

PROJECT 10073 RECORD CARD

CRAVIS REPORT

1. DATE 30 NOVEMBER 1956	2. LOCATION <i>Charleston AFB</i> Approx. 125 W. of Savannah, GA	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 type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown (pending reply fm 38th Air Division)
3. DATE-TIME GROUP Local 1748 Z GMT	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF Pilot and Nav.	
7. LENGTH OF OBSERVATION 10 min.	8. NUMBER OF OBJECTS 1	9. COURSE
10. BRIEF SUMMARY OF SIGHTING Object observed by AF A/C on over water flight. Reported as 100 feet above water. No size, shape or color given. Observers state object in sight for 10 minutes but was <u>10 miles</u> from the aircraft.	11. COMMENTS Reporting officers belief object was A/C has very little validity. Highly improbable A/C just off the water (100' could be seen by A/C at 9000' - also, since the direction of both A/C and FO were different - highly improbable that an A/C would stay in sight for 10 min. --if speed was 170 knots as stated. Nearest Air Division (38AD) requested to follow up by TT msg 5 Dec 56. G.T.G.	

(OBJECT)
BY ROBERT SERLING

1957

15/04/00

UNITED PRESS STAFF CORRESPONDENT

WASHINGTON, OCT. 8. --(UP)--A VETERAN AIRLINE PILOT WHO ONCE DENOUNCED FLYING SAUCERS AS "BUNK" HAS REPORTED ENCOUNTERING A MYSTERIOUS UNIDENTIFIED FLYING OBJECT NEAR MOBILE, ALA.

CAPT. [REDACTED] OF CAPITAL AIRLINES DESCRIBED THE INCIDENT IN A REPORT PUBLISHED BY "THE UFO INVESTIGATOR," MAGAZINE OF THE UNOFFICIAL NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA.

HULL WROTE AN ARTICLE FOR A PILOTS' MAGAZINE IN 1953 TITLED "THE OBITUARY OF THE FLYING SAUCER." HIS EXPERIENCE DESCRIBED IN THE "INVESTIGAM

"INVESTIGATOR" TOOK PLACE NOV. 14, 1956. HE DID NOT SUGGEST THAT WHAT HE SAW WAS A FLYING SAUCER.

HULL SAID HE WAS FLYING A VISCOUNT AT ABOUT 10,000 FEET NEAR MOBILE, AT 10:10 P.M., WHEN HE AND HIS CO-PILOT SPOTTED "WHAT WE THOUGHT WAS A BRILLIANT METEOR."

HE SAID THE "METEOR" WAS DESCENDING RAPIDLY, BUT INSTEAD OF BURNING OUT WITH THE USUAL FLASH, "IT ABRUPTLY HALTED DIRECTLY IN FRONT OF US."

"IT WAS AN INTENSE BLUE-WHITE LIGHT, APPROXIMATELY SEVEN OR EIGHT TIMES AS BRIGHT AS VENUS WHEN THIS PLANET IS AT ITS BRIGHTEST MAGNITUDE," HULL WROTE.

HE SAID HE THOUGHT THE OBJECT MIGHT BE A JET FIGHTER, TURNING AWAY FROM THE AIRLINER AND GIVING THE PILOTS A VIEW OF ITS GLOWING TAILPIPE. BUT HE SAID INSTEAD OF GROWING SMALLER, THE LIGHT REMAINED IN FRONT OF THE VISCOUNT.

HULL WROTE THAT THE "UFO" (UNIDENTIFIED FLYING OBJECT) THEN BEGAN A SERIES OF VIOLENT MANEUVERS, "SHARPER THAN ANY KNOWN AIRCRAFT, SOMETIMES CHANGING DIRECTION 90 DEGREES IN AN INSTANT." IT FINALLY ZOOMED UP AT AN EXTREMELY SHARP ANGLE AND SHOT OUT OF SIGHT, HULL ADDED.

HE SAID HIS OWN PLANE WAS ABOVE THE CLOUDS, "PRECLUDING ANY REFLECTIONS OF SEARCHLIGHTS FROM BELOW."

"I HAVE SEEN HUNDREDS OF ADVERTISING SEARCHLIGHTS PLAYING ON CLOUDS, AND THIS WAS NOTHING REMOTELY RELATED," HULL WROTE.

"LIKEWISE I AM RULING OUT AIRCRAFT (AT LEAST THE ONES WE KNOW), BALLOONS, MISSILES OR ANY OTHER EARTH-LAUNCHED DEVICE WITHIN MY KEN. THE ONE THING I CAN'T GET OVER IS THE FACT THAT WHEN IT CAME, IT CAME STEEPLY DOWNWARD AND WHEN IT DEPARTED AFTER ITS AMAZING SHOW, IT WENT STEEPLY UPWARD."

HS350A

UFO Encounter Convinces Airline Captain, Former Skeptic

A two-minute encounter with a UFO, which quickly changed a skeptic to a believer, was recently revealed by Captain W. J. Hull, veteran pilot for Capital Airlines. Prior to his experience, which occurred as his airliner neared Mobile, Alabama, Captain Hull was widely known among pilots for his negative views on flying saucers.

