PROJECT 10073 RECORD

1. DATE - TIME GROUP
Jul 68
2300 6/0-30Z

2. LOCATION
Andover, Mass

3. SOURCE
CIVILIAN

4. NUMBER OF OBJECTS
One

10. CONCLUSION
~~[redacted]~~ Poss. Aircraft

5. LENGTH OF OBSERVATION
30 seconds

6. TYPE OF OBSERVATION
Ground visual

7. COURSE
N to NW

8. PHOTOS
☐ Yes
☒ No

9. PHYSICAL EVIDENCE
☐ Yes
☒ No

11. BRIEF SUMMARY AND ANALYSIS

The observer sighted a moving, pulsating white light, the light was visible for thirty seconds and seemed to move in a zig-zag motion.

COMMENTS: The observation is of a point source white light. The stimulus may have been any number of things, an airplane landing or departing from Andover municipal airport, a satellite, a garmet-bag hot air balloon or even a weather balloon. Since blinking or steady lights observed at night do not constitute a valid UFO report, the sighting is being carried as Other (point source of light).

Too difficult To carry statistically. Changed eval. To Poss Aircraft 12 Mar 69 CLM

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

8 July 68

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

JUL 22 1968

REPLY TO ATTN OF: TDPT (UFO)

SUBJECT: UFO Observation, 8 July 1968

TO: [redacted] Avenue
Andover, Massachusetts 01810

Reference your recent unidentified flying object sighting which you reported to the Air Force. The information which we have received is not sufficient for a scientific investigation. Request you complete the attached AF Form 117 and return it in the self-addressed envelope. Thank you for reporting your observation to the Air Force.

HECTOR QUINTANILLA, Jr, Lt Colonel, USAF
Chief, Aerial Phenomena Office
Aerospace Technologies Division
Production Directorate

1 Atch
AF Form 117 w/envelope

July15,1968
[redacted]
Andover Mass.
01810

Project Bluebook
Wright -Patterson A.F.B.
Dayton,Ohio

Dir Sir:
My name is [redacted].I'm in the 9'th at the Andover Jr. High in Andover.I am interested in U.F.O.'s and resently wrote to you requesting imformation on the subject. I resently saw what I Am led to beleive is a U.F.O.In the following is a com-plete description of the U.F.O.
I look forward to here from you.

Sincerely yours,
[redacted]

1.Date of observation:July 8,1968 about 12:30 A.M.
2.Location: In campsite at Otter River State Park in west Mass.
3.Duration of observation:30 seconds
4.Condition of sky:Clowdy
5.Number ofstars and state of moon:No stars,no moon
6.Behavior of object:Zigzag across the sky
7.Sound and color:NOsound,Pulsating white light
8.Outline:Like a brite star
9.Hight of object when it appeared:90 degrees
10.Hight of object when it dissapeared:60 degrees
11.How did it dissapeared:Flew away.
12.Estimated distance of object:1 mile strait up.
13.Speed of object:Slow

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

I FEEL THAT THE QUESTIONAIRE HAS ASKED ANY THE QUESTION THAT I COUND ASK, I CAN'T THINK OF ANYTHING ELSE OF WHICH IS OF IMPORTANCE ON THE SUBJECT.

I HAVE NO EXPLANATION TO THE PHENOMENON.

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☒ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☐ YES ☒ NO. IF "YES," DID THEY SEE IT TOO? ☐ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME [redacted]

ADDRESS (Street, City, State and Zip Code) [redacted] ANDOVER, MASS. 01810

TEL [redacted]

AGE		MALE		FEMALE
14	✓			

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON? I WROTE TO

NAME MAJOR. HECTER QUINTANELLA DAY 15 MONTH JULY YEAR 1968

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 31 MONTH JULY YEAR 1968

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

V	EYEGLASSES DON'T KNOW THE VISION OF MY EYES		CAMERA VIEWER
	SUNGLASSES		BINOCULARS
	WINDSHIELD		TELESCOPE
	SIDE WINDOW OF VEHICLE		THEODOLITE
	WINDOWPANE		OTHER

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☐ NO

B. DO YOU USE READING GLASSES? ☐ YES ☐ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED _____.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE _____.

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

I CAN'T THINK OF ANYTHING!

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.

14. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.

IT WAS TOO HIGH TO MAKE ANY MINUTE OBSERVATIONS ON THE CRAFT. ALL THAT WAS DISTINCT WAS THAT IT WAS CIRCULAR IN SHAPE. FROM THE BOTTOM.

15. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

ABOUT ONE HALF OF IT.

13. DID THE PHENOMENON	YES	NO	UNKNOWN
MOVE IN A STRAIGHT LINE?		✓	
STAND STILL AT ANYTIME?		✓	
SUDDENLY SPEED UP AND RUN AWAY?		✓	
BREAK UP IN PARTS AND EXPLODE?		✓	
CHANGE COLOR?	✓		
GIVE OFF SMOKE?		✓	
CHANGE BRIGHTNESS?		✓	
CHANGE SHAPE?		✓	
FLASH OR FLICKER?	✓		
DISAPPEAR AND REAPPEAR?	✓		
SPIN LIKE A TOP?			✓
MAKE A NOISE?		✓	
FLUTTER OR WOBBLE?			✓

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

I WAS JUST LOOKING AT THE SKY WHEN I SAW IT.

A. HOW DID IT FINALLY DISAPPEAR?

IT FLEW OUT OF SIGHT BEHIND TREES.

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☑ YES ☐ NO. IF "YES," DESCRIBE.

IT MOVED BEHIND (THE) TREES. THEN APPEARED AGAIN BEFORE IT FINALY FLEW FROM SIGHT.

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
	DAY		CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	TWILIGHT	√	CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
√	NIGHT				LIGHT RAIN OR DRIZZLE
	CLEAR		NIMBUS CLOUDS *(Rain)*		HAIL
	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
√	COMPLETELY OVERCAST				UNKNOWN
			HAZE OR SMOG		NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON			
√	NONE		BRIGHT MOONLIGHT		NO MOONLIGHT
	A FEW		MOON WITH HALO		UNKNOWN
	MANY	√	MOON HIDDEN BY CLOUDS		
	UNKNOWN		PARTIAL *(New or quarter)*		

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

	IN FRONT OF YOU		TO YOUR RIGHT		OVERHEAD *(Near noon)*
	IN BACK OF YOU		TO YOUR LEFT		UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

MOON

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

THE OBJECT WAS A LIGHT COLORED OBJECT WITH SHARP EDGES, IT WAS ELSE A CLEARLY OUTLINED OBJECT BUT I COULD ONLY SEE THE BOTTOM, IT WAS SELF-LUMINOUS, AND WAS A RATHER DULL WHITE LIGHT, IT KEPT PULSATING ON AND OFF IT WAS DEFINATELY SOLID.

8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? *(Check appropriate blocks.)*

	OUTDOORS ✓		IN BUSINESS SECTION OF CITY
	IN BUILDING		IN RESIDENTIAL SECTION OF CITY
	IN CAR ☐ AS DRIVER ☐ AS PASSENGER		IN OPEN COUNTRYSIDE ✓
	IN BOAT		NEAR AIRFIELD
	IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER		FLYING OVER CITY
	OTHER		FLYING OVER OPEN COUNTRY
			OTHER

A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?				HOW FAST WERE YOU MOVING?
	NORTH		EAST	
	SOUTH		WEST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
	NORTHEAST		SOUTHEAST	
	NORTHWEST		SOUTHWEST	☐ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

HOW MUCH OTHER TRAFFIC WAS THERE?

DID YOU NOTICE ANY AIRPLANES? ☐ YES ☐ NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME				
1 MINUTE		CERTAIN OF TIME		NOT VERY SURE
	✓	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

THE WAS A RADIO PLAYING AND THEY STATED THE TIME A COUPLE WITNESSES BEFORE

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? ☐ YES ☒ NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

IT IS DUE TO THE MOVEMENT OF THE OBJECT. IT KEPT MOVING BEHIND TREES FROM MY PLACE OF OBSERVATION

AFR 80-17(C1)

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R358

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. *(IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)*

[redacted]

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 8 MONTH JULY YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 12 MINUTES 30 ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 12 MINUTES 31 ☒ A.M. ☐ P.M.

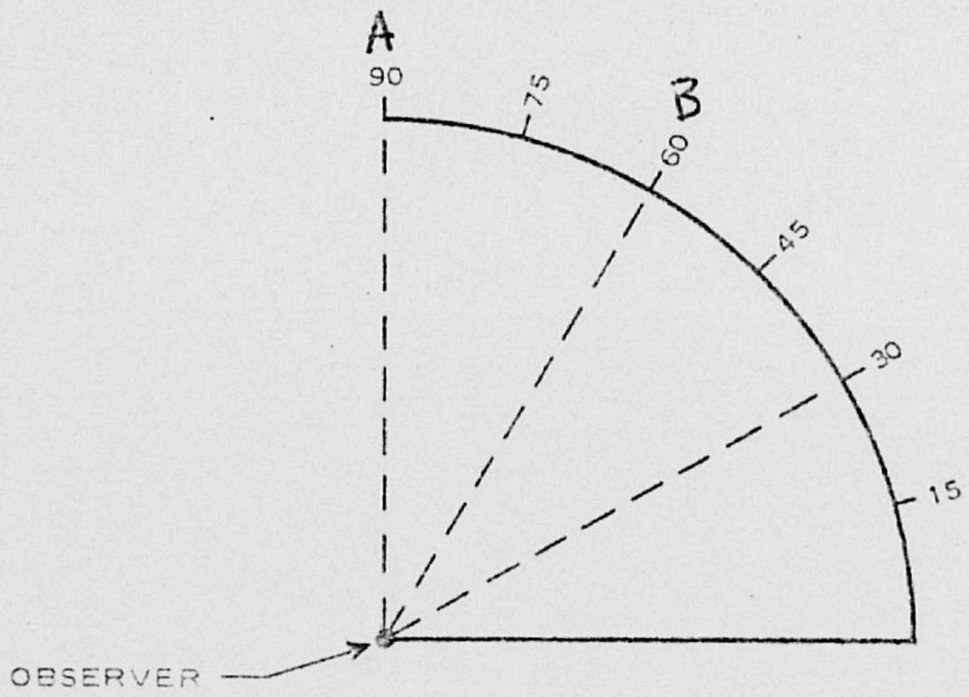
4. TIME ZONE ☒ DAYLIGHT SAVINGS ☐ STANDARD

☒ EASTERN ☐ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☐ OTHER

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

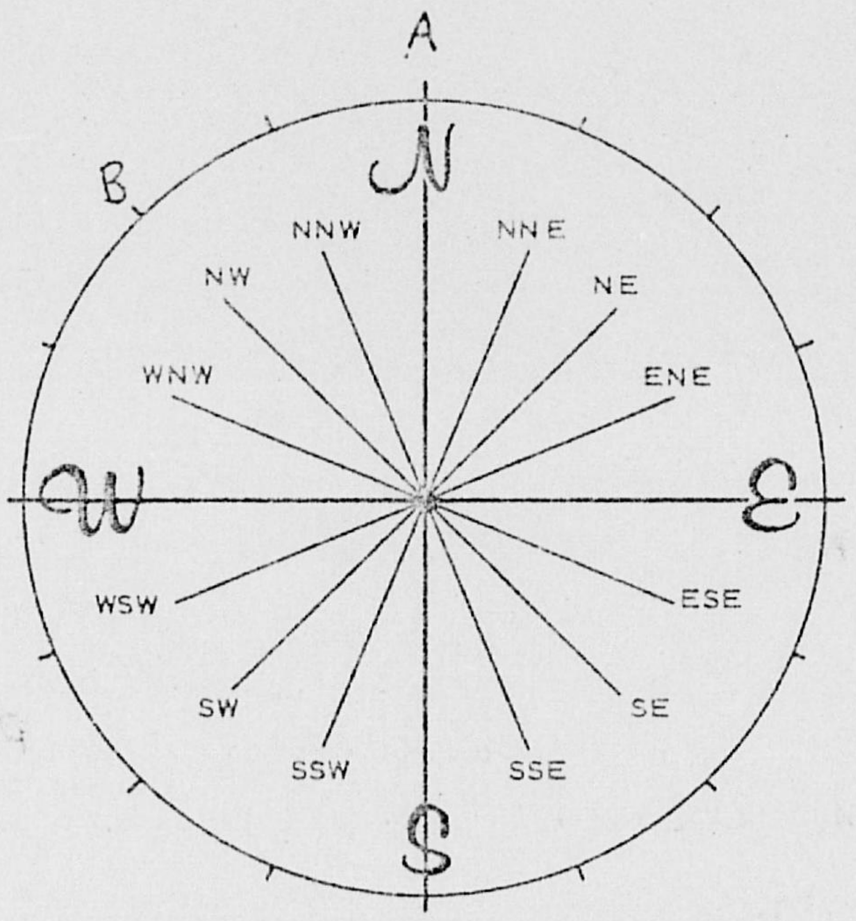
I WAS IN A CAMPSITE AT OTTER RIVER STATE PARK, IN WESTERN MASS. IT IS IN THE COUNTRY. ROUTE 202 WAS ABOUT 1/4 OF A MILE AWAY.

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

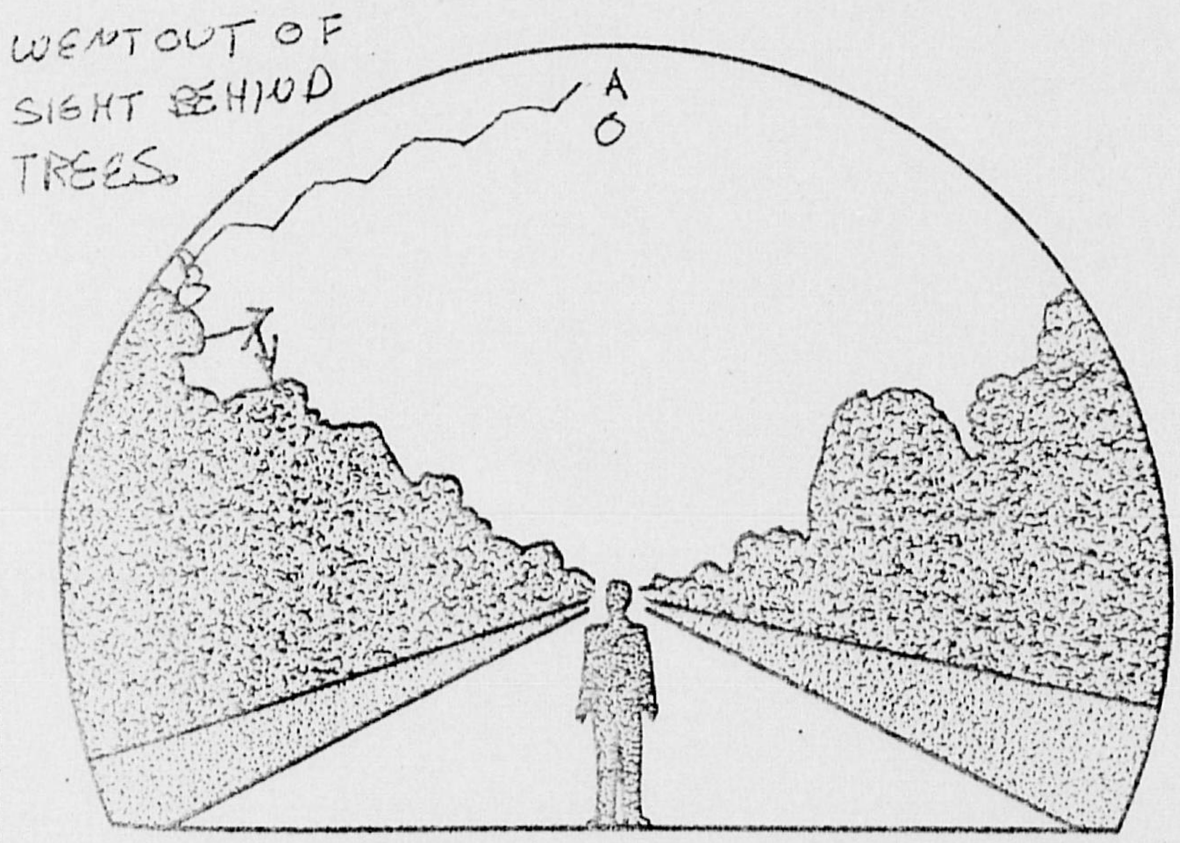


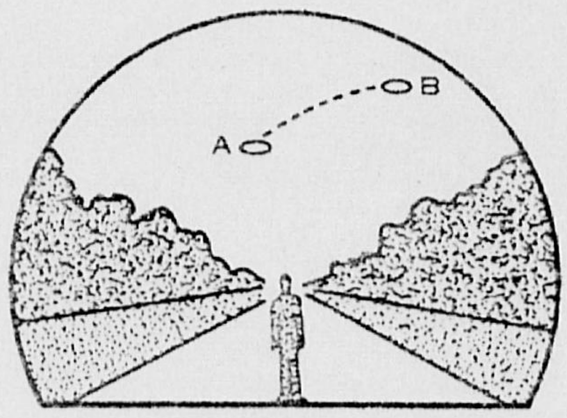
AF FORM AUG 67 117

6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.





Major Hector Quintanilla
Director Project Blue Book
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Sir;

My wife and I were in our back yard at 9:30 p.m. on August 8, 1968 waiting for the appea of the Echo Satellite which was due to pass 9:35 p.m. in the Western horizon traveling North South at 32°. (Degrees to be corrected)

I had in my possession a pair of 7x50 binoculars. I saw an airplane in the southe horizon and decided to look at it, realizing had five more minutes before the satellit appeared.

While viewing this plane (a single engine noticed what I first thought to be a sta then it got brighter and moved in and easterly direction, slowly at first and then seemed to triple its speed. It moved mo faster than the Echo Satellite which I-view later and seemed to be of the fifth mo nitude. It traveled a straight course f about four seconds and then shot up a about an 85° angle. The object got dimmer and seemed to be traveling south then a

August 13, 1968

Major Hector Quintanilla
Director Project Blue Book
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Sir;

My wife and I were in our back yard at 9:30 p.m. on August 8, 1968 waiting for the appearance of the Echo Satellite which was due to pass at 9:35 p.m. in the Western horizon traveling North to South at 32°. (Degrees to be corrected)

I had in my possession a pair of 7x50 binoculars. I saw an airplane in the southern horizon and decided to look at it, realizing I had five more minutes before the satellite appeared.

