1. DATE - TIME GROUP 31 May 53 31/0820Z	**2. LOCATION** Darlington, Wisconsin
3. SOURCE Civilians	**10. CONCLUSION** Astronomical (VENUS) Project personnel (Lt Olsson and contract astronomer) made a TDY trip to the sighting area on 17 Jun 53. From interrogation it was discovered object very closely paralleled course of Venus on 31 May 53.
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 8 Hours	**11. BRIEF SUMMARY AND ANALYSIS** A brilliant white light was sighted by 11 people in Darlington and Monroe, Wisconsin. Object appeared low in the Eastern sky and rose to approx 80 deg elevation before disappearing. Reported by some to be traveling extremely fast and lighted up landscape.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE South	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

II. Recently Project Blue Book sent five of its best unsolved 1953 sightings to Dr. H. P. Robinson, California Institute of Technology, for his review and comment. The sightings included Luke AFB, Continental Divide, Sea of Japan, and Port Huron, Michigan.

III. The system of transmitting FLYOBRPT3 to McMillan Observatory with the possibility of identifying them as astronomical bodies is working out well. Their system was instrumental in identifying the object of the Darlington, Wisconsin, sighting as well as establishing the ~~possibility~~ fact that the planet Venus has been the cause for almost all the sightings coming from Japan in recent months.

Lt R.M. Olsson
ATIAE-5

[illegible]ting Whatsit Seen! Was It Flying Saucer?

Was the bright disc which floated over Darlington and Monroe, Wis., early Sunday morning one of those things that astronomers modestly term a "questionable object" — flying saucer to us credulous laymen?

The experts would like to know. So would a good many people who saw it, including sheriffs and police officers of the two towns.

Southern Wisconsin was alerted by police radio at 3:15 a. m. by Darlington Police Officer Glen Winslow, who sighted a bright blue-white light. He described it as bigger than the full moon which was shining at the time. The object had appeared west of the city, moving northeast.

HOVERED OVER MONROE

Winslow picked up Sheriff Lawrence James and Louis Graham, a Darlington newspaperman. At 3:45 a. m. they stood on a hill south of the city, watching the light travel east from Darlington. It appeared to hover over Monroe, then moved southeast toward Chicago. [illegible] at 4:50 a. m., in early daylight, Graham said. Meanwhile, Monroe police and Green County sheriff's deputies there, alerted by radio, were observing it. They watched it until 6:30 a. m. Said John Lewis, a night dispatcher at the Monroe sheriff's office:

"By the time I saw it, at 6:30, it didn't look much bigger than a star. It seemed to waver, moving south a ways, then straight up, then south again. The sheriff's department had sent a car out Highway 11. It stayed in front of them although they were going 70 miles an hour."

Edward A. Halbach, 2971 S. 52nd St., director of the Milwaukee Astronomical Observatory, said he would appreciate cards from anyone who saw the object, giving details. He collects all such information for a government sponsored record kept at Ohio State University, Columbus, O.

It could not have been a "fireball" or shooting star, he said. Although they may appear as large as the object seen Sunday morning, they last only a fraction of a second, he pointed out.

APPEALS FOR WITNESSES

He suggested it might have been a weather balloon. So near sunrise, a high object might catch the sun although the earth still is dark, a fact that could account for its brilliant light, he said.

BALLOONS RULED OUT

But officials of the Airport Weather Bureau station believed that theory, too, is almost ruled out. Balloons about 4 feet across were released at 3 a. m. at Madison, LaCrosse, and Moline, Ill. The wind aloft was about due west.

But—the balloons climb at an average 1,000 feet a minute. Within 15 minutes they would have been nearly invisible from earth. And they ordinarily stay aloft only 45 to 50 minutes.

So—what was it? Graham commented:

"I'm inclined to pooh-pooh the whole thing—only I saw it myself."

31 May [illegible] illuminated

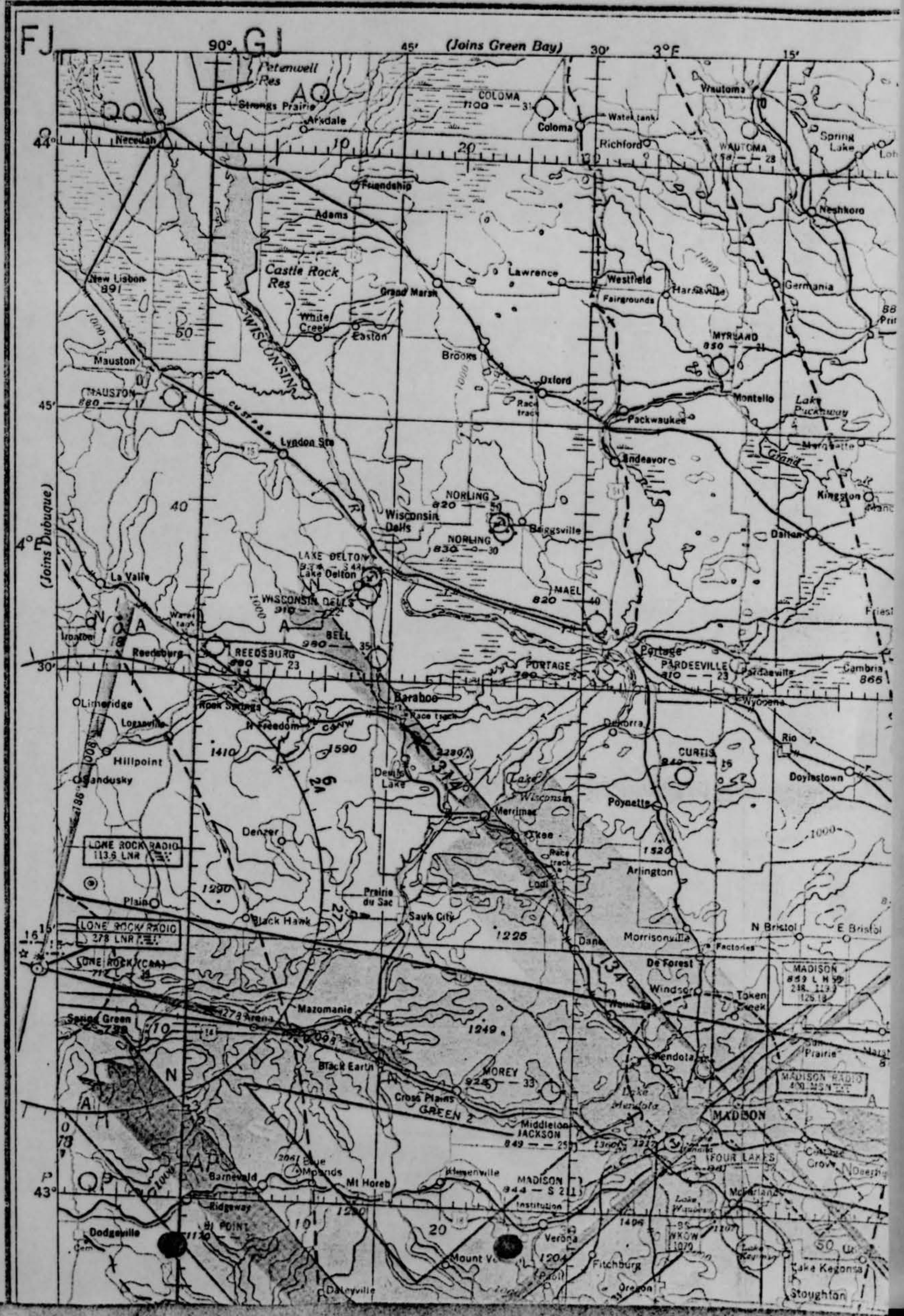
Date [illegible] ~0310C.

Milwaukee Astronomical Society
2971 SOUTH 52 STREET
MILWAUKEE 15 WISCONSIN

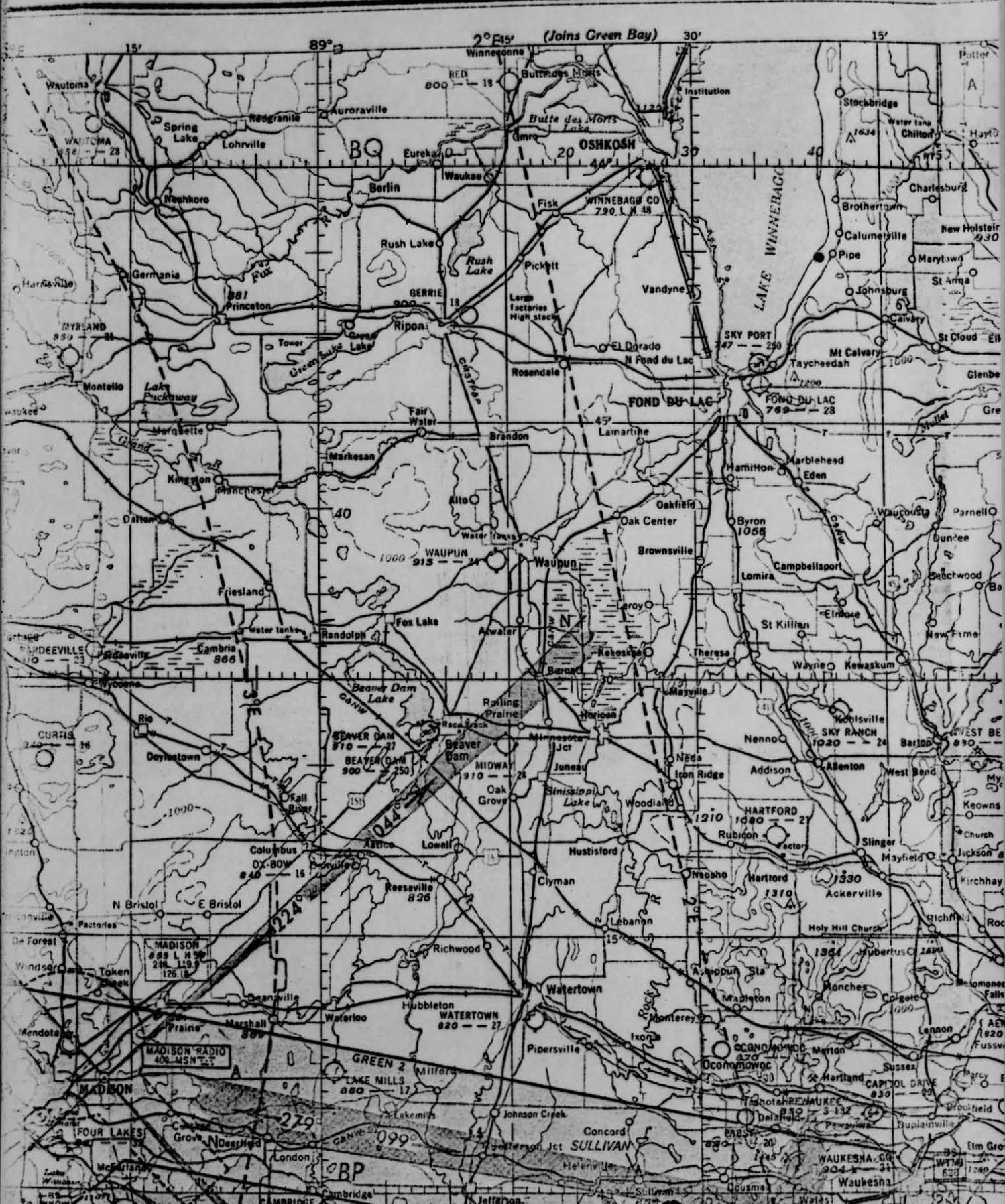
Letter acknowledging Halbach data: 5 June 53

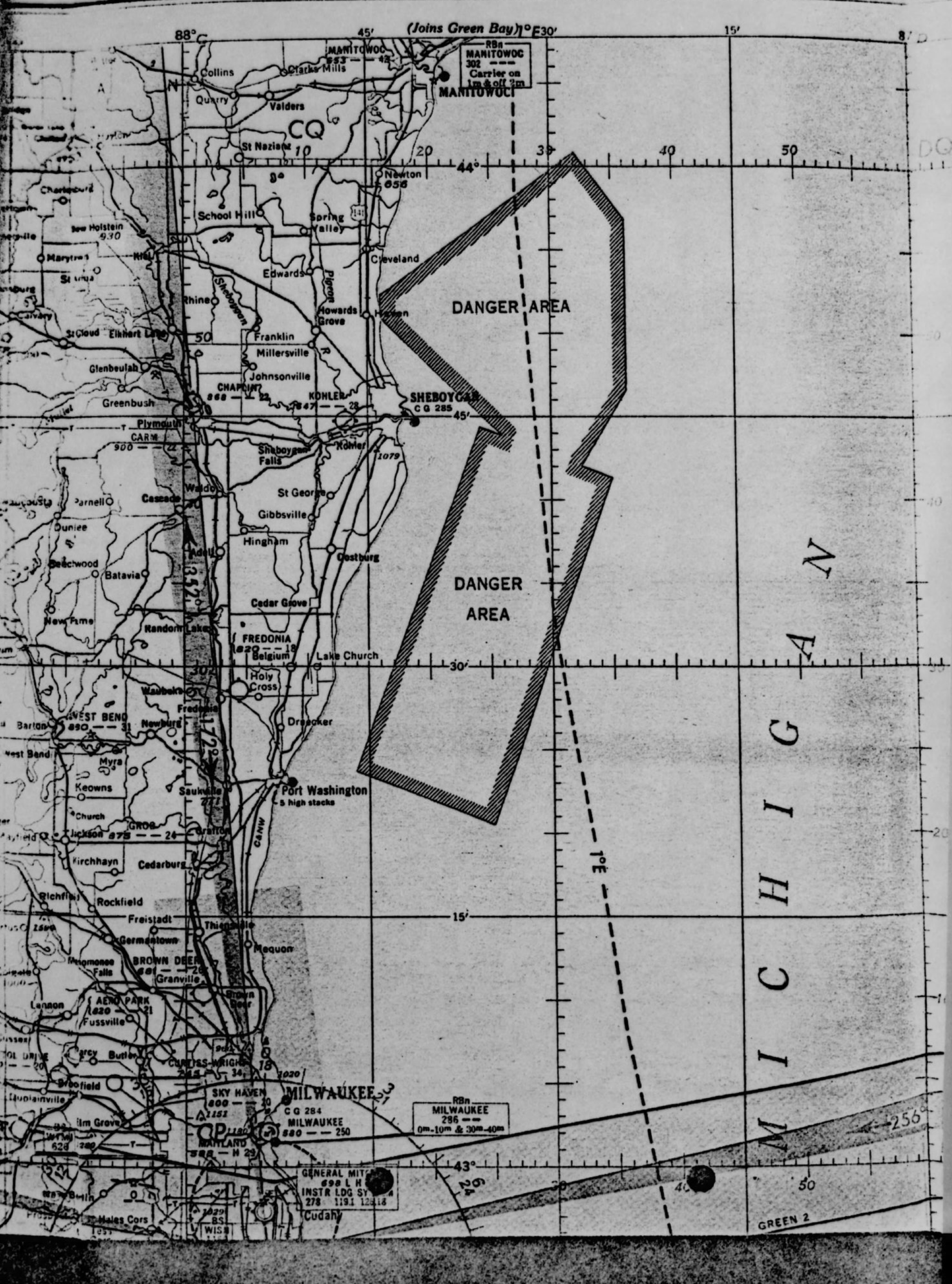
(Joins Twin Cities)

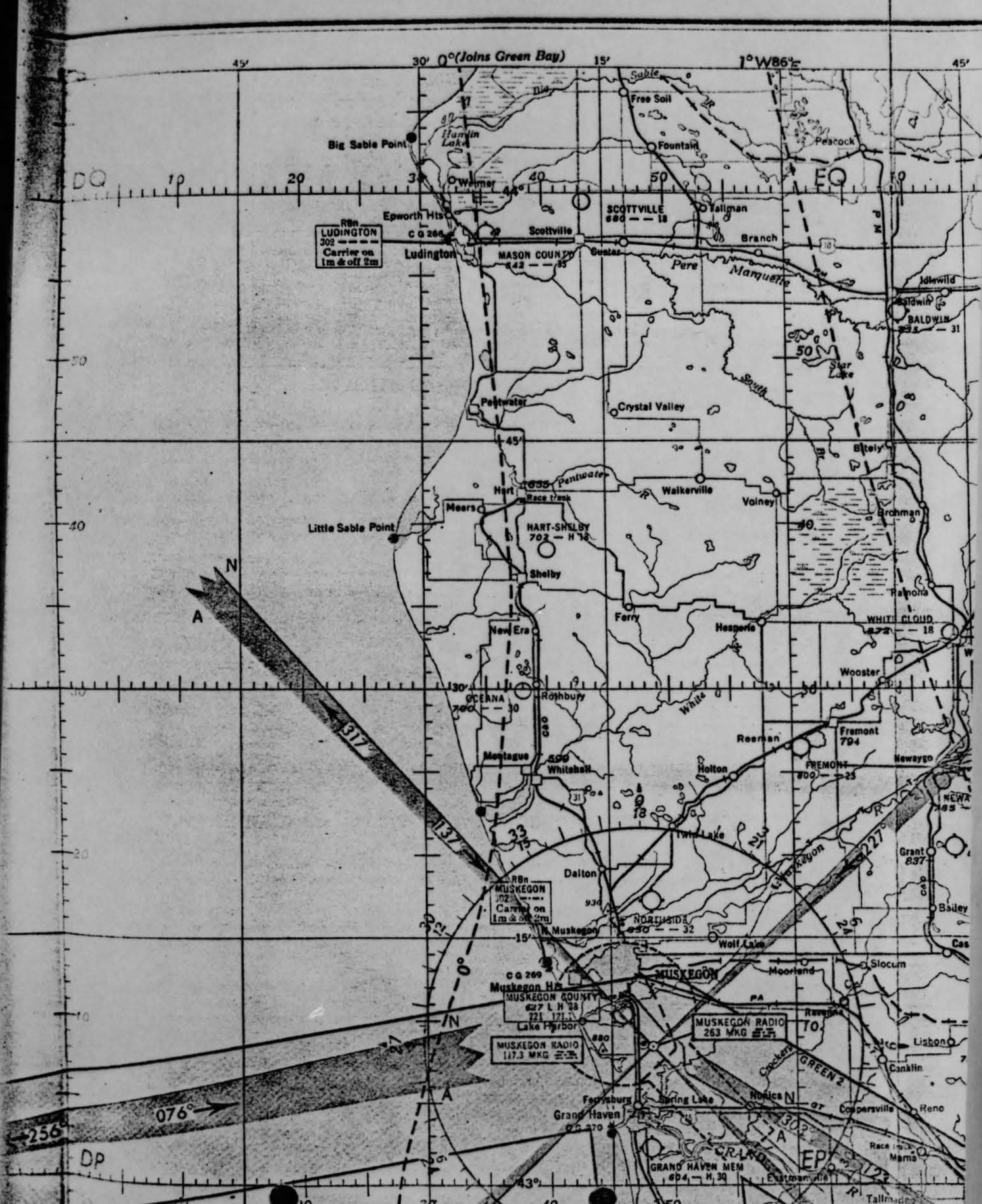
MILWAUKEE (V-7)



ELEVATIONS IN FEET




(Joins Green Bay) 1°E30'
RBn MANITOWOC 302 Carrier on 1m & off 2m
MANITOWOC
Collins
Clarks Mills
Quarry
Valders
CQ
St Nazianz
Newton
School Hill
Spring Valley
Cleveland
Edwards
Rhine
Howards Grove
Haven
Franklin
Millersville
Johnsonville
Glenbeulah
Greenbush
Plymouth
Elkhart Lake
St Cloud
Kiel
New Holstein
KOHLER
SHEBOYGAN
C G 285
DANGER AREA
Sheboygan Falls
Kohler
Waldo
Cascade
Parnell
St George
Gibbsville
Hingham
Oostburg
Adell
Batavia
Beechwood
New Fane
Cedar Grove
Random Lake
FREDONIA
Belgium
Lake Church
DANGER AREA
Holy Cross
Waubeka
Fredonia
WEST BEND
Barton
Newburg
Dreecker
Myra
Keowns
Saukville
Port Washington
5 high stacks
Church
Jackson
Grafton
Kirchhayn
Cedarburg
Richfield
Rockfield
Freistadt
Thiensville
Mequon
Germantown
BROWN DEER
Granville
Menomonee Falls
AERO PARK
Fussville
Lennon
Butler
CURTISS-WRIGHT
SKY HAVEN
MILWAUKEE
C G 284
MILWAUKEE
RBn MILWAUKEE 286 0m-10m & 30m-40m
MAITLAND
Elm Grove
Brookfield
GENERAL MITCHELL
INSTR LDG SYS
Cudahy
GREEN 2
M I C H I G A N
1°E
256°
88°
45'
30'
15'
43°
44°


0°(Joins Green Bay)
45'
30'
15'
1°W86°E
45'
Big Sable Point
Hamlin Lake
Free Soil
Fountain
Peacock
DQ
EQ
Weimer
44°
Tallman
SCOTTVILLE
680 — — 18
Epworth Hts
RBn
LUDINGTON
302
Carrier on
1m & off 2m
C G 266
Ludington
Scottville
MASON COUNTY
642 — — 35
Custer
Branch
Pere
Marquette
Idlewild
Baldwin
BALDWIN
— 31
Star Lake
South
Pentwater
Crystal Valley
45'
Bitely
Hart
655
Pentwater
R
Race track
Walkerville
Volney
Mears
Brohman
Little Sable Point
HART-SHELBY
702 — H 18
Shelby
N
A
Ramona
Ferry
Hesperia
WHITE CLOUD
— 18
New Era
Wooster
30'
OCEANA
700 — — 30
Rothbury
White
317°
Fremont
794
Reeman
Montague
Whitehall
Holton
FREMONT
800 — — 23
Newaygo
Twin Lake
137°
33
15
227°
Muskegon
Grant
837
RBn
MUSKEGON
302
Carrier on
1m & off 2m
Dalton
Bailey
NORTHSIDE
650 — — 32
15'
N. Muskegon
Wolf Lake
C G 269
Muskegon Hts
MUSKEGON
Moorland
Slocum
MUSKEGON COUNTY
627 L H 38
221 121.1
Lake Harbor
MUSKEGON RADIO
263 MKG
Ravenna
70
Lisbon
MUSKEGON RADIO
117.3 MKG
N
GREEN 2
Conklin
076°
A
256°
Ferrysburg
Spring Lake
Nunica
Coopersville
Reno
Grand Haven
C G 270
302°
7A
DP
GRAND
EP
GRAND HAVEN MEM
604 — H 30
Eastmanville
122°
Marne
43°
40
50
Tallmadge
047°
Agnew
Allendale
GRAND
Bauer


(Joins Green Bay)
45'
30'
15'
2°W
85°
Tustin
Dighton
HI POINT
1100 — 18
Marion
Rose Lake
Le Roy
Luther
Temple
HARRISON
1100 — 33
Race track
Harrison
Avondale
44°
Ashton
Lake George
PIPE LINE
Idlewild
Nirvana
Chase
Baldwin
BALDWIN
— 31
BLUE 3
EVART
1035 — 24
Evart
Sears
Muskegon
Reed City
1025
Hersey
Farwell
Clare
CLARE
Cemetery
Paris
BARRYTON
Barryton 950 — 18
Brinton
Bitely
Chippewa Lake
MECOSTA CO
928 — 39
Race track
Weidman
Rosebush
Delwin
North Br
Brohman
Woodville
Big Rapids
Rodney
Beal City
Leaton
MECOSTA
1022
Mecosta
Remus
Chippewa
MT PLEASANT
755
Race track
Mt Pleasant
Ramona
WHITE CLOUD
972 — 18
Stanwood
Millbrook
White Cloud
Altona
Sylvester
Blanchard
Winn
Shepherd
Wooster
Hardy Res
Morley
Fremont
LAKEVIEW
900 — 21
Lakeview
Ambie
Wyman
Forest Hill
Newaygo
Sixlakes
964
Edmore
NEWAYGO
— 24
Howard City
870
Vestaburg
Riverdale
Elm Hall
Alma
Coral
McBrides
PLANE HAVEN
845 — 35
Grant
837
GRANT
— 27
Pierson
Trufant
Entrican
Stanton
Sumner
Ithaca
Sand Lake
Bailey
Crystal
Gowen
Sidney
Casnovia
Slocum
Kent City
Fairgrounds
Cedar Springs
845
Sheridan
Vickeryville
Harvard
Greenville
Butternut
Middleton
Amsden
Fenwick
Carson City
Perrinton
Lisbon
Sparta
SPARTA
752 — 25
Edgerton
ROCKFORD
750 — 25
GREENVILLE
800 — 24
Conklin
Rockford
Belding
Palo
BLUE 42
Hubbardston
Maple Rap
MAPLE
760
Coopersville
Reno
Belmont
Alpine
Shiloh
BELDING
750 — 27
Smyrna
Grattan
Orleans
Matherton
Maple
Comstock Park
GRAND RIVER
— 20
Cannonsburg
FP
Pewamo
Fowler
43°
Ionia
Tallmadge
LOWELL
700 — 18
Lowell
Muir
Lyons
ST JOHNS
Allendale
GRAND RAPIDS
KENT COUNTY
Saranac
IONIA COUNTY
Westphalia
Collins
Riley

MILWAUKEE (V-7)

Lambert Conformal Conic Projection Standard Parallels 33° and 45° Scale 1:500,000

(Joins Lake Huron)

GJ

45' 30' (Joins Green Bay) 15' 3°W 84°G

Sheels Oberlin Bowmanville Omer Water tank Sterling GQ Arenac 44°

20 30 40 50

Gladwin Standish

GLADWIN 780 L — 35

GLADWIN RADIO 257 GDW

Bentley Rhodes MC Mountforest

SPORTSMENS 592 — — 28 Pinconning

BEAVERTON 728 — — 22

Beaverton

CLARE 840 — — 25 Tobacco

Cemetery Clare BLUE 62 Tittabawassee Edenville North Crump Linwood 45'

