PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION		12. CONCLUSIONS
5 Jan 63	Nantucket Point, Long Island, N Y		D Was Balloon D Probably Balloon Possibly Balloon
3. DATE-TIME GROUP			
Local 3 AM till dawn	Ground-Visual	D Ground-Radar	Was Aircraft Probably Aircraft
GMT 05/0800Z	- Air-Visual	O Air-Intercept Radar	D Possibly Aircraft
5. PHOTOS	6. SOURCE		TX Was Astronomical Star/Plane
Yes No	civilian		D Probably Astronomical Plane D Possibly Astronomical
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS	9. COURSE	Other
hours	one	West	Unknown
IO. BRIEF SUMMARY OF SIGHTING		11. COMMENTS	
Clear moonlit night. Round obj with shiny		At time of initia	al report Regulus over- etelgeux at 25 elev. 270
metallic structure. Bright blue light on top		head 60 to S: B	etelgeux at 25 elev. 270

Clear moonlit night. Round obj with shiny metallic structure. Bright blue light on top of obj. Appeared to be at 1,000 alt. 75 ft diameter of obj. Obj executed turns, flips and maneuvers at fantaxtic speeds. Blue light on top onlyoutstanding feature. Obj disappeared as a "morning bright star."

At time of initial report Regulus overhead 60° to S; Betelgeux at 25° elev, 270° az; Venus 15.48.43(low in East) -4.3 mag; Mars (near Regulus) 9.51.09 +17.02° declination, -0.5 mag. Obj has characteristics of astronomical obj with distrotion due to the atmospheric conditions present and the interpretations of the objs behaviour by the witness under these unusual conditions.

ATIC FORM 329 (REV 26 SEP 52)

Woutauk Pount, Terreg Island, U. y. Ud. Parce Lutellizence Junean Dear dins, Tuy wife and I own and operate a swell motel here in Wentank Point out on the tip of Long Island, U.y. We operate write and summer, and in wents occasionally sent to transment workers or personne werking at one of your radar boses here at the Point, The Long Island Rail Road her its last stations been about 3/4 mile from here. Adjosent to it Republic anospace has a swall ware bouse custillation. a, vier, de wakes for the car maintenance, and love render bere with his wife; came to rue with a strange story one merning. kicedentally their young man, has been with us about 3 weeks, is a good cooker, sole and es for as & lan see, reliable. His sterry was about, the elusion flying sover", I, myself bene news seen one and probably were will in the faceseelle future. Wer, told the story

To rue, and I guerred be had seen a flash of semething, an illusion or reflect-Ters - anotter fleeting glunger, untable men a hallucination; but when he told we be had the object close to and Obere him for abut a whole how, then Lud bien repeat the sleery in detall-Ver, was on the reglit shift beginning fan 4th 754 to dawn of Jan 5 de ceas busy fielding the tacks on the tracy at about 3 H of Jan 5 - the swoon was on the way down, with a cloud fassing over it now authen. The engines are existautly un warm-up, so any sounds the object could here made were deadened. He happened to look up from his work, and bevering above bein at colors be estimated to be about 1000 feet was their eaft, as be described it, perfectly round, in theclevers, like two saucers placed against one another; thicker in the unddle and tapency toward the edge Decause of the sweon, glew, and the elean-- wer of the night, the shewing wetal struct -- we was clearly visible. On top of the object, ex the Centr, cear a pleene of bright Heretimated it to be about 75 feet across its Let déauetr. Crery ouce in a while it

would execute a series of suns, fless and moneurers in all disections, at terres at tempee speeds close to the ground, that were lever than about 500 to 1000 feet. He said he save no signs of any parts or coundons or legliting on it, outself of the Alue leglit ou top. Wer that their ereft" was watching being, or the whole exercitions duddenly about 300 yards ævery, our of the neglet guards for Republic air craft, drove up in ber can, and gut out to punch the clock on bes recends, and the craft sled over in that deceteer and beneved over that area for a while, until the quard left. (Their is a well legated area, and The guard was seen te look up at the sky, but chauces are the lights of the building Hended bien. It is not kneuen yet abeller any of the guards there saw any thing that night. We Cherry ten does not kum any of the men working guard ditte at Republic aero spice.

Manuscring, (at times be fett it was so close, it seemed you could almost reach out and torech it) an air-lines

Or lange fet of some seit was beaded by fit of and just or the place, flying at court 15,000 feet ancied overhead, this craft zoniced stræglit up, at a terrefec speed, and as its slegge blanked out the planes survey lights, be theright for suce that there would be a crash, but it seemed to seeme off at the last ruemente. This leappeared around 4 77 I ben, after skerting the plane, it took off at a low altitude Toward The West, or on the general desections of Wew Yerk Cety. les it was leaving, one of Eles, la lo-centres laine out of the train and be saw it leaving ac a suring bright star. Wer. was skaken by the experience, and his only reaction was of something like this has to happen, let it be on serve our elses shift Well, that's the sterry as I got it; if there are atter witnesses, we benend looked for any or said any thing about it, de west would laugh at serve thing like this; as we believable or plain bog wash, Aut wesmuch as, the man watched this for about an honer, and there may be others who saw this; I thought it would

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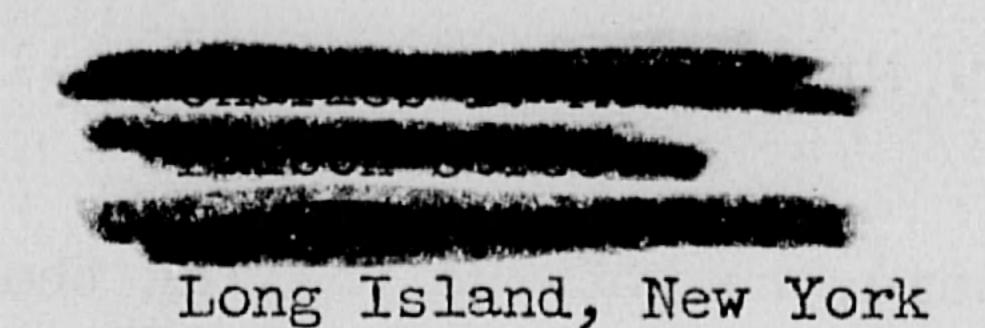
be worth while writing about it,

Ond the other hand, if this is the
result of any guernment experimental
work or project, forget about this
letter, and as fer as I am sencenced
the story ends wight here; if not, I
hope you will circuitigate the encident.

