PROJECT 10073 RECORD CARD

1. DATE 28 jun 64	2. LOCATION Anderson, South Carolina	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other Dac 1164 2016 ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local night GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes Alleged marks ☒ No	6. SOURCE on car civilian	
7. LENGTH OF OBSERVATION not reported	8. NUMBER OF OBJECTS one	9. COURSE (?)

10. BRIEF SUMMARY OF SIGHTING

Witness called FAA to have car checked for radioactivity. Called newspapers. Car checked and no radioactivity noted. Witness refered to Warner Robbins AFB. Cause attributed to "St Elmo's Fire" and AFLC Command post informed Warner Robbins that no report was necessary since the cause was not unidentified. Sighting reported due to inquiries by letter from citiziens regarding the report that the car was radioactive as carried over the news services. (Contrary to Tests).

11. COMMENTS

Description of sighting more closely parallels ball lightning observation.

ATIC FORM 329 (REV 25 SEP 52)

HEADQUARTERS
WARNER ROBINS AIR MATERIEL AREA
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia 31094

REPLY TO
ATTN OF: WRK

SUBJECT: News Clippings on UFOs 20 JUL 1964

TO: Hq FTD (TDE - Maj. Quintanilla)
Wright Patterson AFB Ohio

1. Reference telephone conversations on 20 Jul 64 between Sgt. Moody, FTD, and Mr. Hudson, WRK.

2. Attached are copies of the newspaper clippings on stories about Unidentified Flying Objects in the Northeast Georgia area.

3. These are possibly separate from the UFO report out of Anderson, S. C. on or about 29 June 64. In that case, witnesses were referred by FAA to Robins AFB Security and Law Enforcement Division. Mr. Parkerson, Robins Security, talked with WRAMA and Hq AFLC command posts and it was agreed that the Anderson UFO was St. Elmo's fire because of the weather (stormy night), speed, etc. It was further agreed that no written report would be submitted by Robins.

FOR THE COMMANDER

Jr Sherrill R. Hudson
ALAN E. GOLDSMITH
Lt. Colonel, USAF
Chief, Office of Information

1 Atch
News Clippings

SAF-LLI/Poe/jm/77617/27 Jul 64
SAFLL: 302987
UFO
28 JUL 1964

Dear Mr. [redacted]

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to unidentified flying objects.

The Project Blue Book Office at Wright-Patterson Air Force Base has queried the personnel of Anderson Airport, South Carolina, concerning the report of an unidentified flying object by Mr. [redacted] Mr. Woodcock of the Federal Aviation Agency at Anderson stated unequivocally that he found no trace of radio-activity on Mr. [redacted]s car when he tested it with a Geiger counter. Mr. Woodcock informed personnel at Robins Air Force Base, Georgia, of this incident, and it was investigated by personnel at that Base. The phenomena was determined to be St. Elmo's fire. The report was not forwarded to the investigating office at Wright-Patterson since it was evaluated on the spot and there was no need for additional investigation.

The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.