In a 1953 article for THE AIRLINE PILOT entitled "The Obituary of the Flying Saucers" Hull accepted Dr. Donald Menzel's natural phenomena explanation for the UFO's. Later he agreed to a re-examination of the evidence, but his dramatic report was the first hint that he had accepted the UFO's as machines of an unknown type.

For over six months Captain Hull withheld the facts from publication, then he released the story to Civilian Saucer Intelligence, New York, of which he is a member. It is printed here by special permission of CSI.

On the night of November 14, 1956, Captain Hull was flying a Viscount four-engine turboprop airliner from New York to Mobile, over a layer of occasionally broken clouds which enabled him to get a look at the ground only occasionally.

"At 10:10 p.m. EST," states Capt. Hull, "we were only about 60 miles from Mobile when my co-pilot, Peter Macintosh, and I

MOON BATTLE /see Page 20

Though there is no proof that any lunar base exists, it is not hard to estimate the effect if an earth launched rocket did hit the moon near such a base. Presumably the reaction would be similar to that on earth if a moon launched rocket struck near a military base or any populated area. It would probably be considered a hostile act and it could set off general hysteria.

The sight of an earth rocket orbiting the moon might be regarded as hostile—or merely as an act of peaceful observation.

It is doubtful that our armed forces would risk hitting the moon with a rocket if they believed that an advanced race had established a base there. The consequences could be serious.

Possibly operation "Far Side" will soon reveal whether the moon is as it is usually considered—a barren satellite devoid of even the lowest form of vegetable life—or that there is evidence of its use as a space base.

But even aside from this speculative angle, the present race for the moon remains deadly serious. It is a battle the outcome of which may affect the lives of everyone on this earth, turning the moon into an armed fortress—or a peaceful colony dedicated to opening up new vistas to earthbound humans. ●

saw what we thought was a brilliant meteor. We were flying south-southwest and it fell across our path from left to right, first becoming visible at the top of the windshield.

"The Viscount has wonderful visibility upward.

"It decelerated rapidly, just as any meteor does when entering the denser layers of the earth's lower atmosphere. We expected to see it burn out with the customary flash which pilots often see, but it abruptly halted directly in front of us!

"It was an intense blue-white light, approximately seven or eight times as bright as Venus when this planet is at its brightest magnitude.

"Pete shouted, "What the hell is it, a jet?"

The co-pilot's first thought was that the object had been a diving jet fighter, turning away from the airliner, and in departing giving the pilots "a view right up its glowing tailpipe." But Capt. Hull knew this could not be the answer. He had often seen the glow of jet tailpipes at night. This was not the right color, nor did it grow smaller in size. Instead, it remained in front of the plane, keeping a regular interval.

"I quickly grabbed my microphone," said the Captain, "and called the Mobile Control Tower.

"Bates Tower, this is Capital 77. Look out toward the north and east and see if you can see a strange white light hovering in the sky."

The answer came quickly: "Capital 77, this is Mobile Bates Tower. We are unable to see much of the sky because of a thick cloud cover. Do you think the object is in our vicinity?"

"Affirmative," replied Hull. "It looks like a brilliant white light bulb about one-tenth the size of the moon. It is directly ahead of us and at about our altitude or slightly higher. We are right over Jackson and have descended to 10,000 feet. Please initiate a call to Brookley Field Tower and ask the controller if he can see it on their big radarscope."

The Brookley AFB, twenty miles southeast of Bates Field, was on a military frequency which the Viscount was not equipped to work on its transmitter.

Immediately after this radio exchange the UFO began to maneuver, darting back and forth, rising and falling, making extremely sharp turns, sharper than any known aircraft, sometimes changing direction 90 degrees in an instant. All during this display the color remained a steady brilliant bluish-white, not growing or diminishing in size at all.

"Macintosh and I sat there completely flabbergasted at this unnerving exhibition,"

Nov 14 / 1956
PAGE 21

Captain Hull's report continues. "I thought of calling the passengers over the public address system, but the object was dead ahead of us and putting on its performance in an area whose arc was not large enough to enable anybody in the cabin to get a view of it out the side windows."

After a half minute or more of this strange flight, the UFO suddenly stopped and hovered again.

About this time, Bates Tower called back. "Capital 77, we are trying to raise the Brookley Tower."

At this moment the UFO again began another series of "crazy gyrations, lazy 8's, square chandeliers," weaving with a sort of rhythmic cadence through the air. Then the object shot over the Gulf of Mexico, rising at an extremely steep angle and at such a fantastic speed that it diminished rapidly to a pinpoint, to disappear into the night.

According to Captain Hull, the most puzzling thing about the performance—lasting two minutes at least—was that the object had remained at the same distance from the plane throughout the exhibition.

"How do we know this?" says Hull. "It never increased in size, and yet we were bearing down on it at more than five miles a minute in the Viscount. If it was in view two minutes and performing in one area, we should have been at least ten miles closer to it. Now any object that flies certainly looks different when viewed at such a great variance in distance. So this UFO must have managed to remain at the same distance from us throughout the entire display."

