

PROJECT 10073 RECORD CARD

1. DATE 31 Oct 55		2. LOCATION Stephenville, NFLD		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 _____ GMT 01/0250Z NOV 55		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 military			
7. LENGTH OF OBSERVATION 10 - 15 min		8. NUMBER OF OBJECTS 1	9. COURSE		
10. BRIEF SUMMARY OF SIGHTING Oval bright light, white. Three times the size of a star. bj first moving as fast as jet, then stopped, orbited and climbed very fast and disappeared. WX clear. No radar contact. No jets in area at time.				11. COMMENTS PROBABLE A/C.	

W.T. + S. 8/3/55

Continued on Page 2

Sodium Moon May Shine Soon

By the United Press

WASHINGTON, Aug. 3—The United States plans to fire a sodium vapor rocket 60 miles into the skies over New Mexico in an experiment expected to produce an artificial "full moon."

Dr. Homer Newell, a official of the Naval Research Laboratory, confirmed today that the experiment will be undertaken after the scientist disclosed the project in London.

The rocket expert, Prof. D. B. Bates, said the sodium rocket probably will be shot into the heavens this September.

He said it is hoped the experiment will clear up some of the mysteries about a layer of sodium which scientists believe hovers in the ionosphere, 60 miles above the earth.

One of the problems of upper air research in the government's rocket program has been to determine the exact altitude and other characteristics of this layer.

The sodium vapor rocket is expected to supply at least some of the answers. If this sodium glows brightly—equaling the glow of the moon at twilight—the experts say it will confirm the presence of the natural sodium layer.

NO CASE (INFORMATION ONLY).
SOURCE: Vernon Brown

4 October 1955
Afghanistan

On October 4, Kabul, Afghanistan reported that the Soviets were testing a revolutionary bottle-shaped aircraft at a secret base in the remote and mountainous regions just north of Afghanistan. More than 1000 residents of the Afghan corridor reported seeing the strange craft which they first said looks something like a flying saucer. Witnesses reported it was shaped something like a neckless bottle, about 20 feet high, with "pins" extending down from the bottom edges, apparently similar to the new U.S. "Flying Platform." Flames appeared to shoot out of the top and bottom of the craft. There was a big wind which officials took to be the downward thrust of air at high speed. "The craft had a blue band around the middle and ^{potholes,} ~~potholes,~~ # the witnesses said."

THE MYSTERY AT MEDICINE BOW PEAK

Although aviation mishaps are frequent and sometimes mysterious, we cannot blame them all on the UFO. While most are due to operational causes, others forever look suspicious in spite of their written-off explanations which evade certain evidence.⁶ For example, in recent months we have grown a little curious about the increasing number of military planes colliding in midair⁷ and wonder if the proverbial blanket of security is really hiding the true circumstances. Other cases, however, leave even greater doubt as to the cause such as the incident occurring at Medicine Bow Peak, Wyoming, a disaster costing the lives of 66 people. For analysis of the evidence, known to date, we return to Herbert E. Clark, Jr. who is well-informed in the field of aviation.

Case 108, Medicine Bow Peak, Wyo., Oct. 6, 1953—To begin, Clark does not necessarily blame the disaster on a UFO, but merely points out some of the unexplained mysteries and flaws in the announced circumstances surrounding the affair. We quote from Clark's analysis: "The DC-4, flying 200 mph, crashed 30 minutes after take-off from Denver. Reports indicate the plane was 35 miles off course but no information has been given as to which direction the craft was flying. The weather reports at the time were contradictory. The plane was not to fly over 11,000 ft. because of lack of pressurization, however, the plane was flying at 11,500 ft., and thus hit the peak which was 12,000 ft. high. The pilots certainly had knowledge of this terrain. The plane had full radio equipment which presumably was in operation, but there was no record of any radio message sent from the plane. The plane was also equipped with OMNI, a radio direction finding apparatus which sends signals to range stations, which in turn, reply by radio. When such stations reply the pilot knows exactly the position of his plane. There are three airports that the DC-4 would have passed over in normal flight, namely, Ft. Collins, Laramie and Medicine Bow. None of these towns reported seeing the DC-4."

Logically, Clark concludes: "Where, why and how could the plane get off course? How could all of the instruments and the radio get out of order? There are only three conclusions for the group of data available at this time, (1) it was a clear cut case of pilot error, (2) the instrumentation and radio was thrown out of kilter because of artificial magnetic influences, (3) the plane collided with or came in contact with the magnetic field of an UFO." (See Case 108.)

Offers Theory In Oct. 6 Air Crash

DENVER, Nov. 15 (AP).—A company official suggested today that the crew of a United Air Lines DC-4 that crashed Oct. 6 killing sixty-six persons might have been "incapacitated" just before the accident.

Warren D. Williams, U. A. I. flight operations manager at San Francisco, told a Civil Aeronautics Board hearing he could not offer any other explanation for the plane being off course at the time of the crash, the worst in American commercial air-line history.

"Possibly the crew could have been incapacitated," he told the hearing. "Why or how I don't know."

Mr. Williams and company officials who were the superiors of Capt. Clinton E. Cooke Jr., the plane pilot who died in the crash, testified that Capt. Cooke never had been guilty of taking a "short-cut" or of breaking any other company flight regulations.

In his second day of testimony, I. E. Sommermeyer, of Denver, U. A. I. director of flying, said selection of a short-cut by Capt. Cooke over the Medicine Bow Range in Wyoming was "inconceivable" in so far as saving time was concerned.

THE MYSTERY AT MEDICINE BOW PEAK

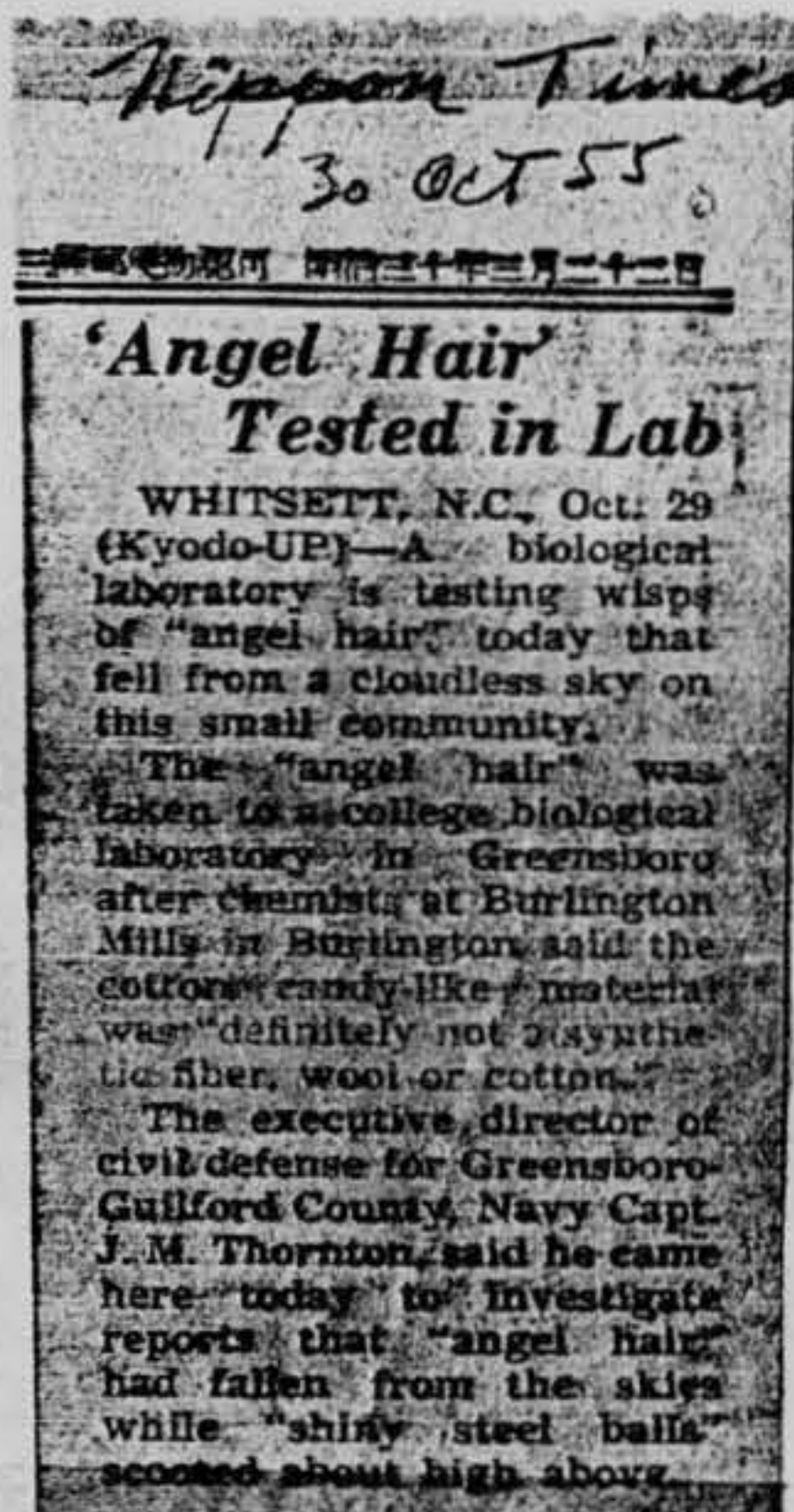
Although aviatational mishaps are frequent and sometimes mysterious, we cannot blame them all on the UFO. While most are due to operational causes, others forever look suspicious in spite of their written-off explanations which evades certain evidence.⁵ For example, in recent months we have grown a little curious about the increasing number of military planes colliding in midair⁶ and wonder if the proverbial blanket of security is really hiding the true circumstances. Other cases, however, leave even greater doubt as to the cause such as the incident occurring at Medicine Bow Peak, Wyoming, a disaster costing the lives of 66 people. For analysis of the evidence, known to date, we return to Herbert E. Clark, Jr. who is well-informed in the field of aviation.