While viewing this plane (angle engine noticed what I first thought to be a star then it got brighter and moved in an easterly direction, slowly at first and then seemed to triple its speed. It moved much faster than the Echo Satellite which I viewed later and seemed to be of the fifth magnitude. It traveled a straight course for about four seconds and then shot up at about an 80° angle. The object got dimmer

seemed to disappear. The whole viewing
took about eight seconds.

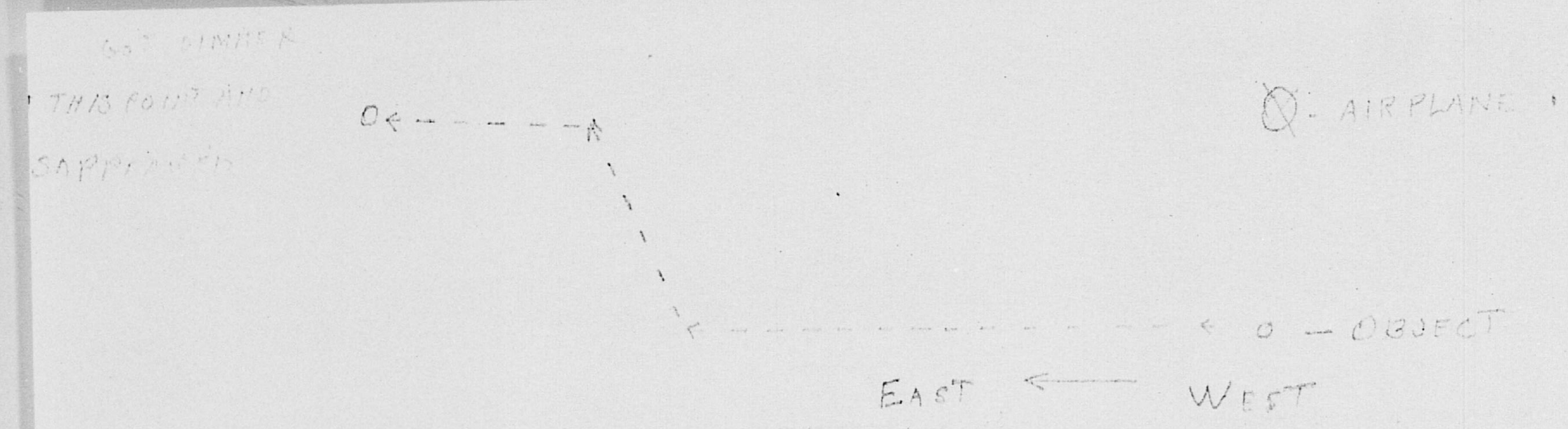
I won't say I saw a saucer or a vehicle,
because it was much further away than the pla
and I couldn't make out any shape. What
caused me to look at it, was its increasing
brightness and its speed. It just seemed to
a controlled object.

I am quite familiar with shooting stars a
meteorites, and believe me, it was neither of t
I admit, I have read in the past few day
a few books on U.F.O. sighting, one of them w
"Letters to the Air Force on U.F.O." by Bill Adle
they did encourage me to write this letter, but
honestly did not have any bearing on what I s

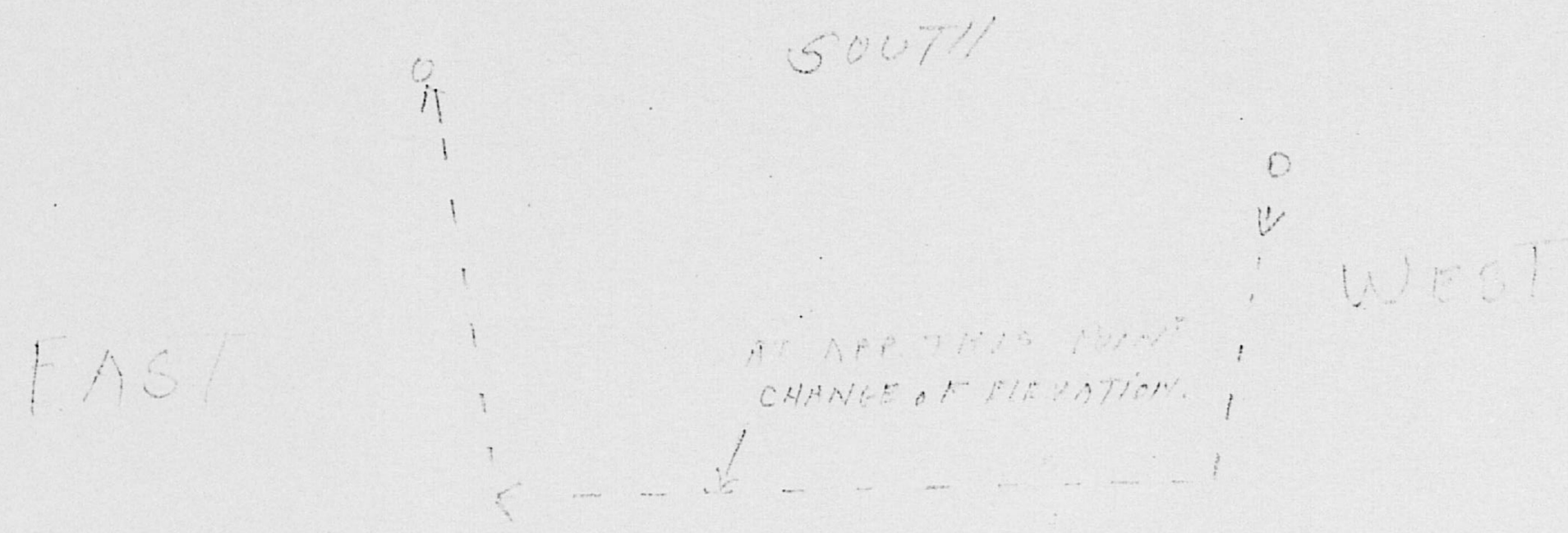
Yours truly,

Mr [redacted]
Johnston 9, Rhode Island 02

P.S.
I am enclosing a simple diagrame to what I s
Would appreciate if you could give me pos
explanation to what I viewed. Really woul
like to hear from you.



CLOSE DISTANCE I HAVE NO IDEA. I WOULD SAY IT'S HORIZONTAL FLIGHT WAS TEN TO
FIFTY INCHES ACROSS THE SKY FROM MY VIEWING POSITION.



NCIO

July 68

Dayton, Ohio

port.

Battlefield High Beam Tests Here

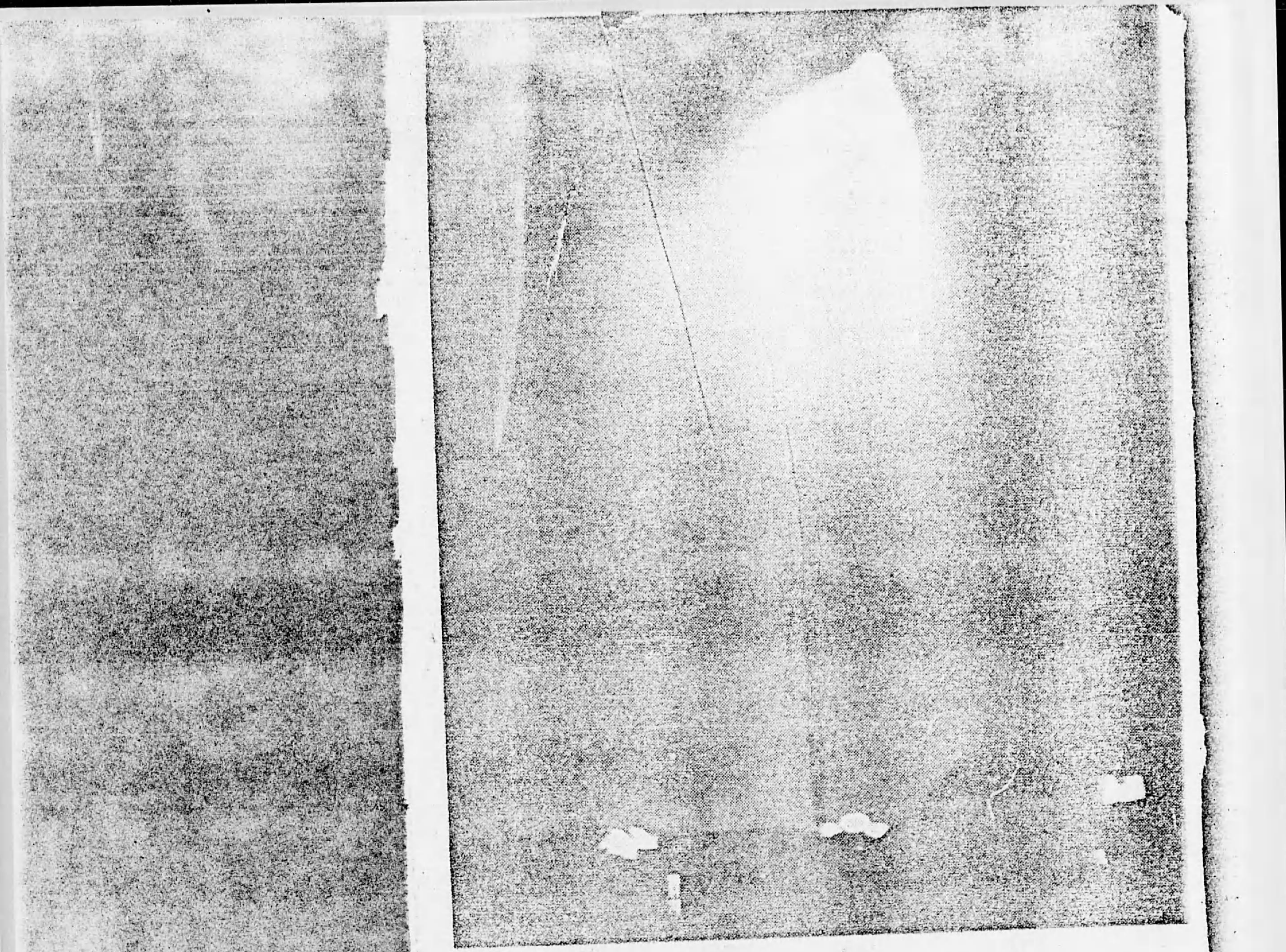
July 68

A C-130 Hercules aircraft, equipped with high intensity lamps and reflectors for lighting battlefield areas, will be flight tested at Wright-Patterson. First tests in Southwestern Ohio are expected in a few days as the aircraft arrives at W-P from Greenville, Tex.

Called BIAS — for Battlefield Illumination Airborne Subsystem —the powerful lamps will be visible over a wide area. W-P also will be the staging area for tests of the subsystems at Elgin AFB, Fla.

The illumination subsystem was developed for the Air Force by Ling Temco-Vought LTV Electrosystems, Greenville, Tex. Aeronautical Systems Division here is directing the developmental effort. The subsystem produces a concentrated conical beam, and is comprised of 28 high-intensity, xenon arc lamps mounted on pods on the forward portion of the C-130 fuselage.

Project officer for BIAS is Maj. William S. Paul. Heading the branch in ASD's Projects Division is Ronald B. Martz and Col. T. W. Hopfenspirger heads the Projects Division. Pilots for the test prgram will be Lt. Col. Richard Gough and Lt. Col. Charles Thomas, both of ASD's Directorate of Flight Test.



PLANE FLYING OVER CITY OF DAYTON MONDAY NIGHT
Cast Eerie Beam of Light—Staff Photo by Charles Steinbrunner

PLANE CAUSES CALLS

Strange Lights Not Invaders

"Are you sure we're not being invaded?"

That was the reaction of one telephone caller last night as she sought an explanation for the weird lights that circled over East Dayton, Wright-Patterson Air Force base and the Huber Heights area for almost an hour.

Told that it was a test of an airborne illumination system which may replace the use of pyrotechnic parachute flares in Vietnam, the caller still sounded unconvinced.

POLICE agencies and the base received numerous calls after the C-130 Hercules equipped with 28 high intensity xenon arc lamps swooped low over East Dayton about 10:20 p.m. and then circled the area at a somewhat higher altitude estimated about 3,000 meet.

In suburban areas youngsters and grownups too ran outdoors when the light flashed over and clustered in groups in front yards to watch the show.

FROM A distance the light appeared as a bright cone. Engineers in the plane were able to aim it back and forth, directing the beam on a specific target while the plane circled, just as it might be used against an enemy infiltration in Vietnam.

When it passed overhead, the light appeared to be much brighter than moonlight.

Aeronautical Systems Division officials said no more local flights of the BIAS (battlefield illumination airborne subsystem) airplane are expected, at least for a few weeks.

THE PLANE, flown here from Texas Monday, will go into a hangar to be equipped with test instruments.

Later Lt. Cols. Richard Gough and Charles Thomas of ASD will fly additional tests over Eglin AFB, Fla., starting from WPAFB.

Postal Windows Close Saturdays

OXFORD—Oxford Postmaster Charles Hannah has announced that Saturday window service will end at the village post office, starting July 27.

SCHIZO MA... DRIVER, ST...

OLYMPIA, Wash. — (AP) — ...ability of former mental pa... the best drivers of the grou...

The Motor Vehicle Depa... ords of 271 former mental pa... were hospitalized and three ...

The study showed person... per cent more violations tha... age and sex distribution, ps... and schizophrenics 59 per c...

Beaverc... Reject L...

The Daily News (Greene County Bure... Detroit St., Xen...

The tiff over constructio... apartment units in Beave... creek Twp. is over but the outcome isn't quite what was expected.

Township trustees last week decided to approve three apartment zoning requests on Bellbrook-Fairfield Rd.

But they didn't approve them in the form the petitions had requested.

The three independent land owners had asked for R-3 zoning which allows apartments of 4,000 square feet lots per family unit.

TOWNSHIP trustees voting on allowing ... ments at ...

July 65

Solar Flare Spawns Lights, Jams Radio

BOULDER, Colo. (AP)—Magnetic storms, triggered by the biggest, brightest solar flare in more than two years, produced an unscheduled view of the northern lights and again fouled up shortwave radio communications around the world Tuesday night, government scientists said.

More of the same appears to be in the offing.

FORECASTER Karl Kildahl at the U.S. Space Disturbance Forecast center said there is a good chance of similar phenomena Wednesday night or Thursday as a result of another major, though smaller, flare Tuesday.

And, He said, data analysis shower a 65 per cent chance of a third large-magnitude flare Wednesday, when the effect of the first was expected to subside.

Residents of the Northern United States should have been able to see a reddish glow on the northern horizon Tuesday night—"like little red fingers that go up into the sky and fall down again," Kildahl said.

The shortwave blackout Tuesday was less troublesome than the initial magnetic storm immediately after the flare was recorded at 1:03 p.m. EDT Monday.

BEES BUG WORKING

1 July 68

SAFOICC/J. Turnure/76526/ 19 Jul 68
bp

JUL 19 1968 Poster

Dear [redacted]

This will reply to your undated letter, in which you described your sighting of an unidentified flying object (UFO).

Without additional information, we cannot offer an explanation of what you saw. However, if you will complete the attached questionnaire and mail it in the inclosed envelope, our technical people at Wright-Patterson Air Force Base will be able to investigate further and make an evaluation.

Should you ever sight another UFO, please report it as soon as possible to the nearest Air Force base. Each base has a UFO investigator, who is in a better position to make an on-the-spot investigation, which usually results in a more accurate analysis.

In the meantime, you might be able to identify the sighting yourself by looking at the categories of objects often reported as UFOs in the Project Blue Book report we are inclosing.

Sincerely,

JAMES H. AIKMAN
Major, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Atchs BB RF 117 ltr
Mis [redacted]

New York, New York 10014

SAFOICC

J. Turnure

Record cy - SAF-OIC
Combk cy - SAF-OIC
Reader cy - SAF-OI
Activity cy - SAF-OIC
Stayback

Dear Sir

Last night 7/1/68 I
saw a yellow elleptical
object at an elevation
of 50° + an azimuth of
90° I could not
see any planets & or
stars but the moon
was out & the seeing
was fair. I spanned
more than 5' so
it could not be Jupiter
& it was of a different
magnitude than Venus
it faded slowly & vanished
in the 2 minute of
observation. There were
no bright lights in my
vicinity.

Yours Truly

[redacted]

NCIO

6 July 68
Pacific
11102

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AFIN: 41302 (7 Jul 68) S/fdb

INFO: RDC-4, XOP-2, XOX-2, SAFOS-3 (12) ADV CY DIA, XOX

$MB E002 OFTEZYUW RUMTVSD0079 1890009-EEEE--RUEFHQA.

DE RUKAK 036 188°15°

ZNY EEEEE

0062153Z JUL 68

FM CTG 33.1

TO RUKDAG/COMAAC

INFO RUEOJFA/JCS

RUENAAA/CNO

RUENAAA/COMNAVINTCOM

RUHHHQA/CINCPAC

RUMRNLD/CINCNORAD

RUKDAG/ALASKAN NORAD REGION

RUHHABA/PACAF HICKHAM AFB

RUWJMUA/COMNAVAIRPAC

RUEFHQA/CSAF

RUCSAAA/CINCSAC

RUKACR/COMALSEAFRON

RUHHASA/COMASWFORPAC

RUEBHSA/NFOIO

ET

2098
6 July 68

Cor 93 Okbro
1200Z ± 12 hrs.

AFHQ FORM JAN 63 0-309C

UNCLASSIFIED

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AFIN: 41302

UNCLAS E F T O

UNIDENTIFIED FLYING OBJECT REPORT

1. AIRCRAFT ON ASW FLT SIGHTED UFO TRUE BRG 330 DEGREES, 200 NM,

PAGE TWO RUKAK 036 UNCLAS E F T O

LESS THAN 10 DEGREES AZIMUTH FROM AIRCRAFT POSITION AT 061110Z.

2. POSITION OF AIRCRAFT 52-31N 167-49E, A DR OUT OF 061104Z RADAR

FIX. AIRCRAFT HEADING WAS 280T ALT 15,000FT.

3. WX: 7000 FT UNDERCAST, VIS UNRESTRICTED. LIGHT CONDITIONS:

BRIGHT MOONLIT NIGHT. SUN'S GLOW VISIBLE IN NORTHERN SKY.

4. CREW DESCRIVED PHENOMENON AS BALL OF FLAME FOLLOWING SLIGHTLY

ERRATIC BALLISTIC TRAJECTORY. APPEARED TO BE TUMBLING. GOLD-

COLORED TRAIL PERSISTED FOR 40 MINUTES. NEGATIVE PHOTOS.

5. CREW EVALUATION: POSSIBLE SPACE VEHICLE RE-ENTRY.

ET

NNNN

UNCLASSIFIED

N.I.C.I.O.

7 July 67
P. O.
Canada

[redacted]

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

1	July	1967
Day	Month	Year

2. Time of day: 10 (Hour) 30 (Minutes)

(Circle One): A.M. or P.M.

