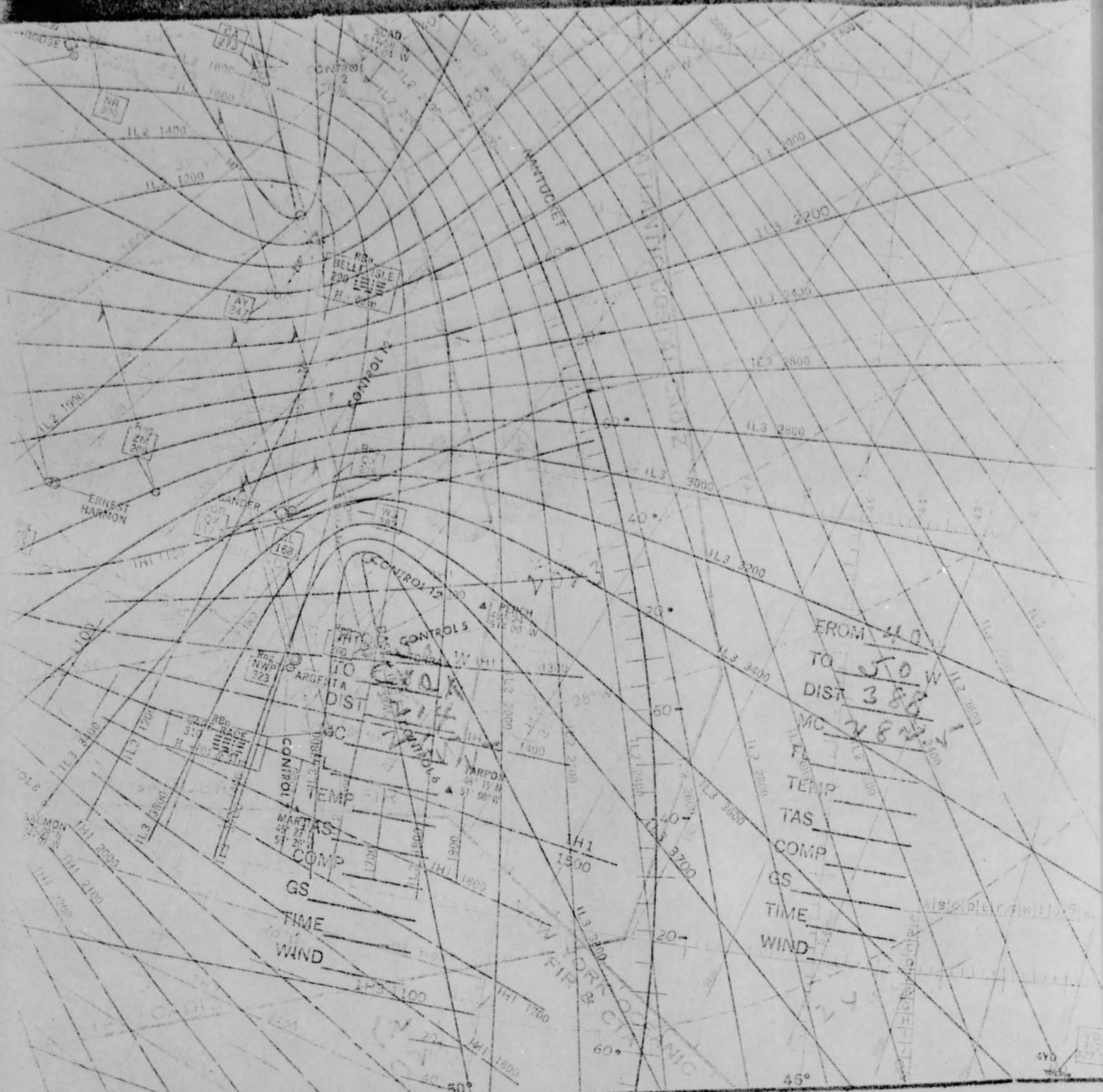


PROJECT 10073 RECORD CARD

1. DATE 24 September 1962		2. LOCATION Atlantic (New York-Lisbon)		12. CONCLUSIONS	
3. DATE-TIME GROUP Local _____ GMT 24/0424Z		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<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 checked="" type="checkbox"/> Was Astronomical Meteor <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	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION not rptd		8. NUMBER OF OBJECTS one	9. COURSE Westerly		
10. BRIEF SUMMARY OF SIGHTING Firey blue-white object size of foot-ball moving at great speed. Passed close to plane & lit up surrounding surface of a/c. Appeared fm low altitude & climbing. A/C flying 120 dgr magnetic. Object appeared at about 50 dgr tangent to Earth. Cloud cover below a/c. Obj was very bright & had tail emitting sparks. Witnessed by crew and passengers.				11. COMMENTS Object appeared from below clouds. Thought to be missile; however, appearance including sparks trailing indicates that the object was a meteor. From distance illusion was coming from below the clouds. Object was heading toward the a/c. adding to this illusion. Case considered as a meteor sighting.	





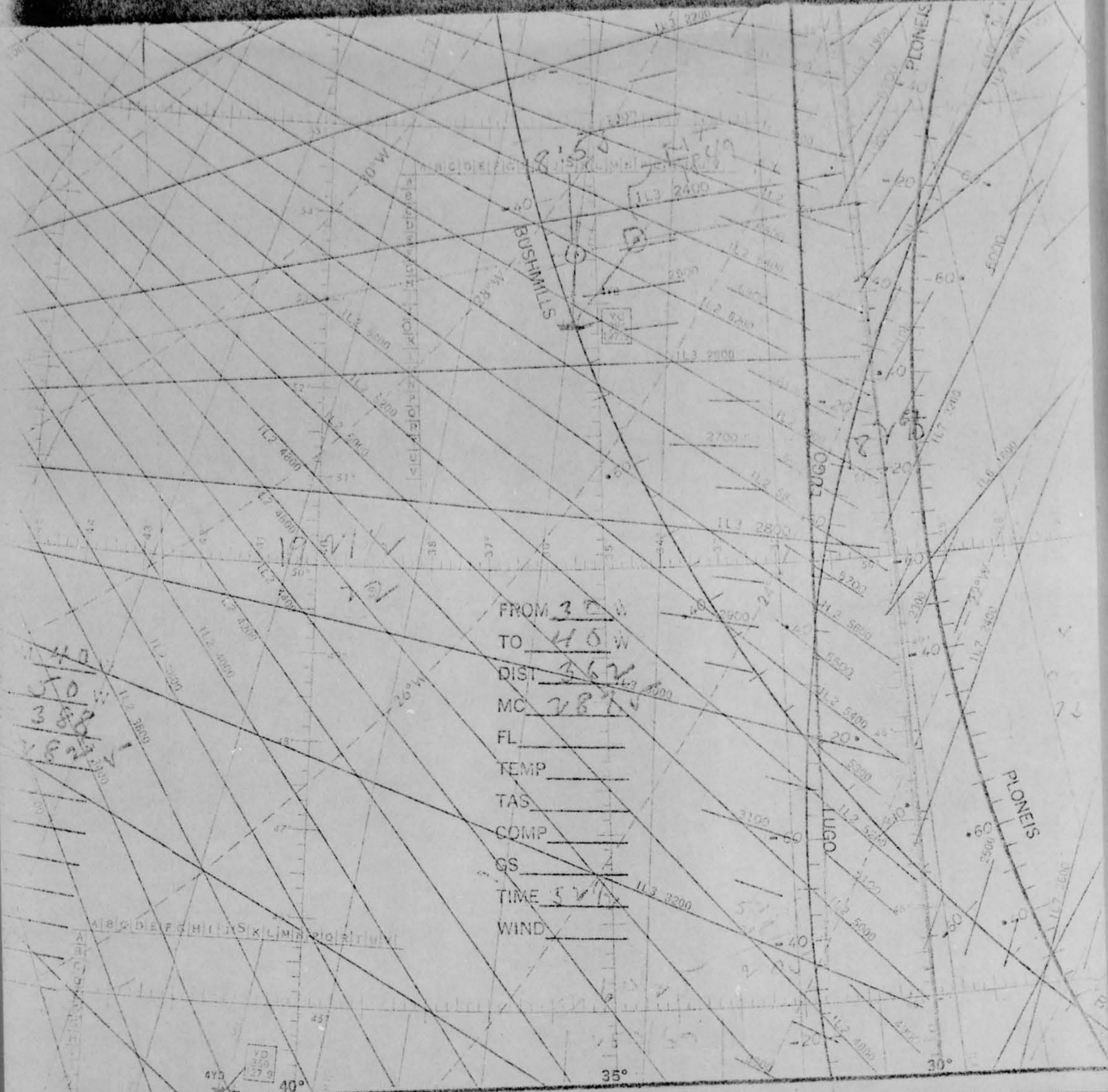
FROM 40
 TO 50 W
 DIST 388
 MC 28 W
 FL
 TEMP
 TAS
 COMP
 GS
 TIME
 WIND

55°

50°

45°

40°



FROM 30 W
 TO 40 W
 DIST 362
 MC 281
 FL _____
 TEMP _____
 TAS _____
 COMP _____
 GS _____
 TIME 521
 WIND _____

11.40
 50 W
 388
 11.2 3000
 11.2 3200
 11.2 3400
 11.2 3600
 11.2 3800
 11.2 4000
 11.2 4200
 11.2 4400
 11.2 4600
 11.2 4800
 11.2 5000
 11.2 5200
 11.2 5400
 11.2 5600
 11.2 5800
 11.2 6000

