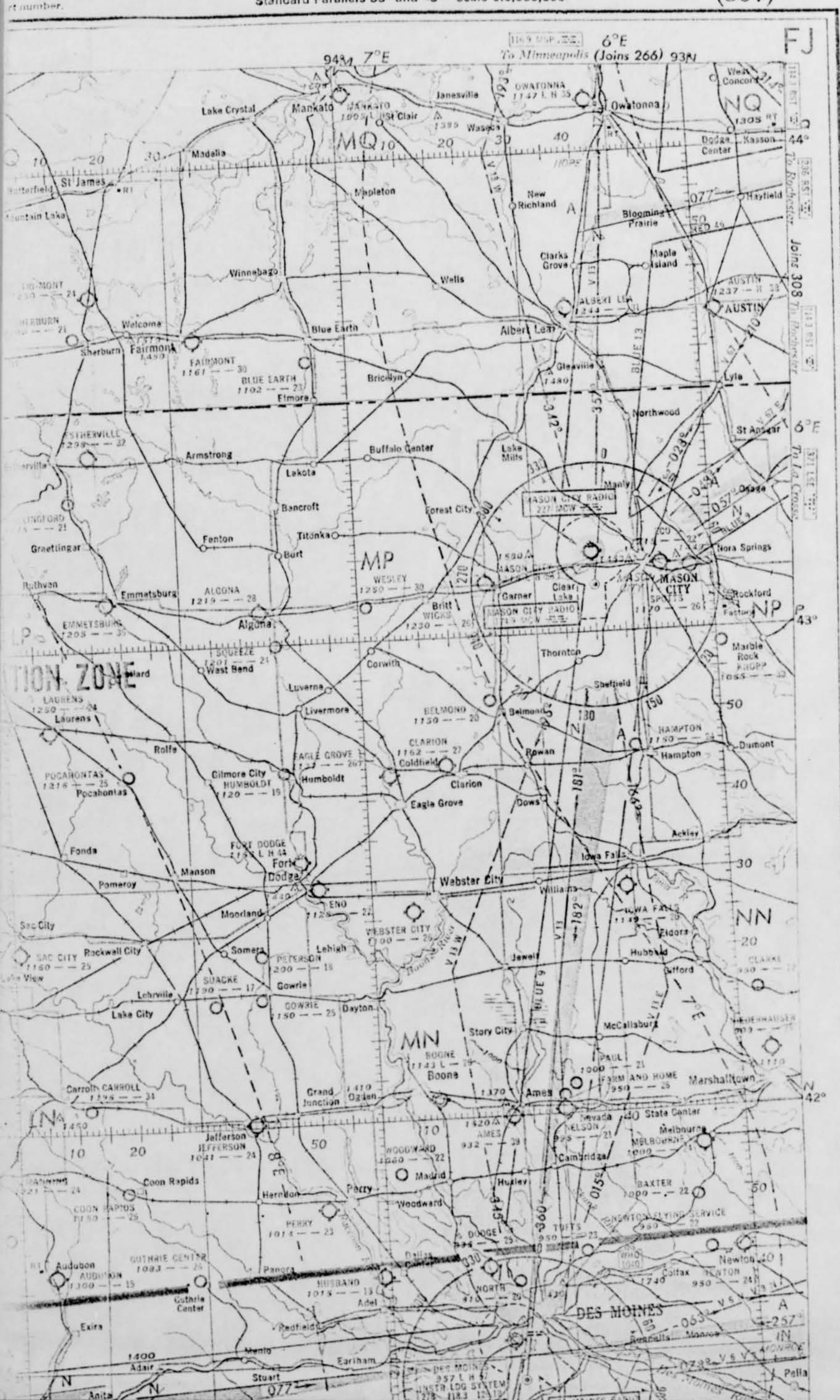


<b>1. DATE TIME GROUP</b> 28 Jul 53 29/0325Z	<b>2. LOCATION</b> Grand Island & N. Platt, Neb.
<b>3. SOURCE</b> AF Pilots	<b>10. CONCLUSION</b> Astro (VENUS)
<b>4. NUMBER OF OBJECTS</b> One	
<b>5. LENGTH OF OBSERVATION</b> 23 Min.	<b>11. BRIEF SUMMARY AND ANALYSIS</b> <p>Aircrew of C-47 a/c at an altitude of 8,000' observed a light changing colors from white to blue to red and back to white in constant manner 20° above horizon.</p> <p>COMMENTS: This object was observed from 3 points on the ground and from two a/c. A commercial flight westbound was of the opinion that the object was the star Venus which it has seen on several other occasions recently.</p>
<b>6. TYPE OF OBSERVATION</b> Air-Visual	
<b>7. COURSE</b>	
<b>8. PHOTOS</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>9. PHYSICAL EVIDENCE</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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