Sincerely,

Signed

JOHN A. LANGSTRAS
Administrative Assistant

15 Jul rec'd SAFLL
16 Jul rec'd A/O
16 Jul fwd AFSAF-OIP
21 Jul memo fm SAFSAF-OIP, Col Stay
27 Jul f/l prep/fwd

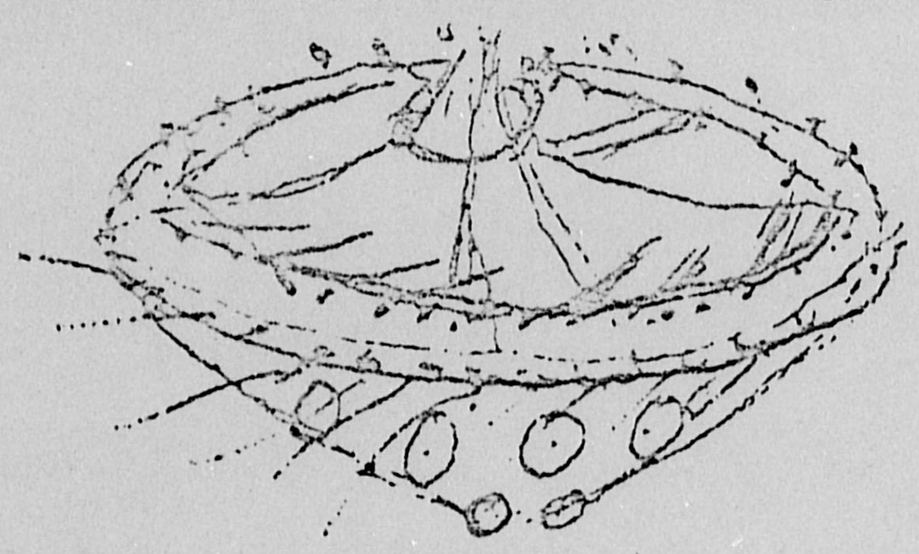
COORD
CMBK-E/A
STYBK
SAFSAF-OIP

Mr. [redacted]
[redacted]
Miami, Florida

NO CASE (INFORMATION ONLY)
SOURCE: SAUCER NEWS, VOL II, No 3, SEP 64

29 Jun 64
Lavonia, Georgia

MAN BURNED BY FLYING SAUCER IN GEORGIA: A thoroughly frightening occurrence happened on the night of June 29th to a North Carolina motorist named Beauford Parham, who was driving along a highway near the town of Lavonia, Georgia. Suddenly a circular object came hissing down from the sky and "stopped in the air like a humming bird" right over his automobile. Mr. Parham was traveling at about 70 miles per hour at the time, but as the object came upon him, the car's engine began slowing down. The UFO was about the size of his car top, and was approximately six feet in height. (See drawing below.) The bottom portion was whirling in one direction and the upper part in the opposite direction, like a giant top, according to Parham, whose arm was painfully burned by heat radiating from the UFO. The object also left a substance on the chromed portion of his automobile, and there were marks found on the roof. Parham said that the object made two passes at him, and left behind an odor "something like embalming fluid." The UFO followed his car at close range for a considerable distance, and gave off terrific heat. Parham said that he could see numerous holes or openings in the craft, through which a yellow flame was visible, burning inside. There were strange fin-like attachments around the outer edge. Parham was so frightened by the incident that he could hardly continue driving, and by the time he finally lost sight of the UFO, his arm was hurting badly. Later, a Federal Aviation Agency team checked the surfaces of the automobile and found that they had definitely come in



contact with radioactivity. Here, then, is still another case of physical evidence of the reality of UFO's.

Information Only
Sourse:

Lavonia, Georgia
29 June 1964

Object buzzes car

We are indebted to Mrs. Charlotte for the following cutting from the July 3 issue of the North Carolina *Charlotte News*: "Beauford E. Parham, a sales executive from nearby Wellford, said on Thursday his car was buzzed earlier this week in Georgia by an unidentified flying object.

"Parham said the incident occurred on Monday night (June 29) while he was driving near Lavonia in northwestern Georgia. He said a circular object, which made a hissing sound, made two passes at his car but flew away when he pulled off the road and turned off his lights.

" 'I was travelling about 65 or 70 miles per hour,' Parham said. 'But when the object approached, the car's engine began to slow down.'

"He described the flying object as about the length of his car top and six feet high. He said its bottom portion was whirling in one direction and the upper part in the opposite direction and it resembled a giant top.

"Parham said the object gave off heat and burned his arm. He said it also left behind an odour like embalming fluid and had fin-like attachments around its outer edges.

"Albert Myrick, a Federal Aviation Agency employee at the Anderson, S. C. Airport, said on Thursday night he and other FFA personnel looked over Parham's car and relayed his story to Warner Robbins Air Force Base in Georgia.

