

PROJECT 10073 RECORD CARD

1. DATE 25 Sep 60		2. LOCATION 30 mi E of Windsor, Canada		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 Meteor <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 2111 GMT 26/0211Z		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION less than 15 sec		8. NUMBER OF OBJECTS one	9. COURSE S-NE		
10. BRIEF SUMMARY OF SIGHTING Oblong object with size and brightness of 1st magnitude star without sparkle and brilliance, contours rather fuzzy, extremely high. Object traveled a straight course.			11. COMMENTS Highly probable that object was a meteor.		

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



REPLY TO
ATTN OF: MTCRY


SUBJECT: Transmission of Letter Reporting UFO

21 Sep 1960

TO: ATTC
Wright-Patterson AFB
Ohio

The attached letter was received by this Branch on 20 September 1960.
It is forwarded for your information and any appropriate action.
This Center has no additional knowledge of the incident reported.

FOR THE COMMANDER:


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

1 Atch a/s

~~Box~~
~~XXXXXXXXXX~~
Gaspé North Co.,
C A N A D A

14 Sept 1960

ICBM Test Centre
Operations Division
Cap Canaveral Flo. USA

During the early evening of September 25th 1960 (Labour Day) I observed a flying object which aroused my curiosity, since I can not find a suitable explanation for its occurrence. I wonder if you could enlighten me of the subject.

The following observation was made:

Time: Sept. 25th 1960 approx: 21:11 hrs
Place: Approx 30 miles east of Windsor; at the shore of Lake Erie (seven miles west of Leamington)
Object: Size and brightness of a 1st class star, without the sparkle & brilliance usual observed with stars. When overhead, its shape appeared oblong, contours rather fuzzy than sharp, no tail light (such as common with falling stars and comets)
Altitude unknown, but extremely high; no sound was heard. The object traveled a straight course without change of direction or altitude, coming from the south and its relative direction was approx N20°E (judging by the position of polaris)
Speed seemed extremely high, the object covered the arc of 90° in less than 15 seconds. Observation was possible through the arc of approx. 130°. High trees narrated the field of view towards the north.

I know the flight characteristics of high altitude jets, this was definite no jet plane, immediately afterwards a commercial air craft was seen traveling a west-east course, position lights and sound of engines were observed.

Yours truly



10 October 1960

Dear Mr. [REDACTED]

Your letter of 14 September addressed to Cape Canaveral concerning an unidentified flying object has been referred to this Office for reply.

It is highly probable that you observed a meteor. The velocities of meteors range from approximately 15 miles per second to 50 miles per second. From the information provided, the object viewed would have a velocity of approximately 15 miles per second if it were at a distance of approximately 80 miles. The average meteor becomes visible at approximately 85 miles altitude.

The prime reason that meteor velocities vary is that they are either generally overtaking the earth or meeting it in its path around the sun. Meteors seen between noon and midnight generally overtaking and those between midnight and noon being generally met. The earth's orbital velocity is an average 18 $\frac{1}{2}$ miles per second.

Meteors become visible when they are heated to incandescence upon entering the atmosphere and the train is due to ionization of the rarefied air. The ionization is proportional to the heat on the surface of the meteor which is a function of the velocity. It has already been pointed out that the object you saw was relatively slow; therefore, it can be expected that if a trail was formed that it was probably very faint. You indicated that the object appeared oblong and this, in the opinion of the Aerospace Technical Intelligence Center, represents the probable extent of the tail or trail from the meteor. For your information, persistency of the trail is also a function of velocity.

Sincerely,

0374
 LAWRENCE J. TACKER
 Lt. Colonel, USAF
 Public Information Division
 Office of Information

Mr. [REDACTED]
 [REDACTED]
 [REDACTED]
 Gaspe North Co
 CANADA

Enclosure 01-34
 Reader 7

AFCIN-442x

5 OCT 1960

UFO Sighting (Mr [redacted])

DAFDR-34 (L/Col Tacker)

1. Reference the attached letter to Cape Canaveral from [redacted] dated 14 September 1960.

2. It is highly probable that Mr [redacted] observed a meteor. The velocities of meteors range from approximately 15 miles per second to 50 miles per second. From the information provided by Mr Martin the object viewed by him would have a velocity of approximately 15 miles per second if it were at a distance of approximately 30 miles. The average meteor becomes visible at approximately 85 miles altitude.

3. The prime reason that meteor velocities vary is that they are either generally overtaking the earth or meeting it in its path around the sun. Meteors seen between noon and midnight generally overtaking and those between midnight and noon being generally met. The earth's orbital velocity is an average 18 1/2 miles per second.

4. Meteors become visible when they are heated to incandescence upon entering the atmosphere and the train is due to ionization of the rarefied air. The ionization is proportional to the heat on the surface of the meteor which is a function of the velocity. It has already been pointed out that the object viewed by Mr [redacted] was relatively slow; therefore, it can be expected that if a trail was formed that it was probably very faint. Mr [redacted] indicated that the object appeared oblong and this, in the opinion of AFIC, represents the probable extent of the tail or trail from the meteor. For your further information, persistency of the trail is also a function of velocity.

5. Suggest you inform Mr Martin of our conclusion. The witness' address is as follows:

Mr [redacted]
[redacted]
Cape North Co
Canada

COORDINATION:

FOR THE COMMANDER:

AFCIN-442x [Signature] Date 30 Oct 60

AFCIN-442 [Signature] Date 10/4/60

[Signature]
PHILIP G. EVANS
Colonel, USAF
Deputy for Science and Components

1 Atch:
C/Ltr 14 Sep 60, fr W W Martin