116.9 MILES  
6°E  
To Minneapolis (Joins 266) 93N

FJ

94°W 7°E

MQ 10

MP

MN

NN

DES MOINES

TERRITORY ZONE

Joins 308 To Rochester

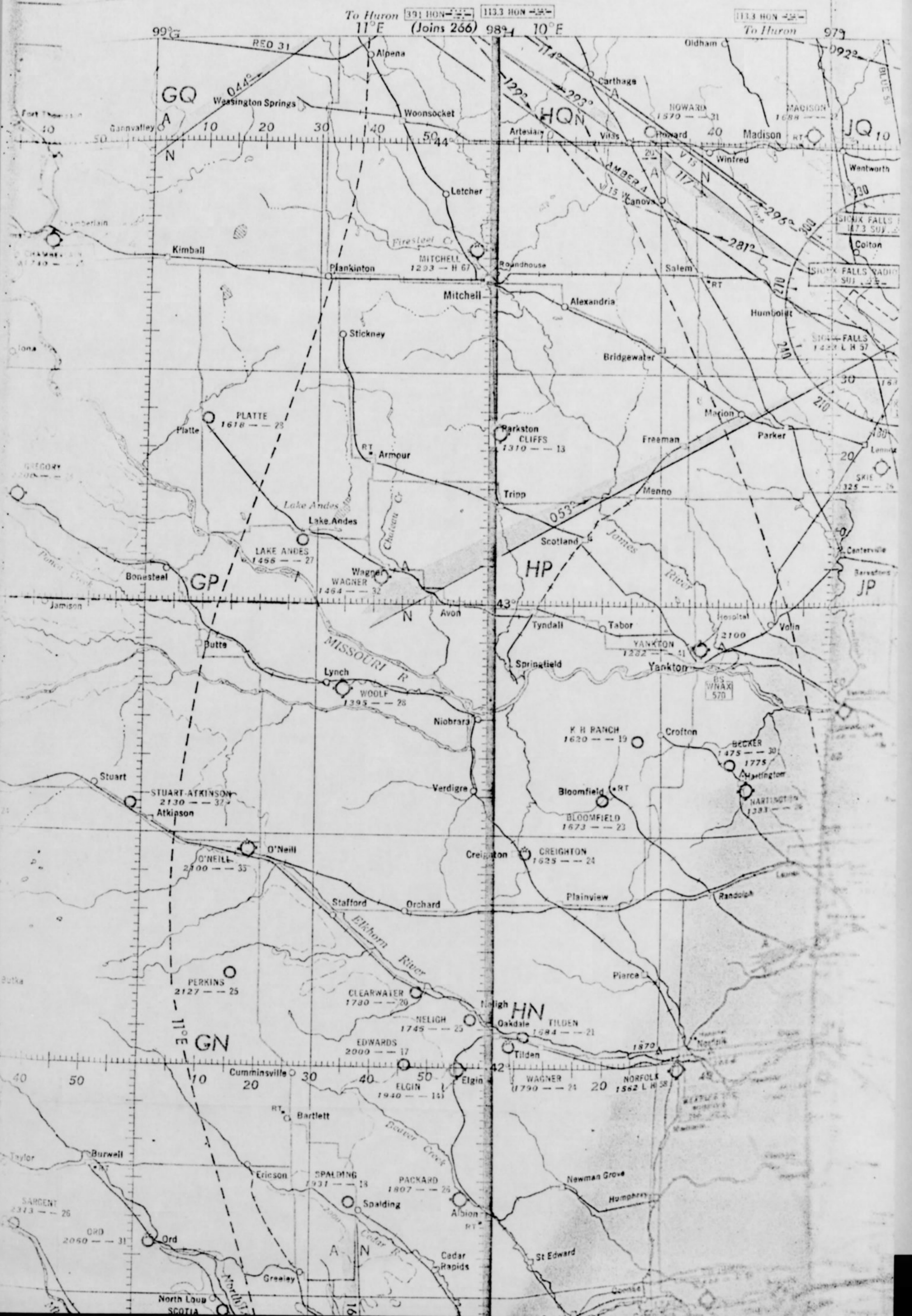
To La Crosse

NP

N 42°

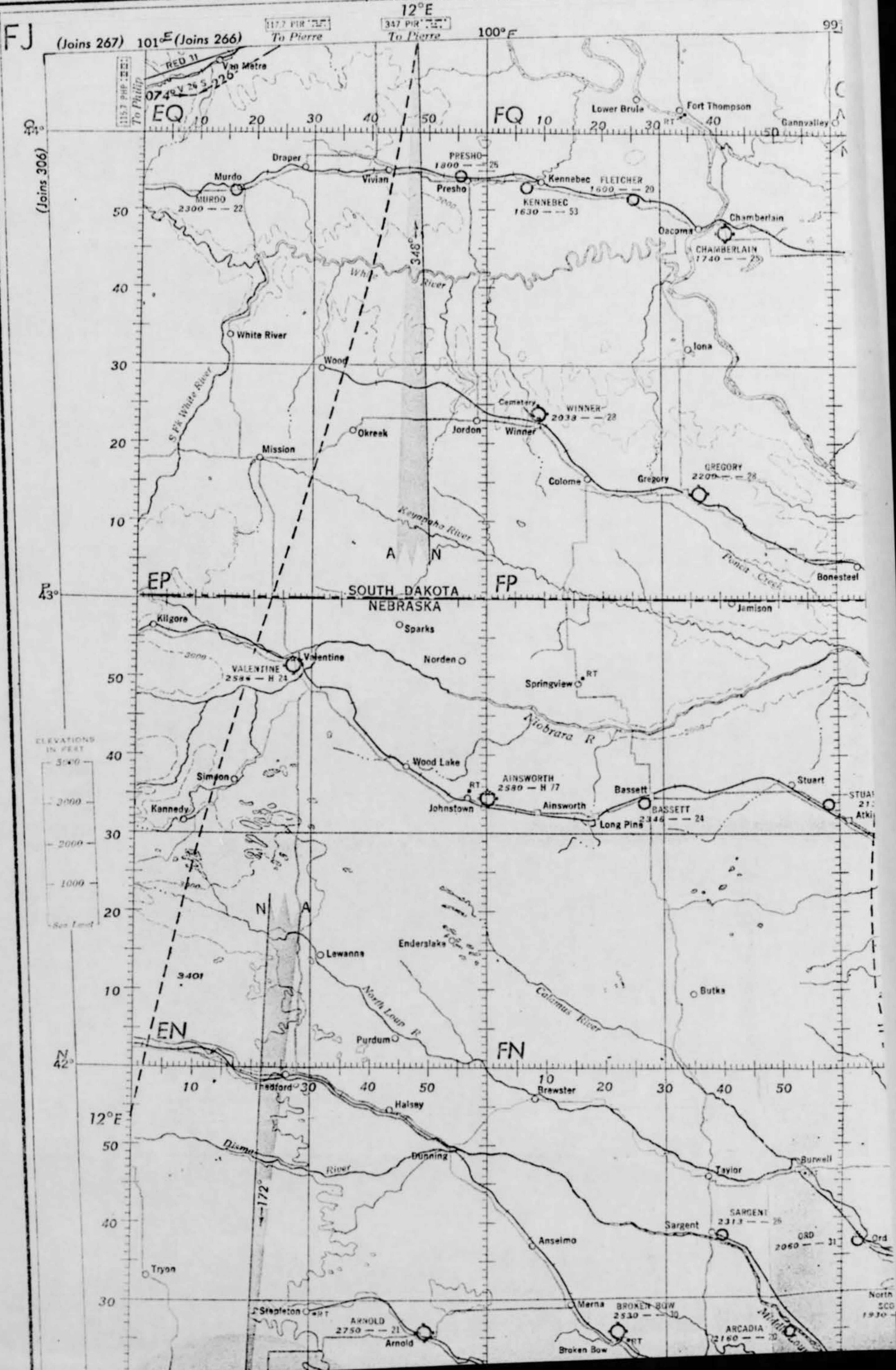
DES MOINES  
957 L H 57  
INSTR LOG SYSTEM  
1278 1183 12 12





# (307) PLATTE RIVER

ELEVATIONS IN FEET



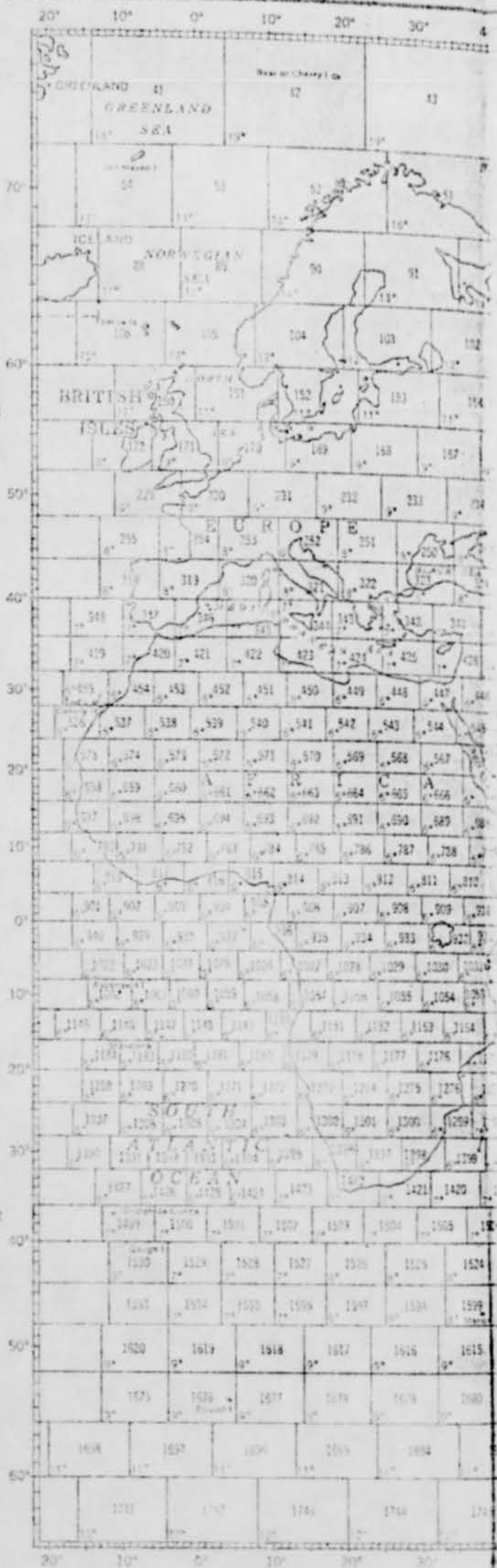
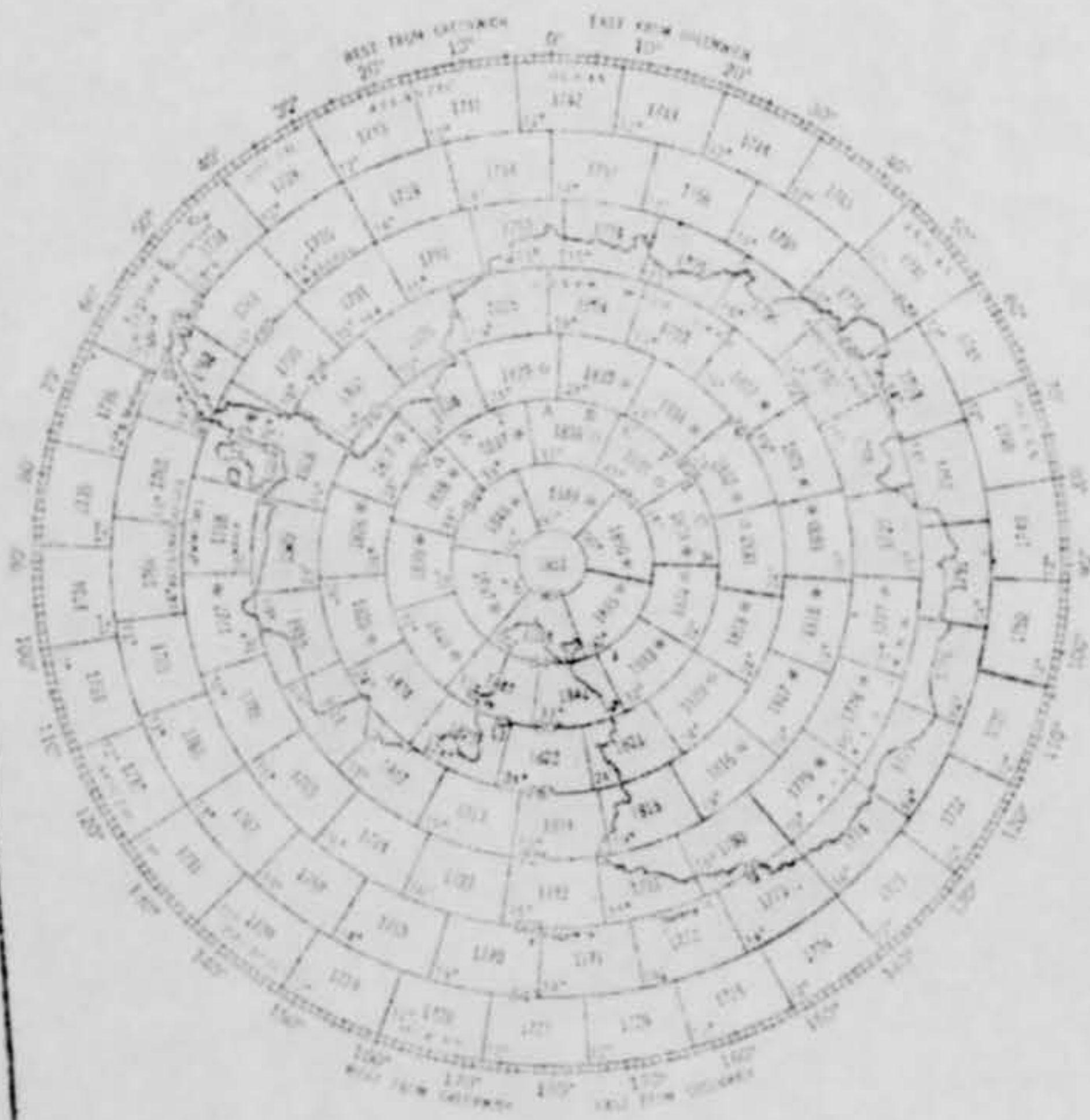
North  
SCG  
1930



