

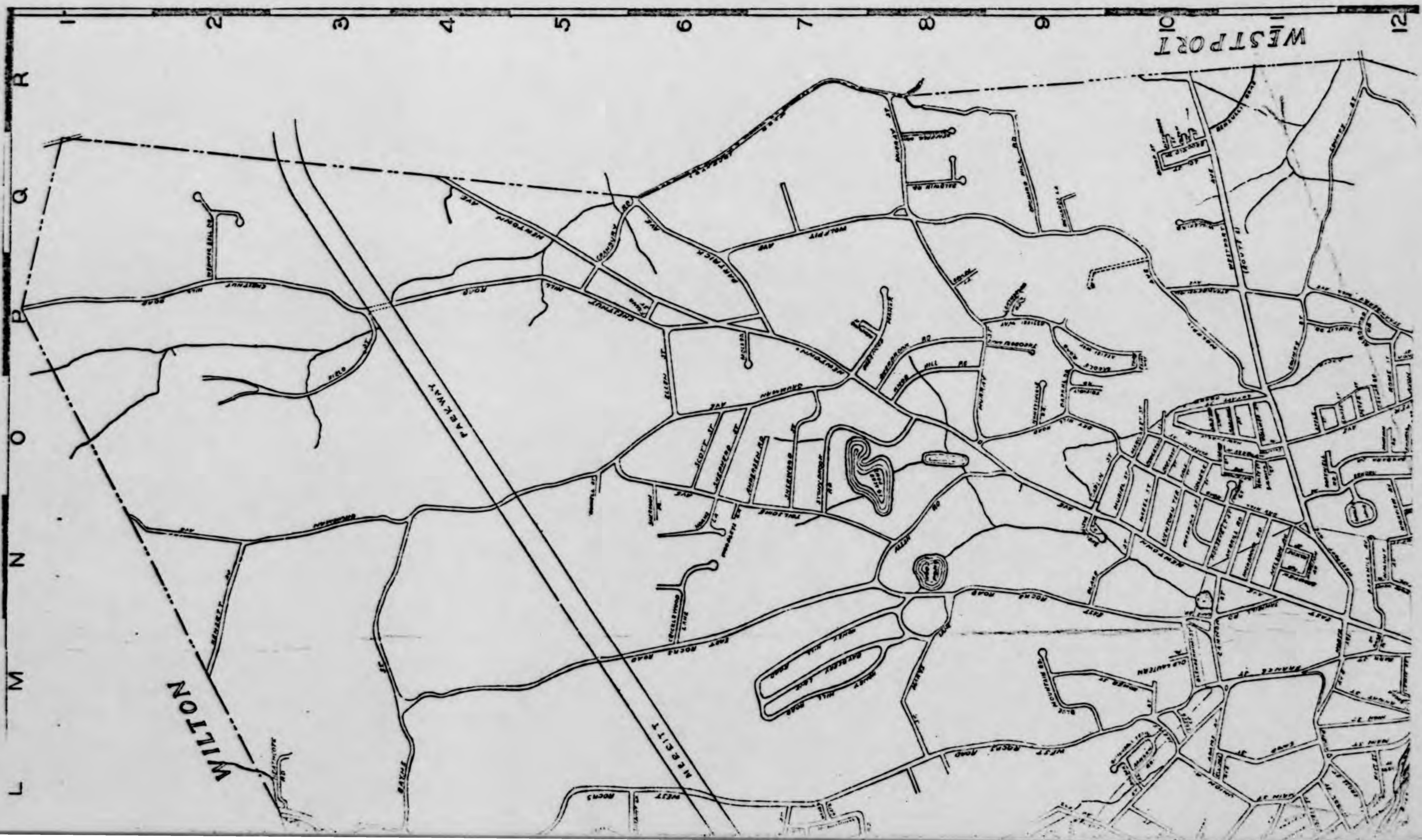
PROJECT 10073 RECORD CARD

1. DATE 22 Jan 52		2. LOCATION NORWALK, CONN.		12. CONCLUSIONS	
3. DATE-TIME GROUP Local 22/1730 EST GMT 22/2230Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE CIVILIAN WOMAN		☒ Other Psychological ☐ Inefficient Data for Evaluation ☐ Unknown	
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS 1		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Civilian woman observed "space ship" with machinery filled dome. Object moved slowly and hovered. Woman saw same object a week later from inside building.				11. COMMENTS 1. Source is considered by some to be a bit neurotic. 2. Description of the object seems to border on fantasy. 3. The impression left is that the sighting probably is a fragment of the observer's imagination.	

