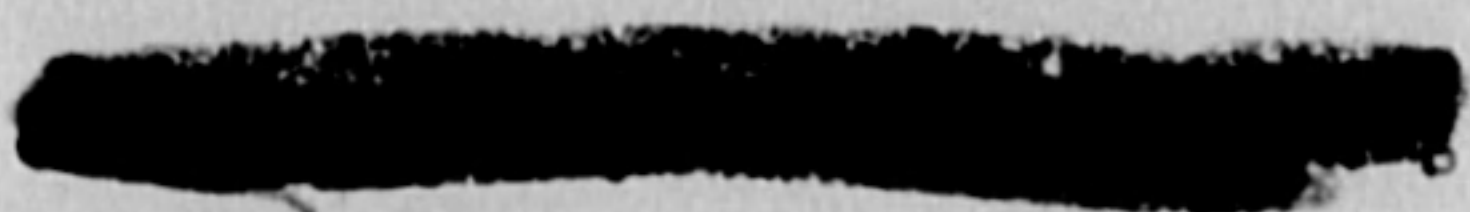


PROJECT 10073 RECORD CARD

1. DATE 10-11 January, 1960		2. LOCATION Pacific (30-30N 139-05W)		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical Meteor ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 11/0438Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 12 seconds		8. NUMBER OF OBJECTS one		9. COURSE S to NE	
10. BRIEF SUMMARY OF SIGHTING Very bright light with irregular edges. Roughly round in shape about half the size of a full moon. Speed about 1/3 that of a falling star. 				11. COMMENTS Description conforms to that of a slow meteor of the "fireball" type.	

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From: Commandant, Twelfth Naval District (Commander, Central Sector,
Western Sea Frontier)
To: Commander Western Sea Frontier

Subj: Unidentified flying object; report of sighting at 110438Z JAN 60 of

Ref: (a) OPNAVINST 3820.9 of 10 Nov 55, same subj

1. A CIRVIS report was originated by the commander of a Navy R7V-1 aircraft, Bureau No. 44051, of VR-7, stationed at U. S. Naval Air Station, Moffett Field, California. This aircraft, under the operational control of Military Air Transport Service, departed Hickham Air Force Base at 102327Z January 1960 for Travis Air Force Base, arriving Travis at 110940Z. Flight number of the aircraft was PKA 660 of 11 January. Cargo only was carried on this flight, no passengers. On instructions received from the Commander Western Sea Frontier, an agent of the District Intelligence Officer, Twelfth Naval District, in support of the Commander, Central Sector, Western Sea Frontier (Commandant, Twelfth Naval District), interviewed the individuals who observed the unidentified flying object when they arrived at U. S. Naval Air Station, Moffett Field, during the morning of 11 January.

2. The information obtained from these individuals is as follows:

a. The time the object was sighted was 110438Z January. Position was 30-30 North, 139-05 West. The aircraft was making good a course of 073 degrees true at a speed of 235 knots. The position of the aircraft had been fixed accurately eight minutes earlier at 0430Z when in the vicinity of Ocean Station Vessel NOVEMBER. The weather in the vicinity of the aircraft was described as clear with unlimited visibility. The aircraft was above an overcast which extended to the 9,000-foot level. The aircraft later entered an overcast area in the vicinity of longitude 134-30 West. No other aircraft were observed nor known to be in the area.

b. James A. HAUSER, 283 28 20, ATC, USN, residing at 1595 Bayshore, Garden Court, Santa Clara, California, first observed the object. At the time, he was occupying the copilot's seat on the starboard side forward of the aircraft. When he first observed it, the object was slightly aft of the aircraft and approximately 30 degrees higher than the aircraft. It was irregular, but roughly round, in shape, about half the size of a

Subj: Unidentified flying object; report of sighting at 110438Z JAN 60 of

full moon. He further described it as similar to a very bright white light with an irregular edge. He estimated its speed as about one-third that of a falling star. As it moved, the object constantly decreased in size until it disappeared in a position forward and about 30 degrees above the aircraft. The object appeared to move in a straight line during the 10 to 15 seconds it was under observation.