761 Coleman Hope

Duel Kawkawlin SAGINAW BAY

Delwin N Bradley C&O Sanford Rosebush Salt Leaton

BARSTOW 628 — — 22 Midland Villard Kawkawlin 802 Essexville RT

Chippewa Olson Auburn BAY CITY

MT PLEASANT 755 L — 36 1120

Smiths Crossing SAGINAW RADIO 212 SGW CLEMENTS 599 — H 25 5040

CLEMENTS 580 — 560

Freeland TRI-CITY 467 L H 57

Shepherd Pleasant Valley Laporte Zilwaukee HAVEN 600 — 28

Frost 10 SAGINAW 601 L — 33 963 822

Forest Hill Pine Hemlock SAGINAW BARRY 599 — — 18 BARRY 548 — 60

Brackenridge Wheeler Merrill PM St Louis Riverdale Elwell Elm Hall ALMA 750 — — 31 Alma Bridgeport RN

Garfield Saginaw R 20A Fosters

Beaver Cr Bad R St Charles BLUE 62 Blackmar 16

Edgewood Ithaca Brant Fergus 15'

JOHNSON 750 — — 23 Northstar BLUE 33 666 Ashley Factory Chesaning Montrose To Detroit 388 RML

Middleton Pompeii CHESANING 639 L — 24 Carson City Perrinton Oakley Shiawassee R

Chapin Bannister MC New Lothrop Brent Cr

Maple Rapids Hubbardston MAPLE RAPIDS 756 — — 26 Eureka ELSIE 730 — — 32 Elsie Henderson NGP Flushing

Maple 155 Duplain Carland Judd ville 1030 116°

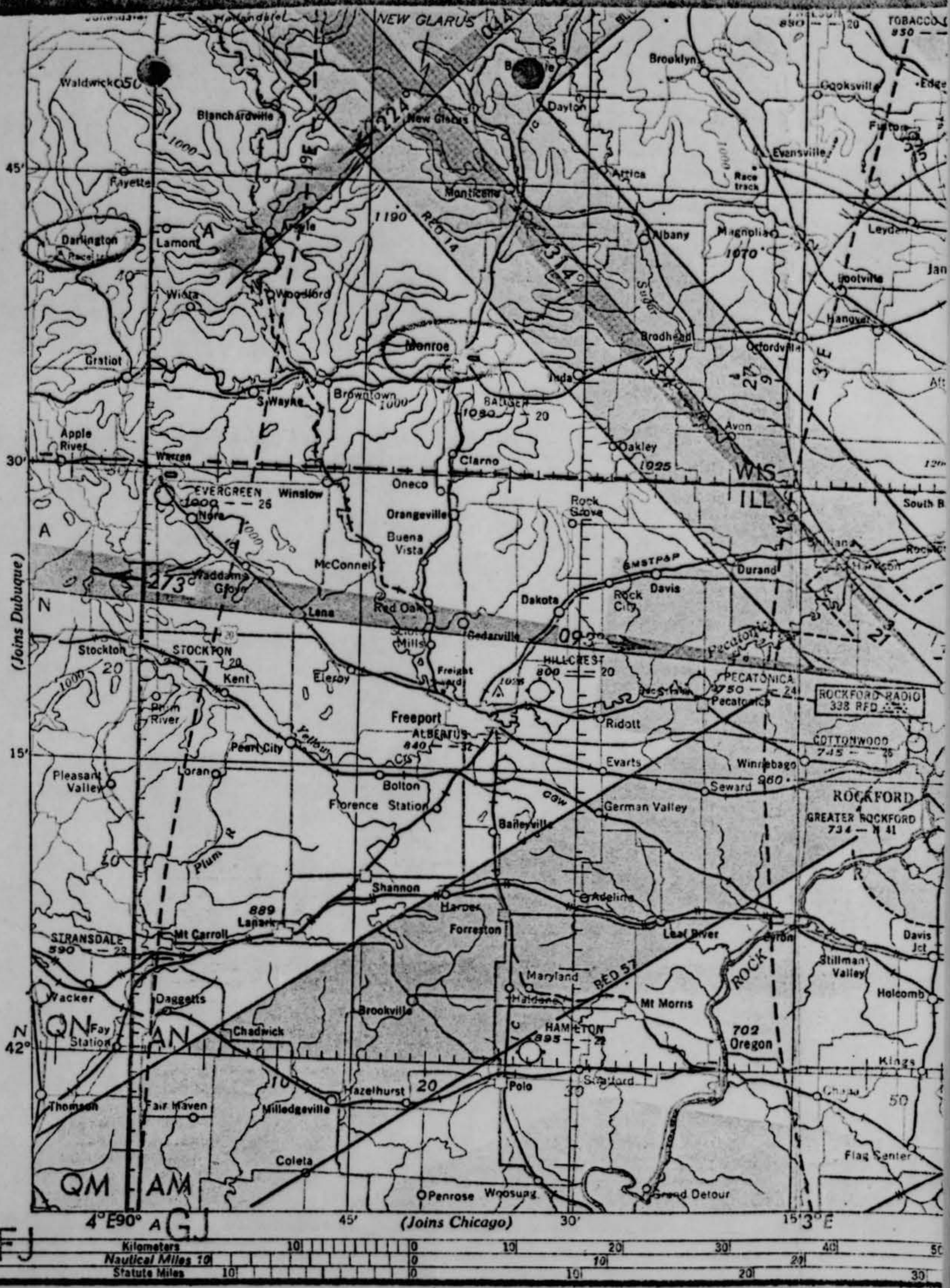
Shepardsville Ovid Burton Owosso 43° To Selfridge 280 MTC

IGT St Johns OWOSSO 740 — 29 Lennon

Fowler ST JOHNS 750 — — 19 30 40 Corunna

Bennington RED 20 Durand Duffield

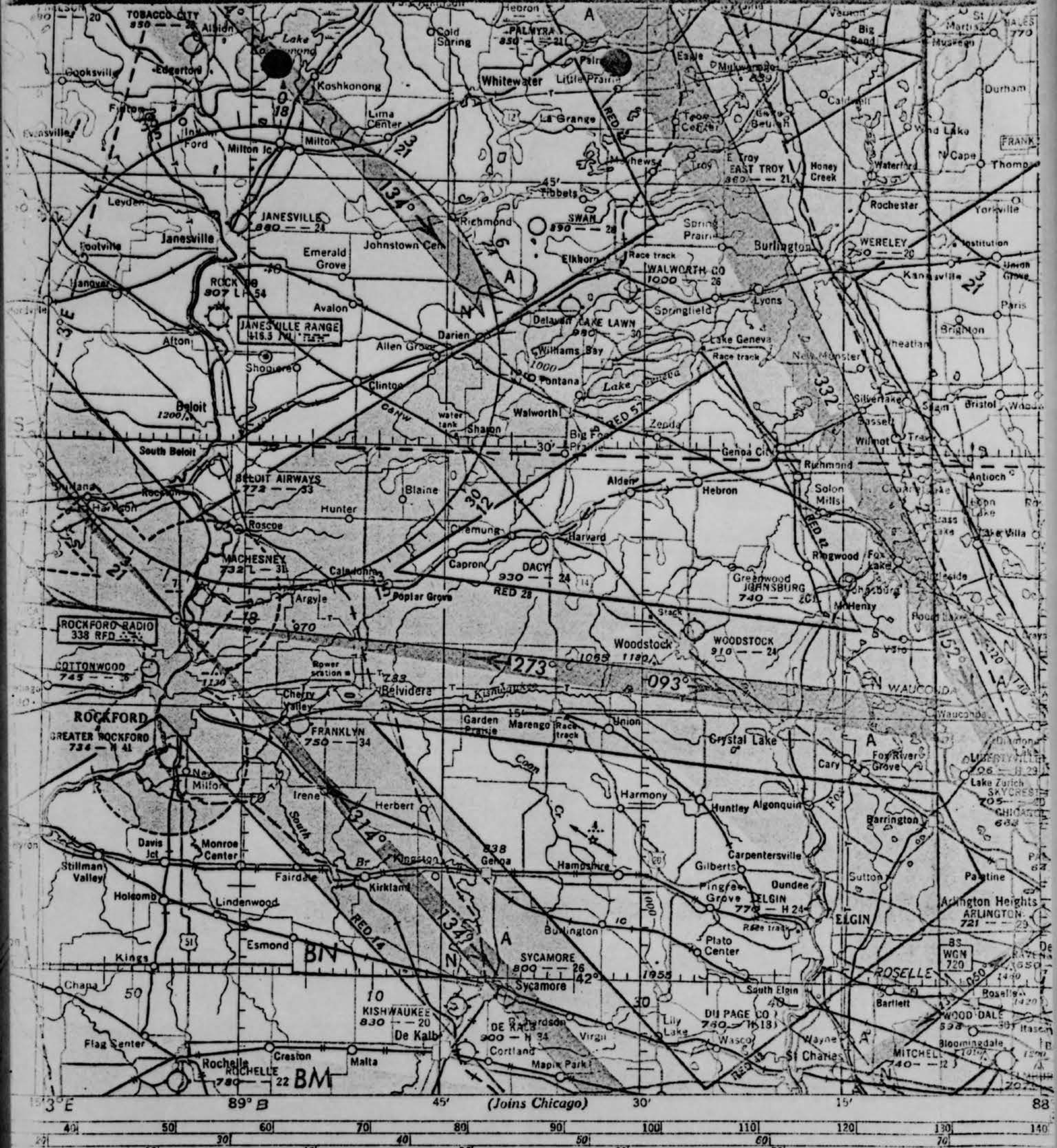
Westphalia Riley LANSING RADIO



PRICE 25 CENTS

MILWAUKEE (V-7)

COMPILED AND PRINTED AT WASHINGTON, D C
BY THE U. S. COAST AND GEODETIC SURVEY
UNDER AUTHORITY OF THE SECRETARY OF COMMERCE
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.
BASE: Edition of Apr. 1949 Revised May 1951



NOTE: It is requested that users of this chart indicate corrections and additions which come to their attention and notify "THE DIRECTOR, U. S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D. C"

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

Sample Point: GENOA

1. GJ identifies basic 15° quadrangle
2. BN identifies 1° quadrangle
3. 18 identifies Georef minute of longitude
4. 05 identifies Georef minute of latitude
5. Sample reference: GJBN1305

SR 11

Darlington, Wisconsin 31 May 1953

I. DESCRIPTION

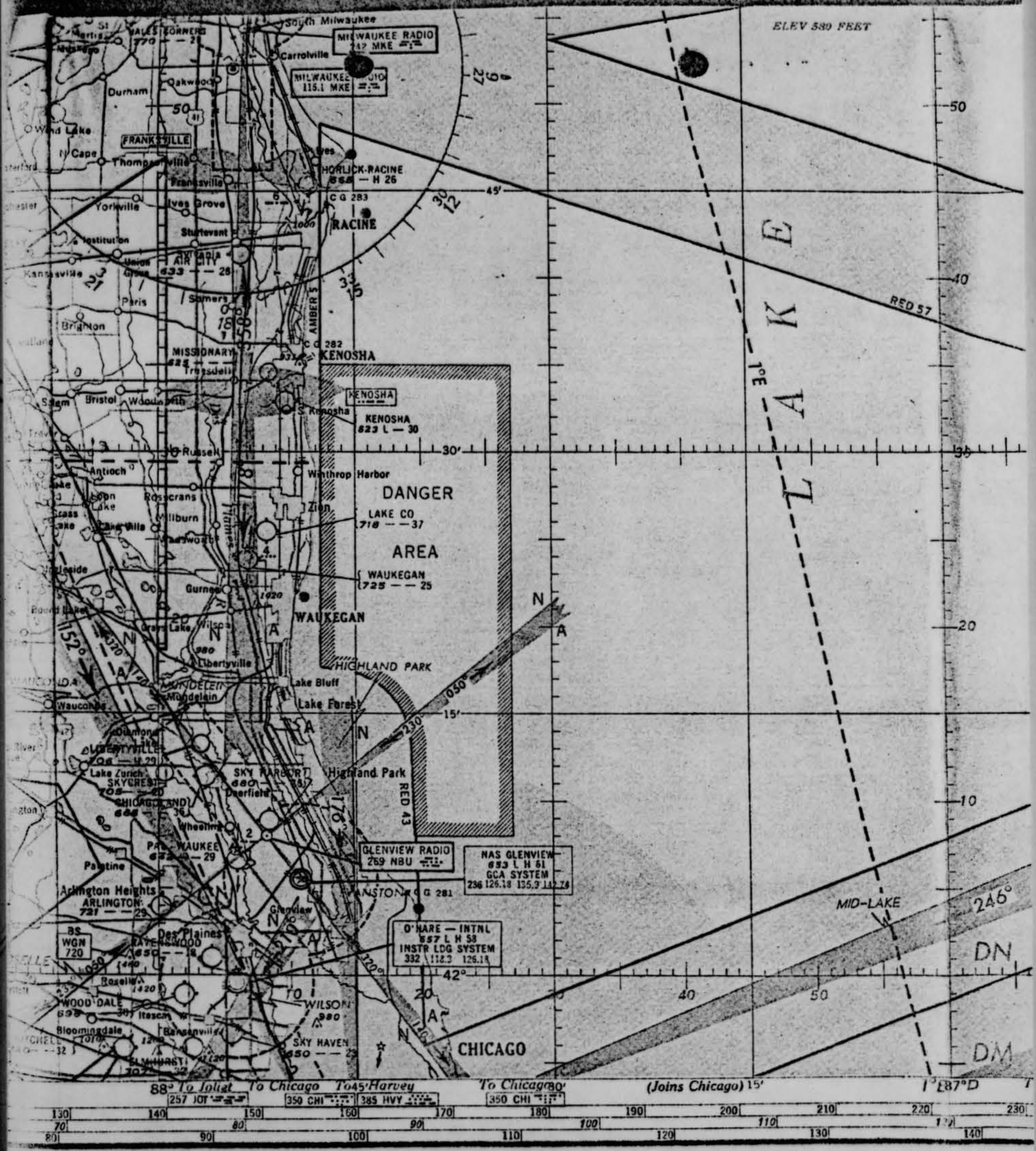
Between 0320 CST and 1130 CST on 31 May 1953, eleven persons in the Darlington-Monroe area in Wisconsin sighted an unidentified aerial object. The object appeared as a steady white light coming generally out of the East and disappearing high overhead after 8 hours of continuous observation. It appeared low on the Eastern horizon, much brighter than the surrounding stars. It was reported to hover and then move at terrific speeds by several local inhabitants, including several county sheriffs and Ground Observer Corps members. Two of the policemen pursued the object in their squad car without gaining any noticeable ground. A telescope was employed to view the phenomenon by the GOC members. The weather during the time of sighting was unusually clear with a few scattered clouds carried on a north heading by the wind.

II. DISCUSSION

A newspaper account of the sighting came to the attention of ATIC and as a result an officer and an astronomer were sent to the area of the sighting. They interrogated eight of the eleven observers in attempting to piece together the variety of reports. Estimates of azimuth and elevation readings were obtained from different observers at varied locations in Monroe and Darlington for evenly spaced time intervals during the 8 hour period. The description of the object turned out to be the same with all observers - bright white. The description of the maneuvers varied, however, some stating the object rose slowly, others saying it moved at great speeds, and then hovered. The latter description usually came from observers while riding in a car. All agreed that the object was too bright to be a star and moreover it was seen in the daytime.

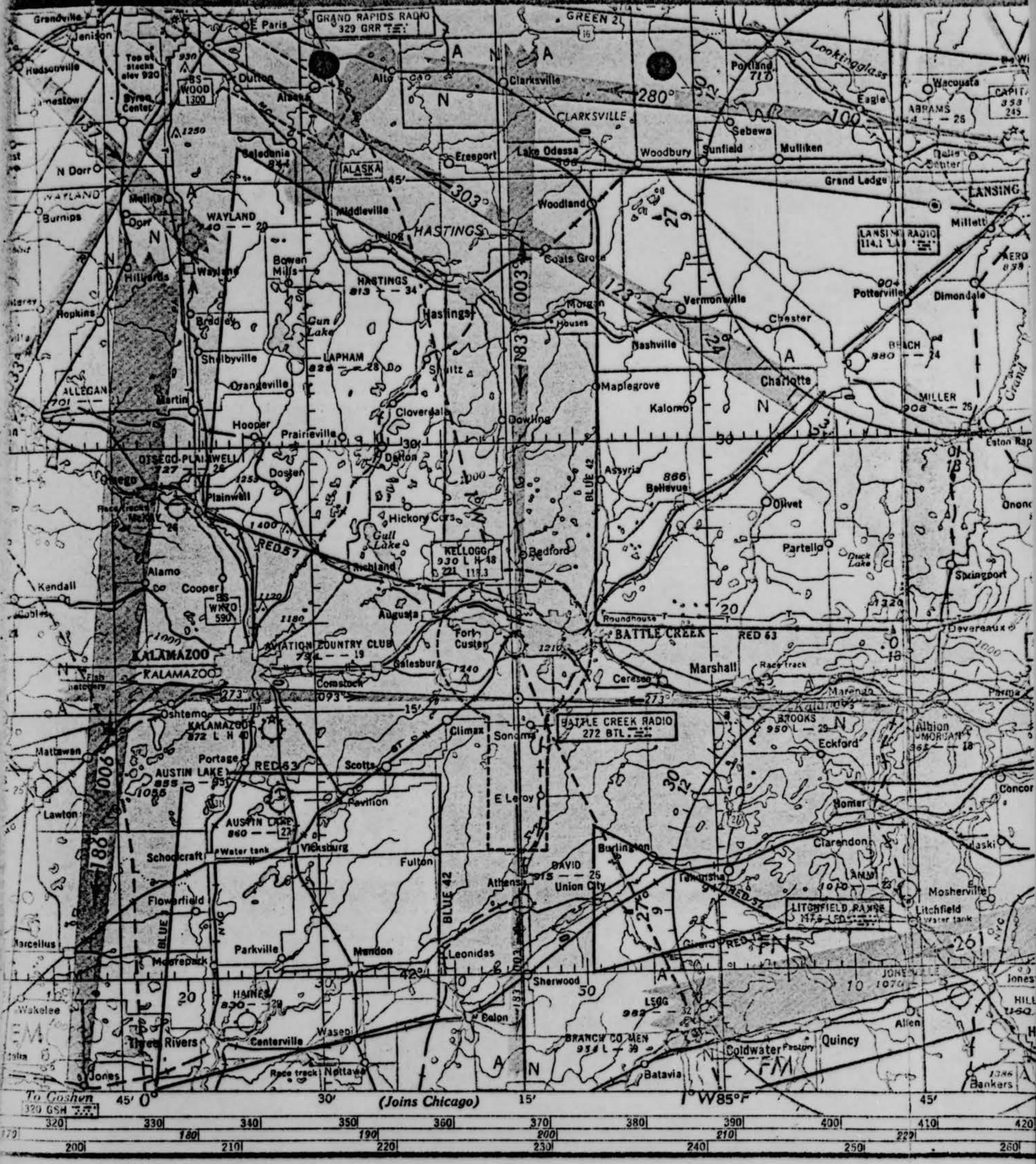
It was determined that the path of the object in question across the sky, its position at appearance and disappearance, very closely paralleled the path of the planet Venus on 31 May 1953. Venus on this day rose at 0310 CST and was at its approximate maximum brilliancy. Under ideal weather conditions it can be seen in the daytime, although this is rare. The fact that GOC personnel first sighted it at night and had the object pin-pointed for daylight observation allowed them to keep it under constant surveillance. Reports that the object maneuvered radically usually came from persons driving in cars while observing the object. If Venus is stared at for any length of time without any balancing reference point, it can appear to perform erratic maneuvers.

GOC personnel alerted the Chicago filter center and jets were scrambled to investigate. This was during daylight observation and the jets, although vectored toward the object by visual directions from Darlington, were unable to locate the unknown.



See Chicago Local Aeronautical Chart, scale 1:250,000 for additional information.

VERY HIGH FREQUENCIES (VHF) PRINTED IN BLUE
BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
For pilot information see reverse side


GRAND RAPIDS RADIO
329 GRR
GREEN 2
Grandville
Jenison
Hudsonville
E Paris
Dutton
Alto
Clarksville
Looking glass
Portland
717
Wacousta
Eagle
Sebewa
Sunfield
Mulliken
Woodbury
Lake Odessa
Freeport
Grand Ledge
LANSING
Millett
ABRAMS
CLARKSVILLE
280°
100
ALASKA
45'
303°
WAYLAND
Middleville
HASTINGS
Woodland
Coats Grove
LANSING RADIO
114.1
Potterville
Dimondale
Vermontville
Morgan
Houses
Nashville
Chester
Charlotte
Maplegrove
Kalomo
Cloverdale
Dowling
Prairieville
Hooper
Martin
Orangeville
Shelbyville
LAPHAM
Hastings
Bowen Mills
Hickories
Gun Lake
Bradley
Hopkins
Burnips
Dorr
N Dorr
Byron Center
Hudsonville
Jamestown
Saledonia
Wayland
Hillards
Baseline
Race track
Plainwell
Otsego
OTSEGO-PLAINWELL
Dorton
Hickory Corners
Gull Lake
Bedford
Richland
KELLOGG
930 L H 48
221 118.3
Augusta
Fort Custer
Galesburg
Comstock
Kalamazoo
KALAMAZOO
Fish hatchery
Oshtemo
Portage
AUSTIN LAKE
Scotts
Climax
Sonoma
BATTLE CREEK RADIO
272 BTL
E Leroy
Pavilion
Vicksburg
Schoolcraft
Water tank
Fulton
Athens
Union City
DAVID
915
Burlington
Tekonsha
Ceresco
Marshall
Race track
Marengo
Parma
BROOKS
950
Eckford
Albion
MORGAN
Homer
Clarendon
Concord
Jaski
Mosherville
Litchfield
Water tank
LITCHFIELD RADIO
Olivet
Partello
Duck Lake
Springport
Assyria
Bellevue
866
Battle Creek
Roundhouse
RED 63
RED 57
Devereaux
Lawton
Mattawan
Paw Paw
Decatur
Flowerfield
Parkville
Mendon
Leonidas
Sherwood
Marcellus
Moorepark
Wakelee
Three Rivers
Centerville
Wasepi
Nottawa
Race track
Jones
Colon
LEGG
982
BRANCH CO MEN
954
Coldwater
Batavia
Quincy
Allen
Bankers
Union
Kendall
Alamo
Cooper
BS
WKZO
590
Climax
Scotts
AUSTIN LAKE
855
1055
AUSTIN LAKE
860
HAINES
830
AVIATION COUNTRY CLUB
794
KALAMAZOO
872 L H 40
To Goshen
320 GSH
(Joins Chicago)
W85°F
BLUE 42
NYC
BLUE
Consu
Survey
and C
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chang
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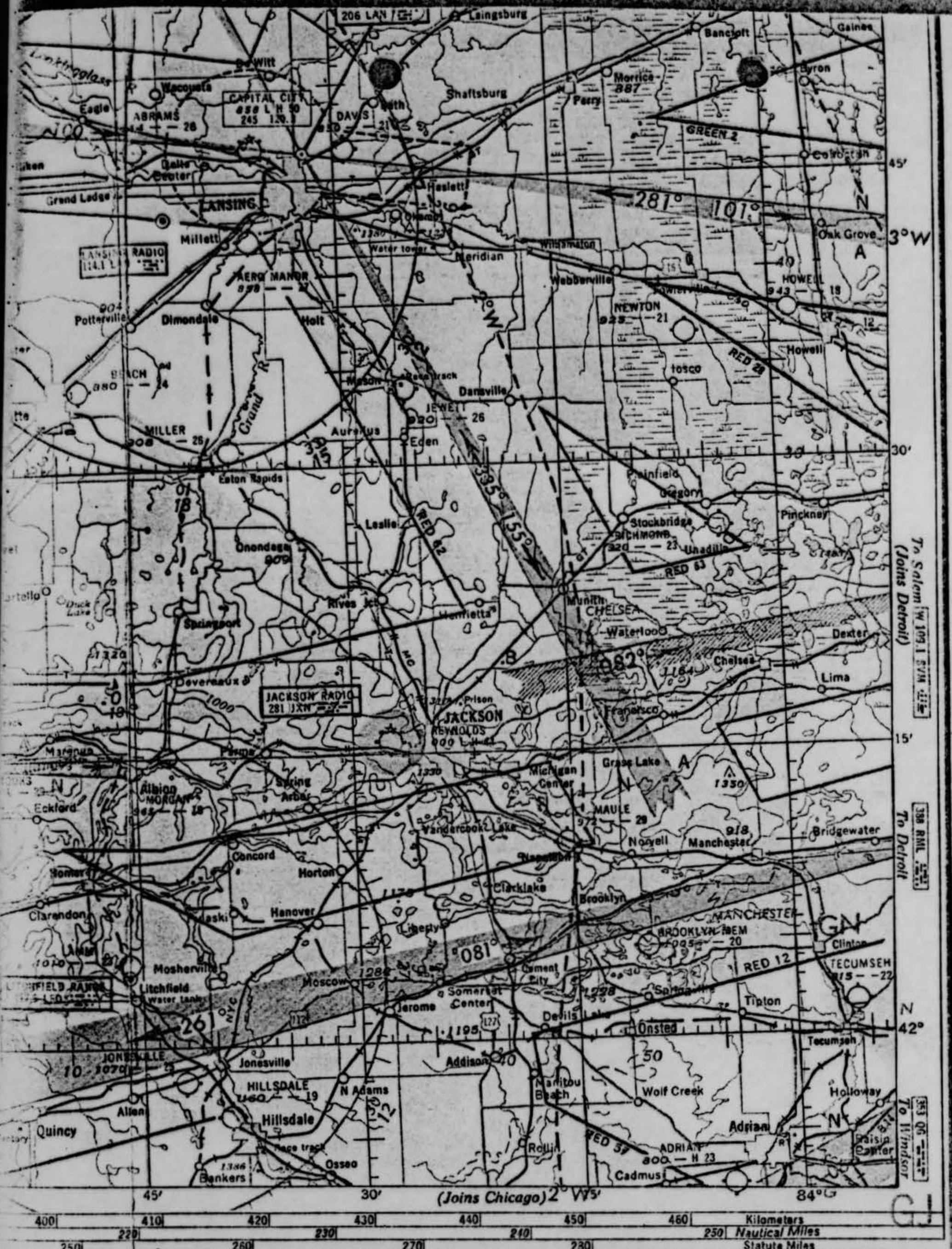
J
Next sched



