

PROJECT 10073 RECORD CARD

1. DATE 19 Sep 60		2. LOCATION NW of Lioga, Louisiana		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon	
3. DATE-TIME GROUP Local _____ GMT 20/0330Z		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Civilian		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical	
7. LENGTH OF OBSERVATION 30 sec		8. NUMBER OF OBJECTS one	9. COURSE SE-NW	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
10. BRIEF SUMMARY OF SIGHTING Round, bright red object, size of volleyball. Object changed elev 3 or 4 ° each two seconds during observation. Moved up and down swiftly. Disappeared to the NW behind trees and other obstructions.			11. COMMENTS In view of the evidence presented by the investigating officer, it is concluded that the witness probably saw the red collision light of an air liner.		

Copy To DI 21 45

TELEPHONED
TO Capt. Day
NO. 7222
TIME 2322
Date 2/80
BY 70

UNCLAS 7C 03353783YD993

1950 SEP 22 03 37

PP RJEEDQ

EE RJFFB 37A

P 21133 2 22A

FM A 1 TFW ENGLAND AFB LA

TO RUFAL/ABC

RJWTF/33RB ADV

RJEDQ/40RS USAF AFCEM

RJEZM/SECRETARY OF THE AIR FORCE SAFLC

BT

UNCLAS IF/DO/INTEL SPS. SECTION ONE OF TWO
IMMEDIATE ATTENTION REQUIRED. UFO REPORT. REFERENCE AFR 21-1,
PARAGRAPH 15.

A. DESCRIPTION OF OBJECT:

- 1. ROUND
- 2. VOLLEYBALL
- 3. RED (BRIGHT)
- 4. ONE (1)
- 5. N/A
- 6. NONE

PAGE TWO RJFFB 37A

- 7. NONE
- 8. NONE
- 9. NONE

B. DESCRIPTION OF COURSE OF OBJECT.

- 1. SPEED, DIRECTION, COLOR OF OBJECT.
- 2. ALTITUDE, ALTITUDE, & ESCAPE EVASION.
- 3. AN DEGREE AZIMUTH, 41 DEGREE ALTITUDE
- 4. COURSE IN HORIZONTAL DIRECTION. CHANGE ELEVATION FOR
- 5. DIRECTION FOR ESCAPE DURING OTHER OBSERVATION. MOVED UP

17 4/E 2X
2/3
4/4 Y 2H

39

- 2. NONE
- 3. NONE
- 4. DESCRIPTION OF COURSE OF OBJECT.
 - 1. SIZE, MOVEMENT AND COLOR OF OBJECT.
 - 2. 45 DEGREE AZIMUTH, 30 DEGREE ELEVATION.
 - 3. 30 DEGREE AZIMUTH, 30 DEGREE ELEVATION
 - 4. SOUTHEAST TO NORTHWEST DIRECTION. CHANGE ELEVATION 3 OR 4 DEGREES EACH TWO SECONDS DURING ENTIRE OBSERVATION. MOVED UP AND DOWN SWIFTLY.
 - 5. TO THE NORTHWEST BEHIND TREES AND OTHER OBSTRUCTIONS.
 - 6. APPROXIMATELY 10 SECONDS
- 5. MANNER OF OBSERVATION.
 - 1. GROUND, VISUAL.
 - 2. NONE
 - 3. N/A
- 6. TIME AND DATE OF SIGHTING:
 - 1. 2/7/55 2
 - 2. NIGHT
- 7. LOCATION OF OBSERVER: 31 DEGREES 17 MINUTES NORTH, 92 DEGREES

PAGE THREE R3777B 27A

25 MINUTES WEST: APPROXIMATELY 1/2 MILES NORTHWEST OF VETERANS HOSPITAL ON HIGHWAY 71 AT TIGER, LOUISIANA.

8. IDENTIFYING INFORMATION ON OBSERVER:

- 1. [REDACTED] PINEVILLE, LA. OWNER OF PEST CONTROL COMPANY, FAIRLY RELIABLE.
- 2. N/A

9. WEATHER AND VISIBILITY CONDITIONS AT TIME AND PLACE OF SIGHTING:

- 1. CLEAR, NY.

10. DIRECTION VELOCITY ALTITUDE CHARACTER

1	1	1	1
2	1	1	1
3	1	1	1

3. WEATHER AND WIND-ALOFT CONDITIONS AT TIME AND PLACE OF SIGHT
1953:

1. CLEAR SKY.

2. WIND		DIFFERENT	TEMPERATURE
DIRECTION	VELOCITY	ALTITUDES	GRADIENT
CALM	CALM	SURFACE	PLUS 80C
30 DEGREES	10 KNOTS	3,000	PLUS 10C
37 DEGREES	10 KNOTS	4,000	PLUS 7C
LIGHT	VARIABLE	10,000	-1C
LIGHT	VARIABLE	20,000	-1 C
10 DEGREE	10 KNOTS	30,000	-3.5C
20 DEGREE	10 KNOTS	40,000	-3.5C
41 DEGREE	4 KNOTS	50,000	-3.5 C

3. CLEAR

4. 15 MILES

PAGE FOUR REJFFD 17A

2. NONE

3. NONE

7. SEE (2) ABOVE.

4. NONE

1. NONE

3. SEE PARAGRAPH K, BELOW.

K. CAPTAIN LOSAN LAU, ASSISTANT INTELLIGENCE OFFICER, 41 TAC FTR

WT, ENGLAND AFB, LOUISIANA. ACCORDING TO MR. STUBBLEFIELD, THE

OBSERVER, SHORTLY AFTER HE RETURNED TO HIS HOUSE FROM CHURCH WITH

HIS WIFE AND DAUGHTER AT APPROXIMATELY 3:30 ON 1 SEPTEMBER 1953,

HE WAS ATTRACTED BY THE BRIGHT RED COLOR OF THE OBJECT APPEARING

ABOUT 1000 FEET ABOVE HIS GARAGE. HE SAW HIS TRACE FROM THE

ROOF OF HIS HOUSE. HE SAW THE OBJECT FOR ABOUT 10 SECONDS.

