

PROJECT 10073 RECORD

Copy for Hyne

1. DATE - TIME GROUP 9 Feb 67 10/0145Z	2. LOCATION Odessa, Delaware (2 Witnesses)
3. SOURCE Civilian	10. CONCLUSION UNIDENTIFIED
4. NUMBER OF OBJECTS 1	
5. LENGTH OF OBSERVATION 2 Minutes	11. BRIEF SUMMARY AND ANALYSIS SEE CASE FILE
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE E (Motionless)	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

TYPED COMMENTS MADE BY DR. J. ALLEN HYNEK ON ¹¹JUNE 1968

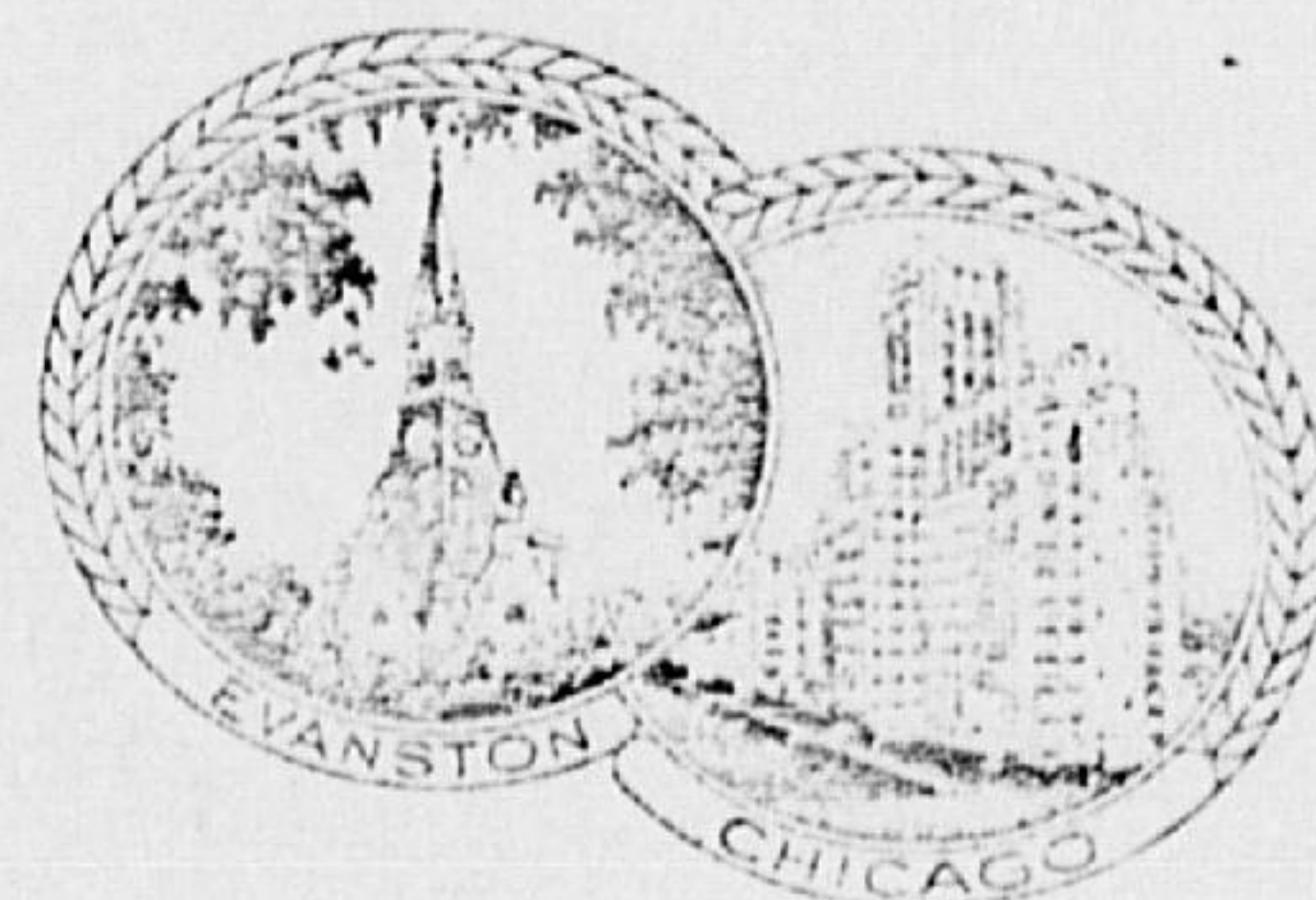
ODESSA, DELAWARE

9 FEBRUARY 1967

Unidentified: but based entirely on a NICAP report. On the basis of the information given, no identification seems possible. Too bad that a competent AF investigation was not made.

(Original signed by J. Allen Hynek)

NORTHWESTERN UNIVERSITY
Intra-University
CORRESPONDENCE



TO Proj. Blue book FROM J. A. Hynek
DEPT. _____ DEPT. _____

Re: Odessa, Del. con
9/Feb/67

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J. Allen Hynek

4 June 1967

it occurred at a small airport and the duration was one and a half minutes. Followup should have been made to determine whether there were other potential witnesses. Since it occurred at midnight on December 28, it is possible that there were no other witnesses available. Must be carried as unidentified, single witness.