Case 108, Medicine Bow Peak, Wyo., Oct. 6, 1955—To begin, Clark does not necessarily blame the disaster on a UFO, but merely points out some of the unexplained mysteries and flaws in the announced circumstances surrounding the affair. We quote from Clark's analysis: "The DC-4, flying 200 mph. + crashed 30 minutes after take-off from Denver. Reports indicate the plane was 35 miles off course but no information has been given as to which direction the craft was flying. The weather reports at the time were contradictory. The plane was not to fly over 11,000 ft. because of lack of pressurization, however, the plane was flying at 11,800 ft. and thus hit the peak which was 12,005 ft. high. The pilots certainly had knowledge of this terrain. The plane had full radio equipment which presumably was in operation, but there was no record of any radio message sent from the plane. The plane was also equipped with OMNI, a radio direction finding apparatus which sends signals to range stations, which in turn, reply by radio. When such stations reply the pilot knows exactly the position of his plane. There are three airports that the DC-4 would have passed over in normal flight, namely, Ft. Collins, Laramie and Medicine Bow. None of these towns reported seeing the DC-4."

Logically, Clark concludes: "Where, why and how could the plane get off course? How could all of the instruments and the radio gotten out of order? There are only three conclusions for the group of data available at this time. (1) It was a clear cut case of pilot error, (2) the instrumentation and radio was thrown out of kilter because of artificial magnetic influences, (3) the plane collided with or came in contact with the magnetic field of an UFO." (Ed: See Case 24.)

NO CASE (INFORMATION ONLY)
Source (News Paper)

29 October, 1955
Burlington, North Carolina





Hq, 4602d AISS AISOP Subj: Monthly UFOB Summary, Oct 55

Investigative Efforts (con't)

	INVESTIGATIVE UNIT	LOCATION OF SIGHTING	CONCLUSION
1 OCT	① Detachment 2	Shelby, Iowa	Was Balloon
3 OCT	② Flight 3-H	Oxford, Pennsylvania	Probably Balloon
16 OCT	③ Hq, 4602d AISS	Cheyenne, Wyoming	No object, sound of Diesel locomotive

b. In addition to the above, four (4) limited follow-up investigations were conducted by Headquarters, 4602d AISS, by means of ATIC Form 164 (U.S. Air Force Technical Information Sheet). One (1) radar sighting at Minneapolis, Minnesota, is being investigated by means of ATIC Form 332 (Electronics Data Sheet). Limited investigations as follows:

23 Sept INVERSION

	INVESTIGATIVE UNIT	LOCATION OF SIGHTING	CONCLUSION
	1. Headquarters	Holyoke, Mass.	Not Concluded
1 OCT	② Headquarters	Cleveland, Ohio	Possibly Balloon
	③ Headquarters	Vermillion, Ohio	Possibly Astronomical
	④ Headquarters	Warren, Ohio	Probably Astronomical
20 OCT	5. ATIC	Minneapolis, Minn.	Not Concluded METEOR + INVERSION

c. The one (1) investigation not concluded at the time of the September 1955 UFOB Summary has been concluded with results as follows:

	INVESTIGATIVE UNIT	LOCATION OF SIGHTING	CONCLUSION
23 Sep.	Flight 3-H	West Chester, Penn. LEONARD	Probably Balloon

<u>MONTH</u>	<u>LOCATION OF SIGHTING</u>	<u>CHARACTER OF SIGHTING</u>
Sep 1955	Downey, California	Balloon
	Chicago, Illinois	Balloon
	Dayton, Ohio	Probably Balloon
	Briarcliff Manor, New York	Balloon
	Ossining, New York	Astronomical
	Flushing, New York	Astronomical
	Dayton, Ohio	Possibly Aircraft
Oct 1955	Elyria, Ohio	Insufficient Data
	Dayton, Ohio	Astronomical
	Louisville, Kentucky	Possibly Balloon
	Dayton, Ohio	Possibly Balloon
	Union City, Pennsylvania	Other (SL)
	Cream Ridge, New Jersey	Balloon
Nov 1955	Galveston, Texas	Balloon
	Wooster, Ohio	Possibly Aircraft
	Philadelphia, Pennsylvania	Possibly Aircraft
Dec 1955	(No reports by letter)	
Jan 1956	N. Stonington, Connecticut	Possibly Aircraft
	Chittenango, New York	Insufficient Data
	San Francisco, California	Probably Aircraft
	Lancaster, Ohio	Possibly Aircraft
Feb 1956	Troy, Ohio	Insufficient Data
	Caribou, Maine	Insufficient Data
	LaMirado, California	Probably Balloon
	Kilgore, Texas	Insufficient Data
Mar 1956	York Harbor, Maine	Possibly Aircraft
	Norfolk, Virginia	Unknown
	Fremont, Nebraska	Insufficient Data
	Tucson, Arizona	Balloon
	Denver, Colorado	Other (Eccentric, Hoax)
	Larson AFB, Washington	Insufficient Data
Apr 1956	Dayton, Ohio	Probably Aircraft
	Dayton, Ohio	Insufficient Data
	Argyl, Pennsylvania	Probably Aircraft
	Berkeley, California	Hoax (Other)
	San Francisco, California	Probably Aircraft
May 56	Brooklyn, New York	Other
	Covington, Kentucky	Aircraft
	McKinney, Texas	Balloon
	Allentown, Pennsylvania	Possibly Aircraft
	Dayton, Ohio	Balloon

OFFICIAL U.S. AIR

Page 1

U.S. AIR FORCE TECHNICAL INFORMATION

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. 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? <u>31</u> <u>OCT.</u> <u>1955</u> Day Month Year		2. Time of day: <u>about 7 p.m.</u> Hours Minutes (Circle One): A.M. or <u>P.M.</u>	
3. Time Zone: (Circle One) <u>a. Eastern</u> b. Central c. Mountain d. Pacific e. Other _____ (Circle One): a. Daylight Saving b. Standard			
4. Where were you when you saw the object? <u>[REDACTED]</u> <u>EAST HARTFORD</u> <u>CONN.</u> Nearest Postal Address City or Town State or County			
5. How long was object in sight? (Total Duration) _____ <u>5</u> _____ Hours Minutes Seconds a. Certain b. Fairly certain c. Not very sure d. <u>Just a guess</u> 5.1 How was time in sight determined? <u>considered what I had time to do</u> 5.2 Was object in sight continuously? <u>Yes</u> No <u>while watching</u>			
6. What was the condition of the sky? DAY a. Bright b. Cloudy <u>NIGHT</u> a. <u>Bright</u> b. Cloudy			
7. IF you saw the object during DAYLIGHT, 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			

FORCE UFO FORM

8. IF you saw the object at NIGHT, 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. What were the weather conditions at the time you saw the object?

