

PROJECT 10873 RECORD CARD

1. DATE 3 April 1954	2. LOCATION Wichita, Kansas	12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other <u>Birds</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local _____ GMT <u>04/0250Z (Night)</u>	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE civilian	
7. LENGTH OF OBSERVATION 10-12 seconds	8. NUMBER OF OBJECTS 7 - 9	9. COURSE Northerly
10. BRIEF SUMMARY OF SIGHTING Lights in V formation, one would periodically drop back and then resume position. Sitting in car facing North. Speed of objects extremely fast. Steady flight. Brightness of 2 $\frac{1}{2}$ deg or 3 deg mag stars.		11. COMMENTS

05 Apr 54

040240Z

WICHITA, KAN

25

Witness

09 49 51 05 49 Z

WPT66

YMB32

YYC055T

WYD078

WMB57

WUC044

JWFKT 001

RR JEDEN JEDST JEDWP JEPHQ JWFDL 555

DE JWFKT 22

R 082134Z

FM COMDR WICHITA AFB KANS

TO JWFDL/COMDR CTAF RANDOLPH AFB TEX

JEDST/COMDR ATRC SCOTT AFB ILL

JEDEN/COMDR ADC ENT AFB COLO

JEDWP/COMDR AIR TECH INTEL CEN WRIGHT PATTERSON AFB OHIO

JEPHQ/DIR OF INTEL HQ USAF WASHINGTON DC

GA2467D. UFOB. MR [REDACTED], WICHITA, KANS,

REPTD THE SIGHTING OF UFOB WICHITA AFB, KANS, AT 052030Z APR. TIME

AND DT OF SIGHTING WAS 040250Z APR, W/NIGHT PREVAILING. WHILE

SITTING IN CAR FACING S ON MARKET ST, WICHITA, KANS, (37 DEGREES

38°N/97 DEGREES 16°W) OBSERVER CASUALLY GAZED INTO SKY AND SAW

SEVEN TO NINE LIGHTS MVG IN A NORTHERLY DIR. LIGHTS WERE IN A

V FORMATION AND APPEARED TO BE VERY HIGH AND EXTREMELY FAST. OBJS WERE

1ST SIGHTED AT A 35 ^{DEGREE ANGLE} 532433 -, & 03, AZIMUTH OF 180 DEGREE AND

PASSED DIRECTLY OVER OBSR'S HEAD. THE FLT PATH OF THE OBJC WAS VERY

STEADY ALTHOUGH THEY SEEMED TO HAVE A VERY SLIGHT DIFFIULTY IN RTNG

INFORMATION

JA

*2. Cota
3. Atigz
4. R file*

PAGE TWO JWFKT 22

V FORMATION. THE LAST LIGHT ON THE W SIDE WOULD PERIODICALLY DROP BACK, RESUME ITS PSN AND THEN MOVE OUT TO THE W SIDE OF FORMATION BEFORE RTNG TO PATTERN. THE OBJS DISAPPEARED AT A 35 DEGREE ANGLE AND AN AZIMUTH OF 350 DEGREE. OBJS WERE IN SIGHT FOR PD OF 10-12 SECONDS, MADE NO NOISE, AND LEFT NO VISIBLE CONTRAIL. SIZE OF LIGHT CAN BE COMPARED TO HEAD OF PIN HELD AT ARM'S LGTH WHILE SHAPE COULD NOT BE DETERMINED. COLOR OF LIGHTS WERE (W), W/BRIGHTNESS BEING COMPARED TO SECOND OR THIRD MAGNITUDE STARS. Q WEA CONDS AT TIME OF SIGHTING ARE AS FOLLOWS: WIND AT SURF WAS TEN KNOTS FR 40 DEGREE; WIND AT SIX THOUSAND FEET WAS TWENTY-ONE KNOTS FR 240 DEGREE; WIND AT TEN THOUSAND FEET WAS THIRTY-EIGHT KNOTS FR 270 DEGREE; WIND AT SIXTEEN THOUSAND FEET WAS THIRTY-SIX KNOTS FR 270 DEGREE; WEA CONDS ABOVE SIXTEEN THOUSAND FEET NOT AVAL. CEILING WAS UNLIMITED AND VISIBILITZ WAS FIFTEEN MILES PLUS W/NO CLOUD COVER. NO CEL OR MET ACTY IN AREA AT TIME OF SIGHTING. ONE WEA BALLON WAS RELSD BY THE WEA STA AT 0240Z 04 APR. THIS BALLON WAS OF THE (W) NYLON, ONE HUNDRED GRAM SIZE. NO PHY EVIDENCE IN SIGHTING OF OBJS. CK K/AC&W SITE IN HUTCHINSON, KANS, RESULTED IN NEGATIVE REPT. A CK W/BASE OPRS, THIS B, RESULTED IN NEGATIVE REPT. INTERCEPTIVE ACTION WAS NOT TAKEN. MR CLINGER IS THIRTY-FIVE YRS OF AGE, IS ENPLD BY LANTROP, MANK AND HERRICK CO, **WICITA** 28:85-, KANS, AN INVESTMENT BROKER. HE IS UNKNOWN BY THIS OFF. RELIABILITY RTG IS F-SIX.

