PROJECT 10073 RECORD CARD


ATIC FORM 329 (REV 26 SEP 52)

FTD (TDEW)
Wright-Patterson AFB, Ohio 10 March 1964
Lt Colonel Robert Friend Detachment 4 (PACIFIC OFPICS) APO 994
San Francisco, California

## Dear Bob,

Everything is fine with the flying saucers. Have made one TDY trip to Northwestern with Capt Quintanilla regarding UFO's.

A comittee of three graduate studenta has bean formed at Northweatern to reevaluate 1963 sightings. In some way we might come up with some area where the Air Force falls short either in investigations or evaluations.

I have enclosed ore of the cases from Jan 1963 where there is some difference in opinion as to the cause of the sighting. Perhaps a note from you might enlighten us. Now I will see if your pupil learned his lesson (that's me).

Played a team game with Dan as partner and John Dooley as opponent; ve managed to finish 3rd. Scrivens claims Dooley kicked aix boards. I was busy scoring and didn't get a chance to recap. I thought we had a pretty good game.

I am vorking at Sear's three nights a week, so the bridge is confined to Sunday games.

Saw Jacoby in the Cincinnati regional; he sends his regards.
Hope everything is going vell for you and the family. Give my regards to Anna.

8incerely,

5 Jomeay
Betalgare $15^{\circ} \mathrm{eVer} 270^{\circ} \mathrm{AZ}$ AT 0400

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be berth while writing abet it,
One the other band, if this is the secret of any gerenoment experimental turk or project, forget archit this letter, and as fir as $D$ arm ancensed the story ends night here; if Not, $t$ hope yore cull cirvectigete the incident.

Thank you for bitewing Sincerely yours

Zbentank Vt. Led. Zig.


U.S. Air Force<br>Intelligence Bureau

Dear Sirs,
My wife and I own and operate a small motel here in Nantucket Point out on the tip of Long Island, New York. We operate winter and summer, and in winter occasionally sent to transient workers or personnel working at one of your radar bases here at the Point.

The Long Island Rail Road has its last station here about $3 / 4$ mile from here. Adjacent to it "Republic Aerospace" has a small warehouse installation.

A Mr. who works for the L.I.R.R. on car maintenance, and who resides here with his wife, came to me with a strange story one morning.

Incidentally this young man has been with us about 3 weeks, is a good worker, sober and as far as I can see, reliable.

His story was about the elusive "flying saucer." I myself here never seen one and probably never will in the foreseeable future. Mr. it to me, and I guessed he had seen a flash of something, an illusion or reilec-tion--another fleeting glimpse, unstable vision or hallucination; but when he told me he had this object close to and above him for about a whole hour; then I had him repeat the story in detail--

Mr. Was on the night shift beginning Jan 4 th $7: 30 \mathrm{p} . \mathrm{m}$. to dawn of Jan fth. He was busy filling the tanks on the train at about 3 a.m. of Jan 5-the moon was way down, with a cloud passing over it now and then. The engines are constantly in warmup, so any sounds the object could have made were deadened.

He ahopened to look up from his work, and hovering above him at what he estimated to be about 100 feet was this craft, as he described it, perfectly round, in thickness, like two saucers placed against one another; thicker in the middle and tapering toward the edge.

Because of the moonglow, and the clearness of the night, the shining metal structure was clearly visible. On top of the object, in the center, was a plume of bright blue light, like an exhaust of some sort.

He estimated it to be about 75 feet across its diameter. Every once in a while it would execute a series of runs (?), flips and maneuvers in all directions, at times at terrific speeds close to the ground, but never lower than about "500 feet to 1000 feet."

He said he saw no signs of any ports (?) or windows or lighting on it, outside of the blue licit on top.


#### Abstract

Mr. said, he got the feeling that this "craft" was watching him, or the whole operation. Suddenly about 300 yards away, one of the night guards for Republic Aircraft drove up in his car, and got out to punch the clock on his rounds, and the crait slid over in that direction and hovered over that area for awhile, until the guard lef't. (This is a well lighted area, and the guard. was seen to look up at the sky, but chances are the lights of the building blinded him. It is not known yet whether any of the guards there saw anything that night. Mram does not know any of the men working guard duty at Republic Aerospace.


Finally, after about an hour of maneuvering, (at times he felt it was so close, it seemed you could almost reach out and touch it) an air-lines or large jet of some sort was headed by; and just as the plane, flying at about 15,000 feet arrived overhead. This craft zoomed straight up, at a terrific speed, and as its shape blanked out the plane's running lights, he thought for sure that there would be a crash, but it seemed to swerve off at the last minute. This happened around 4 a.m.

Then, after skirting the plane, it took off at a low altitude toward the West, or in the general direction of New York City. As it was leaving, one of Mras co-workers came out of the train and he saw it leaving as a "moving bright star."

Mr. was shaken by the experience, and his only reaction was "if something like this has to happen, let it be on some one else's shift."

Well, that's the story as I got it; if there are other witnesses, we haven't looked for any or said any thing about it, as most would laugh at some thing like this; as unbelieveable or plain hog wash, but inasmuch as, the man watched this for about an hour, and there may be others who saw this; I thought it would be worth while writing about it.

On the other hand, if this is the result of any government experimental work or project, forget about this letter, and as far as I an concerned the story ends right here; if not, I hope you will investigate the incident.

Thank you for listening.