CLOUDS (Circle One):

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds

WEATHER (Circle One):

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

10. The object appeared: (Circle One):

- a. Solid
- b. Transparent
- c. Vapor
- d. As a light
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object:

12. 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 _____

13. Did the object:

(Circle One for each question)

- | | | | |
|---|-----|-------------------------------------|------------|
| a. Appear to stand still at any time? | Yes | <input checked="" type="radio"/> No | Don't know |
| b. Suddenly speed up and rush away at any time? | Yes | <input checked="" type="radio"/> No | Don't know |
| c. Break up into parts or explode? | Yes | <input checked="" type="radio"/> No | Don't know |
| d. Give off smoke? | Yes | <input checked="" type="radio"/> No | Don't know |
| e. Change brightness? | Yes | <input checked="" type="radio"/> No | Don't know |
| f. Change shape? | Yes | <input checked="" type="radio"/> No | Don't know |
| g. Flash or flicker? | Yes | <input checked="" type="radio"/> No | Don't know |
| h. Disappear and reappear? | Yes | <input checked="" type="radio"/> No | Don't know |

Nov 1 07 38 '55
0107382

de

D
1
27 AEA
3
4-4X2a

REBBS

WPD114 YDA092 JYA080 JDB090EKA027FTA020

.....Y.....RJEEDEN RJEDWP RJEPHQ RJEXFR

DE RJEKFT 4A

Y 01/0615Z

FM RJEKFT/COMDR 64TH AIR DIV DEF PEPPERRELL AFB IN

TO RJEEDEN/COMDR ADC ENT AFB COL SPRINGS

RJEDWP/COMDR ATIC WRIGHT PATTERSON AFB OHIO

RJEPHQ/DIR OF INTELL HQ. USAF WASH 25 D.C.

RJEXFR/COMDR NEAC ATTN: INTELLIGENCE ZEN

BT

ADOAM 226 UNREP REPORT OVAL BRIGHT WHITE LIGHT 3 TIMES SIZE OF STAR SIGHTED 01" 0250Z STEPHENVILLE NFLD. FIRST SIGHTED NORTH OF FIELD 130 DEGREES MAG HEADING MOVING AS FAST AS JET, OBJECT PRACTICALLY STOPPED NORTH OF FIELD ORBITTED FOR PERIOD OF TIME AND THEN CLIMBED VERY FAST AND DISAPPEARED AT APPROX 40,000FT, TIME OF OBSERVATION 10-15 MIN. WX AT TIME CLEAR. OBJECT FIRST OBSERVED AT EST 10:000 WINDS ALOFT 10,000 130DEGREES T 15 K. OBJECT OBSERVED BY TWO CONTROLLERS 64TH AC&W SQ SIGHTING VISUAL, NO RADAR CONTACT. NO INTERCEPTION OR ACTION. NO JETS IN AREA AT TIME. KC97'S WERE TAKING OFF AT TIME OF SIGHTING- A

Official U.S. Air Force

Page 3

14. Did the object disappear while you were watching it? If so, how?

Yes. It moved overhead, to the east and I stopped looking as it passed into distance.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One):

Yes

 No

Don't know.

IF you answered YES, then tell what

it moved behind:

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One):

Yes

 No

Don't know.

IF you answered YES, then tell what

in front of:

17. Tell in a few words the following things about the object:

a. Sound

Noticed none

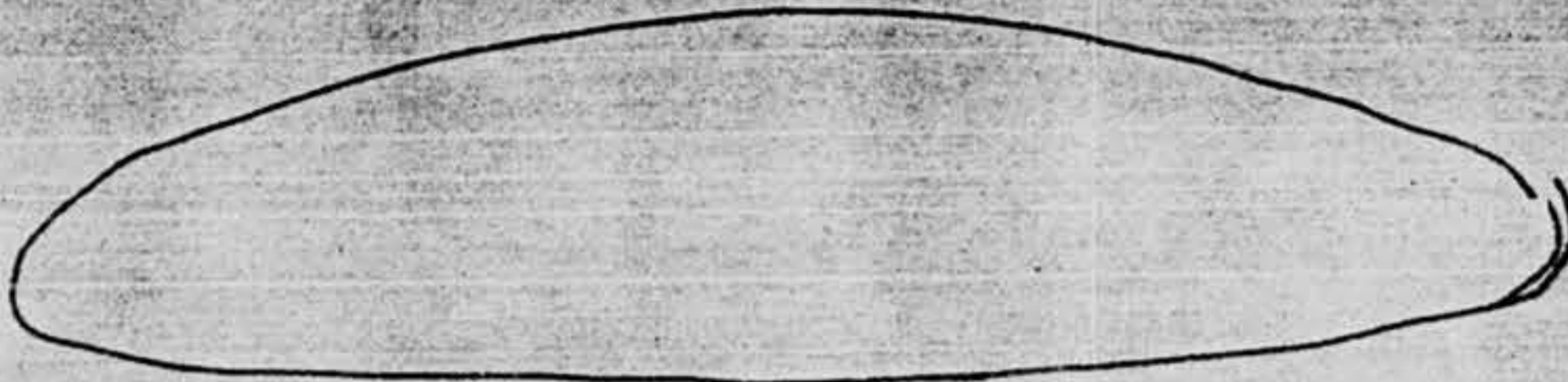
b. Color

Dark grey mass - some lights on it.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

not enough to mention.

19. 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.



Can't remember where the lights were.

UFO form continued

Page 4

20. 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? 10 miles/hour?

21. 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? 300 feet at nearest point overhead

22. 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 (type)

e. At sea

f. Other _____

23. 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. Near an airfield?

e. Flying over a city?

f. Flying over open country?

g. Other _____

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

24.1. What direction were you moving? (Circle One)

a. North

b. East

c. South

d. West

e. Northeast

f. Southeast

g. Southwest

h. Northwest

24.2. How fast were you moving? _____ miles per hour.

24.3. Did you stop at any time while you were looking at the object?

(Circle One)

