	PROJECT 10073 REG	CORD CARD	
1. DATE 5 Jan 63	2 LOCATION Nantucket Point, Long Island, N Y		12. CONCLUSIONS
3. DATE-TIME GROUP Local <u>3 AM till dawn</u> GMT_05/0800Z	4. TYPE OF OBSERVATIO	N Ground-Rodar Air-Intercept Radar	 Possibly Balloon Was Aircraft Probably Aircraft Possibly Aircraft Possibly Aircraft Was Astronomical Star/Planet Probably Astronomical Possibly Astronomical Possibly Astronomical Other
S. PHOTOS	6. SOURCE		
7. LENGTH OF OBSERVATION	one	9. COURSE West	
10. BRIEF SUMMARY OF SIGHTING		11. COMMENTS	
Clear moonlit night. Round metallic structure. Bright of obj. Appeared to be at 1 diameter of obj. Obj execut maneuvers at fantaxtic spec top onlyoutstanding feature	blue light on top 1,000 alt. 75 ft ted turns, flips and eds. Blue light on	head 60° to S; B az; Venus 15.48. Mars (near Regul declination, -0	al report Regulus over- etelgeux at 25 elev, 270 43(low in East) -4.3 mag; us) 9.51.09 +17.02 .5 mag. Obj has character- omical obj with distrotion

due to the atmospheric conditions present and the interpretations of the objs behaviour by the witness under these unusual conditions. as a "morning bright star."

ATIC FORM 329 (REV 26 BEP 52)

OFFICIAL FILE COPY

FTD (TDEW) Wright-Patterson AFB, Ohio 10 March 1964

Lt Colonel Robert Friend Detachment & (PACIFIC OFFICE) 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 committee of three graduate students has been formed at Northwestern 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 one 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; we managed to finish 3rd. Scrivens claims Dooley kicked six boards. I was busy scoring and didn't get a chance to recap. I thought we had a pretty good game.

I am working 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 well for you and the family. Give my regards to Anna.

Sincerely,

5 January Betelgen 15°ELEV 270 AZ 0400 Wontack Point, U. Y. J. U.S. an Face Jutelligence Jucan Jean ders, They wife and I am and operate a swall motel here in Wentank Paint out on the typ of Long Island, U. y. We operate write and summer, and in write occountry sent to transent ackers or promise working at one of your radar bases bere at the Vanit, The Jong Island Rail Read bee it last station beck about 3/4 mile from here. adjacent to it Republic acospace 7.2 has a surele wave bene motellation. a, ver, and when when when when for the for one cap maintenance, 4 6 and lobo resides bere with his afe; came to me with a strange story one morning. kicidentally this young man, has been with us about zweeks, is a good worker, sets and as for as & can see, reliable. His stay was about, the elumin flying saver, I, myself have news seen one and probably very will in the free seeelle

To me, and I guered be had been a flash of something, an illucion or reflect-Ten - another fleeting glupper, untable men a hallecenation; but where he told we he had this object close to and cheve him for about a whole how, then I had him repeat the slary in detall-Ver, and was on the night shift beginning fan 4th 754 to dawn of Jan 5th, He was my filling the tanks on the train at about 3 AM of Jan 5 - the moon use on the way down, with a cloud passing over it now authen. The engines are constantly in warn - up, to any sounds the object could have made were deadened. He happened to look up pau be ank, and bereing above bein at what be estimated to be about 1000 feet was their ceaft, as be described it, perfectly round, in thecheres, like two saucers placed against one another; theeker in the unddle and taking toward the edge Decause of the moneglew, and the clear -- wer of the rught, The shering wetal struct -- we was clearly reside. On top of the stject, ey the cents, reak a please of hight Alue light, like an expanse of some sort, Hertimated it to be about 75 feet across its the deameter. Crery ouce is a while it

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3 would execute a series of suns, flips and monences in all disection, at teres at tempic speed close to the ground, pit were lever than about 500 to 1000 feet. He seed be save no signs of any parts a condours on leghting on it, out side of the Here light on top. Her. Said, he got the feeling that this 'craft' was watching being a the whole expratient , Auddauly about 300 yards away, our of the neglet guards for Republic acient, diere up in her car, and gat out to punch the clock on bis rounds, and the craft slid over in that devetien and benered ous that area for a while, until the guard left. (This is a cull legated area, and the guard was seen to look up at the sky, but chances are the lights of the building Hended him. It is not know yet whether any of the guards thre saw any thing that night. The cheningter does not kom any of the men waking gread duty at Republic ano space Twally, after about an hour of manueny, (at times he fett it was to close, it seemed you could almost reach out and torech it) an ain-lines

