnitude, although being so low in the sky they do not appear as bright as they will in the coming months. Then you will see them high in the south.

Just above Orion is Taurus, the bull, with brilliant Aldebaran, and to the left of this figure stands Auriga, the charioteer, with first magnitude Capella.

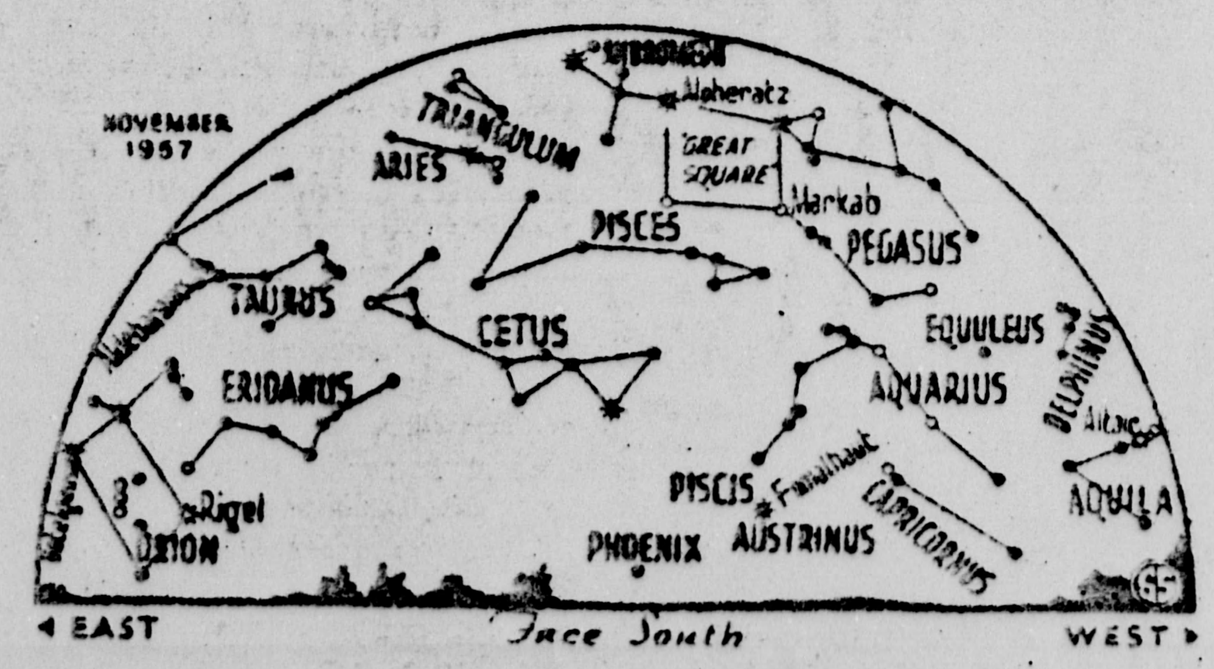
Although only Venus is now visible in the evening, two other planets appear in the southeast before sunrise. Brightest of these is Jupiter, in the constellation of Virgo, the virgin. It is close to the bright star Spica. However, it exceeds the star in brilliance about ten times.

Farther east is Mars, rising about an hour ahead of the sun. Its brightness is about half that of Spica. Mercury and Saturn are both too near the sun to be easily visible in November.

Shower of "Stars" to Come

November is the month bringing one of the year's famous showers of meteors, or "shooting stars," which appear from about the 13th to the 16th.

They are most numerous after midnight, because then we are on the forward side of the earth in its annual movement around the sun. Thus, we meet them head-on. This is different from the evening hours when we are on the rearward part, and see only those that catch up to us.



○ ✱ ○ • SYMBOLS FOR STARS IN ORDER OF BRIGHTNESS

11 - 15 NOVEMBER 1957 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
11	Bedford, Indiana (CASE MISSING)	Civilian	Insufficient Data
11	White Sulphur Springs, West Virginia	[redacted]	Insufficient Data
11	Loveland, Ohio	[redacted]	Balloon
11	Dayton, Ohio	[redacted]	Astro (VENUS)
11	St Charles, Missouri	[redacted]	Astro (VENUS)
11	Lexington, Kentucky (CASE MISSING)	Civilian	Aircraft
11	Knoxville, Tennessee	[redacted]	Balloon
11	Salina, Kansas	Military	Astro (METEOR)
11	Benton, Pennsylvania	Military	Astro (METEOR)
11	Springfield, Missouri	[redacted]	Insufficient Data
11-12	Peru	US Citizen/Multi	Astro (VENUS)
12	Osan AB, Korea	Military	Astro (METEOR)
12	San Antonio, Texas	[redacted]	Astro (METEOR)
12	Columbia, South Carolina	[redacted]	Astro (METEOR)
12	Pittsburg, Pennsylvania	Civilian Airlines	Insufficient Data
12	Callicoon Center, New York	[redacted]	Insufficient Data
12	Clark AFB, Philippines	Military	Balloon
12	Alpena, Michigan	[redacted]	Aircraft
12	Akron, Ohio (CASE MISSING)	Civilian	Insufficient Data
12	Ogdensburg, New York	[redacted]	Astro (VENUS)
12	Grand Rapids, Michigan (CASE MISSING)	Civilian	Insufficient Data
12	Port Angeles, Washington	[redacted]	Insufficient Data
12	Alpine, Arizona	[redacted]	Astro (VENUS)
12	Los Angeles, California	[redacted]	Astro (VENUS)
12	Los Angeles, California	[redacted]	Insufficient Data
12	Hurley, New Mexico	[redacted]	Aircraft
12	Garden Grove, California	[redacted]	Astro (VENUS)
12	Corona Del Mar, California	[redacted]	Insufficient Data
13	Crownsville, Maryland	[redacted] (PHYSICAL S)	Insufficient Data
13	Reese AFB, Texas	Multi	Balloon
13	Bethesda, Maryland	Not Reported	Astro (METEOR)
13	Oneida, New York	[redacted]	Insufficient Data
13	Alpine Ranger Station, Arizona	[redacted]	Astro (VENUS)
13	Las Vegas, Nevada	Civilian Airlines	Aircraft
14	Rothwesten, Germany	Military (RADAR)	Other (FALSE RETUR
14	Johnson AB, Japan	Military	Other (CLOUD)
14	Brookville, Ohio	Millikan	Other (UNRELIABLE
14	Galveston, Texas	Civilian	Aircraft
14	Canastota, New York (CASE MISSING)	Civilian	Balloon
14	Hill City, Kansas	Military Air	Astro (VENUS)
14	Biloxi, Mississippi	[redacted] (PHOTOS & SKETCH)	Astro (VENUS)
14	Marrero, Louisiana	[redacted]	Astro (STARS)
14	Beverly, Massachusetts	[redacted]	Other (GROUND LIGH
15	Yellow Springs, Ohio (CASE MISSING)	Civilian	Insufficient Data
15	Tampa, Florida	[redacted]	Astro (VENUS)
15	Newburgh, New York	[redacted]	Aircraft
15	Milroy, Indiana	[redacted]	Astro (METEOR)
15	Harrisburg, Pennsylvania	[redacted]	Astro (VENUS)
15	Columbia, South Carolina	[redacted]	Astro (VENUS)

11 - 15 NOVEMBER 1952 SIGHTINGS

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
Nov 13	Universe Greenfield, Massachusetts	Science News Ltr Newsclipping	
15	C A L Hoover, Georgia	Newsclipping	