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

Kamloops	B.C.,	Canada
Nearest Postal Address	City or Town	State or County

5. How long was object in sight? (Total Duration) 1 (Hours) _____ (Minutes) _____ (Seconds)

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? Stopped to watch, still had watch on it.

5.2 Was object in sight continuously? Yes _____ No X

6. What was the condition of the sky?

DAY	NIGHT
a. Bright	a. Bright
b. Cloudy	b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FORM FTD OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight – pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

a. Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
d. As a light
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

a. Brighter
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

Head Light

12. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other _____

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	Yes	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't know
c. Break up into parts or explode?	Yes	No	Don't know
d. Give off smoke?	Yes	No	Don't know
e. Change brightness?	Yes	No	Don't know
f. Change shape?	Yes	No	Don't know
g. Flash or flicker?	Yes	No	Don't know
h. Disappear and reappear?	Yes	No	Don't know

14. Did the object disappear while you were watching it? If so, how?

no appear moved slowly & then would

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): (Yes) No . Don't Know. IF you answered YES, then tell what it moved behind: mountains

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what in front of: _____

17. Tell in a few words the following things about the object:

a. Sound No

b. Color Bright light

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

mostly if not entirely covered

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

20. Do you think you can estimate the speed of the object?

(Circle One) Yes (No)

IF you answered YES, then what speed would you estimate? _____

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes (No)

IF you answered YES, then how far away would you say it was? _____

22. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
c. Outdoors
d. In an airplane (type)
e. At sea
f. Other _____

23. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

24.2 How fast were you moving? _____ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) (Yes) No

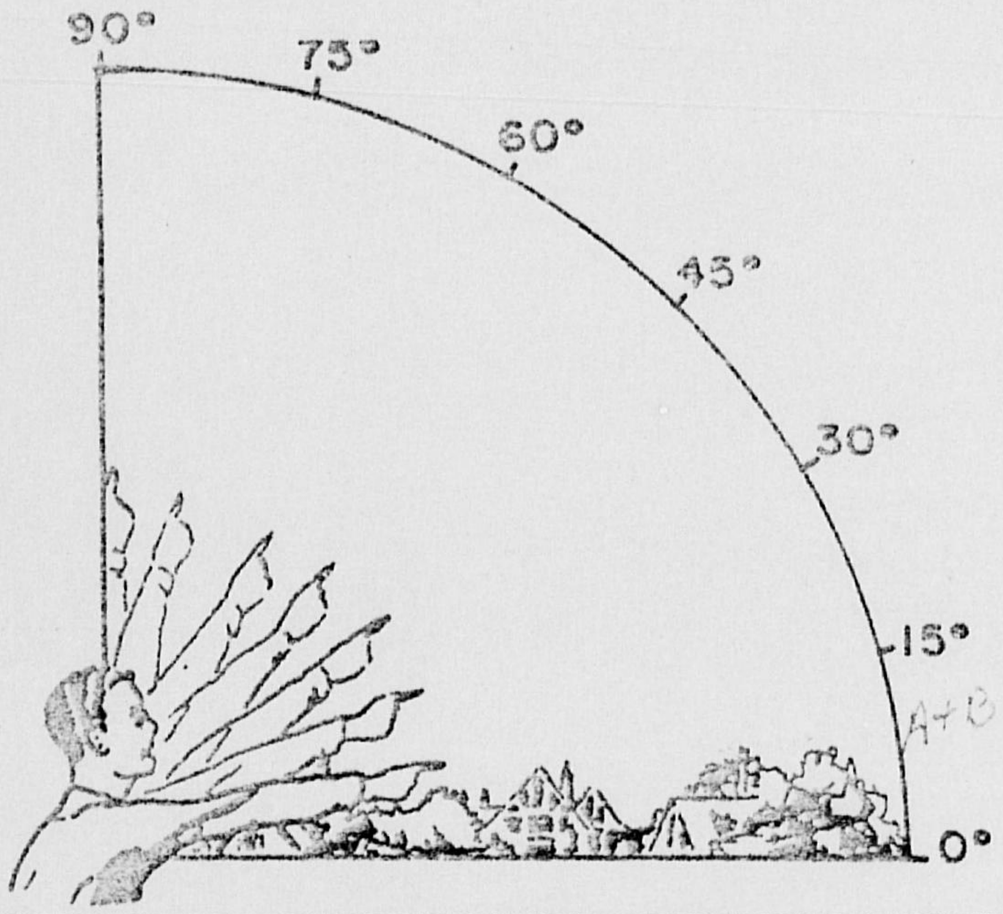
25. Did you observe the object through any of the following?

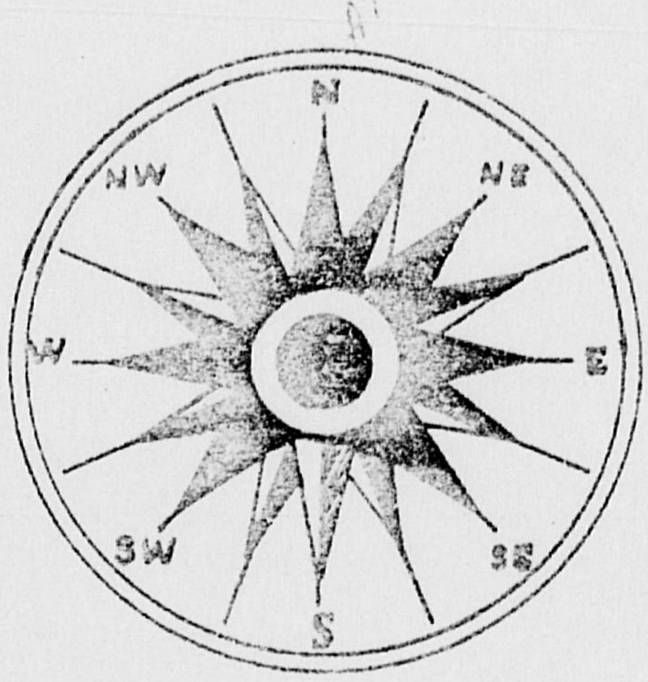
a. Eyeglasses	Yes	No	e. Binoculars	(Yes)	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	(Yes)	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other got out of car - too		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

a object twice the size of a normal star.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

yes, Can't Remember.

31. Was anyone else with you at the time you saw the object? *(Circle One)* Yes No

31.1 IF you answered YES, did they see the object too? *(Circle One)* Yes No

31.2 Please list their names and addresses:

[redacted] Family [redacted]

13

32. Please give the following information about yourself:

NAME [redacted] [redacted] [redacted]
Last Name First Name Middle Name

ADDRESS [redacted] FERGUS
Street City ONTARIO Zone State

TELEPHONE NUMBER [redacted] AGE 16 SEX M.

Indicate any additional information about yourself, including any special experience, which might be pertinent.

I have done a three year in-depth study of on U.F.O.'s. I work for the Public U.F.O. Information Centre. — Ontario Representature

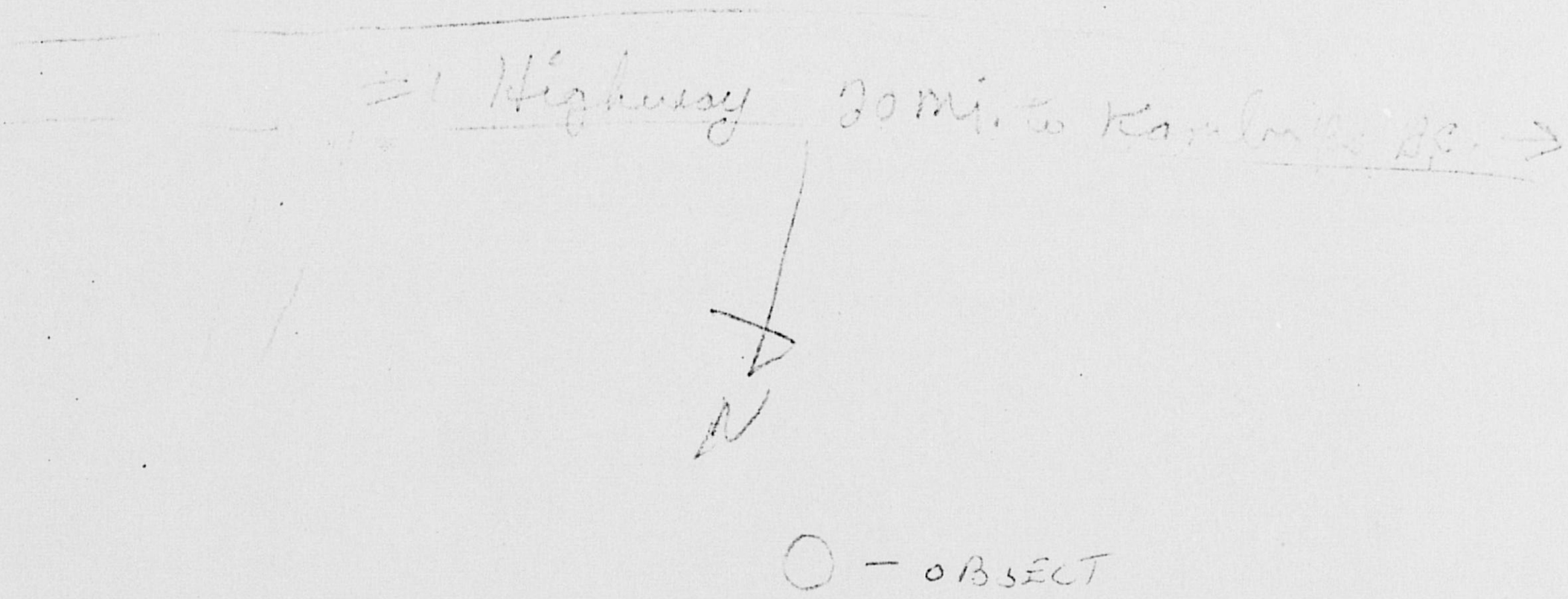
My dad is a skeptic on this subject and he wrote in pencil while I wrote in pen.

33. When and to whom did you report that you had seen the object? Thomas A. Garner, Dir. of P.U.F.O.I.C.

Unknown 1
Day Month Year

34. Date you completed this questionnaire: 3 (Day) Oct. (Month) 62 (Year)

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.



NCLO

UNCLASSIFIED

29 Nov 68
Ontario,
Canada

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 54901 (29 Nov 68)P/wkr Pg 1 of 4

ACTION: RDC-4 INFO: XOP-2, XOX-2, SAFOS-3, DIA-1 (13) ADV CY TO DIA

EIB B149OITUZYUW RUWTPTA1037 3341806-UUUU--RUEFHQA.

ZNR UUUUU

O291515Z NOV 68

FM HQS 29 AIR DIV DULUTH INTL ARPT MINN

TO RUMMFVA/ADC

RUVAADA/FTD WRIGHT PATTERSON AFB OHIO

RUEFHQA/CSAF

RUEFHQA/OSAF

EI

UNCLAS 290IN

FOR: TDETR, AFRDC, SAF-OI. SUBJ: UFO

1. DESCRIPTION OF OBJECT: at 1900 CST

A. ELONGATED OVAL at Az 235 elev. 5°

B. STAR at 5. Mag. -3.6

C. WHITE, GREEN RED

D. ONE

E. N/A

F. FLASHING, CHANGING COLOR

G. N/A

H. NONE

at 1800 CST
Venus at Az 225 elev. 13°

AFHQ FORM JAN 65 0-309C

UNCLASSIFIED

I. VERY BRIGHT

2. DESCRIPTION OF COURSE OF OBJECT:

PAGE 2 RUWTFTA1Ø67 UNCLAS

A. SIGHTED BY ACCIDENT

B. SW FROM BASE, 2Ø DEGREES ABOVE HORIZON

C. SW, LESS THAN FIVE DEGREES UP

D. DESCENDING OR MOVING SOTHWEST

E. OVER HORIZON

F. ONE HOUR

3. MANNER OF OBSERVATION

A. GROUND VISUAL

B. BINOCULARS

4. TIME AND DATE OF SIGHTING

A. ØØØØZ 27 NOVEMBER 1968

5. LOCATION OF OBSERVERS: CANADIAN FORCES RADAR STATION, SIOUX LOOKOUT, ONTARIO.

6. INFORMATION ON OBERVERS: MILITARY. PRIVATE THOMAS A SZABO, AND CORPORAL GIBSON, SIOUX LOOKOUT RADAR STATION.

7. WEATHER

A. CLEAR

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 54901

B. AWS ACCOUNT:

1. 60/04

2. 30/20

PAGE 3 RUWTPTA1057 UNCLAS

3. 300/30

4. 320/32

5. 90/35

6. 60/50

7. 70/35

8. N/A

C. NONE

D. 15 NM

E. NONE

F. NONE

G. SUBSIDENCE INVERSION 7300-8400 FEET

8. OTHER UNUSUAL ACTIVITY: NONE

9. INTERCEPTION ACTION: NONE

10. BALLOONS AND AIRCRAFT: NO AIRCRAFT. BALLOON LAUNCHED FROM WINNIPEG SAME TIME AS SIGHTING, TOO FAR AWAY.

11. PREPARING OFFICER: WILLIAM B STOECKER, CAPT, USAF, CHIEF, INTELLIGENCE

AFHQ FORM JAN 65 0-309C

UNCLASSIFIED

DIVISION. CANADIANS SAID UFO WAS 7-8 YARDS LONG. THIS IS IMPOSSIBLE TO REALLY ESTIMATE. US RADAR SITES IN AREA TO SOUTH WERE ALERTED, AND AT 27/0115Z A WHITE, STAR-SIZED LIGHT WAS SEEN BY PERSONNEL AT THE US RADAR SITE AT WADENA AFS, MOVING SOUTH. AT 27/0238Z A RED STAR SIZED LIGHT WAS

PAGE 4 RUWTPTA1037 UNCLAS

SEEN BY PERSONNEL AT OSCEOLA AFS, MOVING SOUTH EAST. NO RADAR CONTCT WAS MADE, THOUGH SEVERAL SITES TRIED TO SPOTLIGHT IT WITH HEIGHT FINDERS. THE US SIGHTINGS MIGHT HAVE BEEN AIRCRAFT, AS THE PERSONNEL WERE EXPECTING TO SEE SOMETHING. IF IT WAS THE SAME OBJECT, IT WAS HEADING ABOUT 190 AT 500 KNOTS FROM SIOUX LOOKOUT TO WADENA, THEN TURNED LEFT TO ABOUT 120 HEADING AND SLOWED TO 100 KNOTS TO OSCEOLA. IT LOOKED MUCH LIKE SIMILAR UFOS REPORTED IN THIS AREA DURING LAST WEEK OR TWO. IT SEEMED TO BE COMING FROM A REMOTE AREA WEST OF HUDSON'S BAY. MANY UFOS REPORTED TO THIS OFFICE IN LAST TWO YEARS HAVE COME OUT OF THE AREA OR HEADED INTO IT.

12. PHYSICAL EVIDENCE: NONE.

EI

#1137

NNNN

FOREIGN TECHNOLOGY DIVISION

Date _____

MEMO TO: _____

SUSPENSE:

FOREIGN TECHNOLOGY DIVISION

Date _____

MEMO TO: _____

SUSPENSE:

HARVARD COLLEGE OBSERVATORY
60 GARDEN STREET
CAMBRIDGE, MASSACHUSETTS 02138

CABLE ADDRESS "OBSERVATORY"

AREA CODE 617 868-7600

7 Oct
Seattle, W
News clippin

August 29, 1968

Lt. Col. Hector Quintanilla, Jr. USAF
Chief, Aerial Phenomena Office
Aerospace Technologies Division
Department of the Air Force
Hq. Foreign Technology Div. (AFSC)
Wright-Patterson Air Force Base
Ohio 45433

Dear Hector:

I enclose herewith a xerox of a report that I think was published about July 7, 1968, relative to some spectacular sightings in the Seattle area. Have you any more information on this sighting?

Many thanks.

Sincerely yours,

Donald H. Menzel

DHM:md
Report

on July 7 - 1966
Aerial -

9 Lights Soar, Fire Rockets In Seattle Area, Pilot Claims

Associated Press

SEATTLE — Nine red lights soared back and forth above Seattle for more than 40 minutes Sunday night, residents said, and one private pilot who chased them said "they definitely were aircraft."

Thousands of callers swamped civilian and military telephones in the Puget Sound region. The glistening objects far outshone the stars.

Observers said they were clearly visible from the ground, but the Federal Air Route Control Center in suburban Auburn and local and military airfield towers could not spot them on radar.

"The last one didn't just dim out and fade away like turning out a light on a rheostat," said pilot Rudy Malaspina of suburban Des Moines. "I was flying right below it and it simply accelerated vertically and flew out of sight."

Malaspina, a real estate salesman, was flying at 7000 feet. He was directed by the Auburn Flight Center to descend to 5000 feet when he was about 40 miles from the field. The center then cleared him to drop to 2200 feet to pick up a guide marker for Seattle's Boeing Field.

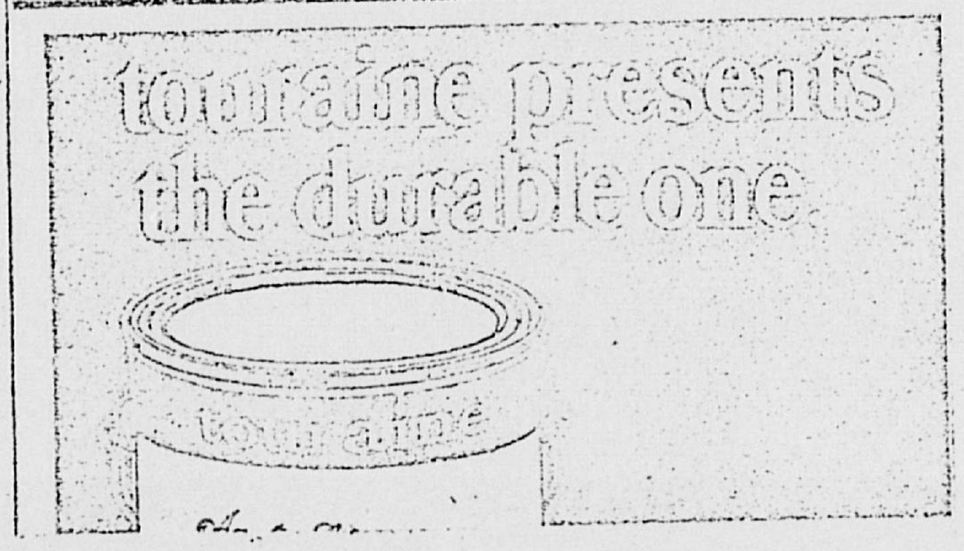
"I could hardly receive the center," Malsapina said. "Then the center handed me to Boeing tower and I noticed right directly in front of me nine lights on a collision course.