"Myrick said he was naturally sceptical of all such reports, but added that Parham 'gave a vivid account and I believe he really thought he saw something. He appeared to be on the level'.

"Myrick said the top of Parham's late model car was covered with oily spots which Parham thought may have been fuel from the flying object.

"A Geiger counter test did not indicate the car had come in contact with a radioactive object, Meyrick said."

CLIMATOLOGICAL WEATHER OBSERVATIONS
(Abridged form for use at designated FAA stations)

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

STATION WASHINGTON, D. C. DATE JUN 1954

TEMP. (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (mph) (10)	WIND CHARACTER AND SHIFTS (11)	ALTIMETER SETTING (in.) (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)	(14)	DRY BULB (°F) (15)	WET BULB (°F) (16)	(17)	(18)	CEILING AND CLOUDS (19)

WBAN-10 (FAA)
(10-1-51)

SURFACE WEATHER OBSERVATIONS

(Abridged form for use at designated FAA stations)

STATION _____ DATE _____

TIME (G.C.T.) (1)	TIME (L.A.T.) (2)	SKY AND CEILING (hundreds of feet) (3)	VISIBILITY (miles) (4)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA-LEVEL PRESSURE (mb.) (6)	TEMP. (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (mph) (10)	WIND CHARACTER AND SHIFTS (11)	ALTIMETER SETTING (in.) (12)	REMARKS AND SUPPLEMENTARY (13)
[illegible]	[illegible]	[illegible]	[illegible]									

SURFACE WEATHER OBSERVATIONS
(Abridged form for use at designated FAA stations)

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

ALDERSON, S. C.

DATE JUN 30 1954

W (Wt)	WIND DIRECTION (9)	WIND SPEED (Kts.) (10)	WIND CHARACTER AND SHIFTS (11)	ALTIMETER SETTING (in.) (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)	STATION PRESSURE (in.) (17)	DRY BULB (°F) (18)	WET BULB (°F) (19)	TOTAL SKY COVER (21)	TOTAL OPAQUE SKY COVER (26)	OBSERVER'S INITIALS (15)
	[illegible]	[illegible]		[illegible]	1812 83	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]		29.4		[illegible]	63.4	[illegible]		[illegible]	[illegible]
	06	05		29.4		[illegible]	63.0	57		[illegible]	[illegible]
	04	00		[illegible]	1653	[illegible]	63.0	[illegible]		[illegible]	[illegible]
	01	01		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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	[illegible]	[illegible]		[illegible]	1308 63	29.465	[illegible]	[illegible]		[illegible]	[illegible]
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	07	08			[illegible]	[illegible]	81.5	[illegible]	6	2	[illegible]
	06	07		326		[illegible]	84.0	[illegible]	7	3	[illegible]
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	09	02		[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	3	[illegible]
	07	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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	[illegible]	[illegible]		[illegible]		29.350	78.8	65.0	6	3	[illegible]
	00	00		318		29.355	75.0	66.1	6	1	[illegible]
	00	00		318	1107	29.360	73.6	65.7	0	0	[illegible]
	11	05		317		29.350	73.4	64.6	0	0	[illegible]
	00	00		317		29.345	72.2	64.8	0	0	[illegible]

TIONS		SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT) 24-HR. MAX. TEMP. (°F) (66)	24-HR. MIN. TEMP. (°F) (67)	24-HR. PRECIP. WATER EQUIV. (in.) (68)	24-HR. SNOW-FALL UNMLTD. (in.) (69)	SNOW DEPTH (in.) (70)	REMARKS, NOTES AND MISCELLANEOUS PHENOMENA
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	29.342	81	12	0	0	0	
	[illegible]						
[illegible]	0						

WBAN-10 (FAA)
(10-1-54)

SURFACE WEATHER OBSERVATIONS

(Abridged form for use at designated FAA stations)