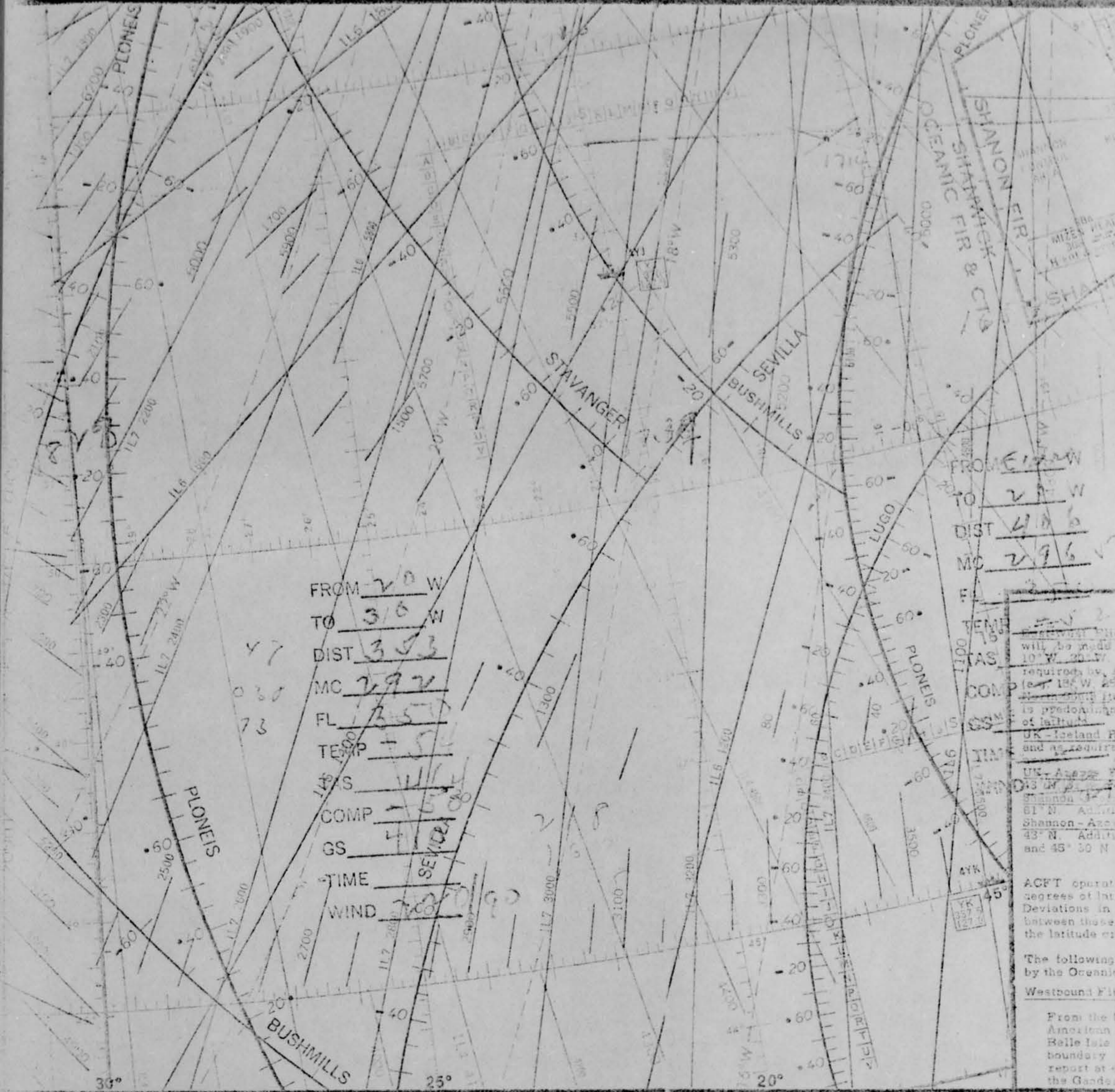
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

YD 350 127.9

40°

35°

30°



FROM 20 W
 TO 30 W
 DIST 353
 MC 292
 FL 257
 TEMP -5
 WIND 200
 GS 4
 COMP SEVILLA
 TIME 28

FROM 60 W
 TO 20 W
 DIST 406
 MC 296

TEMP	15
WIND	200
GS	4
COMP	SEVILLA
TIME	28

ACFT operat
 degrees of lat
 Deviations in
 between those
 the latitude of
 The following
 by the Oceanic
 Westbound Fl
 From the
 American
 Belle Isle
 boundary
 report at
 the Gande



POSITION REPORTING PROCEDURE

1 SHANNON OCA

General Rules: Unless otherwise required, position reports will be made every 10° of longitude from 10° W to 70° W, (e.g. 10° W, 20° W, 30° W, etc.) Additional compulsory reports may be required by ATC at intermediate 5° longitudinal lines to 65° W, (e.g. 15° W, 25° W, 35° W, etc.)

North-South Flights: Unless otherwise required, ACFT whose track is predominantly in a N-S direction will report every 5° parallel of latitude.

UK-Iceland Route: Reporting will be at 10° W and latitude 61° N and as required by ATC for that portion of flight within UK domestic airspace.

UK-Azores Route: Reporting will be at 10° W, 15° W, and latitude 43° N, or as required by ATC.

Shannon-Iceland Route: Designated reporting lines will be 56° N, 61° N. Additional reports may be requested by ATC for 53° 30' N.

Shannon-Azores Route: Designated reporting lines will be 48° N, 43° N. Additional reports may be requested by ATC for 50° 30' N and 45° 30' N.

2 GANDER OCA

ACFT operating within Gander OCA shall flight plan via whole degrees of latitude at each 10° of longitude (e.g. 50° W, 40° W, 30° W). Deviations in excess of 30 NM N or S of a great circle track between these points shall be specified in the flight plan by indicating the latitude crossing the intermediate 5° of longitude.

The following are specific position reporting procedures required by the Oceanic Control Centre:

Westbound Flights

From the United Kingdom and other European points to the North American continent, crossing the continental boundary south of Belle Isle shall report at 30° W, 40° W, 45° W and at the western boundary of the Gander Oceanic Control Area. The position report at 45° W shall contain an estimate for the point of crossing the Gander Oceanic Control Area western boundary.

From the Azores and North Africa to points in Newfoundland, shall report at the Gander/Santa Maria Oceanic Control Area Boundary, at 45° W and at the western boundary of the Gander Oceanic Control Area. The position report at 45° W shall include an estimate for the point of crossing the western boundary of the Gander Oceanic Control Area.

From points in Iceland to points in Newfoundland, shall report at the Iceland/Gander Oceanic Control Area Boundary and 45° W and at 50° W as well as at the western boundary of the Gander Oceanic Control Area.

Eastbound Flights

From the North American continent operating south of Belle Isle and crossing the Gander Oceanic Control Area to points in the United Kingdom or the European continent, shall report at the western boundary of the Gander Oceanic Control Area and at 40° W and 30° W.

From Newfoundland to points in the Azores and North Africa shall report at the western boundary of the Gander Oceanic Control Area and at 45° W as well as at the Gander/Santa Maria Oceanic Control Area Boundary.

From or over Newfoundland to points in Iceland, shall report at the western boundary of the Gander Oceanic Control Area 50° W and at 45° W as well as the Gander/Iceland Oceanic Control Area Boundary.

Handwritten notes and calculations:

16
171
8
21
38
87
15
22
57

Vertical text on the left margin:

FROM E122W
TO 211W
DIST 486
MC 296
FL 250
TEMPO 2502
15
OUT
TAS
COMP
55
IM
7
MIN
AYK
45

FLIGHT PLANS:

IFR flight plan must be filed prior to take off when flight penetrates or operates within Iceland Military ADIZ. In the event flight plan cannot be adhered to, transmit corrected information immediately to appropriate facility. If, in the interest of safety, it becomes necessary to deviate from current flight plan, such deviation must be reported immediately to military flight service (USAF) and/or appropriate Icelandic authority. Flight plans will not be submitted nor changed in flight to provide initial entry into ADIZ except in an emergency.

POSITION REPORTS:

IFR flights outside air traffic control areas will report to appropriate facility prior to entering or operating in ADIZ, giving time, position and altitude at last reporting point along flight path to penetration, and ETA over next reporting point; or, if this is impracticable, estimated time, position and altitude of penetration of ADIZ not earlier than 30 MIN nor later than 15 MIN prior to penetration.