Yes

No

25. 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 _____

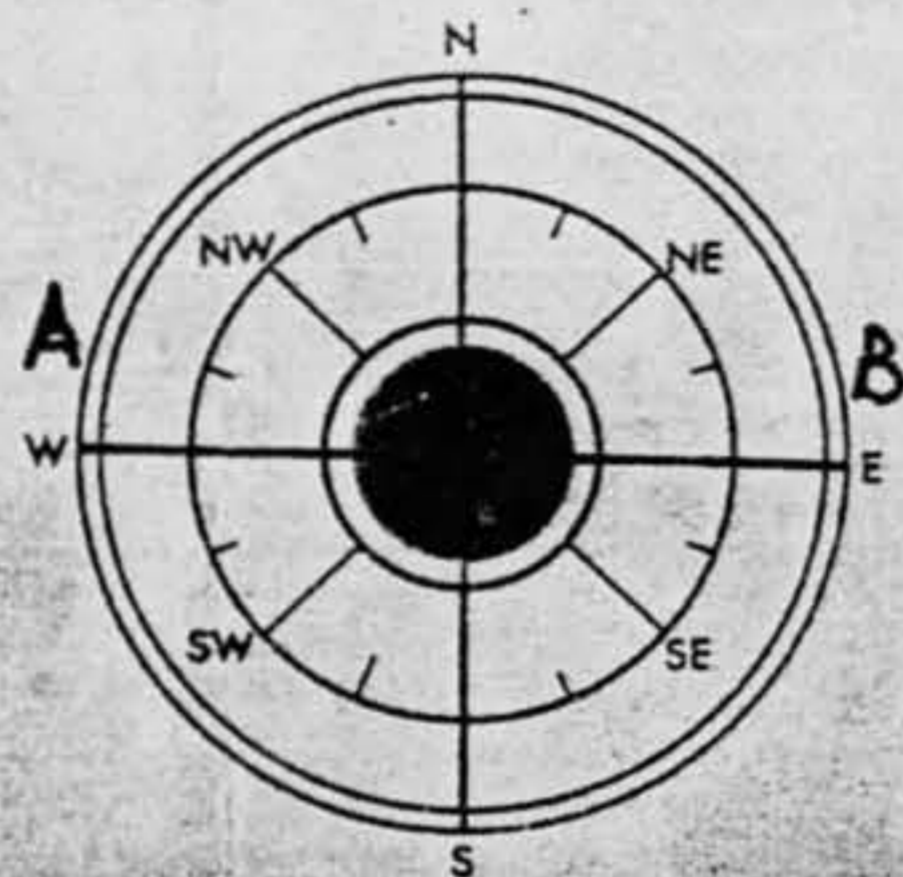
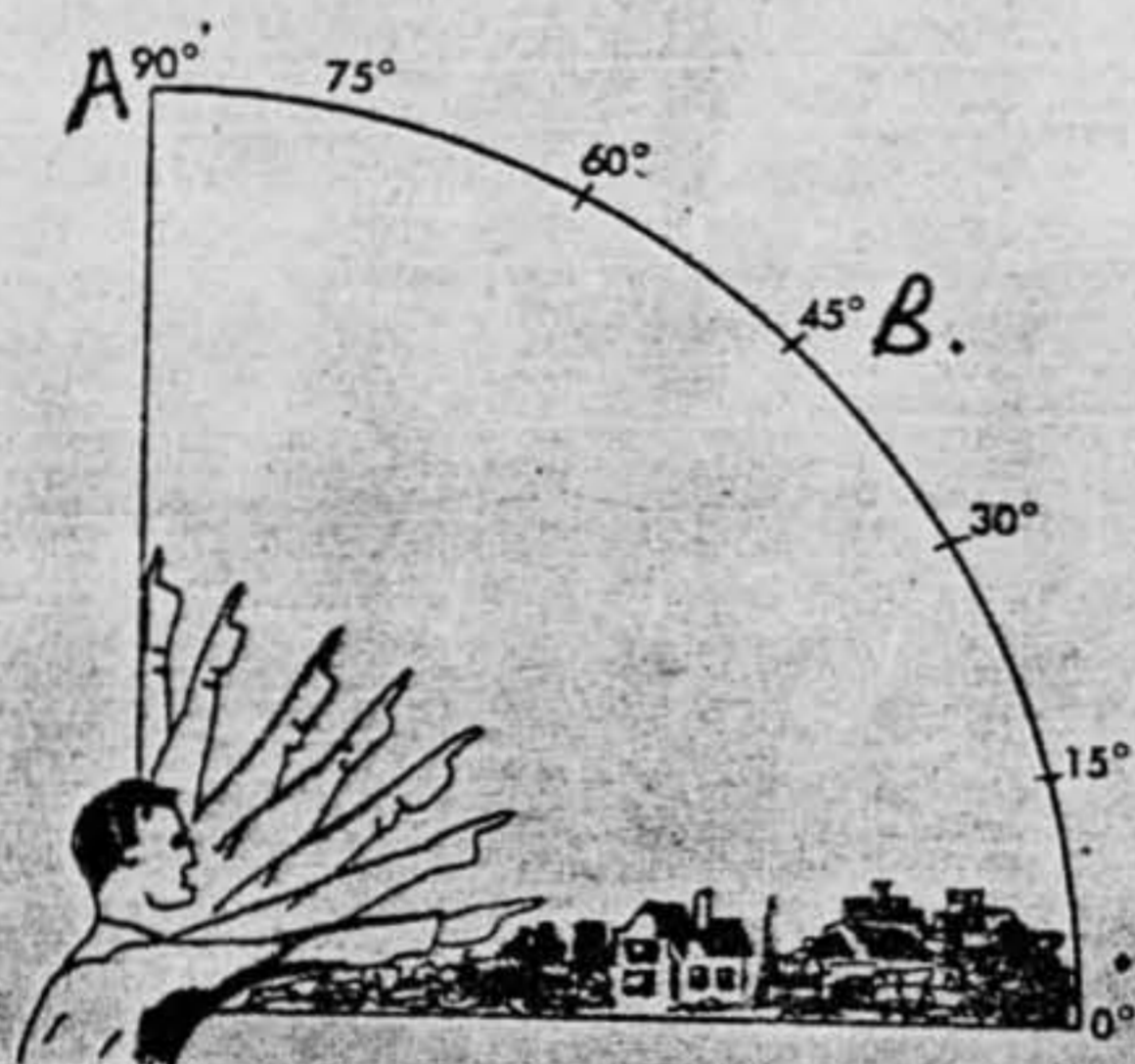
26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

It looked like what I imagine the "Hindenburg" looked like.

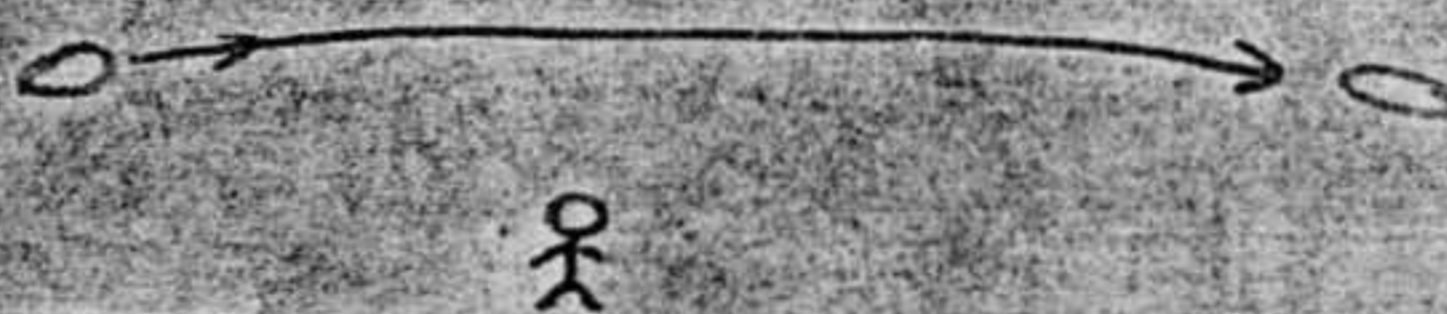
Official U.S. Air Force

Page 5

27. 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. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass when you *last* saw the object.



28. 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.



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

UFO form continued

Page 6

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

But I have seen a Navy blimp in Wetherfield, Con.
No - during the day since I saw the U.F.O. summer/1955

31. Was anyone else with you at the time you saw the object? (Circle One) Yes No

31.1 IF you answered YES, did they see the object too? (Circle One) Yes No

31.2 Please list their names and addresses:

I involved this person by knocking on their door and inviting them out to see it so the person is anonymous.

32. Please give the following information about yourself:

NAME		
Last Name	First Name	Middle Name
	West Hartford	Conn.
ADDRESS		
Street	City	Zone State
TELEPHONE NUMBER	AGE	SEX
	38	female

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33: When and to whom did you report that you had seen the object?