15. 12 August 1965, Ramona, California.

One witness, duration of sighting only 15 seconds. Witness was a 67 year old lady. Sighting occurred at 9p.m. daylight saving time in the middle of August, and thus the sky should still have been reasonably bright. Witness said sighting occurred at night and sky very blue. Perhaps she thinks that anything after 6 p.m. is night. Must be listed as unknown (meager data, single witness, very short duration).

16. 26 February 1966, Bartlett, New Hampshire

I have in my files for 26 February 1966, Manchester, New Hampshire. I do not seem to find a Bartlett, New Hampshire case. See attached supplemental sheet A.

17. 17 July 1966, Centerville, Ohio.

Temporarily not in file. Will study this case when I visit Dayton.

18. 9 February 1967, Odessa, Delaware.

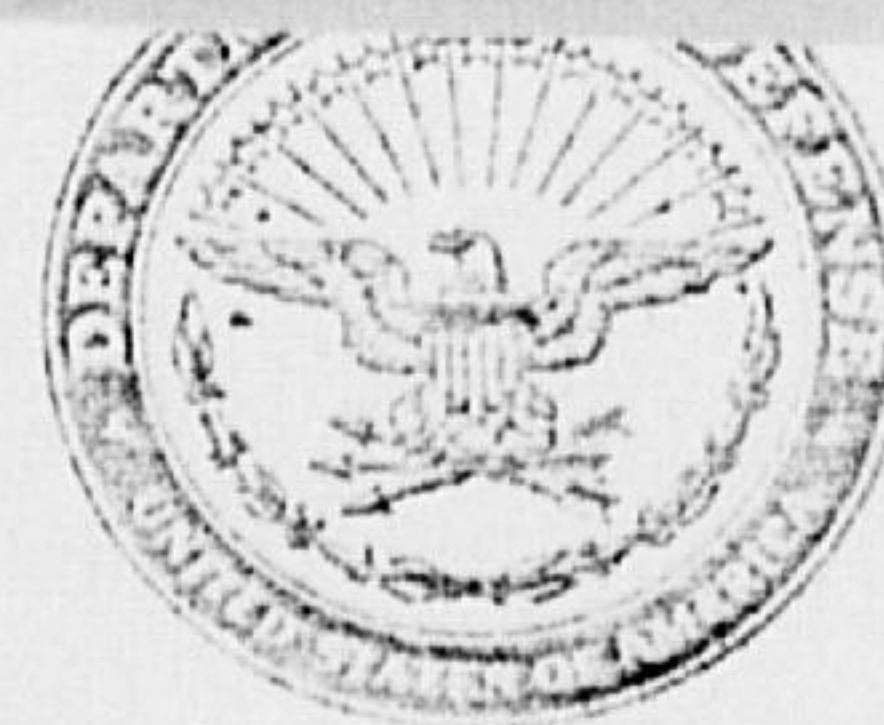
Since by an admitted breakdown in communications the Dover Air Force Base delayed some five months in investigating this case, all I have is the NICAP report. Evaluation pending my getting a copy of the Air Force investigation of same. Based on NICAP report, the sighting is obviously unidentified.