## NORTH POLAR AREA



## SOUTH POLAR AREA



\*Indicates that there is not sufficient information available to compile charts in this area at a scale of 1:1,000,000. Requisitions for these charts will be filled with the appropriate Universal Water Chart.

## AERONAUTICAL SYMBOLS.

### AERODROMES

Aerodromes with facilities

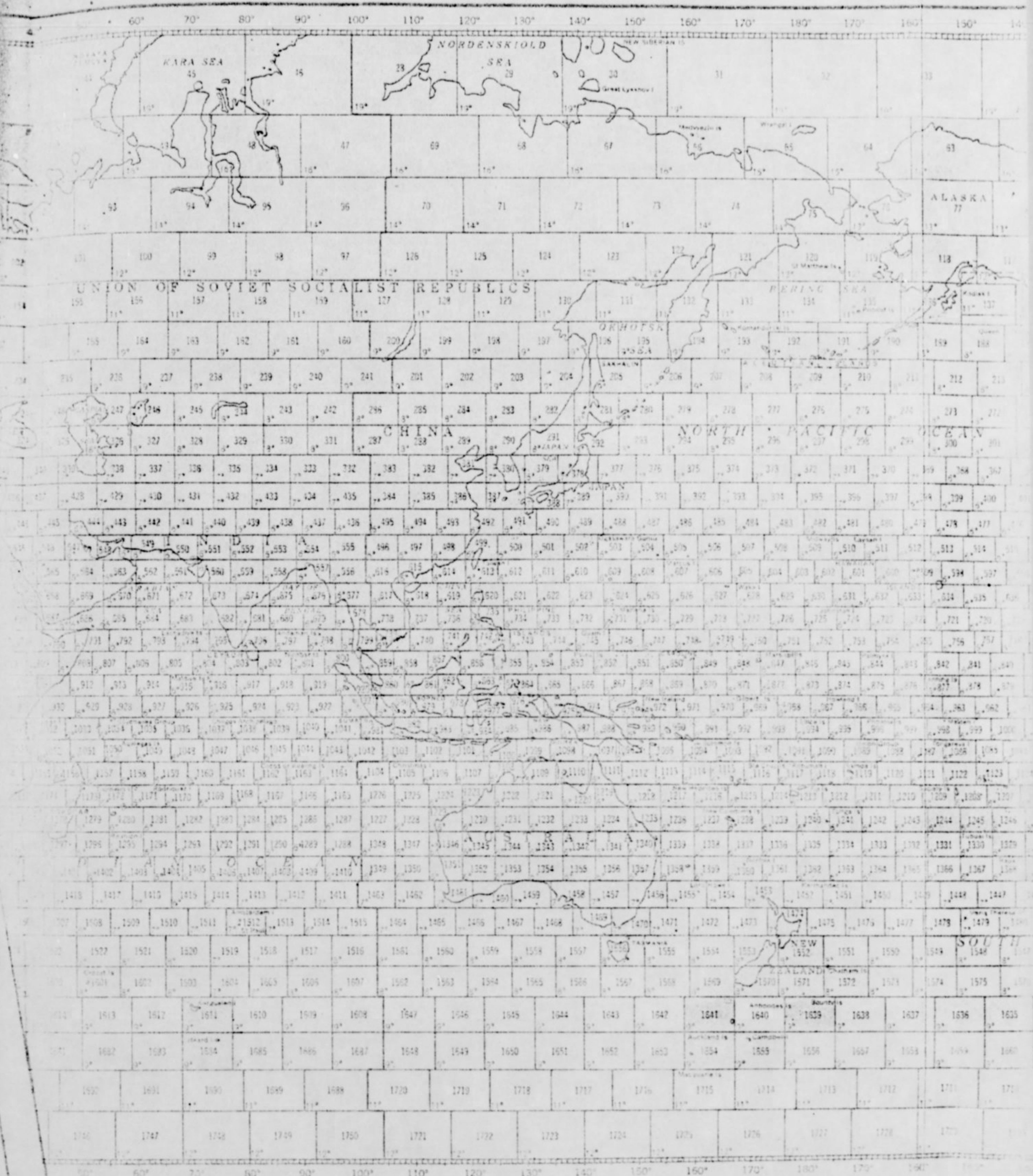
- | LAND | WATER |                          |
|------|-------|--------------------------|
|      |       | Civil                    |
|      |       | Joint Civil and Military |
|      |       | Military                 |

Aerodromes with emergency or no facilities

- | LAND | WATER |                     |
|------|-------|---------------------|
|      |       | Landing Area        |
|      |       | Sheltered Anchorage |

### AERODROME DATA AND LANDING FACILITIES INFORMATION

LAND WATER



# WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

## AERONAUTICAL SYMBOLS

### RADIO FACILITIES

All radio facility data are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and associated airways, which are printed in orange.

Methods of indicating specific voice and CW calls are shown below

Use of the word "Radio" within the box indicates voice facilities.

Radio Range (With voice) → BALTIMORE RADIO  
157.5 MHz

Radio Communication Station (With voice) → COWEN RADIO  
118.1 MHz

Radio Range (Without voice) → TOLIN RANGE  
113.7 MHz

Radio Communication Station (Without voice) → FAIR RADIO  
118.1 MHz

Nondirectional Radiobeacon (With voice) → DOUGLAS RADIO  
118.1 MHz

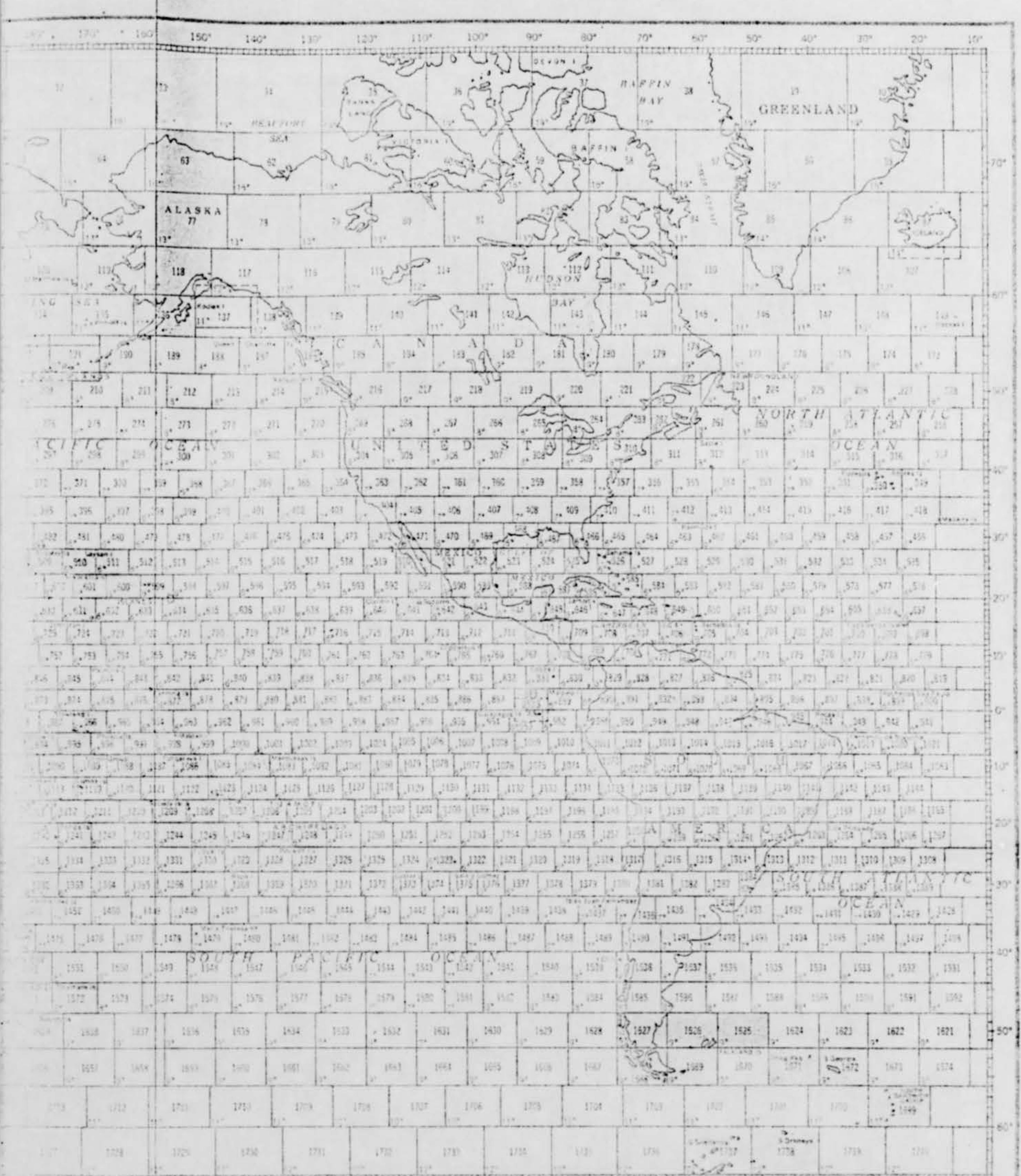
Radio Broadcasting Station → BYRNE RADIO  
118.1 MHz