Feb. 4 February 1967
Day Month Year

Official U.S. Air Force

Page 7

34. Date you completed this questionnaire:

4 Feb 1967
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

I think the U.F.O. I saw is just what my neighbor said it was - a dirigible used by the Navy. When I saw this great thing in the sky when I was walking around the neighborhood with my three year old daughter "trick or treating" I ran up to a home, knocked on the door and asked the occupant if he knew what this might be. He said "Oh - that's one of those dirigibles that the navy is using," (or words similar) and after watching it for a couple of minutes with me returned indoors and I went on my way.

I had gotten much more excited when I first saw the vapour trails in a clear blue sky from jet aircraft and I remember how foolish I felt when I

e UFO form continued

Page 8

was describing this "unusual" phenomenon to my husband. Therefore, though I remember being awed by the sheer magnitude of the aerial sighting of Oct 31/55 I barely mentioned it to my husband and after feeling reassured it was a known object I forgot all the small details. I think I described it as being lighted windows like a bus or a train.

The only reason I am filling out this form is that it looks like what was described on page 18 of the Road magazine on U.F.O's, and also like a sketch in the issue of Saturday Review of Literature that was devoted to articles on U.F.O's. Maybe a great many people who saw "Terrestrial" things in the sky were seeing airships of one kind or another. After all if you've never seen it before almost anything up there looks fantastic!

NOVEMBER 1955 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
Nov	Hungary	Civilian	Insufficient Data
1	Solidad, California	██████████	Astro (JUPITER)
1	Corpus Christi, Texas	██████████	Insufficient Data
1	Lakeland, Florida	██████████	Aircraft
2	Elmira, New York	██████████	Aircraft
2	Ocala, Florida	██████████	Aircraft
4	Beatrice, Nebraska	██████████	Astro (STARS/PLANETS)
5	Council Bluffs, Iowa	██████████	Aircraft
6	Dade City, Florida	██████████	Astro (METEOR)
7	Jefferson, Texas	██████████	Insufficient Data
7	Atlantic Ocean	Military Air	Astro (MOON/REFRACTION)
8	Idaho	Multiple	Astro (METEOR)
9	Dover AFB, Delaware	Military	Aircraft
10	Wright-Patterson AFB, Ohio	Military	Astro (REGULUS & JUPITER)
12	Glen Avon, California	██████████	Aircraft
14	Barrington, New Jersey	██████████	Insufficient Data
14	Deming, New Mexico (CASE MISSING)	Commercial Airlines	Aircraft
17	St Louis, Missouri	██████████	UNIDENTIFIED
18	Glen Avon, California	██████████	Aircraft
20	Lake City, Tennessee	Multi (Civ & Mil)	UNIDENTIFIED
20	Boston Massachusetts	██████████	Aircraft
21	Van Dyke, Michigan	██████████	Insufficient Data
21	Oklahoma City, Oklahoma	██████████	Balloon
21	Washingtonville, New York	██████████	
	Brooklyn, New York	Civilian	Astro (METEOR)
22	Santa Anna, California	██████████	Astro (METEOR)
24	Hokkaido, Japan	Military Air	Astro (MOON/REFRACTION)
25	LaVeta, Colorado	██████████	UNIDENTIFIED
25	Lomax, Illinois	██████████ (PHOTO)	Astro (PARHELIA)
28	Cleveland, Ohio	██████████	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
28	Hong Kong, China (CRIFO)		

DECEMBER 1955 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
1	Pueblo, Colorado	[REDACTED]	Other (CONTRAIL)
5	McIntosh, Minnesota	[REDACTED]	Aircraft
6	Mariana, Florida	Air (RADAR)	Insufficient Data
7	Kotzebue, Alaska	[REDACTED]	Astro (METEOR)
8	Chama, New Mexico	[REDACTED]	Aircraft (HELO)
11	Colorado Springs, Colorado (CASE MISSING)	Multi	Astro (METEOR)
11	Camp Pampino, California	[REDACTED]	Astro (BETELGEUX)
12	Lincolnton, Maine	[REDACTED]	Astro (METEOR)
13	Cincinnati, Ohio	[REDACTED]	Insufficient Data
13	Colorado Springs, Colorado	Military	Astro (METEOR)
13	Caddo Lake, Louisiana	Military (Air RADAR)	Balloon
13	Arlington, Virginia	[REDACTED]	Aircraft
14	Charleston, W Va, Shaw AFB, S C (CASE MISSING)	Vis Air	Insufficient Data
15	Atlanta, Georgia	[REDACTED]	Aircraft
17	Mt Laguna, California	Military (RADAR)	Aircraft (TEST VEHICLE)
17	Red Oak, Iowa	[REDACTED]	Astro (METEOR)
17	Oklahoma City, Oklahoma	[REDACTED]	[REDACTED]
	Olathe, Kansas	[REDACTED]	[REDACTED]
	Lincoln, Nebraska	Multiple Reports	Astro (METEOR)
20	Decatur, Nebraska	[REDACTED]	Aircraft
21	Forrestville, Ohio	[REDACTED]	Insufficient Data
21	Caribou, Maine	[REDACTED]	UNIDENTIFIED
24	Riverside, California	[REDACTED]	Insufficient Data
27	Utica, New York	[REDACTED]	Astro (STARS/PLANETS)
31	Denver, Colorado	[REDACTED]	[REDACTED]
	Bergen Park, Colorado (CASE MISSING)	Civilian	Aircraft
31	Charleston, South Carolina	[REDACTED]	Insufficient Data
31	Lyons, Nebraska	[REDACTED]	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
15	Cambridge, Massachusetts	Letter ([REDACTED])	
27	Fiji Islands (CRIFO)		Meteor Shower

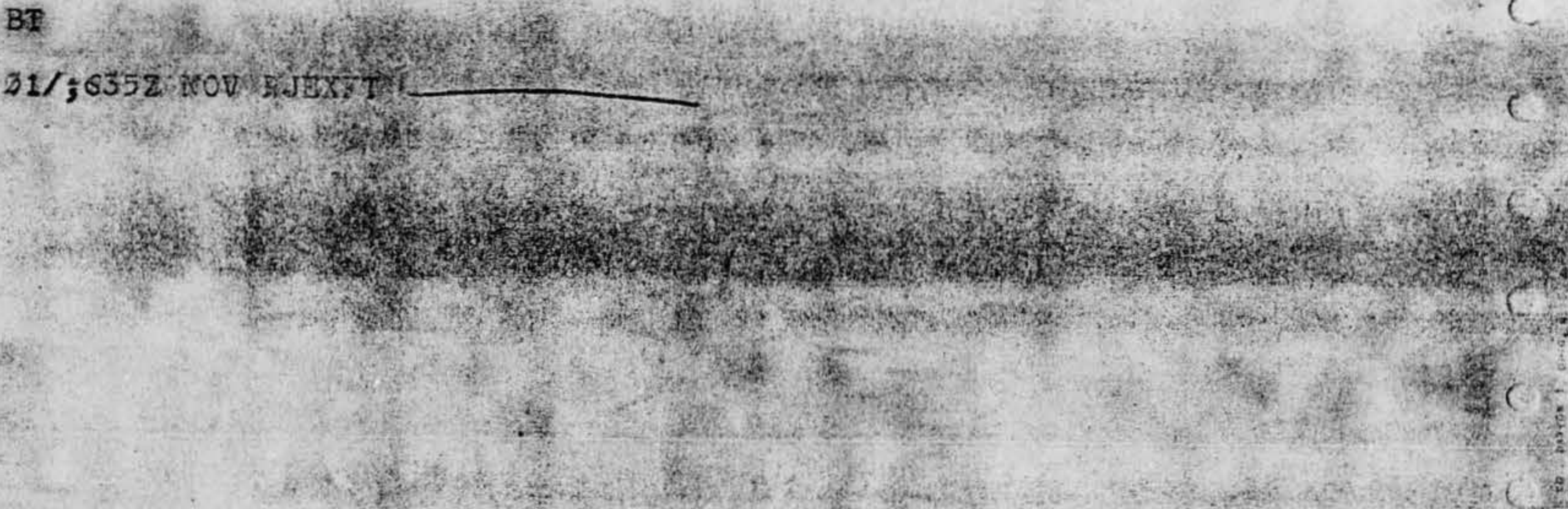
PAGER TWO RJEXFT 4A

SUPER CONNIE WAS OVERFLYING AT 19,000 AT TIME OF SIGHTING, BELIEVED TO BE OBSERVED IN ADDITION TO THE UFOB. OBSERVERS CONSIDERED VERY RELIABLE. 64TH D/I COMMENT COMPLETE FOLLOW UP REPORT IS BEING FORWARDED THIS UNIT AND WILL BE RETRANSMITTED WHEN REC'D THIS UNIT.