E C H J K L M

TOWN OF WILTON

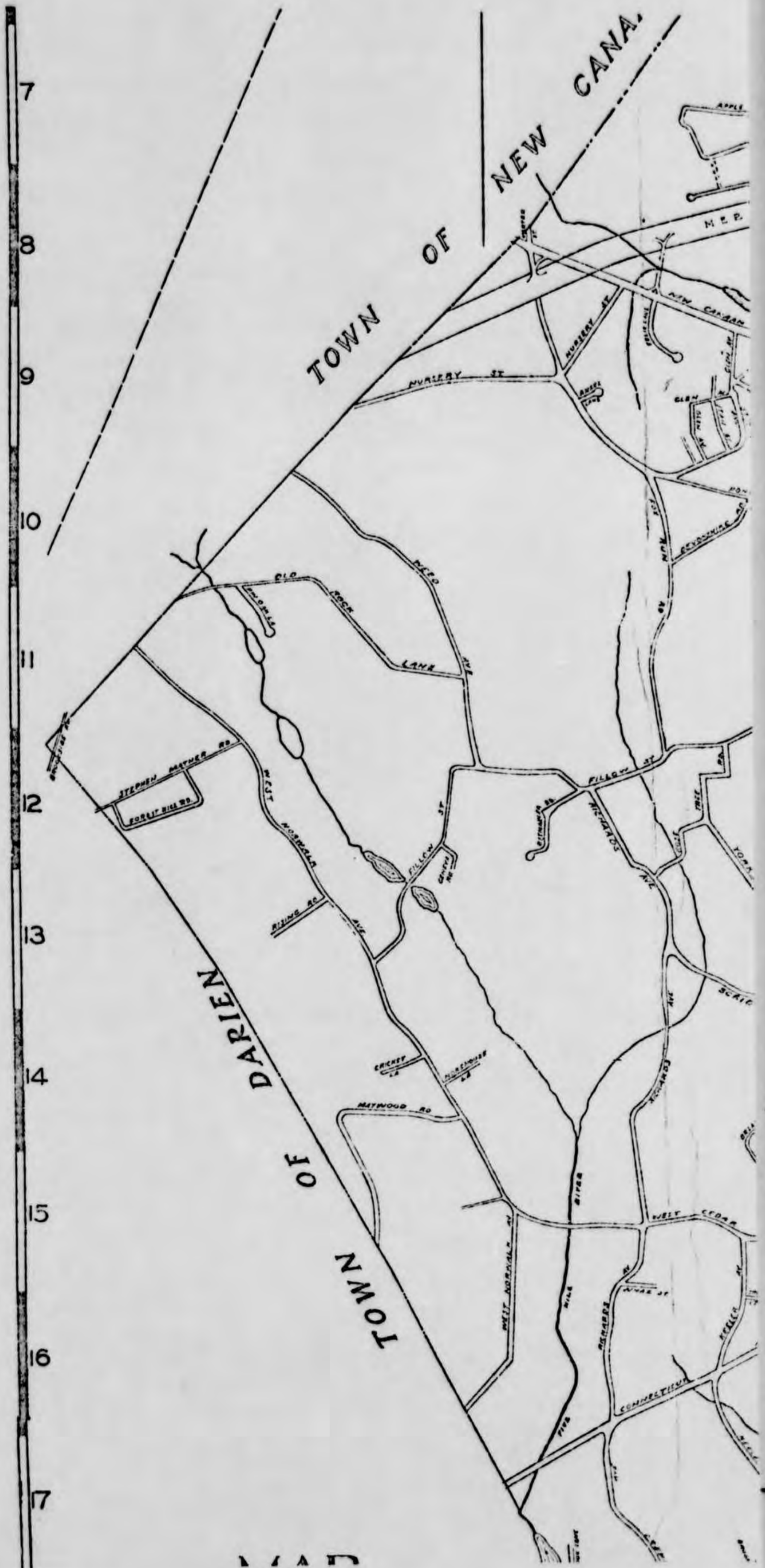




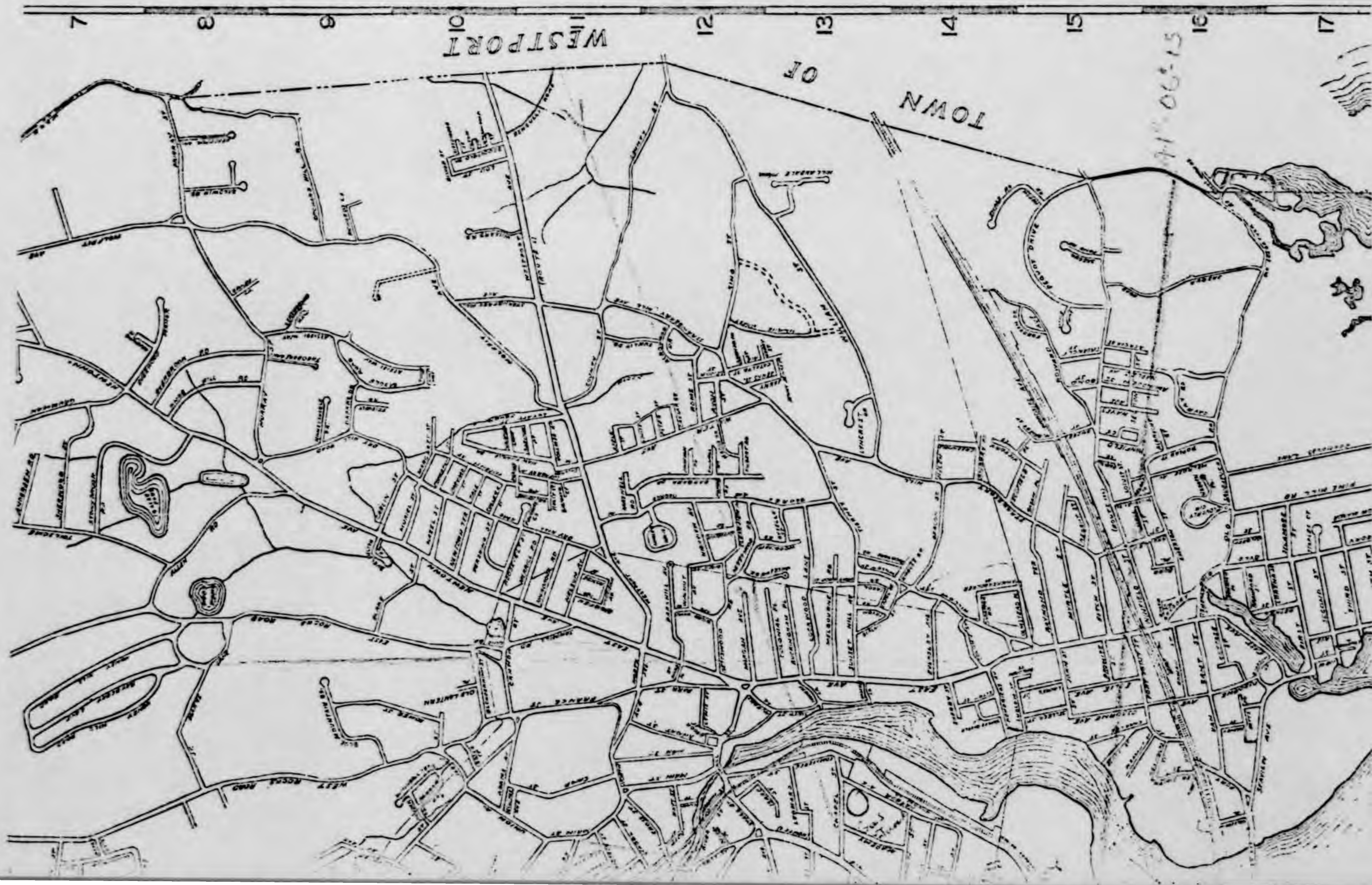
BLACKBERRY LANE 88
BLACKSTONE DR 19N
BLAKE ST 10N
BLUE MOUNTAIN RD 9N
BLUFF AVE 235-24E
BOND ST 15P
BOSSING PL 9L
BOUTON ST 10H-200
BRANFORD ST 16N
BRIAR ST 9VE
BRIDGE ST 15-0
BRICKWOOD RD 8H
BROAD ST 9J
BROADVIEW TER 11N
BROOK ST 12N
BROOKFIELD ST 10Q
BROOKLAWN AVE 15J
BROOKSIDE CT 17E
BROWN PL 24E
BRUSH ST 14K
BRYAN RD 22E
BUCKINGHAM PL 13N
BUDA ST 18H
BURBANK ST 17J
BURCHARD LANE 21F
BURLINGTON DR 9N
BURN PL 16N
BURNITT AVE 10K
BURNELL ST 20K
BUTLER ST 14L
BUTTERNUT LANE 6E
BUTTERNUT LANE 5L
BUTTSBALL TRAIL 10L
BYINGTON PL 14L
BYRD RD 13H
BYSELLE ST 13-0