Nondirectional Radiobeacon (Without voice) → OIXIE RADIO  
118.1 MHz

Radar Beacon (Eacon) → EACON  
118.1 MHz

Large Towns & Villages





Charts published

Charts not published

**UNIVERSAL WATER CHARTS**  
 Universal Water Charts (Scale 1:1,000,000, size 22 x 22 inches) covering 6° of lat. have been published for each area of the World Aeronautical Charts in water areas. The user must insert the appropriate long. values for the particular area desired. Water set is printed with the normal geographical lines and the chart is designed for use in both north and south latitudes.  
 NOTE: Identification of these charts by name and latitude interval.  
 Example: WAC-225 would be WATER-48/32

**TOPOGRAPHICAL SYMBOLS**

**CITIES AND TOWNS**

**HIGHWAYS AND ROADS**

- Metropolitan Areas **NEW YORK**
- Large Cities **RICHMOND**
- Cities **ARLINGTON**
- Small Cities
- Large Towns
- Towns & Villages

- Dual Lane and Super Highways
- Primary Roads
- Secondary Roads
- Trails
- U. S. Road Markers
- National, State or Provincial Road Markers
- Road Names

ALASKA HIGHWAY

STAPLE HERE

STAPLE HERE

FROM \_\_\_\_\_

PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, 130

OFFICIAL BUSINESS  
PERMIT NO. 1539

To:  
The Director  
U.S. Coast and Geodetic Survey  
Washington, 25, D.C.

MAKE EXTRA FOLD HERE TO RETURN TO DIRECTOR, USCGS

### U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 507

NO.	NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
C 291	Emmits	Ambulances	NAS La Guardia, N.Y.	2,000-5,000'	1000-1200
D 274	North APH	Military Instrument Practice	Strategic Air Command Went AFB, N.Y.	2,000-10,000'	0800-1200

Altitude given in feet. AR - Airspace Reservation (Prohibited) C - Common D - Domestic V - VFR  
 No person shall operate an aircraft within an Airspace Reservation or Danger Area unless permission for such operation has been issued by appropriate authority.  
 Aircraft are not restricted from flying through Gates or Areas, however, no person should be permitted to release from through such areas.

Relative  
Rotating  
Relative  
Flashing  
P-Flas  
P-Flas

Obstruction

Group A

Group B

Group C

Group D

Group E

Group F

Group G

Group H

Group I

Group J

Group K

Group L

Group M

# AERONAUTICAL SYMBOLS.

## AERODROMES

### Aerodromes with facilities

LAND	WATER	
		Civil
		Joint Civil and Military
		Military

### Aerodromes with emergency or no facilities

LAND	WATER	
		Landing Area
		Sheltered Anchorage

## AERODROME DATA AND LANDING FACILITIES INFORMATION

LAND		WATER	
	90# Elevation in feet	00 Elevation in feet	
L Minimum lighting	L Minimum lighting	S Normal sheltered take-off area	
H Hard surfaced runway	S Length of longest runway in hundreds of feet	62 Length of longest runway in hundreds of feet	

The facility code character is replaced by a dash if specific information is not available or if the facility itself is not available.

GCA SYSTEM - Ground Control Approach System. Other controlled approach systems by appropriate abbreviation.  
278 128.13 2870 - Control tower transmitting frequencies

## AIR NAVIGATION LIGHTS

Rotating Light	..... *	Flashing Light (With code)	..... FI *
Rotating Light (With flashing code lights)	..... *	Lightship	.....
Rotating Light (With course lights and site number)	.....	Marine Light	..... Occ W R G
Flashing Light	..... FI *		

F--Fixed      Qx F--Quick Flashing      Occ--Occulting      Gr--Group      W--White      B--Blue      SEC--Sector  
 FI--Flashing      (Qx F)--Interrupted Quick Flashing      Alt--Alternating      R--Red      G--Green      (U)--Unwatched      2nd--Second

Marine lights are white unless colors are indicated; alternating lights are red and white unless otherwise indicated

## MISCELLANEOUS

Obstruction	..... <sup>HOB</sup>	Reporting Point (Compulsory)	.....
(Numerals in italics indicate elevation above sea level of obstruction top.)		Reporting Point (Non-compulsory)	.....
Group Obstruction	.....	Ocean Station Vessel (Normal position)	.....
Prominent Transmission Line	.....	International Boundary	.....
Mooring Mast	.....	(Closed to passage of aircraft except through air corridor)	
Isogonic Line	..... $4^{\circ}E$ .....		
	Values for 1950		

Restricted areas are numbered, and are indicated on the charts as follows:

	..... Prohibited Area --- Flight of aircraft prohibited, except by specific authority of using agency
	..... Danger, Restricted or Warning Area --- Invisible hazards to air navigation
	..... Caution Area --- Visible hazards to air navigation

UNCLASSIFIED 3

COUNTRY <i>Mexico</i>		(LEAVE BLANK)	
<b>AIR INTELLIGENCE INFORMATION REPORT</b>			
SUBJECT Unidentified Flying Objects Report			
AREA REPORTED ON Grand Island and North Platte, Nebraska		FROM (Agency) DCS/I, Headquarters, ADC Ent AFB, Colorado Springs, Colorado	
DATE OF REPORT 10 February 1953	DATE OF INFORMATION 23 January 1953	EVALUATION A-2	
PREPARED BY (Officer) Vernon L Sadowski, Major USAF		SOURCE Capt James W Tressell, 1st Lt Norman G Dooley, 1st Lt Charles M Baker, Cpl Walter DeKuyper	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5, Dated 29 April 1952			

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

In accordance with AFL 200-5, dated 29 April 1952, Subject: Unidentified Flying Objects Reporting, the following report is submitted:

On 23 January 1953 between the hours 2125 CST and 2148 CST the above mentioned sources observed what appeared to have been an unidentified flying object. These sources observed same from a C-47 aircraft #44-77250 flying at an altitude of 8000 feet on a true heading of 270° and at a ground speed of approximately 90 knots. Object was first observed when the aircraft was over Surprise, Nebraska by entire crew and the object appeared to be between 20° and 30° above the horizon and over Grand Island, Nebraska.

Contacts were made with the following ground stations: Grand Island, Lexington and North Platte, Nebraska. All ground stations reported by radio to aircraft that the object was west of them. Commercial Flight 609, west-bound was contacted on Chanel D-Delta and B-47 #0211, flying at 39,000 feet, was contacted, however neither could see the object reported upon.

To Lt. Dooley, who first noticed the phenomena, the light appeared instantaneously and changed color from white through blue, red and back to white in a consistent manner. The object faded out of sight with movement toward the horizon covering an angular distance of approximately 20° in 8 minutes.