157017

BT

01/;635Z NOV RJEXFT



1 NOV 1955 07 21

~~07 21 1955~~

NI

BT

Multi

a 27

Nov 2 06 41 '55

D 1
274E4
3
4-4x2a

FM 79 YPR 83 WYR 25 JDA 32 EXDD 15FTA 1

FM RJEPHQ RJEEDWP RJEEDEN

FM RJEYFT 1A

P 020115Z

FM COMDR 64TH AIR DIV DEF PEPPERRELL AFB NF

TO RJEEDEN/COMDR AIR DEF COMMAND ENT AFB COLORADO SPRINGS COLO

RJEEDWP/COMDR AIR TECH INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

RJEPHQ/DIR INT HQ USAF WASHINGTON D.C.

FM RJEEDEN/COMDR NEACINTELLIGENCE PEPPERRELL AFB WFLD

BT

ADGAC 227 REF OUR ADGAC 226 DTG ; 130615Z. FOLLOW-UP REPORT IAW PAR 7D AFR 222-2

1. DESCRIPTION:

A. SHAPELESS BRIGHT EYE

B. SMALLER THAN HEAD OF A MATCH HELD AT ARMS LENGTH

C. WHITE

D. TWO (2)

E. NONE

F. NEGATIVE

G. NEGATIVE

H. NEGATIVE

NI-ONLY

61 40 990100N 2-

FORM 808-106 STANDARD REGISTRY CO., BAYTON, MISS., 38401

2,700 110/12
3,200 130/7
5,200 32/7
75,000 340/12

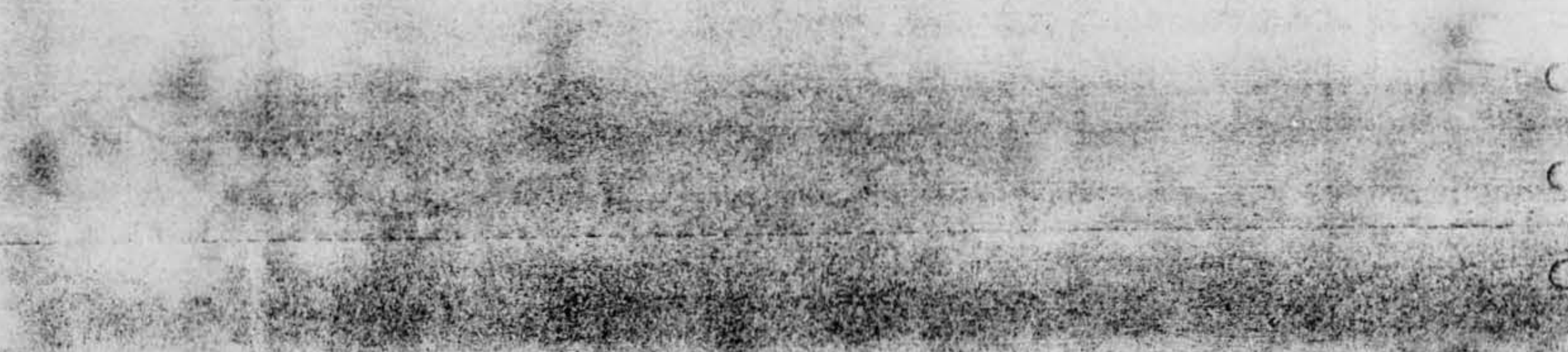
C. 1500 SCATTERED CMA-2000 SCATTERED

D. 10 MILES

E. 3/12 STRATO CU CMA 1/12 STRATO CU

F. NEGATIVE

16. NAVIGATION BEACON AND CEILOMETER ONLY SEARCH LIGHT ACTIVITY PD
RAWINSONDE BALLOON RELEASED AT 2245Z PD OBSERVER REPORTS TEMPERATURE
INVERSION EFFECTS VISIBLE ON RADAR EQUIPMENT CMA ALSO REPORTS NORTHERN



PAGE FOUR RJEXFT 1A

LIGHTS ACTIVITY PD REPORTS UFOB NOT SIMILAR IN COURSE OR MOVEMENT
PD MANNER OF DISAPPEARANCE IDENTICAL TO THAT OF TWO PREVIOUS UFOB
REPORTS PD (REF MSGS UFOB 1-55 121720Z OCT AND ABIN 4-K UFOB 2-55
27/1932 OCT)

G. NEGATIVE

10. FOUR KC-97 DEPARTING PD C-121 OVERFLEW BASE TO NORTHEAST PD
2 C-118'S DEPARTED AND 2 C-124'S DEPARTED ON RUNWAY 23 PD

11. STAFF INTELLIGENCE OFFICER E AFB PD SMALLER WEATHER BALLOON
RELEASED AT 21/3 600Z NOV 55 AT MY REQUEST P. GENERAL TRACK WAS NOT
AS DESCRIBED AND MANNER OF DISAPPEARANCE NOT AS DESCRIBED BY OBSERVER
PD VISIBLE FOR EST 5 MINUTES PD OBSERVER NOTED LACK OF WING TIP
OR CLEARANCE LIGHTS ON UFOB PD. GCA CMA HARMON AIRWAYS CMA 5/5TH WEA
CMA BASE CIS CMA REPORTED NO UNUSUAL AERIAL ACTIVITY PD END

FORM 805 THE STANDARD REGISTER CO., DAYTON 1, OHIO, U. S. A.

02/0 125Z NOV RJEXFT

INFORMATION CONCERNING THE REPAIRS OF THE AIRCRAFT WHICH WAS DESTROYED BY
 THE JAPANESE BOMBERS ON THE 15TH OF NOVEMBER 1944 AT THE AIRFIELD
 AT BANGALORE. THE AIRCRAFT WAS DESTROYED BY A BOMB WHICH HIT THE
 ENGINE AND CAUSED IT TO EXPLODE. THE AIRCRAFT WAS COMPLETELY
 DESTROYED AND THE REMAINS WERE BURIED AT THE AIRFIELD.
 THE AIRCRAFT WAS A C-47 DOUGLAS AIRCRAFT WHICH WAS
 OPERATED BY THE AIR FORCE.
 THE AIRCRAFT WAS DESTROYED BY A BOMB WHICH HIT THE
 ENGINE AND CAUSED IT TO EXPLODE. THE AIRCRAFT WAS COMPLETELY
 DESTROYED AND THE REMAINS WERE BURIED AT THE AIRFIELD.
 THE AIRCRAFT WAS A C-47 DOUGLAS AIRCRAFT WHICH WAS
 OPERATED BY THE AIR FORCE.