GEOREF 5-51

MILWAUKEE (V-7)

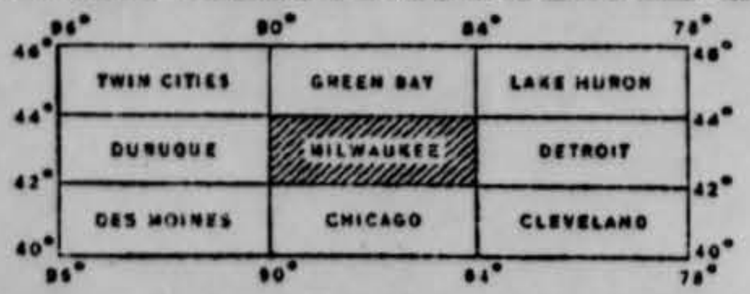
SECTIONAL AERONAUTICAL CHART

(Joins Cleveland)

Consult Coast and Geodetic Survey Radio Facility Charts and Civil Aeronautics Administration Airman's Guide for changes in aeronautical information on this chart after

JUNE 6, 1951

Next scheduled edition, December 1951



U.S. AIR FORCE EDITION

AERODROMES - MILWAUKEE SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Ada, Mich.	Sommerville	42°56'-85°29'	Priv.	660			2	2600		
Albion, Mich.	Morgan Field	42°15'-84°43'	Com.	985			2	1800		Closed
Allegan, Mich.	Allegan (Padgham Field)	42°32'-85°49'	Mun.	701	80	Major	3	2100		Repairs on call
Alma, Mich.	Alma	43°23'-84°38'	Mun.	750	80	Major	2	3050	Strip lgts.	Lgts. on prior req. after 2400
Arlington Heights, Ill.	Arlington	42°04'-88°00'	Com.	721	80	Major	4	2900	Ben., flares on request	All way field
Athens, Mich.	David	42°04'-85°15'	Com.	915	80		2	2600		
Baldwin, Mich.	Baldwin	43°53'-85°50'	Mun.	835	80		3	3100	Strip lgts.	Lgts. on prior req.
Baraboo, Wis.	Bell Aero Service	43°31'-89°46'	Com.	980	80/87	Major	2	3500		Attd. weekends
Barryton, Mich.	Barryton	43°44'-85°08'	Mun.	950			2	1800		Emerg. use only
Battle Creek, Mich.	Kellogg Regional Airfield	42°18'-85°14'	Mun.	930	80, 91, 100	Major	4	4785	Rnwy., hi-intens. rnwy. on request	
Beaver Dam, Wis.	Beaver Dam	43°27-88°52'	Com.	910	80/87	Major	2	2700		
Beaver Dam, Wis.	Beaver Dam Seaplane	43°27'-88°52'	Com. Seapl.	900	80/87	Major	3	Unlim.		Dock
Beaver Dam, Wis.	Midway	43°26'-88°45'	Com.	910	80	Major	3	2370		
Beaverton, Mich.	Beaverton	43°52'-84°30'	Com.	728	80	Minor	2	2200		
Belding, Mich.	Belding Flyers	43°05'-85°16'	Com.	790			3	2700		Closed
Benton Harbor, Mich.	Twin Cities	42°08'-86°26'	Mun.	630	80, 91	Major	4	3750H	Runway	
Big Rapids, Mich.	Mecosta County	43°43'-85°30'	Mun.	928	80, 91	Major	2	3859	Ben., bndy.	Lgts. oper. until 2400
Breedsville, Mich.	Bangor	42°21'-86°05'	Com.	654	80		2	1809		
Briggsville, Wis.	Norling	43°39'-89°36'	Com.	830	80		1	3000		
Briggsville, Wis.	Norling Seaplane Base	43°39'-89°37'	Com. Seapl.	820	80		2	5000		Docks
Brooklyn, Mich.	Brooklyn Mem.	42°04'-84°10'	Com.	1005	80		2	2000		
Burlington, Wis.	Wereley Field	42°40'-88°15'	Com.	750	80		1	2000		
Cambridge, Wis.	Cambridge	42°59'-89°00'	Com.	920	80		1	1600		
Cedarburg, Wis.	Grob	43°20'-87°59'	Priv.	875			3	2375		
Charlotte, Mich.	Beach	42°34'-84°48'	Mun.	880	80	Major	2	2400	Smudge pots	Lgts. on prior req.
Cherry Valley, Ill.	Franklyn Field	42°14'-88°56'	Com.	750	80, 91	Major	3	3360	Flares prior req.	
Chesaning, Mich.	Chesaning	43°11'-84°08'	Mun.	639	80		2	2400	Strip lgts.	
Clare, Mich.	Clare	43°50'-84°45'	Mun.	840	80		5	2500		
Columbus, Wis.	Ox-Bow	43°19'-89°00'	Priv.	840			1	1600		
Comstock Park (Grand Rapids) Mich.	Grand River Airpark	43°02'-85°40'	Priv.	625			1	2000		
Delavan, Wis.	Lake Lawn Air Strip	42°38'-88°36'	Com.	980	80		1	2950		
Delavan, Wis.	Swan	42°42'-88°38'	Priv.	890			2	2750		
Des Plaines, Ill.	Ravenswood	42°01'-87°56'	Com.	650	80, 91	Major	4	1800	Flares prior req.	All way field
Douglas (Saugatuck), Mich.	Saugatuck-Douglas	42°37'-86°12'	Com.	670	80		2	2600		
East Lansing, Mich.	Davis	42°46'-84°29'	Com.	850	80	Minor	2	2100		
East Troy, Wis.	East Troy	42°48'-88°25'	Mun.	860	80, 91		2	2100		All way field
Eaton Rapids, Mich.	Miller	42°31'-84°38'	Com.	908	80	Minor	2	2600		
Edgerton (Albion), Wis.	Tobacco City	42°52'-89°05'	Com.	850	80	Major	2	2900		
Elgin, Ill.	Elgin	42°04'-88°17'	Com.	770	80	Major	3	2400H	Port. prior req.	3000 ft. strip avail.
Elkhorn, Wis.	Walworth County	42°39'-88°31'	Com.	1000	80/87, 91	Major	3	2600		
Elsie, Mich.	Elsie	43°05'-84°23'	Com.	730	80		2	2200	Flares prior req.	
Evart, Mich.	Evart	43°54'-85°17'	Mun.	1035			2	2400		
Fond du Lac, Wis.	Fond du Lac	43°47'-88°25'	Com.	769	80/87	Major	2	2800		NW/SE under constr.
Fond du Lac, Wis.	Sky Port Seaplane Base	43°48'-88°25'	Com. Seapl.	747	80	Major	All way	Unlim.		Fuel and svcg. from arpt. Buoys
Ft. Atkinson, Wis.	Mid City	42°58'-88°49'	Mun.	800	80/87	Major	3	2370		
Fowlerville, Mich.	Newton Field	42°36'-84°06'	Com.	925	80	Minor	2	2100		Irreg. attended
Fredonia, Wis.	Fredonia	43°28'-87°56'	Com.	820	80	Minor	2	1800		Irreg. attended
Freeport, Ill.	Albertus	42°15'-89°35'	Mun.	840	80, 91	Major	3	3232	Smudge pots	Lgts. on prior req.
Freeport, Ill.	Hillcrest	42°19'-89°38'	Com.	800	80	Major	4	2000	Flares prior req.	
Fremont, Mich.	Fremont	43°26'-85°59'	Mun.	800	80, 91	Major	3	2300		E-W strip under constr.
Galesburg, Mich.	Aviation Country Club	42°17'-85°27'	Com.	794	80	Minor	2	1900		Repairs avail. summer months
Gladwin, Mich.	Gladwin Mun.	43°58'-84°29'	Mun.	780	80	Minor	2	3538	Bndy. on req.	
Glenview, Ill.	NAS Glenview	42°05'-87°49'	Navy	653	A+B	Minor	5	6145H	Bndy., rnwy. on request	Clsd. sunset to 0800 except to transport type acft. on 2 hr. notice
Glenview (Wheeling), Ill.	Pal-Waukee	42°06'-87°54'	Com.	642	80, 91	Major	4	2900	Flares prior req.	
Gobles, Mich.	Wesler Field	42°21'-85°53'	Com.	812	80		1	2350		
Grand Haven, Mich.	Grand Haven Mem.	43°02'-86°12'	Mun.	604	80	Minor	3	3000H		3150 strip avail.
Grand Ledge, Mich.	Abrams	42°46'-84°44'	Com.	844	80	Minor	2	2600		
Grand Rapids, Mich.	Kent County	42°54'-85°39'	Mun.	692	80, 91	Major	5	4420H	Bndy., rnwy.	
Grant, Mich.	Grant	43°20'-85°47'	Com.	820	80		3	2700		
Greenville, Mich.	Greenville	43°08'-85°15'	Mun.	800	80, 91	Major	2	2400		
Gregory, Mich.	Richmond Field	42°26'-84°04'	Com.	920	80	Major	2	2300		
Hales Corners, Wis.	Hales Corners	42°55'-88°02'	Com.	770	80	Major	3	2100	Port. prior req.	
Hart, Mich.	Hart-Shelby	43°38'-86°20'	Mun.	702			2	1800H		Emerg use only
Hartford, Mich.	Leach Field	42°13'-86°10'	Com.	664	80		2	2650		
Hartford, Wis.	Hartford	43°21'-88°24'	Com.	1080	80	Major	2	2100		
Harvard, Ill.	Dacy	42°24'-88°38'	Priv.	930			2	2400		
Hastings, Mich.	Hastings	42°40'-85°21'	Mun.	813	80	Minor	4	3400	Flares prior req.	All way field
Holland, Mich.	Park Township	42°48'-86°10'	Mun.	612	80	Major	3	2680	Bndy., flood prior request	
Ionia, Mich.	Ionia County	42°58'-85°04'	Mun.	810	80, 91	Major	4	2400	Strip lgts.	Lgts. oper. dusk to 0200

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LOCATION
Ithaca, Mich.
Jackson, Mich.
Janesville, Wis.
Janesville, Wis.
Johnsburg, Ill.
Kalamazoo, Mich
Kalamazoo, Mich
Kalamazoo, Mic
Kenosha, Wis.
Kenosha, Wis.
Kohler, Wis.
Lake Delton, W
Lake Delton, W
Lake Mills, Wis
Lakeview, Mich
Lansing, Mich.
Lansing, Mich.
Lawrence, Mich
Lawton, Mich.
Libertyville, Ill
Litchfield, Mich
Lowell, Mich.
Ludington, Mic
Madison, Wis.
Madison, Wis.
Madison, Wis.
Madison, Wis.
Madison, Wis.
Maple Rapids,
Marshall, Mich
Mason, Mich.
Mecosta, Mich
Midland, Mich
Milwaukee, W
Milwaukee, W
Milwaukee, W
Milwaukee, W
Milwaukee, W
Milwaukee (B Wis.
Monroe, Wis.
Montello, Wis
Mt. Pleasant,
Muskegon, M
Muskegon, M
Napoleon, Mi
Newaygo, Mi
Northbrook,
Oconomowoc,
Oconomowoc,
Owosso, Mich
Palmyra, Wis
Pardeeville,
Paw Paw, M
Pecatonica, I
Pewaukee, W
Pewaukee, W
Pewaukee, W
Plainwell, M
Plainwell, M
Plymouth, W
Plymouth, W
Polo, Ill.
Portage, Wis
Portage, Wis
Poynette, W
Prairie View
Racine, Wis.
Reedsburg,

AERODROMES - MILWAUKEE SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Ithaca, Mich.	Johnson	43°18'-84°35'	Com.	750	80		2	2300		
Jackson, Mich.	Reynolds Mun.	42°15'-84°27'	Mun.	1000	80, 91	Major	4	4350H	Rnwy. on req.	
Janesville, Wis.	Janesville City	42°42'-89°00'	Com.	880	80/87, 91	Major	4	2350	Flares prior req.	
Janesville, Wis.	Rock County	42°37'-89°02'	Mun.	807	80/87, 91	Major	4	5400H	Runway	
Johnsburg, Ill.	Johnsburg Airpark	42°22'-88°15'	Priv.	740			2	1950		
Kalamazoo, Mich.	Austin Lake	42°10'-85°33'	Com.	860	80	Major	2	2680		
Kalamazoo, Mich.	Austin Lake Seaplane	42°10'-85°32'	Com. Seapl.	855	80	Major	2	9524		Haul out, buoys
Kalamazoo, Mich.	Kalamazoo Mun.	42°14'-85°33'	Mun.	872	80, 91	Major	4	4000H	Bndy., rnwy.	
Kenosha, Wis.	Kenosha	42°33'-87°50'	Com.	623	80, 91	Major	2	3000	Flood, flares on request	
Kenosha, Wis.	Missionary	42°34'-87°52'	Com.	625						Inactive
Kohler, Wis.	Kohler	43°45'-87°47'	Com.	647	80, 91	Major	2	2800	Flares prior req.	Ctn., construction
Lake Delton, Wis.	Lake Delton Seaplane Base	43°36'-89°47'	Com. Seapl.	834	80, 91	Minor	1	4800		Circle arpt. for services. Ramp, dock, haul out
Lake Delton, Wis.	Wisconsin Dells	43°35'-89°47'	Com.	910	80, 91	Minor	2	2150		
Lake Mills, Wis.	Lake Mills	43°07'-88°59'	Mun.	860	80/87	Minor	2	1700		
Lakeview, Mich.	Lakeview	43°27'-85°16'	Mun.	900	80	Major	3	2100		
Lansing, Mich.	Aero Manor	42°42'-84°36'	Com.	858	80	Major	2	2700		
Lansing, Mich.	Capital City	42°46'-84°35'	Mun.	858	80, 91	Major	3	5000H	Bndy., flood	
Lawrence, Mich.	Boothby Field	42°13'-86°02'	Priv.	695			2	2100		Emerg. use only
Lawton, Mich.	Marks Field	42°11'-85°51'	Com.	770	80		3	2500		
Libertyville, Ill.	Libertyville	42°13'-87°57'		706			4	2891H		Emerg. use only
Litchfield, Mich.	Lamm	42°04'-84°46'	Com.	1010	80		2	2300		
Lowell, Mich.	Lowell	42°57'-85°21'	Mun.	700			3	1750		N/S strip rough
Ludington, Mich.	Mason County	43°57'-86°24'	Mun.	642	80		3	3300	Strip lgts.	Lgts. on prior req.
Madison, Wis.	Four Lakes Airpark	43°02'-89°21'	Com.	881	80/87	Major	4	3150		
Madison, Wis.	Jackson Seaplane Base	43°05'-89°26'	Priv. Seapl.	849			3	Unlim.		Ramp, dock, buoy
Madison, Wis.	Madison Mun.	43°08'-89°20'	Mun.	859	80, 91	Major	4	5940H	Runway	
Madison, Wis.	Madison Seaplane Base	43°04'-89°22'	Com. Seapl.	844	80	Major	3	21,120	Flood	Ramp, dock, buoys
Madison, Wis.	Morey	43°07'-89°32'	Com.	928	80	Major	4	3300		
Maple Rapids, Mich.	Maple Rapids	43°06'-84°41'	Priv.	760			3	2600		
Marshall, Mich.	Brooks Field	42°15'-84°57'	Mun.	950	80		3	2850	Boundary	All way field
Mason, Mich.	Jewett	42°34'-84°26'	Com.	920	80	Major	2	2600	Port. prior req.	
Mecosta, Mich.	Mecosta	43°38'-85°16'	Mun.	1022			2	1800		Emerg. use only
Midland, Mich.	Barstow	43°40'-84°16'	Mun.	628	80	Major	3	2200		NE 1000' of NE/SW strip closed
Milwaukee, Wis.	Brown Deer	43°10'-87°59'	Com.	681	80, 91	Major	2	2600	Port. prior req.	
Milwaukee, Wis.	Curtiss-Wright	43°07'-88°03'	Mun.	745	80/87, 91	Major	5	3420		
Milwaukee, Wis.	General Mitchell Field	42°57'-87°54'	Mun.	698	80, 91, 100,	Major	5	6730H	Bndy., rnwy., appr., hi-intens. runway	
Milwaukee, Wis.	Maitland Air Strip	43°02'-87°54'	Mun.	588	80/87		1	2900H		
Milwaukee, Wis.	Milwaukee SPB	43°02'-87°54'	Mun. Seapl.	580	80/87		All way	Unlim.		Ramp, piers
Milwaukee (Butler), Wis.	Sky Haven	43°05'-88°06'	Com.	800	80		2	2000		Attd. weekends
Monroe, Wis.	Badger	42°35'-89°40'	Com.	1080	80	Major	2	2000		
Montello, Wis.	Myriand	43°49'-89°20'	Com.	850	80		1	2125		
Mt. Pleasant, Mich.	Mt. Pleasant	43°37'-84°44'	Mun.	755	80, 91	Minor	4	3620	Strip lgts.	
Muskegon, Mich.	Muskegon County	43°10'-86°14'	Mun.	627	80, 91	Major	4	3760H	Boundary	Fld. lgts. on request after 2400
Muskegon, Mich.	Northside	43°17'-86°12'	Com.	650	80		3	3200		Lgt. acft. only
Napoleon, Mich.	Maule Field	42°10'-84°15'	Com.	972	80		4	2900		
Newaygo, Mich.	Newaygo	43°24'-85°48'	Mun.	785	80		3	2390		Irreg. attended
Northbrook, Ill.	Sky Harbor	42°08'-87°51'	Com.	680	80, 91	Major	4	2600	Flares prior req.	
Oconomowoc, Wis.	Oconomowoc	43°08'-88°28'	Priv.	870			1	1740		
Oconomowoc, Wis.	Pabst	43°04'-88°27'	Priv.	890			2	2000		
Owosso, Mich.	Owosso City	42°59'-84°08'	Mun.	740			3	2900		Clsd., constr. E-W strip useable at own risk
Palmyra, Wis.	Palmyra	42°53'-88°36'	Com.	850			1	2100		Ctn., construction
Pardeeville, Wis.	Pardeeville	43°32'-89°18'	Priv.	810			1	2330		
Paw Paw, Mich.	Paw Paw	42°15'-85°54'	Priv.	720			2	2400		Land at own risk
Pecatonica, Ill.	Pecatonica	42°19'-89°21'	Com.	750	80	Major	2	2400		
Pewaukee, Wis.	Aero Park	43°06'-88°09'	Com.	820	80	Minor	3	2100		
Pewaukee, Wis.	Capitol Drive	43°05'-88°10'	Com.	830	80, 91	Major	2	1950		
Pewaukee, Wis.	Pewaukee Seaplane Base	43°05'-88°16'	Com. Seapl.	850	80	Major	4	13,200		Ramps, dock
Plainwell, Mich.	McKay Field	42°26'-85°40'	Com.	741	91	Minor	3	2600	Port. prior req.	
Plainwell, Mich.	Otsego-Plainwell	42°28'-85°39'	Mun.	727	80	Major	2	2600		
Plymouth, Wis.	Carm	43°45'-88°00'	Com.	900	80		2	2200	Strip lgts prior request	Not attended. Phone for fuel.
Plymouth, Wis.	Chaplin Airpark	43°46'-87°59'	Com.	868	80	Major	1	2200		
Polo, Ill.	Hamilton	42°00'-89°33'	Com.	895	80	Minor	2	2150		
Portage, Wis.	Mael	43°33'-89°29'	Com.	820	80/87	Major	3	4000		
Portage, Wis.	Portage	43°31'-89°28'	Com.	780	80	Major	2	2400		
Poynette, Wis.	Curtis Air Park	43°25'-89°22'	Com.	940			1	1600		Inactive
Prairie View, Ill.	Skycrest Country Club	42°11'-87°59'	Priv.	705			2	2000		Emerg. use only
Racine, Wis.	Horlick-Racine	42°45'-87°48'	Com.	665	80/87, 91	Major	4	2640H	Flares prior req.	3500 ft. sod strip avail.
Reedsburg, Wis.	Reedsburg	43°32'-89°58'	Mun.	880	80/87	Major	2	2290		

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AERODROMES - MILWAUKEE SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Ridgeway, Wis.	Hi Point	43°00'-89°58'	Priv.	1170			1	2165		Closed
Ripon, Wis.	Gerrie Field	43°51'-88°48'	Com.	900			2	1800		
Rockford, Ill.	Cottonwood Air Service	42°17'-89°07'	Priv.	745			2	2640		Emerg. use only
Rockford, Ill.	Greater Rockford	42°12'-89°05'	Mun.	734	80, 91	Major	3	4100H		Ctn., construction
Rockford, Ill.	Machesney	42°21'-89°03'	Com.	732	80, 91	Major	All way	3100	Boundary	
Rockford (Edgerton), Mich.	Rockford	43°09'-85°33'	Priv.	750			3	2500		Emerg. use only Inactive
Rothbury, Mich.	Oceana	43°30'-86°22'	Priv.	700			4	2970		
Saginaw (Bay City, Midland), Mich.	Tri City	43°32'-84°04'	Mun.	667	80, 91, 100	Minor	3	5662H	Runway on req.	
St. Johns, Mich.	St. Johns	42°58'-84°36'	Priv.	760			1	1900		
Scottville, Mich.	Scottville	43°59'-86°16'	Priv.	680			2	1800		
Shelbyville, Mich.	Lapham	42°34'-85°31'	Priv.	825			1	2800		
South Beloit, Ill. (Beloit, Wis.)	Beloit Airways	42°28'-89°02'	Com.	772	80, 91	Major	4	3300		
South Haven, Mich.	South Haven Mun.	42°21'-86°16'	Mun.	663	80	Minor	4	2400H		
Sparta, Mich.	Sparta	43°08'-85°40'	Mun.	752	80	Major	3	2500		
Stanton(McBrides), Mich.	Plane Haven	43°20'-85°03'	Com.	845	80		3	3450		
Stockton, Ill.	Stockton	42°19'-89°59'	Priv.	940			1	2000		
Stoughton, Wis.	Nelson	42°55'-89°12'	Com.	880	80, 91	Minor	2	2020		
Sturtevant (Racine), Wis.	Air City	42°41'-87°53'	Com.	633	80, 91	Major	5	2600		Irreg. attd. weekends
Warren, Ill.	Evergreen Flying Club	42°28'-89°59'	Priv.	1000			1	2640		Emerg. use only
Watertown, Wis.	Watertown	43°10'-84°43'	Mun.	820	80/87	Major	4	2700		
Watervliet, Mich.	Watervliet	42°12'-86°15'	Mun.	655			2	1800		Overruns avail. on both strips. Emerg. use only
Waukegan, Ill.	Lake County	42°25'-87°52'	Com.	718	80, 91	Major	3	3700		
Waukegan, Ill.	Waukegan	42°23'-87°53'	Com.	725	80, 91	Major	4	2500		
Waukesha, Wis.	Waukesha County	43°02'-88°14'	Mun.	904	80, 91	Major	3	3100	Strip lgts.	Lgts. on NE/SW strip
Waupun, Wis.	Waupun Flying Service	43°37'-88°46'	Com.	915	80/87		3	2440		
Wayland, Mich.	Wayland	42°41'-85°39'	Mun.	740	80	Major	2	1980		
West Bend, Wis.	Sky Ranch	43°28'-88°18'	Com.	1020	80	Minor	2	2400		
West Bend, Wis.	West Bend Flying Service	43°25'-88°08'	Mun.	880	80, 91	Major	3	3100	Boundary prior request	
Wheeling (Half Day), Ill.	Chicagoland	42°11'-87°56'	Com.	668	80, 91	Major	4	3500	Flares prior req.	All way field
White Cloud, Mich.	White Cloud	43°33'-85°47'	Mun.	872			2	1800		Emerg. use only
Woodstock, Ill.	Woodstock	42°19'-88°26'	Com.	910	80	Major	2	2420		

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.
Military fuel is listed by letter code indicating octane ratings as follows: A+115/145, A: 100/130, B: 91/98, C: 73 or 80, J: JP-1, 3.
The above listing does not include Air Force Aerodromes.
*Joint civil and military operations; Air Force facilities at these fields are not listed.

Consult the latest Airman's Guide for changes in data subsequent to date of chart.

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SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the CAA, Air Force, and Coast Guard who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, and such other agencies as may be available. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. **File a Flight Plan with a CAA Airway Communications Station in person or by telephone or radio.**
2. **File an Arrival Report.**
3. **If you land at a location other than intended destination, report the landing to the nearest CAA Communications Station.**
4. **If you land enroute and are delayed more than an hour, report this information to the nearest communications station.**
5. **Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. If you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.**

Searches are expensive, they inconvenience other people, and on numerous occasions the lives of other pilots are sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT!