Also, as Captain Hull points out, the Viscount was "above the clouds, precluding any reflections of searchlights from below.

"I have seen hundreds of advertising searchlights playing on clouds," Hull says, "and this was nothing remotely related. Likewise I am summarily ruling out aircraft (at least the ones we know), balloons, missiles, or any other earth-launched device within my ken. The one thing which I can't get over is the fact that when it came, it came steeply downward; when it departed after its amazing show, it went steeply upward! Now I ask you, is this machine based on the earth?"

"I followed up on this spectacular sighting at Mobile. The control tower operators had reached Brookley after a slight delay, but the controller had seen nothing and since no night flights were in progress the surveillance radar had not been energized at the time."

Captain Hull did not report this sighting to the press. Not a word was printed about it until he revealed the details to John DuBarry, former associate editor of TRUE, which broke the first big flying saucer story in 1949. DuBarry is now president of CSI of New York. ●

EXTRACT CSI
8044-TIN 20 DTD
JULY 1957

CAPITAL AIRLINES' PILOTS SEE ACROBATIC NIGHT LIGHT

(The sighting which follows is of particular interest because it was made by an expert observer - a veteran airline pilot - who was formerly extremely skeptical on the subject of flying saucers. In fact, in 1953 Captain [redacted] wrote an article for Airline Pilot magazine titled "The Obituary of the Flying Saucers." We reprint, with his permission, a slightly condensed excerpt from the letter to CSI President [redacted] in which he described his experience.)

On the night of November 14, 1956 I was flying a Viscount at high altitude from New York to Mobile, Alabama. We were above a layer of clouds which were occasionally broken, giving us a glimpse of the ground now and then. At 10:10 p.m. E.S.T., when only about 60 miles from Mobile, my co-pilot [redacted] and I saw what we thought was a brilliant meteor. We were flying south-southwest and it fell across our path from left to right, first becoming visible at the top of the windshield. (The Viscount has wonderful visibility upward.) It decelerated rapidly, just as any meteor does when entering the denser layers of the earth's lower atmosphere, and we expected to see it burn out with the customary flash, which pilots often see, but which people on the ground are often denied.

Imagine our consternation when this brilliant light did not burn out, but abruptly halted directly in front of us! It was an intense blue-white light, approximately 7 or 8 times as bright as Venus when this planet is at its brightest magnitude. [redacted] shouted "What the hell is it, a jet?" His first thought, of course, was that the object was a diving jet fighter which had turned sharply away from us and in departing, was giving us a view right up its glowing tailpipe. Instantly I knew this could not possibly be an airplane. I have seen the glow of too many jet pipes at night not to recognize one when I see it. It was not the right color; it did not diminish in size, as a departing jet fighter's exhaust should have; and it remained motionless directly ahead of us, how far I cannot say, but it must have been quite a few miles.

I quickly grabbed my microphone and called the Mobile Control Tower. "Bates Tower, this is Capital 77! Look out toward the north and east and see if you can see a strange white light hovering in the sky."

"Capital 77, this is Mobile Bates Tower. We are unable to see much of the sky because of a thick cloud cover. Do you think the object is in our vicinity?"

"Affirmative. It looks like a brilliant white light bulb, ^{below} about one tenth the size of the moon. It is directly ahead of us and at about our altitude, or slightly higher. We are right over Jackson, Alabama and have descended to 10,000 feet. Please initiate a call to Brookley Field Tower (Air Force Field 20 miles southeast of Bates Field) and ask the controller if he can see it on their big radar scope." (We did not have the military frequency crystals in our transmitter to work Brookley Tower.)

Just after this exchange, the object began to maneuver. It darted hither and yon, rising and falling in undulating flight, making sharper turns than any known aircraft, sometimes changing direction 90 degrees in an instant. All the while the color remained constant, a brilliant blue-white, and the object did not grow or lessen in size. [redacted] and I sat there completely flabbergasted at this unnerving exhibition. I thought of calling the passengers over the public address system, but the object was dead ahead of us and putting on its performance in an area whose arc was not large enough to enable anybody in the cabin to get a view of it out the side windows. After a half minute or so of this dancing, unorthodox flight the object suddenly became motionless again and hovered dead still. We were simply confounded

by this.

Bates Tower called back. "Capital 77, we are trying to raise the Brookley Tower."

Right at this moment the strange light began another series of crazy gyrations, lazy 8's, square chandelles, all the while weaving through the air with a sort of rhythmic, undulating cadence, the likes of which neither [redacted] nor I had ever seen. Then, apparently content at the consternation which it had wrought, the object shot out over the Gulf of Mexico, rising at the most breathtaking angle and at such a fantastic speed that it diminished rapidly to a pinpoint and was swallowed up in the night.

This unearthly exhibition probably went on for at least two minutes, according to our best judgment. I glanced at the clock and noted it read 10:12.

The most puzzling thing about the whole occurrence, aside from the dancing flight, was that the object, whatever it was, had remained at the same distance from us throughout the performance. How do we know this? It never increased in size, and yet we were bearing down on it at more than 5 miles a minute in the Viscount. If it was in view two minutes and performing in one area we should have been at least ten miles closer to it. Now, any object that flies certainly looks different when viewed at such a great variance in distance. So this UFO must have managed to remain at the same distance from us throughout the entire display.