APPROVED: *DB McGrath Lt Col*  
 for C A MILLER  
 Colonel USAF  
 Director R&E

1 INCL  
 Map

DOWNGRADED AT 3 YEAR INTERVALS;  
 DECLASSIFIED AFTER 12 YEARS.  
 DOD DIR 5200.19

DISTRIBUTION BY ORIGINATOR

Original: Director of Intelligence, Headquarters, USAF, Washington 25, D. C.  
 Copy: Chief, Air Technical Intelligence Center, Attn: ATIAA-2-c,  
 Wright-Patterson, AFB, Ohio

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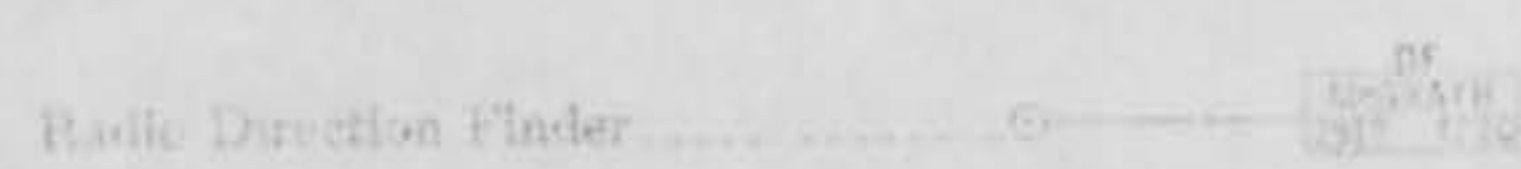
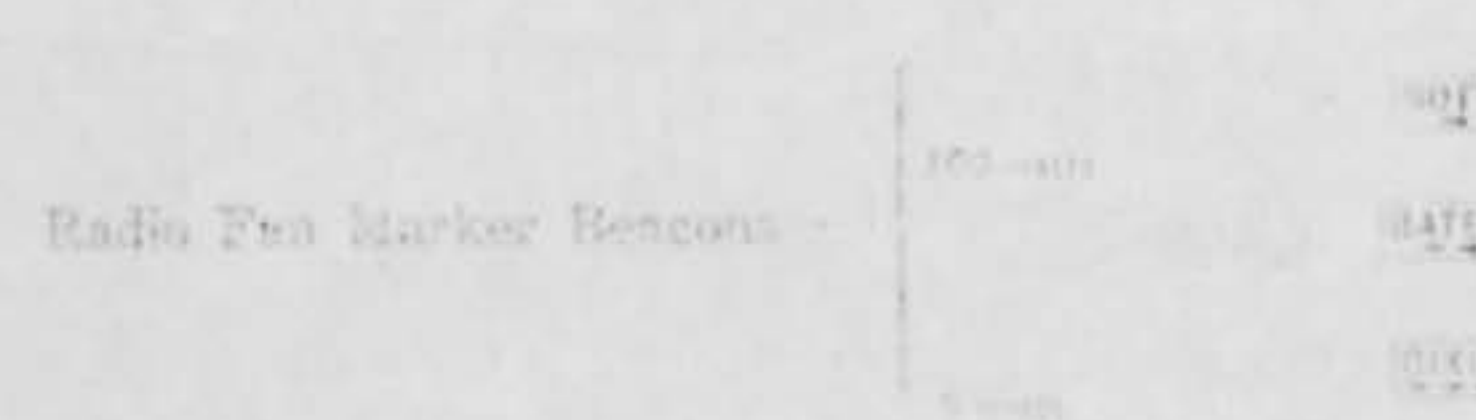
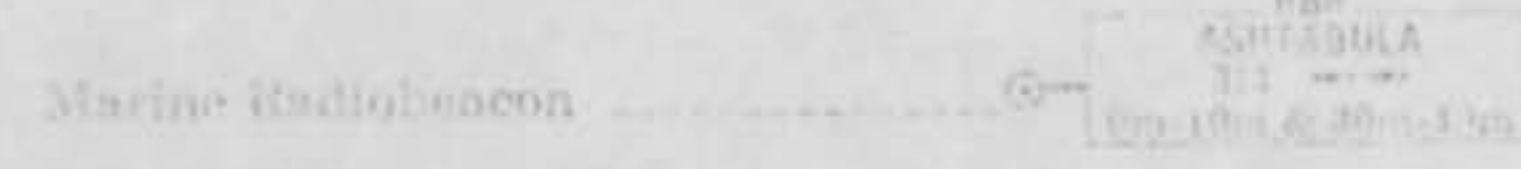
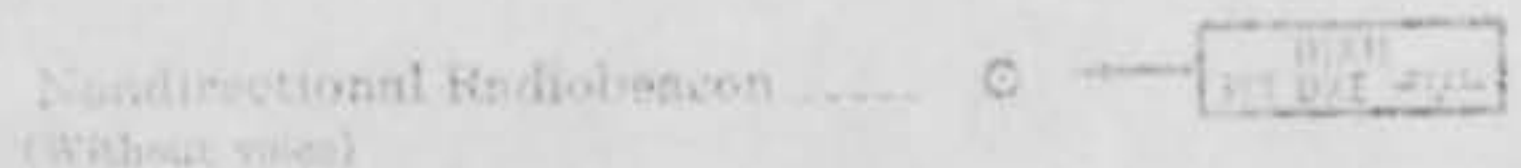
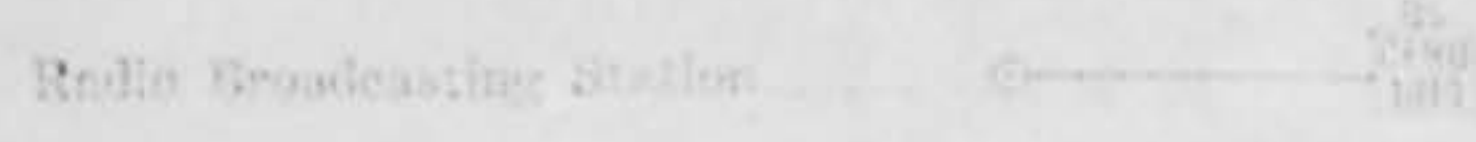
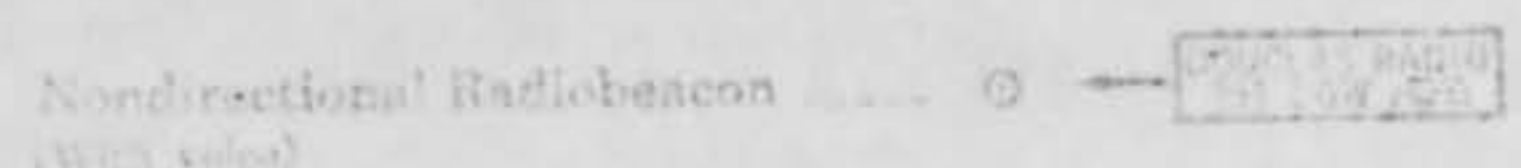
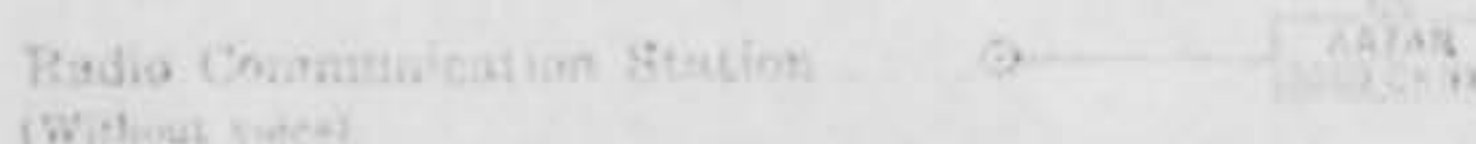
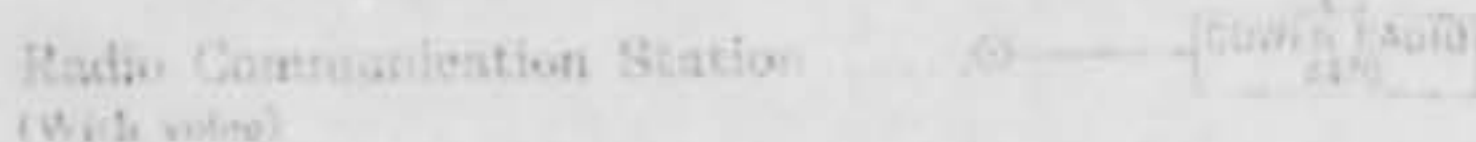
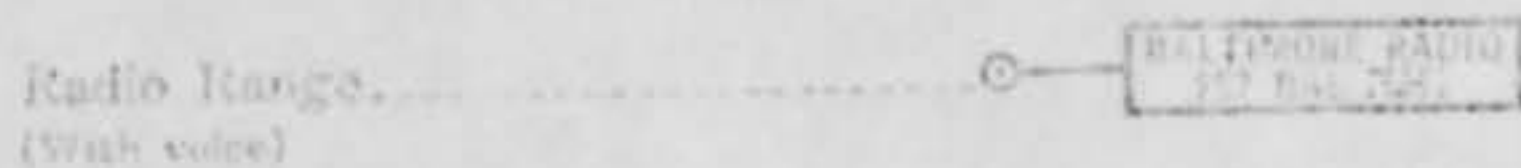
# AERONAUTICAL SYMBOLS

## RADIO FACILITIES

All radio facility data are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and associated airways, which are printed in magenta.

Methods of indicating specific voice and CW calls are shown below

Use of the word "Radio" within the box indicates voice facilities.