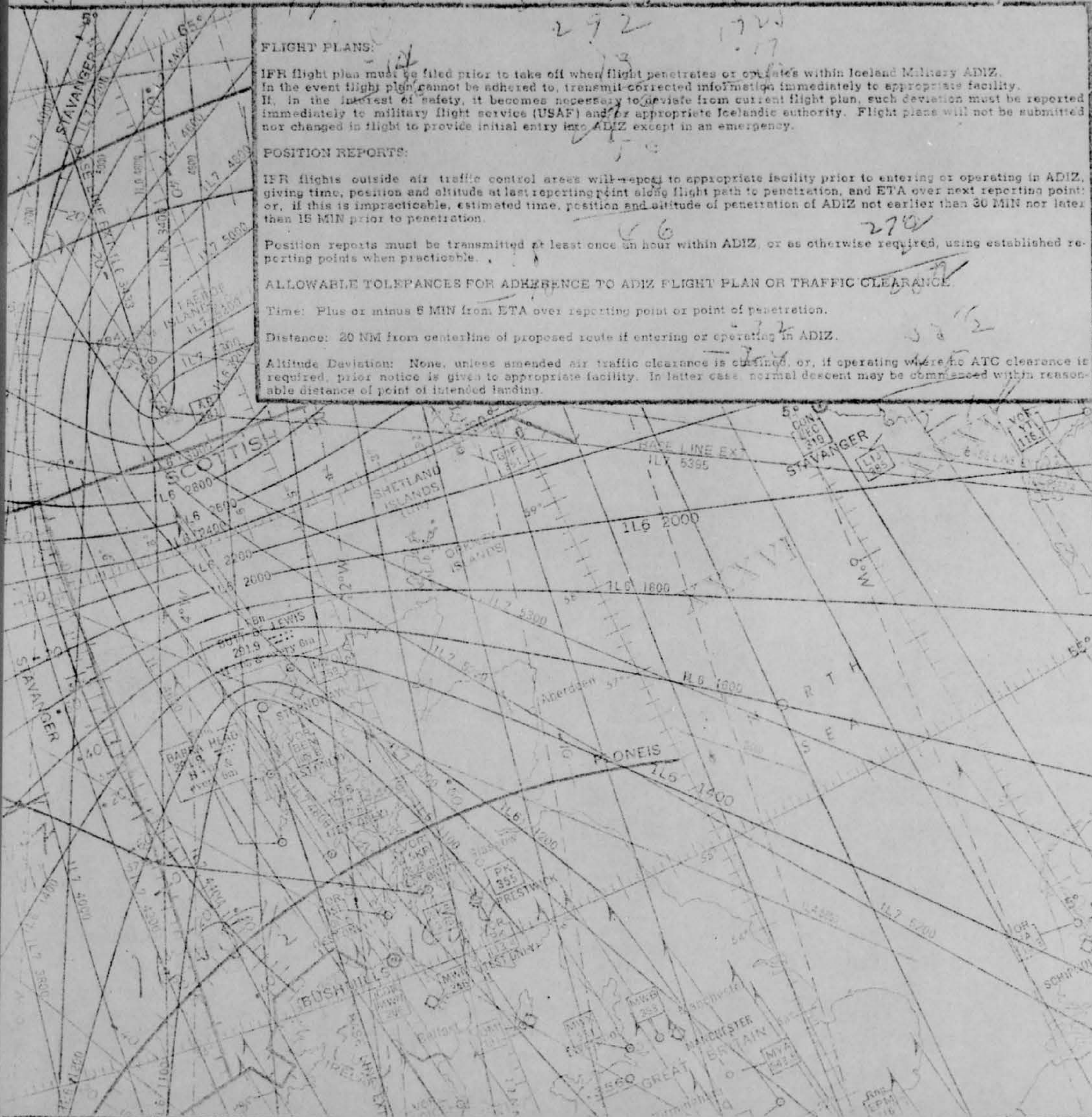
Position reports must be transmitted at least once an hour within ADIZ, or as otherwise required, using established reporting points when practicable.

ALLOWABLE TOLERANCES FOR ADHERENCE TO ADIZ FLIGHT PLAN OR TRAFFIC CLEARANCE

Time: Plus or minus 5 MIN from ETA over reporting point or point of penetration.

Distance: 20 NM from centerline of proposed route if entering or operating in ADIZ.

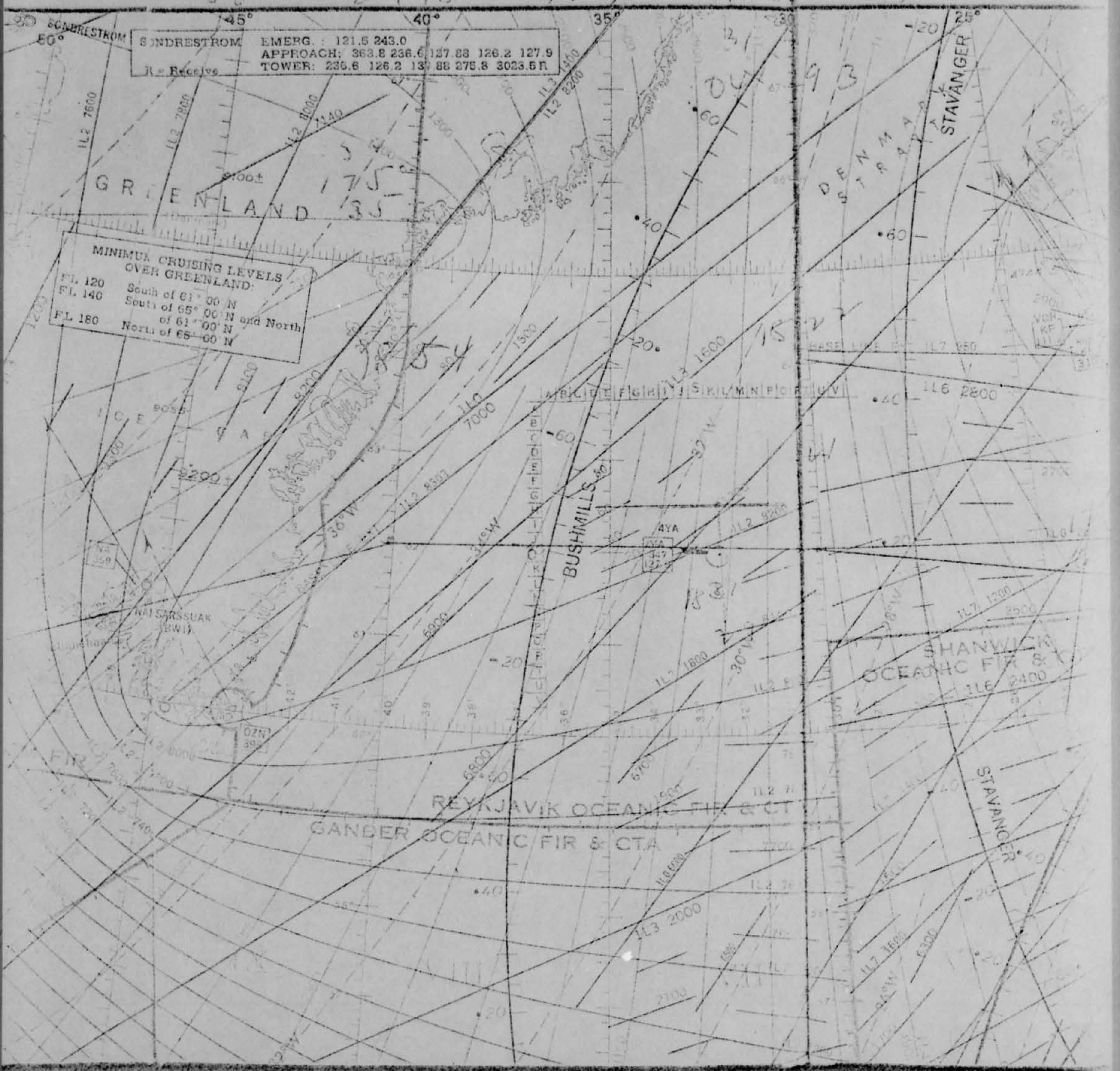
Altitude Deviation: None, unless amended air traffic clearance is obtained, or, if operating where no ATC clearance is required, prior notice is given to appropriate facility. In latter case, normal descent may be commenced within reasonable distance of point of intended landing.



