

PROJECT 10073 RECORD CARD

1. DATE 20 April 1955	2. LOCATION Van Nuys, California		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 21/0630Z	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		<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Civilian (GOC)		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 8-10 minutes	8. NUMBER OF OBJECTS one	9. COURSE northwest	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING One red, flashing light seems to come out of nowhere after a multi engine a/c passes overhead and moves in a straight line toward the NW.		11. COMMENTS Definitely identified as an United Airlines Flight a/c with a red, rotating beacon attached to the tail structure.	

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12

RF195

22 APR 1955 09 15 -
K WPB189 YDB151 XYZ261 XDB171 LXXF248 APR 55 20 BEB 5202

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RR JEDEN JEDWP JEPHO JWPJB

DE JWPJB 2E

R 211700Z

INFORMATION

FM COMDR 669TH ACWRON PORT HUENENE CALI

TO JEDEN/COMDR ADC ENT AFB COLO

JWPJB/COMDR 27TH ADIV DEF NORTON AFB CALIF

JEDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON

AFB OHIO

*1. Atta
2. Steyer
3. R. P. C.*

VEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHDC

//UNCLASSIFIED// 669 ACWS 068-Y. UFOB. 1. A. DIAMOND. B. NICKEL

AT ARMS LENGTH. C. RED. D. ONE. E. N/A. F. NEGATIVE. G. NEGATIVE.

H. NEGATIVE. I. NEGATIVE. 2. A. UNKNOWN. B. UNKNOWN. C. UNKNOWN.

D. UNKNOWN. E. SWAYED BACK AND FORTH, THEN SHOT AWAY TO THE

NORTHWEST. F. EIGHT MINUTES. 3. A. GROUND-VISUAL. B. NEGATIVE.

C. N/A. 4. A. 210615Z APRIL 55. B. NIGHT. 5. EJBE 2912. 6. A.

[REDACTED], AGE 35, [REDACTED], VAN NUYS, CALIFORNIA, HOUSEWIFE.

B. N/A. 7. A. CLEAR, COLD, SLIGHT BREEZE. B. UNKNOWN. C. UNKNOWN.

D. UNKNOWN. E. UNKNOWN. F. UNKNOWN. 8. NEGATIVE. 9. NEGATIVE. 10.

NEGATIVE. 11. OBSERVER STATES THAT SHE HAS SIGHTED THIS OBJECT THREE

OR FOUR TIMES IN THE PAST WEEK. IT IS ALWAYS IMMEDIATELY FOLLOWING A

SCHEDULED AIRLINER'S PASSING OVERHEAD. AIRLINER TYPE UNKNOWN.

12. NEGATIVE.

BT

21/18022 APR JWPJB

UFOB INDEX CARD

1. DATE 20 21/0630Z April 1955		2. LOCATION Van Nuys, California		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon	
3. DATE-TIME GROUP Local _____ GMT 21/0630Z April 1955		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		<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Civilian (COC)		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical	
7. LENGTH OF OBSERVATION Eight-Ten Minutes (8-10)		8. NUMBER OF OBJECTS One (1)	9. COURSE North-West	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
10. BRIEF SUMMARY OF SIGHTING One (1) red, flashing light seems to come out of nowhere after a multi-engine a/c passes overhead and moves in a straight line toward the NW.			11. COMMENTS Definitely identified as an United Airlines Flight a/c with a red, rotating beacon attached to the tail structure.		

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COUNTRY: USA
REPORT NO: 16-4000-7-55
TYPE OF REPORT: [REDACTED]

AIR INTELLIGENCE INFORMATION REPORT

SYMBOL: 117013

AREA OF ORIGIN: VAN NUYS, CALIFORNIA, USA
CLASSIFICATION: SECRET, 16-4000-1155

DATE OF REPORT: 25 April 1955
DATE OF INFORMATION: 20 April 1955
EVALUATOR: [REDACTED]

PREPARED BY (Name): CALVIN HANCOCK, Jr., 1SS, 1LT, USAF
[REDACTED]

PREPARED AT (Location): 669th AEWING, PORT HICKMAN, CALIFORNIA, 21/0613Z April 1955

1. CONTENTS:

- PAGE ONE: Description of sighting by [REDACTED] Van Nuys (RHSB 125), California.
- PAGE TWO: Supplementary Investigative History.
- PAGE THREE: Comments of Reporting Personnel.

2. SUMMARY:

The sighting at VAN NUYS, CALIFORNIA, on 21/0613Z April 1955 was determined to be a high speed, low altitude, high performance jet aircraft (designated [REDACTED]) and being piloted by several commercial pilots and among the 105 AIRCRAFT VAN NUYS BUREAU. This phenomenon sighting was determined to have been a BUREAU AIRCRAFT cargo plane, type B-5, with the red warning device attached to the rear structure of the airplane. This plane left the BUREAU AIRCRAFT at BUREAU, CALIFORNIA (RHSB 125) on 21/0613Z April 1955, heading in a [REDACTED] direction and passing at the precise area of the sighting at 21/0630Z April 1955.