The heavy line indicates the "N" quadrant. The bearings shown are magnetic and the magnetic variation at the position of the ground station is used for construction there.

### VHF OMNI-DIRECTIONAL RANGE (VOR)



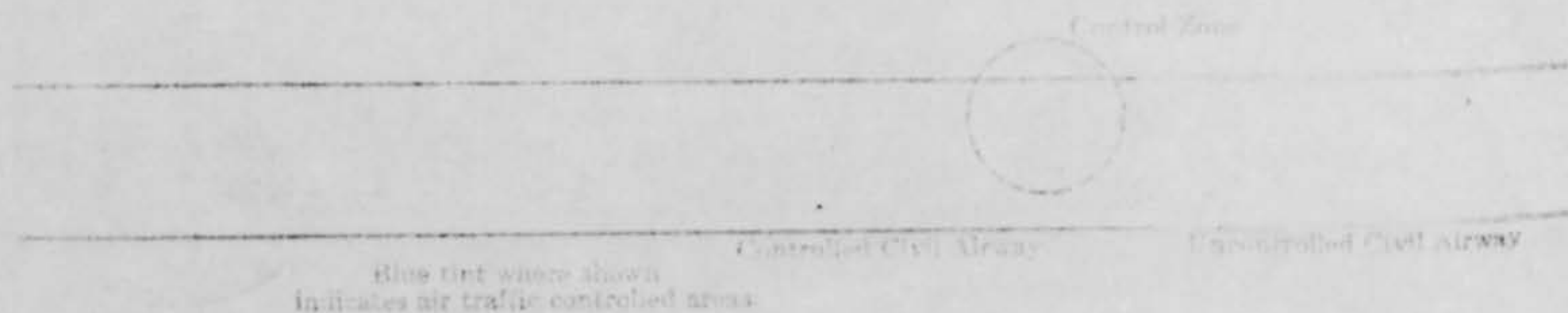
Bearings are magnetic from the station.  
Radius of circle is 10 nautical miles.

### VHF FOUR COURSE VISUAL-AURAL RANGE (VAR)



Red is visual bearing; blue is aural bearing.

### AIR TRAFFIC CONTROL



# TOPOGRAPHICAL SYMBOLS

## CITIES AND TOWNS

Metropolitan Areas	NEW YORK	
Large Cities	RICHMOND	
Cities	ARLINGTON	
Small Cities	Freshford	
Large Towns	Corville	
Towns & Villages	Arcata	

## HIGHWAYS AND ROADS

Dual Lane and Super Highways	
Primary Roads	
Secondary Roads	
Trails	
U. S. Road Markers	
National, State or Provincial Road Markers	
Road Names	

## RELIEF FEATURES

Contours	Reliable Approximate Depression	
Levees or Embankments		
Hachures		
Bluffs, Cliffs & Escarpments		
Dunes		
Sand	Arroyo Ridge	
Lava Flows		

## HYDROGRAPHIC FEATURES

Swamps & Marshes	
Tidal Flats (Exposed at low tide)	
Danger Line	
Rocks Awash	
Shoals (Exposed at low tide)	
Springs	
Wells & Water Holes	
Reefs, Coral & Rocky Ledges (Awash at low tide)	
Streams & Rivers	Perennial Intermittent Probable or Unsurveyed Scalled
Intermittent Lakes (seasonal)	
Drainage Ditches	
Canals	In use Abandoned
Dry Lake Beds (seasonal)	
Sand Deposits in river bed	
Dry Washes (seasonal)	
Glaciers and Ice Caps	

## CULTURAL AND MISCELLANEOUS

Landmarks (with appropriate note) (Numerals indicate elevation above sea level of top)	
Oil Tanks	
Oil Fields	
Dams	
Elevations (In feet)	Highest on chart Highest on chart by direct survey Highest in a general area Spot
Mines and Quarries	
Mountain Passes	
Lookout Stations (Elevations at base of tower)	
Coast Guard Stations	
Pipe Lines	
Race Tracks or Stadiums	
Stranded Wrecks	
Boundaries	International State & Provincial
Railroads	Abandoned or Under Construction Single Track Multiple Track Electric & Steam Open Electric
Bridges	Railroad Highway
Tunnels	Railroad Highway

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	1	OF	3	PAGES
Hq, ADC, Ent AFB, Colo. Springs, Colo.						

Name and Addresses of Observers:

Captain James W. Tressell, AO-725008  
USAF Res.  
Intelligence, ADC  
Age 34, Pilot (Observer at the time of sighting)

1st Lt Norman C. Dooley, AO-721042  
Base Supply Officer, 4600 AB Group  
Age 33, Pilot

1st Lt Charles M. Baker, AO-2092616  
USAF Res. Statistical Service, ADC  
Age 28, Co-Pilot

Cpl Walter DeKuyper, 1946076  
Eng. on C-47 (4477250) 4600 MS Sqd  
Age 20

Statement by Lt. Dooley, Pilot C-47 aircraft:

There was a high haze, a very light, high cirrus around 25,000 to 30,000 feet; it was a bright moonlight night. Stars were hard to detect. We were approximately 15 minutes out of Grand Island approximately over Surprise, Nebraska when I called Grand Island and received approval to make ~~CCA~~ <sup>UNSAFE</sup> approach. We got set up listening to the range, with Lt. Baker under the hood flying instruments. At the time I received clearance for our approach, a bright light appeared 10° to the left of our nose and above us about 5 to 10,000 feet. The light appeared to be over Grand Island. My first impression was that somebody had turned on a landing light to attract our attention and the first thought that came to my mind was why a pilot flying that much higher would try to attract our attention. While I was watching this thing it started to change color. The first time it was just a brilliant white, changed to pale blue and then to light amber then a redish tone and finally to white. The object appeared to cover a regulated cycle on these undulating colors. I brought Lt. Baker's attention to it then Capt Tressells and the engineer's. We were all watching it. There was one object and it appeared circular. Object size was compared to a dime on the windshield from the pilot's seat and the dime just about covered the object. There was no trail or exhaust.

At that time I contacted Grand Island again and asked them at what points they had a view of the sky. He said he had east and northeast glass in his tower. I asked him to check outside and check a light that was over Grand Island. He said he saw it just a little bit above the horizon and west. So I asked him if he would check with North Platte and see if they had the thing in sight. This was sometime later - 7 or 8 minutes later. He called North Platte on direct line. North Platte said the thing was west of them. Lexington radio saw it and it was also west of them. While we were talking the thing over, North Platte said it had gone out of sight. We still had it in sight.

North Platte weather station took a theodolite shot of it on the first sighting, and it appeared to be circular. (They didn't give us any readings; all they said was they had observed it through a theodolite. After that they had notified Lowry. The thing was apparently half-way between Denver and Rapid City, so I told them to notify Flight Service, thinking it might be intercepted from Rapid City.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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DECLASSIFIED  
DOD DIR 5200.10

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq, ADC, Ent AFB, Colo. Springs, Colo.	REPORT NO.	PAGE 2	OF 3	PAGES
--	------------	--------	------	-------

Grand Island wanted us to contact Commercial Flight 609, westbound, they would like to talk to us on D-Delta. Grand Island also told us that a B-47 (No 0211) flying at 39,000 feet could not sight the object. He was either going to Burbank or was from Burbank. We could see his vapor trails. He was about 100 miles south of us. We could still see the thing, but the B-47 pilot could not. There was just a light haze layer. When we contacted Flight 609 object had gone out of sight but the pilot said yes, they had seen it - it was Venus setting in the west. I didn't know his altitude. I think he said 13,000 - or 8,000 feet. Three nights before they took off in Chicago, same flight, they had the same impression that I had that somebody was blinking a landing light at them. They took evasive action to miss it. He didn't say where he got the information, but he said it was Venus. He said he followed it a long time that night. I didn't argue with him, I just got his impression. He said if you are here at the right time you can see it almost any time. He said he had seen similar things several times. He said it set awfully fast.

We got back here at 1225, I think, and they had a CAM flight that came in from Des Moines or somewhere, and he said that it was Venus, they see it every once in awhile coming west at that time of night. So we just agreed with him that that was it.

I studied astronomy for two years; I've seen Venus before. I have about 1650 hours pilot time; Capt Tressel, 2500 hours; Lt Baker about 650 hours, the engineer 300 or 350 hours. Lt Dooley has had about 350 hours of night time flying in the last two years.

We didn't change our course. The object remained directly in front of the aircraft.

We were flying Green 3 Airway from Omaha to North Platte; and Blue 36 from North Platte to Akron, Colorado.

We lost sight of it about 9:43 CST. It was my impression that it was terrifically high. There was a real high haze; you could see everything through it. If anything, it was below this haze from where we were sitting. It appeared to be below the real thin layer of cirrus cloud. We were out of the haze layer before we got to North Platte. The object was out of sight by then. We didn't appear to be looking through any haze at it. The engineer, Cpl DeKuyper, remarked he never saw a landing light that big on an airplane.

