

PROJECT 10073 RECORD CARD

1. DATE 1 December 1962	2. LOCATION East Point, Georgia		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 sundown 1725 GMT 01/2225Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE civilian		
7. LENGTH OF OBSERVATION 3-4 minutes	8. NUMBER OF OBJECTS one	9. COURSE rising	
10. BRIEF SUMMARY OF SIGHTING Amature astronomer observing moon through 46.66" focal length TX w/Ram-sden eyepiece. Moon in focus and sky background bright blue no clouds. Bright quarter visible as well as the black portion. Bright object observed against the black background which increased in brilliance. Nothing unusual without scope. Object turned bright red and moved off the moon. Gained velocity and increased to a brilliant red.			11. COMMENTS Description and motion consistent with balloon observation at sunset. Winds in accord with motion. Case evaluated as balloon.

April 3, 1963

Mr. [REDACTED]
[REDACTED] Avenue
East Point, Georgia

Dear Mr. [REDACTED]

Thank you for your interesting letter of March 28 regarding your well described observation of an unusual object observed on December 1.

Since your sighting occurred during twilight it seems within the bounds of possibility that the object was a balloon reflecting the sun's direct rays at first and then turning red as it descended or moved away from the sun into the earth's shadow. The writer has personally witnessed this white-to-red effect on balloons at a high altitude in twilight.

However, in case this is not the explanation for your observation, we are passing a copy of your letter to Dr. J. Allen Hynek, of Northwestern University, who is actively interested in unusual observations of this kind.

Yours sincerely,

Alex. B. Geddes
Moonwatch Recorder

AEG:PE

WX Ordered 25 April 1963 from Ashville, N.C.

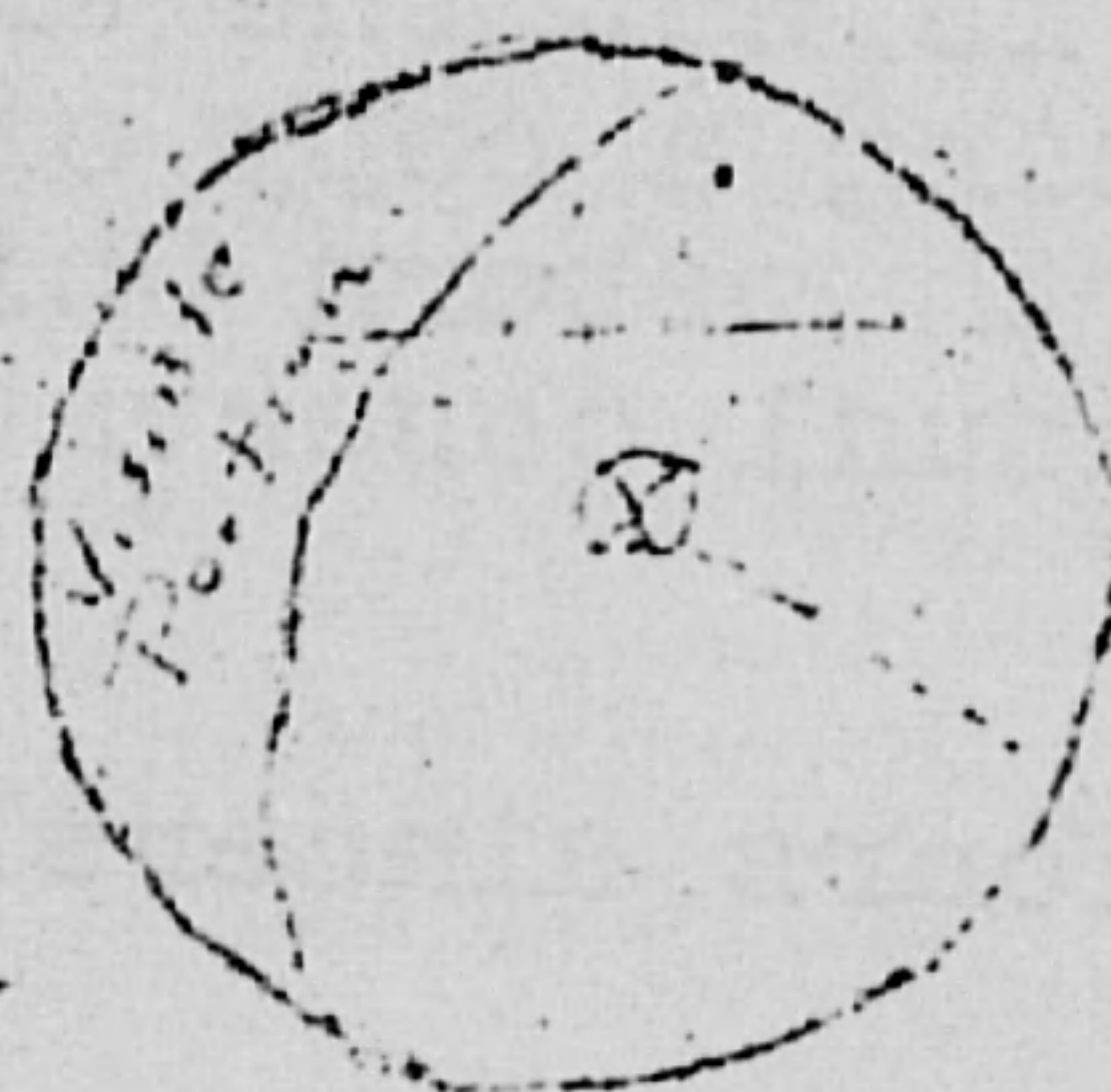
██████████ Avenue
East Point, Georgia
March 26, 1963