"We were closing fast. I said, 'This is a military formation;' and I turned right. These nine lights made a right oblique turn instantly. You're not supposed to turn without directions from the tower, but I TURNED.

"Just two seconds later, I looked over my shoulder to see where this formation was going and I saw it right over the southern tip of Green Lake (just west of the University of Washington in Seattle).

"Well, four rockets were fired from these objects, and they were not flares, they were rockets. Three of them hit southeast of Green Lake and one of them hit the southern tip of Green Lake. I got on the radio and told the (Boeing Field) tower:

"'There's a military formation dropping rockets!' They said they had no knowledge of any military formation in the area whatsoever."



Seattle Post-Intelligencer
Tues., July 9, 1968

Post Intelligencer Seattle July 9 1968 p. 12

Seattle, Day

Balloons...or Not?

UFO Views Vary

To official eyes, the nine fiery spheres which mystified thousands of Seattleites Sunday night were balloons with flares attached — apparently sent aloft by pranksters.

That explanation has been accepted by Seattle police, McChord AFB officials, the Federal Aeronautics Administration, and observers at Boeing Field control tower, who saw the lighted objects.

It is not accepted by the Des Moines pilot who said he chased the Unidentified Flying Objects for 40 minutes, and the leader of a local UFO-observing organization.

THE BALLOON theory is based on charred evidence picked up by two officers patrolling near the intersection of N. 135th Street and Corliss Avenue N.

They said residents of the area reported seeing the flaming fragments fly into the intersection in an arc-trajectory. Officer G. [illegible] said fragments

ters, a desk sergeant described the remains as "like a pile of cigar ashes."

ONE MAN who doesn't agree is pilot Rudy Malaspina, who chased the UFOs in his light private plane. He said:

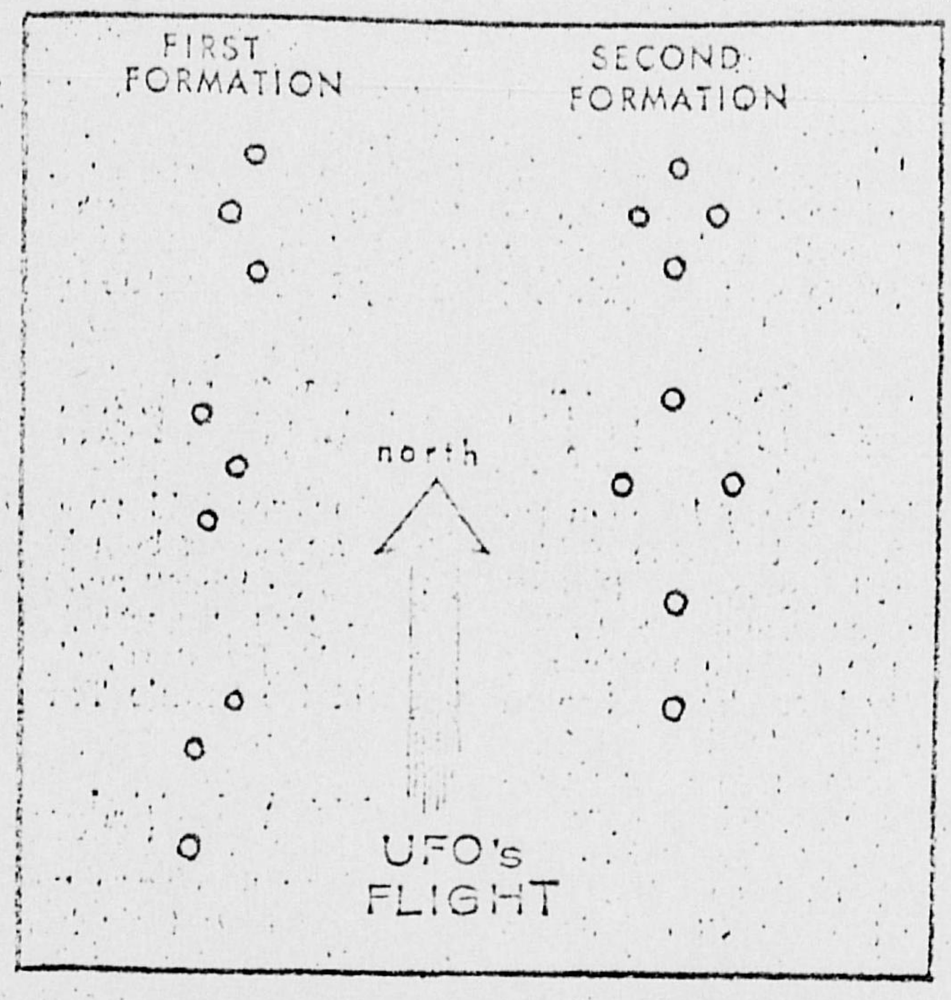
"Balloons couldn't fly in formation like that, and they certainly couldn't change directions and accelerate so quickly."

By using stars as reference points, the Des Moines pilot estimated the red objects traveled faster than 1,000 miles an hour.

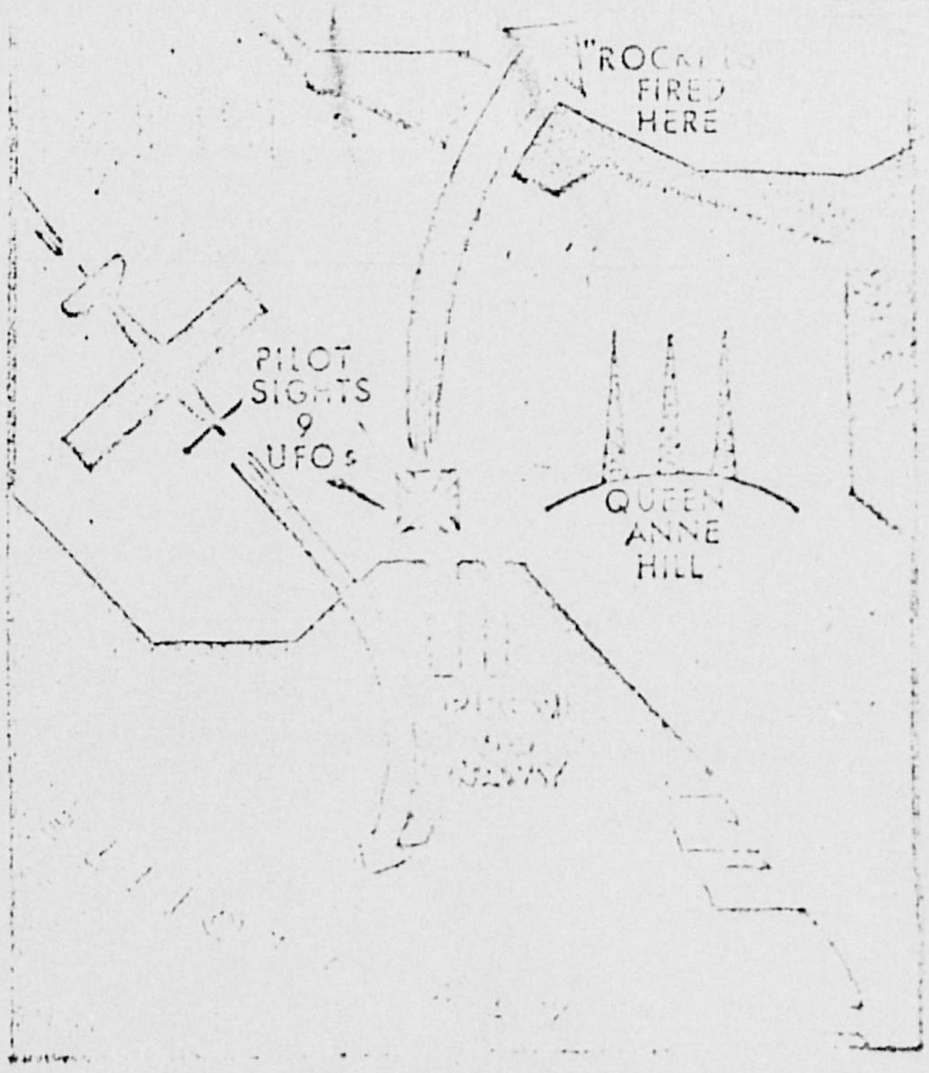
He said the objects at first appeared (from his perspective) to be about an eighth-inch in diameter. By shutting off the lights on his plane, Malaspina said he was able to get close enough so the objects appeared to be nearly three-eighths inch in diameter.

"BUT WHEN I had to turn the lights on again, they apparently flew away — because they got small again."

Malaspina, who encountered the objects near Pier 91 on a flight from Friday Harbor, described them as "almost crimson in color. ... The [illegible] said the UFOs flew in perfect flying formations. He said they flew over Green Lake, and appeared to fire four rockets into the southeastern [illegible]



PILOT RUDY MALASPINA described formations of the UFOs he said he saw Sunday night. At first sighting, he said they were in a triple-vertical formation; later, over Green Lake, in a double-diamond.



THIS SKETCH DEPICTS the path of Seattle's Sunday night Unidentified Flying Objects as described by Pilot Rudy Malaspina. The pilot, flying toward Boeing Field, said the objects first appeared above Pier 91. He swerved to avoid collision, and said the lighted spheres appeared to head over Green Lake, "dropping four rockets there."

Officials at McChord Air Force Base said no UFOs were spotted on radar. [illegible] Seattle Center also said the UFO's were not sighted on Seattle radar screens.

Robert Gribble, Seattle director of the National Investigation Committee on Aerial Phenomenon, challenges the official "balloon-flare" explanation. He questions:

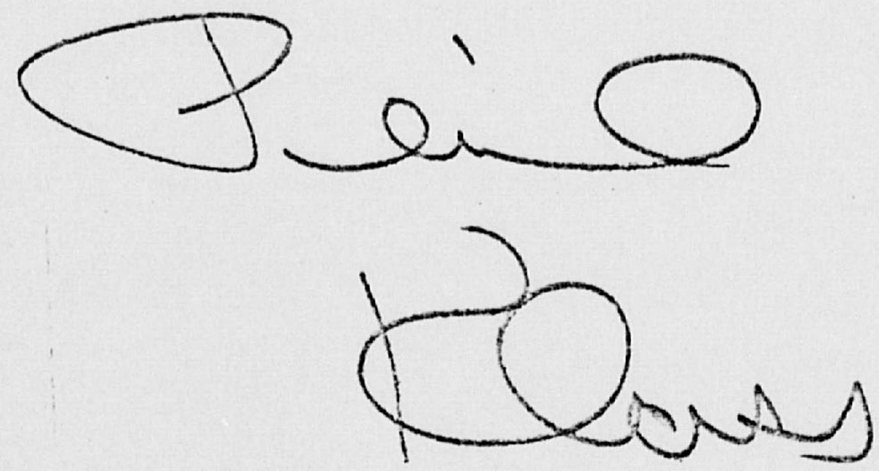
"If THEY were [illegible] sighted in the Queen Anne area, how could balloons land in the north end — when we had a southward wind that night?"

Hector:

Per our telcon, here is the 2nd day report on the UFO Invasion of Seattle on July 7 p.m. A friend sent me the original newspaper clipping of this July 9 story, so you may keep this Xerox.

The first-day story he sent in the form of a poor Xerox, which I rushed out to Bob Low at Colorado. Meanwhile I've asked newspaper to send me a tear-sheet copy of its first July 8 story. If I get it, will send you a Xerox.

This is a classic case—in which pilot reported the UFOs exhibited intelligent control, moved away when he turned on his running lights; "they" seemingly stopped his cockpit clock at 10:35 p.m., and caused his compass to be in error by 170 deg.



Eerie Red Lights Elude Chase By Plane Here

(From Page 1)

the Boeing Field approach marker which is on the tp of Pier 91.

"I could hardly receive the center," he told the P-I. "Then the center handed me to Boeing Tower (by radio transfer) and I noticed right directly in front of me nine vertical lights on a collision course.

"WE WERE closing fast. ght directly in front of id, 'This is a military nation!" and I turned ght. These nine lights made a right oblique turn instantly. You're not supposed to turn without directions from the tower, but I turned.

"Just two seconds later, I looked over my shoulder to see where this formation was going and I saw it right over the southern tip of Green Lake. It was a bright moonlit night and that lake was a perfect reflector.

"Well, four rockets were ired from these objects, and they were not flares, they were rockets. Three of them hit southeast of Green Lake. I got on the phone and told the (Boeing Field) tower:

" 'THERE'S a military formation dropping rockets!' They said they had no knowledge of any military formation in the area whatsoever.

"These lights were just plain red and oscillating from dim to red and back to dim."

By then, Malaspina was at 3,000 feet and estimated

or 8,000 feet. He heard another private pilot report from 6,000 feet that the objects appeared to be from 8,000 to 10,000 feet above West Seattle.

"THEN I sighted them over West Seattle and they were stationary," Malaspina continued. "I was doing 360 degree turns beneath them, using the moon and the edge of Elliott Bay as reference points. They were stationary, then they flew back across Elliott Bay from the north end of West Seattle, over Queen Anne Hill and then came back toward me.

"I chopped my recognition lights and they came back toward me. When I put my lights back on, they went away from me.

"They were definitely aircraft. I wouldn't believe it myself but I saw it and figure this. My magnetic compass was reading 300 degrees when I made my landing at Boeing and it should have read 130 degrees.

"And my clock in the plane stopped at 10:35 p. m."

The Auburn center confirmed it had picked up Malaspina's plane by radar and monitored his radioed reports as he pursued the objects which thousands saw. However, no official explanation was forthcoming.

7 July 68
Seattle, Wash

UFO MYSTERY HERE

Eerie Red Lights Chased by Plane

SEATTLE
Post-Intelligencer
THE VOICE OF THE NORTHWEST
Monday, July 8, 1968

6 A.M. FINAL

THE WEATHER — F
through tonight, mostl
cloudy and cooler tomorro
Highs today 85; tomorro
79. YESTERDAY'S WEA
THERS
ure Hot, Fri., July 7, 194
Table on Page 35.

M 2-2000 10c

BY FERGUS HOFFMAN

Nine ruby red lights soared back and forth across Puget Sound for more than 40 minutes last night and one private pilot who chased them insisted "they definitely were aircraft," but no one could prove it.

Thousands of calls swamped civilian and military telephones in the Puget Sound region. The glistening objects, like embers in the heavens, far outshone the pale stars.

THEY WERE EMINENTLY visible to watchers on the ground, but the Federal Air Route Control Center at Auburn and local military airfield towers could not spot them on radar.

They ranged from the vicinity of Seattle's Space Needle across to the north end of West Seattle, back across Elliott Bay, and then disappeared one by one.

"The last one didn't just dim out and fade away like turning out a light on a rheostat," insisted Pilot Rudy Malaspina of Des Moines. "I was flying right below it and it simply accelerated vertically and flew out of sight."

BESIDES THE FAA, the Coast Guard, Air Force and law enforcement agencies as well as The Post-Intelligencer received a flood of telephone calls starting shortly after 10:15 p.m. At 10:49 p.m., observers on The Post-Intelligencer Building roof saw the last light suddenly wink out.

Malaspina, a real estate salesman, was flying from Friday Harbor, San Juan County, to Boeing Field at 7,000 feet. He was directed by radio near Everett to descend to 5,000 feet. The Auburn center cleared him to descend to 2,500 to pick up

(Page 11, Column 4)

N.C.D.O. 27 July 68

JULY METEORS

The crescent moon in the evening sky will not hamper observing when the Delta Aquarid meteor shower is most active. This occurs on July 29th, when about a dozen shower members may be seen hourly, but some activity takes place for a couple of weeks before and after the predicted peak. At maximum, the radiant lies at right ascension $22^h\ 36^m$, declination --17°; it moves eastward about 1° a day.

