

PAN AMERICAN WORLD AIRWAYS PROJECT 10073 RECORD CARD

1. DATE 24 Jun 60		2. LOCATION Vicinity Ascension Island		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 <u>Flare</u> <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local <u>2334</u> GMT <u>25/0034Z</u>		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Military and Civilian			
7. LENGTH OF OBSERVATION 10 sec		8. NUMBER OF OBJECTS one	9. COURSE ---		
10. BRIEF SUMMARY OF SIGHTING Bright surface flare was observed in immediate vicinity of recovery operation during Test 1802. Witnesses at sea level at first thought this to be a/c flare. Crew of one plane thought other plane had dropped it. Questioning of both a/c crews later confirmed that neither a/c had dropped any object at any time during test.			11. COMMENTS No positive conclusion regarding the identity of this object can be reached with the available data. The object was a flare of some type; source, or origin, remains unidentified.		

Mr. [REDACTED],

The attached made interesting reading.

In answer to your questions the following is submitted:

Sea State 04 - defines a moderately rough sea; mean maximum height of waves 4 to 8 feet.

05 - rough sea; mean maximum height of waves 8 to 13 feet.

Comment: I question the estimates. The cloud cover and haze reported do not exist with this sea state which is generated by a pretty fair wind. A small boat would have a rather sticky time in either of these sea states.

ORV Operations Range Vessel

SOM Ships Operations Manager

"SOFAR event" - underwater explosives are dropped by the re-entry vehicle to provide Navy SOFAR stations with signal for determining (or confirming) location of event.

WHISKY - Code name for the ship operating at this particular station

OSP - no explanation in any of the attach papers. Apparently it is the Operations Station Point for Whiskey or event. It may also be the Ops. sighting point used for reference.

[REDACTED]  
7 Oct 60.

Ltr Hq AF Missile Test Center (MTGRY), 27 Jul 60, Rpt of Unidentified  
Surface Sighting

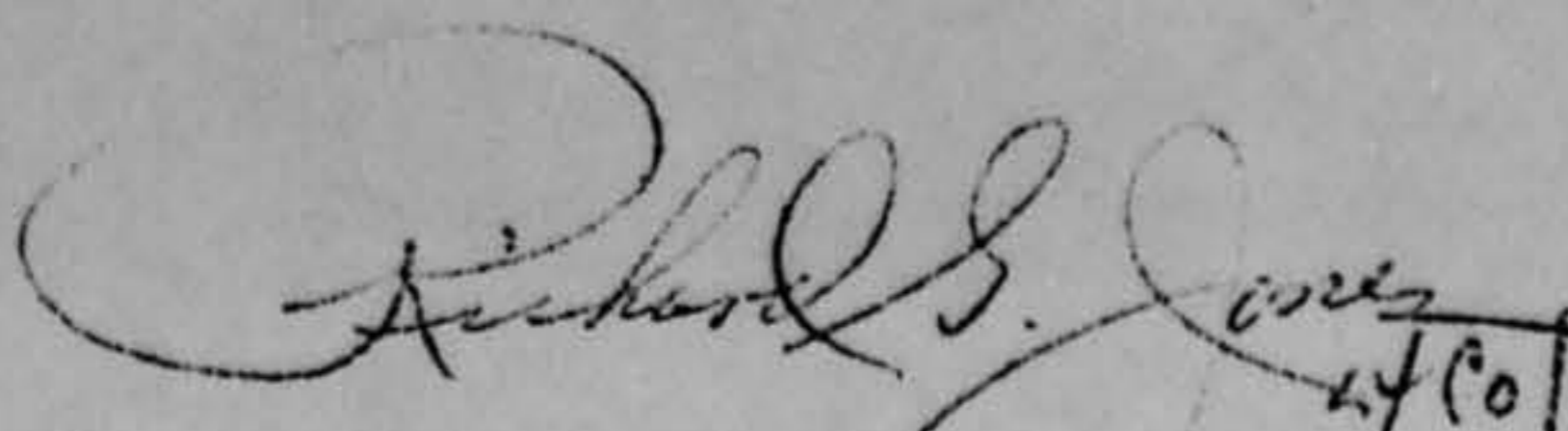
2nd Ind (AFCIN-2)

26 SEP 1960

TO: AFCIN-4

Forwarded for your information.