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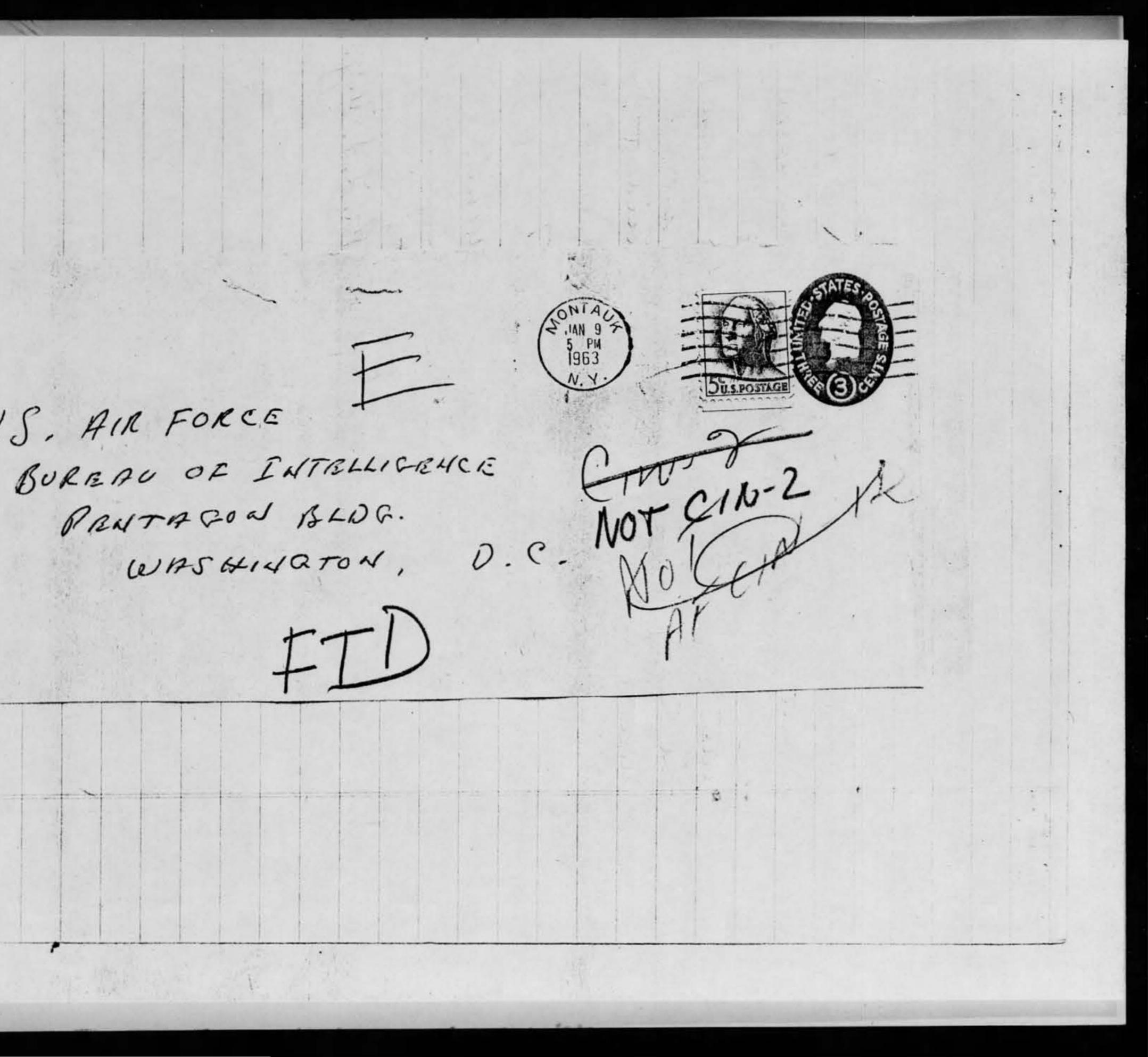
4 a large jet of some sent was beaded by the of and just as the plane, plying at about 15,000 feet ancied ouchead, this craft zound straight up, at a terrefec speed, and as its shape blanked art the planes running lights, be thought for suce That there would be a crash, but it seemed to seeme off at the last runte. This happened around 4th They, after skeeting the plane, it took off at a low altitude Toward The West, a cu the general decetter's of Hew York Cety. les it was learny, oue of lur, and lo-conkers came out of the train and be saw it leaving ac a moring hight star. Wer, was shaken by The experience, and bes only reaction was of something like this has to happen, let it be on serve one else's shift " Well, that's the story as I got it? if there are other witnesses, we beneal looked for any or said any thing about it, as nost would laugh at serve thing like this; as we beleinable or plan bog nach, Aut mesmuch as, the man watched this for about an hour, and thre may be other who saw this i I thought it would

te worth while writing about it, One the other baind, of this is the sent of any generute experimental work a project, farget about this letter, and as for as I am encenced the slory ends nght bere; if not, & hope you all curetigete the incident.

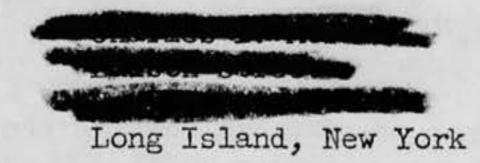
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Thank you for lectening Wentank Mt. L.L. U.g.

U.S. AIR FORCE Pre -----. 1 ----1. 14.5 . 4 1



Care # 2 Jan 1963



U.S. Air Force 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. Example 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. **Constant** talked about it to me, and I guessed he had seen a flash of something, an illusion or reflection--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. Some was on the night shift beginning Jan 4th 7:30 p.m. to dawn of Jan 5th. 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 warm=up, so any sounds the object could have made were deadened.

He abopened 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 light on top.

(Continued) Ltr. Mr. to USAF Intelligence Bureau

. . .

Mr. Manual 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 craft slid over in that direction and hovered over that area for awhile, until the guard left. (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. Mr. Mr. 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 Mr. Mr. co-workers came out of the train and he saw it leaving as a "moving bright star."

was shaken by the experience, and his only reaction was "if some-Mr. thing 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. Sincerely yours,

Nantucket Pt. L.I. N.Y.