Smithsonian Astrophysical Observatory
60 Garden Street
Cambridge 38, Massachusetts

Gentlemen:

I have hesitated in writing you since the observation, of which I am about to relate, is so long past. However, Jack Hudnell, of the West Palm Beach Moonwatch Team, insists that I let you know what I saw since it may corroborate the observations of another astronomer, amateur or otherwise.

On December 1, 1962 I decided to look at the moon with my six inch, 45.66" focal length, during light conditions, using a Ramsden eyepiece. So, just at sundown I focused on the moon. The sky surrounding the moon was a bright blue and there was not a cloud visible in the sky. I could see the bright quarter and the black, or shadow, portion stood out against the blue background of sky. At 1725 EST my wife had been looking through the scope and had started towards the house. I was looking through the scope at the moon when I saw what appeared to be a mountaintop shining brightly in the black area of the moon, like so:



⊗ Point of first sighting
Path of movement

SMC

It shone so brightly and kept increasing in brilliance that I called to my wife to come back and see it. As she looked into the eyepiece she immediately asked what was that red spot on the moon. Then she said that it was starting to move. At this time I was looking at the moon, first with the naked eye and then with a moonwatch scope, but could see nothing out of the ordinary. When my wife stated that the spot was moving I took my turn at the eyepiece and what had been my original bright spot indeed had turned a very bright red and was moving off of the face of the moon. (See drawing above) This spot continued on into the blue of the sky as a brilliant red and so continued, increasing in velocity (acceleration) until I lost it. It was only in sight for about three or four minutes, from the time of first sighting until disappearance. I would roughly say that the brilliant spot originated in the vicinity of the crater Alphonsus and the path from that point to the edge of the moon would take it over the crater Cardanus.

I hope that this may be of interest to you.

Sincerely,

████████████████████
████████████████████

DATA PROCESSING DIVISION
CLIMATIC CENTER, USAF
Air Weather Service (MATS)
Asheville, North Carolina

REPLY TO
ATTN OF: CCDDP

SUBJECT: Wind Data, Atlanta Georgia

26 April 1963

TO: Aerospace Technical Intelligence Center/TDE
Foreign Data Division (Sgt Moody)
Wright-Patterson AFB, Ohio

1. Reference: Telephone request, Sgt. Moody, to this organization
25 April 1963.
2. We are sending photocopies of the following:
 - a. WBAN 10, Surface Weather Observation for Atlanta, Ga. 1 Dec 62.
 - b. WBAN 20, Computation Sheets for four observations on 1 Dec 62
for Athens, Georgia.