19. 12 February 1967, Grand Rapids, Michigan.

I have only the card on this case, but judging from it there seems to be a possibility that this one-witness case was caused by low-flying birds reflecting light. The sighting lasted 4 to 10 seconds, and witness mentions a high-pitched chirping noise.

20. 1 April 1967, Wellington or Loco, Texas.

I had a great personal involvement in this case, much of it



REPLY TO
ATTN OF:

436(OIEW)/TSgt Molino/8487

5 June 1967

SUBJECT:

Unidentified Flying Objects

TO: FTD(TDETR)

1. Forwarded for your action is a copy of a National Investigations Committee on Aerial Phenomena Sighting Summary dated 9 February 1967.
2. Due to a break-down in communications and clear line of authority of investigating UFO sightings, an investigator from Dover AFB was not dispatched until 1 June 1967. The enclosed copy of the sighting summary was obtained and seemed thorough enough to send directly to your organization without subjecting the witnesses to an additional interrogation.

FOR THE COMMANDER

DONALD M. LONDAHL-SMIDT, Capt. USAF
OIC Wg Intelligence/EW

Copies to:
21AF(OOPI)
MAC(MAOID)

SIGHTING of 9 FEBRUARY 1967, ODESSA, DELAWARE

This report was never formally investigated by Dover AFB due to a breakdown in communications. With the meager information available to Project Blue Book, this particular case is considered to be unidentified.

SIGHTING SUMMARY --- 9 February 1967; Odessa, Delaware

At approximately 8:45 p.m. on February 9, Donald and Marie Guseman of Middletown, Delaware, were driving south on U.S. 13 toward Odessa (three miles east of Middletown). They had just crossed a bridge over a canal when Donald saw two lights off on the left down the road. The lights were in a horizontal plane and close to each other (closer, he later said, than lights on aircraft wing tips at that distance). The light on the left was green, and the one on the right red. Suddenly two bright white lights came on between the colored ones, and Donald, thinking the white lights were landing lights, told Marie to look at the crazy plane trying to land (the lights were near the trees beside the road, and there was no airport or landing field anywhere near the area).

As the couple drew closer to the lights, they could see the lights were stationary and attached to an object. Only the white lights were visible at this point. The couple pulled the car off the road onto the right shoulder and turned off the radio and motor. The object was sitting motionless in the air over the trees across the road (east of the couple). Using nearby telephone poles as criteria, Donald estimated the object's altitude at 70 to 80 feet or two poles. The road was about 150 feet wide (two two-lane pavements plus a grass dividing strip), and the object's nearest edge appeared to be over the trees closest to the road (i.e. about 10 to 20 feet from the road), so the couple was approximately 200 feet from the object. They were opposite it looking at it out Donald's window (left front), which was down. The weather was cold and clear, with a gray overcast that suggested the predicted snowfall. The snow already on the ground made the sky seem light.

The object was large and Saturn-shaped. Donald estimated the diameter at 50 feet and the height at the thickest point at 20 feet. Except for the top, the object was clearly visible, with its dark configuration ("gray" to Marie; "charcoal" to Donald) silhouetted against the lighter sky. Marie thought the surface below the rim was somewhat darker than that above, but both agreed the surface was smooth across the entire visible part of the object. The object was still and silent.

The white lights were now seen to be like searchlights, with two parallel beams extending straight downward into the trees from what Donald and Marie took to be the front of the object (i.e. its left end to them). The beams were wider toward the bottom than at their source. The source of the closer beam was visible, but that of the other was farther back on the curving surface and thus obstructed by that surface (i.e. on the other, or back, side). At first the lights did not move.