08/2220Z APR JWFKT

4 April, 1954
Scotland

Under British Air Ministry policy, reports on Unidentified Flying Objects have been withheld from the public for at least three years, the National Investigations Committee has been officially informed. The British policy was admitted by the Air Ministry Information Division, in denying a NICAP request for verified UFO cases.

The official details requested by the Committee on April 29 covered two visual sightings and one radar tracking report previously confirmed by the Air Ministry. The radar case occurred on April 4 when three Air Ministry radar operators tracked an unknown flying object over southwest Scotland. The operators, at three different points, reported that the UFO—flying at 60,000 feet—flashed across their radarscopes at tremendous speed. Suddenly, they said, it dived to 14,000 feet, made two swift, tight turns, and vanished to the south.

According to Wing Commander W. P. Whitworth, Royal Air Force, the object "definitely was not a freak," Cdr. Whitworth, stationed at an RAF station near Luce Bay where the UFO was tracked, said it was a solid object and "no mistake could have been made." He added that the Air Ministry took the report very seriously.

No explanation has been given as to why Cdr. Whitworth released this report to the press. At the time, the Air Ministry quickly confirmed the incident.

"We are investigating the matter," a Ministry official stated. "We do not know what the object was. Intelligence experts are studying the reports and a detailed statement may be made next week."

In its reply to NICAP, however, the Air Ministry made it clear that this plan had been canceled:

"We regret that we are unable to release any information on the radar sighting of West Frough in Scotland on 4th April.

"We can not release any information on the S. O. A. C. or the P.W. Lt. Selandin sightings. Air Ministry policy has not changed since these sightings were made."

The latter two sightings mentioned took place in 1954 and both were confirmed by Air Ministry officials. In the first case, a large UFO with six smaller ones circling around it was sighted near Labrador by Capt. James Howard, the crew and eleven passengers of a British Overseas Aircraft Corporation stratosphere. Capt. Howard, an RAF veteran of World War 2, and with 265 nautical credits to his credit, publicly stated his belief that it had been a space ship from another world. The Air Ministry at that time promised a statement would be made on the sighting after a full investigation.

The second UFO report NICAP requested covered a near collision between a UFO and an RAF Meteor jet piloted by Flight Lieut. J. R. Selandin. On October 14, 1954, while flying near North Weald, Essex, Selandin sighted two disc-shaped UFO's near RAF jets cruising at 20,000 feet. As he turned back to his controls, he saw a third UFO headed directly toward him.

The main body of the object, Selandin said later, was like two saucers, one in-

verted upon the other. The UFO had a dome-shaped top and a similar round projection beneath, and it appeared to be made of some type of gleaming metal.

At the last moment, the UFO flipped to one side, avoiding collision. After Selandin landed, he reported the encounter to the RAF. Later, in spite of the Air Ministry rules, the story was published, with no reason given for this exception to the policy.

Though the UFO reports requested by NICAP were refused, the Air Ministry did cooperate in identifying as a "fake" an alleged UFO photograph published in the London Daily Sketch. (This belatedly discovered hoax had also been reported to NICAP by the newspaper.)

According to the Air Ministry reply to NICAP, no questions on UFO's are ever officially answered unless there has been press comment on the sightings. The paragraph in question reads:

"It is our custom to answer any questions from the press about incidents whenever they come to the public notice."

Though it may be merely coincidence, this is almost identical with the U. S. Air Force policy stated by Maj. Gen. Joe W. Kelly, USAF, in a letter to Representative Lee Metcalf of Montana.

(See discussion of General Kelly's letter and NICAP's follow-up elsewhere.)