FOR THE DIRECTOR

Richard L. Hoke

RICHARD L. HOKE
2nd Lt., USAF
Asst. Administrative Officer

1 Atch
Wnd data f/Atlanta, Ga.

SURFACE WEATHER OBSERVATIONS

STATION ATLANTA, GA. (AUGUST 14 - AIRPORT) DATE DEC 1 1962

DATE DEC 1 1962

[illegible]

SYNOPTIC OBSERVATIONS

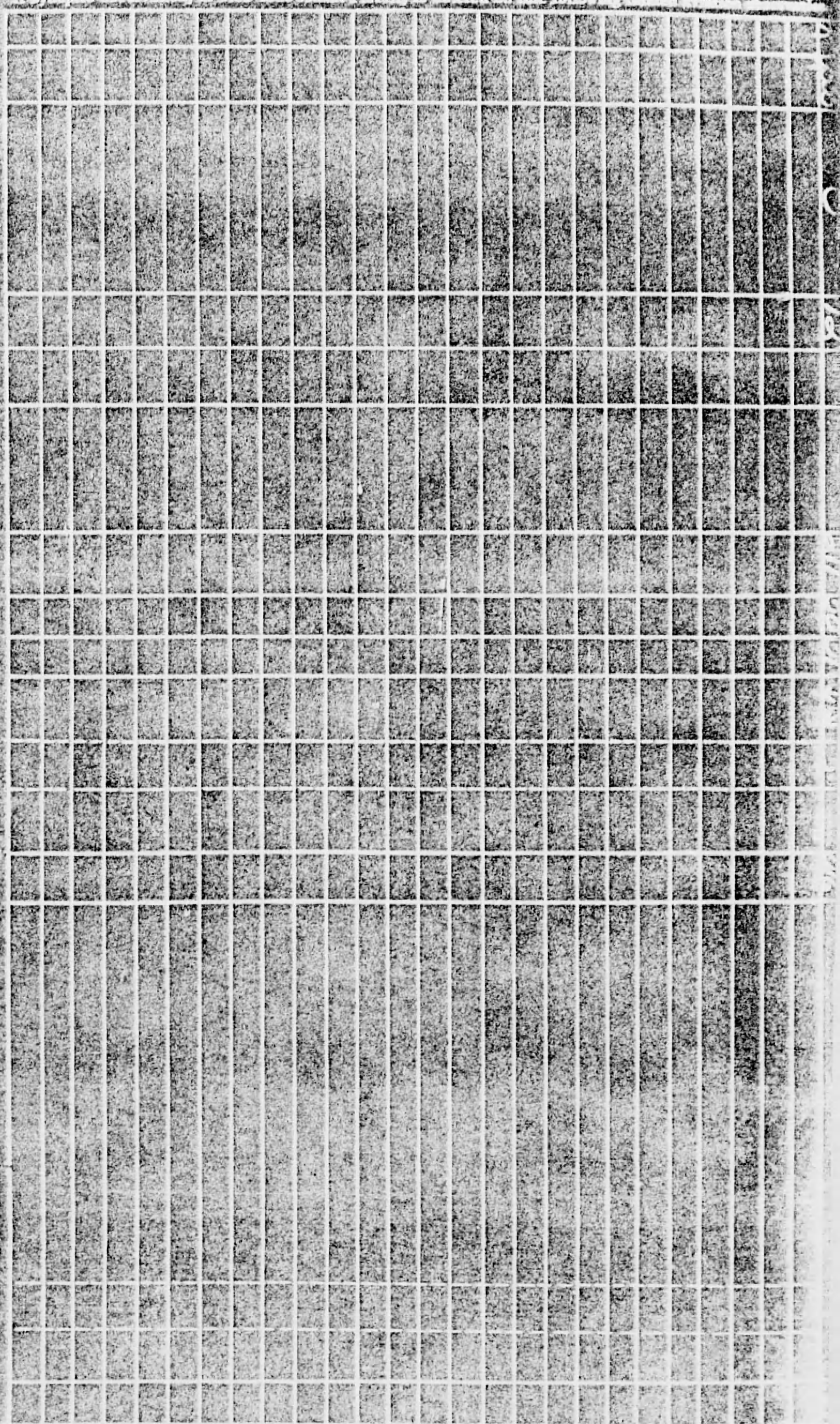
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1587

STATION
ATLANTA, GA., (MUNICIPAL AIRPORT)
DATE
DEC 1 1962

U.S. DEPARTMENT OF COMMERCE - WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