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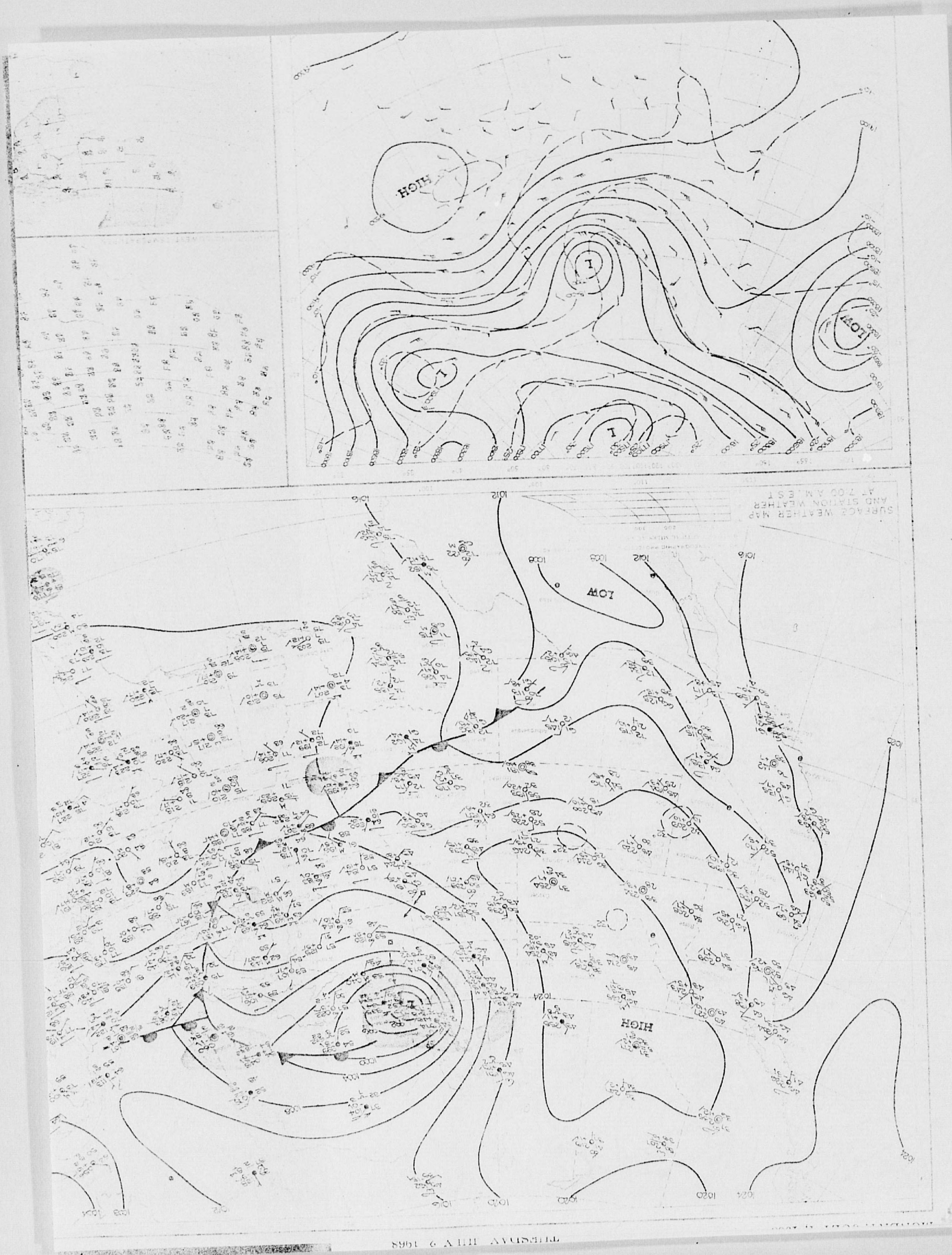
SURFACE WEATHER MAP
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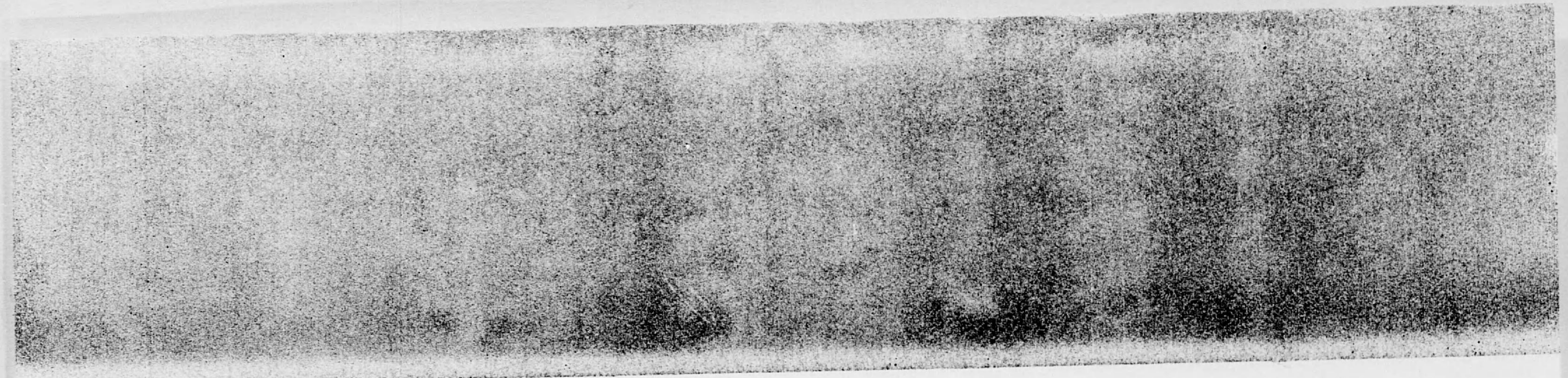

TUESDAY, JULY 2, 1968

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.

HIGHEST AND LOWEST TEMPERATURES

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* AUTOMATIC WEATHER REPORTING STATION

SURFACE WEATHER MAP AND STATION WEATHER AT 7:00 A.M. E.S.T.

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HIGHEST AND LOWEST TEMPERATURES

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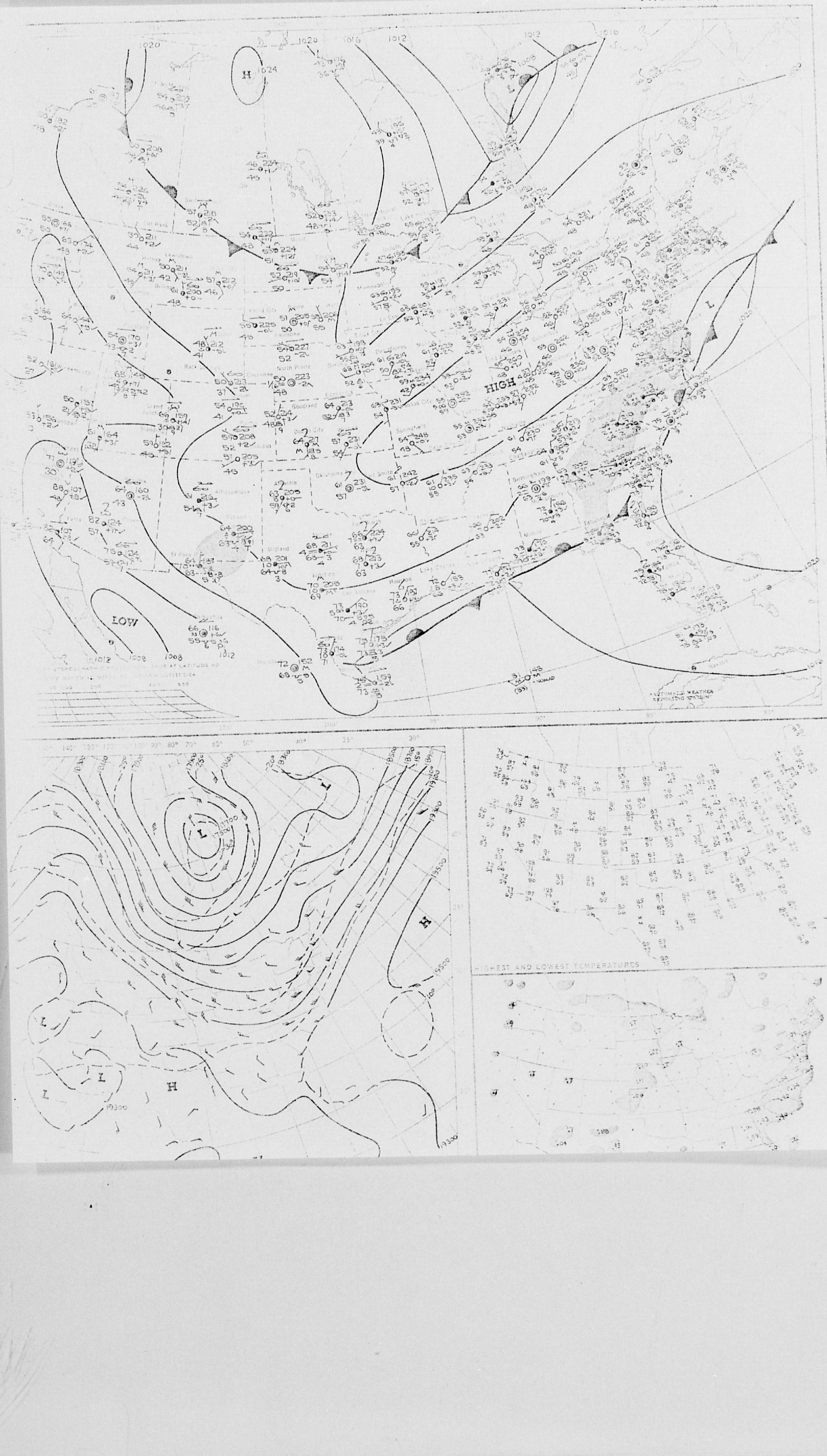
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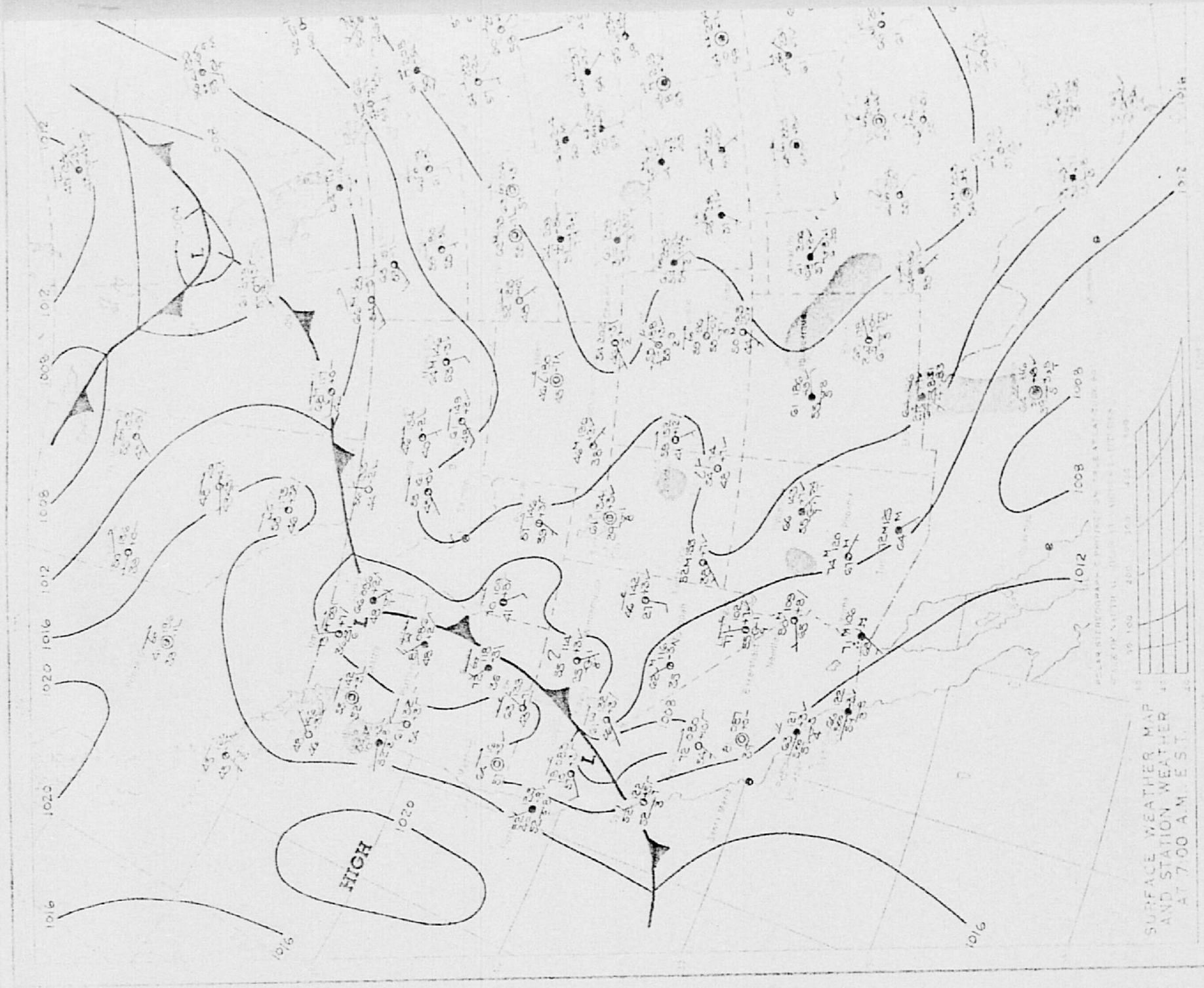
AUTOMATIC WEATHER REPORTING STATION
HIGHEST AND LOWEST TEMPERATURES

SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.

AUTOMATIC WEATHER REPORTING STATION

HIGHEST AND LOWEST TEMPERATURES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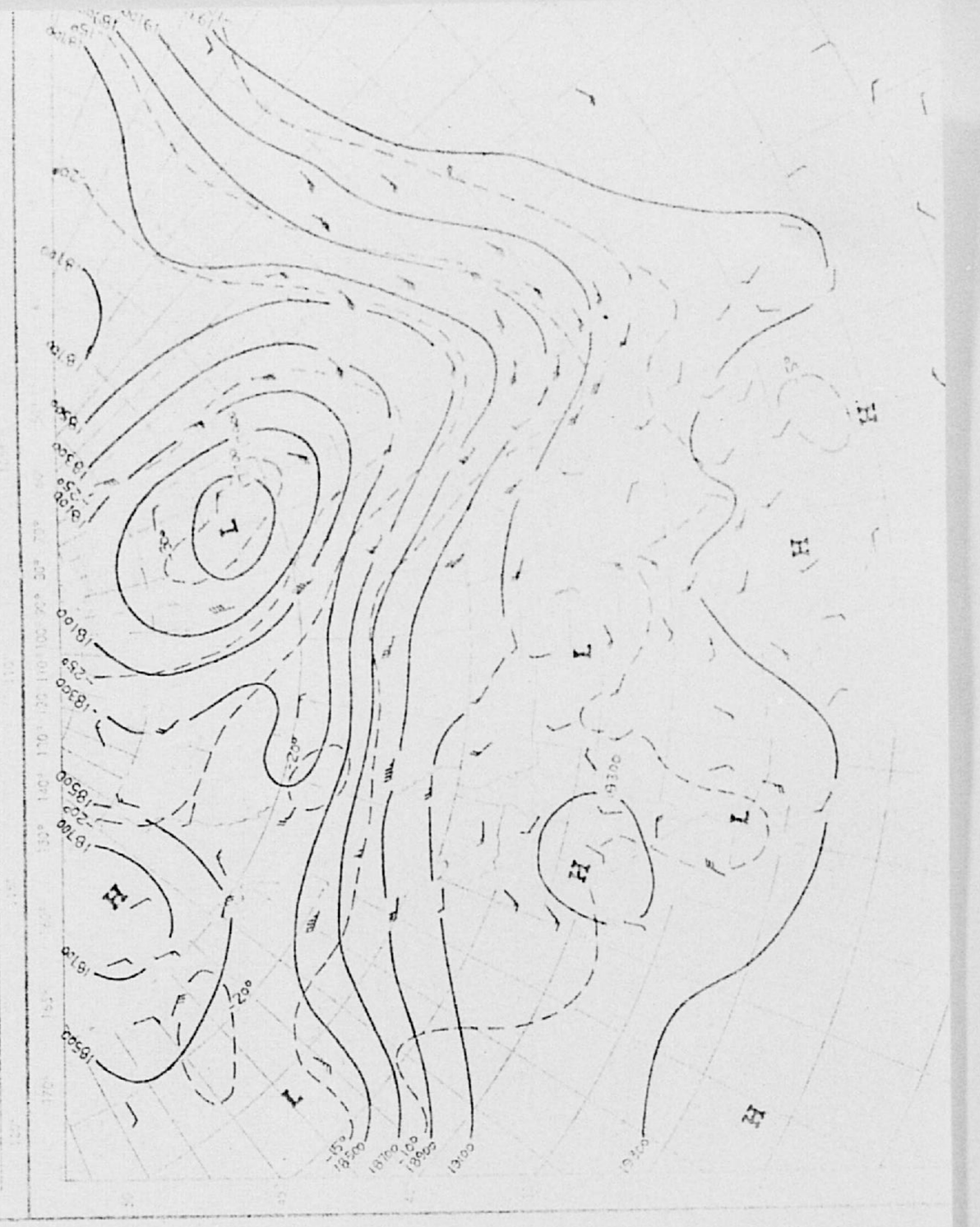

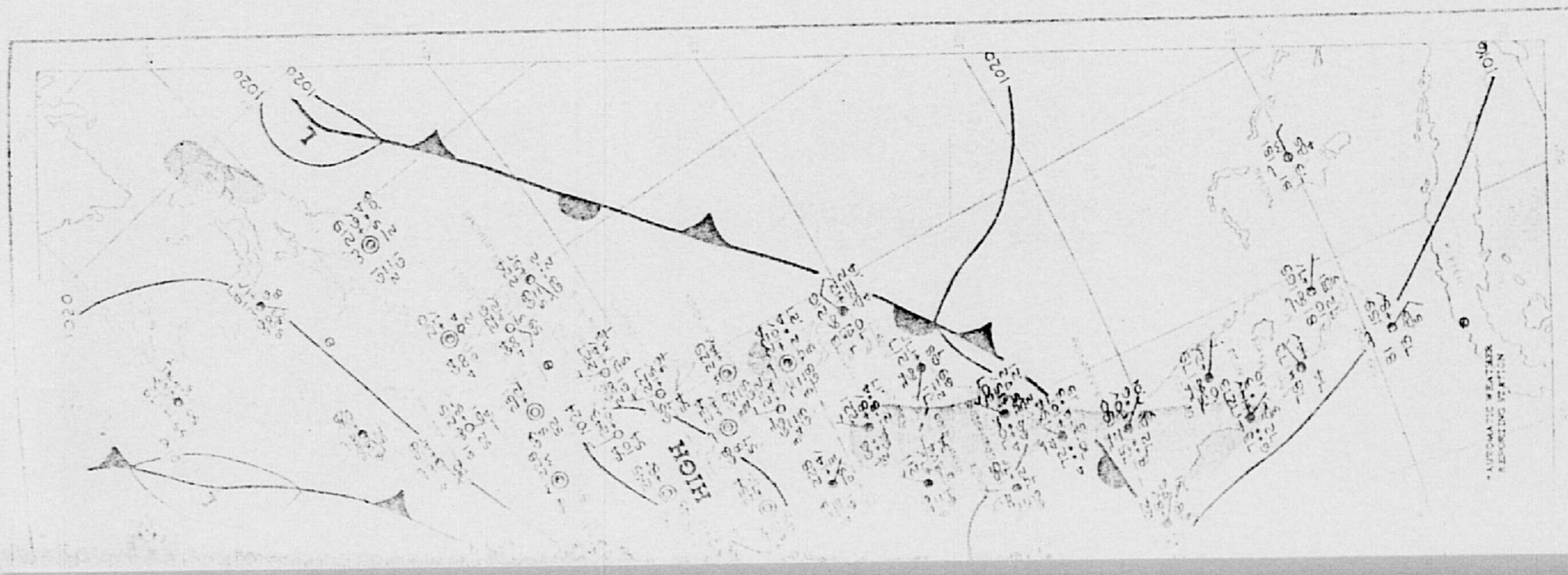
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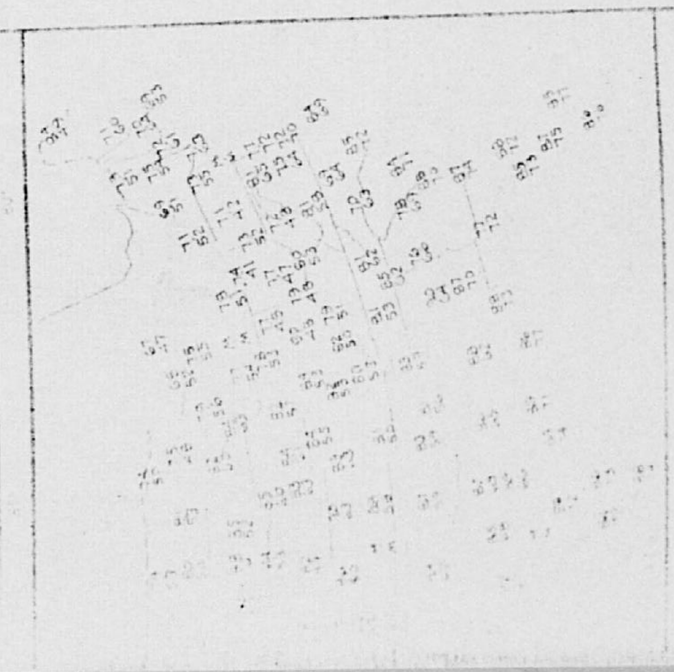

