PROJECT 10073 RECORD

1. DATE - TIME GROUP 6 Nov. 66 1445Z	2. LOCATION La Porte, Texas one witness
3. SOURCE Civilian	10. CONCLUSION Balloon(possible) ✓ [illegible] Flown + to ground
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 15 minutes	11. BRIEF SUMMARY AND ANALYSIS Observer noted a cigar shaped object about 10 feet in diameter and 150 feet long. The object was metallic silver in color and appeared to have black square objects on the sides that could have been windows or block letters. The object appeared to have two fins on each side like a dirigible. The object was traveling very slowly from the south to the north. A balloon was launched from Victoria, Texas at 0515 on the date of the sighting, but it was reported to be down two hours before the sighting. Other weather stations in the area launch balloons daily which could have been observed by the witness. The observer stated that it looked like a balloon of some type.
6. TYPE OF OBSERVATION Ground Visual Bx	
7. COURSE northward	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

6 Nov 66 J a Fordey Lt Col.

Ballon

DEPARTMENT OF THE AIR FORCE
2578TH AIR BASE SQUADRON (CAC)
ELLINGTON AIR FORCE BASE, TEXAS 77030

REPLY TO ATTN OF: BOT-P

10 November 1966

SUBJECT: UFO Report

TO: FTD (TDETR)
Wright-Patterson AFB, Ohio 45433

1. Description of Object

(a) Shape: Like a cigar.
(b) Size: 10 feet in diameter, 150 feet long (estimated).
(c) Color: Metallic silver.
(d) Number: One.
(e) Formation: N/A.
(f) Discernible features: Black square objects on sides that could have been windows or block letters.
(g) Tail, trail, or exhaust: Negative.
(h) Sound: Negative.
(i) Other unusual features: Appeared to have two fins on each side like a dirigible.

2. Course of Object

(a) What called attention to object: Mr. Al Cooling, the weather observer at the port weather station, saw it while making a weather observation.
(b) Elevation angle when first observed: 20 degrees (est.)
Azimuth angle when first observed: 270 degrees (est.)
(c) Elevation angle when object disappeared: 20 degrees (est.)
(d) Flight path and maneuvers: Traveled very slowly from south to north. No other maneuvers noted.
(e) How did object disappear: Went out of sight.
(f) How long was the object visible: 15 minutes.

3. Manner of Observation

(a) Ground visual
(b) Optical aids used: Binoculars, 50 power.

4. Time and Date of Sighting

(a) Time: 1445 ~~GMT~~ C, 0845 CST.
(b) Date: Sunday, 6 November 1966
(c) Light conditions: Day (Clear)

5. Location of Observer

(a) Geographical: 95°1'W, 29°41N
(b) Landmark: La Porte, Texas

6. Identifying Information on Observer

(a) Name: Louis FONTENOT
(b) Age: 49
(c) Address: Anchor Boat Works, La Porte, Texas
(d) Occupation: Port Captain
(e) Education: Unknown
(f) Estimate of Reliability: Good

7. Weather and Winds Aloft Conditions

(a) Observers observation: Very clear, no clouds
(b) Winds aloft (from Ellington AFB Weather Station): Surface, 130/6; 6000', 190/15; 10,000', 270/15; 16,000', 250/30; 20,000', 250/30; 30,000, 260/15; 50,000', 260/45; 60,000', 260/44; 80,000', UNK.
(c) Ceiling: None (clear).
(d) Visibility: 7 miles
(e) Amount of cloud cover: None.
(f) Thunderstorms in area: None.
(g) Vertical Temperature gradient: surface - 8000', minus 2.1 degrees centigrade per 1000 ft; 8000'-9000', plus 2 degrees; (inversion); 9000'-51000', minus 2 degrees centigrade per 1000'.

8. Unusual activity or conditions that could account for UFO Sighting: None (see comments of investigating officer).

9. Interception or identification action: None (see comments of investigating officer).

10. Air Traffic and Balloon Releases

(a) Aircraft: The observer reported seeing what he thought was a jet fighter type aircraft producing a con-trail approach the UFO from the west at an altitude much higher than the UFO. When the jet reached the vicinity of the UFO it made a sharp left turn and proceeded in a northerly direction. The observer did not think the jet could have seen the UFO because of its higher altitude. No jet aircraft departed from Ellington prior to the UFO sighting and attempts to identify the jet aircraft were unsuccessful. Ellington weather station stated that jet aircraft would produce con-trails at 25,000 feet and higher.

(b) Balloon: The U. S. Weather Bureau released a weather balloon from its weather station at Victoria, Texas, at 0515 on the date of the sighting. Telephone conversations with a Mr. Jones at Victoria revealed the path of balloon as depicted on the attached maps. The path information was taken from the weather station's official records. These records indicated the balloon burst at an altitude of 30,620 meters (101,046 feet) at 0657 CST. Since the time the balloon burst was almost two hours before the UFO sighting (0845 CST), it appears that this balloon could not be an explanation for the UFO sighting.