If you know southern Alabama you know that it is pretty desolate country, with few inhabitants and only a few small hamlets between Mobile and Montgomery up in the middle of the state. We were above the clouds, precluding any reflections of searchlights from below. I have seen hundreds of advertising searchlights playing on clouds, and this was nothing remotely related. Likewise I am summarily ruling out aircraft (at least the ones we know), balloons, missiles, or any other earth-launched device within my ken. The one thing which I can't get over is the fact that when it came, it came steeply downward; when it departed after its amazing exhibition, it went steeply upward! Now I ask you, [redacted] is this machine based on the earth?

I followed up on this spectacular sighting after landing at Mobile. The control tower operators had reached Brookley after a slight delay, but the controller had seen nothing, and since no night flights were in progress, the surveillance radar had not been energized at the time.

In case any of your members would like to know my background, you may give it to them. You will remember me as objectively skeptical and cynically critical of most of the purported saucer sightings. But I think you have to believe a veteran airline pilot with 17 years of service, 15,000 hours and 3 million miles in his log-book. I am seeking no publicity. I didn't report this sighting to the press and not a word has ever been printed about it until this moment.

[redacted]

16 November 1956
New Rochelle, L.I., N.Y.

SIGHTING REPORTS

November 16, 1956. CSI has received a confirmation of the observation by Miss [redacted] of New Rochelle, that was reported in News Letter # 6 (p. 22). The confirmation comes from Mrs. [redacted], also of New Rochelle. While she was walking her dogs near an inlet of Echo Bay, shortly after 10 p.m. that night, a luminous ball with a little flame-like tail emerged from behind trees in the northeast, and moved slowly on a southwesterly course toward New York City. The object, apparently moving over Long Island Sound, was in view for about 30 secs. before it disappeared behind trees to the south. In less than a minute, a second object appeared, traveling over exactly the same route. Each object was about half the apparent size of the full moon, and "the color of yellow fire." The leading edge was sharply defined, the rear edge fuzzy, with a tail. The objects moved "about as fast as airplanes" and were fairly low on the horizon. Mrs. Reynolds had the impression that the objects were quite small, and traveling lower than normal aircraft usually fly. She watched until about 10:30 p.m., and counted 9 or 10 objects in that time. When she left, they were apparently still moving over the Sound in the same direction. Undoubtedly these are the same objects that were reported by Miss [redacted], even though there is a slight discrepancy in the directions reported by the two witnesses (Miss [redacted] thought that they traveled from east to west). (Compare Beirut "parade," Michel, pp. 123-27.)

No Case (Information Only)

17 November 1956
Gary, Indiana

1956, Nov. 17 - Gary, Indiana - 5pm - Enormous, glittering UFO traveling at fantastic speed seen by Civil-Defense Chief. Estimated altitude of 10,000ft.. Several others also saw objects!..

18 November 1956
Dyersburg, Tennessee

Case 271, Dyersburg and adjacent communities, Tenn., Nov. 18, 1956—AP reported that an unidentified object high over Northwest Tennessee caused considerable excitement. Ernest Stanley, CAA official, said the object was probably a giant balloon. Hundreds of area residents watched the object for more than an hour. It was reported seen from Gleason, Union City and Reelfoot Lake. Stanley estimated the height at 75,000 feet.

IN THE MEANTIME—MORE SAUCERS!

Case 271, Dyersburg and adjacent communities, Tenn., Nov. 18, 1956—AP reported that an unidentified object high over Northwest Tennessee caused considerable excitement. Ernest Stanley, CAA official, said the object was probably a giant balloon. Hundreds of area residents watched the object for more than an hour. It was reported seen from Gleason, Union City and Reelfoot Lake. Stanley estimated the height at 75,000 feet.¹

Case 272, Dallas, Texas, Nov. 24, 1956--Said the Dallas Morning News: "Personnel at the Love Field control tower were agog over a brilliant fiery meteor they thought was headed for them. 'We sat there with our mouths open' declared J. J. Jobe. 'It looked like it was going to hit right in the middle of the field.' The phenomenon was first sighted about 6:18 a.m. by Ray Pharr who described it as 'big as the moon.' Jobe said it was sighted at a position about 45° up in the sky, fell at an angle of about 20° and disappeared due south of Love Field about 10° above the horizon. 'There was a sort of halo around the leading edge of the main ball,' described Jobe, 'with long sparks shooting off the tail. The center of the tail was completely dark. And on either side of it flames of blue, white and green fire streamed back as the meteor streaked towards the earth.'"

Oscar Monnig, meteor expert, tried to track down the meteorite. He said, "The one seen from Love Field must have been a big fellow with light for at least 5 seconds. It was last seen about 150 miles south of Dallas. I'd say that it fell on Dallas. I'd say that it fell about 150 miles south. Monnig had one report from a motorist on the road between Itasca and Grandview. I called control towers at Bryan, Austin and San Antonio and none had observed the meteor." Monnig said that meteors have a way of dropping into lightly settled land or wilderness as if some intelligence were guiding them to secret landings."