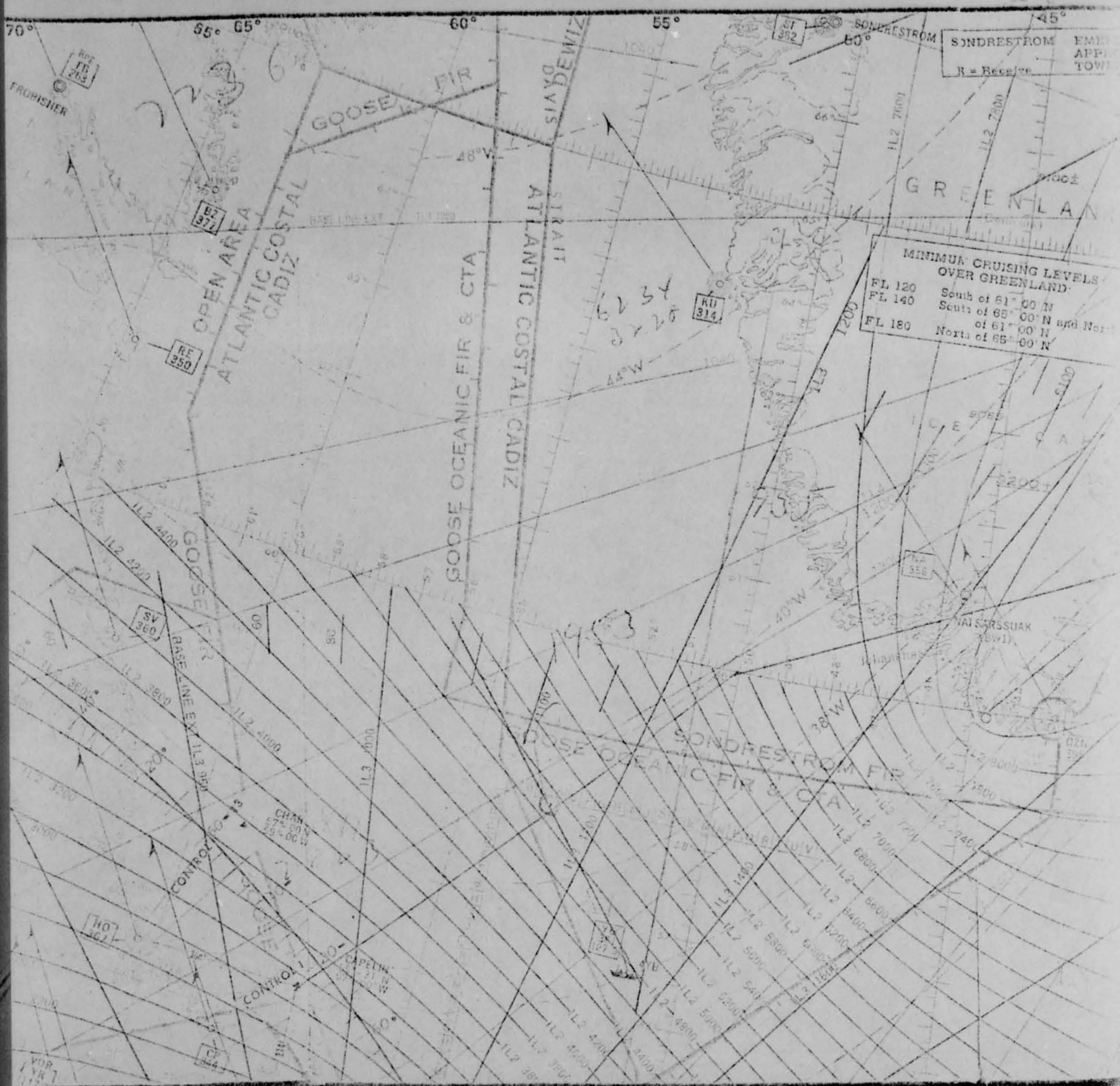
5627 2745 44 1/2 1250 2 180 -

SONDRESTROM EMERG: 121.5 243.0
APPROACH: 363.8 236.6 137.88 126.2 127.9
TOWER: 236.6 126.2 137.88 275.8 3023.5R
R = Receive

MINIMUM CRUISING LEVELS
OVER GREENLAND:
FL 120 South of 61° 00' N
FL 140 South of 65° 00' N and North
FL 180 of 61° 00' N
North of 65° 00' N



562



REPORT OF UNIDENTIFIED FLYING OBJECT

Telephone Call: Received by Major R. J. Hauser
Time: 1615 Hours, 28 September 1962
From: Mr. [REDACTED]
Address: [REDACTED]
Dover, New Jersey

Resume of Conversation: Mr. [REDACTED] is a TWA pilot and he and his brother also own the AMOCO Station at the above address. On the night of 24 September 1962 [REDACTED] was flying a TWA Boeing 707 from New York to Lisbon at an altitude of approximately 37,000 feet. At 0424 ZULU time, location which is pinpointed on a Doppler Chart in his possession, there suddenly appeared a firey object blue-white in color about the size of a football and moving at tremendous speed. It passed close to the plane and lit up the entire area surrounding the plane. Mr. [REDACTED] made a report of this incident upon landing at Lisbon; however, he wished to also report it to Picatinny Arsenal in event it may be of any value in relation to U. S. Army research. Mr. [REDACTED] indicated that this object could have been a missile item originating from Russia inasmuch as it appeared from that direction at low altitude and climbing at tremendous speed. He would be happy to discuss this further with Picatinny Arsenal personnel if interested.

In further discussion with arsenal personnel Mr. [REDACTED] indicated the following: He was flying a 120° magnetic heading. The object appeared about 50° with the tangent to the Earth. There was cloud cover below the plane at the time. The object appeared very bright with a tail emitting sparks. Other crew members witnessed the same phenomena. The blue line on the inclosed Doppler Chart (Chart TWA NA C/L-2) indicates his actual flight path; the position at which the object appeared is indicated by a blue circle inside a larger red circle.

- 1 Incl
1. Doppler Chart

0424 Zulu
 130 Hwy
 500 Hwy
 170 507
 170 507
 Sept 24 1962
 TWA 900

800 37 Ave

TRANS WORLD AIRLINES NORTH ATLANTIC C/L CHARTS

TWA
NA C/L-2

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TWA
NA C/L-1

REVISION DATA

CHART NA C/L-1 FEB 13-62 Loran rates I-L-0 and I-L-4 added. Cork, Ireland, VOR added. Facility frequencies and identifiers revised as applicable.

CHART NA C/L-2 FEB 13-62 Loran rates I-L-0 and I-L-4 added. Cork, Ireland, VOR added. Facility frequencies and identifiers revised as applicable.

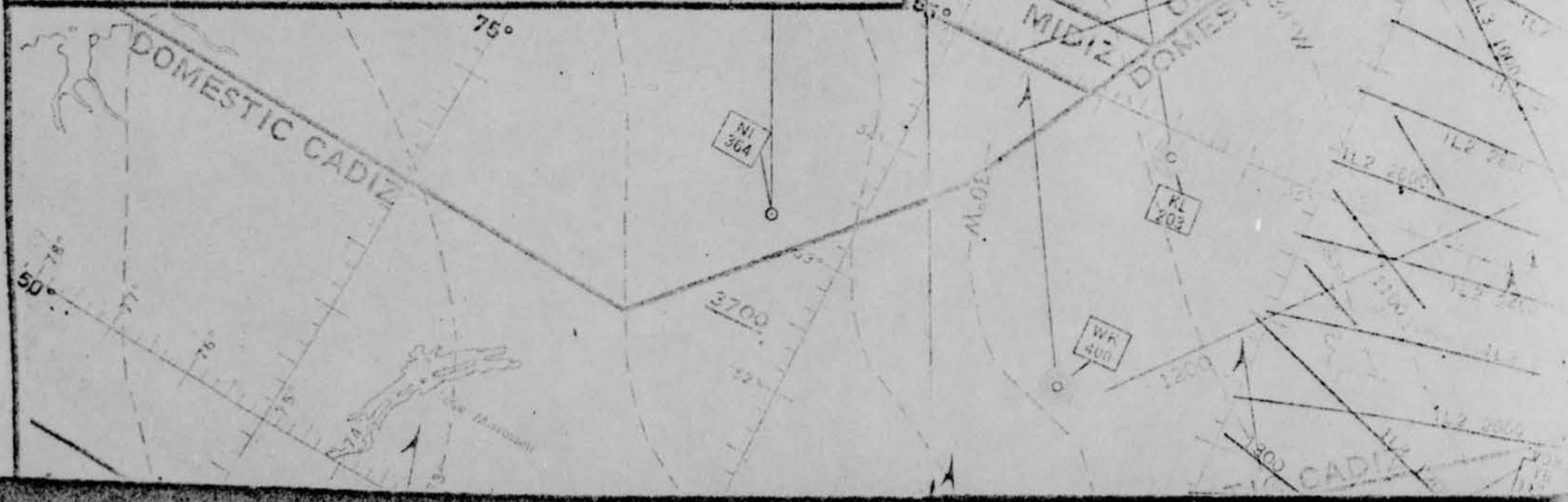
CANADIAN RADAR ASSISTANCE

1. Contact Canadian Radar Advisory on 122.2
2. If normal Air Defense commitments preclude Advisory Service, radar will transmit "unble" with no further explanation
3. Radar Advisory will provide:
 - a) Track and ground speed checks
 - b) position of aircraft by GEOREF unless otherwise requested
 - c) vectors to designated points
 - d) position of heavy cloud
 - e) flight following to aircraft in distress

53
3rd
127

VOLMET BROADCASTS - 3001, 5559, 8828.5, 13264.5 Mcs

00-05	05-10	10-15	15-20	20-25	25-30
NEW YORK OVERSEAS RADIO	GANDER	GANDER	SHANNON AERADIO	SHANNON AERADIO	PARIS RADIO FRENCH LANGUAGE
NEW YORK INTERNATIONAL BOSTON WASHINGTON	GANDER GOOSE STEPHENVILLE	MONCTON SYDNEY MONTREAL	SHANNON PRESTWICK LONDON/LONDON	AMSTERDAM/SCHIPHOL BRUXELLES/NATIONAL DUBLIN	PARIS/ORLY LYON TOURS
30-35	35-40	40-45	45-50	50-55	55-60
NEW YORK OVERSEAS RADIO	GANDER	GANDER	SHANNON AERADIO	SHANNON AERADIO	PARIS RADIO
NEW YORK INTERNATIONAL BOSTON WASHINGTON	GANDER GOOSE STEPHENVILLE	MONCTON SYDNEY MONTREAL	SHANNON PRESTWICK LONDON/LONDON	AMSTERDAM/SCHIPHOL BRUXELLES/NATIONAL	PARIS/ORLY FRANKFURT MAIN GENEVE