11. Photographic evidence: No photographs were taken.

12. Comments:

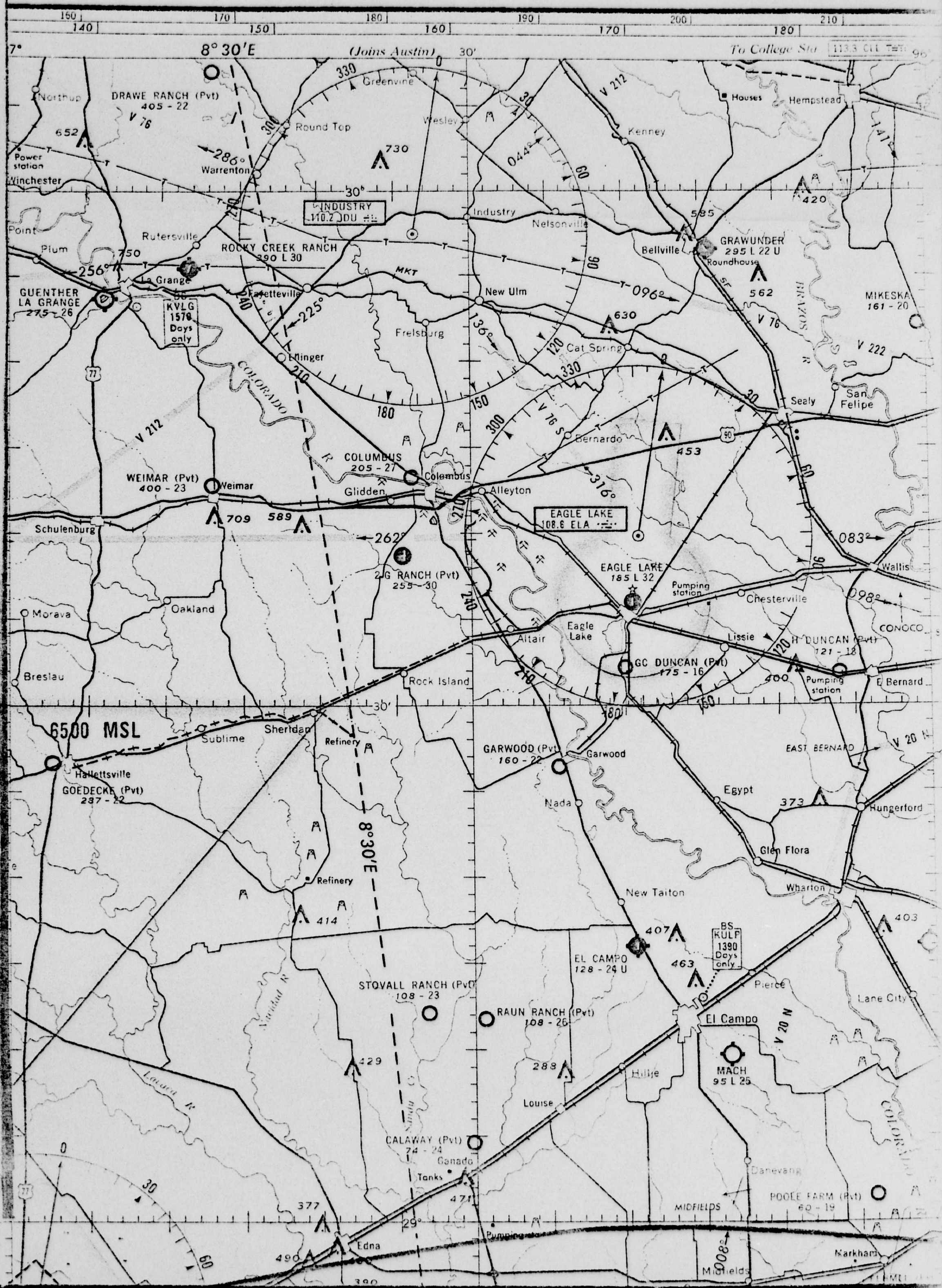
a. Although investigation did not disclose any other balloon launchings other than those mentioned in this report, the observer stated that it was his opinion that this was a balloon of some type.

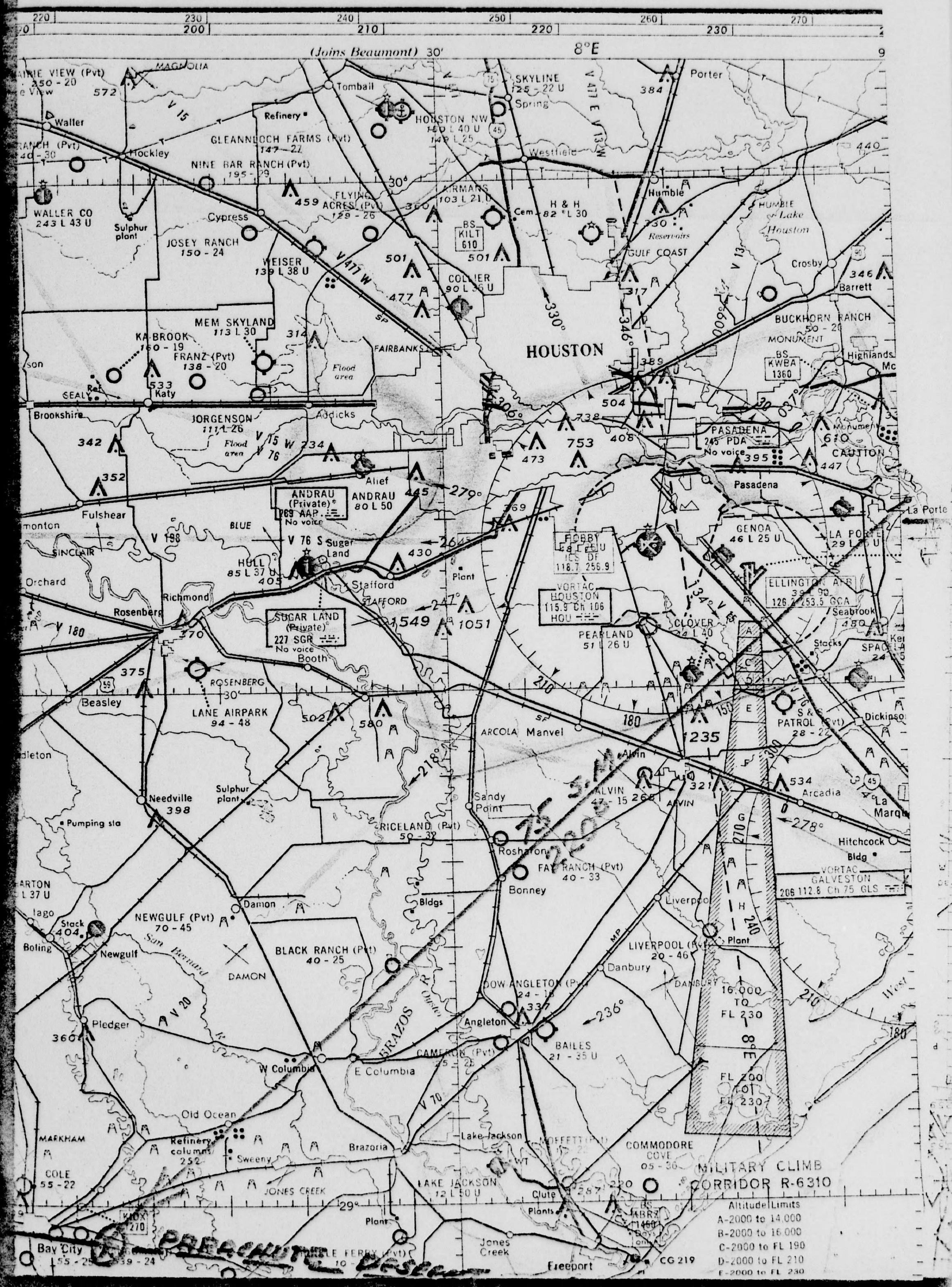
b. I could not uncover any other logistical explanation for this UFO sighting.