Protruding from the bottom of the object was a somewhat boxy structure similar to a dirigible's gondola (except that it was part of the object rather than suspended below it). In a horizontal row on the gondola were windows with soft light behind them, and on the bottom near the center were three red lights. The light in the windows (yellowish to Donald; pinkish to Marie) was steady and uninterrupted by any forms, while the red lights were also of an even intensity and stationary. Donald noticed the windows first, the red lights second. Marie saw the red lights first, then the windows. His impression of the red lights was that they were fixed to the object but at a short distance (less than a foot) from it, whereas she felt they were attached directly to it.

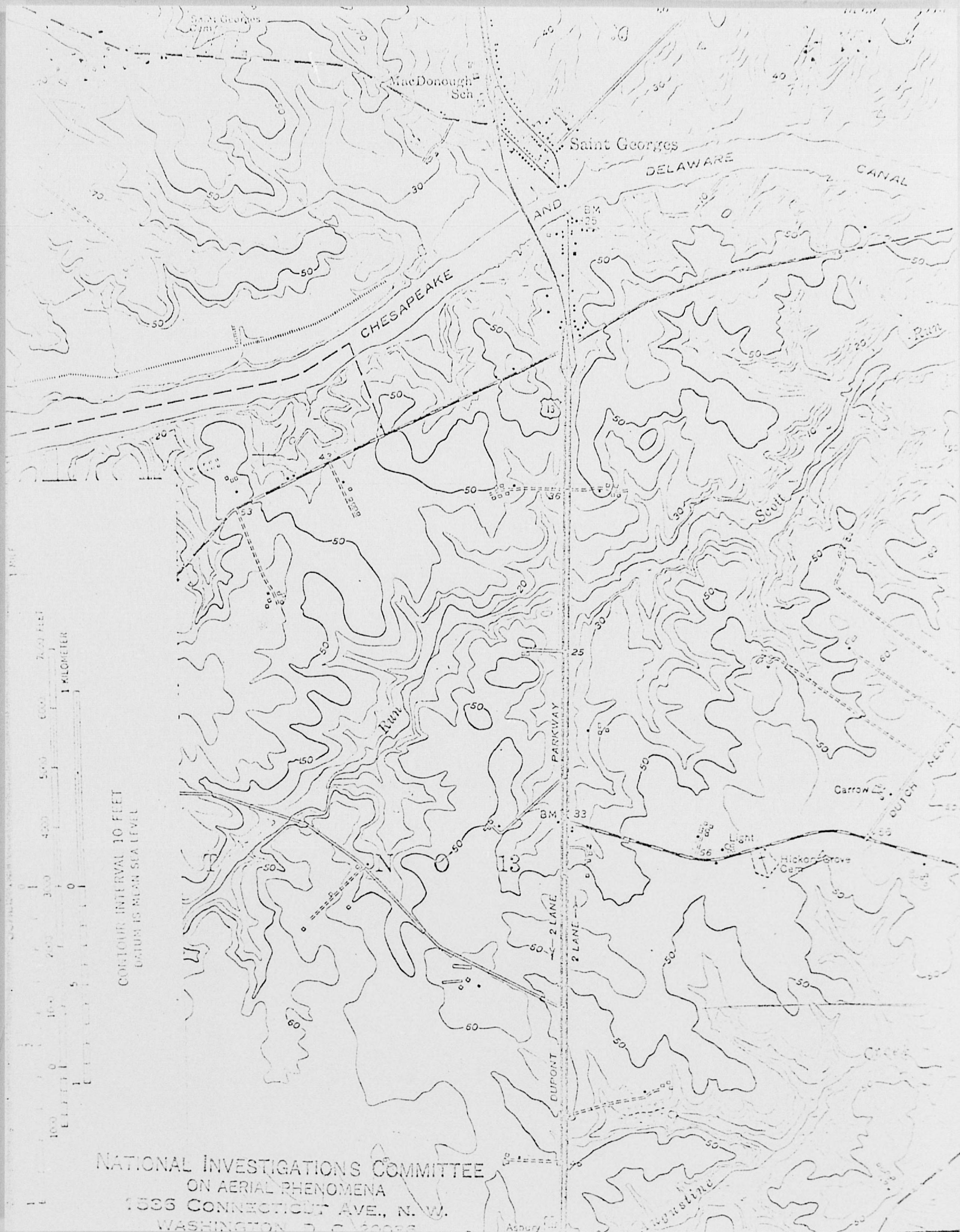
The couple watched the object for about two minutes. It remained as it was--quiet, at rest, apparently parallel to the road with its front faced in the opposite direction from that of the couple's car. Because the trees beneath the object were in a