Time (GMT)	Day and ceiling (inches or feet)	Visibility (statute miles)		Weather and obscuration in vision	Sea and swell (feet)	Temp. (°F)	Dew pt. (°F)	Wind			Altimeter sea level (inches)	Remarks and supplementary notes	Observer
		Surface (mi)	Lower (ft)					Direction (true)	Speed (knots)	Gust (knots)			
R 0005	0	15			205	52	35	✓	7		014		FA
R 0015	0	15		91553	0920	52	34	✓	9		013		FA
R 0035	0	15			200	52	34	✓	9		013		FA
R 0055	0	15			197	53	33	✓	12		012	207	FA
R 0115	0	15			197	52	33	✓	12		012		FA
R 0135	0	15			201	52	32	✓	12		013		FA
R 0155	0	15			216	51	32	✓	11		014	FEW CL	FA
R 0205	0	15		91553	0920	51	30	✓	10		016	51	FA
R 0225	0	15			212	51	30	✓	10		016		FA
R 0245	0	15			216	52	31	✓	15		017		FA
R 0255	0	15			222	52	30	✓	14		019	217	FA
R 0315	0	15			219	61	36	✓	15		018		FA
R 0335	0	15			211	61	38	✓	10		016		FA
R 0355	0	15			202	65	39	✓	10		019		FA
R 0415	0	15		91553	0920	65	35	✓	15		011	39820 4450	FA
R 0435	0	15			173	67	42	✓	7		011		FA
R 0455	0	15			192	67	41	✓	7		010		FA
R 0515	0	15			189	67	41	✓	8		009	612	FA
R 0535	0	15			188	65	41	✓	7		009		FA
R 0555	0	12			191	63	41	✓	4		010	FEW CL W	FA
R 0615	0	12			199	59	41	✓	5		012	WID LGT RND 1780	FA
R 0635	0	12		69430	198	58	38	✓	00200		013	1608 1650	FA
R 0655	0	12			198	59	42	✓	5		012		FA
R 0715	0	12			202	55	41	✓	5		013		FA
R 0735	0	12			209	54	41	✓	5		015	310	FA
R 0755	0	12			211	52	40	✓	4		016		FA
R 0815	0	12			211	50	39	✓	5		016		FA



WORKING HARDER FOR MONDAY!

7178	64	171	171	696	37	87	11.3
7179	37	6632	1764	20725	37	87	11.3
7180	38	6930	1775	21400	38	72	11.3
7181	39	7170	1750	22100	39		
7182	30		1825	693	30	35	6.9
7183	31	7650	1850	22800	31		
7184	32		1905	675	32	357	10.0
7185	33	8200	1955	23200	33		
7186	34		1985	643	34	343	10.3
7187	35	8790	205	23600	35		
7188	36		212	616	36	302	8.0
7189	37	9310	221	22900	37		
7190	38		228	607	38	213	5.1
7191	39	9860	257	22600	39		
7192	40		247	619	40	215	7.0
7193	41	10450	257	21600	41		
7194	42		269	651	42	231	7.5
7195	43	11050	280	20700	43		
7196	44		290	624	44	197	6.0
7197	45	11600	296	20500	45		
7198	46		304	605	46	306	6.0
7199	47	12140	314	20000	47		
7200	48		320	585	48	302	7.0
7201	49	12660	327	19600	49		
7202	50		335	557	50	318	10.7

Coded Data for Transmission

111N	00911	105526	0628	10729	0724	10727	0729	10735
06702	10721	106537	10723	10729	00911	00820	00444	10820
23116	52214	72713	03012	53225	03224	03021	==	00411N
009911	52214	03016	62815	911				

111	25	2015	777
111	40	2196	775
110	27	24320	817
	11		
110	20	26221	900

Punched Card Data

[illegible][illegible]

① DISTANCE

Coded Data for Transmission

Maximum Wind Speed Data

1. **Unit 1: Unit 1**
 2. **Unit 2: Unit 2**
 3. **Unit 3: Unit 3**
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 99. **Unit 99: Unit 99**
 100. **Unit 100: Unit 100**

NAME

117	20	24.8				52.3	11	284	5.0
118	21	25.6	25.2		15500	52.2	12		
119	22	26.2	26.2			56.2	13	293	6.5
120	23	28.1	28.1		15100	55.0	14		
121	24	29.5	29.5			53.3	15	293	8.9
122	25	31.1	31.1		14500	51.3	16		
123	26	33.0	33.0		13000	47.1	17	270	16.0
124	27	35.1	35.1			46.3	18		
125	28	36.8	36.8			43.4	19	280	12.0
126	29	38.4	38.4		12200	40.5	20		
127	30	39.7	39.7			40.0	21	309	11.0
128	31	39.9	39.9		12200	37.0	22		
129	32	39.3	39.3			36.6	23	354	13.0
130	33	38.8	38.8		13400	29.5	24		
131	34	38.4	38.4			26.9	25	334	15.0
132	35	37.7	37.7		14600	22.8	26		
133	36	37.5	37.5			20.8	27	324	16.0
134	37	37.2	37.2		15700	17.8	28		
135	38	36.7	36.7			14.8	29	323	18.1
136	39	36.0	36.0		17100	11.5	30		
137	40	35.6	35.6			8.6	31	317	17.0
138	41	35.2	35.2		18400	6.2	32		
139	42	35.2	35.2			4.1	33	314	14.1