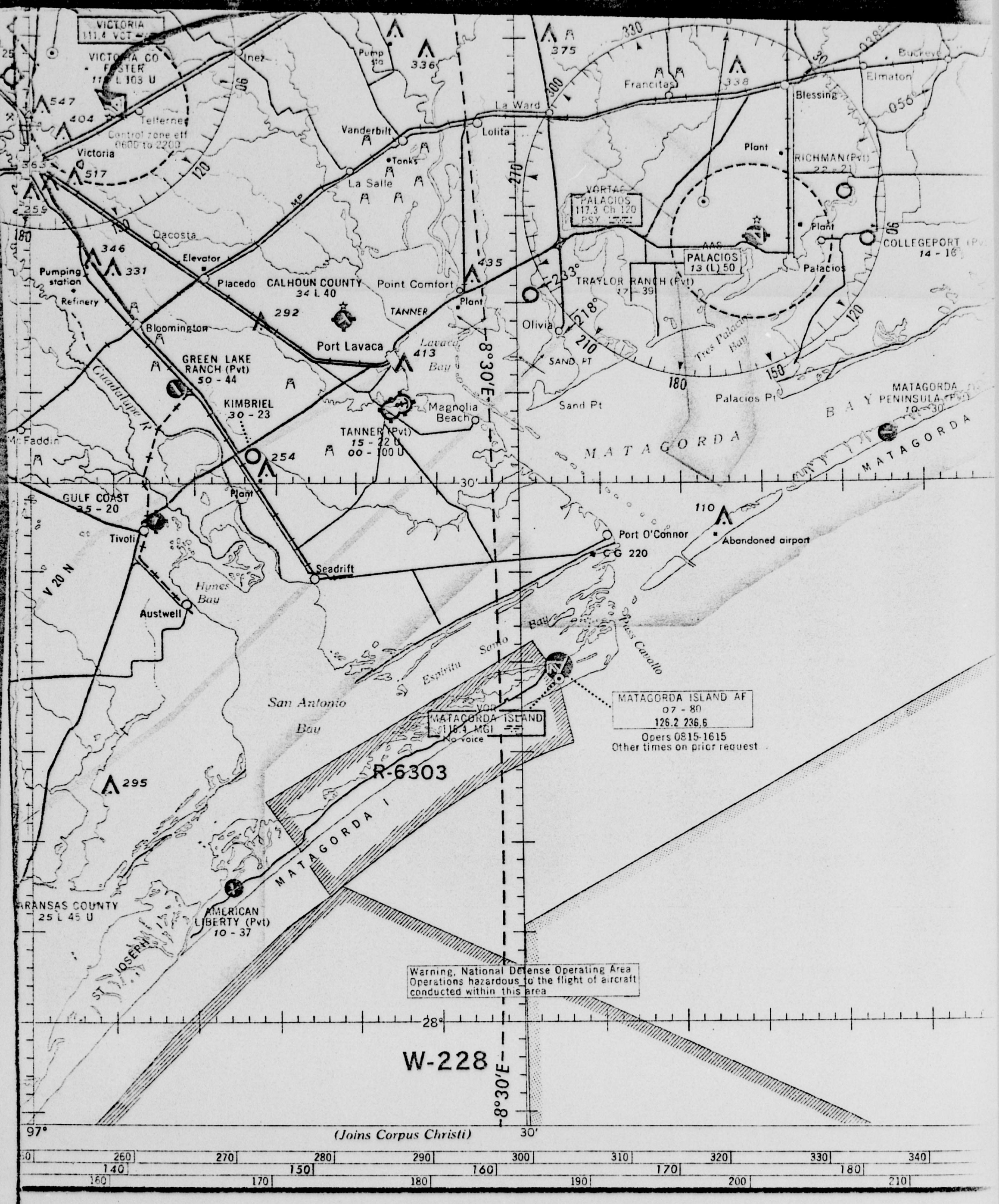
FOR THE COMMANDER

LAURENCE R. LEACH, JR., Major, USAF
Assistant Chief
Operations and Training

3 Atch
1. Houston Post article
2. Houston Chronicle article
3. Local area map


8° 30'E
(Joins Austin)
To College Sta
Northup
DRAWE RANCH (Pvt)
405 - 22
Round Top
Greenvine
Wesley
Kenney
Houses
Hempstead
Power station
Winchester
Warrenton
INDUSTRY
Industry
Nelsonville
Point
Plum
Rutersville
ROCKY CREEK RANCH
390 L 30
Bellville
GRAWUNDER
295 L 22 U
Roundhouse
La Grange
GUENTHER
LA GRANGE
275 - 26
KVLG
1570
Days only
Fayetteville
New Ulm
MIKESKA
161 - 20
Frelsburg
Ellinger
Cat Spring
COLORADO
Sealy
San Felipe
Bernardo
COLUMBUS
205 - 27
Colombus
WEIMAR (Pvt)
400 - 23
Weimar
Glidden
Alleyton
EAGLE LAKE
108.6 ELA
Schulenburg
2 G RANCH (Pvt)
255 - 30
EAGLE LAKE
185 L 32
Pumping station
Chesterville
Wallis
Morava
Oakland
Altair
Eagle Lake
Lissie
H DUNCAN (Pvt)
121 - 18
CONOCO
GC DUNCAN (Pvt)
175 - 16
Breslau
Rock Island
Pumping station
E Bernard
6500 MSL
Sublime
Sheridan
Refinery
GARWOOD (Pvt)
160 - 22
Garwood
EAST BERNARD
Hallettsville
GOEDECKE (Pvt)
287 - 22
Nada
Egypt
Hungerford
Glen Flora
8°30'E
Refinery
New Taiton
Wharton
BS
KULP
1390
Days only
EL CAMPO
128 - 24 U
Pierce
Lane City
STOVALL RANCH (Pvt)
108 - 23
RAUN RANCH (Pvt)
108 - 26
El Campo
MACH
95 L 25
Hillje
Louise
CALAWAY (Pvt)
74 - 24
Ganado
Tanks
Danevang
POOLE FARM (Pvt)
60 - 19
MIDFIELDS
Edna
Markham
Midfields


(Joins Beaumont)
8°E
Waller
Hockley
Tomball
Refinery
GLEANNLOCH FARMS (Pvt)
147 - 27
NINE BAR RANCH (Pvt)
195 - 29
WALLER CO
243 L 43 U
Sulphur plant
Cypress
JOSEY RANCH
150 - 24
WEISER
139 L 38 U
HOUSTON NW
150 L 40 U
SKYLINE
125 - 22 U
Spring
Westfield
Porter
Humble
Lake Houston
Reservoirs
GULF COAST
Crosby
Barrett
BUCKHORN RANCH
MONUMENT
Highlands
KWBA
1360
HOUSTON
MEM SKYLAND
113 L 30
KA-BROOK
160 - 19
FRANZ (Pvt)
138 - 20
FAIRBANKS
Flood area
Katy