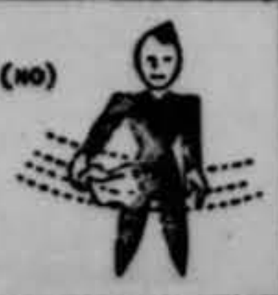
GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES — I	REQUIRE SIGNAL LAMP WITH BATTERY, AND RADIO — |	REQUIRE FUEL AND OIL — L
REQUIRE MEDICAL SUPPLIES — II	INDICATE DIRECTION TO PROCEED — K	ALL WELL — LL
UNABLE TO PROCEED — X	AM PROCEEDING IN THIS DIRECTION — ↑	NO — N
REQUIRE FOOD AND WATER — F	WILL ATTEMPT TAKE-OFF — |>	YES — Y
REQUIRE FIREARMS AND AMMUNITION — V	AIRCRAFT SERIOUSLY DAMAGED — L7	NOT UNDERSTOOD — JL
REQUIRE MAP AND COMPASS — □	PROBABLY SAFE TO LAND HERE — △	REQUIRE MECHANIC — W
	IF IN DOUBT, USE INTERNATIONAL SYMBOL — SOS	

INSTRUCTIONS:

1. **Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.**
2. **Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.**
3. **Symbols should be at least 10 feet high or larger, if possible. Care should be taken to lay out symbols exactly as shown to avoid confusion with other symbols.**
4. **In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.**
5. **When ground is covered with snow, signals can be made by dragging, shoveling or tramping the snow. The depressed areas forming the symbols will appear to be black from the air.**
6. **Pilot should acknowledge message by rocking wings from side to side.**

VISUAL EMERGENCY SIGNALS

NEED MEDICAL ASSISTANCE - URGENT USED ONLY WHEN LIFE IS AT STAKE 	ALL OK - DO NOT WAIT 	CAN PROCEED SHORTLY - WAIT IF PRACTICAL 	NEED MECHANICAL HELP OR PARTS - LONG DELAY 	DO NOT ATTEMPT TO LAND HERE 
LIE PRONE	WAVE ONE ARM OVERHEAD	ONE ARM HORIZONTAL	BOTH ARMS HORIZONTAL	BOTH ARMS WAVED ACROSS FACE
LAND HERE 	USE DROP MESSAGE 	OUR RECEIVER IS OPERATING 	NEGATIVE (NO) 	AFFIRMATIVE (YES) 
BOTH ARMS FORWARD HORIZONTALLY, SQUATTING AND POINTING IN DIRECTION OF LANDING - REPEAT	MAKE THROWING MOTION	CUP HANDS OVER EARS	WHITE CLOTH WAVED HORIZONTALLY	WHITE CLOTH WAVED VERTICALLY
PICK US UP - PLANE ABANDONED 	 AFFIRMATIVE (YES)	 NEGATIVE (NO)	**HOW TO USE THEM** IF YOU ARE FORCED DOWN AND ARE ABLE TO ATTRACT THE ATTENTION OF THE PILOT OF A RESCUE AIRPLANE, THE BODY SIGNALS ILLUSTRATED ON THIS PAGE CAN BE USED TO TRANSMIT MESSAGES TO HIM AS HE CIRCLES OVER YOUR LOCATION. STAND IN THE OPEN WHEN YOU MAKE THE SIGNALS. BE SURE THAT THE BACKGROUND, AS SEEN FROM THE AIR, IS NOT CONFUSING. GO THROUGH THE MOTIONS SLOWLY AND REPEAT EACH SIGNAL UNTIL YOU ARE POSITIVE THAT THE PILOT UNDERSTANDS YOU.	
BOTH ARMS VERTICAL	DIP NOSE OF PLANE SEVERAL TIMES	FISHTAIL PLANE		

6/6/50

PILOTS GUIDE FOR COMMUNICATING WITH AIRWAY STATIONS

PILOTS - never hesitate to use your radio. Remember that talking by radio is almost the same as talking on your home telephone.

The following are typical examples of two-way communication with airway stations.

IDENTIFICATION OF AIRWAY STATIONS: CAA Airway Communications Stations are identified by the name of the station followed by the word "RADIO".

Example: "CLEVELAND RADIO".

IDENTIFICATION OF AIRCRAFT: Your aircraft is identified by the make of aircraft followed by the certificate number and letter suffix, if any.

Example: "STINSON ONE THREE SIX FIVE".
"STINSON ONE THREE SIX FIVE-Y".

Example of pilot calling an airway station:
"CLEVELAND RADIO - THIS IS - STINSON ONE THREE SIX FIVE - OVER".

After communication has been established, an abbreviated form of identification may be used, if desired, using the last three units of the certificate number only.

The airway station will normally answer on the radio range or radiobeacon frequency. If reply is desired on other than the radio range or radiobeacon frequency, pilots should indicate the frequency on which the station reply is expected.

Example: "CLEVELAND RADIO - THIS IS - STINSON ONE THREE SIX FIVE - REPLY ON ONE ELEVEN POINT ONE MEGACYCLES - OVER".

After the airway station has answered your call, proceed with your message without further call up other than preceding the message with the aircraft identification. Your message may consist of your position report, a request for weather data or other information that may be required to assist you to your destination.

Example: "STINSON ONE THREE SIX FIVE - OVER CLEVELAND AT ELEVEN TWENTY - FOUR THOUSAND FEET ON VFR FLIGHT PLAN FROM YOUNGSTOWN TO TOLEDO - WHAT IS THE WEATHER AT TOLEDO - OVER".

If you are flying VFR, a position report is not required, however, it is to your advantage that the stations along your route of flight know your position at all times in order that assistance can be rendered should you encounter difficulty.
Flight plans may be filed while in flight, with a CAA Airway Communications Station, if your departure was from an airport not served by such a station.

The word "ROGER" is used to acknowledge receipt of a message.

The word "OUT" is used when a conversation is ended and no response is expected.

Example: "STINSON ONE THREE SIX FIVE - ROGER, OUT".

The words "SAY AGAIN" are used if a message was not understood and a repetition is desired.

The words "STAND BY" are used to indicate that a return call will be made as soon as practicable.

Examples: "STINSON ONE THREE SIX FIVE - SAY AGAIN, OVER".
"STINSON ONE THREE SIX FIVE - STAND BY".

ENROUTE FLIGHT SERVICE

All airway communications stations are ready to provide pilots with enroute flight information or assistance at any time. You may call any CAA RADIO for latest weather along your route of flight, upper wind velocities, airport conditions, and other flight information. If you become lost or uncertain of your position, call any CAA RADIO. Personnel at CAA airway communications stations are trained to assist pilots in establishing position by any of the following methods: (a) Visual reference to terrain features; (b) Low frequency radio range orientation; (c) VHF omni-range indications (triangulations).

RADIOTELEGRAPH CODE

A—ABLE	•—	N—NAN	—•	0—ZEE-ROH	—————
B—BAKER	—•••	O—OBOE	———	1—WUN	•————
C—CHARLIE	—•—•	P—PETER	•——•	2—TOO	••———
D—DOG	—••	Q—QUEEN	——•—	3—THU-REE	•••——
E—EASY	•	R—ROGER	•—•	4—FO-WER	••••—
F—FOX	••—•	S—SUGAR	•••	5—FI-YIV	•••••
G—GEORGE	——•	T—TARE	—	6—SIKS	—••••
H—HOW	••••	U—UNCLE	••—	7—SEV-VEN	——•••
I—ITEM	••	V—VICTOR	•••—	8—ATE	———••
J—JIG	•———	W—WILLIAM	•——	9—NI-YEN	————•
K—KING	—•—	X—XRAY	—••—		
L—LOVE	•—••	Y—YOKE	—•——		
M—MIKE	——	Z—ZEBRA	——••		

V.H.F. OMNI-RANGE (VOR)

The V.H.F. omni-range operates within the 112-118 megacycle band. In this band it is relatively free from atmospheric and precipitation static and interference from other radio stations. Furthermore, it is not limited to four courses as is the A-N range, but provides definite guidance on any course, to or from the station, the pilot may select. That is why it is called the Omni (Directional) Range. At minimum instrument altitudes the VOR gives reliable indications up to about 50 miles, depending on enroute terrain.

In flying the V.H.F. omni-range, the pilot uses three basic instruments. The first is the Flight Path Deviation Indicator (cross-pointer instrument), the same type used for the visual-aural range (VAR) and the ILS localizer. The vertical needle of this instrument tells the pilot whether he is right or left of the desired course. The second is an Omni-bearing Selector, manually operated by the rotation of a small knob, by which the pilot selects the course he desires to fly. When the cross-pointer needle is centered, the omni-bearing selector indicates the magnetic bearing of the aircraft either to or from the station. The third is a "TO-FROM" indicator which shows whether the bearing indicated by the Omni-bearing Selector is from or to the station. Furthermore, the "TO-FROM" needle can tell a flier when his aircraft is too far from the VOR or is otherwise receiving a weak signal. In this case the needle points to a red sector instead of TO or FROM.

In operation, the pilot selects a course by adjusting the omni-bearing selector to the desired magnetic bearing, and then maintains it by keeping the cross-pointer needle centered. If the aircraft is correctly aligned with the TO-FROM indications, when the needle swings to the right, for example, it indicates that the course selected lies to the right.

For example, an aircraft is due south of a VOR station. If its pilot desires to fly to the station, he sets the omni-bearing selector to indicate 0°. The "TO-FROM" indicator will then point to the word "TO". As the aircraft passes over the station the "TO-FROM" indicator will point to the word "FROM". If a turn of 180° is made north of the station, although the vertical cross-pointer needle will again become centered, the "TO-FROM" indicator will still point to "FROM". The pilot, however, will now find that he must fly "Away from the needle" to stay on course. This shows him that the "TO-FROM" indicator is incorrect. So, the pilot now rotates his omni-bearing selector to 180°. After he has done this, the "TO-FROM" indicator shifts to the "TO" position, and flying "Toward the needle" will keep him on course.

TABLE OF V.H.F. RECEPTION DISTANCES

With the increasing use of VHF and UHF frequencies for communication and navigation it appears desirable to publicize the reception distances for these frequencies. They, therefore, are tabulated below:

Feet Above Ground Station*	Reception Distance**- Statute Miles
500	30
1,000	45
3,000	80
5,000	100
10,000	140
15,000	175
20,000	200

*No physical obstruction intervening.
**Based on zero elevation of the facility.

If you are using a VHF transmitter, remember that its effective range increases with your altitude. Don't attempt to contact a station unless you are within "line of sight"

U.S. WEATHER BROADCASTS AND TRANSMISSIONS

All continuously operated CAA radio range and radio beacon stations having voice facilities on the range or radio beacon frequencies broadcast weather reports and airway information at 15 and 45 minutes past each hour. The 15-minutes past-the-hour broadcast is an "airway" broadcast consisting of weather reports from important terminals located on airway (s) within approximately 400 miles of the station. The 45-minutes-past-the-hour broadcast is an "area" broadcast consisting of weather reports from locations within the flight information area of the station.

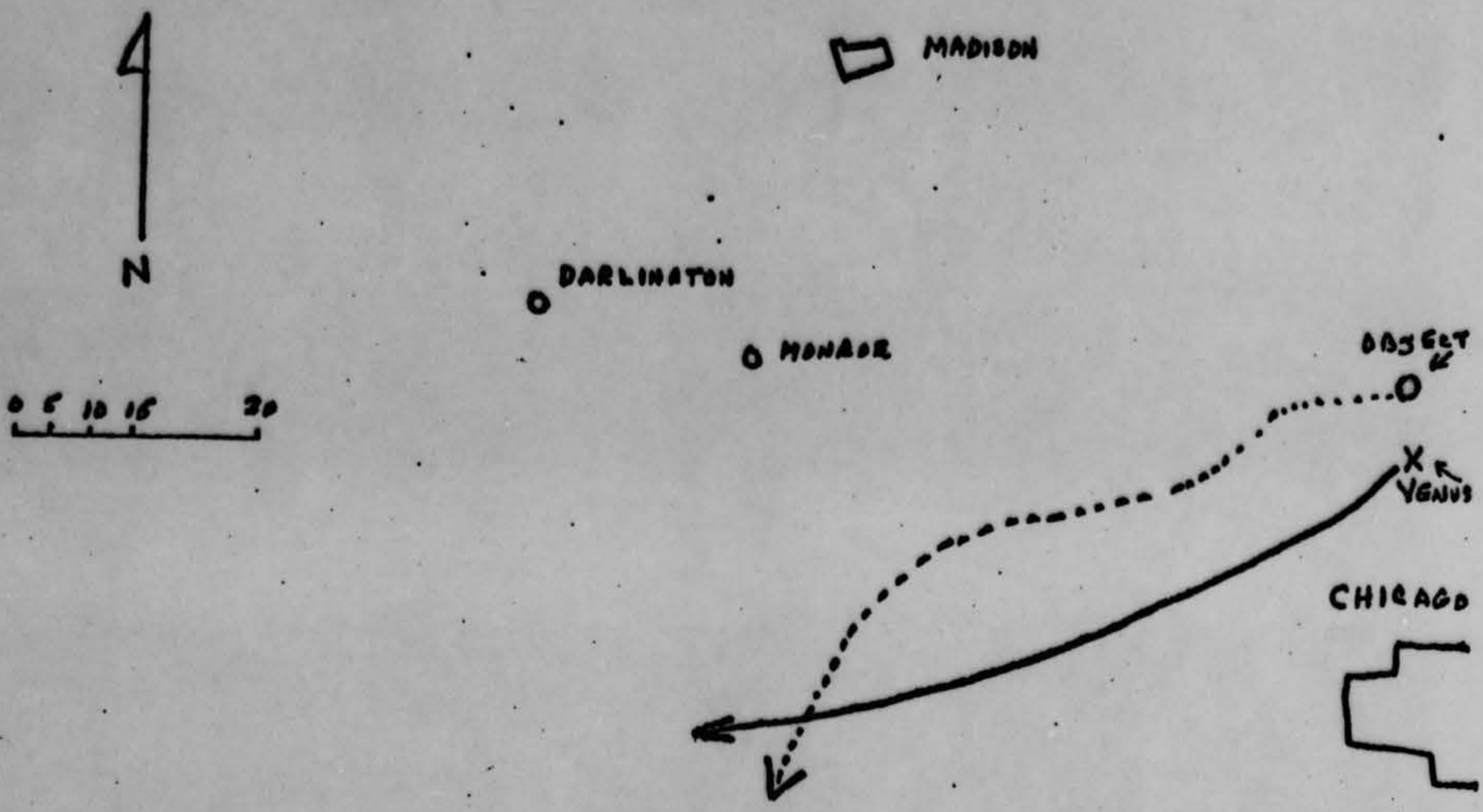
The broadcast consists of the local weather report and the latest available surface reports from other locations. Reports more than one hour old are not broadcast. Local winds aloft are broadcast 4 times after the broadcasts at 6:15 and 12:15 A.M., and P.M., E.S.T. The velocities of winds aloft are broadcast in knots - not miles.

At selected stations the Weather Bureau provides a local terminal forecast covering the next two hours. This forecast is broadcast, when available, immediately following the local weather report.

Pilots enroute are requested to avoid, if possible, calling airway communications stations at or about 15 and 45 minutes past the hour (which are the scheduled broadcast times) to request weather information, as such calls may delay starting of scheduled broadcasts and cause inconvenience to other persons who are dependent on the broadcasts for weather reports.

6/19/50

SRI



T53-- 7362

III. CONCLUSION

Was Venus.

AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE	SEAPLANE		
○	⚓	Military base	
⚙	⚙	Civil	Of major aeronautical importance
⚙	⚙	Joint civil and military base	
○	⚓	Military	
⚙	⚙	Civil	Offering services that include repairs for normal traffic and/or refueling
⚙	⚙	Joint civil and military	
○	⚓	Landing area or anchorage	No public services available

AERODROME DATA

LANDPLANE		SEAPLANE	
18	Elevation in feet	oo	Elevation in feet
L	Minimum lighting	L	Minimum lighting
H	Hard surfaced runway	S	Normally sheltered Take-off area
46	Length of longest runway to nearest hundred feet	62	Length of longest runway to nearest hundred feet

HARMON FIELD
18 L H 46
Airport of entry
GCA SYSTEM
278 126.18

NAS ANACOSTIA
oo L S 62
2870

278 126.18 2870 **Control tower transmitting frequencies**

When information is lacking, the respective character will be replaced by a dash — VALLEY (750 L — 32

AIR NAVIGATION LIGHTS

Rotating light
Rotating light (With flashing code)
Rotating light (With course lights) 17
Flashing light
Flashing light (With code)
Marine light
Lightship

F-fixed FL-flashing Occ-occulting Alt-alternating Gp-group R-red W-white G-green B-blue (U)-unwatched SEC-sector sec-second
Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colors are stated.

RADIO FACILITIES

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

Radio range (Without voice) — WOODY RANGE 251 FWA

Radio broadcasting station — BS WOL 1260

Marine radiobeacon (Without voice) — RBn EVERETT 224 10m-20m & 30m-40m

Radiobeacon, nondirectional (homing) — BEDFORD RADIO 522 DBH

MISCELLANEOUS

Isogonic line or isogonal — 8°E (Values for 1950)

Mooring mast

Prominent transmission line

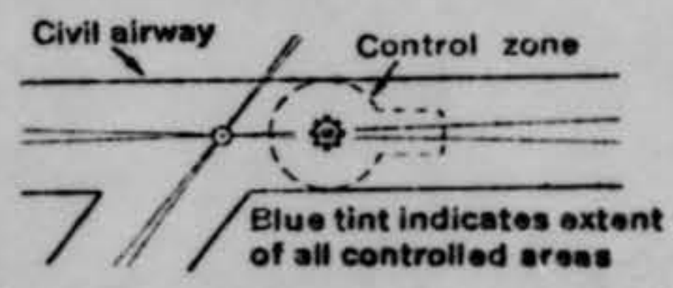
Obstruction 1180

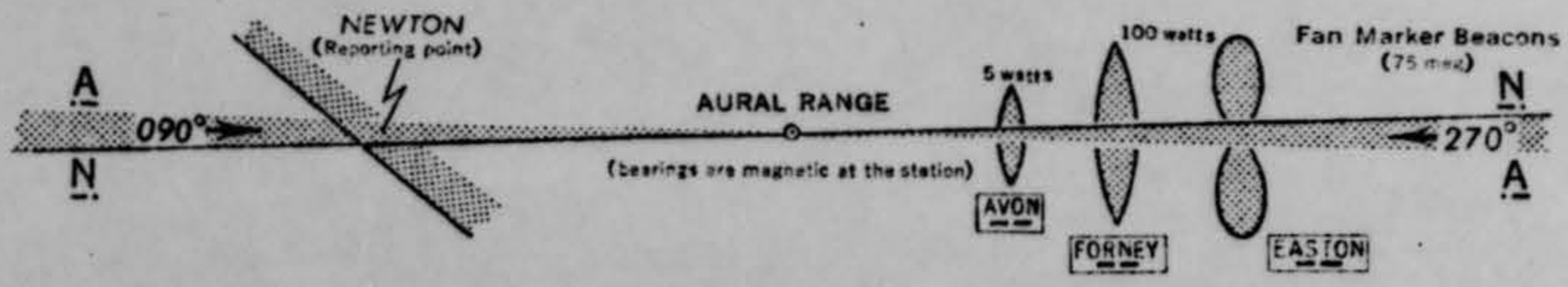
(Numerals indicate elevation above sea level of top.)

Prohibited area

Danger or warning area

Caution area





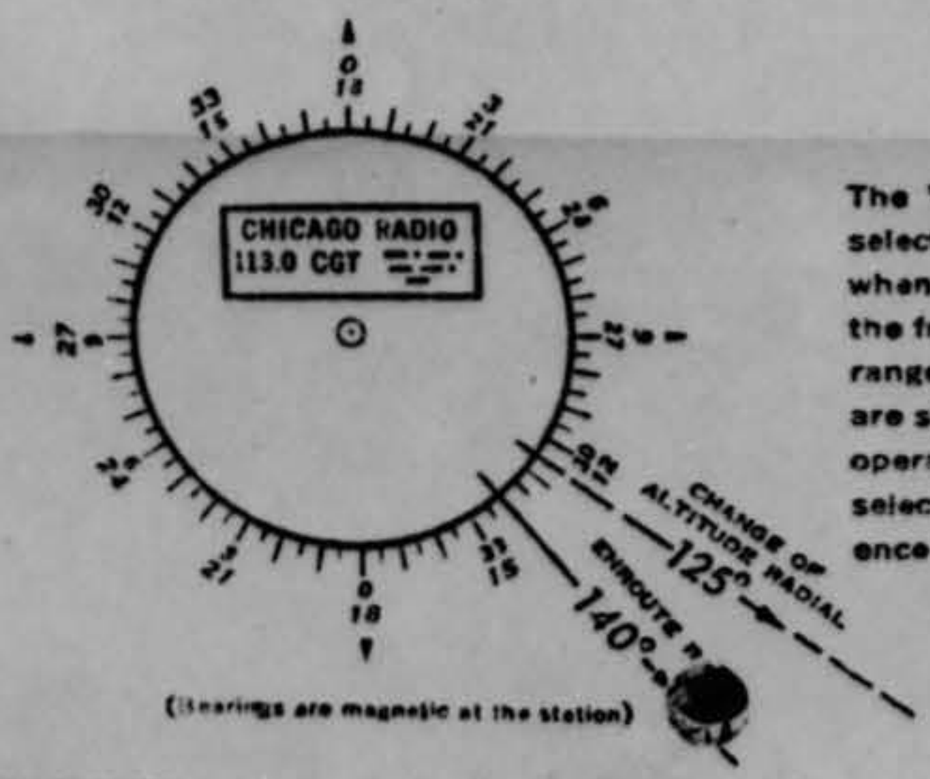
VERY HIGH FREQUENCIES (VHF) PRINTED IN BLUE

VAR
MATAWAN RADIO
W 109.1 MWA

VHF FOUR-COURSE VISUAL-AURAL RADIO RANGE

The Blue and Yellow Visual Sectors are indicated by a B and Y; the Aural Sectors by A and N

Letter preceding frequency in box indicates channel



VHF OMNI-DIRECTIONAL RADIO RANGE DESCRIPTION

The VHF omni-directional range provides visual track guidance along any selected radial from the station out to a distance of approximately 50 miles when flying at the minimum instrument altitude. These ranges operate in the frequencies between 112 and 118 megacycles and require a special omni range type receiver to make use of the navigational features. Also provided are simultaneous voice communication and 3-letter (coded) identification. In operation, the pilot selects a course by setting the pointer on a course or radial selector to the desired magnetic bearing and then flies that course by reference to a cross pointer instrument.

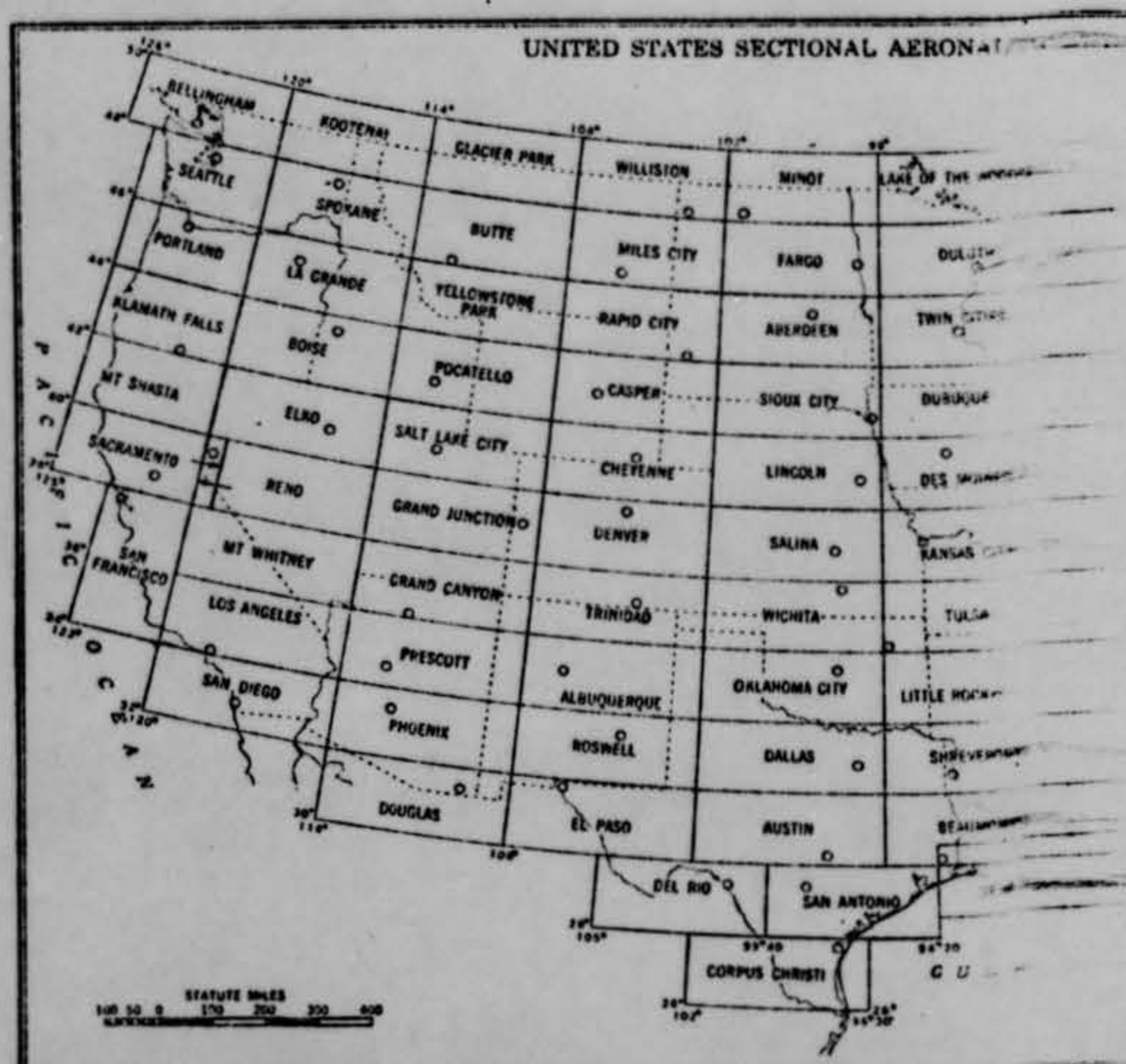
2/8/51

SECTIONAL CHART

The sectional aeronautical chart series provides complete coverage of the Hawaiian Islands. These charts are designed primarily for piloting, which maximum amount of cultural topographic features including important

Sectional charts are revised at six-month periods to insure that the airma through authorized agents located at airports and principal cities through by writing to the Director, U. S. Coast and Geodetic Survey, Depart

In the lower right-hand corner is printed the date of the chart. Below thi date of the chart is more than six months old, users are advised to chec with authorized agents. Charts that carry older dates than those shown in