1 Atch  
n/c



*for* RICHARD B. HIBBERT  
Colonel, USAF  
AFCIN-2

HEADQUARTERS  
AIR FORCE MISSILE TEST CENTER  
AIR RESEARCH AND DEVELOPMENT COMMAND  
UNITED STATES AIR FORCE  
PATRICK AIR FORCE BASE, FLORIDA



REPLY TO  
ATTN OF: MINGRY

SUBJECT: Report of Unidentified Surface Sighting

27 Jul 1960

TO: Hq ARDC (RDYI) ←  
Wash 25 DC

1. The attached file on a sighting in the Ascension Island recovery area is forwarded for your information. Because the report was not received in this Branch until 27 July 1960, no further action could be taken to identify the source of the light. Corrective measures have been taken to insure prompt reporting of future incidents.
2. A copy of this file has been turned over to the Naval Ordnance Test Unit here for onward transmission through their channels.

FOR THE COMMANDER:

*Oscar C. Bridgeman Jr.*  
OSCAR C. BRIDGEMAN Jr.  
Captain, USAF  
Chief, Technical Information and  
Intelligence Branch

Atch a/s

1st Ind (RDYIC)

6 September 1960

Hq ARDC, Andrews AFB, Wash 25 DC

TO: Hq USAF (AFCIN), Wash 25 DC

For your information.

FOR THE COMMANDER

*for* *K. W. Buchanan*  
LAURENCE C. SHERMAN  
Colonel, USAF  
Director of Intelligence Support  
DCS/Intelligence

1 Atch  
Ltr, Pan American World  
Airways, Inc, 26 Jul 60,  
Unidentified Surface Flare  
Light Sighted During Test  
1802 Recovery w/4 Atch

JUL 26 1960

Log No. 61A-4130-12

Commander  
Air Force Missile Test Center  
Patrick Air Force Base, Florida

ATTN: Down Range Affairs Office  
(MTGRY) U17-2550

SUBJECT: UNIDENTIFIED SURFACE FLARE LIGHT  
SIGHTED DURING TEST 1802 RECOVERY

Dear Sir:

A bright surface flare was observed in the immediate vicinity of the recovery operation during Test 1802. This flare persisted for approximately 10 seconds.

Range Contractor personnel at first thought this light to be an aircraft flare dropped to illuminate the recovery area and consequently made no effort to photograph this light. By the time the Ship Operations Manager had confirmed the fact that none of the aircraft had dropped a flare, it was too late to attempt to photograph it.

*atd.*

Page two  
Log No. 61A-4130-12

Personnel engaged in the recovery operation were unable to identify the light or its source. Statements describing what was seen by eye witnesses are herewith attached for your information and further pursuance.

Very truly yours,

PAN AMERICAN WORLD AIRWAYS, INC.

A large, dark, irregular redacted area covering the signature of the Operations Manager.

Operations Manager

DHT/ccr

Encl.-4

*Sub detection gear? missed.*

*COPY TO AFFAIR TO Dept Navy*

TO: Manager, Operations Planning  
GMRD  
PAFB

DATE: 28 June 1960

SUBJ: INCIDENT REPORT: FLARE LIGHT SIGHTED DURING DATA CASSETTE  
RECOVERY, TEST 1802

REF: Test 1802

*Asension Island  
25 June 60*

During actual recovery of the data cassette on Test 1802 a bright flare-like light was observed by various personnel stationed aboard the A/C, ORV, and the small recovery boat. Statements by observers who sighted the flare light are attached. *130 AM*

The undersigned was aboard ORV WHISKEY as observer and advisor for Test 1802. The following statement is submitted concerning my observations from the small boat at the time of sighting.