HE SAID HE WAS THE ONLY PERSON WHO SAW THE OBJECT.

HE SAID HE WAS NOT SURE OF THE EXACT DISTANCE OF THE OBJECT

FROM HIS HOUSE. HE SAID HE WAS NOT SURE OF THE EXACT

TIME OF THE SIGHTING. HE SAID HE WAS NOT SURE OF THE

TYPE OF THE OBJECT. HE SAID HE WAS NOT SURE OF THE

HE WAS ATTRACTED BY THE BRIGHT-RED COLOR OF THE OBJECT APPEARING
BEHIND SOME TREES AS HE WAS WALKING TOWARD HIS GARAGE FROM THE
HOUSE. THE OBJECT MOVED UP AND DOWN SLOWLY AND FROM A SOUTH-
EASTERLY TO NORTHWESTERLY DIRECTION. HAVING BEEN OBSERVED FOR
APPROXIMATELY THIRTY SECONDS, THE OBJECT DISAPPEARED BEHIND OTHER
TREES AND OBSTRUCTIONS. HE ESTIMATED THE DISTANCE OF THE OBJECT
FROM WHERE HE STOOD WAS APPROXIMATELY SIX FEET. THE COLOR AND
SIZE OF THE OBJECT REMINDED HIM OF A POLICE CAR BEACON EXCEPT
THAT IT DID NOT BLINK NOR REVOLVE. MR. ██████████ APPEARED TO
BE POSITIVE THAT THE OBJECT DID NOT RESEMBLE ANY PHENOMENON.

PAGE FIVE RUFFED 57A

CAUSED BY JET EXHAUST, AFTERBURNER OR LANDING LIGHTS OF AN
AIRCRAFT WHICH HE CLAIMED TO BE FAMILIAR WITH. MR. ██████████
HAS BEEN RESIDING IN THIS HOME SINCE 1945, AND THIS WAS THE
FIRST TIME HE EVER OBSERVED ANY OBJECT OR PHENOMENON SIMILAR TO
THE DESCRIPTION OF WHAT HE SAID. LIVING ON A SIX ACRE OF LAND
ADJACENT TO TYPICAL LOUISIANA SWAMPY TERRAIN. MR. ██████████
DID NOT KNOW OF ANYONE ELSE WHO MIGHT HAVE MADE THE SAME OBSER-
VATION. MR. ██████████ IS A WELL RESPECTED CITIZEN IN THE
COMMUNITY. HE APPEARED TO BE A LOGICAL AND SENSIBLE PERSON AND
GAVE THE IMPRESSION OF AN INDIVIDUAL WITH AN ALERT MIND. THE
INVESTIGATOR HAS REASONABLY ASCERTAINED THAT MR. ██████████ DID
OBSERVE AN OBJECT OR PHENOMENON ON DATE AND TIME AS REPORTED.
HOWEVER, THE INVESTIGATING OFFICER IS OF THE OPINION THAT THE
OBJECT COULD HAVE BEEN THE ANTI-COLLISION RED LIGHTS OF A
COMMERCIAL AIRCRAFT USUALLY LOCATED ON THE TAIL SECTION OF THE
AIRCRAFT. A SUBSTANTIAL CHECK WITH THE AIRPORT OFFICE AND THE
ADJUTANT GENERAL HAS REVEALED THAT A COMMERCIAL AIRCRAFT OPERATING
WITH THE AFOREMENTIONED LIGHTS TOOK OFF FROM BELLA VILLE, MISSISSIPPI
ON THE DATE REPORTED. THE AIRCRAFT WAS OPERATED BY ██████████
AT THE BELLA VILLE AIRPORT. THE AIRCRAFT WAS OPERATED BY ██████████
AT THE BELLA VILLE AIRPORT.

CZCSQG645ZCWYB486

1960 SEP 22 03 59

PP RJEDSQ

DE RJWFFD 59A

P 212330Z ZEX

FM 401 TFW ENGLAND AFB LA

TO RJWFAL/ADC

RJWFKF/33RD ADV

RJEDSQ/ATIC

RJEZHQ/HQRS USAF AFCIN

RJEZQ/SECRETARY OF THE AIR FORCE SAFIS

BT

UNCLAS TFW/DO/INTEL 509. FINAL SECTION OF TWO

THE SAME TIME OF THE OBSERVATION. DELTA AIRLINE OFFICIAL FURTHER CONFIRMED THAT AT 0318Z 20 SEPTEMBER 1960, A DELTA CONVAIR TOOK OFF FROM ESLER FIELD TOWARD SHREVEPORT, LOUISIANA. THIS REPORT IS SUBMITTED AS AN UFOB REPORT IN VIEW OF MR. ██████████

POSITIVE IDENTIFICATION THAT THE RED LIGHT WAS NOT REVOLVING NOR DID IT RESEMBLE THE ANTI-COLLISION LIGHTS.

BT

21/2340Z SEP RJWFFD

39

HEX

21
30
443A

NNNN