CAESAR ST 12-0
CAMP ST 11L
CANFIELD AVE 10-0
CANNON ST 11W
CARDINAL ST 19J
CARLIN ST 10-0
CARLISLE ST 12H
CARLSON CT 15-0
CAROL DR 13N
CAROLYN CT 200
CARTER ST 8C
CATALPA ST 12P
CATHERINE ST 11K
CAVANAUGH ST 10W
CAYWAY RD 15P
CEDAR ST 15J
CEDAR CREST PL 15C
CECTERY ST 16N
CENTER AVE 10L
CENTER AVE EXT 9L
CENTRAL AVE 25C
CHAMBERLAIN AVE 20K
CHAMBERLAIN ST 13L
CHANNES ST 15W
CHATHAM DR 16G
CHESTER ST 11W
CHESTNUT HILL RD 1P-0P
CHESTNUT ST 19J
CHOLWILL ST 5-0
CHRISTY ST 13H
CHURCH ST 15H
CIRCLE ST 15W
CLARK ST 12L
CLARKSON DR 13K
CLAY ST 17J
CLEARVIEW AVE 12-0
CLEVELAND TER 17H
CLIFF ST 18H
CLIFFORD ST 21U
CLIFFVIEW DR 8H
CLINTON AVE 14H
CLOVER ST 24L
CLOVERLY CIRCLE 16-0
COCKERHOE AVE 20L
COLDSRING ST 12J
COLLEGE ST 10-0
COLONIAL PL 13N
COLONY ST 14H
COMBER DR 20-0
COMMERCE ST 13N
COMPASS RD 240
CONSTOCK HILL RD 6E-80
CONCORD ST 10J
CONNECTICUT AVE 14K-17C
COOK ST 240
COOLIDGE ST 12W
COSSITT RD 15F
COTTAGE ST 16N
COUCH ST 16H
COUNTY ST 11P-10N
COURTLAND PL 14K
COVE AVE 17N
COVENOOD DR 43J
COVLEE DR 15Q
CRANBURY RD 5P-0N
CRAN AVE 240
CREEPING HEMLOCK RD 5K
CRESCENT BEACH RD 25E
CRESCENT ST 10H
CRESCENT TER 16J
CREST RD 240
CRICKET LANE 14C
CRICKLEWOOD LANE 9W
CROCKETT ST 240
CROOKED LANE 24C
CROOKED TRAIL RD 21E
CROSS ST 14L
CROGAN AVE 16H
CULLIPP ST 210
CUTRONE RD 13H