"Missile impact occurred at approximately 25/0034Z. The data cassette blinking light was first sighted from ORV WHISKEY at approximately 25/0115Z at a range of 4 NM bearing 192 deg. true from OSP. The vessel proceeded immediately toward the flashing light. The aircraft reported sighting the strobe light shortly after and was orbiting the data cassette awaiting the arrival of the ORV.

"At approximately 0145Z the ORV approached to within 1 NM of the blinking light. The vessel was stopped, and the small recovery boat was launched with the recovery crew, RCA photographer, and test observer.

"The small boat proceeded slowly in sea state 04 toward the blinking light. The blinking light was not observed directly from the small boat because of wave action and distance from Data Cassette. The light appeared as a blinking glow. Half way toward the Data Cassette the small boat members and myself observed a steady bright glow appearing 100 yards from the direction of the data cassette. As the small boat closed to within 300 to 500 yards of cassette (now within line of sight) the flare light disappeared. The light was white or yellowish and appeared to radiate in a 360 deg. circle rather than a directional pattern. Its glow was of constant intensity during its entire observed duration.

"The small boat approached the data cassette, and retrieval was completed by 25/0218Z. A SOFAR event was coordinated with Station 12 at point of pickup.

"The SOM aboard WHISKEY was below deck maintaining communications at the time of data cassette pickup.

"It has been established by written statements received from the A/C Commander and vessel personnel, that the aircraft did not release a flare, and that the light's origin was from other than test participants."

~~XXXXXXXXXX~~  
Recovery Specialist

TO: Operations Planning  
Attn: ~~XXXXXXXXXX~~

FROM: ~~XXXXXXXXXX~~  
FAA Diver

DATE: 10 June 1966

SUBJ: LIGHT SIGHTED DURING TEST 1802 RECOVERY

REF: Recovery Test 1802

At approximately 0110, 25 June 1966, while standing on the main deck I sighted a light about two points forward of the starboard beam only about two hundred yards from the cassette. This additional light was not flashing like the strobe light of the cassette. It appeared to be a flare judging from its color, great intensity, and short period of illumination.

~~XXXXXXXXXX~~  
FAA Diver



Ascension Island  
28 June 1960

**Operations Planning**

Dear Sir:

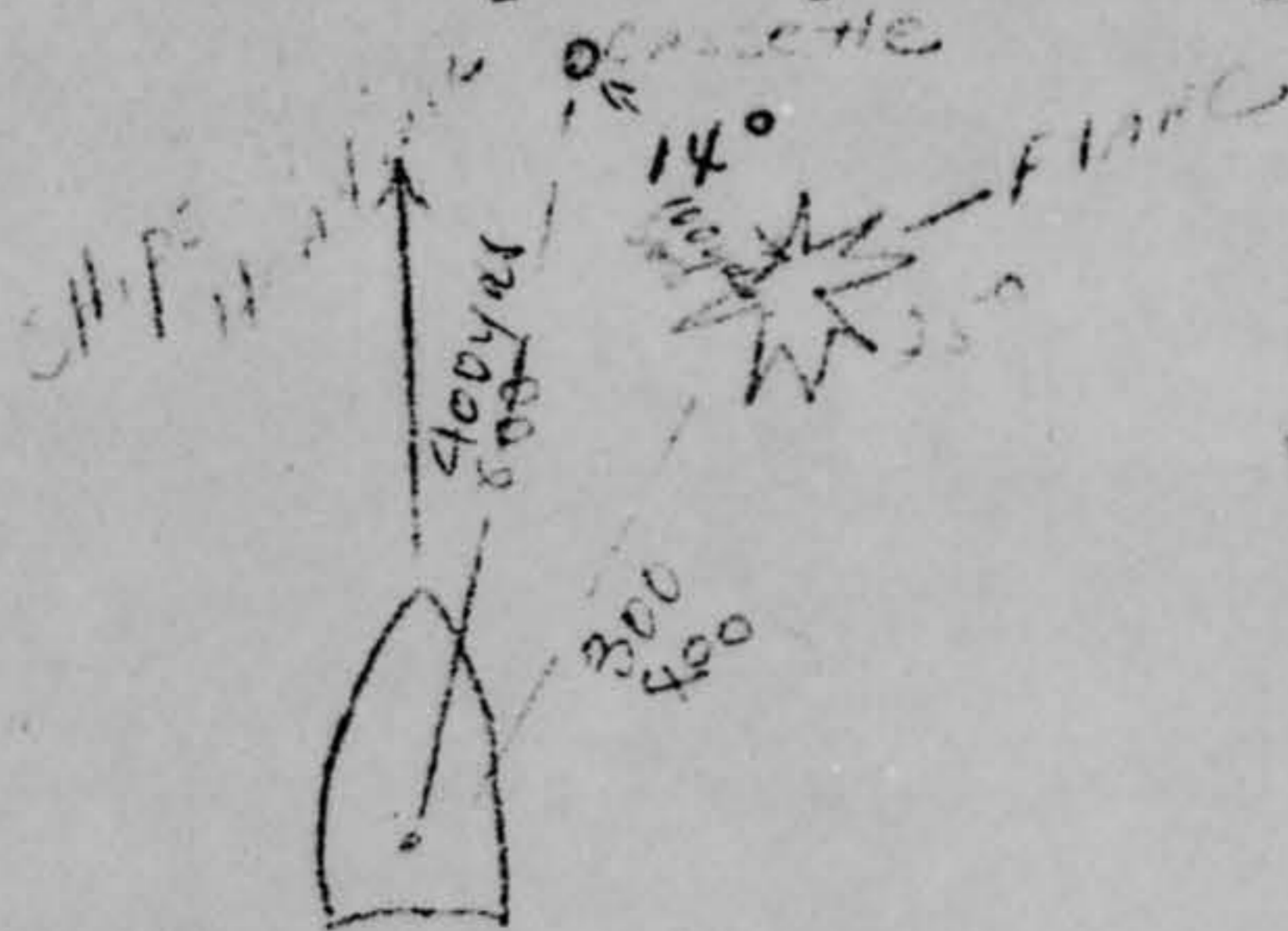
In answer to your letter of 28 June 1960 regarding an unidentified flare of light observed during Test 1802, I would like to state briefly what I saw while photographing the recovery.

While I was setting up for pictures of the small boat lowering, I saw this flare of light which to me looked like a flare had been dropped from an Aircraft. This light was stronger than the blue-white intermittent flash of the strobe on the cassette. It was warmer and yellowish in color. It was back of the cassette and about 25 degrees off the starboard bow as we approached. The cassette at this time was clearly visible about 14 degrees off the Starboard Beam but seemed in the same line or distance from the ship.

I was with the first Mate of the Ship at the time and I mentioned it to him and said that the A/C flare was dying out, that the cassette light was still visible for the recovery.

I thought nothing more of this, as I expected this was routine for recovery, and went ahead and shot pix of the recovery.

Small diagram of position I sighted the flare-----



Sincerely yours,

**RCA Photographer**

Encl: #3

state 04 = 6 ft.  
length to crest = 24 ft.  
boat to flare = 300 yds  
= 12 wave lengths





Max Friend

12 Oct 60

- This appears to have been presented on a UFO basis rather than any other

- 1 - Evaluate this - what was this flare.

2 - Determine who would profit most from use of your findings

3 - Determine whether any lesson to be ~~learned~~ learned & by whom

4 - What protection if any against unauthorized collection of information ~~is~~ is recommended.