

PROJECT 10073 RECORD CARD

<p>1. DATE 19 May 1955</p>	<p>2. LOCATION Van Nuys, California</p>		<p>12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME GROUP Local _____ GMT 19/1935Z</p>	<p>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</p>		<p><input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input checked="" type="checkbox"/> Possibly Aircraft</p>
<p>5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>6. SOURCE Civilian</p>		<p><input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical</p>
<p>7. LENGTH OF OBSERVATION 4 or 5 minutes</p>	<p>8. NUMBER OF OBJECTS one</p>	<p>9. COURSE north</p>	<p><input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING Extreme delta, Silver. Seemed to roll while in flight. High speed. Rolled out of sight..</p>		<p>11. COMMENTS Possible a/c.</p>	

Witness IN

23

20 MAY 1955 08 24

CM

0 MAY 55 00 59

0817

PCS11 YDC335 XYD334 XMB161JBA110

INFORMATION

1. Ater

FM JEDEN JEDWP JEPHQ JWPJB

3. Ater-2

BT JWPJB SE

H. P. file

152550Z

JF

FM CONDR 665TH ACWON PORT HUENEME CALIF

TO JEDEN/CONDR ADC ENT AFB COLORADO SPRINGS, COLO

JEDWP/CONDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT-PATTERSON AFB, OHIO

JEPHQ/DIRECTOR OF INTELLIGENCE HQTRS USAF WASHINGTON 25, D. C.

JWPJB/CONDR 27TH ADIV DET WORTON AFB CALIF

BT

/UNCLASSIFIED/669ACWS 374-Y PD UFOB. 1. A. EXTREME DELTA. B. JET FLYING

HIGH. C. SILVER. D. ONE. E. SEEMED TO ROLL WHILE IN FLIGHT. F. NEGATIVE.

G. NEGATIVE. H. NEGATIVE. I. NEGATIVE. 2. A. HIGH SPEED. B. VERY HIGH.

C. NORTH D. ROLLED OUT OF SIGHT. E. OVERHEAD. F. FOUR TO FIVE MINUTES.

3. A. GROUND VISUAL. B. NEGATIVE. C. NEGATIVE. 4. A. 191935Z MAY 55.

B. CLEAR WITH SLIGHT HAZE. 5. A. EJBE 2913. B. VAN NUYS. 6. ~~REDACTED~~

~~REDACTED~~ SUN VALLEY, CALIF., WRITER.

7. NEGATIVE. 8. NEGATIVE. 9. NEGATIVE. 10. NEGATIVE. 11. NEGATIVE. 12.

NEGATIVE.

FINAL EVAL
DER 4602d RPT

15/2300Z MAY JWPJB

IC-UFOB-8-55
Probably A/C
ATIC 22T972
on file in
Repository.

COUNTRY: USA REPORT NO: 10-010B-8-55 ORIGIN: DEAVE BEANS

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UFOE

AREA OF INTEREST: VAN NUYS, CALIFORNIA, USA TIME (GMT): Flight 1-C, 16026 A1SS

DATE OF REPORT: 23 MAY 1955 DATE OF INFORMATION: 19 MAY 1955 EVALUATOR:

PREPARED BY (ORGANIZATION): WILLIAM M CONNOR, 2ND LT, USAF SOURCE: [REDACTED]

REFERENCE: (Cite any documents, reports, or other sources used) TR Hsg. 669th AGRON, FORT HUGHES, CALIFORNIA, DD FORM 192050Z MAY 55

SUMMARY: (A brief summary of the information reported in the report, including the date, time, and location of the sighting.)

- I. CONTENTS:
 - PART ONE: Description of sighting by Germa Volkenzie, 18317 Esalto Street, Los Angeles.
 - PART TWO: Supplementary Investigative Efforts.
 - PART THREE: Comments of Preparing Officer.

II. SUMMARY: The sighting made at VAN NUYS, CALIFORNIA, (EWSZ 2913) at 191935Z May 1955 was determined to have been caused by any one of a number of jet aircraft flying in the vicinity at the time of the sighting. The premise that it could have been a delta wing type aircraft was discounted after checks with military installations in the area utilizing this type aircraft. Although no individual aircraft could be singled out to be the cause of the sighting, the fact that there was abnormal activity at the location and time of the sighting, plus the fact that there were no reports of unusual objects by pilots flying in the area at the time, confirms the conclusion as mentioned above.

III. INVESTIGATORS: 2ND LT WILLIAM M. CONNOR AO 301527L
S/SGT JOHN T. HICKSON AF 1637 1955

William M. Connor
WILLIAM M. CONNOR
2nd Lt USAF
Officer in Charge

DISTRIBUTION BY ORIGINATOR: D/T, USAF, Comdr, AFWB; D/T 27 ABW, Comdr, 16026 A1SS; OIC, Flight 1-C, 16026 A1SS

AIR INTELLIGENCE INFORMATION REPORT

REPORT NO. 1522 AIRC

1 (10) 1522

15 APR 50

APPROVED

John M. White, Jr.
JOHN M. WHITE, JR.
COLONEL, USA
Commander

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SUPPLEMENT TO AF FORM 112

Organization Flight 1-5, 16026 ATSS	Report No. 10-UEOB-8-55	PART ONE PAGE 2 OF 1	INDEX
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I. SOURCE

Address: [REDACTED] LOS ANGELES,
CALIFORNIA, USA.