The time it went out of sight at North Platte, it was quite a distance from us. It must have been at least 100 miles from North Platte. This thing passed approximately 10 degrees to the left of our position, and when it went out of sight it was maybe 5 or 10 degrees to the right. It covered an azimuth angle of about 20 degrees. The object was lost and it appeared to have dipped below the horizon, but shortly thereafter it was noticed several times to reappear momentarily and very dim.

The people on the ground at Grand Island said the color was changing. They remarked on the phenomena of the lights changing. They never said anything about the size. The object appeared in my angular coverage of vision instantaneously and came on just like someone turning on a light.

I asked Grand Island if they could contact Goodland to see if they could pick it up on radar. He said he didn't have any contact with them; he would notify Flight Service at Lowry.

UNCLASSIFIED



UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq, ADC, Ent AFB, Colo. Springs, Colo.	REPORT NO.	PAGE 3 OF 3 PAGES
--	------------	-------------------

Statement by Norman G. Dooly  
NORMAN G DOOLY, AO-721042  
1st Lt, USAF Res

M 13122 J

Observer: James W. Tressell  
JAMES W TRESSSELL, AO-725008  
Capt, USAF Res

Observer: Charles M. Baker  
CHARLES M. BAKER, AO-2092616  
1st Lt, USAF Res

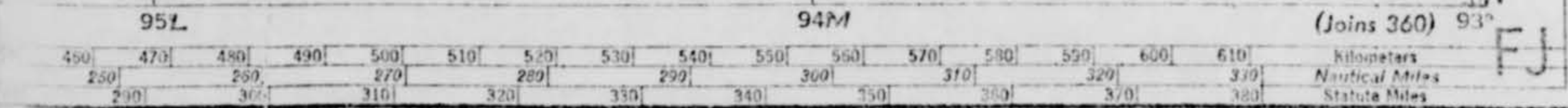
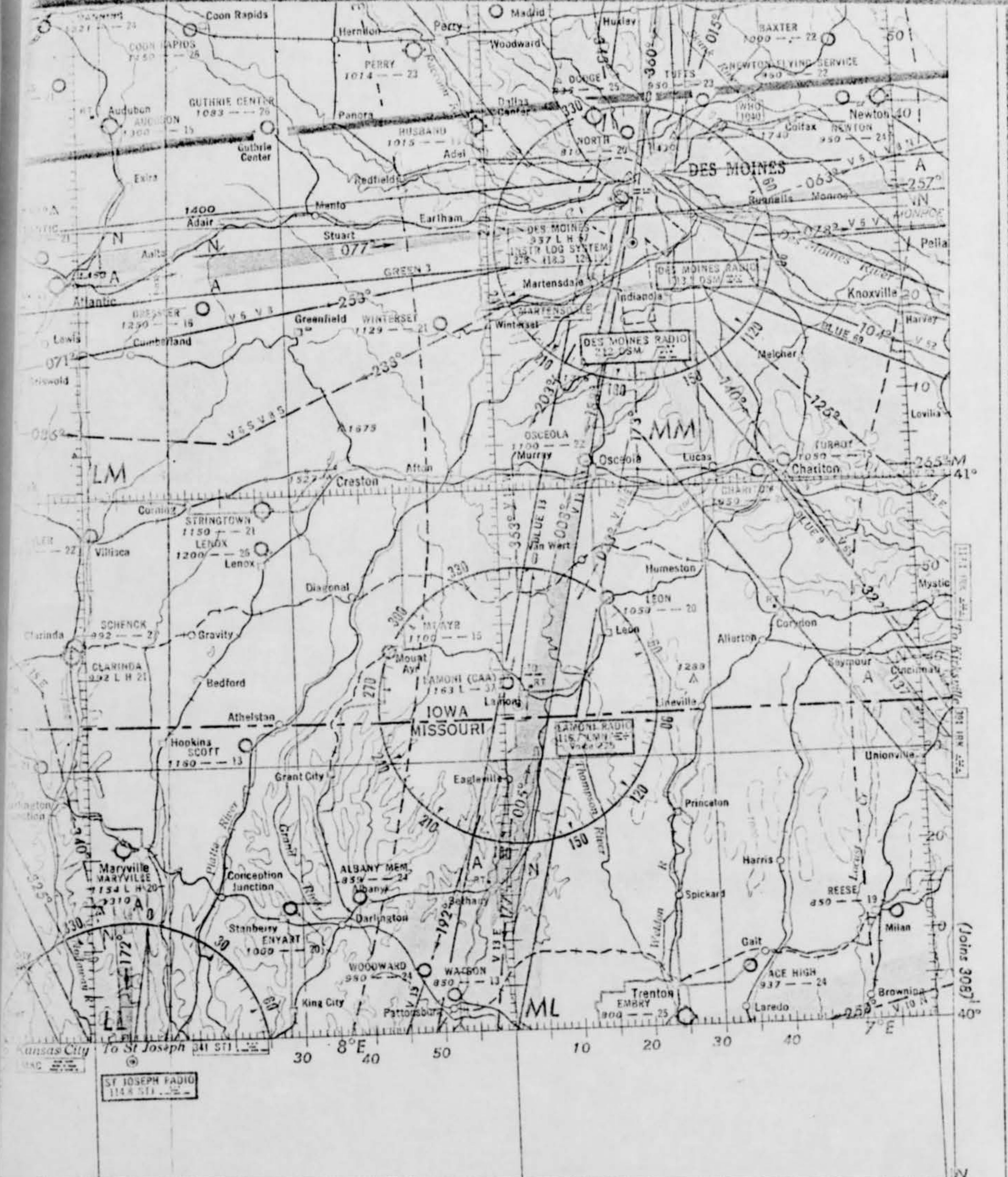
Observer: Walter DeKuyper  
Cpl WALTER DeKUYPER, 1946076

-----  
DOWNGRADED AT 8 YEAR INTERVAL  
DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.19  
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UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

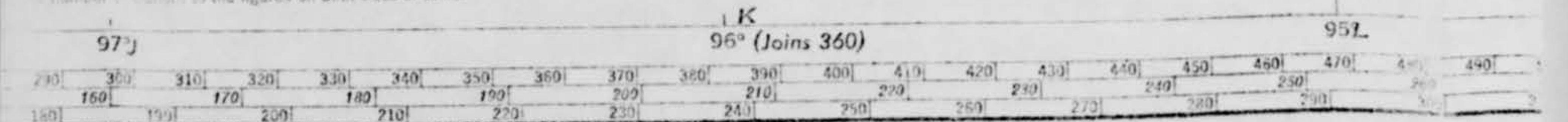
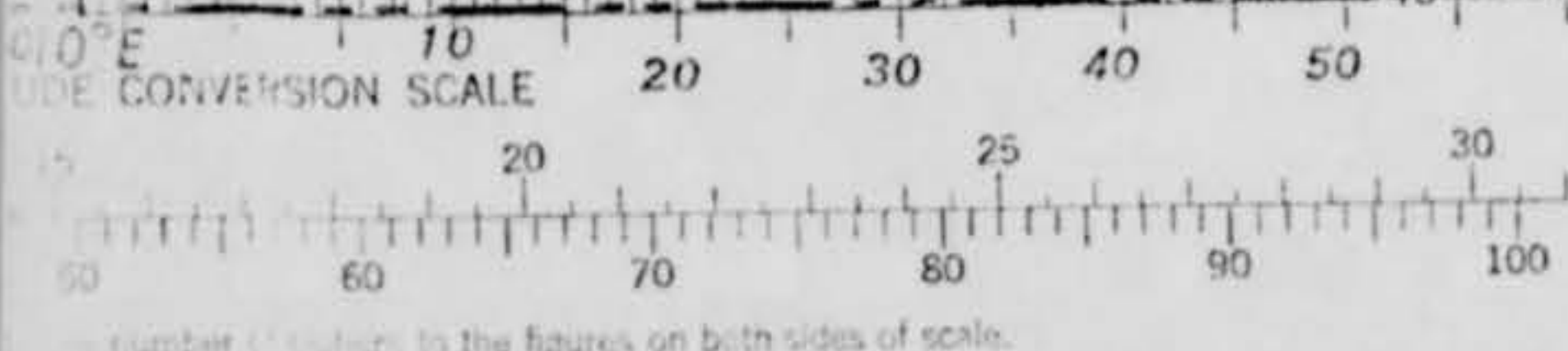




Scale 1:1,000,000  
 REF 5-52

16th EDITION  
 Consult Coast and Geodetic Survey Radio Facility  
 Charts and Civil Aeronautics Administration Airman's  
 Guide for changes in aeronautical information on this  
 chart after November 4, 1952  
 Next scheduled edition, July 1953