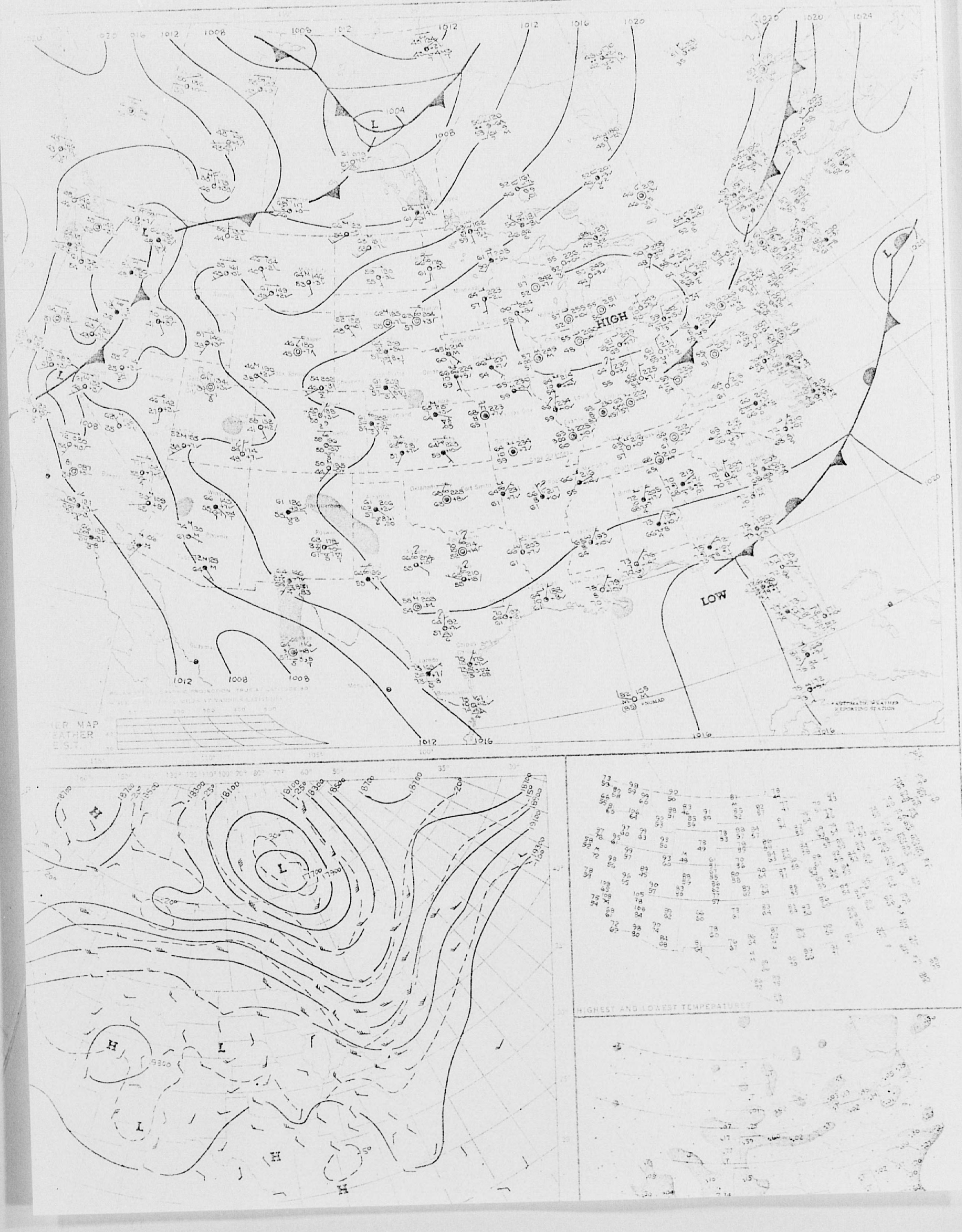
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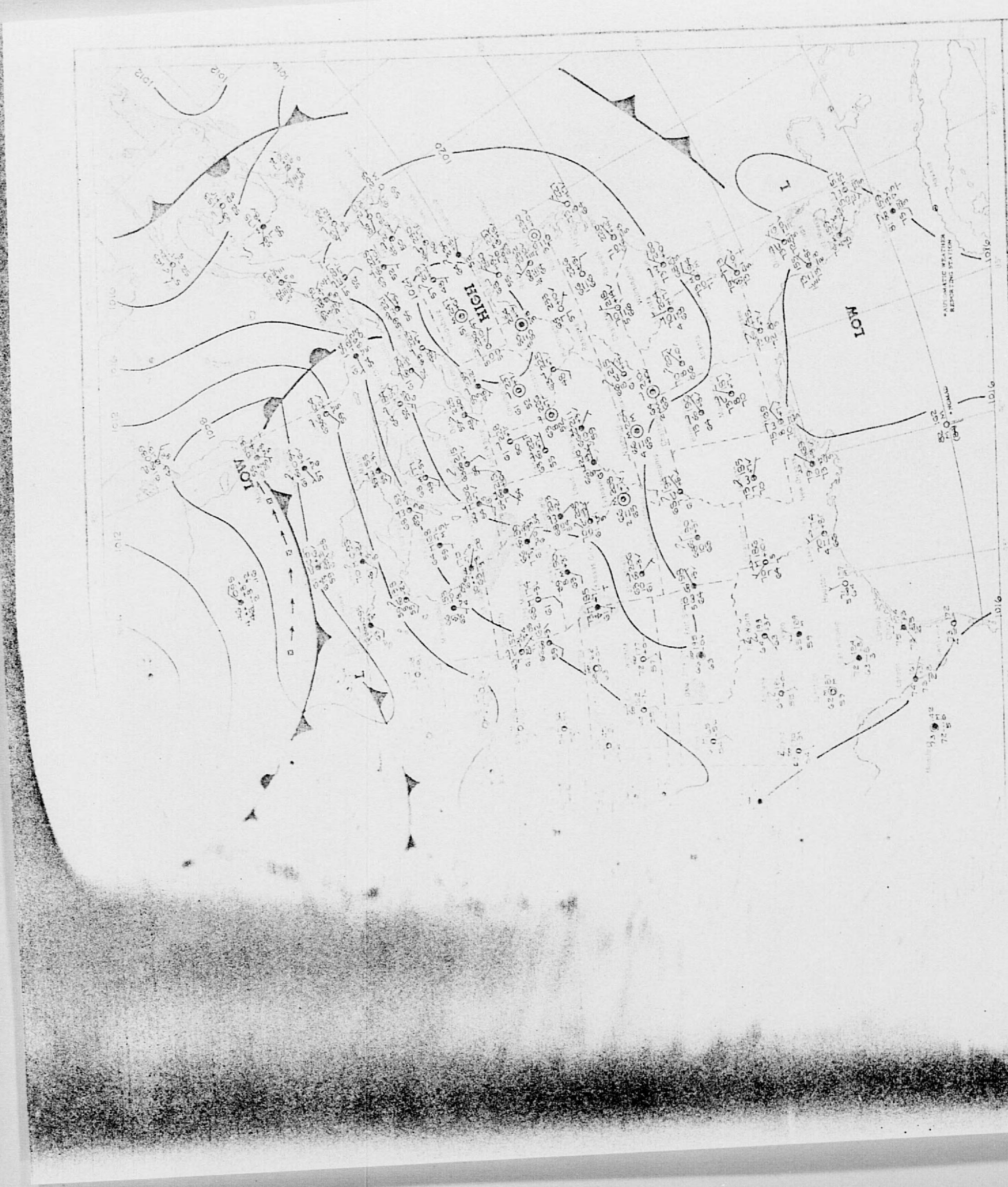
HIGHEST AND LOWEST TEMPERATURES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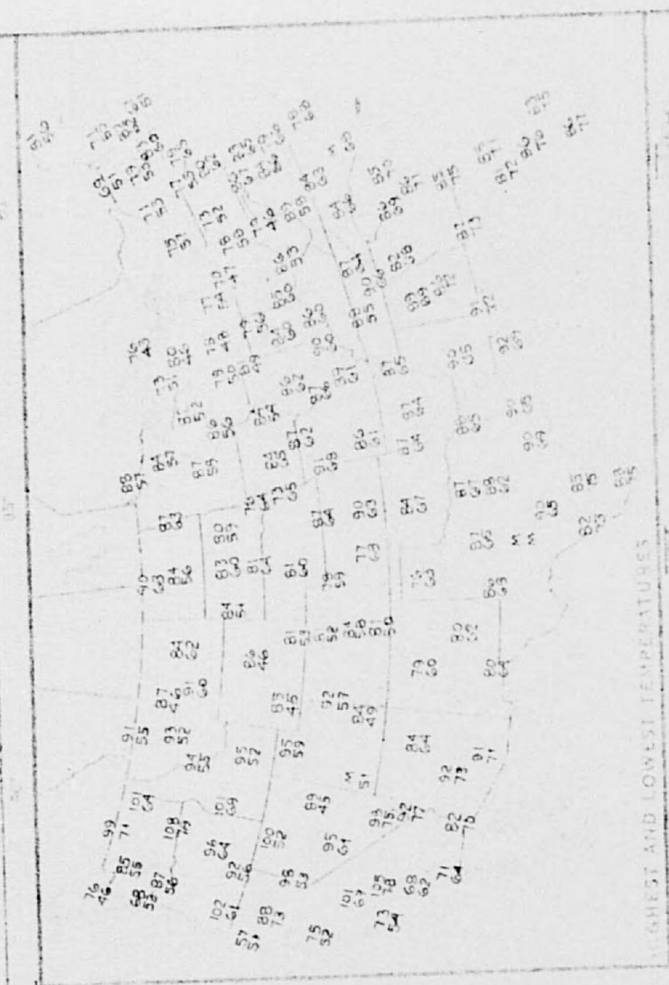

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SURFACE WEATHER MAP AND STATION WEATHER AT 7:00 A.M., E.S.T.

POLAR STEREOGRAPHIC PROJECTION, TRUE AT LATITUDE 60°

NUMBER OF NAUTICAL MILES AT VARIOUS SCALES TO INCH

AUTOMATIC WEATHER REPORTING STATION

HIGHEST AND LOWEST TEMPERATURES

DAILY WEATHER MAPS

WEEKLY SERIES JULY 8-14, 1968

The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, Daily Weather Map. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in Daily Weather Map. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may also be ordered, at a cost of $2.30 per 50 copies. Checks should be made payable to the Superintendent of Documents.

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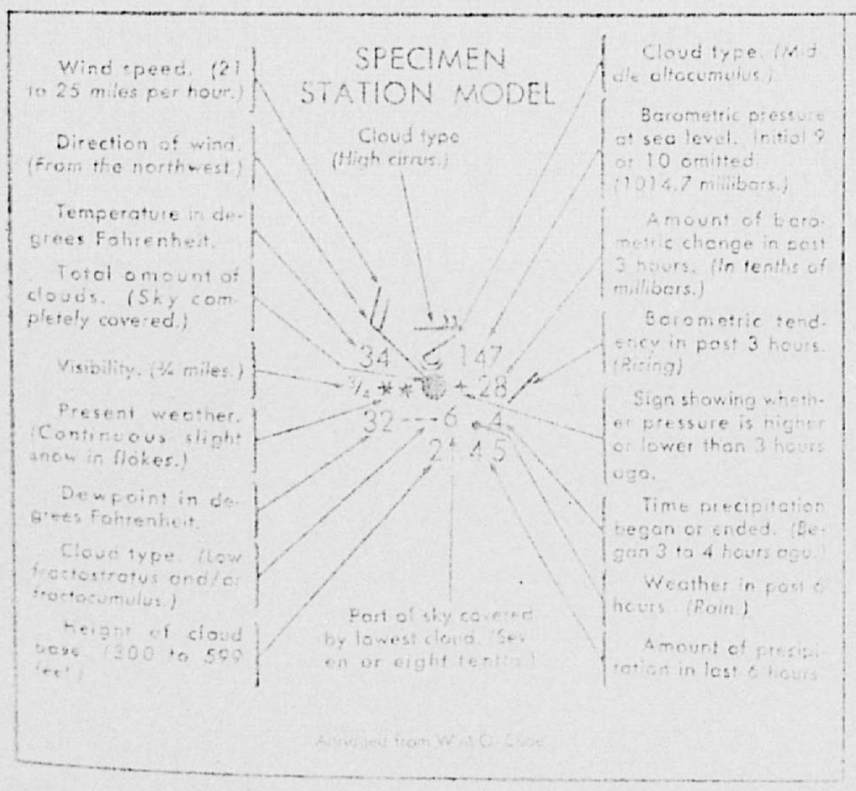
The Precipitation Chart indicates by shading the areas that had measurable precipitation during the 24 hours ending at 7:00 a.m./e.s.t. Amounts in inches and hundredths of an inch are given for each station reporting for the period. Incomplete reports are underlined. "T" indicates a trace of precipitation. Dashed lines indicate the limits of snow on the ground at 7:00 a.m. of the date



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WEATHER MAPS

ERIES JULY 8-14, 1968

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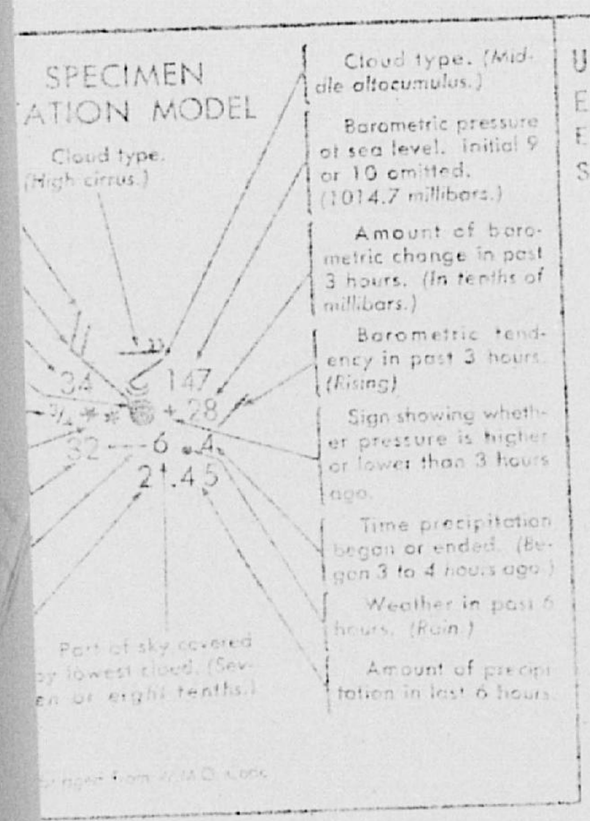

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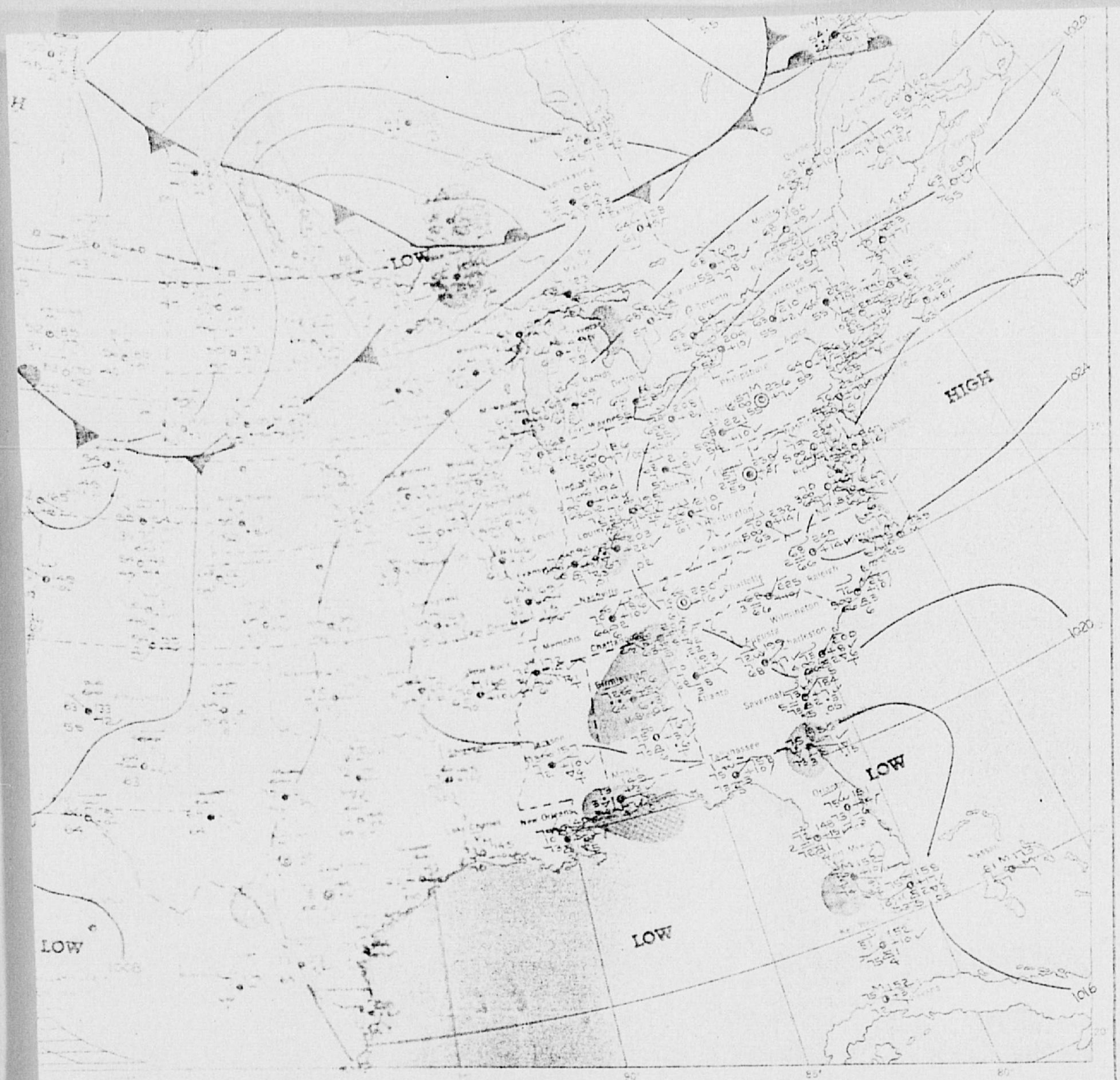
SURFACE WEATHER MAP AND STATION WEATHER AT 7:00 A.M., E.S.T.

