

PROJECT 10073 RECORD

1. DATE - TIME GROUP 13 OCT 54 14/0210Z	2. LOCATION FESTUS, MISSOURI
3. SOURCE CIVILIAN	10. CONCLUSION OTHER: DEBRIS/REFLECTION <i>AND CR</i>
4. NUMBER OF OBJECTS ONE	
5. LENGTH OF OBSERVATION SECONDS	11. BRIEF SUMMARY AND ANALYSIS Shape of flat cyclinder "Large Picnic Plate" first yellowish- white to greyish white to glowing white. Observed from car going 55 mph. Obj in road went over hood of car.
6. TYPE OF OBSERVATION GROUND VISUAL	
7. COURSE - - -	COMMENTS: Possible reflection from debris.
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No	

1 in 1000

*13/2010
FR 5705 Mo*

*28
5X*

NAVY DEPARTMENT

BUREAU OF AERONAUTICS REPRESENTATIVE
MCDONNELL AIRCRAFT CORPORATION
P. O. BOX 516
ST. LOUIS 3, MISSOURI

REFER TO INITIALS
AND NO.

A9/Flying Objects
ASC:mep

17884

22 OCT 1954

AIRMAIL

From: Bureau of Aeronautics Representative, St. Louis, Missouri
To: Director of Intelligence, Headquarters USAF, Washington 25, D. C.
Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio
Commander, Air Defense Command, Ent AFB, Colorado Springs, Colorado
Commander, Eastern Air Defense Force, Stewart AFB, Newburgh, N. Y.

Subj: Unidentified flying object; reporting of (FLYOB RPT)

Ref: (a) 9ND INST 3820.1 of 28 Jul 1954

Encl: (1) Mr. [REDACTED] ltr of 16 Oct 1954

1. On 14 October 1954 this activity received a telephone call from Mr. [REDACTED], Columbia, Missouri concerning sighting of an unidentified flying object. Mr. [REDACTED] was requested to submit a complete report of the sighting.

2. Reference (a) requests that sighting of unidentified flying objects be reported to the addressees. Accordingly, Mr. [REDACTED]'s report is forwarded herewith as enclosure (1). The report is considered complete in itself therefore the report format set forth in reference (a) has not been utilized.

C. H. S. Murphy
C. H. S. MURPHY

Copy to:
Director of Naval Intelligence
Commander Eastern Sea Frontier, 90 Church Street, New York 7, New York
BAGR CENDIST
COMNAB, 9ND

16 October 1954

RE: UNIDENTIFIED OBJECT REPORT

Sighted on 13 October 1954 at approximately 2010 (during the Perry Como Show) about 14 miles south of Festus on the Festus-St. Genevieve highway.

Weather: Scud at about 1000 feet, very light rain, visibility unlimited. Almost full moon clearly visible on the right (East).

Wind Direction: West or West Northwest

Velocity: Wind velocity estimated at about 35 mph. Estimate based on blowing papers on parking lot of drive-in restaurant in vicinity. Wind was about what you would get across a carrier deck.

Description of object: Object appeared to be a very flat cylinder or near-cylinder about twelve (12) to fourteen (14) inches in diameter, and one (1) to two (2) inches thick. I cannot be certain of the thickness because of distance and conditions of sighting, but I got an extremely close look at the diameter (the object coming within five (5) or six (6) feet of my windshield) and am sure that it was larger than ten (10) inches and smaller than sixteen (16) inches. There is no doubt that it was solid, and opaque. It looked very like, and may have been, a large picnic plate or white paper pie tin.

Three colors were observed. When first sighted (narrative follows) it was yellowish white in color and was thought to be, and may have been, a transient reflection from the headlights of the approaching car. During the second phase it was seen in silhouette and appeared to be greyish white. When very close and viewed at its full diameter it appeared a brilliant glowing white. It is not certain whether the object generated any light of its own or whether the brilliant glowing white was the result of a reflection of my own car's headlights on an extremely white surface at close range.

As far as could be observed there was no trail or exhaust, and no discernable sound.

I make no estimate of the speed of the object, but I believe a mathematician could figure it out with reasonable accuracy. I was running about sixty (60) mph and the approaching car must have been going within ten (10) miles plus or minus of this speed. The rate of closure between the object and my car was at least three (3) to four (4) times the rate of closure between the cars.