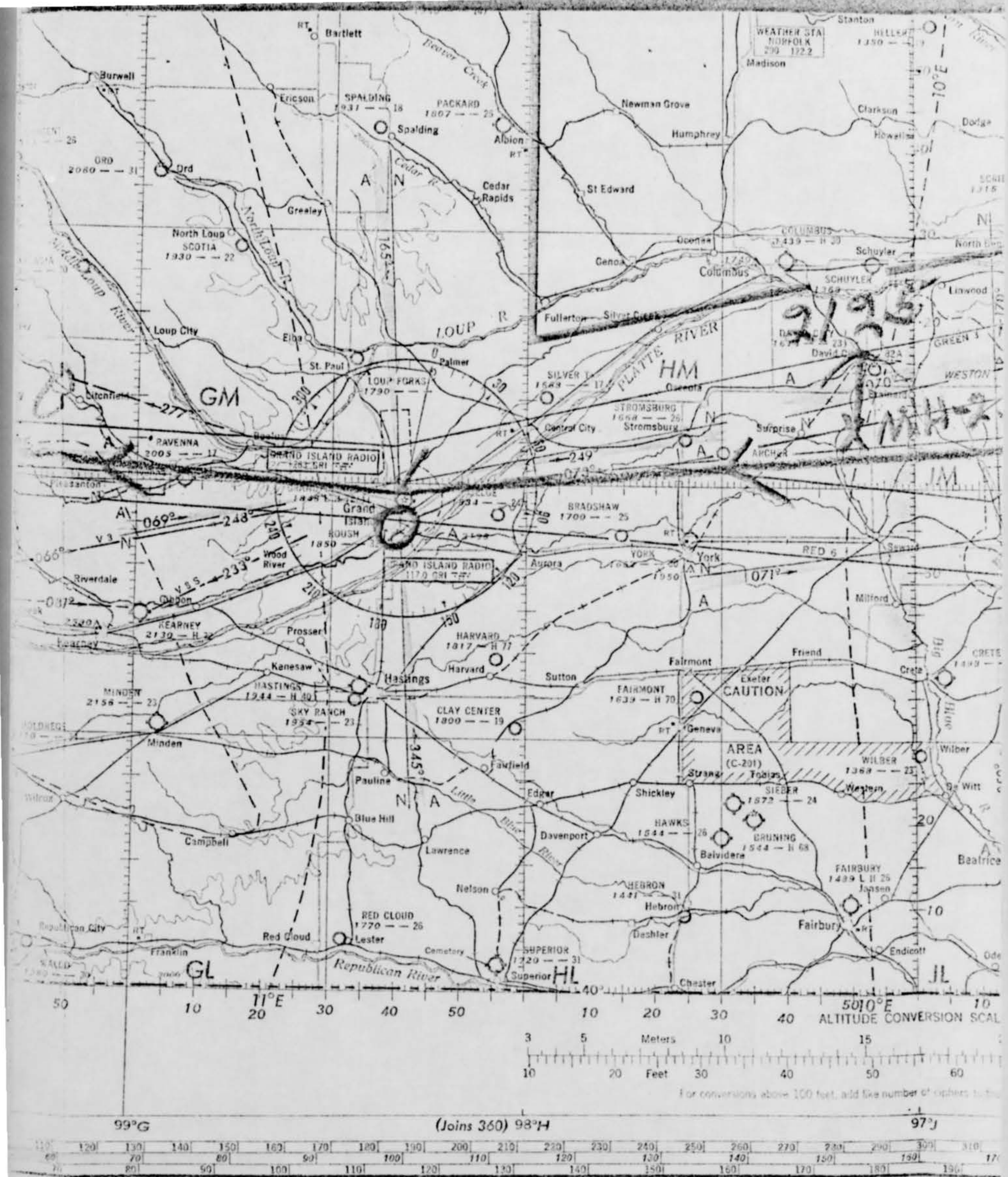
**PLATTE RIVER (307)**  
 UNITED STATES  
 U.S. AIR FORCE EDITION



Note: It is requested that users of this chart indicate corrections and additions which come to their attention and comply with mailing instructions on reverse side.

SCALE 1:1,000,000  
GEOREF 5-52





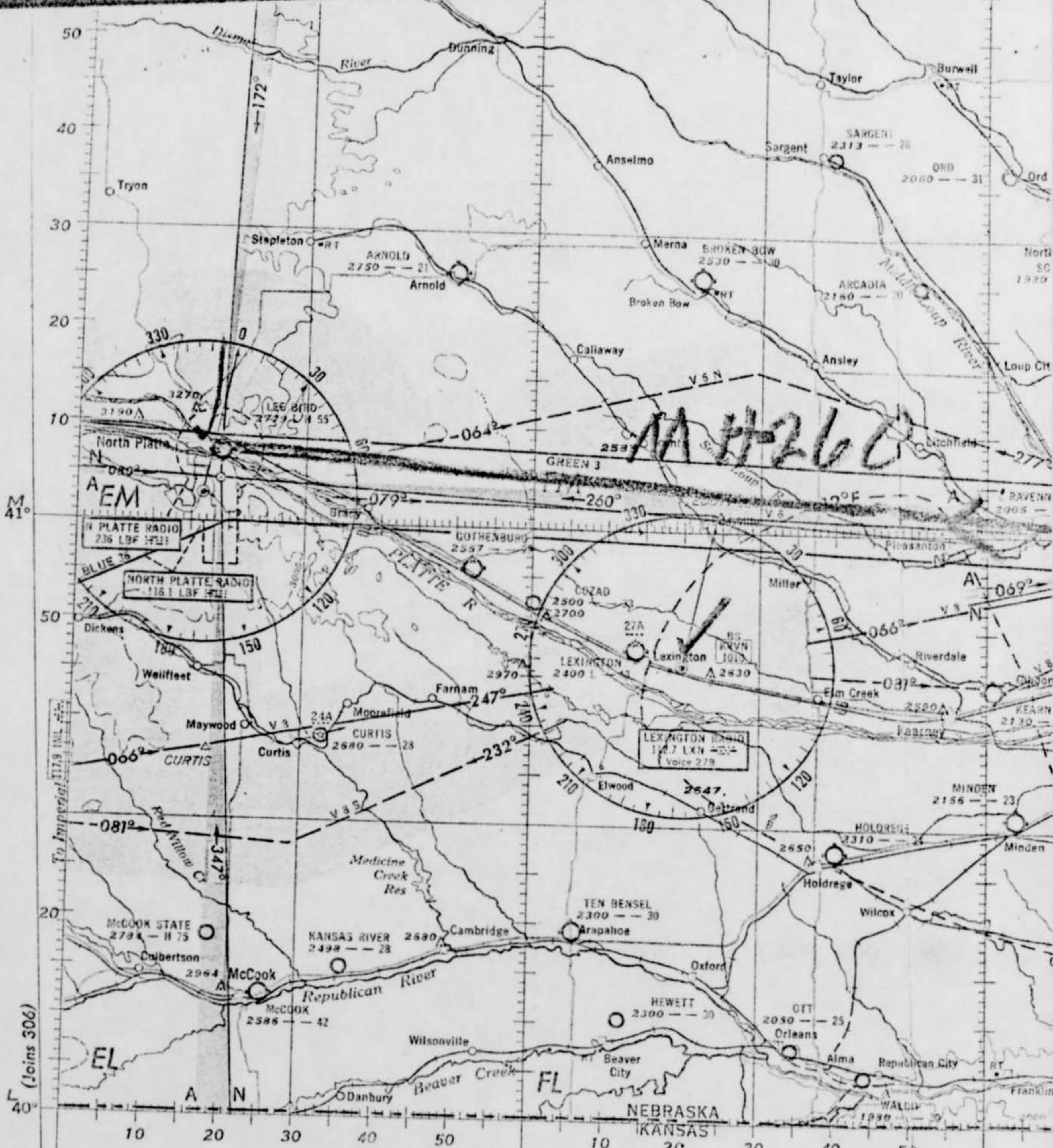
Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey  
 under authority of the Secretary of Commerce

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BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

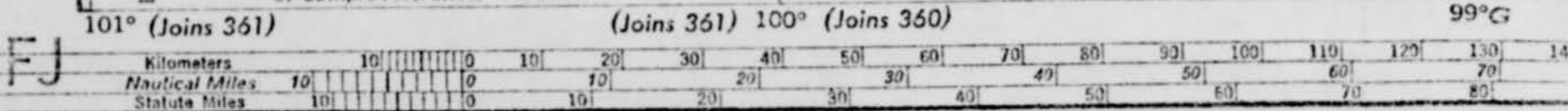
Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.





TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES  
 (Select nearest intersection south and west of point)

- Sample Point: ELWOOD
1. FJ identifies basic 15° quadrangle
  2. FL identifies 1° quadrangle
  3. 08 identifies Georef minute of longitude
  4. 35 identifies Georef minute of latitude
  5. Sample reference: FJFL0835



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PRICE 25 CENTS

Principal Sources: U. S. Geological Survey, U. S. Army  
 Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil  
 Aeronautics Administration, and the U. S. Coast and Geodetic Survey.