Thank you for leatening Lencerely yours

BUREAU OF INTELLIGENCE PRNTACON BLOG. W12564140001,

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U.S. Air Force Intelligence Bureau

Dear Sirs,

My wife and I own and operate a small motel here in Nantucket Point out on the tip of Long Island, New York. We operate winter and summer, and in winter occasionally sent to transient workers or personnel working at one of your radar bases here at the Point.

The Long Island Rail Road has its last station here about 3/4 mile from here. Adjacent to it "Republic Aerospace" has a small warehouse installation.

A Mr. Police with his wife, came to me with a strange story one morning.

Incidentally this young man has been with us about 3 weeks, is a good worker, sober and as far as I can see, reliable.

His story was about the elusive "flying saucer." I myself here never seen one and probably never will in the foreseeable future. Mr. talked about it to me, and I guessed he had seen a flash of something, an illusion or reflection—another fleeting glimpse, unstable vision or hallucination; but when he told me he had this object close to and above him for about a whole hour; then I had him repeat the story in detail—

Mr. Was on the night shift beginning Jan 4th 7:30 p.m. to dawn of Jan 5th. He was busy filling the tanks on the train at about 3 a.m. of Jan 5-the moon was way down, with a cloud passing over it now and then. The engines are constantly in warm=up, so any sounds the object could have made were deadened.

He ahppened to look up from his work, and hovering above him at what he estimated to be about 100 feet was this craft, as he described it, perfectly round, in thickness, like two saucers placed against one another; thicker in the middle and tapering toward the edge.

Because of the moonglow, and the clearness of the night, the shining metal structure was clearly visible. On top of the object, in the center, was a plume of bright blue light, like an exhaust of some sort.

He estimated it to be about 75 feet across its diameter. Every once in a while it would execute a series of runs (?), flips and maneuvers in all directions, at times at terrific speeds close to the ground, but never lower than about "500 feet to 1000 feet."

He said he saw no signs of any ports (?) or windows or lighting on it, outside of the blue light on top.

(Continued) Ltr. Mr. to USAF Intelligence Bureau

Mr. Said, he got the feeling that this "craft" was watching him, or the whole operation. Suddenly about 300 yards away, one of the night guards for Republic Aircraft drove up in his car, and got out to punch the clock on his rounds, and the craft slid over in that direction and hovered over that area for awhile, until the guard left. (This is a well lighted area, and the guard was seen to look up at the sky, but chances are the lights of the building blinded him. It is not known yet whether any of the guards there saw anything that night. Mr. does not know any of the men working guard duty at Republic Aerospace.

Finally, after about an hour of maneuvering, (at times he felt it was so close, it seemed you could almost reach out and touch it) an air-lines or large jet of some sort was headed by; and just as the plane, flying at about 15,000 feet arrived overhead. This craft zoomed straight up, at a terrific speed, and as its shape blanked out the plane's running lights, he thought for sure that there would be a crash, but it seemed to swerve off at the last minute. This happened around 4 a.m.

Then, after skirting the plane, it took off at a low altitude toward the West, or in the general direction of New York City. As it was leaving, one of Mr. co-workers came out of the train and he saw it leaving as a "moving bright star."

Mr. was shaken by the experience, and his only reaction was "if something like this has to happen, let it be on some one else's shift."

Well, that's the story as I got it; if there are other witnesses, we haven't looked for any or said any thing about it, as most would laugh at some thing like this; as unbelieveable or plain hog wash, but inasmuch as, the man watched this for about an hour, and there may be others who saw this; I thought it would be worth while writing about it.

On the other hand, if this is the result of any government experimental work or project, forget about this letter, and as far as I am concerned the story ends right here; if not, I hope you will investigate the incident.

Thank you for listening. Sincerely yours,

Nantucket Pt. L.I. N.Y.

OFFICIAL FILE COPY

FTD (TDEW) Wright-Patterson AFB, Ohio 10 March 1964

Lt Colonel Robert Friend Detachment 4 (PACIFIC OFFICE) APO 994 San Francisco, California

Dear Bob.

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OFFICIAL

Everything is fine with the flying saucers. Have made one TDY trip to Northwestern with Capt Quintanilla regarding UFO's.

A committee of three graduate students has been formed at Northwestern to reevaluate 1963 sightings. In some way we might come up with some area where the Air Force falls short either in investigations or evaluations.

I have enclosed one of the cases from Jan 1963 where there is some difference in opinion as to the cause of the sighting. Perhaps a note from you might enlighten us. Now I will see if your pupil learned his lesson (that's me).

Played a team game with Dan as partner and John Dooley as opponent; we managed to finish 3rd. Scrivens claims Dooley kicked six boards. I was busy scoring and didn't get a chance to recap. I thought we had a pretty good game.

I am working at Sear's three nights a week, so the bridge is confined to Sunday games.

Saw Jacoby in the Cincinnati regional; he sends his regards.

Hope everything is going well for you and the family. Give my regards to Anna.

Sincerely,

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