Source: Fawcett

On November 24-25 near Pierre, South Dakota a half-globe shaped object, giving off sparks, was photographed by police radio dispatcher [REDACTED] over one of the state highways at low level.

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Oscar Monnig, meteor expert, tried to track down the meteorite. He said, "The one seen from Love Field must have been a big fellow with light for at least 5 seconds. It was just an optical illusion that the thing seemed to fall on Dallas. I'd say that its end point was at least 150 miles south. Monnig had one report from a motorist on the road between Itasca and Grandview. I called control towers at Bryan, Austin and San Antonio and none had observed the meteor." Monnig said that meteors have a way of dropping into lightly settled land or wilderness as if some intelligence were guiding them to secret landings.²

30/1748Z

1 witness

me

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1 DEC 56 09 46

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4-4X200

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 FM 1296 AACCS FLIGHT SVC SQ MAXWELL AFB ALA
 TO RJEDEN/COMMANDER AIR DEFENSE COMMAND ENT AFB COLORADO SPRING COLORADO
 RJEDWP/COMMANDER AIR TECHINACL INTELLIGENCE CENTER WRIGHT PATTERSON AFB ^{OHIO} CE
 RJEPHQ/DIRECTOR OF INTELLIGENCE HEADQUARTERS USAF WASHINGTON 25 D.C.
 RJESDB/COMMANDER 35 TH AIR DIVISION (DEFENSE) DOBBINS AFB MARIETTA GEORGE ^{GA}
 BT

UFOB/PRIORITY

- 1. DESCRIPTION OF OBJECT
- A. INDEFINITE DARK OBJECT
- B. UNKNOWN NOT COMPARABLE
- C. DARK
- D. ONE
- 3. N/A
- F. NONE
- G. NONE -OBJECT LEFT NO WAKE
- H. NONE
- I. NONE

Case 274, Columbus, Ohio, Nov. 27, 1956—Just for the record, another unexplained skyquake. Reported the Columbus Dispatch, "A mysterious blast heard Tuesday morning by residents in the eastern and northeastern sections of the city brought a flood of calls. A check with officials at local airports revealed the blast did not result from any locally based planes breaking the sound barrier. The police department . . . had not been able to determine what caused the blast." One report described the blast as a double explosion and said it shook windows and knocked small ash trays off window sills.¹

Case 274, Columbus, Ohio, Nov. 27, 1956—Just for the record, another unexplained skyquake. Reported the Columbus Dispatch, "A mysterious blast heard Tuesday morning by residents in the eastern and northeastern sections of the city brought a flood of calls. A check with officials at local airports revealed the blast did not result from any locally based planes breaking the sound barrier. The police department . . . had not been able to determine what caused the blast." One report described the blast as a double explosion and said it shook windows and knocked small ash trays off window sills.¹

Case 273, Southern Wisconsin and Northern Ill., Nov. 27, 1956—The headlines in the Rockford, Ill., *Morning Star*, read: "Jets Chase Unidentified Objects, Find 5 Balloons." Said the copy, "Variously described as orange, red, white, blue and 'some like the moon', the objects were spotted over Rockford and Belvidere. In Wisconsin, sky-watchers saw them above Brodhead, Lodi, Watertown and Beloit. At the air force filter center in Chicago, military personnel said at one point their boards showed 'five unidentified objects.' With help from the radar network, jet planes roared out of Chicago, dispatched to the critical areas by the air defense command. 'We sent out jets to check. I can't tell you anything more about that,' a spokesman said at the filter center. An alert call from Rockford was recorded there at 4:46 p.m., sent in by John C. Gregory, executive secretary of the Winnebago county civil defense. After calling Chicago, Gregory notified *Morning Star* employees who spotted one object high in the western sky, heading due east. Switchboard operators received half dozen calls. About 5:30 p.m., members of a northeast side family said they spotted objects over the southeast section of Rockford. Gregory estimated the glistening object he saw was 50,000 feet high, 'seemingly round—perhaps a little flat at times, resembling a white light.' In Chicago, a filter center spokesman said the objects were weather balloons released by the General Mills Corporation, Minneapolis.

Case 273, Southern Wisconsin and Northern Ill., (Nov. 27, 1956) The headlines in the Rockford, Ill., *Morning Star*, read: "Jets Chase Unidentified Objects, Find 5 Balloons." Said the copy, "Variously described as orange, red, white, blue and 'some like the moon', the objects were spotted over Rockford and Belvidere. In Wisconsin, sky-watchers saw them above Brodhead, Lodi, Watertown and Beloit. At the air force filter center in Chicago, military personnel said at one point their boards showed 'five unidentified objects.' With help from the radar network, jet planes roared out of Chicago, dispatched to the critical areas by the air defense command. 'We sent out jets to check. I can't tell you anything more about that,' a spokesman said at the filter center. An alert call from Rockford was recorded there at 4:46 p.m., sent in by John C. Gregory, executive secretary of the Winnebago county civil defense. After calling Chicago, Gregory notified *Morning Star* employees who spotted one object high in the western sky, heading due east. Switchboard operators received half dozen calls. About 5:30 p.m., members of a northeast side family said they spotted objects over the southeast section of Rockford. Gregory estimated the glistening object he saw was 50,000 feet high, 'seemingly round—perhaps a little flat at times, resembling a white light.' In Chicago, a filter center spokesman said the objects were weather balloons released by the General Mills Corporation, Minneapolis. . . ."