DALE PL 16H
DAPHNE DR 9-0
DARIEN AVE 25C
DARROW ST 8K
DASHAM LANE 13H
DAVENPORT ST 11L
DAVIS ST 9J
DAY ST 17K
DEANE ST 200
DECKER ST 19H
DEEPWOOD LANE 20F







MAP
OF
THE CITY
OF
NORWALK
CONNECTICUT
1952

DEERWOOD CT 7P
DEERWOOD MANOR 8P
DEKLYN TER 250
DELFANE AVE 10K
DEPOT PL 10H
DEVON AVE 12J
DIDDLE ST 210
DISESA CT 11L
DIVERS LANE 13N
DICK RD 20J
DOORWOOD LANE 8J
DONOVAN ST 12K
DOWSON ST 10H
DOVER ST 12J
DREW RD 23H
DRY HILL RD 9-0 11H
DUBOIS ST 190

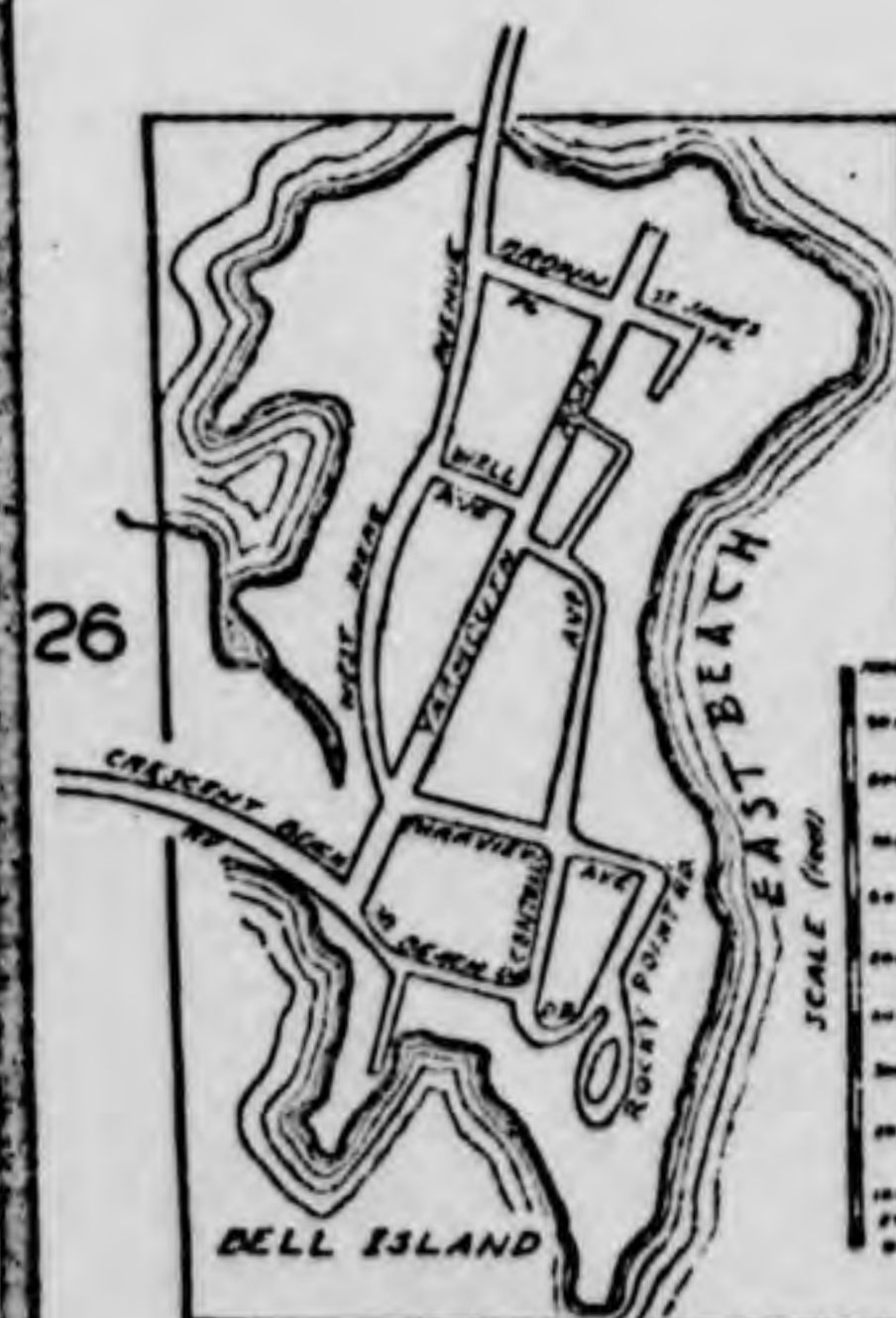
EAGLE RD 13H
EAST ST 10H
EAST AVE 11H-16H
EAST ROCKS RD 10H-4H
ECLIPSE AVE 11L
EDGEWATER PL 17H
EDGEWOOD ST 10H
EDITH LANE 7L
EDLIE AVE 10H
EDWARDS ST 10J
ELAINE ST 13H
ELIZABETH ST 17K
ELLEN ST 8P
ELLIOT ST 19H
ELLS ST 10H
ELM ST 13K
ELMCREST TER 14H
ELMWOOD AVE 16H
ELTON CT 14H
ELWOOD PL 12L
ELY AVE 10H-210
EMERALD ST 8J
EMERSON ST 16H
ENGLEWOOD RD 22E
EVERGREEN TER 19E
EVERSLEY AVE 14H