500-MILLIBAR HEIGHT CONTOURS AT 7:00 A.M., E.S.T.

HIGHEST AND LOWEST TEMPERATURES

PRECIPITATION AREAS AND AMOUNTS



SURFACE WEATHER
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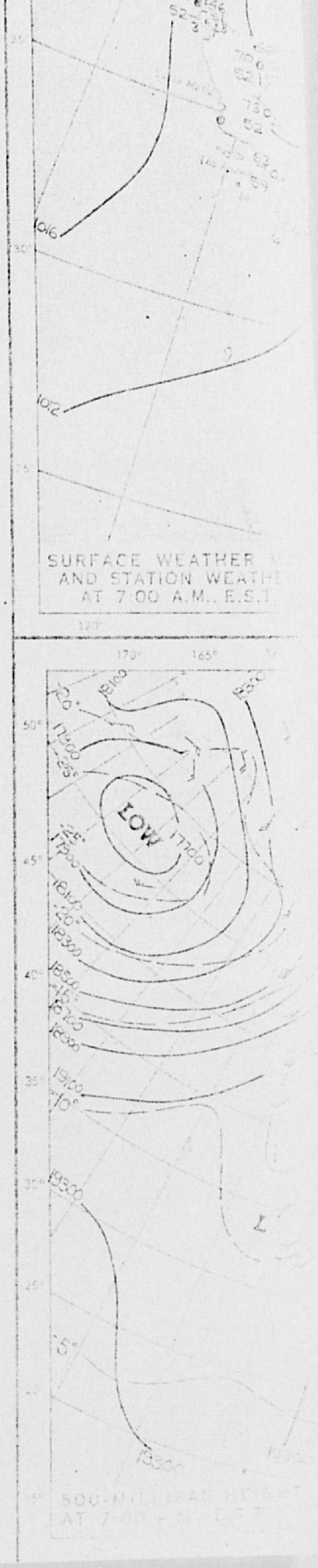
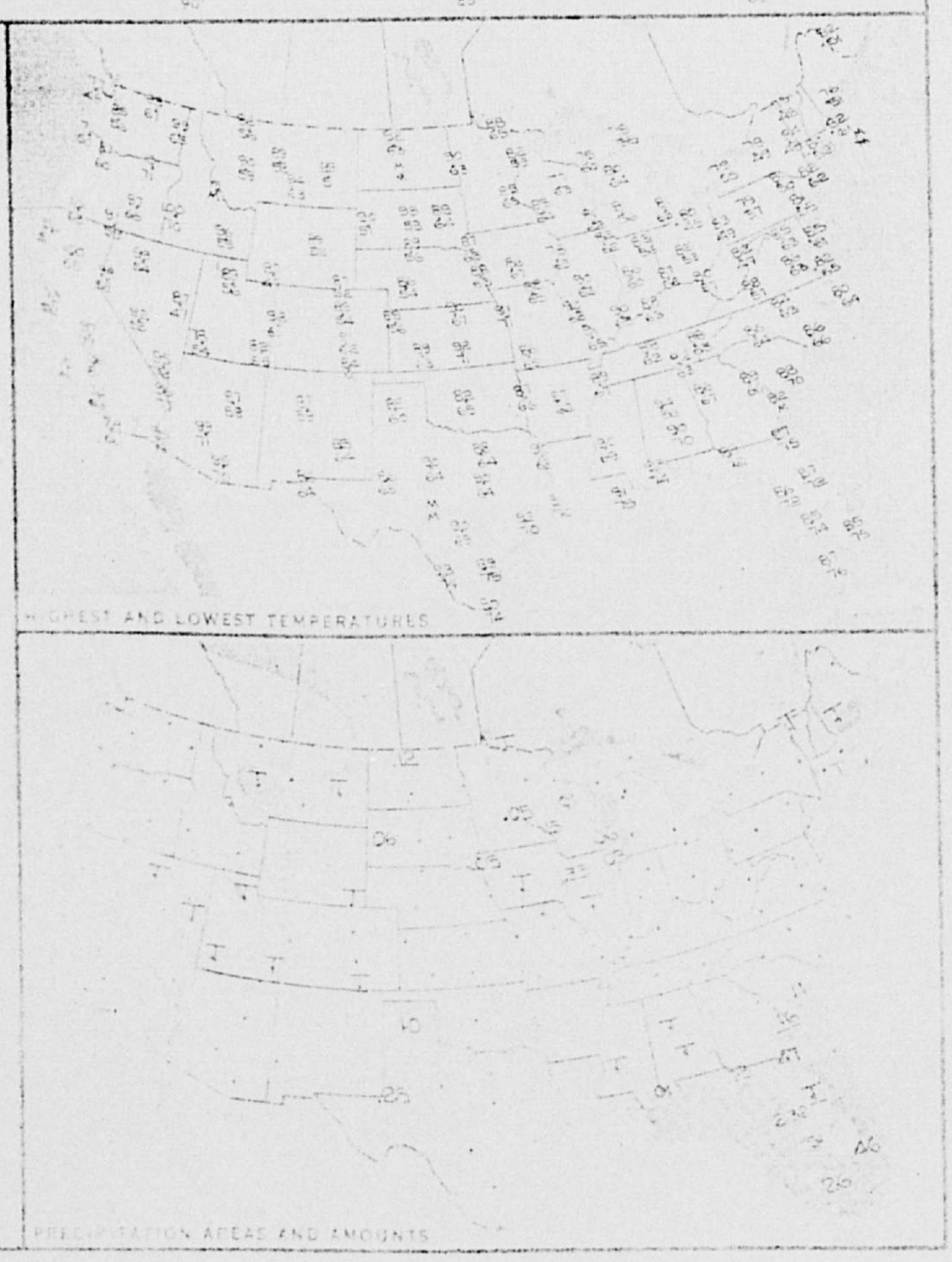




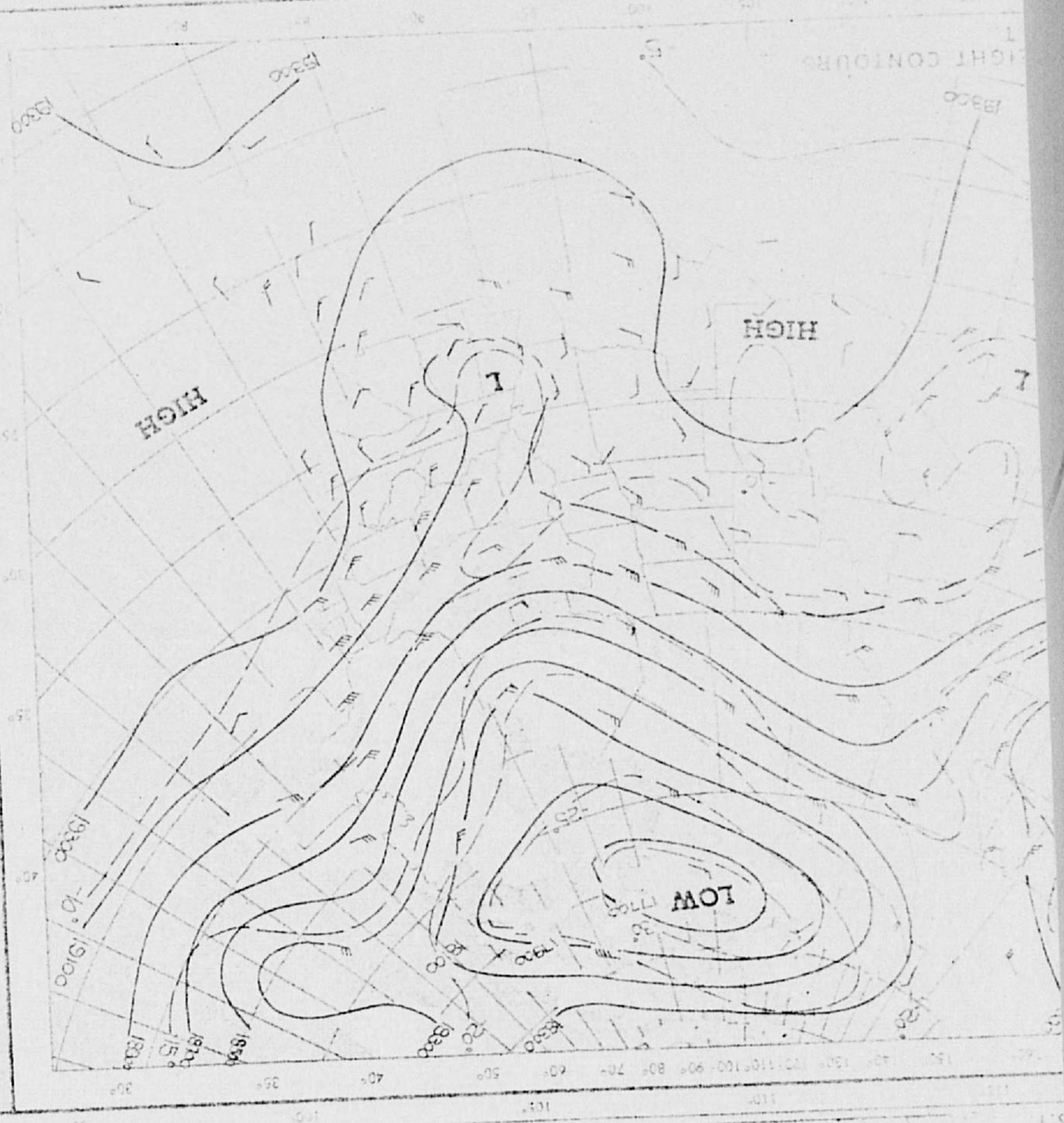
HIGHEST AND LOWEST TEMPERATURES

PRECIPITATION AREAS AND AMOUNTS

500-MILLIBAR HEIGHT
AT 7:00 P.M., E.S.T.

PRECIPITATION AREAS AND AMOUNTS

HIGHEST AND LOWEST TEMPERATURES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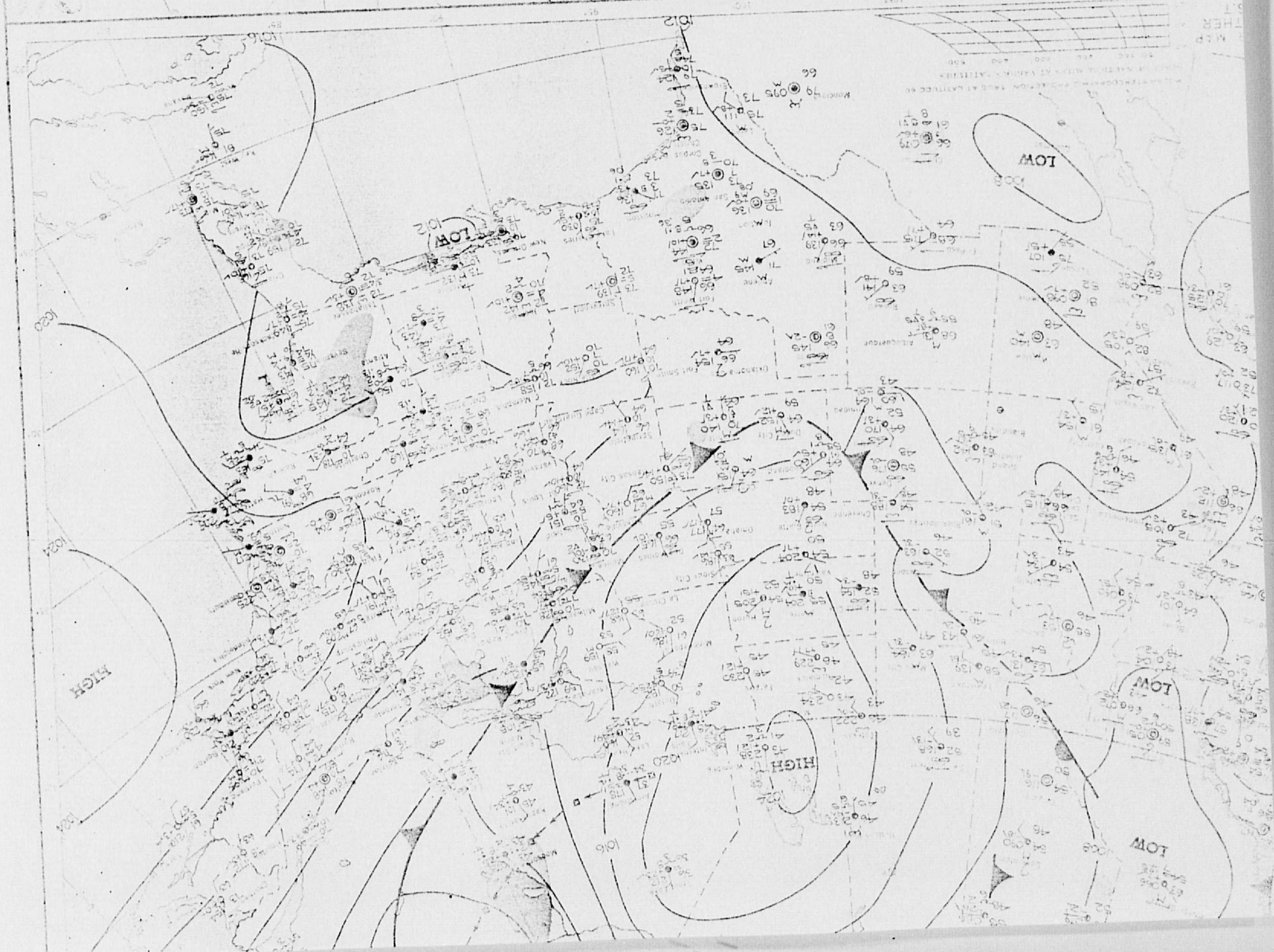
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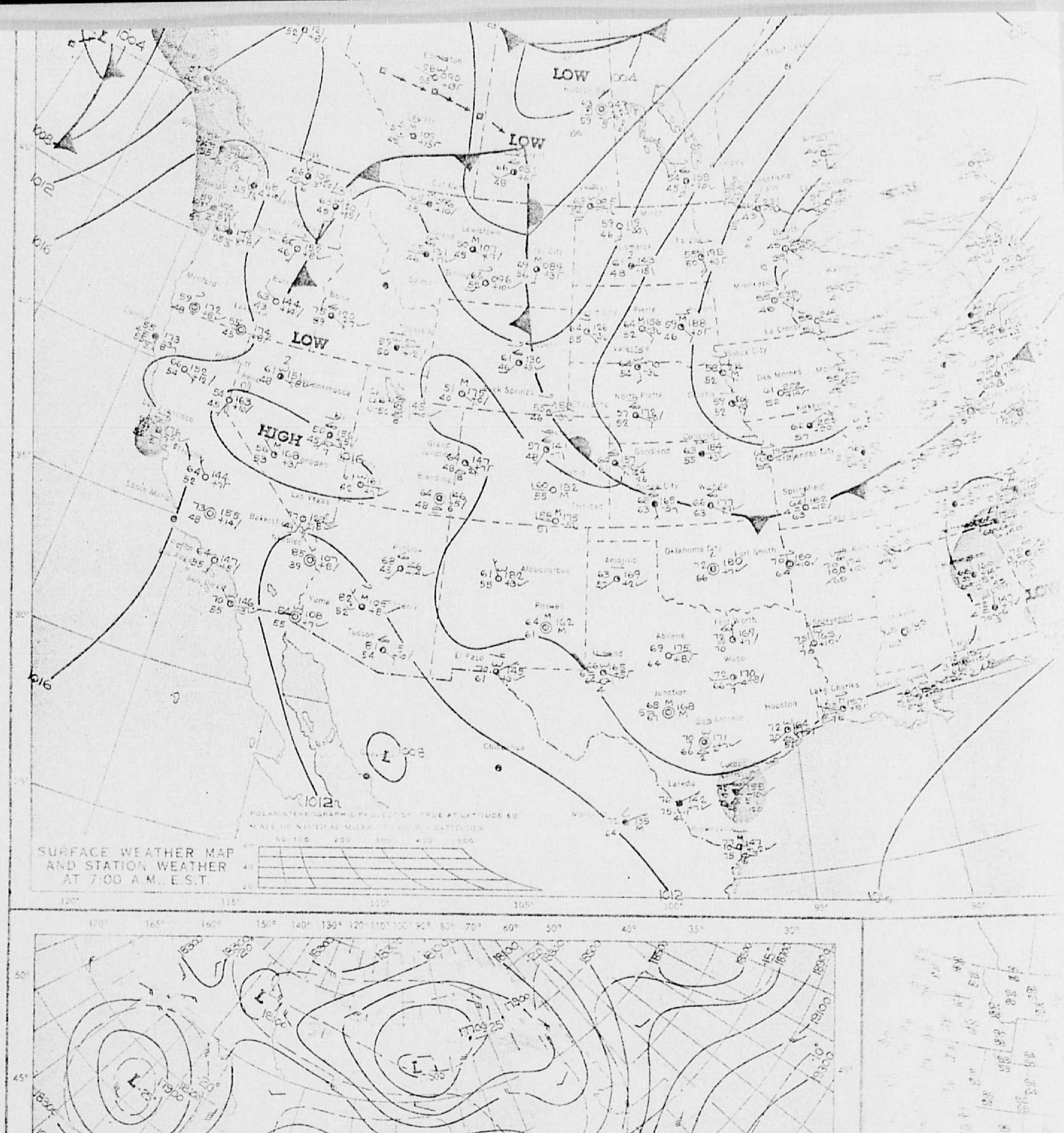
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SURFACE WEATHER MAP
AND STATION WEATHER
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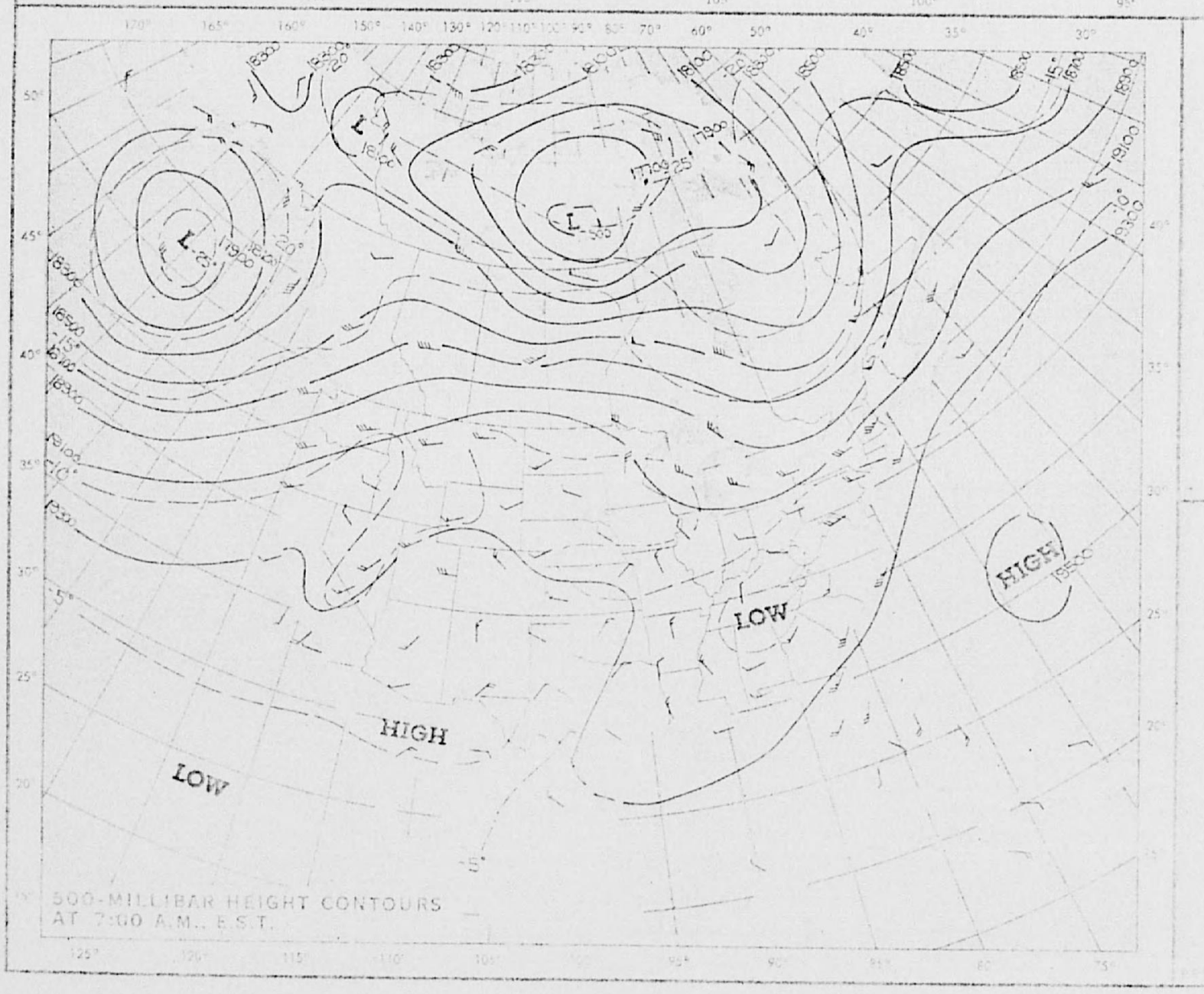
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500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