Information Only
Source:

30 November 1956
Chapman, Maine

Case 3. Chapman, Maine, Nov. 30, 1956. Said an A.P.
report, "An Air Force jet fighter crashed and
exploded in the wilderness at Chapman just before
midnight, killing the two occupants. The plane,
based at Presque Isle, had taken off to track a
reported "unidentified aircraft."

Case 276, Cincinnati, Ohio, Nov. 30, 1956—Letting out a sick dog at 5:55 a.m., Mrs. L. saw a strange, large and brilliant light to her east. Dumbfounded, she watched it move slowly to a point about midway from her home and a lodge about 400 feet distance, then it stopped. In the early morning gloom, Mrs. L. said the object, round and glowing a soft dull olive green, stood out against the lodge's 50 feet high chimney. Mrs. L. estimates that the size of the lodge was 30 x 40 feet and noted that the object completely covered its view from her vantage point. Making no sound, Mrs. L. said the object soon started to move up and while doing so, turned solid red.

It disappeared behind some trees on a ridge nearby. Mrs. L. called her husband, but he arrived on the scene too late for a good look, but did see a light receding into the sky. The Weather Bureau was phoned, but they had no explanation for the phenomenon.

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30 November 1956
Petersburg, Indiana

Case 275, Petersburg, Indiana, Nov. 30, 1956—From a mass of UFO reports sent to CRIEO by Frank Edwards, WTTV, Indianapolis, we quote from one as follows: " . . . Charles Malott, aged 17 is an employee at Pete's Drive Inn, Petersburg. Thursday at noon, young Malott drove his truck three miles south, on State Highway 61 to give the truck a test after he had worked on it. He turned at the top of Half Mile Hill and was driving to Petersburg and had gone only a half mile when he heard a noise at the rear of his truck, likened to 'three old time thrashing machines' all operating at the same time. He drove off to the side of the highway and discovered that the noise was emitting from something that was slowly taking to the air from behind a woods about 1,000 yards southeast of the state highway. The object soon became visible and was spherical in shape, void of wings, had a diameter of about 16 feet and a height of 6 to 7 feet. After attaining a height of about 150 feet, the strange object ceased to make any sound and took off in a northeasterly direction traveling at great speed, and attaining altitude until he lost sight of it. Malott is a ~~mechanic and has inspected airplanes and helicopters~~ ~~he doubts that what he saw was a secret flying saucer~~ he ever saw, or heard about. The object did not appear to have any windows, nor was it equipped with a tail. It arose vertically as though being pushed upward off the ground by some hidden giant propellor. He saw no landing gears attached to the object. He was surprised when it arose 150 feet that all noise ceased."

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DECEMBER 1956 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
Winter	Philadelphia, Pennsylvania	[REDACTED]	Insufficient Data
1	Valley City, North Dakota	Multi	Insufficient Data
2	Pittsburg, Pennsylvania	[REDACTED]	Other (SEARCHLIGHT)
2	Hugo, Colorado	[REDACTED]	Aircraft
2	Belvidere, South Dakota	[REDACTED]	Insufficient Data
3	NAS, Key West, Florida	[REDACTED]	Insufficient Data
4	Nevada	[REDACTED]	Astro (METEOR)
4	Ridgewood, New York	[REDACTED]	Other (CHAFF)
5	Amherst, Massachusetts	[REDACTED]	Astro (METEOR)
8	Glenwood, Iowa	[REDACTED]	Other (FLARE)
8	Medford, Oregon	Western Airlines	Astro (METEOR)
8	Chandler AFS, Minnesota	Military	Astro (METEOR)
9	Woodstock, Minnesota	[REDACTED]	Astro (MARS)
10	Santa Monica, California	[REDACTED]	Astro (METEOR)
10	Victoria, Texas	[REDACTED]	Aircraft
10	Washington, D. C.	[REDACTED]	Balloon
11	Miami, Florida	Civilian GOC	Insufficient Data
12	Missoula, Montana	[REDACTED] (PHYSICAL S)	Other (ROCK)
12	Cedar Falls, Iowa	[REDACTED] (PHYSICAL S)	Balloon
13	Tampa, Florida	[REDACTED]	Aircraft
13	Hamilton AFB, California	[REDACTED]	Astro (METEOR)
16	Eiloxi, Mississippi	[REDACTED]	Balloon
17	Itazuke AB, Japan	Mil Air Vis/RAD	1. Vis: Balloon 2. Rad: False Target
17	Newberryport, New Hampshire	[REDACTED]	Astro (VENUS)
18	Miami, Florida	[REDACTED]	Aircraft
18	Delaware, New Jersey, New York Area	4 Reports	Astro (METEOR)
13	Orlando, Florida	[REDACTED]	Other (MISSILE)
21	Mexico, Maine	[REDACTED]	Other (HALLUCINATIONS)
26	DeFuniak Springs, Florida	(CASE MISSING) Multi	Aircraft
28	Oxnard AFB, California	GOC	Astro (METEOR)
29	Fairbanks, Alaska	[REDACTED]	Other (FLARE)
30	Gassoway, West Virginia	[REDACTED]	Aircraft
31	Guam	Military	UNIDENTIFIED
31	Denver, Colorado	[REDACTED] (PHOTOS/NR)	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
2	San Luis Obispo, California	Newsclipping	
3	Alliance, Ohio	Newsclipping	
3	Baltimore, Maryland	Newsclipping	
4	Stow, Ohio	Newsclipping	
11	Patrick AFB, Florida	Newsclipping	
31	Washington Heights, New York	Newsclipping	