FAIR ST 11K
FAIRFIELD AVE 15J-16J
FAIRFIELD AVE 13J
FELIX LANE 90
FENNICK PL 16H
FERN ST 10T
FERRIS AVE 14H
FIELD ST 3-0 3P
FIFTH ST 10H
FILBERT RD 11F-13C
FOLLOW ST 13J
FIMLEY ST 17H
FIRST ST 12J
FISHMAN DR 15H
FITCH ST 16J-18D
FLAX HILL RD 17E
FLETCHER ST 22E
FLICKER LANE 14L
FLYNN'S LANE 12-0
FOLWELL RD 9E
FORDELL DR 14P
FORDHAM DR 12 K
FOREST ST 12A
FOREST HILL RD 10H
FORT POINT ST 10-0
FOURSONS CT 17H
FOURTH ST 10E-12E
FOX RUN RD 11H
FRANCE ST 10H
FRANCES AVE 8Q
FRANK ST 17J
FRANKLIN ST 10L
FREMONT PL 9-0
FRIENDLY RD 14J
FROST ST 7F
FULLMAN LANE 10-0

GARDEN PL 15J
GARFIELD ST 15J
BARNER ST 12C
GENOVA RD 12P
GENOA ST 110-130
GEORGE AVE 17J
GIBSON CT 16H
GILBERT ST 210
GILBERT ST 15P
GILLIES LANE 12J
GIRARD ST 10H
GLASSER ST 9E
GLEN AVE 10H
GLENKENNING ST 14H
GLENNWOOD AVE 4K-6L
GLOVER AVE 11L
GODFREY ST 8J
GOLD ST 16H
GOLDEN HILL ST 16L
GOLDSTEIN PL 16H
GOODSON ST 10H
GOODSON ST 8P
GOULD'S LANE 11H
GRAND ST 12J
GRANDVIEW AVE 20H
GRAYROCK RD 11-0
GREASCHAM AVE 22E
GREEN BLECH DR 14-0
GREENFIELD RD 7F
GREEN LANE 20L
GREENWOOD PL 16H-17H
GREGORY BLVD 19H
GREGORY CT 4K
GRIST MILL RD 10J
GROVE ST 2H-7P
GRIMMAN AVE 12P
GRINDLYN ST 13P
GYPSY ST 10G

HADIK PKWY 17G
HAMILTON AVE 17K
HANFORD PL 14L
HARBOR AVE 20H
HARBOR VIEW AVE 16H
HARRINGTON ST 10L
HARRIS ST 9H
HARRISON AVE 11H
HARTSON PL 23D
HARVARD ST 10-0
HARVEY ST 16H