STATION: ANDERSON, S. C. DATE

TYPE (1)	TIME (l.s.t.) (2)	SKY AND CEILING (hundreds of feet) (3)	VISIBILITY (miles) (4)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA-LEVEL PRESSURE (mb.) (6)	TEMP. (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (Kts.) (10)	WIND CHARACTER AND SHIFTS (11)	ALTIMETER SETTING (in.) (12)	REMARKS AND SUPPLEMENTAL C (13)
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]

WBAN-19 (FAA)
(10-1-64)

SURFACE WEATHER OBSERVATIONS

(Abridged form for use at designated FAA stations)

STATION [illegible], S. C. DATE [illegible]

TIME (L.S.T.) (1)	TIME (G.M.T.) (2)	SKY AND CEILING (hundreds of feet) (3)	VISIBILITY (miles) (4)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA LEVEL PRESSURE (mb.) (6)	TEMP. (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (knots) (10)	WIND CHARACTER (11)	ALTIMETER SETTING (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
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[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
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[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
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[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
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[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]						

TIME (G.M.T.) (41)	TIME (L.S.T.) (42)	NO. (43)	PRECIP. (in.) (44)	MAX. TEMP. (°F) (47)	MIN. TEMP. (°F) (48)
	GMD. TO	X			
		1			
		2			
		3			
		4			
	GMD.	X			

STATION PRESSURE COMPUTATIONS

TIME (L.S.T.) (59)		[illegible]	[illegible]	
ATT. THERM. (60)				
OBSRVD. BAR. (61)				
TOTAL CORR. (62)				
STA. PRESS. (63)				
BAROGRAPH (64)				
BAR. CORR. (65)				

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F) (66)	24-HR. MIN. TEMP. (°F) (67)	24-HR. PRECIP. WATER EQUIV. (in.) (68)	24-HR. SNOW-FALL UNMLTD. (in.) (69)	SNOW DEPTH (in.) (70)
[illegible]		[illegible]	[illegible]	[illegible]

WEATHER OBSERVATIONS JUN 2 8 1964

(for use at designated FAA stations)

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

DATE

HOUR	AND SUPPLEMENTAL CODED DATA (13)	STATION PRESSURE (In.) (17)	DRY BULB (°F) (18)	WET BULB (°F) (19)			RESERV. FOR SPECIALS (15)

M/r: Phone Conversations of 20 July 1964

Called FAA at Anderson, South Carolina regarding a sighting on 28 Jun 64. Talked with Mr Woodcock of FAA. Mr Woodcock was the one who supposedly checked Mr [redacted] car with a geiger counter. Mr Woodcock is Chief of the FAA facility at Anderson South Carolina. Mr Woodcock checked the car with geiger counter and found NO, repeat, NO radioactivity. Mr [redacted] called the FAA, contacted the funeral director, and newspaper reporters who accompanied him to the FAA facility. FAA representatives believed the sighting was attributed to Saint Elmo's fire and referred Mr [redacted] to Warner Robbins AFB, Georgia.

Sgt Moody contacted Warner Robbins AFB, base PIO , Mr Hudson. Mr [redacted] talked with the Chief of security, stated that 2 - 3 men were in the car and that the object scarred the paint on the car.. Chief of Security (Mr Parkison) contacted the FAA and called the AFLC command post. The AFLC command post stated that no report would need to be submitted since it was not unidentified and was believed to be caused by Saint Elmo's fire. Weather conditions included lightning and thunderstorms in the area. The O D also had repots of a sighting at Toccoa, Georgia. However, this report consisted of newspaper articles only and no official report was made to the Air Force. The duty officer will forward copies of the newspaper articles and any other information which he may have.