PAGE TWO RJESYQ 2B

2. DESCRIPTION OF COURSE OF OBJECT

A. SIGHTED WHILE LOOKING OUT AIRCRAFT WINDOW

B. DOWN

C. DOWN

D. MAINTAINED STEADY NORTH WES COURSE PARRALLE TO SIGHTING AIRCRAFT TRACK

E. DISAPPEARED FROM CIEW

F. 10 MINUTES

3. MANNER OF OBSERVATION

A. VISUAL AIR TO WATER

B. NONE

C. C119 NUMBER AF37856 8000 FT HEADING NORTH WEST 170 KNOTS TAS

SEWART AFB TENNESSEE

4. TIME AND DATE OF SIGHTING

A. 301748Z NOVEMBER 56

B. DAY

5. LOCATIONS OF OBSERVER

3227N 7901W BETWEEN SMELT INTERSECTION AND CHARLESTON AFB S.C.

IDENTIFYING INFORMATION OF ALL OBSERVERS

A. CIVILIAN N/A

PAGE THREE RJESYQ 2B

B. MILITARY MAJOR [REDACTED] 314TH TRP CAR GP SEKWART AFB
TENN.

7. WEATHER AND WINDS ALOFT AT TIME AND PLACE OF SIGHTING

A. OBSERVER REPORTS WEATHER WAS CLEAR NEARES REPORTING STATION CHS
CLEAR 15 MILE VISIBILITY

B. SURFACE 300 DEGREES/ 15 KNOTS

6000 FEET 280 DEGREES/ 30 KNOTS

10,000 FEET 270 DEGREES/ 35 KNOTS

16,000 FEET 240 DEGREES 40 KNOTS

20,000 FEET 240 DEGREES/ 50 KNOTS

30,000 FEET 240 DEGREES/ 120 KNOTS

50,000 FEET 240 DEGREES/ 100 KNOTS

C. CEILING NONE

D. VISIBILITY EST 15 MILES

I. CLOUD COVER NONE

F. THUNDERSTORMS NONE

8. NONE

9. NONE KNOW 35 TH AIR DIVISION WAS ADVISION WAS ADVISED OF SIGHTING

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED

8 6F39

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

MULTIPLE 2 ADS

5 DEC 56 22 20z

PRIORITY

05235-2

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE				dtg 30 Nov 56		

FROM: COMDR ATIC

SPECIAL INSTRUCTIONS

RJEDEN
INFO COPY TO:
COMDR, 4602d
AISS
ENT AF BASE,
COLORADO SPRINGS,
COLORADO

TO: COMDR, 38TH AIR DIVISION
HQ, 2ND AF
HUNTER AIR FORCE BASE, GEORGIA

RJESHN

FROM: AFOIN-4E4

Sub
UNCLASSIFIED/CIRVIS REPORT. REQUEST ANY INFORMATION OR DATA/MAY WHICH
IN ASSIST/CONCLUSIVELY EXPLAINING OR IDENTIFYING UFO REPORTED TO THIS
CENTER PER TT MST FROM HEADQUARTERS USAF, WASHINGTON D. C. WHICH IS
QUOTED AS FOLLOWS: /QUOTE: CIRVIS/ AT APPROXIMATELY 1748 Z A DARK
OBJECT WAS SIGHTED AT POSITION 3227N BY 7901W FLYING AT 9N ALTITUDE
OF APPROXIMATELY ONE HUNDRED FEET OVER THE WATER ON A COURSE OF
APPROXIMATELY NORTHWEST AT AN AIR SPEED OF APPROXIMATELY 170 KTS OBJECT
WAS IN SIGHT FOR APPROXIMATELY 10 MINUTES DEFINITE SIZE SHAPE OR COLOR
NOT DETERMINED OBJECT ASSUMED TO BE AIRCRAFT DUE TO SPEED AND OBJECT
LEFT NO WAKE OBJECT APPEARED TO BE AT A DISTANCE OF TEN MILES FROM
AIRCRAFT WHICH MADE REPORT BEARING OF OBJECT FROM AIRCRAFT APPROXI-
MATELY 260 DEG. CITING REPORTED BY MAJ [REDACTED] 314TH
TROOP CARRIER GROUP SEWART AFB TENN MAJ GRIMES WAS NAVIGATOR ON AF
37856 ON FLIGHT FROM BERMUDA TO CHARLESTON AFB S C/ UNQUOTE.