2. INVESTIGATIONS: 1SS, 1LT CALVIN HANCOCK, Jr., 16-4000-7-55
1/1C JEROME G. [REDACTED] 16-4000-1155

Calvin Hancock Jr.
CALVIN HANCOCK, Jr.
1SS, 1LT, USAF
Officer in Charge

APPROVED
John A. [REDACTED]
JOHN A. [REDACTED]
Colonel, USAF
Commander

D/S: USAF, Comd, 11th AF, 2nd Div, Comd, 16025 AINS; O/R: 11-1-0, 16025 AINS

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Flight 1-G, 1602D ATSS	REPORT NO. 11-00018-7-55	PAGE ONE 2 6 1
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1. SOURCE

[REDACTED]

Address: [REDACTED] VAN NUYS, CALIFORNIA

Age: 36 yrs

OCCUPATIONS: Housewife and a Day Operator of the Ground Observers.

Education: Completed High School and Nursing College.

Qualifications: Member of the Ground Observers acting in the capacities of both Day Operator and Asst. Operator.

12. RELEVANCE

Good. After a personal interview [REDACTED] appeared to be both sincere and positive of the sighting which she had seen. She stated that there were other persons that had also witnessed it, on other instances when it had been sighted.

13. SOURCE'S DESCRIPTION OF SIGHTING

SOURCE was on duty at the VAN NUYS GROUND OBSERVERS' STATION at the time of the sighting. Flashing red light seen three times by myself and always when other observers have been on duty with me. Always appears after mid-air (plane) explosion at the same time of every sighting. As the plane passes over, a red flashing light appears as if out of nowhere. The approach is never sighted, it just appears immediately after the plane has passed over. Appears to occur in one spot, then another, without moving, and in a straight line. Slowly moves toward the NORTH WEST and out of sight. Sighting takes about 6-10 minutes from first sighting to the disappearance.

6 Incls.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-G, 166000 A1855

DATE

16-11-018-7-55

PAGE NO

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SUPPLEMENTARY INVESTIGATIVE DISCUSSION

1. A check with the DORCHESDOR AIR REGIMENT tower and an interview with Mr. L.T. Iverson, man in charge of the tower at the time of the sighting (21/0630Z April 55) developed nothing had been reported there and they had no record of any special aircraft operating in their particular area (ENR 1233). After describing the sighting to the personnel there at the DORCHESDOR tower, they immediately pointed to the use of a new type of large rotating red beacon the LOS ANGELES AIRWAYS was using in their helicopter base at Burbank, and also that UNITED AIRLINES was using on their planes. They were certain that this must have been one of the new beacons as the description was letter perfect with the way that they appeared. The actual instance of this particular sighting was not traceable from the tower and they suggested calling LOS ANGELES AIRWAYS and if wasn't one of their helicopters to check with UNITED AIRLINES in the lobby of the DORCHESDOR AIR REGIMENT. A call was placed to LOS ANGELES AIRWAYS and it was reported that although there was a station (theirs) in that vicinity, the last flight in the evening that they had was at 0957Z daily. This ruled out the possibility of identifying the helicopter so a check was made with the UNITED AIRLINES and it was discovered that they had a cargo flight out from DORCHESDOR AIR TERMINAL to BURBANK, CALIFORNIA, at 0613Z daily, when it was scheduled but that it was not a regularly scheduled flight and fluctuated with the demand of air freight. There had been a flight 21/0613Z April 55. Further discussion revealed that all of UNITED AIRLINES planes were equipped with this red rotating beacon mounted in the tail section, and that the flight in question was not an exemption.

0 Incls.

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SUPPLEMENT TO AF FORM 112

Classification Flight No. 16021 ASS	Report No. 11-00087-55	Date Filled 11-1-55
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OPINIONS OF PREPARING OFFICERS:

1. It is the opinion of the Preparing Officer that this sighting was the first type rotating red beacon, now coming into use by the airlines in the West Coast region (commercial to date) and especially the UNITED AIRLINES Cargo Flight that originated at WASHINGTON AIR TERMINAL at BUREAU, WASHINGTON (10315 1311) on 21/0615Z April 1955. The following reasons and conclusions are submitted:
 - a. The flight (plane) in question had the red rotating beacon device installed on it, in such a location so as not to be readily visible from the approach and not readily visible from the rear view.
 - b. The times of sighting and the date of times coincide perfectly (sighting on 21/0630Z April 1955 and on 21/0615Z April 1955) as do the locations of sighting and the approximate location on the heading about the flight's path.
 - c. The fact that the approach of the red light that was reported was never seen, and the fact that the light clearly became smaller and disappeared and that it was situated in the approach to change stage and locations while not being a steady fixed object, points out the rotating beacon device that this device projects.
 - d. Source has never seen this object in the absence of a visible rotated aircraft, that when it is seen the plane has always just passed over the tower, when there is no plane sighted there is no red light, would seem to clearly point to the red device that is mounted in the tail section of aircraft and particularly the UNITED AIRLINES Cargo Flight mentioned above.
 - e. The fact that this flight is NOT a regularly scheduled flight would seem to point to the lack of seeing it every day, and also tend to explain the erratic sighting that has taken place in the past.
 - f. The sighting as described by the SOURCE and the description of the appearance of this device by the HONOLULU AIR TERMINAL tower operators coincide so closely that there seems to be little doubt but that the object in question is the red rotating beacon, now in the aviation industry here and not in extensive use as yet.

Clayton Raymond Jr.
 CLAYTON RAYMOND JR.
 120 100 11511
 Officer in Charge

OPINIONS OF APPROVING OFFICERS:

Concur with the opinion of the Preparing Officer that sighting was caused by a new type rotating beacon installed in the tail of aircraft in destination.

[Signature]