HEADQUARTERS
WARNER ROBINS AIR MATERIEL AREA
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia 31094

REPLY TO
ATTN OF: WRK

SUBJECT: News Clippings on UFOs 21 JUL 1964

TO: Hq FTD (TDE - Maj. Quintanilla)
Wright Patterson AFB Ohio

1. Reference telephone conversations on 20 Jul 64 between Sgt. Moody, FTD, and Mr. Hudson, WRK.

2. Attached are copies of the newspaper clippings on stories about Unidentified Flying Objects in the Northeast Georgia area.

3. These are possibly separate from the UFO report out of Anderson, S. C. on or about 29 June 64. In that case, witnesses were referred by FAA to Robins AFB Security and Law Enforcement Division. Mr. Parkerson, Robins Security, talked with WRAMA and Hq AFLC command posts and it was agreed that the Anderson UFO was St. Elmo's fire because of the weather (stormy night), speed, etc. It was further agreed that no written report would be submitted by Robins.

FOR THE COMMANDER

for Alan E. Goldsmith

ALAN E. GOLDSMITH
Lt. Colonel, USAF
Chief, Office of Information

1 Atch
News Clippings

Col D

THURSDAY, JULY 16, 1964—The Marion Telegraph

Flying Objects Puzzle North Georgia Residents

TOCCOA, Ga. (UPI) — Residents of this North Georgia border area are keeping their eyes peeled and noses open for an unidentified flying object that at least three witnesses say smells "terrible."

The UFO was first sighted the night of June 30 when D.E. Welford of Spartanburg, S. C., saw what he described as a huge, spinning top about the size of an automobile. It had a brilliant glow and an offensive smell. Welford was traveling U. S. 29 near the South Carolina border when he sighted the weird contraption. A geiger counter test showed signs of radioactivity on his car.

One week later to the day Mrs. Fred Rodacker of Tallulah Falls and a group of neighbors were sitting in her front yard in a rural area when a similar object, dipping frequently to a low altitude, was seen in the late night hours. They also smelled an offensive odor connected with the "thing."

The next Tuesday night, one week later, little Patty Upton came running into the house in what her father described as near hysterics. She and a friend were riding a bicycle under a star-studded sky when the UFO, flying low and smelling bad, came into sight.

Strange Objects Creating a Furor

By TOM WINFIELD
Constitution State News Service

GAINESVILLE, Ga.—Reports of unidentified flying object sightings here in northeast Georgia have created a furor of excitement among inhabitants of this area—especially among those who claim they have seen an unearthly apparatus circling overhead.

I was called Tuesday night about 11 p.m. and asked to come to a Gainesville Motel.

When I arrived, Whit Embry, an employe at the motel, shouted from a parking area, "Hurry up . . . It's coming back!"

HOVERS BRIEFLY

He pointed towards the southeast. I looked up and there it was, circling over the southeast section of Gainesville. It was about 500 feet up and moving in a slow arc. It stopped, hovered for a few brief moments and began to move off in the direction from which it came. Suddenly, it shot up and into the cloudless sky and out of sight.

There was no doubt that I had seen something. What I saw would only be speculation because the closest it came was at least three-quarters of a mile away. The sky was clear and there was no fog; stars were brightly visible.

OBJECT RESEMBLES TOP

The object was bowl - shaped and resembled a top. The top section of the object was not visible, if there was one.

Before it moved out of sight, I tried to photograph it, but when developed the film showed no sign of register.

The object appeared to be misty orange in color and seemed to either glow or reflect the lights from the ground below.

MANY INTERVIEWED

Last week, I drove to Turnerville in Habersham County near Tallulah Falls to interview nine persons who reported a sighting.

The nine were not together when they sighted the object, they said, but at three different houses in the same neighborhood.

Their combined reports related this story:

Jimmy Ivester, Demorest, was visiting his mother and father, Mr. and Mrs. Henry Ivester, at Turnerville. Together, with the rest of the family, they were watching television. A disturbance in the television was so bad they decided to turn it off.