Narrative: On the night of 13 October 1954 I was enroute from Cape Girardeau, Missouri, to Festus, Missouri. I had been driving for about an hour and three-quarters at a speed of about fifty-five (55) mph. I was not excessively fatigued. I had been driving through intermittent light rain for about a half hour. Visibility was unlimited, and an almost full moon could be seen through breaks in the scud. A strong wind was blowing from the left (west), and as I passed a drive-in restaurant about 2005 I noticed a good bit of debris blowing across the parking lot. I remember thinking that the waste paper was moving about as fast as paper dropped on a carrier deck--probably about 35 mph--although I could feel occasional gusts hit the car which appeared to be somewhat higher velocity.

About a mile on past (north) the restrurant I saw a car come over a rise. The car had moderately bright lights, and must have been a half to three-eighths of a mile distant when sighted. At approximately one quarter ($\frac{1}{4}$) mile we both dimmed our headlights, and at this time I noticed a yellowish light (about the same color as the headlights) slightly higher than the headlights and about eight (8) feet to the west of the approaching car. I estimate it at eight feet because it was west of the car by about twice the distance center to center between the cars headlights. This light was pacing the car, and I took it to be (and it probably was) a transient reflection or stray light from the headlights.

A couple of seconds later this stray light disappeared (that seemed natural enough), but about the same time I noticed a dark bar like shadow in the reflection from the wet pavement. This appeared to be about twenty (20) feet ahead of the car and about twelve (12) to eighteen (18) inches above the ground. Again it was pacing the car. I noticed it but it only registered as a shadow cast by something on the car.

All of a sudden I became aware that the shadow had changed from a bar or stick shape to an oval shape and that it was moving rapidly from a position in front of his west headlight diagonally across in front of my car. The two cars were probably about three hundred (300) to four hundred (400) feet apart at this time. It also appeared to be rising slightly.

About this time I saw it quite distinctly for the first time. The picture was very clear, the object being front lighted by my car--backlighted by the other car--and strong light being reflected off the wet pavement. The shape was changing from oval to a fuller circle and I remember the thought flashed through my mind: Why there's a big picnic dinner plate rolling towards me. The color was grey-white, and the rotating motion was very distinct. There is no doubt that the object was rotating although at a fairly slow speed. (About like a helicopter turning up).

When the two cars were maybe a hundred fifty (150) feet apart the thing suddenly zipped at terrific speed directly at my windshield... came right up from just above the pavement...as it came over the hood it was a full circle, brilliant glowing white, and impressed me as being a lot more solid than a picnic plate. I ducked and swerved the car to the right. As I ducked it seemed to change course, and I believe it went off to the right (east) at an angle of about seventy-five (75) or eighty (80) degrees to the path of the car. This last is an impression only.. I can't be sure of the path. I do know it did not go over the top of the car, or by the right side at the window level.

My impression is that when pacing the other car its diameter was nearly parallel or parallel with the ground (hence the stick or bar shape). When it began to accelerate it tipped this axis, but in the opposite manner from a helicopter getting underway. It appeared to change to a brilliant white as it came through my headlights, and it's diameter was about vertical with the ground when it changed course and missed me. (Again I want to say that this brilliant white color may have been a reflection at close range from a very white surface).

I stopped, calmed down a little, then drove on. My first thoughts were that it had been a picnic plate or similar object. I felt that the transient light, the dark bar shape, and the plate might really not have had any connection except in my own mind. The sudden shock of having this thing accelerate right toward my windshield might have colored my memory.

I analyzed it during the rest of the drive into Festus, several hours that night and next morning. The angle of approach was not one which could not be reconciled with the wind direction. If the apparent pacing of the other car had been an optical illusion unconnected with the concrete object which almost crashed into me, the approach speed of the object seemed freakish and improbable, but not impossible to explain by natural means. The change in direction, however, would be extremely difficult to explain. Considering the speed I was going, the speed it was going, the apparent collision course, and the nearness of the object when I ducked, I could not completely reconcile the facts with a blowing paper plate. It was hood distance when I ducked; right over the radiator ornament; avoidance of collision would require more speed and maneuvers than the wind could give it.

I finally decided to report the occurrence, and did so on 14 October 1954 in a telephone conversation with A. S. Creider, Lt., USN. The above is a confirmation and amplification of our conversation.

Sincerely,

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