gully, the Gusemans could not see if the light beams hit the snow at the base of the trees or if they were directed toward anything in particular. The woods were not thick, and no structure or device was in view among the trees. Cars and trucks passed the couple's car during this part of the sighting, but no one slowed down or stopped (this is not surprising because U.S. 13 at that point is a high-speed, much travelled road in a rural area). No other people were seen.

Suddenly the light beams began to turn upward, moving around the point of their source and passing the horizontal until they had come some 135 degrees from their original position (i.e. until they made a 45-degree angle with the horizontal). They moved in unison with no noise and no change in color or intensity. As they assumed their new position, they shone up and out into the night. After the beams had stopped, the object began to move. Its start was immediate and smooth, with no visible sign of a propulsion system. As it moved, the Gusemans could hear a mild hum or buzz comparable in Donald's words to the sound of an "electric motor." The movement was very slow, equal to that of a person moving at a "brisk walk" in Donald's estimation. The object remained near the treetops and parallel to the road, heading north (the way it was faced). As it left, it looked to the Gusemans just as it did while hovering; the beams, the windows, the red lights, the rim were all visible.

After traveling what Donald estimated to be two or three hundred feet over the woods, the object suddenly disappeared--literally, instantly, before the Gusemans's eyes. Donald assumed it had gotten beyond the trees and landed in the adjacent field, so he suggested going across the road to see, but Marie said no. He started the car and drove down the road to the first crossover (the first U-turn path across the median strip). On the other side of the road, the couple drove north past the woods the object had hung over and pulled over alongside the field on their right (the bridge they had crossed just before seeing the original green and red lights was just ahead). They got out of the car and searched the open field, but nothing unusual was evident. Returning to the car, they drove over the bridge, made a second U-turn and headed back along the same route they had come while watching the colored and white lights. Coming back to the place they had parked to watch the object, Donald realized the ground and trees under the object would be covered with snow if the predicted storm occurred, so he declined Marie's suggestion to return the next morning and made a third U-turn to go back to the woods where the object had been. He parked on the shoulder at that point and got out with a flashlight to inspect the gully and trees. No signs of the object's presence were visible, and not having snowshoes, he decided to go home. He got back in the car, and they again crossed the bridge, made a U-turn (the fourth), and headed south. Soon after they passed the site of their observation from the parked car, Marie, looking out the rear window, saw several red lights over the field back toward the bridge (the field they had stopped at and looked over after making the first U-turn). They again made a U-turn (number five), headed north past the woods, and pulled over next to the field. One red light (flickering) was visible, moving off into the distance. After three or four minutes, it was gone, and the Gusemans repeated the bridge-crossing and U-turn and went home.

On arriving home, the couple told their story to Donald's brother, who had a friend familiar with NICAP. The friend, James Casey of Newark, Delaware, was phoned, and he gave the Gusemans NICAP's number. They called NICAP at 9:58 p.m. (they wrote the time down), but got no answer. They then called the FAA (no answer), an Army office in Wilmington (no answer), the News-Journal in Wilmington (said to call Dover AFB), and Dover Air Force Base in Dover, Delaware. At the base, they got an Airman First Class Stouffer, who took their report and said they would be contacted the next day (the Airman later called to see if they had any more information for the morning).



NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA
1335 CONNECTICUT AVE., N. W.
WASHINGTON, D. C. 20005