1. ... INTENSITY ... ORIGINAL THAT ... DIM FOR ... LIGHT FOR 2 SECONDS

2. COURSE:

3. COURSE IN ...

4. 50 DEGREES CMA 33 DEGREES T

5. 100 DEGREES - 190 DEGREES CMA 150 DEGREES T

6. ON HEADING FROM N TO S PD EST ALT 10,000 PD SLOWED DOWN STOPPED OVER

BASE PD MADE STD ORBIT PD CONTINUED ON SLIGHTLY ALTERED COURSE PD

7. FIRST OBJECT STARTED CLIMB PD

8. CLIMBED VERTICALLY TO EST 40,000

9. EST 10 MIN PD STILL IN VIEW WHEN OBSERVERS STOPPED WATCHING

10. MANNER OF OBSERVATION:

11. GROUND VISUAL

12. NEGATIVE

13. N/A

14. TIME AND DATE:

15. 1/2 2552 NOV 55

16. NIGHT, BRIGHT MOONLIGHT

17. ON CAMP SITE ROAD CMA 1 BLOCK S OF MAIN ST CMA STEPHENVILLE CMA NFLD

18. OBSERVERS:

19. PAGE THREE RJEXFT 1A

20. NEGATIVE

21. LTJ CH DENNEY AND BUR ELTZROTH CMA 640 TH ACWRON CMA AIR CONTROLLERS

22. WEATHER AND WINDS ALOFT:

23. CAVU

24. AT 1/2 245Z NOV 55 SURFACE 250/8

2,000 120/15

5,000 120/14

10,000 120/18

16,000 110/11

TOPIC 800 THE STANDARD REGISTER CO. 111 THE T. SPIC, D. K.

ion in October



Herald Tribune—United Press telephoto.

It will be shot up by United States scientists to pro-

Space Experts Predict Men Will Land on Moon by 2000

COPENHAGEN, Aug. 3 (AP)—American scientist Frederick C. Durant predicted today that manned space ships will land on the moon by the end of this century.

At the same time a prediction that unmanned space ships will be on the moon "within twenty years" was made by American guided missile engineer Norman V. Petersen, of Great Neck, N. Y.

Mr. Durant, of Lexington, Mass., president of the Sixth International Astronautical Congress, made his prediction at a morning session of the space group. He said he could not exclude the possibility of man landing on the moon before the year 2,000. But he said there is "a long way to travel yet, and this is not traveled overnight."

The Next Stage

Mr. Petersen, speaking to newspaper men, was emphatic in his prediction. "No doubt unmanned space ships will reach the moon within twenty years," he said. "The next stage will be to send manned space ships to the moon. It is possible this will be done before the end of the century, as indicated by Professor Durant this morning."

Mr. Petersen and Bell Aircraft engineer Hayward E. Cannay, of Buffalo, will present a joint paper tomorrow on "Uses and Lifetimes of Artificial Satellite Vehicles."

Eisenhower Cable

Mr. Durant opened the morning session with a cable from President Eisenhower in which the President said he has asked American authorities to study the offer of the international space congress to assist the American earth satellite project.

The space congress is attended by top research experts of East and West, including Soviet scientists.

Soviet delegates said today that their country wants "cooperation . . . not competition" with the United States on space exploration.

"It is a misrepresentation and distortion of fact when certain Western papers quote us as saying or even indicating that the Soviet Union wants to launch the world's first artificial satellite in competition with the United States," Soviet Professor L. I. Sedov said. "We aim at cooperation. We do not want competition."

"The Soviet Union and the United States should talk about these problems," Mr. Sedov's colleague, Astronomy Professor K. F. Gorodnikov, said.

Medically possible

COPENHAGEN, Aug. 3. (AP)—Intensive experiments show there are no insurmountable

medical obstacles to sustained space flight, the Sixth International Astronautical Congress was told today.

Dr. Fred A. Hitchcock, of the Ohio State University laboratory of aviation physiology, said in a paper prepared for the congress that "while there are many physiological problems in relation to space flights still to be solved, nevertheless, in the light of current investigation, none of these seems to be insurmountable."

Dr. Hitchcock said that for medical purposes space flights begin above 63,000 feet, and pointed out that some test pilots have already reached 93,000 feet for a few seconds in rocket-propelled craft.

Space Ship Design

Dr. Hitchcock said scientists still have to solve the problem of designing a space ship, permitting crews to travel without oxygen masks, that will withstand the tremendous heat in passing through the earth's outer atmosphere and will permit life to continue in the vacuum of gravity-free space.

"In order to make life possible in a space ship it would be

absolutely necessary to shield it from the excessive amount of ultra-violet light present outside the earth's atmosphere," he said.

"In view of the fact, however, that most glass and plastics absorb ultra-violet light, such shielding would probably be easily accomplished.

Cosmic Rays

"The matter of shielding from cosmic rays is much more difficult, if not impossible. Experiments are currently under way to determine the effects of cosmic rays on animals. These experiments consist of exposing small animals to regions in the upper atmosphere where cosmic radiation is at a maximum. When results of such experiments are available, we will be better able to evaluate the hazards of cosmic radiation. . . ."

"The matter of ozone and other toxic substances such as atomic clouds through which the ship might pass is of no serious importance, since the cabin would be sealed and provided with an artificial atmosphere and would, therefore, be impenetrable to any gas substance through which the flight might pass."

Moon Plans War Fears

friendly and healthy cooperation between the scientists and engineers of all countries. . . . But intense rivalry over some possible military uses in view is dangerous.

Wants to Allay Fears
The program should be carried out in such a way as to allay the fears of both peoples and governments that what is done for peaceful purposes may not mask military projects of frightful destruction. . . . Elcheberger suggested that the United States, which proposed a U. N. agency for the peaceful use of the atom, "follow this precedent by proposing that nations that they pool information and to the greatest extent the actual experimentation in the launching of an earth satellite . . . I suggest that this be done through the United Nations."

ament Study Bill

WASHINGTON, Aug. 3 (AP)—President Eisenhower today signed a bill authorizing an investigation to determine the advisability of erecting a battle monument in Brooklyn in honor of 48 Maryland soldiers killed during the Revolutionary

3 New Planes For Air Force

WASHINGTON, Aug. 3 (AP)—The Air Force today awarded development contracts for three new supersonic combat planes, including a long-range interceptor expected to fly more than 1,300 miles an hour. The contracts also call for development of a fighter-bomber and a tactical or light bomber.

These contracts were awarded:
1. Long-range interceptor development—Lockheed Aircraft Corp., Burbank, Calif., Northrop Aircraft, Inc., Hawthorne, Calif., and North American Aviation, Inc., Los Angeles. All three are interceptor producers now.

Two Fighter-Bomber Contracts
2. Fighter-bomber development—Republic Aviation Corp., Farmingdale, L. I., and North American Aviation. Both produce fighter-bombers for ground support.

3. Tactical bomber development—Glenn L. Martin Co., Baltimore, and Douglas Aircraft Co., Santa Monica, Calif. Both now produce jet light bombers.

Chilean Peso Slumps

SANTIAGO, Aug. 3 (AP)—Chile's slumping peso dipped to the unprecedented low of 700 for one United States dollar today on the Chilean free market.

To Test Sodium in Ionosphere

'Full Moon' Rocket Explosion in Octol

By James E. Warner

WASHINGTON, Aug. 3.—The United States Air Force hopes to explode a sodium-vapor rocket sixty miles above the earth's surface this autumn, rivaling the light of a full moon at twilight, the Air Force announced today.

The projectile will be launched from Holloman Air Force Base, New Mexico, during the week of Oct. 14. It will be an aerobee rocket, sisters of which have reached an altitude of 152 miles. Other rockets have attained a height of 250 miles.

Purpose of the experiment is, first, to find if there is a layer of sodium long suspected in the upper atmosphere, and second, to find how thick it is.

If the few pounds of sodium vapor ejected from the rocket shines brightly, scientists believe it will confirm existence of the sodium layer in the ionosphere. For technical reasons, scientists said, the ejected sodium would not glow or produce light if released lower, or

in the absence of a natural sodium layer in the sky.

The experiment also may provide data, according to Dr. Homer Newell of the Naval Research Laboratory, for the satellite which the United States proposes to launch by 1957. The satellite, rocket-propelled, will rise above the bonds of gravity and circle the earth at an altitude of between 200 and 300 miles.

A somewhat similar project was tried last winter, with no results, the Air Force said.

The Research and Development Command of the Air Force was "scooped" on its own announcement by a Briton, Professor D. R. Bates, of Queen's University, Belfast. It was the second time in a week that an American project had been announced abroad before it was released here. On Thursday, while a battery of scientists were briefing White House reporters on plans for the satellite, a Belgian scientist announced the American project in Brussels.