STOPS OVER GARDEN

They went out to sit on the front porch. Right away, one of them sighted something moving along at tree-top level. The object moved within 300 feet of the Ivester home and hovered across the highway over a garden at the home of Mrs. Russell Hickman. It made no noise.

All that was visible was the bottom side. From the dark topside there were three lights in a row — red, clear, and red. The red lights were blinking.

They said the object was bowl-shaped and hovered only several feet above the garden. The red and clear lights disappeared and the object began to rise. When it did, a brilliant green light shone from the bottom, flooding the forest.

LEAVES ODOR

Whatever it was left a terrible odor described as "something like embalming or brake fluid" but no one seemed to know exactly what the odor was.

Frightened, one of them called Habersham Sheriff A. J. Chapman who drove from Clarkesville and arrived only a few short moments after the object reappeared high overhead and moving away.

The sheriff corroborated the presence of the odor and vouched for the sincerity of those who said they had seen the object.

SIGHTER COMPLAINS

The sighters did not seem to want to talk about it and did not particularly care whether or not I believed their story.

Mrs. Hickman complained she felt a stinging, burning sensation on her arms and face after the object left. Her daughter, Diane, 16, told me that the next morning her face was red and drawn and her eyelids had swollen and were almost closed.

Mrs. Hickman said she would not take her daughter to a doctor because he would think they were crazy.

THE ATLANTA CONSTITUTION

July 17, 1967

THE MACON NEWS, Thursday, July 16, 1964

Unidentified Flying Object With Bad Smell Reported in Toccoa

TOCCOA, Ga. (UPI)—An unidentified flying object with a terrible smell has been reported spinning around this area, frightening one child and surprising several adults. So far, it works only on Tuesdays.

The whatsit was first seen the night of June 30 by D. E. Welford, Spartanburg, S. C., advertising executive. Welford said a huge, spinning top - like object about the size of an automobile and giving out an offensive odor came into sight as he traveled U. S. 29 near the South Carolina border.

Welford said a geiger counter check of his car later showed signs of radioactivity.

One week later to the day, Mrs. Fred Rodacker of Tallulah Falls and a group of neighbors—enjoying the night air in the front yard—sighted a similar object, dipping frequently to a low altitude and smelling "terrible."

The next Tuesday night, little Patty Upton ran home in what her father described as near hysteria. She and a friend said they saw the weird contraption, bad smell and all, as they were riding bicycles.

A group of high school youths from Toccoa were stirred to action. They took telescopes, cameras and tape recorders an climbed nearby Currahee Mour tain last Tuesday night and se up a watch.

As 11 p.m. approached, the saw "a big glow coming acros the horizon," according to on of the boys, Mike Head.

MEMORANDUM FOR DIRECTOR OF LEGISLATIVE LIAISON, SAF-OS
ATTENTION: COLONEL POE, SAF-LLI

SUBJECT: Inquiry of Mr. [redacted]
Concerning Unidentified Flying Objects

Attached is draft of reply to Mr. [redacted].

[redacted] in further reference to Unidentified Flying Objects.

Also attached are two additional letters received in this Division at the same time. Our reply to Mr. [redacted] covers all three letters.

JESSE E. STAY
Colonel, USAF
Chief, Public Information Division
Office of Information

2 Attachments
1. Draft of Reply
2. Basic corres augmented by two additional ltrs

COORDINATED By (Office Symbol, Name, Grade, Date)			
SAF-OI — Jesse	SAF-OI		
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	CALCOR		

DRAFT/SAF-OIPB/H.Gaiser/75050/21 July 64

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to Unidentified Flying Objects.

The Project Blue Book Office at Wright Patterson Air Force Base has queried the personnel of Anderson Airport, South Carolina, concerning the report of an unidentified flying object by Mr. [redacted] Mr. Woodcock of the Federal Aviation Agency at Anderson stated unequivocally that he found no trace of radio-activity on Mr. [redacted] car when he tested it with a Geiger counter. Mr. Woodcock informed personnel at Warner Robins Air Force Base, Georgia, of this incident, and it was investigated by personnel at that Base. The phenomena was determined to be St. Elmo's fire. The report was not forwarded to the investigating office at Wright Patterson since it was evaluated on the spot and there was no need for additional investigation.