SEALY
Brookshire
JORGENSON
111 L 26
Addicks
Alief
ANDRAU (Private)
ANDRAU
80 L 50
No voice
Fulshear
BLUE
Sugar Land
HULL
85 L 37 U
Stafford
STAFFORD
Richmond
Rosenberg
SUGAR LAND (Private)
227 SGR
No voice
Booth
ROSENBERG
LANE AIRPARK
94 - 48
Beasley
Needville
398
Sulphur plant
Pumping sta
ARCOLA
Manvel
Alvin
ALVIN
47 - 15
Sandy Point
RICELAND (Pvt)
Rosharon
FAY RANCH (Pvt)
40 - 33
Bonney
Bldgs
Damon
DAMON
NEWGULF (Pvt)
70 - 45
Newgulf
Boling
Stack
BLACK RANCH (Pvt)
40 - 25
Pledger
W Columbia
E Columbia
BRAZOS
Old Ocean
Refinery columns
252
Sweeny
Brazoria
JONES CREEK
Lake Jackson
LAKE JACKSON
12 L 50 U
Clute
Plants
Jones Creek
Freeport
CG 219
COMMODORE COVE
05 - 36
MILITARY CLIMB CORRIDOR R-6310
Altitude Limits
A-2000 to 14,000
B-2000 to 16,000
C-2000 to FL 190
D-2000 to FL 210
E-2000 to FL 230
FL 200
FL 230
16,000 TO FL 230
VORTAC GALVESTON
206 112.8 Ch 75 GLS
PASADENA
245 PDA
No voice
CAUTION
Pasadena
GENOA
46 L 25 U
LA PORTE
ELLINGTON AFB
126.2 253.5 GCA
Seabrook
Stacks
PEARLAND
51 L 26 U
CLOVER
VORTAC HOUSTON
115.9 Ch 106 HOU
FOBBY
118.7 256.9
Arcadia
Hitchcock
Bldg
Liverpool
LIVERPOOL (Pvt)
20 - 46
Danbury
DOW ANGLETON (Pvt)
Angleton
BAILES
21 - 35 U
CAMERON (Pvt)
25 - 25
Bay City
Plant
Dickinson
PATROL (Pvt)
28 - 22
Manvel
Pumping sta
Markham
COLE
55 - 22
KNOX
270
Plant
Bldgs
Plants
Plant
Liverpool
Plant
Danbury
Angleton
Lake Jackson
Clute
Freeport
Jones Creek
Bonney
Rosharon
Sandy Point
Alvin
Arcadia
Hitchcock
Bldg
Pasadena
La Porte
Seabrook
Stacks
Dickinson
Manvel
Alvin
Pumping sta
Markham
Old Ocean
Sweeny
Brazoria
Lake Jackson
Clute
Plants
Freeport
Jones Creek
Bay City
Plant
Bonney
Rosharon
Sandy Point
Alvin
Arcadia
Hitchcock
Bldg
Pasadena
La Porte
Seabrook
Stacks
Dickinson
Manvel
Alvin
Pumping sta
Markham
Old Ocean
Sweeny
Brazoria
Lake Jackson
Clute
Plants
Freeport
Jones Creek



Low Altitude Federal Airways are indicated by center line.