FEET
0 100 200 300 400 500 600 700 800 900 1000
MILES
0 1/4 1/2 3/4 1 1 1/4 1 1/2 1 3/4 2



1951
1952
1953

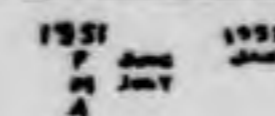
LONG



S O U N D

NORTH BRIDGE ST	19-0	PEACEFUL LANE	09	RED BARN LANE	3F	ST. JOHN ST	15H	SOSSE CT	10W	TINDALL AVE	10H	WEATHER BELL DR	20
NORTH MAIN ST	16K	PEARL ST	0J	REED ST	15K	ST. MARY'S LANE	0W	SOUNDVIEW AVE	17H-19E	TITO CT	16H	WEBSTER ST	10J
NORTH TAYLOR AVE	12K-13H	PENNYVER ST	22D	REGENT ST	15-0	ST. PAUL'S PL	12M	SOUTH ST	15H	TOD RD	7L	WEDD AVE	10H-12J
NORTH WATER ST	10K	PEQUOT DR	15Q	RENZULLI RD	11H	SALVATO CT	11-0	SOUTH BEACH DR	25E	TOLLSOME AVE	60-0H	WELL AVE	25E
NORTON PL	16H	PERRY AVE	5F-5H	RESERVOIR AVE	12J	SAMVIS ST	24E	SOUTH MAIN ST	17K-19H	TOLLES ST	17K	WENBOS GATE	7L
NORWALK AVE	25D	PERSHING ST	10W	REVERE AVE	6H	SAN VINCENT PL	19J	SOUTH SMITH ST	16M	TUNNETTA CIRCLE	19H	WEST AVE	13L-16H
NOSTROM RD	12H	PETER ST	12-0	REYNOLDS ST	16W	SARANAC ST	11J	SOANSON ST	8K	TUPPING LANE	18F	WEST CEDAR ST	15H
NOTTINGHAM PL	7K	PHILLIPS ST	14H	RHOONOLIA PK	14J	SARATOGA RD	14H	SPAR ROAD	19-0	TRACEY ST	11H	WEST COUCH ST	16H
NOYAK ST	10J	PINE ST	16K	RICHARDS AVE	12D-15D	SASQUA RD	16P	SPICEWOOD RD	17Q	TRIANGLE ST	15P	WEST COWEN ST	13J
NURSERY ST	9C-9D	PINE HILL RD	17-0	RICHARDS LANE	9G	SASQUA POND RD	15Q	SPITZER CT	15E	TRINITY PL	16J	WESTEND RD	13H
NUTMEG PL	10W	PINE POINT TER	25D	RICHARDSON AVE	12H	SARWILL RD	11H	SPLITROCK RD	20J	TRUMAN ST	13J	WEST MAIN ST	17L
		PIN OAK LANE	11H	RICHMOND HILL RD	16H	SAXON PL	15P	SPRING ST	17J	TRYON RD	13H	WESTMORE AVE	25E
		PLATT ST	13W	RICHMOND RD	24D	SCHOOL ST	14L	SPRINGDALE CT	11H	TUTHILL AVE	24E	WEST NORWALK AVE	11A-18H
		PLATTSVILLE AVE	10J	RIDGE ST	10H	SCOTTFIELD PL	15-0	SPRING HILL AVE	10H-12E	TWILIGHT PL	20L	WESTON AVE	25E
		PLEASANT ST	16H	RIDGEWOOD AVE	22E	SCOTT ST	6-0	SPRUCE ST	13J	TWIN LEDGE RD	13P	WESTPORT AVE	16B-12H
		PLYMOUTH AVE	10H	RIDGEMONT AVE	22E	SCOTT ST	13E-17H	STAMFORD AVE	20D			WEST ROCKS RD	3L-10H
		PODGANY ST	18H	RIMMON ST	23H	SEABRIDGE AVE	20K	STANLEY ST	16H			WEST VIEW LANE	17F
		PODWORE ST	18H	RICHARD ST	19H	SEABREEZE PL	17H	STAPLES CT	17H			WEST WASHINGTON ST	16J