Professor Bates said he had proposed a similar experiment to the British Royal Society, which is joining the United States and Russia in attempts to explore outer space.

Dr. Newell, chief of the rocket sonde branch of the Naval Research Laboratory, in commenting on Professor Bates' revelation, noted that it is an Air Force project, research on which is being conducted at Cambridge Mass. The Atomic Energy Commission said it was not participating in the project.

Later, a spokesman for the Air Force Research Center at Cambridge said the rocket will be fired during the week of Oct. 14 to an altitude of twenty to sixty miles above the earth's surface, depending on weather conditions. He said the Aerobee has climbed as high as 152 miles.

May Use Grenade

LONDON, Aug. 3 (AP).—Professor Bates, who will lead one of five university groups taking part in British rocket research programs, said today there are difficulties in releasing sodium vapor. Boiling of the metal to release the vapor has been suggested but has proved troublesome, he declared.

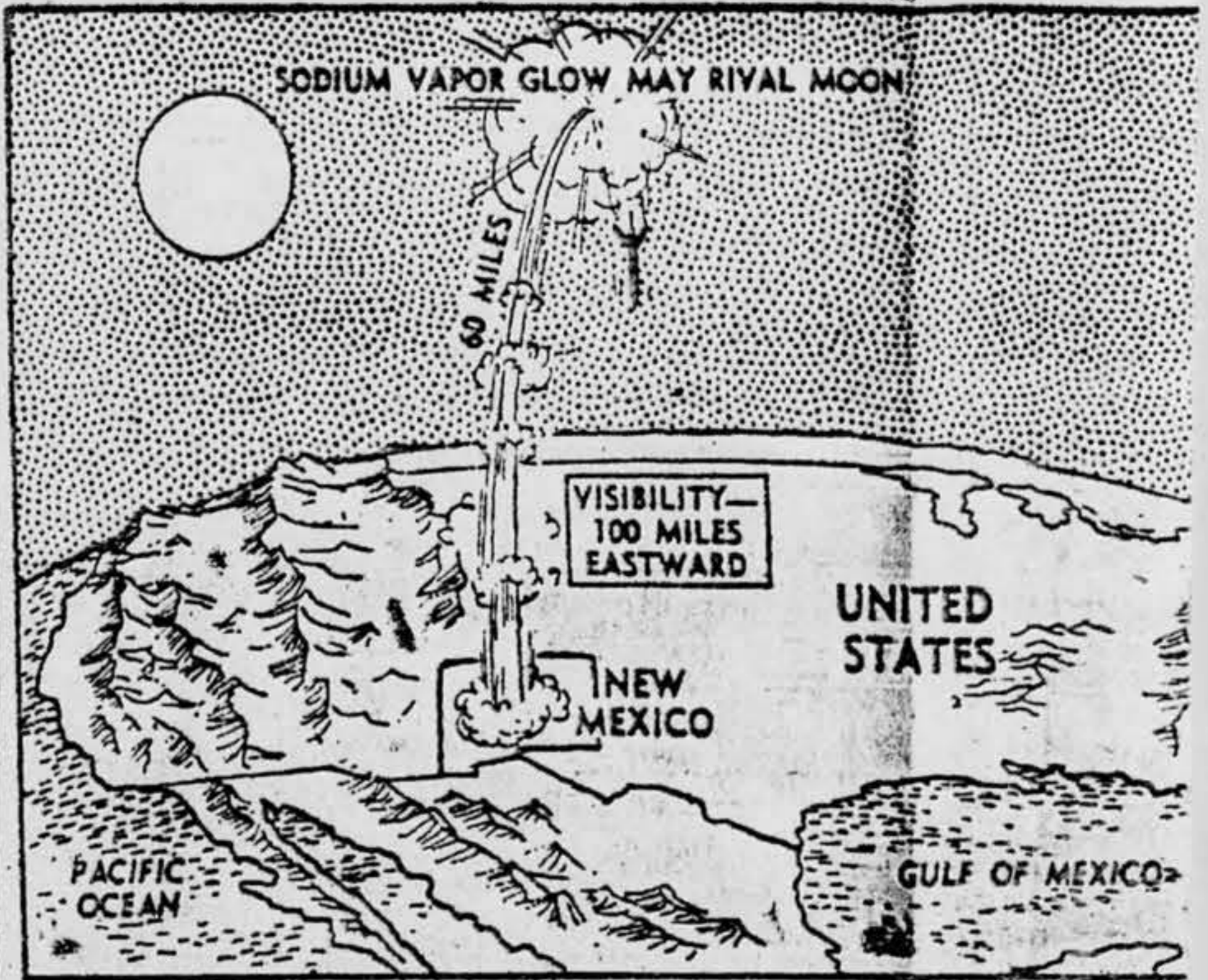
"The Americans may release a grenade from a rocket which, on exploding, would vaporize the metal," he said.

The upper atmosphere contains one part in a billion of sodium which produces a great deal of the light in the air, he explained, and by greatly increasing the amount he believed a "full moon" effect would be created.

He considers that the experiment would provide much information about the winds at extreme height, the temperature of the atmosphere and the chemical reactions going on it.

The Royal Society, leading body of British scientists, disclosed that Britain is entering the field of exploring the earth's upper atmosphere with high altitude rockets. The British announcement added that a similar program has been started in France.

The Royal Society announcement said: "It is very desirable that work should be carried out in other countries, to obtain data under different conditions and locations and employing different techniques."



Artist's sketch showing how rocket will be shot up by United States scientist to produce artificial "moonlight."

U. N. Control of Moon Plans Urged to Allay War Fears

A call for United Nations coordination of the launching of satellites into outer space to allay fears that the experiments mask military projects was issued yesterday by Clark M. Eichelberger, executive director of the American Association for the United Nations.

Mr. Eichelberger pointed out that a precedent exists in the proposed special U. N. agency for the peaceful use of atomic energy and suggested a similar agency to supervise international satellite launchings.

Quotes Eisenhower's View

In a communication to officers and chapters of the association, Mr. Eichelberger noted that President Eisenhower and American scientists have emphasized the peacetime role of the plan to send up a satellite within three years. He also mentioned their intention to share the scientific information gained with other nations.

"Unfortunately," Mr. Eichelberger said, "we cannot help but be reminded that our greatest rivals, the Russians, announced some time ago that they were striving to set up a space satellite and that it would be the beginning of experiments leading to interplanetary flights.

"Friendly and healthy competition between the scientists and the dreamers of all countries is healthy. But intense rivalry with some possible military objective in view is dangerous.

"Wants to Allay Fears," Mr. Eichelberger said, "This program should be handled in such a way as to allay the fears of both peoples and governments that what is being done for peaceful purposes does not mask military projects capable of frightful destruction."

Mr. Eichelberger suggested that the United States, which proposed a U. N. agency for the peaceful use of the atom, "follow this precedent by proposing to other nations that they pool their information and to the greatest extent the actual experimentation in the launching of an earth satellite. . . I suggest that this be done through the United Nations."

Monument Study Bill

WASHINGTON, Aug. 3 (AP).—President Eisenhower today signed a bill authorizing an investigation to determine the advisability of erecting a battle monument in Brooklyn in honor of 256 Maryland soldiers killed there during the Revolutionary War.

3 New Plans For Air Force

WASHINGTON—The Air Force development commission announced today a long-range program expected to include a long-range fighter-bomber, a light bomber, and a tactical fighter-bomber. The commission also called for a new type of light bomber.

1. Long-range development—Lockheed Corp., Burbank, Calif., and North American Aircraft, Inc., Los Angeles, are to produce a new type of fighter-bomber.

2. Fighter-bomber—Republic Aircraft, Farmingdale, L. I., and American Aviation, Inc., are to produce a new type of fighter-bomber.

3. Tactical fighter-bomber—Glenn L. Martin Co., Santa Monica, Calif., is to produce a new type of tactical fighter-bomber.

Chilean Peso

SANTIAGO, Chile—A slumping peso and a unprecedented low exchange rate with the United States are the Chilean free