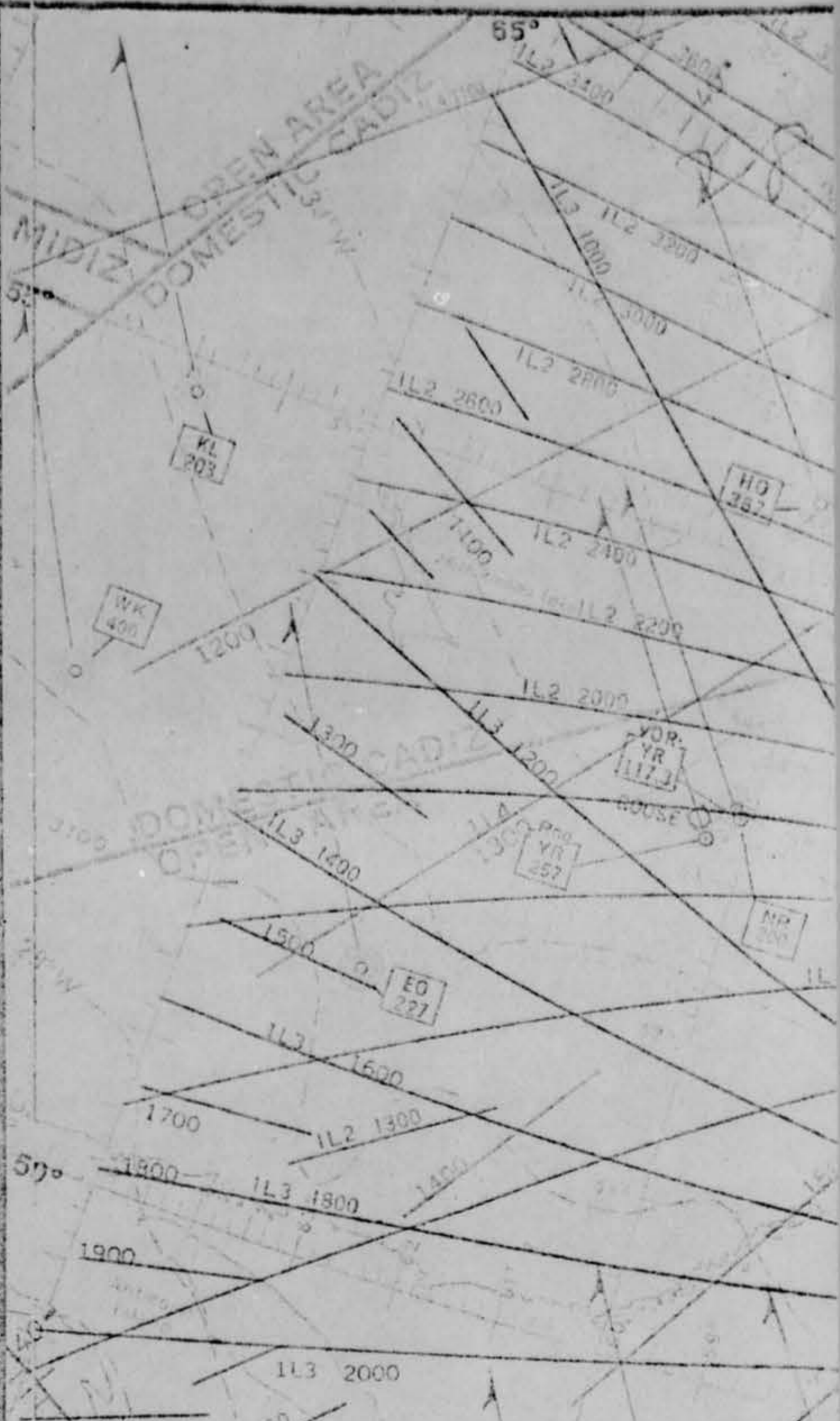


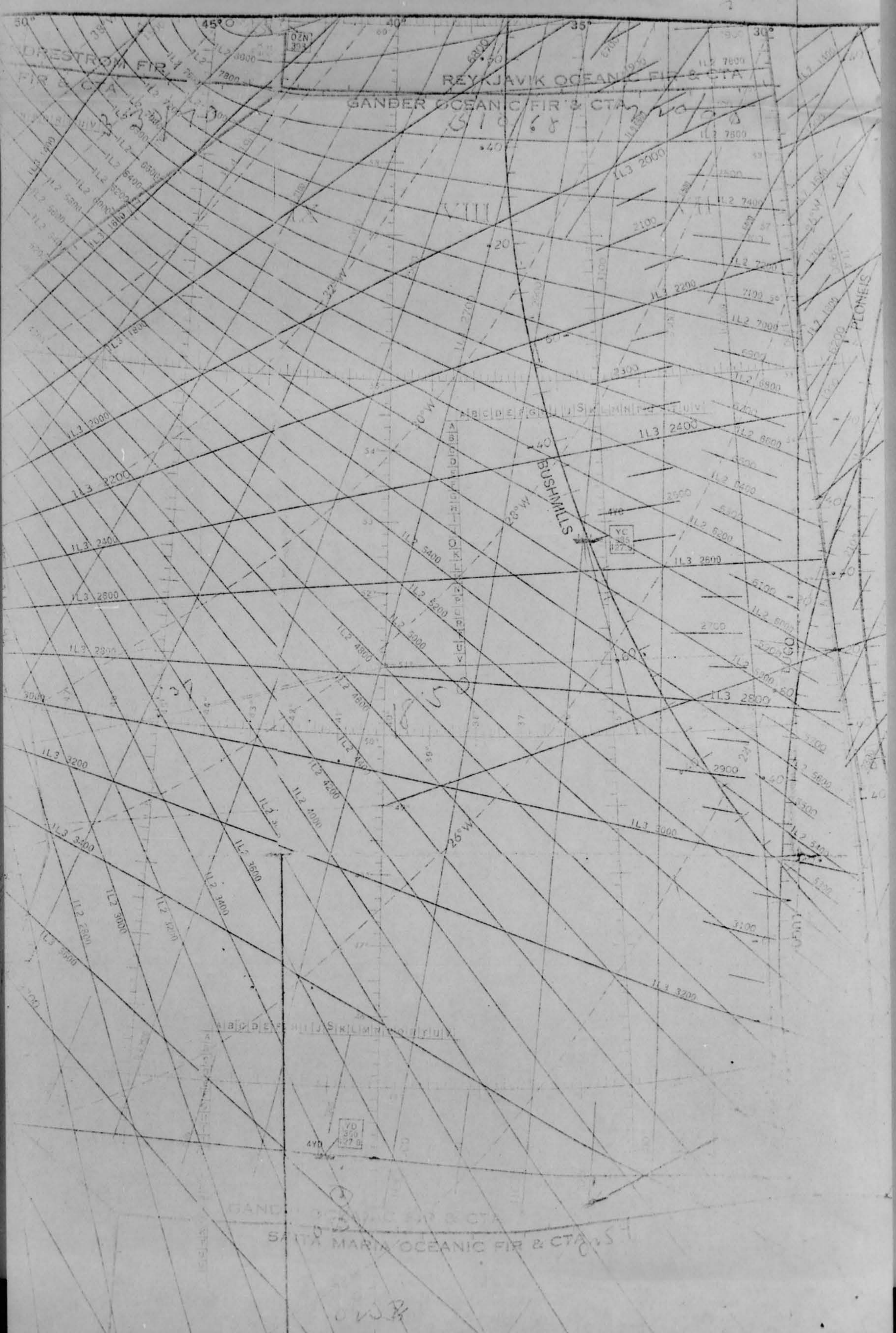
ENROUTE COMMUNICATIONS
NORTH ATLANTIC

HF

STATION	Frequencies	HF			
		OUTER CIRCLE		INNER CIRCLE	
		FAM A SOUTHERN ROUTES	FAM D NORTHERN ROUTES	FAM B actl registered in states West of 30°W	FAM C actl registered in states East of 30°W
Amsterdam	121.1 123.7				
Bermuda/Kindley	126.9	x x x			
Sodo	126.7		x x x		
Churchill	126.9		x x x x		
Copenhagen	120.3 120.9		x x x x		
Frobisher	126.9		x x x		
Gander	126.9W 127.1E 119.7(5) 133.9(6)	x x x x	x x x x	x x x x	x x x x
Goose	126.9 120.4(5) 133.1(6)		x x x	x x x	
Knob Lake	126.2				
Lisbon	118.5	x x x x			
Moncton	126.9 132.2(6)		x x x		
Montreal	126.9 132.35(6)		x x x		
Mont Joli	126.9		x x x		
New York	130.4 (Local) 129.9 (North)	x x x x x	x x x x x	x x x x x	x x x x x
Nord	127.9		x x x		
Oslo	126.7		x x		
Paris	119.3 125.1 126.1 127.9(4)	x x	x x		
Preshwick Oceanic		x x x x	x x x x	x x x x	x x x x
Prince Christian	127.9		x x x	x	
Reykjavik	127.9		x x x x	x x x x	x x x x
Santa Maria	127.9	x x x x x		x x x x	x x x x
Shannon	127.5 120.9	x x x x	x x x	x x x x	x x x x
Sondrestrom	127.9		x x x		
Stavanger	124.7 126.7 127.9		x x x		
Sydney	126.9				
Thule (Dundas)	121.5 127.9		x x x		
OSV Alpha	21.5(2) 127.9(1)		N D R R		
OSV Bravo	21.5(2) 127.9(3)		R x R R		
OSV Charlie	21.5(2) 127.9(3)		R x R R		
OSV Delta	21.5(2) 127.9(3)	R x R R			
OSV Echo	21.5(2) 127.9(3)	R x R R			
OSV India	21.5(2) 127.9(1)		N D R R		
OSV Juliet	21.5(2) 127.9(1)		N D R R		
OSV Kilo	21.5(2) 127.9(1)	R x R R			

NOTES: 1 On request only on UK vessels
2 International VHF emergency
3 Primary VHF air/ship
4 See Aviation Chart GND COM for additional frequencies
5 Extended Range
6 High Level
R = On Request D = Day
N = Night x = IZ4