COORDINATION: AFOIN-4E46 H.A. Miley DATE 5 Dec 56

DATE	TIME
5	1500
MONTH	YEAR
Dec	56

WRITER	SYMBOL	Dr. H.A. Miley	
	TYPED NAME AND TITLE (Signature, if required)	Capt G. T. Gregory <u>Gregory</u>	
	PHONE	69216	PAGE NR 1 NR. OF PAGES 2
	SECURITY CLASSIFICATION	UNCLASSIFIED	

SIGNATURE	<u>Wallace W. Elwood</u>
TYPED (or stamped) NAME AND TITLE	WALLACE W. ELWOOD 1st Lt., USAF Assistant Adjutant

PAGE FOUR RJESY 2B

10. SIGHTING REPORTED BY AF37856 C119 ENROUTE ZQUK TO CHS THEY REPORT THEY MET ANOTHER AIRCRAFT TYPE UNKNOWN HEADING EAST 20 MINUTES PRIOR TO SIGHTING

11. OPERATIONS OFFICE MAXWELL FLIGHT SERVICE CENTER MAXWELL AFB

ALABAMA

NO COMMENTS

12. NONE KNOWN

SIGNES GOLINSKY END

BT

30/2000Z NOV RJESY0

- 1956, Nov. 30-Northants, England-A fast, silent, glowing SAUCER with a hole in the center seen at night!
- 1956, Nov. 28-Cottonwood, Minn-10pm-A colored Saucer with windows, seen by a Farmer! Hovered at about 350ft, (changed color:red, purple and green as it shot straight-up!) Seen thru Binoculars!
- 1956, Nov. 21-10:30pm-Near Fremont, Neb-A bright, flashing, silver LIGHT accompanied by a terrible gust of wind, lasted only few seconds!
- 1956, Nov. 20-Norway-6:20pm-UFOs sending out red, white & green flashes! Seen in several cities, hovering, maneuvering!+vertical flight!
- 1956, Nov. 17-Evening-Newington, Conn-FLASHES reported near a Utility Tower as 2 cities plunged into darkness! Investigation revealed high-voltage switchbox on tower was blasted open "as if by a shotgun"! Police search for "pranksters"!! (Fiestroffer?)
- 1956, Nov. 14-Near Graceville, Minn-10pm-A big, silent, round UFO with brilliant red lights on its perimeter, & fluctuating light below, seen for 4hrs.! Changed from blue-white or orange to red, said another witness! It changed altitude & hovered, finally shot SW at tremendous speed!! (What?-No'neon??)

ATIC

51

Witness

50 Dec 56 09 20

WPD193 TYA159HQF122

YY RJEDWP

DE RJEPHQ 100

Y 302133Z

FM HEDUSAF WASHDC

TO COMDR WPAFB OHIO

Y 301907Z

FM 1296 AACS FLIGHT SVC SU MAXWELL AFB ALA

TO RJEDEN/COMDR AIR DEFENSE COMMAFD ENT AFB COLO SPRINGS COLO

RBEGK/COMDR EASTERN SEA FRONTIER NEW YORK NY

RJEPHQ/CHIEF OF STAFF USAF WASHDC

BT

/CIRVIS/ AT APPROXIMATELY 1748Z A DARK OBJECT WAS SIGHTED AT POSITION 3227N BY 7901W FLYING AT 9N ALTITUDE OF APPROXIMATELY ONE HUNDRED FEET OVER THE WATER ON A COURSE OF APPROXIMATELY NORTH WEST AT AN AIR SPEED OF APPROXIMATELY 170 KTS OBJECT WAS IN SIGHT FOR APPROXIMATELY 10 MINUTES DEFINITE SIZE SHAPE OR COLOR NOT DETERMINED OBJECT ASSUMED TO BE AIRCRAFT DUE TO SPEED AND OBJECT LEFT NO WAKE OBJECT APPEARED TO BE AT A DISTANCE OF TEN MILES FROM AIRCRAFT WHICH MADE REPORT BEARING OF OBJEC FROM AIRCRAFT APPROX 260 DEG CITING REPORTED BY MAJOR [REDACTED] 314TH TROOP CARRIER GROUP SEWART AFB TENN MAJOR GRMES WAS NAVIGATOR ON AF 37856 ON FLIGHT FROM BERMUDA TO CHARLESTON AFB S C SIGNED GOLINSKY

BT

30/2134Z NOV RJEPHQ

Cal
13AE4

34420

(CWB)

1748-5000
1245

ATIC

UFO Position
32° 27' N
79° 01' W

180 miles
E-SE of
Savannah,
Ga.
919

No Case (Information Only)

14 November 1956
South Dakota

1956, Nov. 14-S. Dakota-lam-A grey UFO seen by truckdriver in E. sky! It was huge, thick, round & metallic! Brilliant light came from an opening in the base. It swooped down to about 1,000ft. & hung there, about 1/2 mile away, for 5 hours...