The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.

5769 S.W.5th.Terrace

Miami, Florida

13 August 1964

Project Blue-Book Inf.Officer,

The Pentagon, Washington, D.C.

Dear Sir:

In reference to my letter concerning a UFO sighting by a Mr. Beauford Parham of Wellford, South Carolina and investigation of his sighting on the night of 28 June 1964.

I have heard from Mr.J.A.Lang Administrative Assistant of the Air Force in regards to your findings of 'Ball-lightening' being the extent of Mr.Parham's experience.Also that his car was found, after questioning of the F.F.A. officials of Anderson Field, S.C. NOT TO BE RADIO-ACTIVE.

Today I received a signed letter from Mr.Parham who states you were given 'false information' by the F.F.A. men who in conversation with Mr.Parham stated 'they didn't believe in U.F.O.'s'.Mr.Parham has three (3) witnesses to the original readings on his car and THEY WERE RADIO-ACTIVE.I do not believe the investigation has been thourough enough to warrant the conclusion of 'ball-lightening' and feel most serious that this investigation be gone into more carefully.

The three witnesses Mr.Parham has are (3) reporters and they were 'shocked' to hear of the untruths told by F.F.A. officials to the Government Investigators.I don't consider this case closed and would like your comment and further evaluation of same as soon as possible.

Mr.Parham can be contacted for further information or I can send you a photo-copy of his signed letter.

Mr.Parham insists it was a"Clear, cloudless night" and that his encounter was not imaginary or a hallucination.I don't see how this account from a sincere reputable eye-witness to something of

great importance to the citizens of this country be ignored or passed off as a natural phenonema and feel justifiably entitled to a official statement as regards the former investigation and any new information that may be uncovered. It is not to the credit of The Blue-Book Information Div. to base their assumptions and final verdict on a phone conversation to apparently predujiced views of the F.F.A. men at Anderson Field.

The 'oily-spots' left on Mr. Parham's car are still in evidence "...for all to see" after repeated washings. WHY ? Were these facts not looked into before this case was 'written-off'?

Thanking you for any information you may uncover, I am,

Alberto P. Juliano.

Alberto P. Juliano.

Member of:

Nat. Invest. Comm. AeriaPhen.

Washington, D.C.

Maj. D.E. Keyhoe, Direct.

[redacted]

MIAMI, FLORIDA.

MIAMI, FLA. AM 14 AUG 1964

ALWAYS USE YOUR ZIP CODE

PROJECT BLUE-BOOK INFORMATION OFFICER,

HQ, USAF (SAFOI-PB)

THE PENTAGON, WASHINGTON, D.C.

AIR MAIL....

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

REPLY TO
ATTN OF: DCDPI

SUBJECT: Selected Surface and Winds Aloft Data 28 Sep 1964

TO: Aerospace Technical Intelligence Center
Foreign Technology Division (3gb. Dody)
Wright-Patterson AFB, Ohio

1. Reference: Telecon with this division 24 Sep 64.

2. We are sending copies of weather records as follows:

a. WB-10 Asheville, N. C. 8-10 June 1964

b. WBR-20 Columbia, Mo. 6-8 September 1964

3. Springfield, Missouri is a RHAD station, and it is doubtful that data reach 50-60,000 feet. This station submits data monthly and the September 1964 records are not yet available. However, Columbia, Missouri is a rawinsonde station which forwards records weekly and we have included copies of the 6-8 Sep 64 for Columbia as a substitute.

FOR THE DIRECTOR

Thomas D. Fillmore

THOMAS D. FILLMORE
2D LT, USAF
Administrative Officer

Atch
a/s