ADDITIONAL AERONAUTICAL CHARTS P
THE U. S. COAST AND GEO

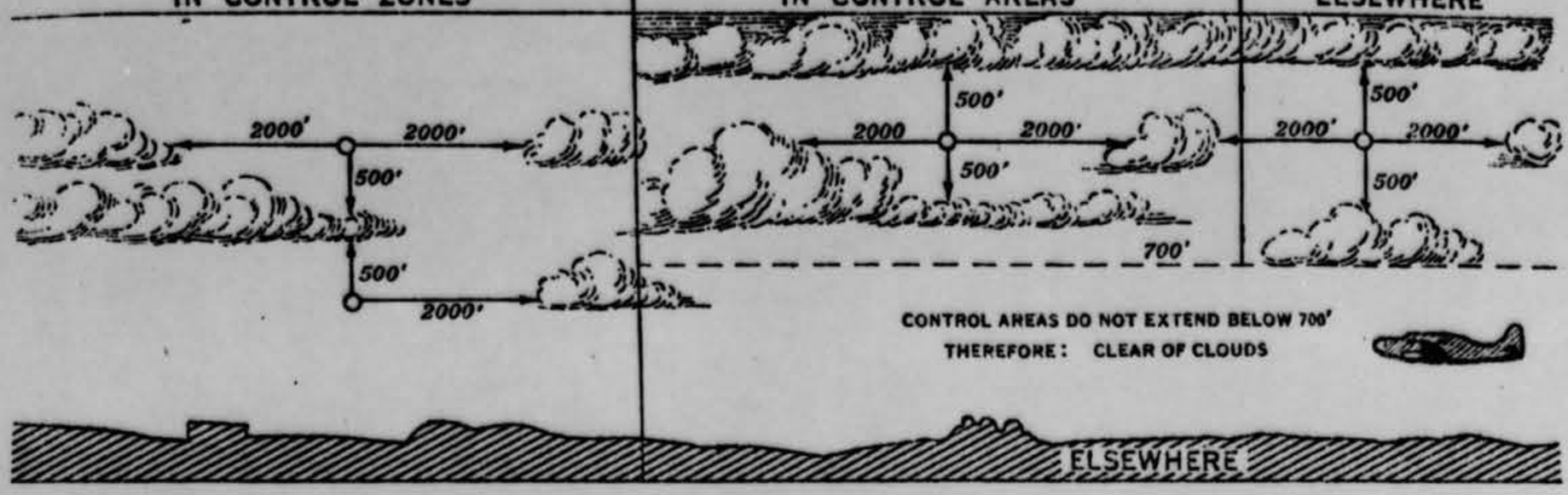
Planning Charts	AP-9 and 3069a 3060d
Aircraft Position Charts	3071 North Atlantic 3073 Caribbean Sea
Route Charts	Show limited topographic aerodromes, and major
Direction Finding Charts	Six charts cover the United
World Aeronautical Charts	Forty-three charts cover the
Flight Charts	Thirty-seven charts cover routes of the United Sta
Local Charts	Designed to provide addi information and topogra important air termina
Instrument Approach and Landing Charts	More than 475 charts des uals with Radio Facility
Instrument Landing System Charts	Similar to Instrument Ap charts but printed in b stead of color. Show
Airport Obstruction Plans	Show runways and sele and objects in the vi to air traffic.
Radio Facility Charts	Sixty-five charts of the U cilities, airways and o essary for instrument

A catalog [illegible]ng a complete list and description of the

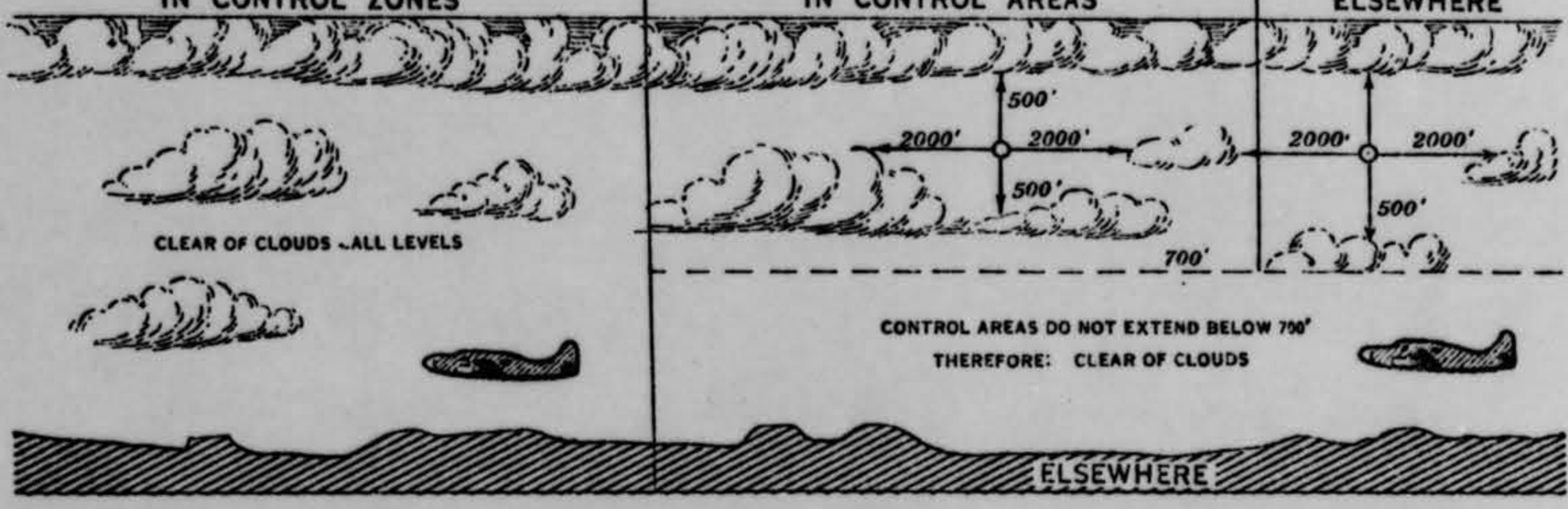
VISUAL FLIGHT

MINIMUM CEILINGS AND DISTANCES FROM CLOUDS

WITHOUT AIR TRAFFIC CONTROL CLEARANCE

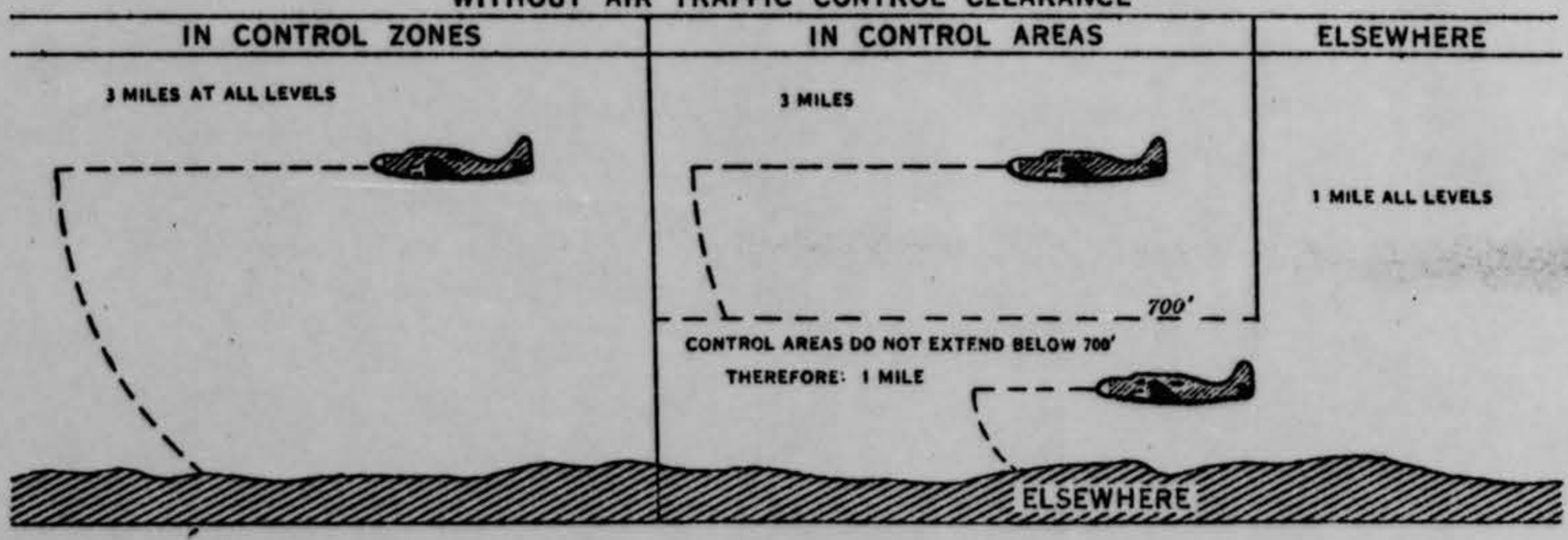


WITH TRAFFIC CLEARANCE

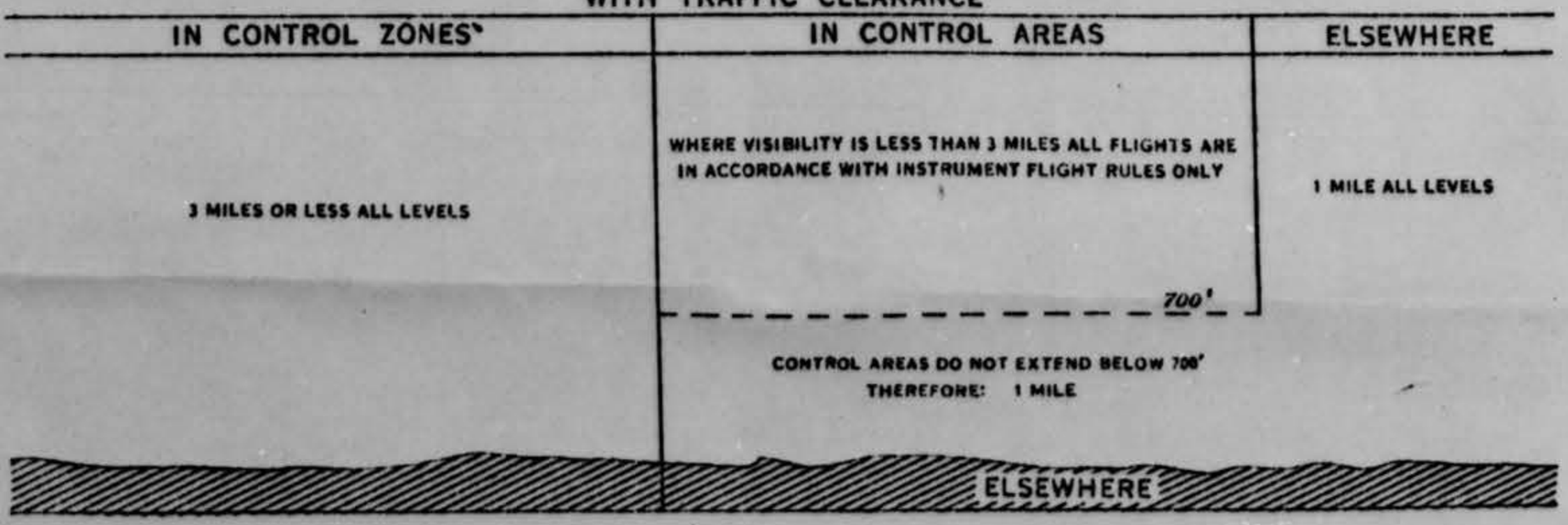


VISIBILITY MINIMUMS

WITHOUT AIR TRAFFIC CONTROL CLEARANCE



WITH TRAFFIC CLEARANCE



CRUISING ALTITUDES

CRUISING ALTITUDES WITHIN CONTROL AREAS AND ZONES—Aircraft at or more than 3000 feet above the surface within control areas and/or control zones must be flown at odd or even 1000-foot levels appropiate to the direction of flight. "Odd and even" indicators are shown on Coast and Geodetic Survey Radio Facility Charts.

The following rules will govern the altitude at which aircraft shall fly when making flights along civil airways:

Green and Red Airways

Eastbound flights. Aircraft making good a true course of from 0° (or 360°) to, but not including, 180° along a green or red civil airway shall fly at an ODD thousand-foot level above sea level (such as 3000, 5000, or 7000 feet).

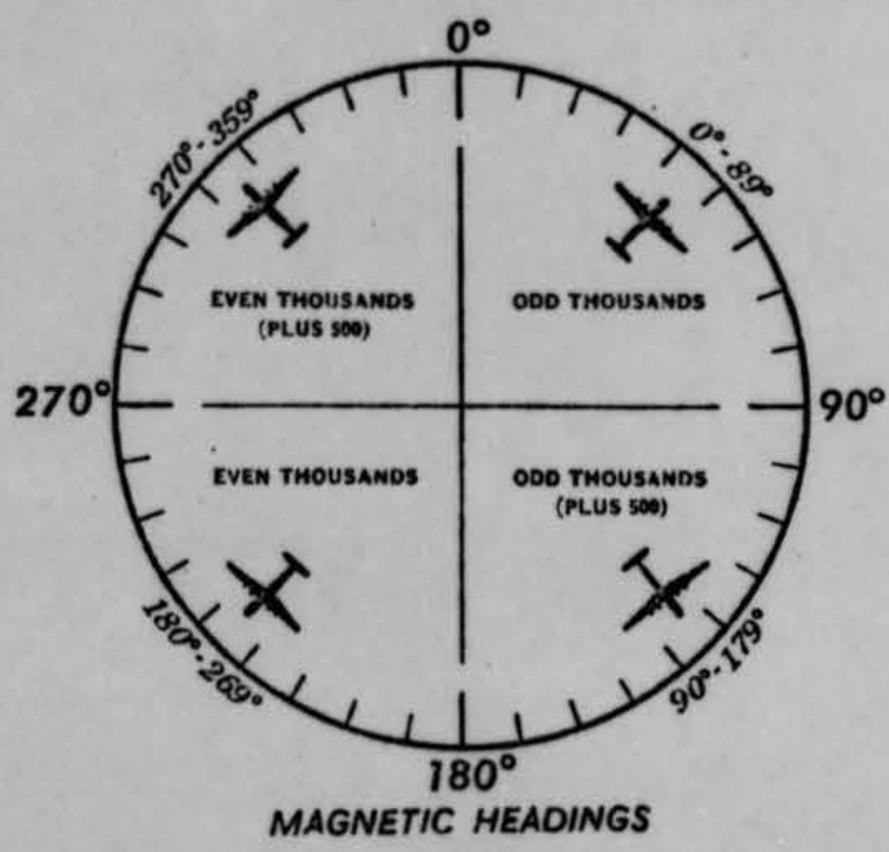
Westbound flights. Aircraft making good a true course of from 180° to, but not including, 360° (or 0°) along a green or red civil airway shall fly at an EVEN thousand-foot level above sea level (such as 2000, 4000, or 6000 feet).

Amber and Blue Airways

Northbound flights. Aircraft making good a true course of from 270° to, but not including, 90° along an amber or blue civil airway shall fly at an ODD thousand-foot level above sea level (such as 3000, 5000, or 7000 feet).

Southbound flights. Aircraft making good a true course of from 90° to, but not including, 270° along an amber or blue civil airway shall fly at an EVEN thousand-foot level above sea level (such as 2000, 4000, or 6000 feet).

CRUISING ALTITUDES OUTSIDE CONTROL AREAS AND ZONES—When the flight visibility is less than three miles, aircraft must be flown at an altitude appropriate to the magnetic course as illustrated below.



VISUAL FLIGHT PLANS

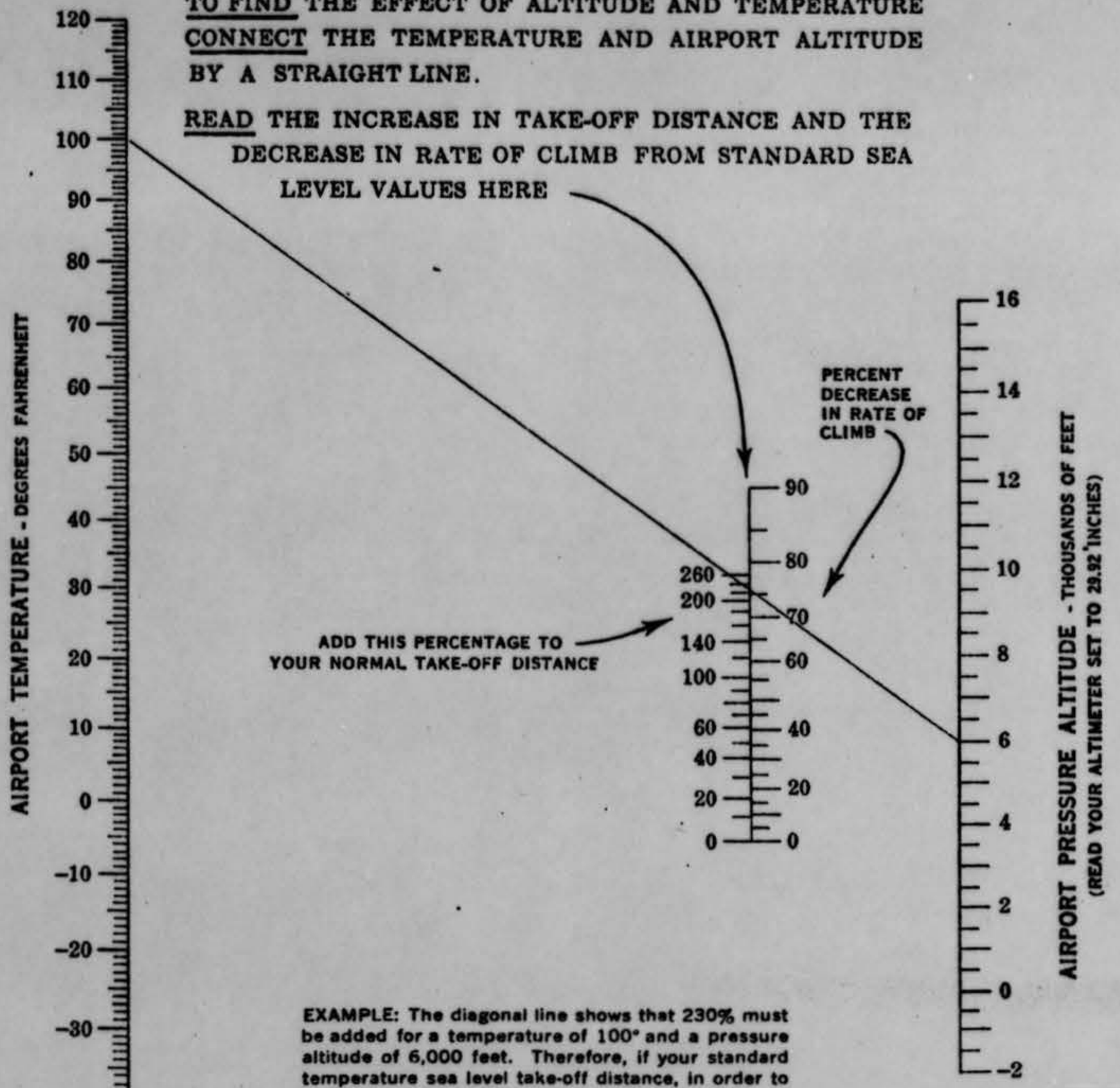
The Civil Air Regulations do not require that a VFR flight plan be filed for a VFR flight. However, the filing of such a flight plan is desirable, and the CAA urges that VFR flights be covered by flight plan whenever practicable as such filing materially assists in search and rescue operations if such action becomes necessary. Flight plans may be submitted to the nearest CAA airway communications station either in person or by telephone. Flight plans may be filed by radio if no other means are available but this practice should be avoided whenever possible to reduce congestion of radio channels.

If filing the flight plan, the pilot should state the name of the CAA communications station with which he will close his flight plan. If the destination is not served by a CAA communications station, or is in Canada or Mexico, the method by which the arrival report will be filed must be clearly understood by all concerned. VFR flight plans are transmitted via CAA communications facilities only to the CAA communications station with which the pilot has stated his arrival report or closing of flight plan will be filed. One hour after the estimated time of arrival, if no notice of arrival is received, queries are sent out over CAA communications systems to determine the location of the aircraft. If no information concerning the aircraft is obtained after an exhaustive communications inquiry, search and rescue operations are inaugurated. In as much as the government may be put to considerable expense in determining the location of aircraft when an arrival report is not filed, it is vitally necessary that all pilots make certain that notice of arrival is filed. If flight is terminated prior to reaching the point of intended destination specified in the flight plan, pilots should contact the nearest CAA communications station and the request that an arrival report be transmitted over CAA facilities to the CAA communications station with which the pilot stated the arrival report would be filed.

Pilots of aircraft operating on VFR flight plan who desire to make flight progress reports, should include in the report the phrase: "VFR FLIGHT PLAN FROM (blank) TO (blank)."

The flight plan shall contain the items listed under INSTRUMENT FLIGHT RULES - Flight Plan, except "Alternate Airport" and except that a visual flight rule flight plan should always specify "VFR" as a cruising altitude. The use of this term in lieu of an actual altitude indicates that the pilot intends to fly in accordance with Visual Flight Rules. Aircraft may be operated in accordance with VFR above a well defined cloud or other formation provided, climb to and descent from such "on top" flight can also be made in accordance with VFR.

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, in order to climb to 50 feet, normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes.
For exact values consult your airplane flight manual.
The chart may be conservative for airplanes with supercharged engines.
Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.

LOSS OF AIRCRAFT PERFORMANCE DURING HOT WEATHER

Thin Air Reduces Lift. You get thin air at high altitudes and in hot weather. The hotter the temperature, the thinner the air.

Do you realize that Kansas City Airport with an elevation of 744 feet above sea level can have an effective elevation identical to Stapleton Field, Denver, at 5325 feet above sea level, under conditions of extreme heat and low pressure?

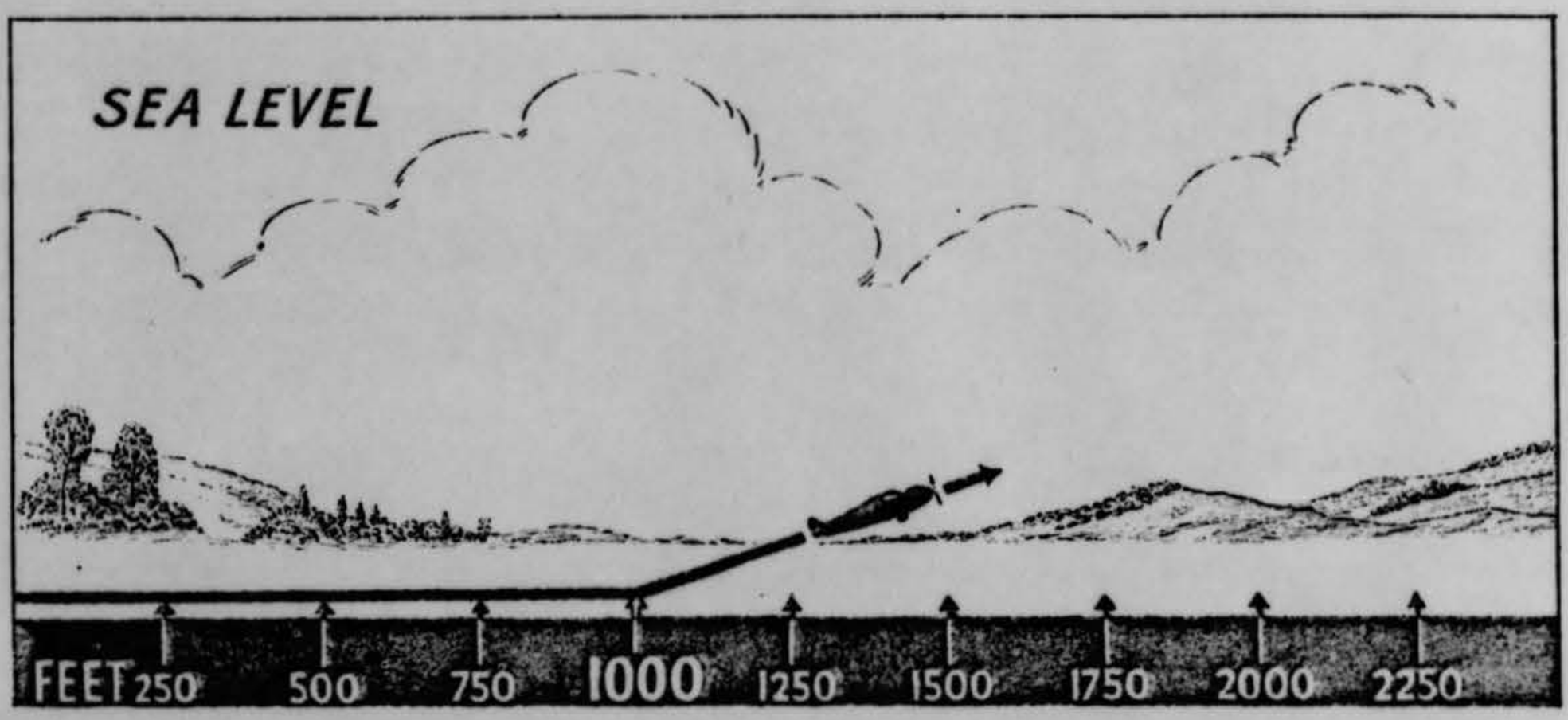
Do you realize that Brees Airport at Laramie, Wyoming, at 7273 feet above sea level, can be above the safe operational altitude of your aircraft during hot weather?

Note: The effective elevation of Brees Airport at 86°F, for example, is 10,250 feet-Caution!