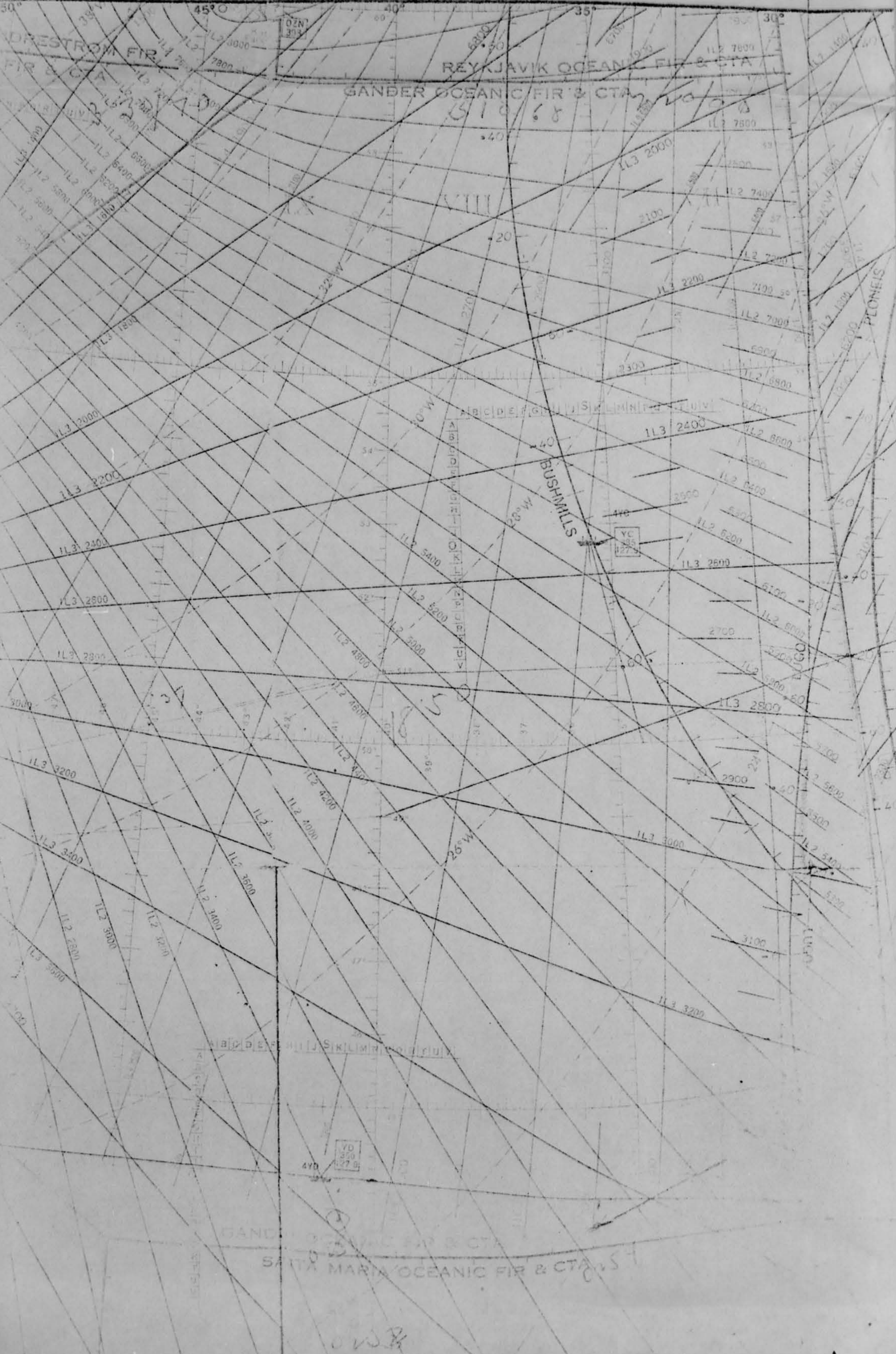




OZN
318

YC
285
127

YD
350
127



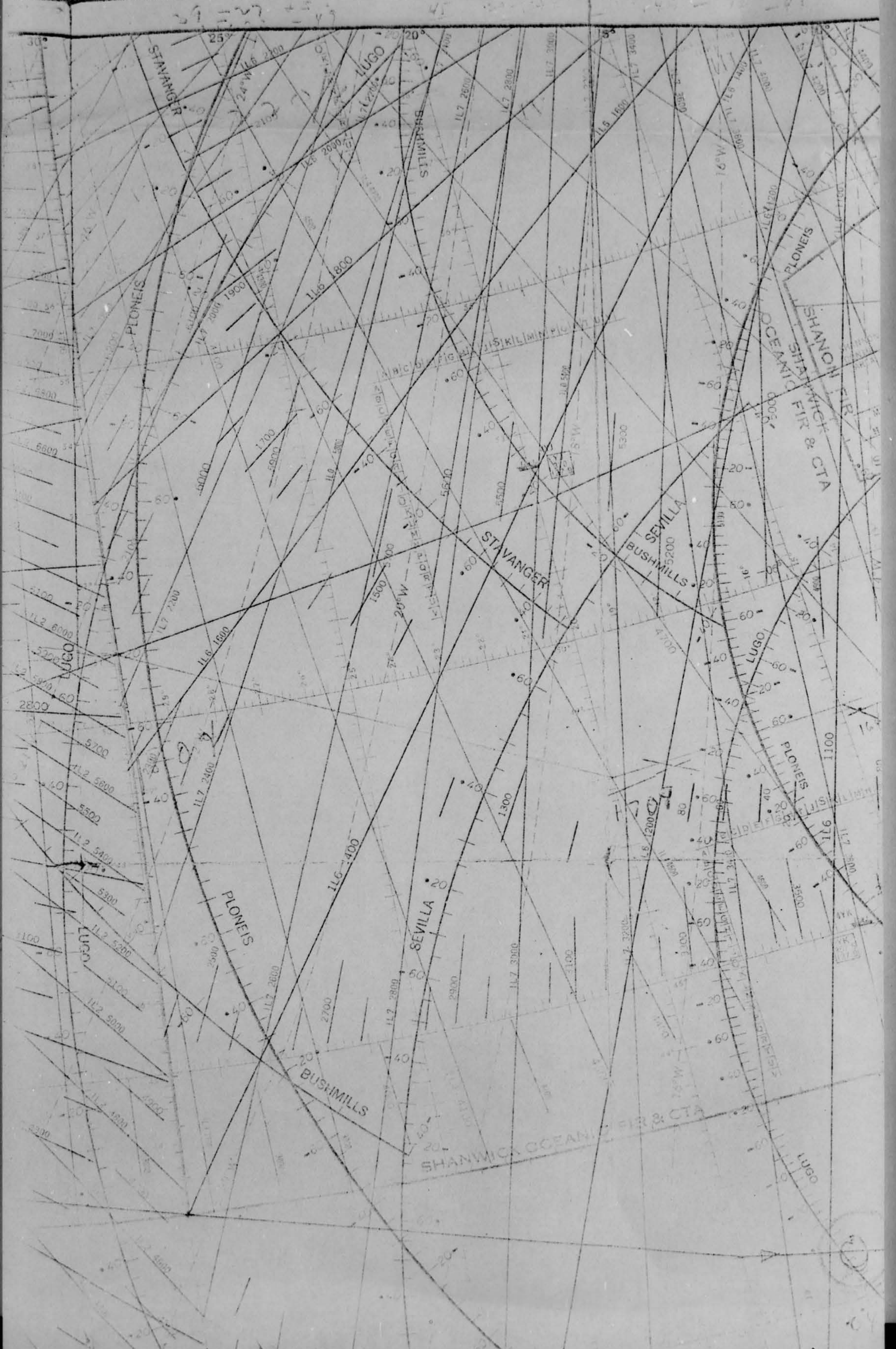


CHART TWA NA C/L-2



FI-85 47-50

48 53

16 49 31 15

54 50

SEVILLA

HEADQUARTERS
1127TH USAF FIELD ACTIVITIES GROUP
FORT BELVOIR, VIRGINIA

REPLY TO
ATTN OF: AFCIN-1B2

9 NOV 1962

SUBJECT: Report of Unidentified Flying Object

TO: FTD
Wright-Patterson AFB Ohio

Forwarded in accordance with AFR 200-2.

FOR THE COMMANDER



JAMES E. LAZENBY
Colonel, USAF
AFCIN-1B.

1 Atch
Ltr, SMUPA-VF-0063, US Army
Munitions Command, Dover, N.J.,
30 Oct 62, Subj: Rpt of UFOB

Copy to
AFSC w/o Dopplet Chart

U. S. ARMY MUNITIONS COMMAND
~~XXXXXXXXXX~~
PICATINNY ARSENAL
DOVER, NEW JERSEY

Mr Kosar/bh/71193

UOI 30 '62-2 SUPS

IN REPLY
REFER TO:

SMUPA-VF-0063

SUBJECT: Report of Unidentified Flying Object

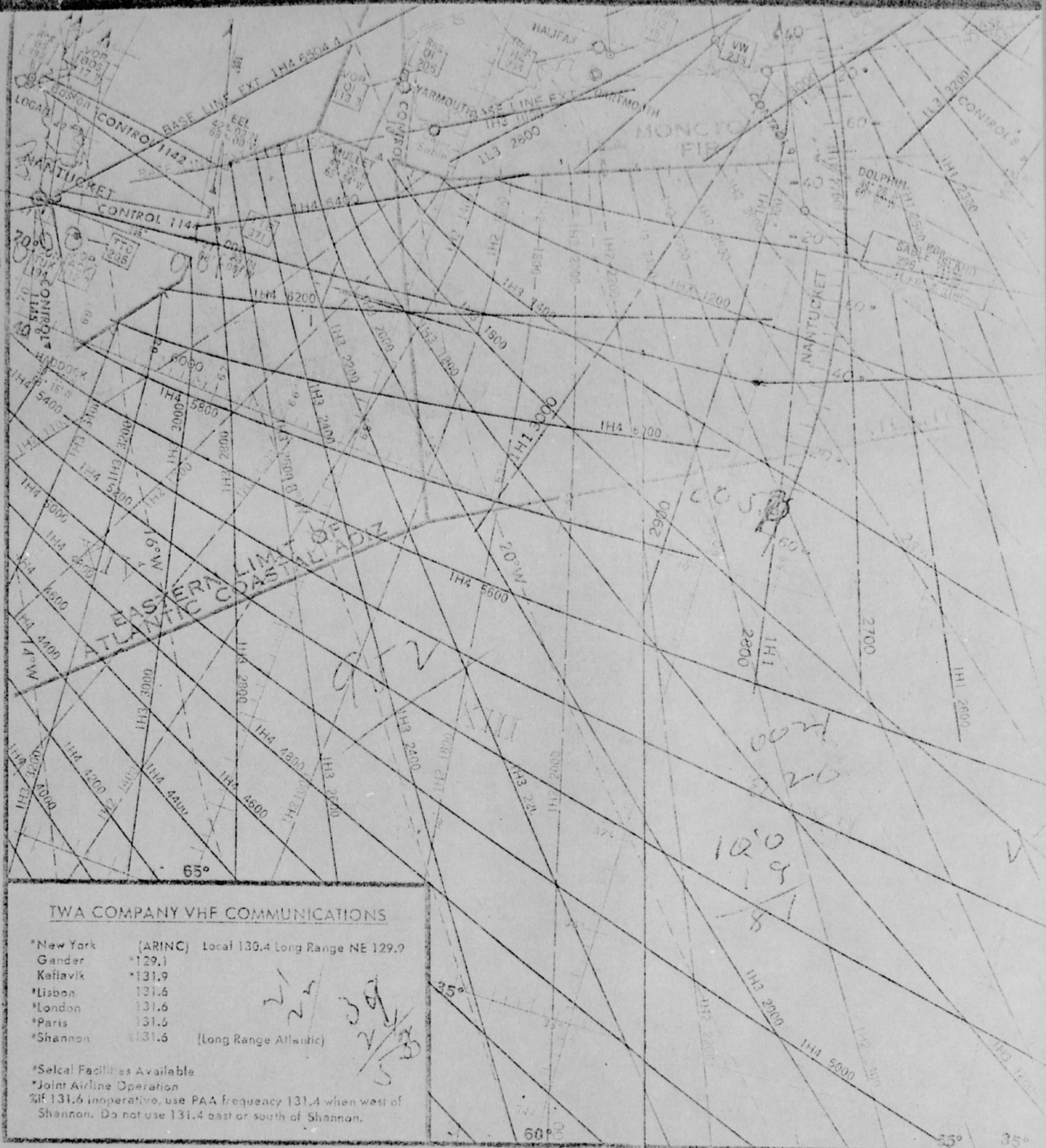
TO: United States Air Force
Assistant Chief of Staff for Intelligence
Washington 25, D. C.

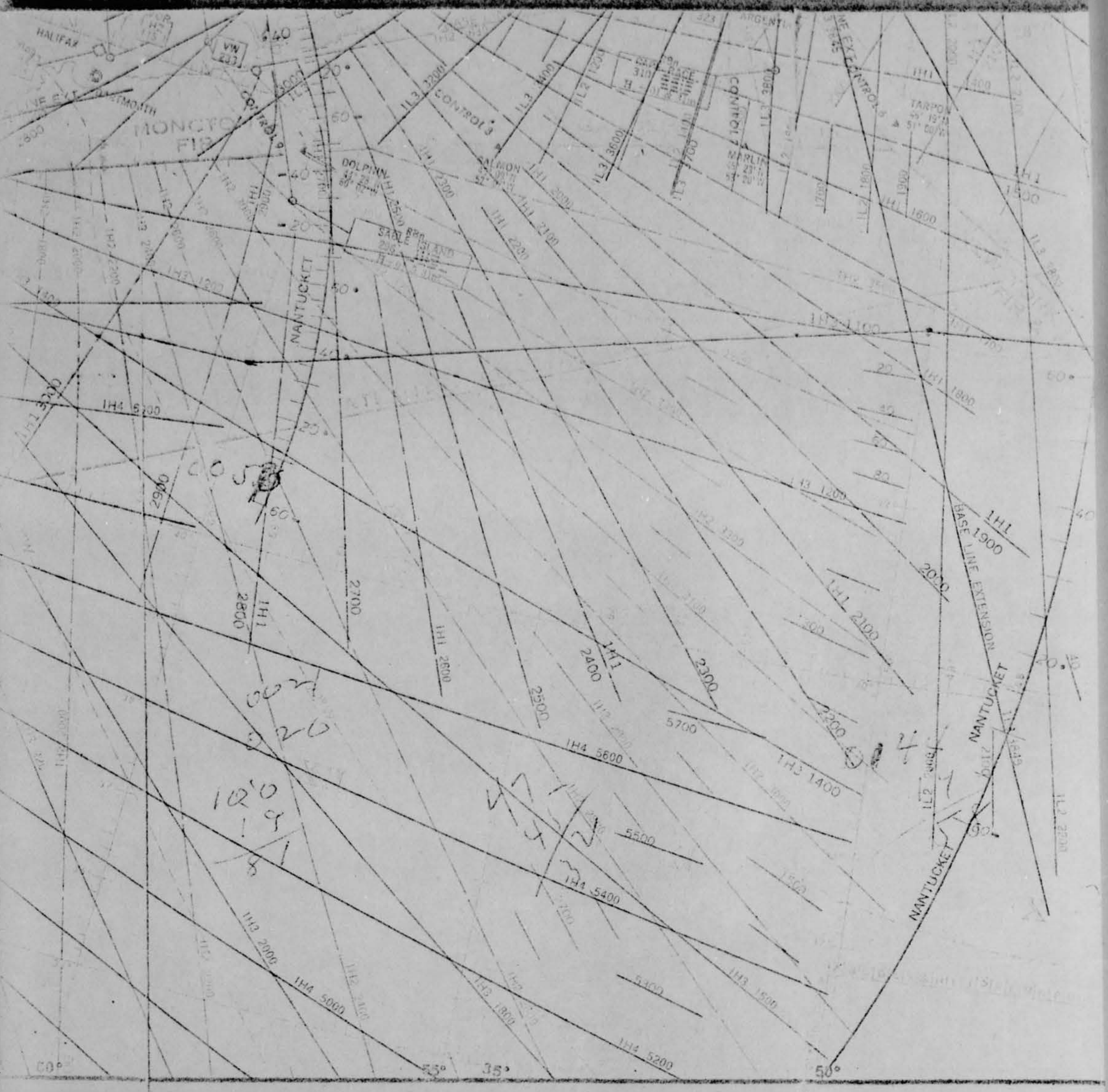
Inclosed is a report of an unidentified flying object
as related to arsenal personnel by a Mr. ~~XXXXXXXXXX~~
a TWA Boeing 707 pilot.

FOR THE COMMANDER:

- ✓ 1 Incl
1. Rpt of UFO, w/Incl -
Doppler Chart

John J. Ramsden
JOHN J. RAMSDEN
Capt. Ord
Assistant





MONCTON

NANTUCKET

DOLPINN

SABLE ISLAND

CONTROL 7

NANTUCKET

BASE LINE EXTENSION

0027
220

12:0
19
8

11
12
13
14
15

50°

35°

50°

HALIFAX

ARGENT

TARPOW

IH4 5300

IH1 2800

2700

IH1 2600

IH1 2400

5700

IH4 5600

IH3 1400

IH4 5400

IH2 2000

IH4 5000

IH2 2100

IH3 1800

IH2 2200

IH4 5200

IH3 1500

IH3 1600

IL2 2000

IH2 1800

IH1 1800

IH1 1900

IH1 2100

IH2 1900

IH2 2100

IH2 2300

IH2 2500

IH2 2700

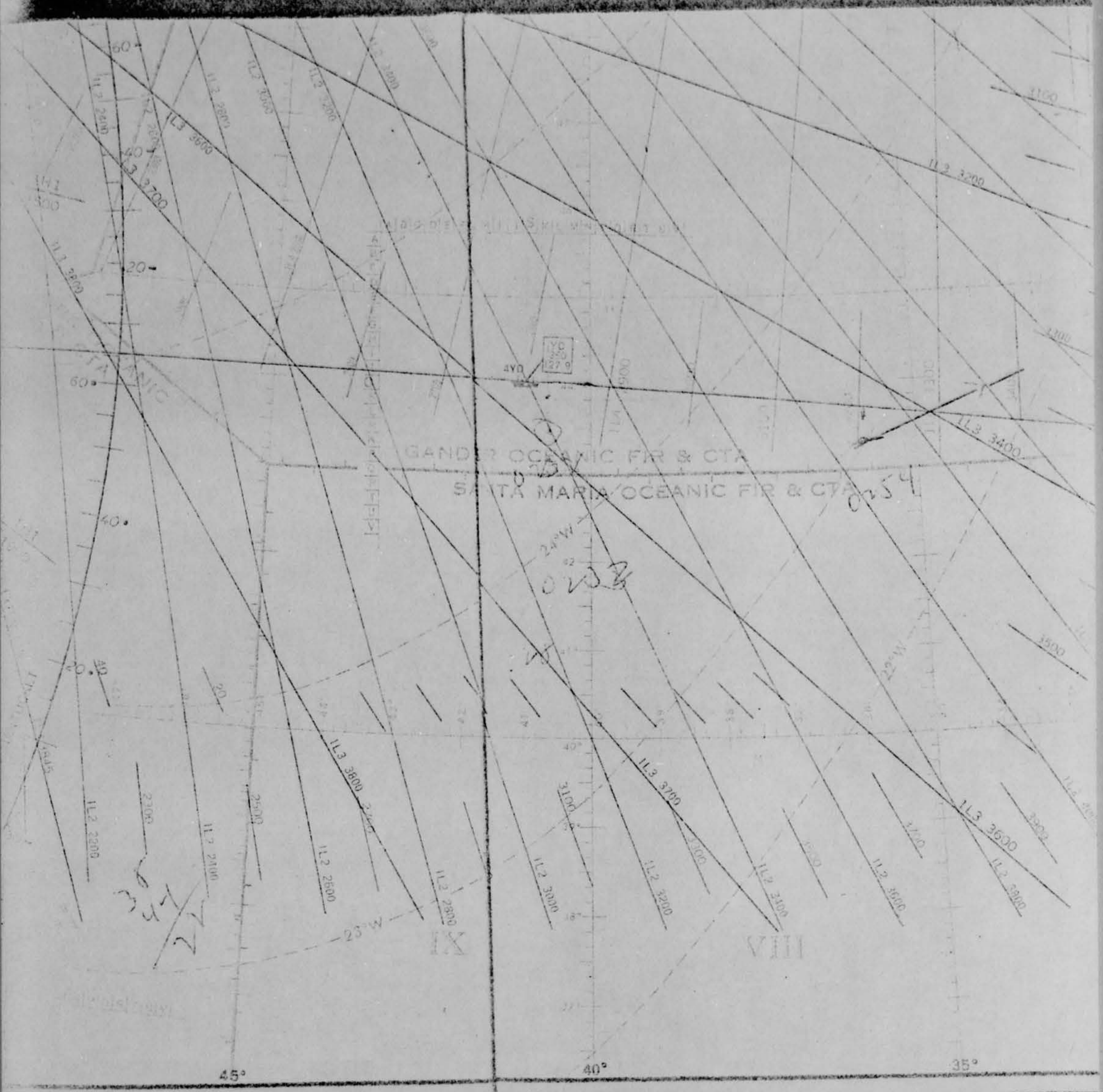
IH2 2900

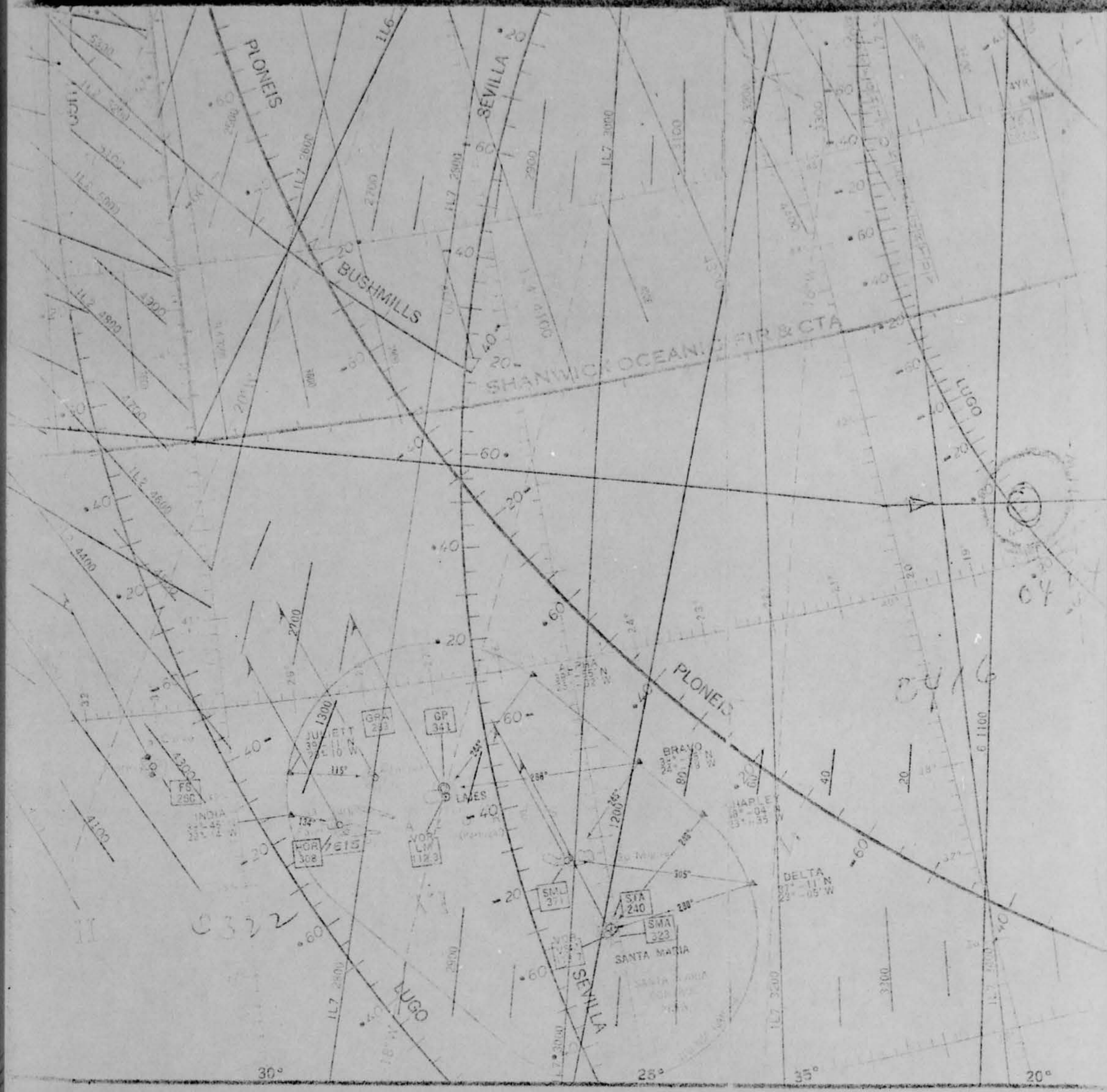
IH1 3100

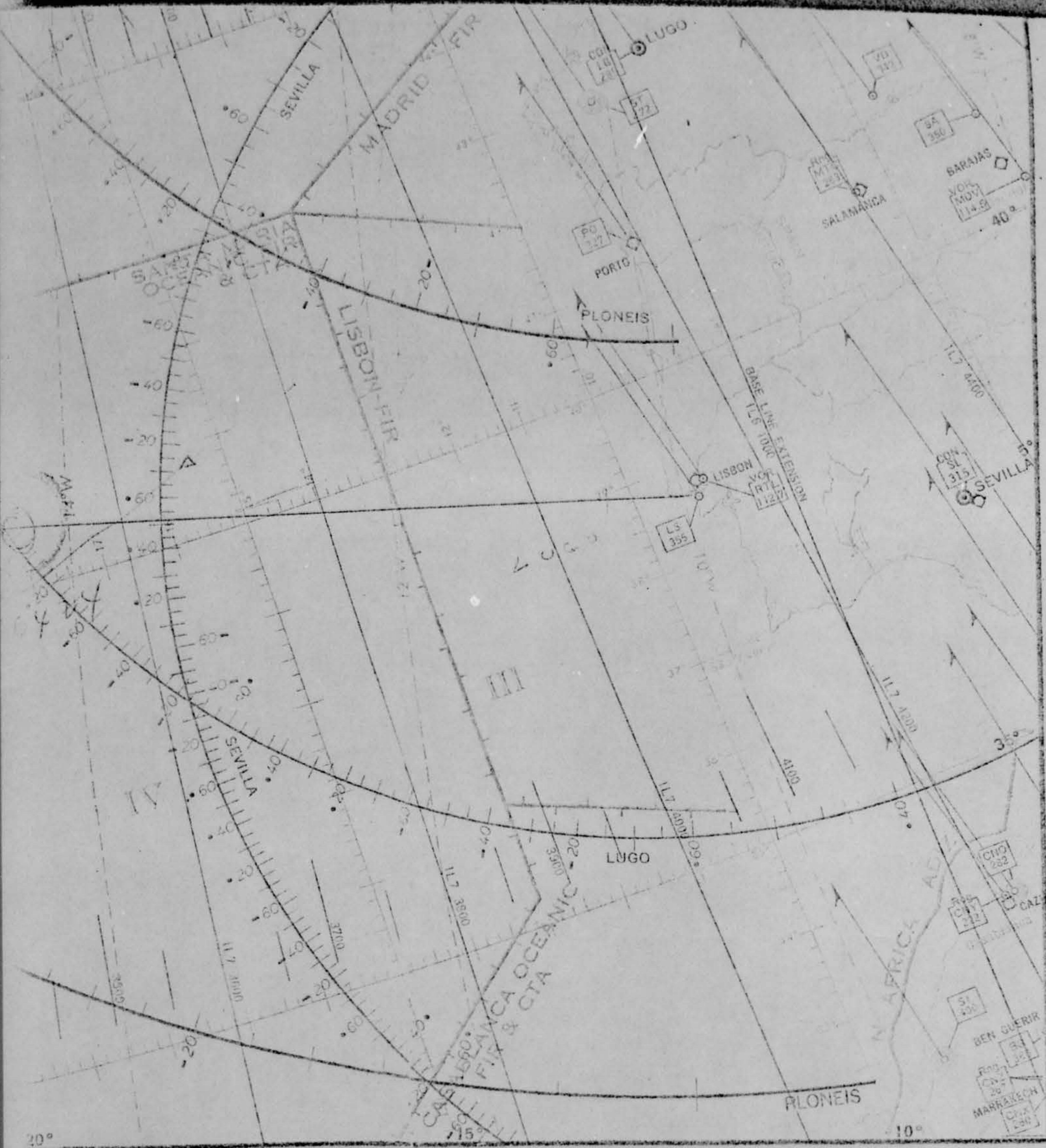
60°

50°

50°







20°

10°