LF/MF RED 1 VOR (Enroute) V 3 092° (Alternate) V 3 E

CONTROLLED AIRSPACE LEGEND

The limits of controlled airspace are shown by tint bands (vignette) and are color coded in blue and magenta to enable the pilot to quickly determine the level at which controlled airspace begins.

All values are referenced to the earth's surface unless indicated as MSL (mean sea level).

Magenta vignette controlled airspace begins at 700' above the earth's surface.

Blue vignette (A) controlled airspace begins at 1200' above the earth's surface. (B) if other than 1200' the value is shown.

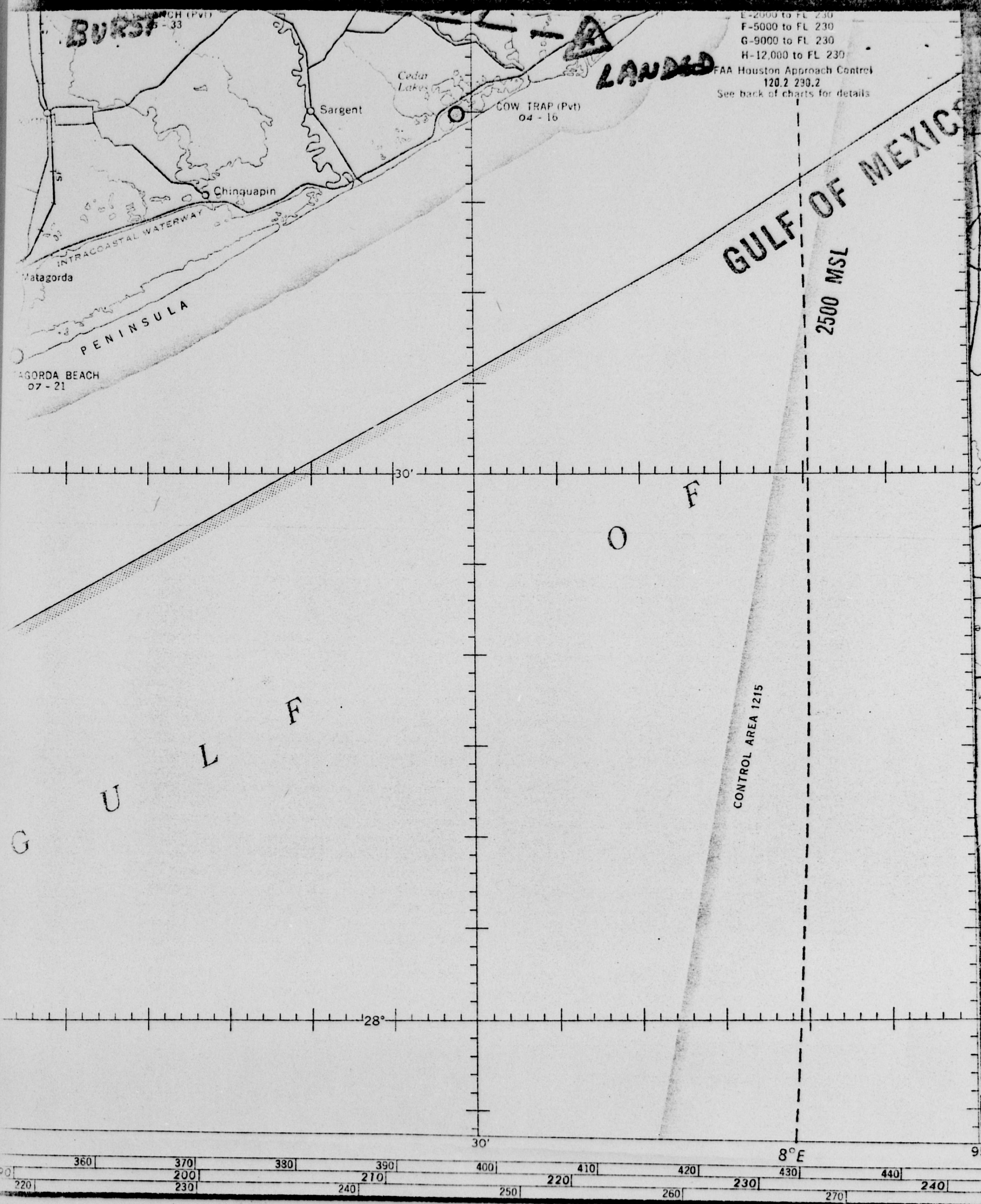
(CONTROLLED)

(A) (B) 2000 MSL

(UNCONTROLLED)

The dark edge of the vignette indicates the limit, and the vanishing edge the direction of controlled airspace.

Only the controlled and reserved airspace effective below 18,000 feet MSL are shown on this chart.



SAN ANTONIO

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. When practicable, such information should be indicated clearly and accurately on the chart (a replacement copy will be returned). Mail to: THE DIRECTOR, U.S. COAST AND GEODETIC SURVEY, WASHINGTON SCIENCE CENTER, ROCKVILLE, MARYLAND 20852.