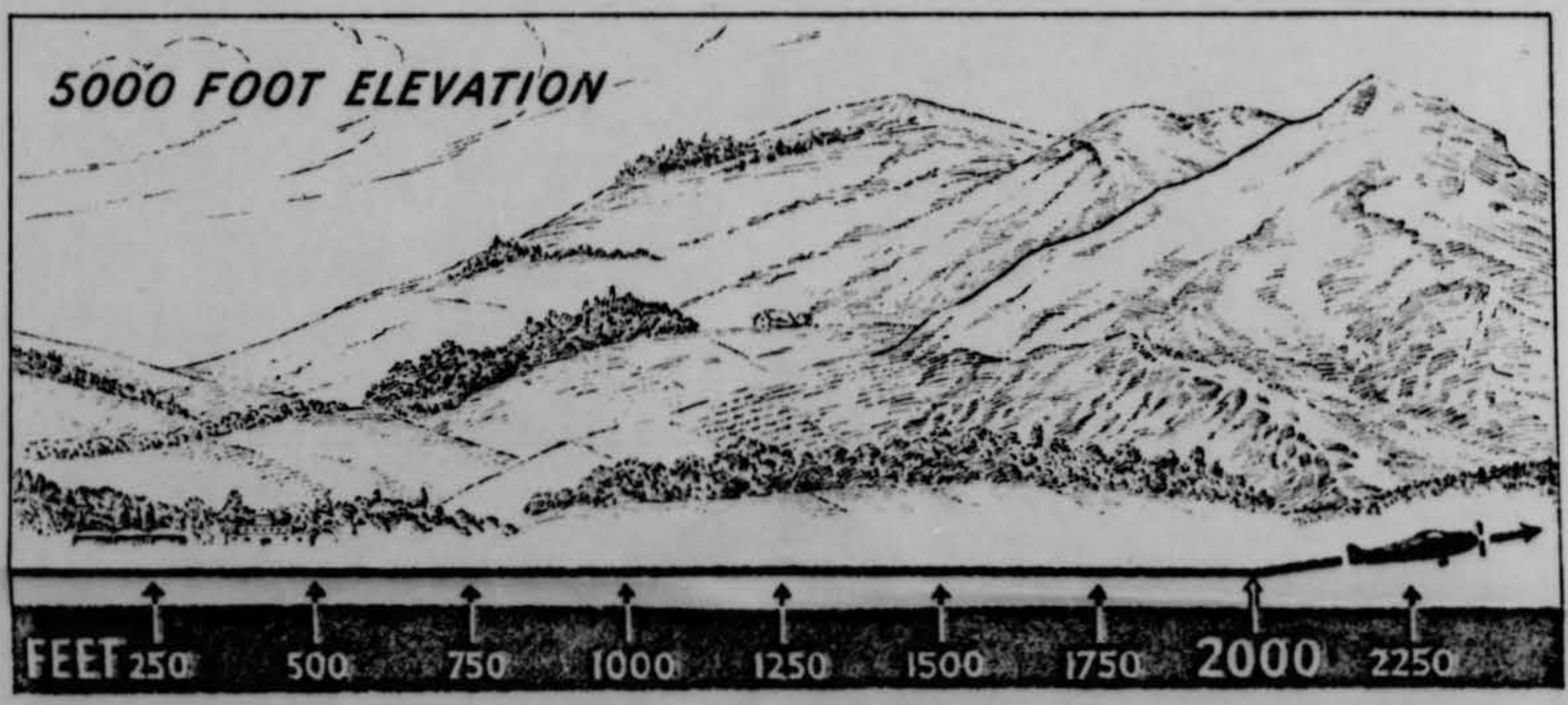
The rarified air at higher altitudes lowers the efficiency of engine and propeller, and lessens a plane's rate of climb. A typical light plane has a maximum rate of climb at sea level of 420 feet per minute, whereas its maximum rate of climb at 5,000 feet altitude is only 225 feet per minute.

This plane might be able to clear a 400 foot hill or factory stack located a few miles from a sea level airport, but if the pilot tried it at 5,000 feet, he would smack right into the middle of the obstruction.

Remember: Any increase in operating altitude (due to elevation or high temperature) greatly increases take-off and landing roll.



ATMOSPHERIC DENSITY AT SEA LEVEL ENABLES A PLANE TO TAKE OFF IN A RELATIVELY SHORT DISTANCE



THE DISTANCE REQUIRED FOR A TAKE-OFF INCREASES WITH THE ALTITUDE OF THE FIELD

5 June 1953

Miss [redacted]
Emerson McMillin Observatory
Ohio State University
Columbus 10, Ohio

Dear Miss Gluck:

As I promised at our recent meeting at Ohio State, you will find inclosed a copy of the report of an unidentified light over Darlington, Wisconsin, on 31 May 1953. This was taken from the Dayton Journal Herald.

As yet, I have received no answer to our query to Truax Field at Madison and as soon as this comes in, I will give you a call and we can compare notes.

Thanks again for your quick action on this matter; I hope we can nail this sighting down. I think probably Dr. Hynek is on the right track when he says that one was a meteor and the other Venus.

Best regards,

1st Lt R. M. Olsson

15 June 53

Dr. A. J. Hynek
McMillin Observatory
Ohio State University
Columbus, Ohio

31 MAY - DARLINGTON WISC.

Dear Dr. Hynek:

This concerns the press release on the Darlington sighting for Mr. [redacted] reporter acquaintance and should be forwarded to Mr. [redacted] in Milwaukee immediately.

A synopsis of the Darlington sighting could go something like this:

Between 3:20 A.M. and 11:30 A.M. on 31 May eleven persons in the Darlington-Monroe area in Wisconsin sighted an unidentified aerial object. The object appeared as a steady white light coming generally out of the east and disappearing high overhead after eight hours of observation. It was reported to hover and then attain terrific speeds by several local inhabitants including several county sheriffs and Ground Observer Corps members. Two policemen pursued the object in their squad car at 70 mph and said that the object seemed to be outracing them. A telescope was employed to view the phenomenon by the GOC observers.

A newspaper account of the incident came to the attention of the Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, the Air Force organization officially responsible for investigating such reports. As a result, an officer and an astronomer were dispatched to the area of sighting where they proceeded to investigate all the persons involved and attempted to piece together the many reports. Two observers, one a county sheriff, sighted the object from Darlington, Wisconsin, and since it appeared to be going toward Monroe, it was alerted by radio.

Police dispatchers in Monroe alerted the local GOC post of the unknown object and were informed that the GOC had it under observation. This post last saw the object at 11:30 A.M. in broad daylight. The weather throughout the observation was clear with scattered clouds.

ATIC personnel obtained azimuth and elevations readings from different observers at varied locations for different times covering the 8 hour period. The description of the object turned out to be the same with all observers - bright white. The description of maneuvers varied, however, some stating the object moved slowly, others saying it moved at great speeds and then hovered. All agreed that the object was too bright to be a star and moreover it was seen in the daytime.

It was determined that the path of the object in question, that is its position at appearance and disappearance, very closely paralleled the path of the planet Venus. Venus on 31 May 1953 is near its maximum billiancy and under ideal weather conditions can be seen in the daytime, although this is rare. Usually only trained observers can detect it. If Venus is stared at for any length of time, it will appear to maneuver erratically and attain great speeds, all these characteristics having been attributed to the unknown object sighted over Darlington.

General Outlook on Project Blue Book:

Since 1947 3,000 reports of unidentified aerial objects have been turned in to the Air Force. In 1952 alone 1700 reports were recorded. The Air Technical Intelligence Center objectively examines each report and feels that it can explain 80 to 90% as known phenomena or manmade objects. There is, however, the remaining 15% which cannot be explained to the Air Force's satisfaction. Some of these are truly perplexing reports from highly credible people, others are so sketchy that they aren't worth scientific investigation.

Some of the phenomena which have caused "flying saucer" reports are such things as weather balloons observed in the daytime with the sun glinting off them or at night with their pilot light visible; upper air research balloons; aircraft under peculiar light conditions; astronomical activity such as meteor showers, bright planets such as Venus, etc.; light phenomena as a result of ice crystals or clouds; "sun dogs" or a second mock image of the sun due to cloud conditions. There are some unidentified radar return, however, a majority of them are caused by frequency intereference, temperature or dew point inversions, and thunderstorms. The best type of sighting ATIC receives as far as instrumentation or scientific data is concerned are the combination visual and radar detections.

The Air Force does not pretend to be able to explain all "flying saucer" reports but it does feel that it knows enough about the entire subject to say that there is no existing danger to the United States nor is there anything to cause undue speculation or hysteria. Of all sightings 80 or 90% have been explained. The Air Force believes that it has the responsibility of assuring itself and the public with as much conclusiveness as possible on a sometimes nebulous subject, that nothing unforeseen is going on in our skies. After reviewing 3,000 reports ATIC and general scientific opinion which it has consulted find that there is absolutely no proof that space travel from another planet is going on.

Sincerely,

R. M. OLSSON
1st Lt, USAF
Chief, Project Blue Book

Report of J. A. Hynek
on the Darlington-Monroe sighting
31 May 1953

The nature of the newspaper and other reports including those obtained personally by telephone from two of the original observers led this investigator to believe that the incident was worthy of detailed investigation. The reports were conflicting, as evidenced, for instance, by the following excerpts:

"...an enormous blue-white light like a second moon."

"...it was suddenly getting brighter than usual."

"...like a balloon with an internal blue-white light."

"...it didn't look much bigger than a star. It seemed to waver, moving south a ways, then straight up, then south again."

"...as big as the moon."

"...it passed slightly to the south of Darlington, between us and the moon."

"...stayed in front of them, although they were going seventy miles an hour."

"...about the size of a grapefruit, traveling very high and almost due East."

"...pinpoint of light drifting westwardly."

It was felt by this investigator that if this case could be cleared up it might shed light on similar reports and particularly on the vagaries of the human element in reporting. Accordingly, this investigator and Lt. R. Olsson journeyed to Truax Field, Madison, Wisc.,

UNCLASSIFIED

H2 4 - CHI

[redacted]

[redacted]	XW	1 [redacted]
[redacted] D	C R	[redacted] A
[redacted] R O	[redacted] O	M C [redacted]

Date: 31 May 53

L.C.T.: 0343C - 1005C

Location: Monroe, Wisc.

Data: CHI Filter Center

Q: Guess, Burel
Schere, J.B.

F:

H^2_4: N:

REMARKS:

1. [redacted], "astronomer," not listed in American Men of Science.

2. Anyone with only a single course in Astronomy should be able to identify Venus.
**Venus is now at approx. greatest brilliancy (-4.2) in morning sky.

3. An astronomical object (star or planet) does not change heading but proceeds at a rate of about 15 degrees per hour (varies with declination of object) from E to W across the sky.

4. There would be no Radar pick-up of a star or planet.

A. Balloon-device from General Mills Research at Minneapolis?

B. What about Winds-Aloft for 0600C, up to 50,000 feet.?

C. Just who is Burel Guess, the so-called astronomer?
i) Send a Form A to Guess.
ii) Send a Form A to [redacted], Chief Observer at O.P. AN2236, Monroe.

D. How about the TWX's on this? also,
Track down the original Darlington, Wisc. 0315C 31 May case that started this Monroe-CHI investigation.

E. When all data is in, attempt to correlate the two (Monroe & Darlington) sightings.
i) If same-time observations are available, determine distance or altitude of object by triangulation.

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where they were extended the courtesy of a staff car and a driver.

It might be best, if the reader does not wish to study the interrogation in any detail, to state the opinions of these two investigators.

It is the considered opinion of this inveatigator (and concurred in by Lt. Olsson) at the conclusion of the interrogation of about a dozen people that the object sighted was the planet Venus. This, dispite the flamboyant descriptions of size and motion given by some observers, the conclusion is based on the fact that whenever it was possible to obtain actual positions (altitude-azimuth) of sightings from numerous independant observers, the positions and times corresponded very closely with the calculated positions of the planet Venus from 0320 to 1120 on 31 May 1953. That is, there was no residual specific evidence that the object was sighted in any other portion of the sky than that occupied by Venus. In particular, no agreement whatever was obtained concerning rapid angular velocities where as agreement was very strong as to position during the eight hour interval of observation. The evidence however does not exclude the possibility that a bright meteor traveling toward, and disappearing at, the approximate rising position of Venus, had been the triggering incident, although it seems more probable to the investigators that the observers' first glimpse of Venus (then nearly at its most brilliant phase) rising in the east may have given the momentary illusion of rapid motion. It must be remembered that none of the observers were tutored in matters astronomical, and hence unaware that on occasion Venus can be so bright as to be visible in the daytime.

The itinerary of investigation was as follows:

Mr. Scherer, head of the GOC at Monroe, Wisconsin, was the first to be questioned. He was closely followed by Mr. Ruby, Mr. Hallaway, Mr. Guess and others, all of the GOC post. Mr. Hallaway was requested to remain at the observation post throughout the night to note the rising of Venus and its visibility after daylight. The investigators proceeded then to Darlington, promising to return to check with Mr. Hallaway after dawn.

Mr. Glenn Winslow, policeman at Darlington, met the investigators in his patrol car and "reinacted the episode" as faithfully as his memory permitted. He was quite vague about the original sighting but much surer about the position and later motion of the object in the eastern sky. He drove the investigators to the point from which he radioed police officers in Monboe (to the east of Darlington) telling them that an object was approaching at great speed. The investigators contacted Monroe officers via the Winslow car radio and interviews were arranged for later in the morning. Mr. Winslow in particular was unable to reconcile the notion of rapid motion with the fact that he observed the object for several hours. His ability as an observer must unfortunately be given a very low rating. He appeared more intent on repeating vague statements than on attempting to be scientifically helpfull.

The investigators returned to Monroe and found not only Hallaway at the observation post but about half-dozen observers. One of these, Burel Guess, local amateur astronomer, had set up his telescope and was following Venus into the daytime sky. We again checked their original sighting of position made with reference to the edge of the observing shack and found

again that these agreed closely with the diurnal positions of Venus. As we left, Guess admitted that the object seen had most probably been Venus.

Finally, we interrogated the city and county police officers who had been alerted by radio call from Winslow. We were particularly anxious to discover whether anyone had seen the object approach from the west — the direction of the town of Darlington. No one had. Without exception all observers, questioned independently, pointed out sky positions which agreed closely with those of Venus, although they were totally unaware of this fact. Although several stated the object moved rapidly, not one placed the object in any other position in the sky than that occupied by Venus at the various times of observation.

The interrogations satisfied the investigators beyond all reasonable doubt that the positions of the object sighted over the total eight hour period were also those of the planet Venus, unless therefore, one should be willing to strain credulity and state that the mysterious object should have by coincidence occupied the sky positions of Venus over this relatively long period. One must conclude that the object observed was Venus.

One striking thing, however, is revealed by this interrogation, and that is the ease with which Venus could be seen in broad daylight. This in itself is unusual since ordinarily Venus even when at its brightest is difficult to pick out in the sky and is not at all easily pointed out to a casual observer. We must conclude that the meteorological conditions on the morning of 31 May must have been exceptional, particularly with respect to freedom from haze, to which the majority of observers attested.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

CG TSUAY FIELD MADISON WISCONSIN

TO:

INFO:

DATE-TIME GROUP JUNE 53 | SECURITY CLASSIFICATION UNCLASSIFIED

PRECEDENCE FOR: | ACTION ROUTINE | INFORMATION

☐ BOOK MESSAGE | ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☒ ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

ATIAE BRANCH FILE

FROM: AFOIN-ATIAE-6-1-E FOR INTELLIGENCE OFFICER

ATIC has received a newspaper report of an unidentified flying object seen over Darlington, Wis., on or about 31 May at 0315 CST. Object was described as "enormous blue-white light like a second moon" and was observed by following persons: (1) Glen Winslow, local policeman; (2) [redacted], United Press correspondent; and (3) Lawrence James, county sheriff. Object was described as lighting up the countryside. Observers stated that volunteer C.O.C. spotters in area also sighted the light. The article also states that the Air Force scrambled jets to identify the unknown. Project Blue Book requests your office investigate this sighting and submit standard AF Form 112. Suggest you investigate possibility of the objects being a very bright meteor. Another possibility would be local weather balloon flights. Request you forward winds aloft from 5 to 40,000 ft. at the date and time of sighting. How long was the object seen?

10073

SECURITY CLASSIFICATION UNCLASSIFIED | PAGE 1 OF 2 PAGES

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (*Originator*)

CG ATIC

DATE-TIME GROUP	SECURITY CLASSIFICATION
011900Z JUNE 53	UNCLASSIFIED

PRECEDENCE FOR:	ACTION	INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION

TO:

INFO:

Under separate cover you will receive four USAF Technical Information Sheets which should be filled out by the observers concerned and forwarded with the Form 112.

In reply cite Project Blue Book.

COORDINATION:

ATIA _____ Date _____

ATIAE _____ Date _____

ANALYSIS DIVISION FILE

10073

FILE NUMBER

Vo 6/1/53

INITIALS DATE

SECURITY CLASSIFICATION UNCLASSIFIED | PAGE 2 OF 2 PAGES

DRAFTER'S NAME (*and signature, when required*)

LT R.M. OLSSON/vs

RELEASING OFFICER'S SIGNATURE

SYMBOL ATIAE-5 | TELEPHONE 69365

OFFICIAL TITLE BARBARA P. HANAWALT, 1st Lt
Asst Air Adjutant General

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

3 JUN 1953

In reply refer to
AFOIN-ATIAE-5

SUBJECT: (Uncl) Darlington, Wisconsin, Sighting of Unidentified Flying Object

TO: Commanding Officer
Truax Field
Madison, Wisconsin

As was stated in our electrical message dated 011800Z June 53, inclosed are four USAF Technical Information Sheets to be given to [illegible]aham, and Mr. Lawrence James for their [illegible]rwarded with the AF Form 112 covering [illegible]NERAL

COORDINATION:
ATIA [signature] Date 3 June 53
ATIAE [signature] Date 2 June 53
ATIAE-5 [signature] Date 2 June '53

1 Incl
USAF Tech Info Sheets
(4 cys)

[signature]
BARBARA P. HANAWALT
1st. Lt., USAF
Asst. Adjutant

DGDO (3 Jun 53) 1st Ind 15 June 1953

HQ, 520TH AIR DEFENSE GROUP, Truax Field, Madison, Wisconsin

TO: Commanding General, Air Technical Intelligence Center,
Wright-Patterson Air Force Base, Ohio

Attached forms returned as directed by Lt Olson your Headquarters.

FOR THE COMMANDING OFFICER:

[signature]

1 Incl
USAF Tech Info Sheets
(4 cys)

DON A AMOS
2nd Lt, USAF
Adjutant

Form A

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

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, and will be regarded as confidential material. 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?

31 (Day) May (Month) 1953 (Year)

2. Time of day: 4 (Hour) 40 (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?

[redacted] (Nearest Postal Address) Darlington (City or Town) La Fayette (State or Country)

Additional remarks: _____

5. Estimate how long you saw the object. 4 (Hours) 20 (Minutes) _____ (Seconds)

5.1 *Circle* one of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?

(Circle One): (a. Bright daylight)
(b. Dull daylight)
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, 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

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, 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. Was the object brighter than the background of the sky?

(Circle One): (a. Yes) b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) (a. A mile or more away (a distant car)?)
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other _____

11. 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. Flicker, throb, or pulsate?	Yes	(No)	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

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

_____.

13. Did the object move in front of something at anytime, particularly a cloud?

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

_____.

14. Did the object appear: *(Circle One)*: a. (Solid?) b. Transparent? c. Don't Know.

15. 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 _____		

16. Tell in a few words the following things about the object.

a. Sound No Sound

b. Color Orange colow light

17. 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.

18. 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 _____

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

20. 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.

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____feet.

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
g. Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other _____

22.1 *(Circle One* of the following to indicate how certain you are of your answer to Question 22.

a. Certain
b. Fairly certain
c. Not very sure
d. Uncertain

23. How did the object or objects disappear from view? That I cannot answer

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? 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.

It was a orange color light about size of basketball. This is all I saw.

[redacted] (

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Special Action Report from Chicago Filter Center 1 June 1953

31 May 1953 3:43 AM CST

Monroe, Wisconsin

Object sighted - Bright white light - no glare
Direction of Object - Going east of observation post and climbing - losing sight due to sun rise.

31 May 1953 7;55 AM CST

Object appeared as bright star, not flickering, very high, estimated altitude 10 miles, moving west. Astronomer B[redacted] unsuccessfull in locating object in telescope. He said, "It might be a planet".

not listed in Am. Men of Science

31 May 1953 8:23 AM CST

Pinpoint of light drifting westwardly.

31 May 1953 8:33 AM CST

Object heading south and higher. Aircraft overhead - lower than object

31 May 1953 9:12 AM CST

Contact of object lost due to haze in the sky - Object changed direction, is now headed north. x ♀

31 May 1953 9:17 AM CST

Resighted object. Headed eastward. Still a silver speck - Lost contact again at 9:25 AM CST. x ♀

31 May 1953 9:30 AM CST

Object heading northwest then west. Still high.

31 May 1953 10:05 AM CST

Radar called in No Tell on object.

1. Any real (!) astronomer would know Venus !
2. No change of direction if star or planet
3. Radar could not pick up star or planet

A -
i) Winds aloft for 0600 ?
ii) How about a balloon-dance from Twin Cities at Minneapolis?

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[redacted]

(Maj-Henry AB Command)

25. 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
e. At sea
f. Other _____

26. 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. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Having looking My Cousin drew My attention to it.

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

28.1 What direction were you moving? *(Circle One)*

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

28.2 How fast were you moving? 55 miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes (No)

29. What direction were you looking when you first saw the object? *(Circle One)*

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

30. What direction were you looking when you last saw the object? *(Circle One)*

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

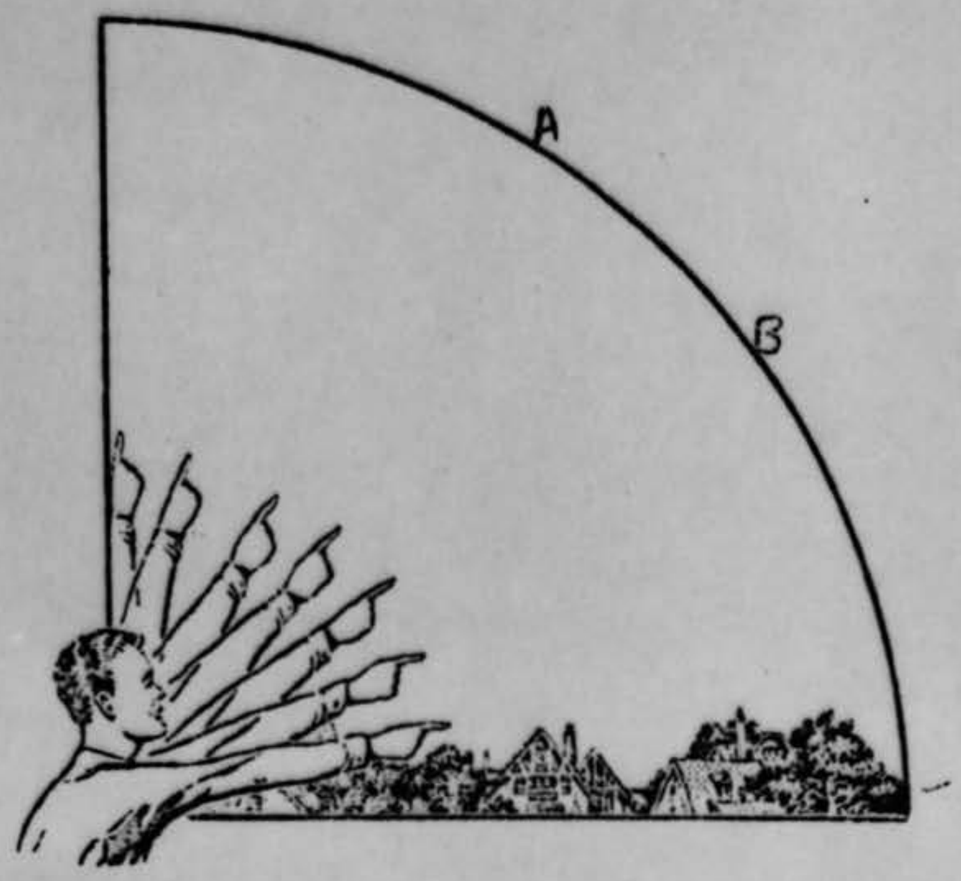
31.1 When it first appeared:

a. From true North 90 degrees.
b. From horizon 70 degrees.

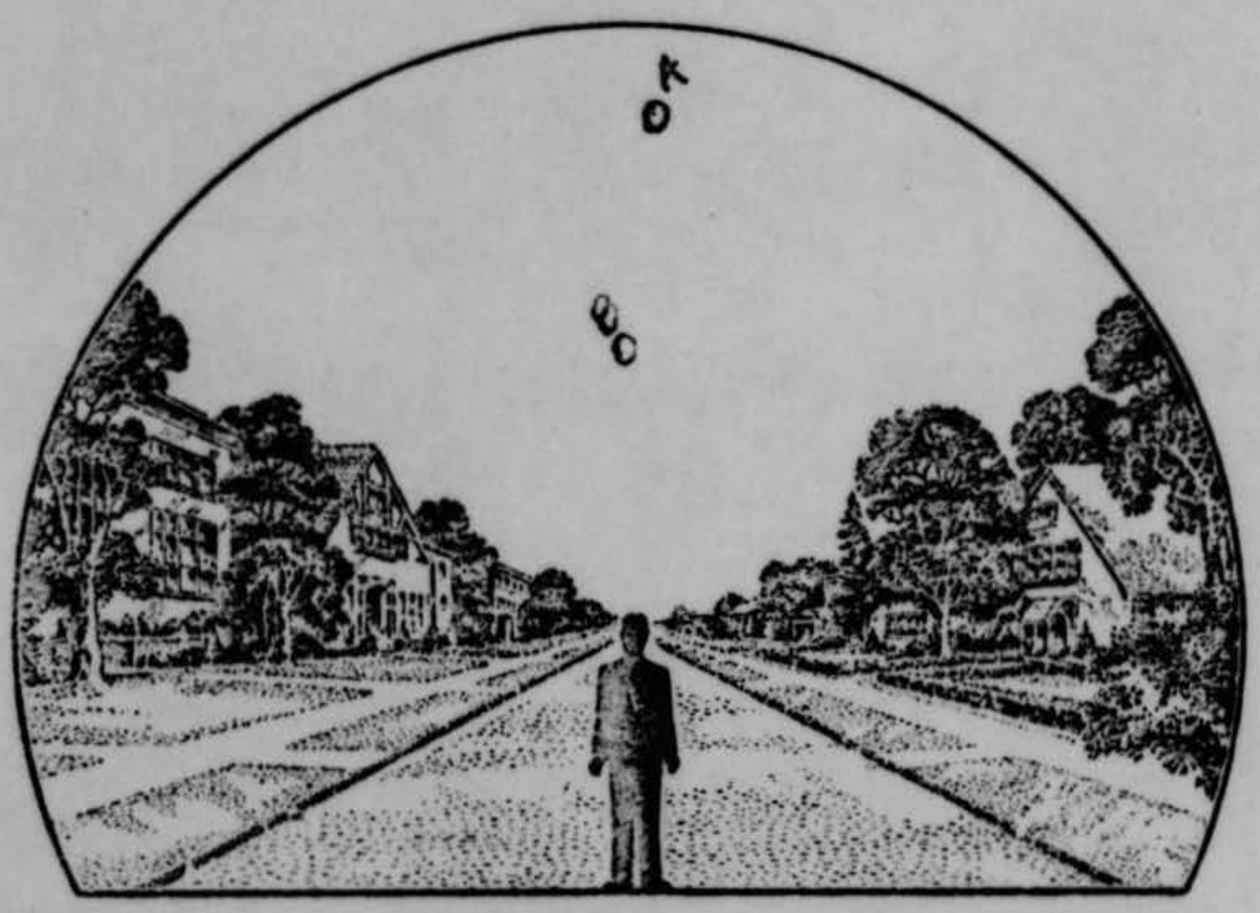
31.2 When it disappeared:

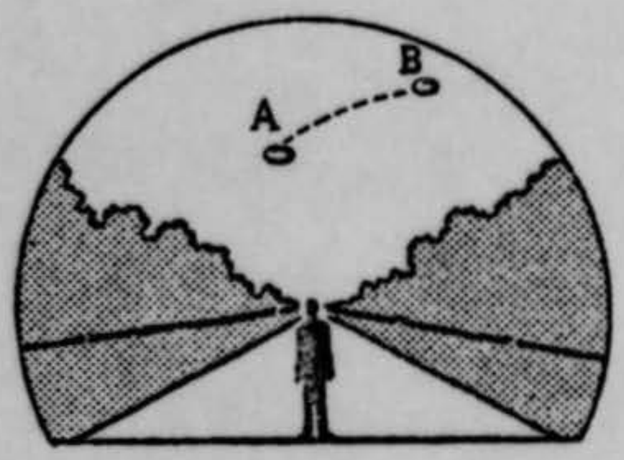
a. From true North _____ degrees.
b. From horizon _____ degrees.