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POLAR STEREOGRAPHIC PROJECTION, TRUE AT LATITUDE 60°

SCALE OF NAUTICAL MILES AT VARIOUS LATITUDES

RFACE WEATHER MAP
ND STATION WEATHER
AT 7:00 A.M., E.S.T.

HIGHEST AND LOWEST TEMPERATURES

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CO-MILLIBAR HEIGHT CONTOURS
T 7:00 A.M., E.S.T.

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.

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PRECIPITATION AREAS AND AMOUNTS

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PRECIPITATION AREAS AND AMOUNTS

HIGHEST AND LOWEST TEMPERATURES

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.

POLAR STEREOGRAPHIC PROJECTION, TRUE AT LATITUDE 60

SCALE OF NAUTICAL MILES AT VARIOUS LATITUDES

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.

HIGHEST AND LOWEST TEMPERATURES

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HIGHEST AND LOWEST TEMPERATURES
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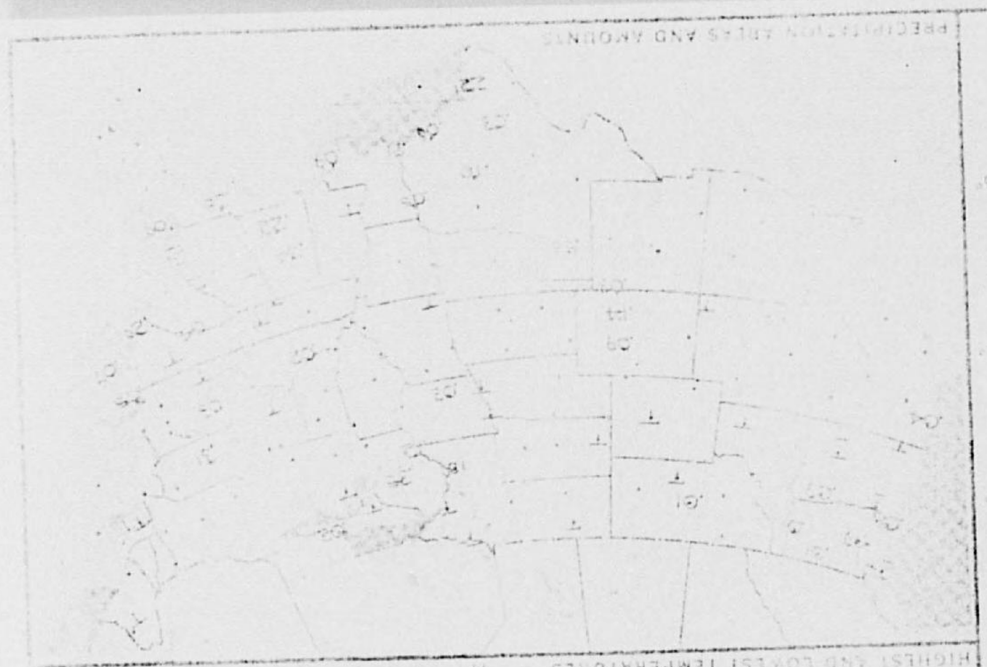
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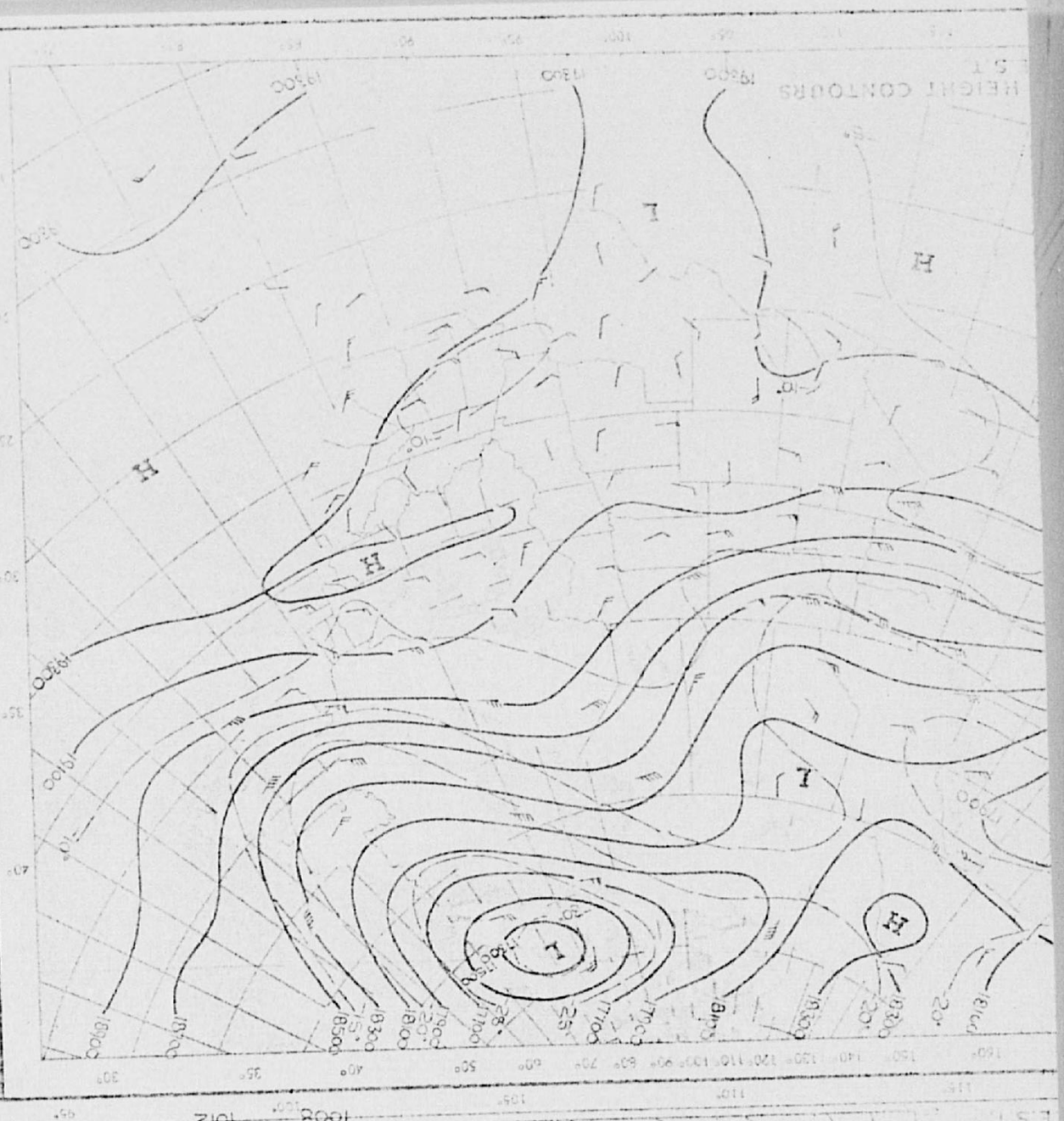
HIGHEST AND LOWEST TEMPERATURES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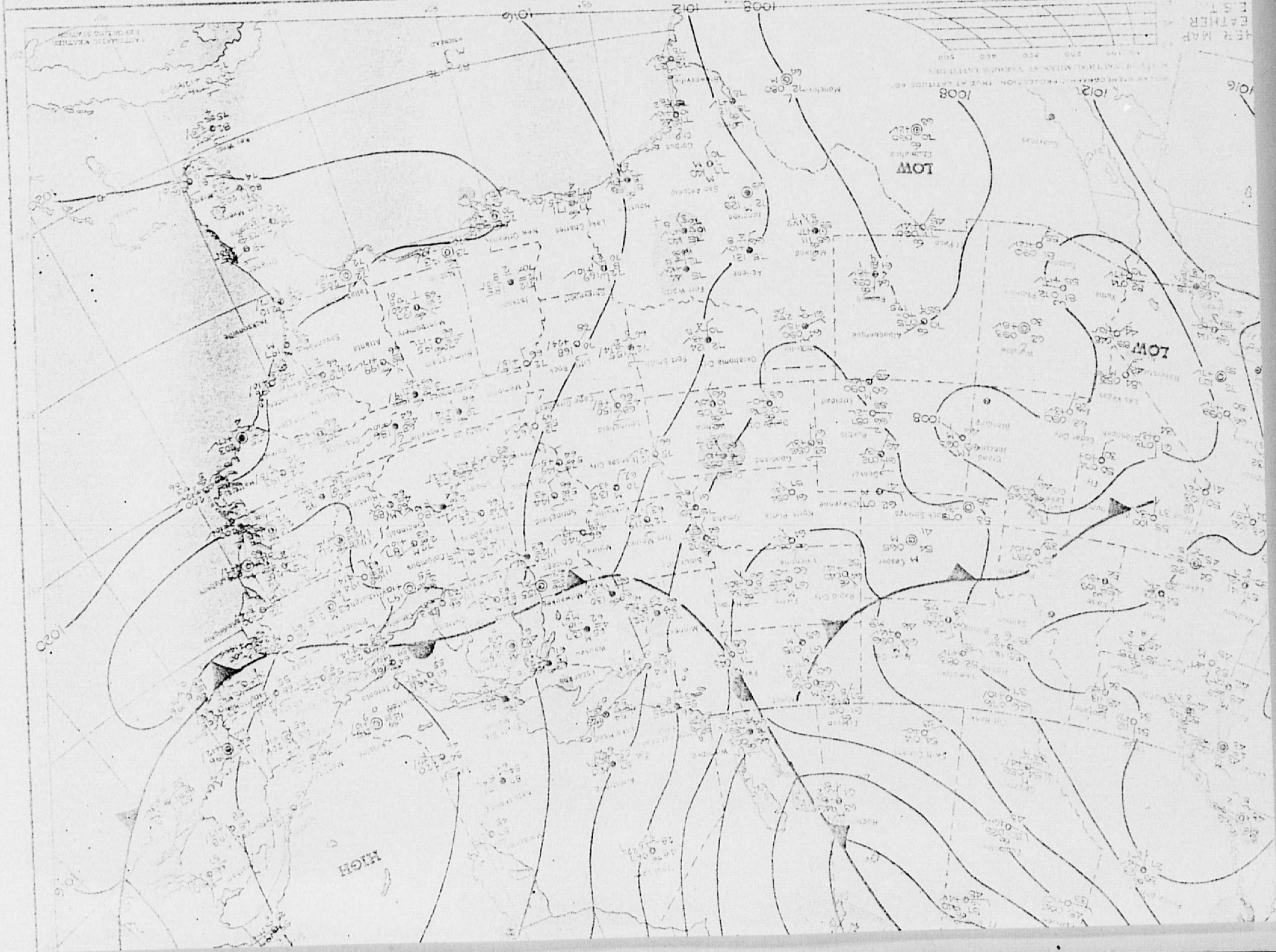
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U.S. DEPARTMENT OF COMMERCE/Environmental Science Services Administration/Environmental Data Service

DAILY WEATHER MAPS

WEEKLY SERIES JULY 8-14, 1968

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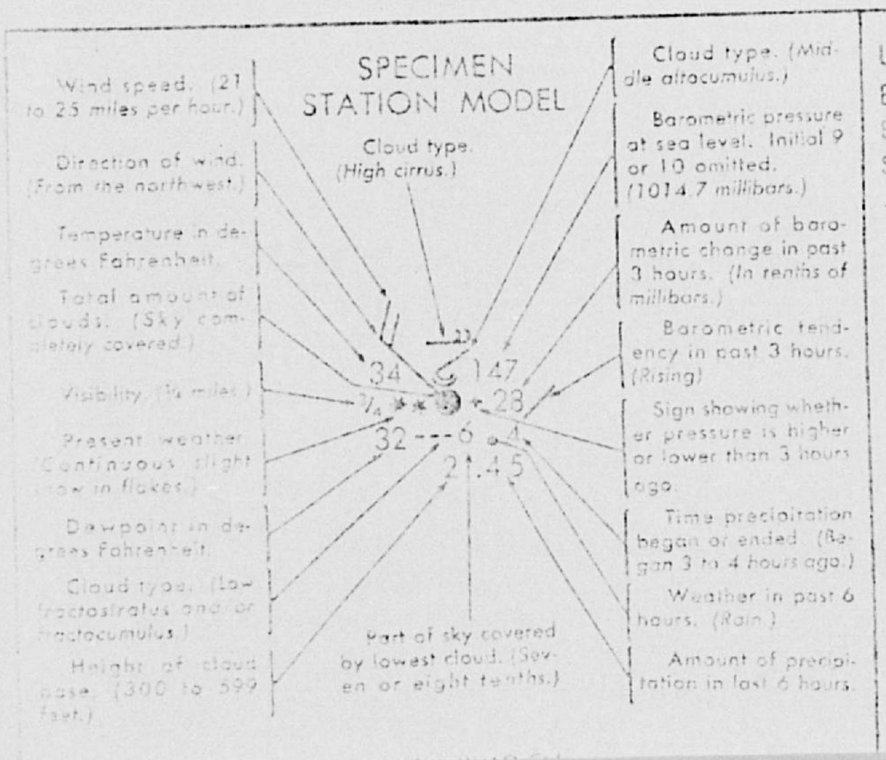

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U.S. DEPARTME

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOG
AFSC
WRIGHT-PATTERSON AIR FORCE BA
OHIO 45433
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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.

POLAR STEREOGRAPHIC PROJECTION, TRUE AT LATITUDE 60°

SCALE OF NAUTICAL MILES AT VARIOUS LATITUDES

HIGHEST AND LOWEST TEMPERATURES

11 - 25 JULY 1968 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
11	South Zanesville, Ohio	[redacted]	Other (Parallels LIGHTNING BUG
11	Eielson AFB, Alaska	Multiple (RADAR)	Vis: Astro (MOON) Radar: Other (ANOMALI PROPAGA
12	Thousand Palms, California	[redacted]	Other (UNRELIABLE RE
12	Ft Benning, Georgia	[redacted]	InsufficientData
12	Omaha, Nebraska	[redacted]	Aircraft
17	Springfield, Ohio	[redacted]	Aircraft
17	Dayton, Ohio	[redacted]	Satellite
18	Mt Angel, Oregon	[redacted]	InsufficientData
19	Lima, Ohio	[redacted]	Insufficient Data
20	Huntington, New York	[redacted]	Insufficient Data
20	Kettering, Ohio	[redacted]	Aircraft
20	Litchfield, Ohio	[redacted]	Insufficient Data
20	Springfield, Massachusetts	[redacted]	Satellite (ECHO II)
20	Yellow Springs, Ohio	[redacted]	Insufficient Data
20	Seven Hills, Ohio	[redacted]	Other (POSSIBLE REFL OF SUNLIGHT FROM AIR
21	Garfield, New Jersey	[redacted]	Aircraft
21	Las Vegas, Nevada	[redacted]	Insufficient Data
23	Southampton, New York	[redacted] (PHOTO) (PHYSICAL S)	Vis: Other (CONFLICT DATA) Photo: Other (SMALL MADE OBJECT) Phys S: Other (PUMIC LIKE GLAS

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
7	Johnstown, Pennsylvania	[redacted]	
18	Logan, Ohio	Newsclipping	
19	Grafton, West Virginia	Newsclipping	
20	Dayton, Ohio	Note	
20	Waltham, Massachusetts	Ltr	
20	Portsmouth, Ohio	Newsclipping	
21	Buenos Aires	Newsclipping	
21	Laredo, Texas	Ltr	
25	South Hero, Vermont	[redacted]	

15- [illegible] Daily Weather Maps