*The Federal Government disclaims responsibility for non-Federal navigational facilities

ASSIGNED RADIO FREQUENCIES FOR AIR NAVIGATION

Radio frequencies are divided by international agreement into eight bands, identified as follows:

Below 30 kilocycles	VLF (very low frequency)	30-300 megacycles (30,000-300,000 kc.)	VHF (very high frequency)
30-300 kc.	LF (low frequency)	300-3,000 mc.	UHF (ultra high frequency)
300-3,000 kc.	MF (medium frequency)	3,000-30,000 mc.	SHF (super high frequency)
3,000-30,000 kc.	HF (high frequency)	30,000-300,000 mc.	EHF (extremely high frequency)

Low/Medium/High Frequencies (L/M/HF)

190-415 kc. and 515-544 kc. Transmitting frequencies of L/MF radio ranges, aeronautical and marine radiobeacons, control towers, and ILS compass locators (both navigational signals and voice where available).

3023.5 kc. Guarding frequency of control towers, both FAA and military. Most Flight Service Stations (FSS) guard on request.

Certain military control towers transmit on high frequencies such as 3053 kc. and 6723 kc., and other communication stations which are not shown on sectional charts operate on a number of frequencies in the M/HF bands.

Radio broadcasting stations (AM), which are extensively used for aircraft homing, transmit on frequencies between 535 kc. and 1605 kc. A selection of these broadcasting stations which are suitable for air navigation are shown with call letters and frequency on aeronautical charts.

500 kc. is the international distress frequency for ships and aircraft over the seas.

Very High Frequencies (VHF)

VHF channels which are not specified below as transmitting or guarding frequencies are normally used for both purposes.

75 mc. Transmitting frequency of fan markers, Z markers, and ILS markers.

108.1-111.9 mc. Transmitting frequencies of ILS localizers (navigational signals and voice where available). Operate on odd-tenth decimal freqs.

108.2-112.0 mc. Transmitting frequencies of omniranges (navigational signals and voice where available). Operate on even-tenth decimal frequencies.

112.1-117.9 mc. Transmitting frequencies of omniranges (navigational signals and voice where available).

118.0-121.4 mc. Air traffic control communications for civil aircraft. (Control towers and Air Route Traffic Control (ARTC) centers).

121.5 mc. Emergency frequency. This is the universal VHF channel for emergency and distress communication and its use should be limited to such calls. Generally available at all FAA and military stations, through either the tower or the FSS.

121.6 mc. Search and Rescue.

121.7; 121.8; 121.9 mc. Airport ground control frequency, for communication between tower and taxiing aircraft or ground vehicles.

122.1 mc. Standard FSS guarding frequency for private aircraft (122.3 mc. is also reserved for this purpose).

122.2 mc. FSS transmitting frequency for private aircraft.

122.5 mc. Standard FAA tower guarding frequency for private aircraft.

122.4; 122.6; 122.7 mc. Other FAA tower guarding frequencies for private aircraft, shown thus in tower box on chart: 122.7R.

122.8 mc. Aeronautical advisory stations (UNICOM), for communication with private aircraft. These stations are indicated by symbol on face of chart.

122.9 mc. Aeronautical Multicom Stations for communication pertaining to agriculture, ranching, forest fire fighting, parachute jumping, etc.

123.0 mc. Aeronautical advisory stations at tower-controlled airports. Indicated by symbol on face of chart.

123.1; 123.3; 123.5 mc. Flying school and flight test stations.

123.6-128.8 mc. Air traffic control communications (except 123.6 and 126.7 assigned as FSS frequencies).

128.9-131.9 mc. Aeronautical en route operations.

132.0-136.0 mc. Air traffic control communications (except 133.2 available for communications with USAF radar facility to obtain weather advisory service).

136.1-144.0 mc.; 148.0-150.8 mc. Assigned primarily for government use, though frequencies in these bands are often available at FAA control towers, and (ARTC) centers for communication with military aircraft. 143.90; 148.15 mc. assigned as Civil Air Patrol frequencies.

Ultra High Frequencies (UHF)

In common aeronautical usage, frequencies in the international VHF band above 225 mc., in addition to the 300-3000 mc. UHF band; are termed ultra high frequencies. All UHF voice channels are both transmitted and guarded.

236.6; 241.0; 340.2; 360.2; 275.8 mc. Military control tower frequencies.

243.0 mc. Military emergency frequency.

257.8 mc. FAA control towers for military aircraft.

272.7; 255.4; mc. FSS for military aircraft.

363.8, 263.6 mc. Military approach control frequencies.

225-400 mc. Other frequencies in this band are assigned for various military purposes.

328.6-335.4 mc. ILS glide slope frequencies.

960-986 mc.; 1188-1215 mc. Distance Measuring Equipment (DME) frequencies. DME operating channels are paired with the associated VOR channel.

960-1215 mc. Tactical Air Navigation (TACAN) frequencies. VOR and TACAN facilities are coaxially collocated and the associated frequency channels of each are paired to form a VORTAC facility.

Use of Frequencies in Voice Communication

Voice communication is not available at all radio ranges and radiobeacons. Facilities without voice are indicated on sectional charts by a note "No voice" in the lower line of the box.

In any communications with FSS or tower, the frequency on which reply is expected should be specified in the initial call.

For L/M/HF communication, FAA control towers normally guard the high frequency 3023.5 kc. Reply from FSS will normally be made on the L/MF range or radiobeacon frequency. Reply from towers will normally be made on the low or medium tower frequency. Military facilities with voice are identified by the words "NAVY", "MARINE", or "AF" in the line with the name.