32. 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.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





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

34.1 CLOUDS *(Circle One)*

(a. Clear sky)
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

(a. No wind)
b. Slight breeze
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*

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

34.4 TEMPERATURE *(Circle One)*

a. Cold
(b. Cool)
c. Warm
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

31 (Day) May (Month) 1953 (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) (Yes) No

36.1 IF you answered YES, did they see the object too?

(Circle One) (Yes) No

36.2 Please list their names and addresses:

[redacted]
Darlington, Wis.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

39. 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? _____ m.p.h.

40. 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? _____ feet.

41. Please give the following information about yourself:

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

ADDRESS [redacted] (Street) Darlington (City) 2c (Zone) Wis. (State)

TELEPHONE NUMBER [redacted]

What is your present job? Truck Driving

Age 35 Sex Male

Please indicate any special educational training that you have had.

a. Grade school 8th grade
b. High school _____
c. College _____
d. Post graduate _____
e. e. Technical school _____
(Type) _____
f. Other special training _____
_____

42. Date you completed this questionnaire: 9 (Day) June (Month) 1953 (Year)

Form B

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [redacted]
(Please Print)

SIGNATURE [redacted]

DATE June 9, 1953

(Do Not Write in This Space)

CODE:

Form A

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

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, and will be regarded as confidential material. 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?

31st (Day) May (Month) 1953 (Year)

2. Time of day: 3 (Hour) 45 (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?

Darlington (Nearest Postal Address) Darlington (City or Town) Wisc (State or Country)

Additional remarks: _____

5. Estimate how long you saw the object. 2 (Hours) 30 (Minutes) _____ (Seconds)

5.1 *Circle one* of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?

Bright Moonlit and later bright Sunlit

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, 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

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, 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. Was the object brighter than the background of the sky?

(Circle One): (a. Yes) b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other More like a dynamo about 1/2 mile away

11. 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. Flicker, throb, or pulsate?	Yes	(No)	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

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

_____.

13. Did the object move in front of something at anytime, particularly a cloud?

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

_____.

14. Did the object appear: *(Circle One)*: a. Solid? b. Transparent? (c. Don't Know.)

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

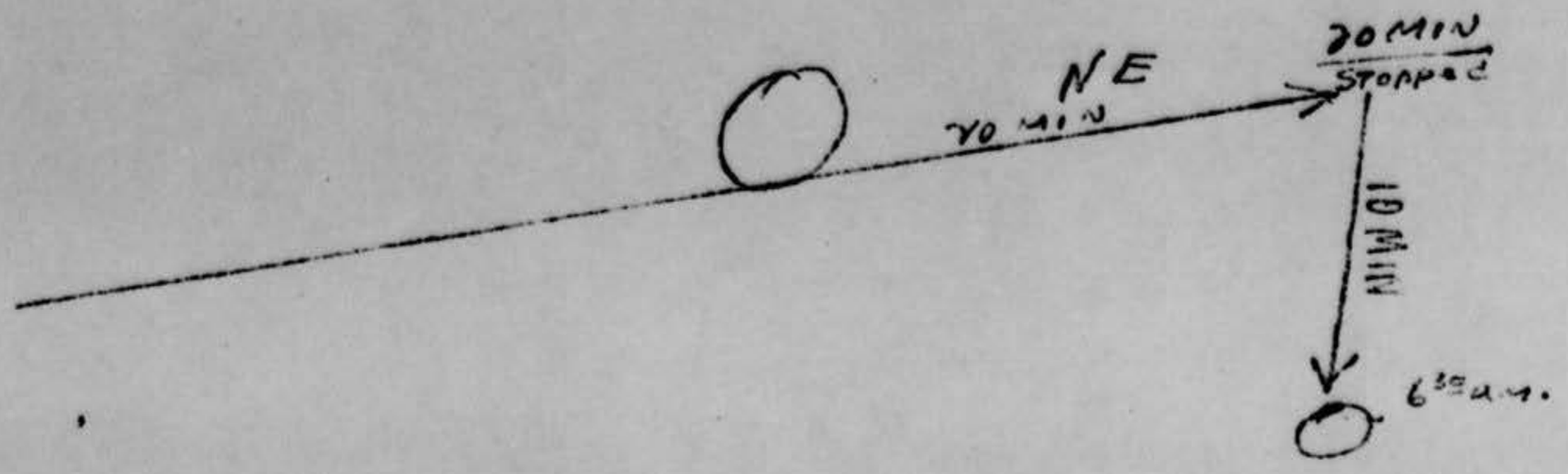
a. Eyeglasses	Yes	(No)	e. Binoculars	Yes	(No)
b. Sun glasses	Yes	(No)	f. Telescope	Yes	(No)
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other _____		

16. Tell in a few words the following things about the object.

a. Sound None

b. Color Blue-White

17. 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.

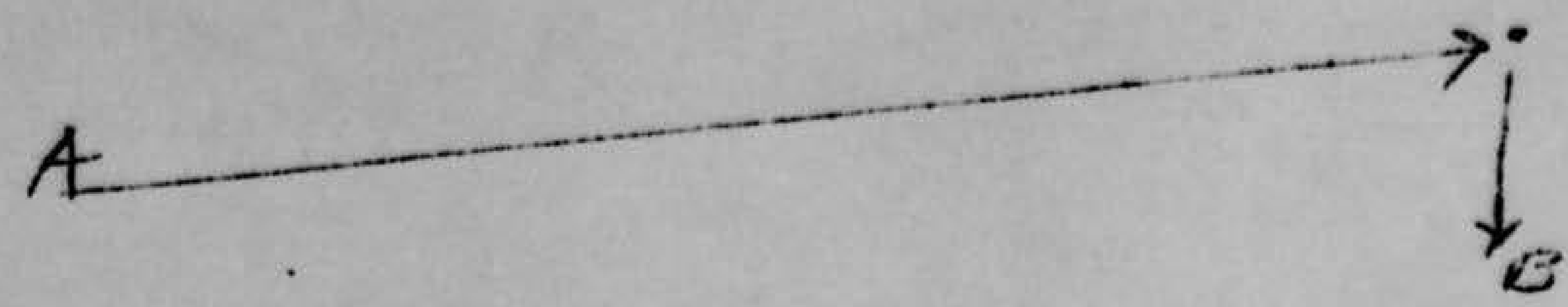


18. The edges of the object were:

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

19. IF there was MORE THAN ONE object, then how many were there? no.
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

20. **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.**



21. **IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.**
_______________ **feet.** Must be large to be seen at such a distance

22. **How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?**

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- **i. Grapefruit**
- j. Basketball
- k. Other _______________

22.1 **(*Circle One* of the following to indicate how certain you are of your answer to Question 22.**

- **a. Certain**
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. **How did the object or objects disappear from view?** Could be plainly seen as I quit observing at 6^{30} A.M.

24. **In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? 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.**

shape would be round
don't know what material

25. 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
e. At sea
f. Other _____

26. 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. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Called from Sleep by City Police Officer

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

28.1 What direction were you moving? *(Circle One)*

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

28.2 How fast were you moving? 15 miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No

29. What direction were you looking when you first saw the object? *(Circle One)*

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

30. What direction were you looking when you last saw the object? *(Circle One)*

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

a. From true North 80 degrees.
b. From horizon 70 degrees.

31.2 When it disappeared:

a. From true North _____ degrees.
b. From horizon _____ degrees.

NOTES FROM ORIGINAL PHONE CALL TO CHICAGO FILTER CENTER,

1 JUNE 1953, 1600E.

JRG Talked to Lt. Walters, USAF, Operations Officer, CHI. ::

O.P. AN2236, Monroe, Wisc.
Chief Observer: J[redacted]
"Astronomer" observer: [redacted]

31 May 53, 0343C to 1005C.

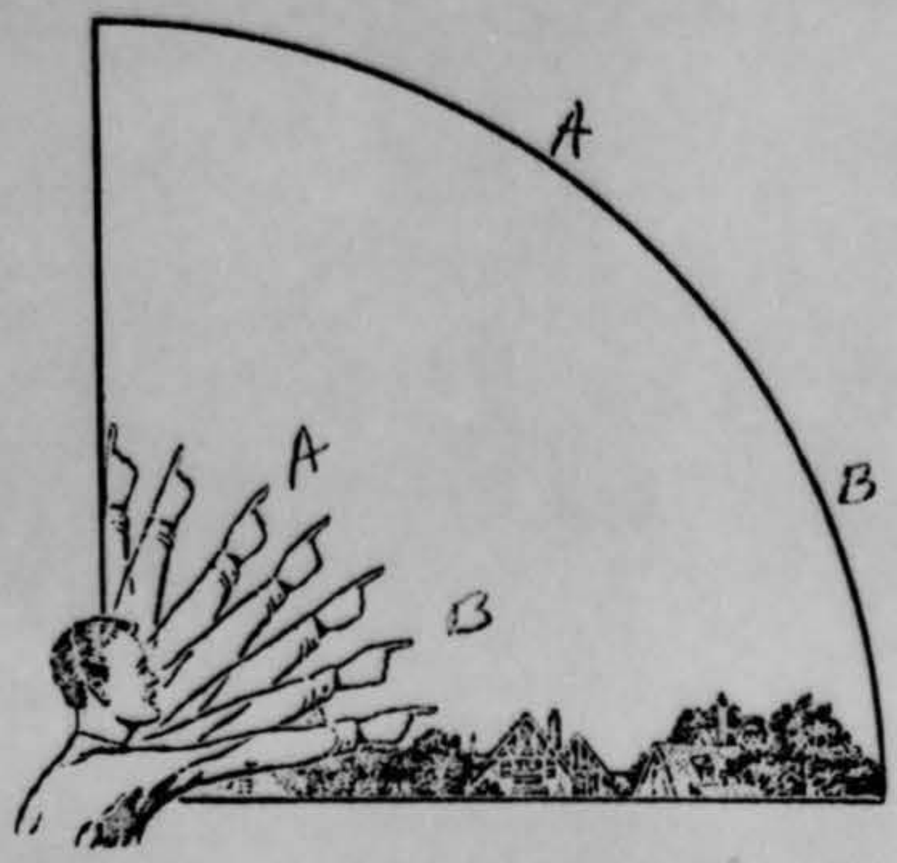
bright star
hazy clouds
still a silver speck
heading south
stationary pinpoint
S one mile of post
heading slowly west
heading south
haze in direction of object
haze obscured object
heading N.
Silver speck
heading E.
West again
estimated alitiude 10 miles
Radar no tell

What about the possibility that it <u>was</u> Venus — that the condition of the atmosphere was just right to produce "wandering" effect and enable it to be seen after the sun was quite high. If this were true, then the Radar blip would have to be accounted for otherwise.

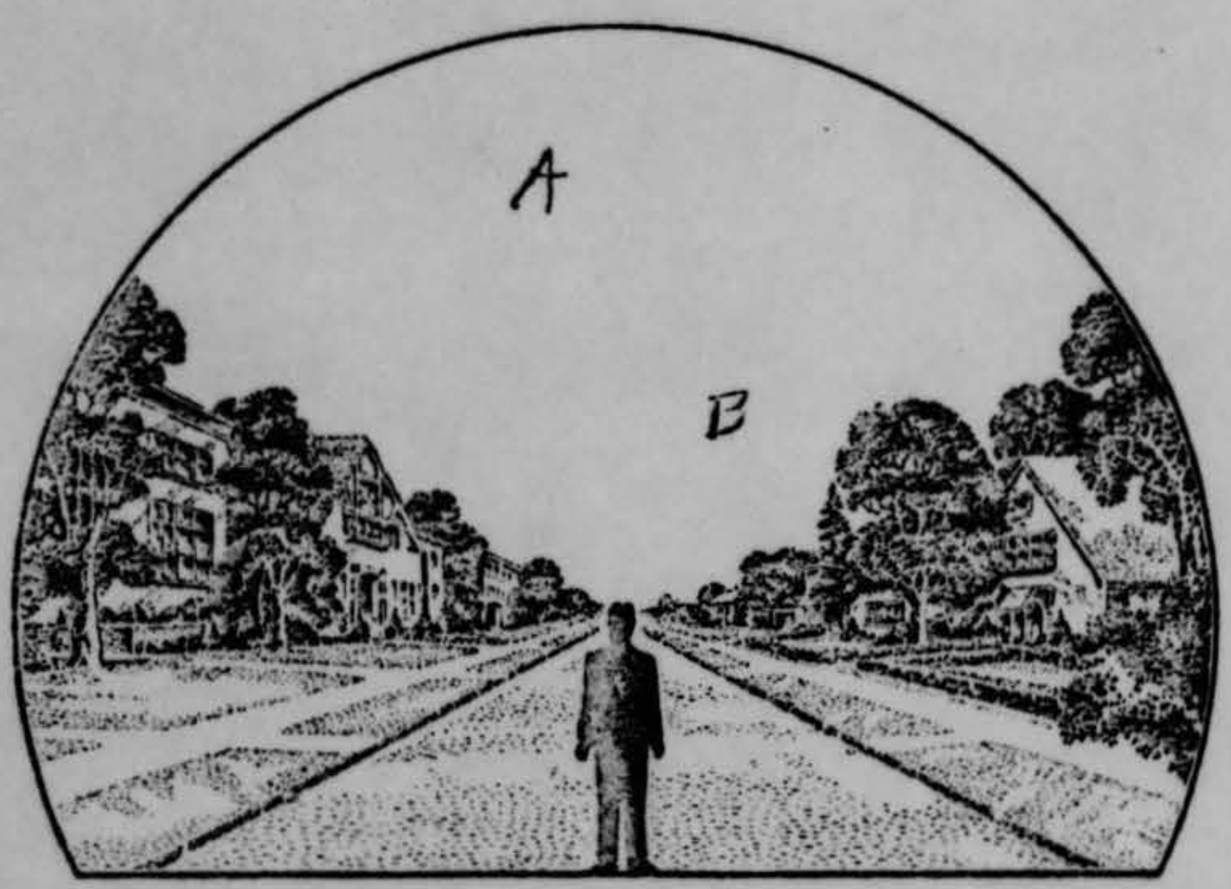
Q: <u>Did the object change position with respect to the sun?</u>
This would make or break the Venus theory.

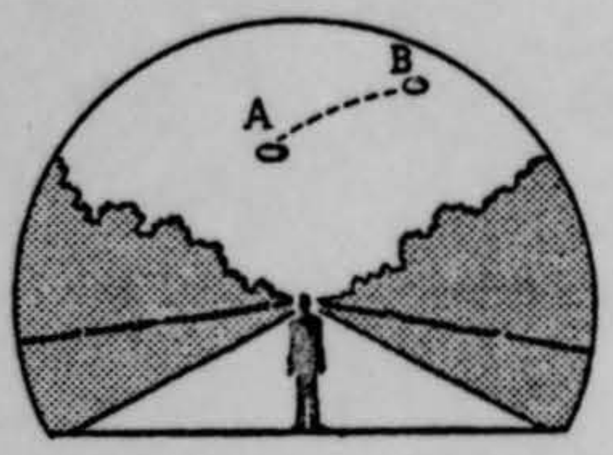
Re: #33 (Montell)

32. 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.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





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

34.1 CLOUDS *(Circle One)*

(a. Clear sky)
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

(a. No wind)
b. Slight breeze
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*

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

34.4 TEMPERATURE *(Circle One)*

a. Cold
b. Cool
(c. Warm)
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

3 / 1st (Day) May (Month) 1953 (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) (Yes) No

36.1 IF you answered YES, did they see the object too?

(Circle One) (Yes) No

36.2 Please list their names and addresses:

[redacted] Harlington, Wisc.
[redacted], Harlington, Wisc.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

Don't Know

39. 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? _____ m.p.h.

40. 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? _____ feet.

41. Please give the following information about yourself:

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

ADDRESS [redacted] (Street) Darlington (City) _____ (Zone) Wisc. (State)

TELEPHONE NUMBER [redacted]

What is your present job? News Reporter

Age 48 Sex male

Please indicate any special educational training that you have had.

(a) Grade school _____
b. High school _____
c. College _____
d. Post graduate _____
e. e. Technical school Chicago Engineering
(Type) _____
f. Other special training Shorthand

42. Date you completed this questionnaire: 9 (Day) June (Month) 1952 (Year)

Form B

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [redacted]
(Please Print)

SIGNATURE [redacted]

DATE June 9th 1953

(Do Not Write in This Space)

CODE:

Was awakened by telephone at 3.35 A.M. May 31st 1953. It was Darlington Police Officer Glen Whitlow. He told me of the object and came to my home at once in his squad car. We watched the object from my lawn for a few minutes and then went to a hill south of Hart to observe. We were joined there by Sheriff Lawrence Jones. When we first observed the object (blue white) it was the size of a grapefruit at arms length or it was N. East from Hart. We noted how it moved South East and then stopped again. Last seen at 6.30 A.M. as I had to leave my post of observation.

Form A

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

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, and will be regarded as confidential material. 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?

31 (Day) May (Month) 1953 (Year)

2. Time of day: 3 (Hour) 15 (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?

south city of City (Nearest Postal Address) Darlington (City or Town) Wisconsin (State or Country)

Additional remarks: _____

5. Estimate how long you saw the object. 3 (Hours) 45 (Minutes) _____ (Seconds)

5.1 *Circle one* of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
(d. Just a trace of daylight)
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, 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

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, 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. Was the object brighter than the background of the sky?

(Circle One): (a. Yes) b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) (a. A mile or more away) (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other _____

11. 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. Flicker, throb, or pulsate?	Yes	No	(Don't Know)

12. Did the object move behind something at anytime, particularly a cloud?

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

13. Did the object move in front of something at anytime, particularly a cloud?

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

14. Did the object appear: *(Circle One)*: (a. Solid) b. Transparent? c. Don't Know.

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

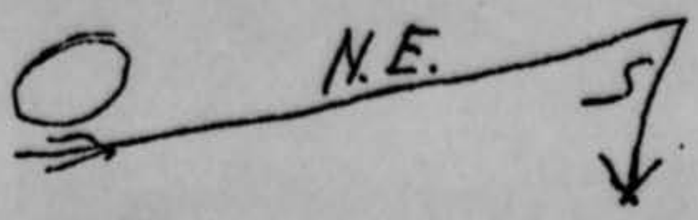
a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	(Yes)	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other _____		

16. Tell in a few words the following things about the object.

a. Sound No sound

b. Color Blue white light

17. 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.

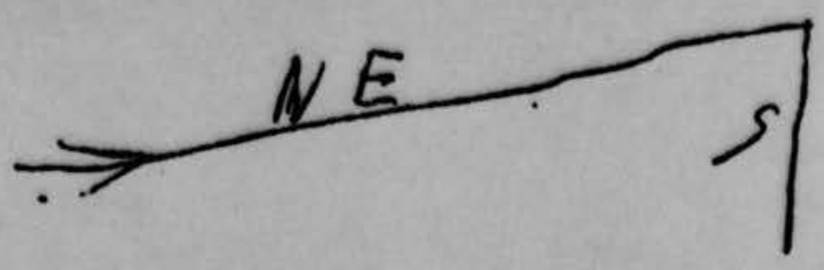


18. The edges of the object were:

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

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

20. 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.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
10 foot across feet.

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
g. Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other _____

22.1 *(Circle One* of the following to indicate how certain you are of your answer to Question 22.

a. Certain
b. Fairly certain
c. Not very sure
d. Uncertain

23. How did the object or objects disappear from view? slowly

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? 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 bright light and white after day light.
10 foot Circle.

25. 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
e. At sea
f. Other _____

26. 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. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Driving Police Car on night watch

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

28.1 What direction were you moving? *(Circle One)*

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

28.2 How fast were you moving? 10 miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No

29. What direction were you looking when you first saw the object? *(Circle One)*

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

30. What direction were you looking when you last saw the object? *(Circle One)*

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

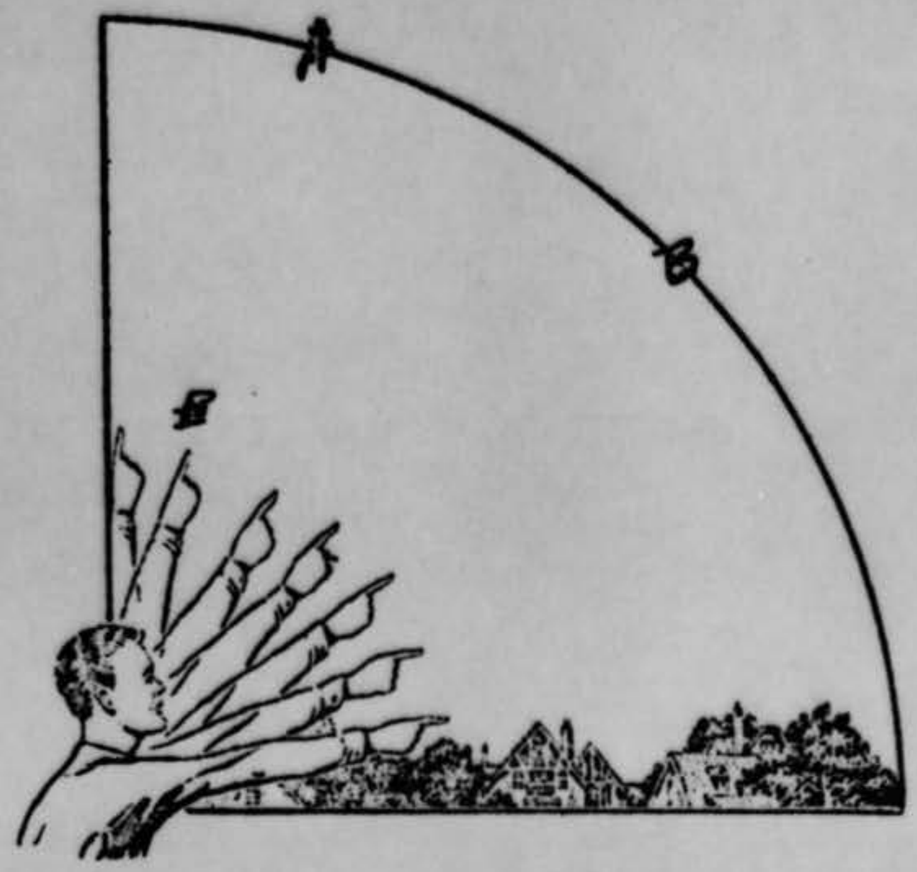
31.1 When it first appeared:

a. From true North 20 degrees.
b. From horizon 40 degrees.