Age: 18.

Occupation: Pilot.

Education: Not determined.

Qualifications: No previous experience as a member of the Ground Observer Corps. First experience in dealing with unusual situations probably

II. BACKGROUND

None. In contrast to report given to Commander, 669th AMBON, RCAF BUDWICK, CALIFORNIA, in March. It was stated that UEOB was an extreme delta-wing silver jet flying very high a phone call to Miss Mc Kenzie revealed that the UEOB was not necessarily a delta wing aircraft, that it might have been a very large object flying very high or a small object flying low. Miss Mc Kenzie was alone at the time of the sighting. No other persons reported seeing this object.

III. SOURCE'S DESCRIPTION OF SIGHTING: SOURCE at the time of sighting (191935Z May 55) was in VAN NUYS, CALIFORNIA, USA (RACE 2913). SOURCE described object as being one silver delta-wing jet flying at a very high rate of speed at a very high altitude. Object was traveling from SOUTH to NORTH and seemed to roll while in flight. SOURCE had object in sight approximately four or five minutes until the object disappeared directly overhead. There was no evidence of trail or exhaust. The weather was very hot and sunny with a slight haze.

0 Incls.

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SUPPLEMENT TO AF FORM 112

ORIGINATOR / TITLE	REPORT NO.	DATE	CLASS.
Flight 1-C, H602a ADSS	1C-UDOB 8-55	55	SECRET

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with Flight Operations at Edwards Air Force Base was made for aircraft in the area at the time of sighting. Negative results.

2. A check with Flight Service at March Air Force Base was made for aircraft in the area at the time of sighting. Negative results.

3. A check with Miramar Naval Air Station was made for aircraft in the area at the time of sighting with negative results.

4. A check with Convair Flight #12 at Palmdale, California was made for aircraft in the area at the time of sighting. This plant had no aircraft in the air all day.

5. A check with Flight Operations at the Lockheed Air Terminal was made to determine if any aircraft from that station was in the area at that time. The Lockheed Air Terminal is located at Burbank, California (EABE 3913). Flight Operations reported that jet air traffic over VAN NUYS, CALIFORNIA from the Lockheed Air Terminal is very heavy. Jet traffic from the Lockheed Air Terminal to points WEST use a check point at VAN NUYS, CALIFORNIA. Flight Operations reported jet traffic in the area at the time of sighting. Jet pilots in the area at the time of sighting reported nothing unusual.

6. A telephone conversation with SOURCE on 202130Z May 55 revealed the following:

a. The object was not necessarily delta winged, but rather appeared to have no definite wingspan whatever.

b. It flies with swooping movements similar to those a bird might use.

c. It could have been either a small object at a low altitude or a large one at a great altitude.

d. It somewhat resembled an F-94C type aircraft which fly regularly from the San Bernando Valley Airport (EABE 3113). The one discrepancy being that the object appeared to be completely silver, even at a seemingly great distance, whereas the F-94C type aircraft appear to be of a darker color.

e. Although the object moved with motions similar to that of a bird, SOURCE stated that she was positive it was not a bird.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-0, 16026 ATSS

REPORT NO.

16-0303-8-55

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OF

PAGES

COMMENTS OF PREPARING OFFICER:

1. It is the opinion of the preparing officer that subject sighting was caused by some type of "conventional" jet aircraft for the following reasons:
 - a. No delta-wing type aircraft could be placed in the vicinity at the time of the sighting.
 - b. Besides being close to the San Fernando Valley Airport, from which F-91Cs operate, the vicinity in question is also a check point for aircraft operating out of the Lockheed Air Terminal at Burbank, California.
 - c. Flight Operations at the Lockheed Air Terminal stated that aircraft were operating in this particular vicinity at the time of the sighting and if any unusual objects had been present, they certainly would have been reported.
 - d. When contacted via telephone on 20 May, SOURCE stated that object could have been any type aircraft.

William M. Connor
 WILLIAM M. CONNOR
 2nd Lt. USAF
 Officer in Charge

COMMENTS OF APPROVING OFFICER:

Concur in the opinion of preparing officer that sighting was probably caused by some type of "conventional" jet aircraft.

James

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UFCB INDEX CARD

1. DATE 19 May 1955	2. LOCATION Van Nuys, California		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input checked="" 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 type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local _____ CMT 19/1935Z May 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		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Civilian		
7. LENGTH OF OBSERVATION Four to Five (405) Minutes	8. NUMBER OF OBJECTS One (1)	9. COURSE Due North	
10. BRIEF SUMMARY OF SIGHTING One (1) silver, delta wing, object seemed to roll while in flight at a very high altitude and at a great rate of speed.		11. COMMENTS Upon investigation of Flight 1-C, 4602d AISS, the reliability of the witness was deemed poor. Source was not at all positive the sighted object was delta winged. The conclusions of the investigating authority were that the object was a jet aircraft of the "conventional" type.	