For VHF communication with private aircraft FSS generally guard 122.1 mc. and FAA towers generally guard 122.5 mc. Certain towers, indicated in tower boxes on charts, guard 122.4, 122.6, or 122.7 mc. instead of 122.5 mc. Reply from FSS to private aircraft will normally be made on the VOR voice channel unless 122.2 mc. is requested; or on 122.2 mc. if voice on range channel is not available; or on 121.5 mc. if the range voice channel is out of service. Reply from FAA towers to civil aircraft will normally be made on one of the assigned frequencies in the 118.0-121.4 mc., 123.6-128.8 mc. bands.

Military facilities (Navy or AF) where voice is available do not generally guard FSS frequencies or provide FSS en route services. Some of these stations, guard 3023.5 kc., and nearly all guard one or more of the tower (military) very high frequencies. The voice facility in many cases is located in the tower.

Space limitations prevent the listing of all frequencies on sectional charts. However, the flight information publications list all frequencies available at each tower, FSS, and ARTC center.

164/5-9-66

MILITARY CLIMB CORRIDORS

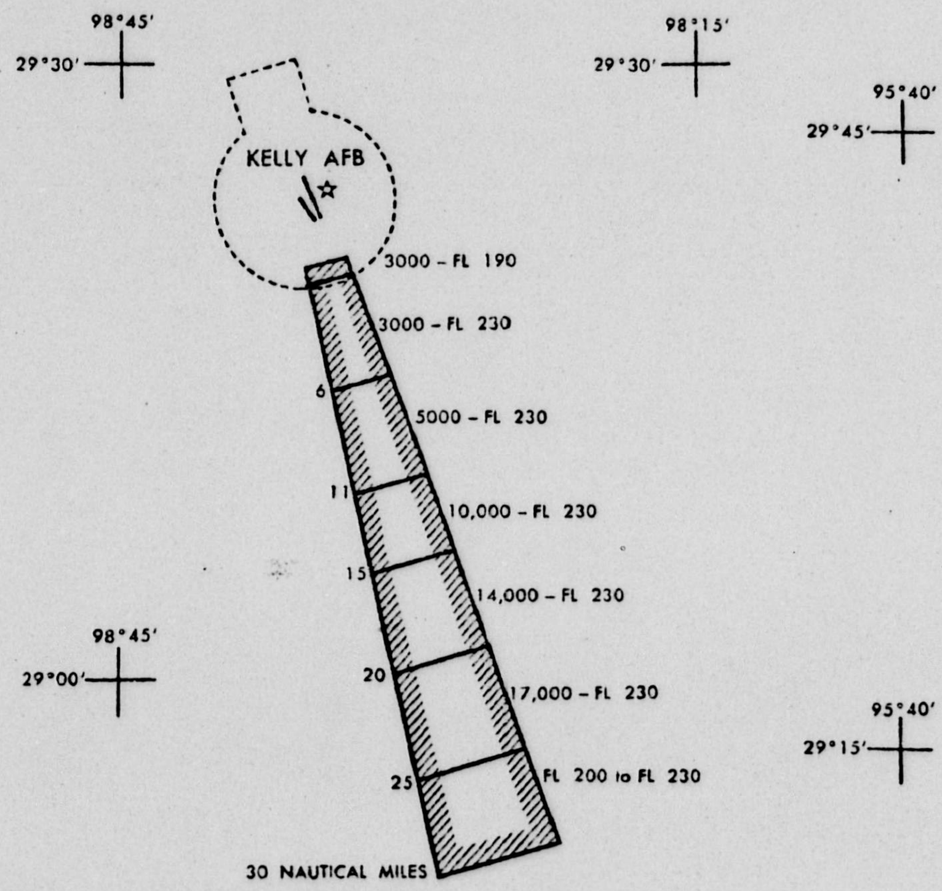
The military climb corridors depicted below have been designated as a restricted area. The lateral and vertical limits of these military climb corridors are illustrated. The relation of these corridors to the terrain and aeronautical facilities can be seen on the face of the chart where the lateral limits are also shown.