Coded Data for Transmission									
101	10101	12911	30636	0733	10719	0823	10722	0623	10619
0016	00621	10626	00632	10727	00606	10409	5211	5230	02729
02505	00033	52128	02226	53018	02714	100	11111	9997	03108
02215	02014	82291							

14	90	27642	825
10	17	27260	715
10	10	30715	795

Machine	Card No. 1	Card No. 2
Typical equipment	8	8
100	6	5
100	10	6
100	18	13
100	12	11
100	16	11
100	12	15
100	12	17
100	10	16
100	11	16
100	13	13
100	8	9
100	5	7

Minimum wind speed (m.p.h. or more)					
Alt. of maximum wind speed (mi)					
Dist. between two spots (m.p.h. or more)					
Max. alt. wind speed (m.p.h. or more)					
Enter chart 1 additional pages on reverse side.					

36241510

Reason for termination:



1990

6151	6152	6153	6154	6155	6156	6157	6158	6159	6160
6161	6162	6163	6164	6165	6166	6167	6168	6169	6170
6171	6172	6173	6174	6175	6176	6177	6178	6179	6180
6181	6182	6183	6184	6185	6186	6187	6188	6189	6190
6191	6192	6193	6194	6195	6196	6197	6198	6199	6200
6201	6202	6203	6204	6205	6206	6207	6208	6209	6210
6211	6212	6213	6214	6215	6216	6217	6218	6219	6220
6221	6222	6223	6224	6225	6226	6227	6228	6229	6230
6231	6232	6233	6234	6235	6236	6237	6238	6239	6240
6241	6242	6243	6244	6245	6246	6247	6248	6249	6250
6251	6252	6253	6254	6255	6256	6257	6258	6259	6260
6261	6262	6263	6264	6265	6266	6267	6268	6269	6270
6271	6272	6273	6274	6275	6276	6277	6278	6279	6280
6281	6282	6283	6284	6285	6286	6287	6288	6289	6290
6291	6292	6293	6294	6295	6296	6297	6298	6299	6300
6301	6302	6303	6304	6305	6306	6307	6308	6309	6310
6311	6312	6313	6314	6315	6316	6317	6318	6319	6320
6321	6322	6323	6324	6325	6326	6327	6328	6329	6330
6331	6332	6333	6334	6335	6336	6337	6338	6339	6340
6341	6342	6343	6344	6345	6346	6347	6348	6349	6350
6351	6352	6353	6354	6355	6356	6357	6358	6359	6360
6361	6362	6363	6364	6365	6366	6367	6368	6369	6370
6371	6372	6373	6374	6375	6376	6377	6378	6379	6380
6381	6382	6383	6384	6385	6386	6387	6388	6389	6390
6391	6392	6393	6394	6395	6396	6397	6398	6399	6400
6401	6402	6403	6404	6405	6406	6407	6408	6409	6410
6411	6412	6413	6414	6415	6416	6417	6418	6419	6420
6421	6422	6423	6424	6425	6426	6427	6428	6429	6430
6431	6432	6433	6434	6435	6436	6437	6438	6439	6440
6441	6442	6443	6444	6445	6446	6447	6448	6449	6450
6451	6452	6453	6454	6455	6456	6457	6458	6459	6460
6461	6462	6463	6464	6465	6466	6467	6468	6469	6470
6471	6472	6473	6474	6475	6476	6477	6478	6479	6480
6481	6482	6483	6484	6485	6486	6487	6488	6489	6490
6491	6492	6493	6494	6495	6496	6497	6498	6499	6500

[illegible]

Punched Card Data					
Altitude	Direction (degrees)	Time (hr)	Time (min)	IS	Card No. 2
Type of equipment	Card No. 1	IS	Type of equipment	Card No. 2	
55	34	6	7	212	9
(100 mi)	36	6	8		
(200 mi)	38	7	9		
50	37	6	10		
110	64	10	11		
110	71	12	12		
110	61	11	13		
115	50	12	14		
115	57	12	15		
115	70	15	16		
115	66	5	17		
118	118	3	18		

[illegible]