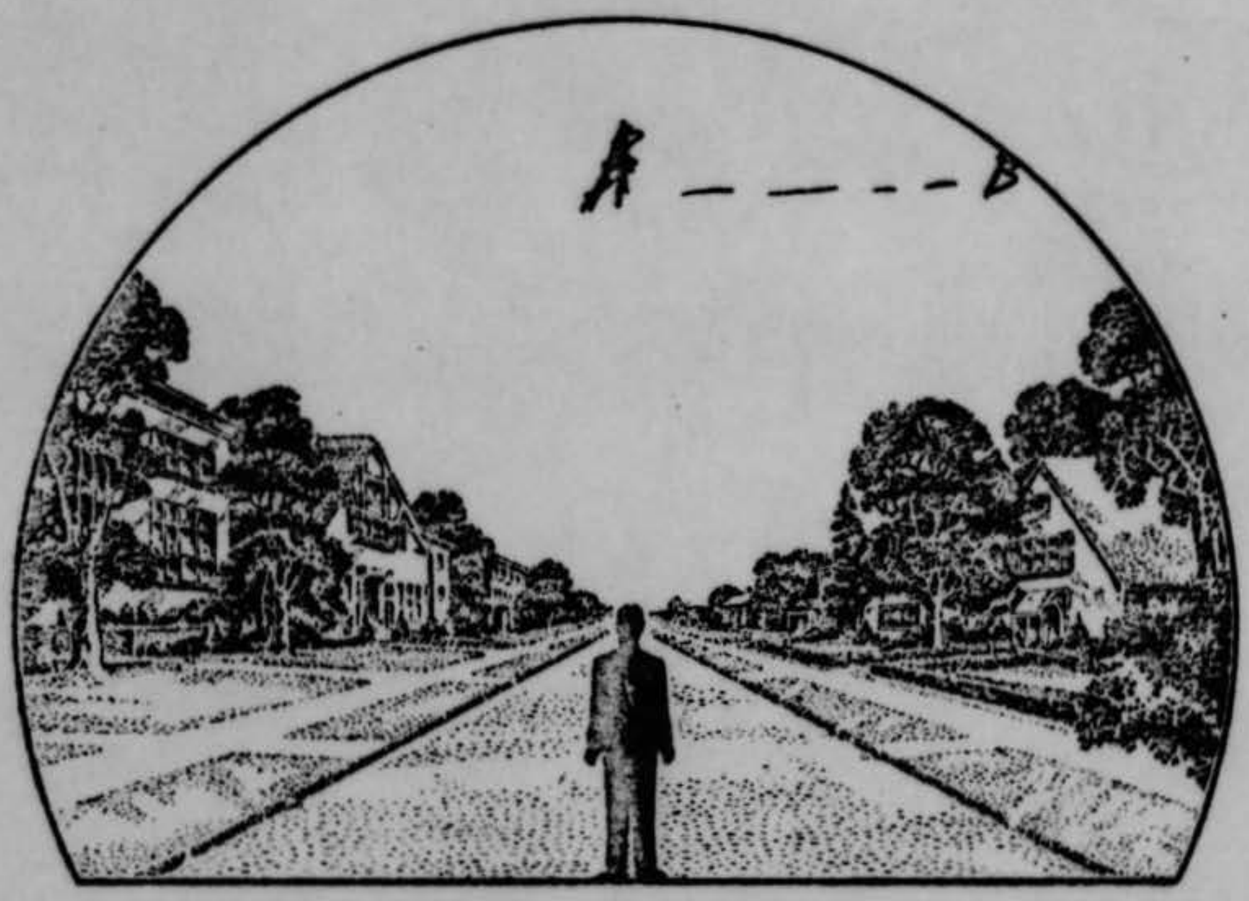
31.2 When it disappeared:

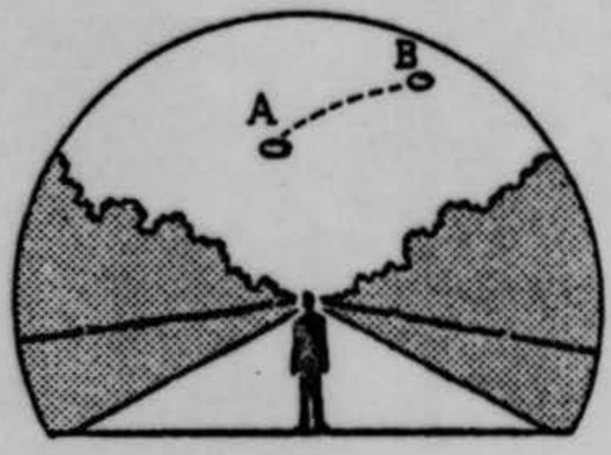
a. From true North 135 degrees.
b. From horizon 45 degrees.

32. 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.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





DETACHMENT 9
4671ST GROUND OBSERVER SQUADRON
1120 North Irwin Avenue, Green Bay, Wisconsin

2 June 1953

Mr. J. Allen Hynek
Director, Emerson McMillan Observatory
Ohio State University
Columbus 10, Ohio

Dear Mr. Hynek:

Inclosed is a clipping concerning a Blue-White Light sighted in South Western Wisconsin, Sunday, 31 May 1953.

At present no other information is available at this Detachment.

Very Truly Yours,

Robert E. Sherbundy

ROBERT E. SHERBUNDY
Captain, USAF
Detachment Commander

Blue-White Light Like Second Moon Seen at Darlington

DARLINGTON, Wis. — (U.P.) — Several persons told today how they watched an "enormous blue-white light like a second moon" light up the Wisconsin countryside near here early Sunday.

The witnesses included a sheriff, several policemen, a reporter and a volunteer civil defense skywatcher.

The unexplained object was not seen by the astronomists at Yerkes observatory, Williams Bay, Wis., [illegible] east of here. There were [illegible], however, that the Air force sent jet interceptors into the sky to investigate.

Air force spokesmen at Truax air base and the Chicago filter center would not confirm the reports.

One of the first persons to spot the object was Policeman Glenn Winslow. He said a full moon was out when, at about 2:15 a.m., he noticed "it was something bright [illegible]

"I thought I was seeing things, so I radioed the Monroe, Wis., police station 35 miles east of here."

[illegible]

The policeman awakened Louis Graham, a United Press correspondent for this area, who accompanied Winslow to a hill on the edge of Darlington. They were joined there by Lafayette County Sheriff Lawrence James.

All the witnesses agreed the light was shaped like a globe—"like a balloon with an internal blue-white light."

They sat until well past seven, watching the object.

[illegible], superintendent of a skywatch observation post at Monroe, said he saw [illegible] about [illegible] the Darlington witnesses said they found it difficult to [illegible] after [illegible].

Sherer said he heard jet pilots talking to the Chicago filter center by radio about the light. Authorities would not confirm this.

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

34.1 CLOUDS *(Circle One)*

a. (Clear sky)
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

a. No wind
b. (Slight breeze)
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*

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

34.4 TEMPERATURE *(Circle One)*

a. Cold
b. Cool
c. (Warm)
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

31 (Day) May (Month) 1953 (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) (Yes)

36.1 IF you answered YES, did they see the object too?

(Circle One) (Yes) No

36.2 Please list their names and addresses:

[redacted]
Sheriff

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

Weather Blon

39. 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? Guess 100 m.p.h.

40. 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? 10,000 feet.

41. Please give the following information about yourself:

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

ADDRESS [redacted] Street Darlington City Zone Wis State

TELEPHONE NUMBER [redacted]

What is your present job? Police

Age 35 Sex M

Please indicate any special educational training that you have had.

a. Grade school ✓
b. High school
c. College
d. Post graduate
e. e. Technical school
(Type)
f. Other special training

42. Date you completed this questionnaire: 9 Day June Month 1953 Year

Form B

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME GLEN L. WINSLOW
(Please Print)

SIGNATURE Glenn L. Winslow

DATE 9 June 1953

(Do Not Write in This Space)

CODE:

I saw the light at 320 AM and saw the white like thing.

#1

Multiple (3) 6/15 Darlington pg 13

Form A

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

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, and will be regarded as confidential material. 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?

Sunday (31) Day | May Month | 1953 Year

2. Time of day: 4 Hour | 15 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?

DARLINGTON Nearest Postal Address | DARLINGTON City or Town | WISCONSIN State or Country

Additional remarks: 100' OUTSIDE City LIMITS ON CENTER HILL.

5. Estimate how long you saw the object. 5 Hours | 45 Minutes | _____ Seconds

5.1 *Circle one* of the following to indicate how certain you are of your answer to Question 5.

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

6. What was the condition of the sky?

(Circle One):- a. Bright daylight
b. Dull daylight
c. Bright twilight
(d. Just a trace of daylight)
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, 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

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, 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. Was the object brighter than the background of the sky?

(Circle One): (a. Yes) b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other BRIGHT Shining Object

11. 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. Flicker, throb, or pulsate?	Yes	(No)	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

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

_____.

13. Did the object move in front of something at anytime, particularly a cloud?

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

_____.

14. Did the object appear: *(Circle One)*: a. Solid? b. Transparent? (c. Don't Know.)

15. 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 _____		

16. Tell in a few words the following things about the object.

a. Sound NONE

b. Color Bright Blue-White (like Arc welding light)

17. 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.

came from North West Streamed
to South East.

18. 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 _____

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

20. 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.

No change of direction

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
3ft Geometric at 10000 feet.

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
g. Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other Larger than any of above

22.1 *(Circle One* of the following to indicate how certain you are of your answer to Question 22.

(a. Certain)
b. Fairly certain
c. Not very sure
d. Uncertain

23. How did the object or objects disappear from view? did not observe after 10 am.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? 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.

Round glowing object

25. 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
e. At sea
f. Other _____

26. 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. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Starting on fishing trip — city police noticed me.

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

28.1 What direction were you moving? *(Circle One)*

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

28.2 How fast were you moving? 25-30 miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No

29. What direction were you looking when you first saw the object? *(Circle One)*

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

30. What direction were you looking when you last saw the object? *(Circle One)*

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

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

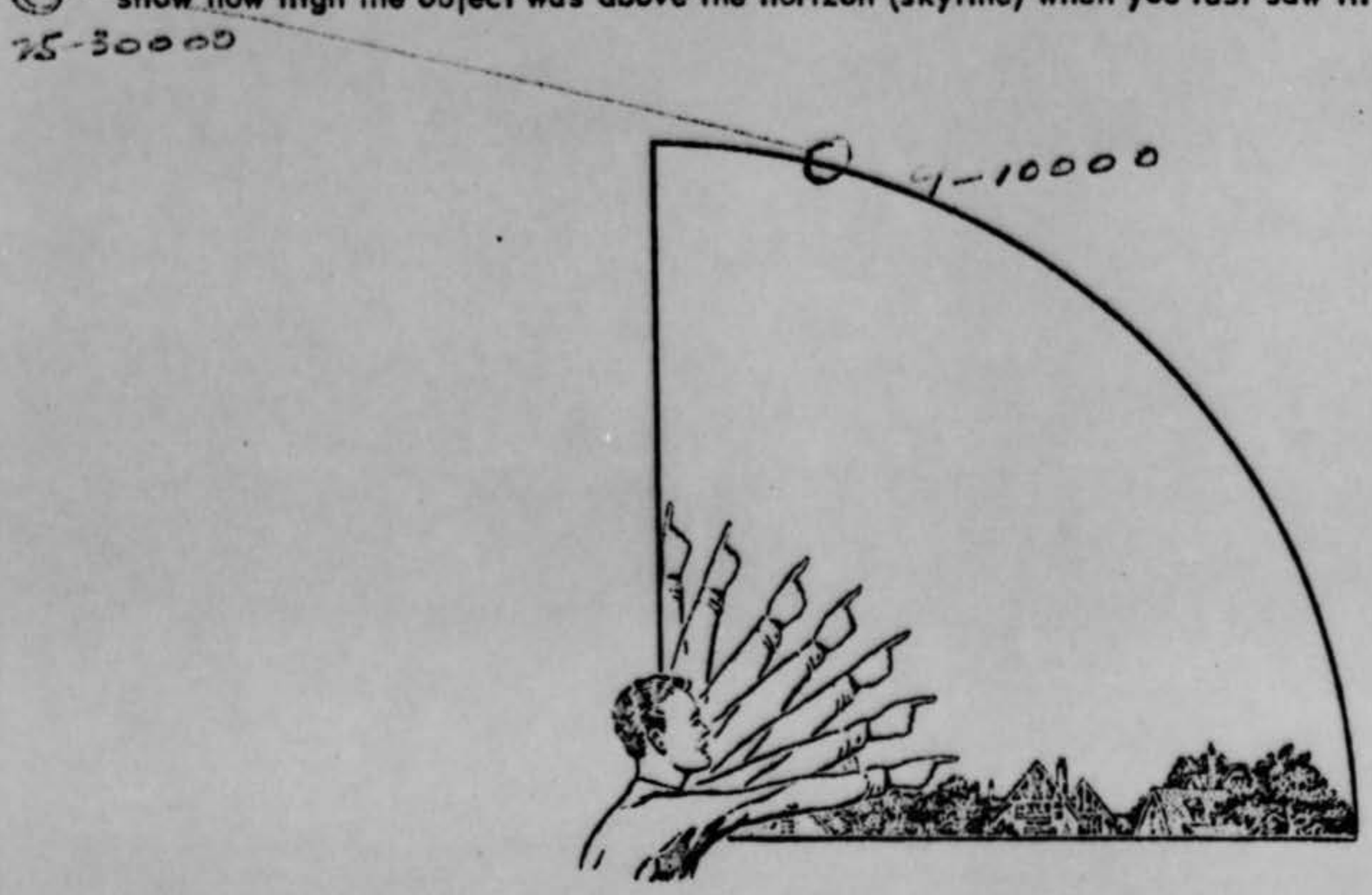
31.1 When it first appeared:

a. From true North 30° degrees.
b. From horizon 70 degrees.

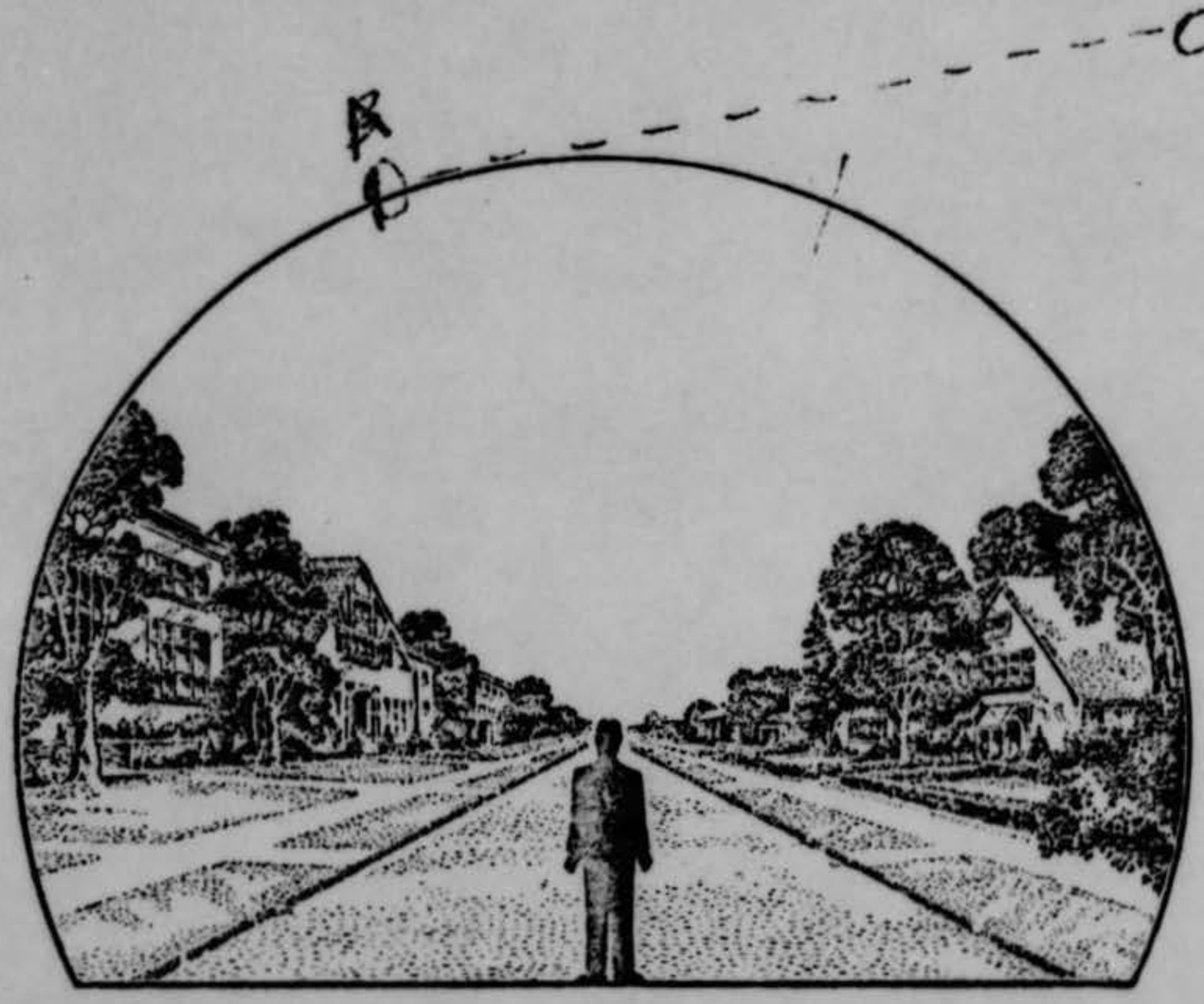
31.2 When it disappeared:

a. From true North 150 degrees.
b. From horizon ? degrees.

32. 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.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



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

34.1 CLOUDS *(Circle One)*

(a. Clear sky)
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

a. No wind
(b. Slight breeze)
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*

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

34.4 TEMPERATURE *(Circle One)*

a. Cold
b. Cool
(c. Warm)
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

31 (Day) May (Month) 1953 (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) (Yes) No

36.1 IF you answered YES, did they see the object too?

(Circle One) (Yes) No

36.2 Please list their names and addresses:

[redacted] DARLINGTON Wisc
" "
" "

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

I don't know.

WASHBURN OBSERVATORY
UNIVERSITY OF WISCONSIN

MADISON 6, WISCONSIN

June 6, 1953

Miss Jonnie R. Gluck
Meteoritics Research
Emerson McMillin Observatory
Ohio State University
Columbus 10, Ohio

Dear Miss Gluck:

We have no eye-witness reports of the phenomenon observed in southwestern Wisconsin on the morning of the 31st of May, 1953. It would have seemed to be a duplication of effort for us to attempt an investigation of this sort, since the fighter squadron based at Truax Field near Madison does take care of this.

Captain John M. Fox informs me that he has made a report through Air Force channels of his investigation. He believes that it was moonlight on some scattered low-lying clouds against a background of high overcast. This jibes with what I saw about midnight here in Madison.

Very truly yours,

A. E. Whitford

A. E. Whitford
Director

AEW:pac

39. 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? _____ m.p.h.

40. 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? 9000-10000 feet.

41. Please give the following information about yourself:

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

ADDRESS [redacted] (Street) DARLINGTON (City) _____ (Zone) WIS (State)

TELEPHONE NUMBER [redacted]

What is your present job? SHERIFF

Age 38 Sex MALE

Please indicate any special educational training that you have had.

a. Grade school YES
b. High school YES
c. College —
d. Post graduate YES
e. e. Technical school AIRCRAFT School
(Type) ENGINEERING
f. Other special training ARMY + NAVY

42. Date you completed this questionnaire: 9 (Day) June (Month) 1953 (Year)

Form B

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [redacted]
(Please Print)

SIGNATURE [redacted]

DATE June 9, 1953

(Do Not Write in This Space)

CODE:

Darlington, Wisconsin 31 May 1953

I. DESCRIPTION

Between 0320 CST and 1130 CST on 31 May 1953, eleven persons in the Darlington-Monroe area in Wisconsin sighted an unidentified aerial object. The object appeared as a steady white light coming generally out of the East and disappearing high overhead after 8 hours of continuous observation. It appeared low on the Eastern horizon, much brighter than the surrounding stars. It was reported to hover and then move at terrific speeds by several local inhabitants, including several county sheriffs and Ground Observer Corps members. Two of the policemen pursued the object in their squad car without gaining any noticeable ground. A telescope was employed to view the phenomena by the GOC members. The weather during the time of sighting was unusually clear with a few scattered clouds carried on a north heading by the wind.

II. DISCUSSION

A newspaper account of the sighting came to the attention of ATIC and (Lt. Olsson) (Dr. A.J. Hynek) as a result an officer and an astronomer were sent to the area of the sighting. They interrogated eight of the eleven observers in attempting to piece together the variety of reports. Estimates of azimuth and elevation readings were obtained from different observers at varied locations in Monroe and Darlington for evenly spaced time intervals during the 8 hour period. The description of the object turned out to be the same with all observers - bright white. The description of the maneuvers varied, however, some stating the object rose slowly, others saying it moved at great speeds, and then hovered. The latter description usually came from observers while riding in a car. All agreed that the object was too bright to be a star and moreover it was seen in the daytime.

It was determined that the path of the object in question across the sky, its position at appearance and disappearance, very closely paralleled the path of the planet Venus on 31 May 1953. Venus on this day rose at 0310 CST and was at its approximate maximum brilliancy. Under ideal weather conditions it can be seen in the daytime, although this is rare. The fact that COC personnel first sighted it at night and had the object pin-pointed for daylight observation allowed them to keep it under constant surveillance. Reports that the object maneuvered radically usually came from persons driving in cars while observing the object. If Venus is stared at for any length of time without any balancing reference point, it can appear to perform erratic maneuvers.

GOC personnel alerted the Chicago filter center and jets were scrambled to investigate. This was during daylight observation and the jets, although vectored toward the object by visual directions from Darlington, were unable to locate the unknown.

III. CONCLUSION

Was Venus.

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE	2. LOCATION	3. TIME
31 May 1953	DARLINGTON - MONROE, WISC.	Local: 08[illegible] Zebra: 1412

4. WAS OBJECT OBSERVED FROM THE GROUND? ☑ Yes ☐ No
- ☑ Naked Eye
- ☐ Binoculars
- ☑ Telescope
- ☐ Theodolite

5. WAS OBJECT OBSERVED BY GROUND RADAR? ☐ Yes ☒ No
- ☐ By One Set
- ☐ By Two Sets
- ☐ By Three Sets

6. WAS OBJECT OBSERVED FROM THE AIR? ☐ Yes ☒ No
- ___ A/C Observed Object
- ☐ Interception Attempted
- ☐ No Intercept Attempted

7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? ☑ Yes ☐ No
- 2 A/C Scrambled
- ☐ Visual Contact Made
- ☐ A/I Contact Made
- ☒ No Contact Made

8. DID OBJECT CHANGE DIRECTION AT ANY TIME? ☒ Yes ☐ No
- ☑ Normal
- ☐ Violent

9. IF OBJECT WAS A "LIGHT", WAS IT:
- ☐ Blinking
- ☑ Steady

10. LENGTH OF TIME IN SIGHT:
- ☐ 1-15 Seconds
- ☐ 1-5 Minutes
- ☑ Over 10 Minutes 8 hrs

11. REPORTING AGENCY (Unit Number and Mailing Address)

Observer Team, Wire, O.O.C. - Truax AFB, Madison, Wis.

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?

N/A

13. DID OBJECT APPEAR TO ARCH DOWNWARD?	☐ Yes	☐ No
14. DID OBJECT HAVE A TAIL?	☐ Yes	☐ No
15. DID OBJECT APPEAR TO DISINTEGRATE?	☐ Yes	☐ No

16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)
- ☐ Night
- ☑ Day
- ☑ Sunrise
- ☐ Sunset

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	☐ Yes ☐ One Aircraft ☐ More Than One Aircraft	☒ No
18. WAS ANY SOUND HEARD?	☐ Yes	☐ No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	☐ Yes	☐ No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	☑ Yes	☐ No

ATIC Form 334 (13 Aug 52)

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? [x] Yes [ ] No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 20 Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted? Yes	Lighted? No	Describe Lighting
a.	Washington, D.C.	Pibal	US Dept Weather		✓	
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

- [ ] Excellent
- [ ] Good
- [x] Fair
- [ ] Poor
- [ ] Unreliable
- [ ] Extremely Doubtful
- [ ] Hoax

22. DETAILS OF REPORT:

- [x] Good
- [ ] Fair
- [ ] Poor
- [ ] Insufficient to Evaluate

23. FINAL EVALUATION:

- [ ] Was Balloon
- [ ] Probably Balloon
- [ ] Possibly Balloon
- [ ] Was Aircraft
- [ ] Probably Aircraft
- [ ] Possibly Aircraft
- [x] Was Astronomical
- [ ] Probably Astronomical
- [ ] Possibly Astronomical
- [ ] Other: ____________
- [ ] Insufficient Data For Evaluation
- [ ] Unknown

24. COMMENTS:

Contract Astronomer and Lt. R. M. Olsson made T.D.Y. trip to Washington to investigate sighting. Interrogated 8 out of 11 observers and found that what they were observing was without a doubt Venus. Experience level of observers was rather low with the exception of an amateur astronomer (Mr. Cross). Almost all would not believe it was Venus, even when shown Venus in the early morning hours. — R. Olsson

ATIC Form 334 (13 Aug 52)

PROJECT 1.0073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING

4. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? _____)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? _____)

7. CLOUD COVER:
_____ tenths at _____ feet. _____ tenths at _____ feet.
_____ tenths at _____ feet. _____ tenths at _____ feet.

8. VISIBILITY WAS
_____ MILES.

9. COMMENTS:

Atmospheric conditions were especially clear above
10 km as can be seen in the daytime contrail
pictures. The 31 of Dec '52 was much like a fall
day. clear and rather chilly.

ATIC Form 333 (13 Aug 52)

8 June 1953

1st Lt. Robert Olsson
ATIC Wright-Patterson AFB
Dayton, Ohio

Dear Lt. Olsson,

In connection with the sightings of 31 May in Wisconsin the following phone calls were made for additional information:

(1) To Mr. Glenn Winslow, a Darlington police officer, who reported he saw object first at 0315, overhead, moved NE, could see it move, was bright enough to light up surroundings (subjective?). He reported it on police radio and another car set after it, presumably in a NE direction, at 75 mph but could not keep up with it. Direction of object changed to South later. Object was observed by Winslow for more than 4 hours, becoming much dimmer as daylight approached.

Overhead sighting, brightness, apparent motion, NE heading and change in direction rule out Venus.

Winslow stated that police officers in Monroe sighted the same object. Winslow familiar with Venus, states object was not Venus. Was asked to observe Venus before sunrise as soon as possible to double check. Also stated object almost as large as the moon.

(2) Called [redacted], an amateur astronomer in Milwaukee. Made no sighting himself but has been receiving reports. He is the head of one of Jennie's standby amateur groups. Stated he would like to have me meet with a representitive from Sturgen Bay, Wisconsin, of the "Aerial Phenomena Research Organization," a civilian group that collects sightings.

(3) Called J.B. Sharer, Monroe GOC Observation Post. Object not reported to him until 0815. Object starlike and difficult to pick out, moving west. Was directly South at 0900. NOTE: Venus on that day was directly South at 0900. His evidence all points to Venus.

(4 & 5) Jennie also called Chicago and Green Bay Filter Centers to see if anything had been called in to them.

Green Bay had no direct reports but later sent down a newspaper clipping from Darlington paper. Chicago had a sequence of reports from the Monroe observation post (J.B. Sharer). Chicago had a radar track on an object supposdily the same as was sighted from the ground. The radar track was evidently established at 1005.

It seems probable on the present evidence that some observers saw Venus and others definitely did not and probably saw a balloon.