SAN ANTONIO, TEXAS (KELLY AFB)
RESTRICTED AREA R-6311

HOUSTON, TEXAS (ELLINGTON AFB)
RESTRICTED AREA R-6310

LATERAL LIMITS OF MILITARY CLIMB CORRIDORS

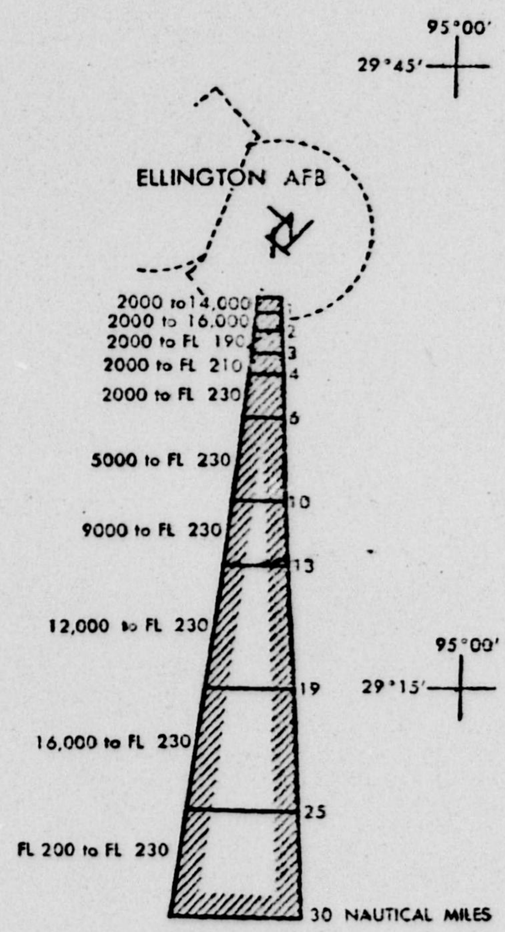
R-6311



Controlling Agency
FAA, San Antonio Approach Control

Using Agency
Comdr., Kelly AFB, Texas

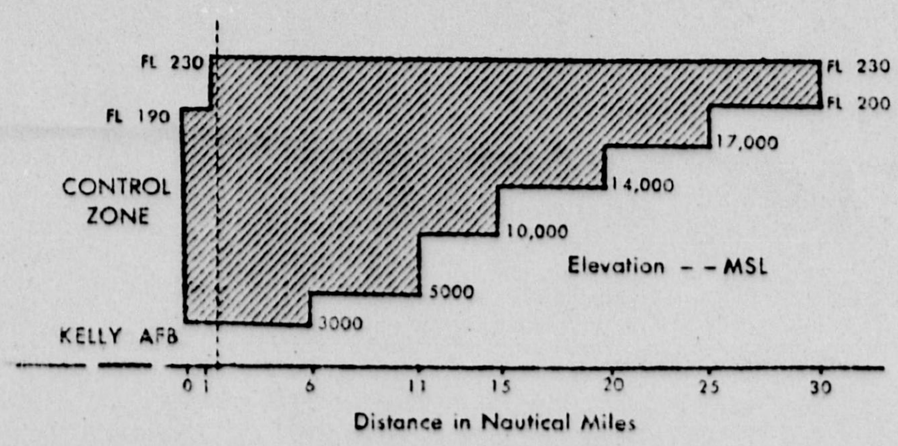
R-6310

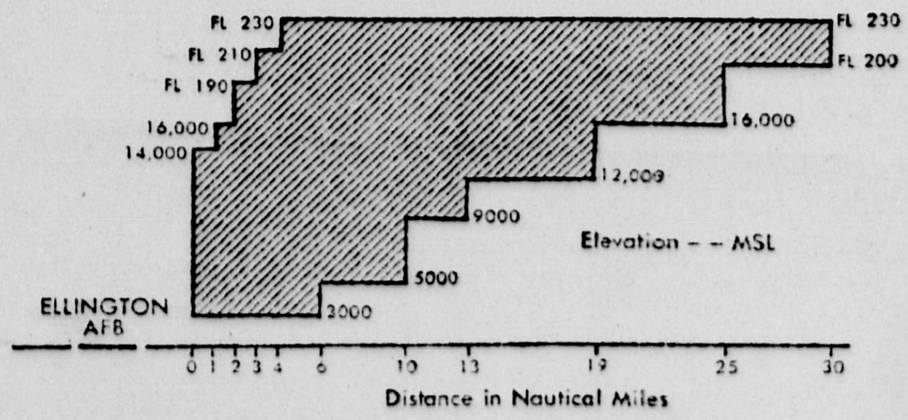


Controlling Agency
FAA, Houston Approach Control

Using Agency
Comdr., Ellington AFB, Texas

PROFILE SHOWING UPPER AND LOWER LEVEL OF MILITARY CLIMB CORRIDORS





NOTE: Consult NOTAMS and flight information publications for changes in data subsequent to date of chart.

25146 9-66

Houston Post
7 NOVEMBER, 1965

'Like a Big Old Cigar'

UFO Over La Porte Area Is Reported by 4 Men

Four men reported seeing an unidentified flying object that looked "like a big old cigar" as it drifted over the La Porte area Sunday morning.

"It was so darn big, it looked like it could have been 10 feet in diameter and 150 feet long," said Roy Pentecost, 57, of 5718 Grace Lane, Houston. He said the object flew upright, or perpendicular to the ground.

"IT LOOKED like a big old cigar up there with tapered fins at the bottom," Pentecost said.

"It seemed like it was drifting along, kind of easy like," at about 15,000 feet, he said. He estimated the object's speed at 100 MPH.

The men sighted the object shortly before 9 AM as they were at the Anchor Boat Works at Morgan's Point. Pentecost said they had watched the object for about 20 minutes, with all of them viewing it through the 50-power binoculars.

"While it was going over, we all just stood there with our mouths open," said Pentecost, a fishing boat skipper.

THE OTHER MEN who sighted the object were Louis Fontenot, 49, port captain at the Anchor Boat Works, John Boyd of La Porte, a ship fitter at the boat yard, and Al Cooling of La Porte, the first to spot the object.

Pentecost said he notified Ellington Air Force base of the unidentified object. After he telephoned in the report, Pentecost said, a jet fighter came into view and appeared to be following the object's path.

The UFO was about 20 miles south of [illegible] when it was last sighted, he said. It moved in a northerly direction until it disappeared from sight, Pentecost said.

HOUSTON CHRONICLE
7 NOV 66

Victoria Launching

'UFO' at La Porte A Weather Balloon?

The unidentified flying object sighted over La Porte at 8:45 a.m. Sunday probably was a weather balloon released at Victoria three hours earlier.

Clyde Young, meteorologist at the Victoria weather station, said a balloon was sent aloft at 5:15 a.m., once of two daily launchings made at the station.

The Weather Bureau here said the winds aloft, between 10,000 and 20,000 feet, were from the west southwest, or generally in line from Victoria to La Porte.

The object was first seen by Al Cooling at a weather station at the Anchor Boat Works in La Porte. He called Capt. Louis Fontenot, port captain, and both watched the object through binoculars. They said it was cigar shaped.

"It looked about 15,000 feet up," Capt. Fontenot said. "It moved slowly from the south to the north and didn't move in any other direction. It just moved steadily."

The object also was seen by John Boyd, a shipfitter at the boat works and by Roy Pentecost, 5718 Grace Lane.