b. Ensign John S. STEWART, USN, 629514, who resides at 808 Iris Avenue, Sunnyvale, California, observed the object when it was brought to his attention by Chief HAUSER. At the time, Ensign STEWART was occupying the pilot's seat, port side forward. Normally Ensign STEWART is copilot (second pilot) for the aircraft. At the time he first observed the object he estimated it to bear approximately 050 relative to the aircraft, and to be above the aircraft. As he watched, he observed it to be on a flat trajectory and moving slowly. It appeared to be round in appearance and white in color, approximately 15 to 20 times larger than a planet. The object continued to move in a slightly downward course, decreasing in size until it disappeared from sight ahead of the aircraft. He was unable to determine whether or not the object was approaching the aircraft or going away. He estimated the time he observed the object to be 12 seconds. His impression of the object in general was comparable to that of Chief HAUSER, except that it appeared to be more solid, lacking the irregularity in the edges described by Chief HAUSER. Ensign STEWART commented he had observed a similar object while en route from Travis to Hickham about a month earlier and had been interviewed relative to that sighting by the Air Force upon arrival at Hickham. He compared the object sighted on the previous occasion as being larger than the one sighted on this occasion; that the previous object had been bluish white whereas this one was white. Ensign STEWART also commented that the original CIRVIS message had indicated the estimated course of the object as about 310 degrees, but that this could be in considerable error, and probably the course was in a more northerly direction.

c. At the time of the observation the radar for the aircraft was not in operation, precluding confirmation of the presence of the object through use of radar. Both persons observed the object without binoculars.

d. An unsuccessful attempt was made to report the sighting to Ocean Station Vessel NOVEMBER. A CIRVIS message was filed to McClellan Air Force Base and was acknowledged at 110503Z January.

3. Ensign G. R. NELSON, Officer Personnel Officer for VR-7, advised that Ensign STEWART had entered naval service in November 1947 in an

Subj: Unidentified flying object; report of sighting at 110438Z JAN 60 of enlisted status, and had reached the rate of AD2 (Aviation Machinist Mate, Second Class) when he was selected for the NAVCAD Program, which resulted in his commissioning. Since being assigned to VR-7 in March 1959, he has progressed adequately professionally and is well regarded by the members of his squadron, both professionally and personally. He is somewhat older than most Ensigns, being 29 years old. Lieutenant (jg) John F. JACKSON, Enlisted Personnel Officer for VR-7, advised that Chief HAUSER is just completing 20 years of service in the Navy, and will soon retire to the Fleet Reserve. Chief HAUSER enjoys an excellent personal and professional reputation in the squadron; his rating marks are consistently "Excellent." He has been on duty with VR-7 since 1954.

4. Fleet Weather Facility Alameda (U. S. Naval Air Station, Alameda) advised weather conditions in the vicinity of OSV NOVEMBER, near the position of the sighting at 110600Z, were as follows:

<u>Altitude (ft)</u>	<u>Wind Speed (knots)</u>	<u>Wind Direction (degrees)</u>
Surface	Not reported	
6,000	8	350
10,000	9	340
16,000	22	340
20,000	44	270
30,000	32	290
38,000	35	300

Further, there was heavy cloud cover in the area, cumuliiform clouds, which may have extended to 13,000 feet (location of this 13,000-foot cloud cover may have variation of up to 5 degrees longitude). Also, there was a very good chance of thunderstorms in the area at that time with possible precipitation and lightning.

5. The Commander Western Sea Frontier was advised of the results of the interview of Ensign STEWART and Chief HAUSER through local liaison on 11 January.

H. A. ADAMS, JR.
By direction

Copy to:
→ Air Technical Intelligence Center (USAF)
CNO

UFO ANALYSIS SHEET

Location PACIFIC 30-30 N 139-05 W

Date 10/11 JAN 60 Hour (Z) 0438

WX CLEAR - UNLIMITED VIS.

Description ROUGHLY ROUND IN SHAPE HALF
SIZE OF FULL MOON (APPROX 1/4°).

VERY BRIGHT LIGHT WITH IRREGULAR EDGES.

OBJECT IN SIGHT APPROX. 12 SECONDS.

Direction of Motion GENERALLY SOUTH TO NORTH-EAST.

Satellite: (AFCIN-4F3, Phone 69219) —

Astronomical Phenomena (Meteor, Comet, Planet, etc) PROBABLY A
METEOR OF "FIREBALL" CLASS

Radar Analysis (AFCIN-4E1) N/A

Natural Phenomena (Ball Lightning, etc) SPEED TOO GREAT

Aircraft, Balloons, Airships, etc. SPEED TOO GREAT.

Other —

Evaluation of Source Reliability PROBABLY VERY GOOD.

Analysis and Conclusions: THIS OBJECT WAS THE CLASSIC
DESCRIPTION OF A METEOR OF THE FIREBALL
CLASS. — THE PILOT OF THE AIRCRAFT
INDICATED IT WAS SIMILAR TO AN OBJECT
WHICH HE HAD SEEN EARLIER (11 DEC 59). THIS
OBJECT WAS ALSO ANALYZED AS A PROBABLE
METEOR —