		POINT PL	23H	RISING RD	13H	SEAVIEW AVE	18H	STATE ST	17J	UNION AVE	10L-11L	WHITEOAK RD	11F
		POINT RD	23H	RIVER DR	16H	SEASIDE PL	17H	STEAMBOAT PL	17K	UNION PK	13H	WILBUR ST	18H
		POND ST	23D	RIVER RD	4F	SECONO ST	4H-6J	STEPHEN WATNER RD	12A	UPLAND CT	18F	WILMERE LANE	11-0
		PONTUS AVE	10H-0H	RIVER ST	12L	SEIR HILL	15P	STEVENS ST	14J			WILWOOD LANE	5F
		POPLAR ST	15-0	RIVERSIDE AVE	10J-12K	SELDON ST	15P	STYLES AVE	9E			WILLARD RD	10Q
		POSSUM LANE	20F	RIVERVIEW DR	8H	SELLECK ST	15H	STONEBROOK RD	7-0			WILLIAM ST	12H-13H
		POWELL CT	14K	ROBBING SQ	19Q	SENGA RD	13J	STRABERRY HILL AVE	10P-15H	VAIL ST	9H	WILLOW ST	14H
		PRICE AVE	15H	ROCHELLE RD	17F	SEVENTON AVE	15K	STUART AVE	12H-15J	VALLEY PL	15J	WILSON AVE	19J-22F
		PRINCETON ST	10-0	ROCKLAND RD	20H	SEYMOUR ST	17H	SUMMIT AVE	11L	VAN BUREN AVE	13K	WILTON AVE	11L-12L
		PROSPECT ST	13H	ROCKWELL RD	23H	SHADYBROOK LANE	23H	SUNCREST RD	16H	VANDERBILT AVE	20E	WINDSOR PL	18H
		PROBETT ST	15H	ROCKWELL DR	15J	SHAGBARK RD	10Q	SUNLIT DR	15Q	VAN NISS ST	12H	WINFIELD CT	15D
		PULASKI ST	9J	ROCKWELL DR	25E	SHAW AVE	20H	SUNSET HILL AVE	12P	VAN TASSELL CT	10H	WINTER ST	15C-15H
		PUTNAM AVE	15H	ROCKWELL DR	16H	SHEEHAN AVE	19E	SUNTHROP ST	13H	VAN ZANT ST	16H	WINTHROP ST	19E
				ROLAND AVE	18H	SHEFFIELD RD	6-0	SWALE RD	24D	VEND CT	17J	WITCH LANE	22C-22H
				ROME ST	12-0	SHEPPARD ST	19H	SYCAMORE ST	15Q	VICTORY CV	15-0	WOLFPIE AVE	7H-11H
				ROOSEVELT ST	11H	SHERIDAN ST	19H	SYLVAN AVE	8R	VILLAGE RD	21H	WOOD ST	17J
				ROSCOE ST	11H								

INDIAN SPRING RD	22c
INDIANA PL	18w
INDALLS AVE	20w
INGLEISDE AVE	11w
ISAAC ST	13L
ISLAND DR	100
IVY PL	15a



LAFAYETTE CIRCLE	14K
LAKE ST	10N
LAKEVIEW DR	9H
LAKEVIEW DR EAST	9J
LAKE RD	10N
LAKESIDE ST	18J
LAURA ST	18H
LAUREL ST	15W
LAWN ST	19E
LAWRENCE ST	10K
LEATHERWOOD RD	8P
LEDGE RD	21E
LENDX AVE	19B
LEONARD ST	13L
LEVINE ST	12J
LEWIS ST	12W

WACK ST	18L
WADISON ST	17J
WADSWORTH AVE	14J
WAIN ST	3L-12W
WAPLE ST	12J
WAPLEWOOD TER	9K
MARGARET ST	10-B
WARRION AVE	10W
WARRSHALL ST	10K
WARRVIN ST	10-B
WATHIAS CT	9K
WAURICE ST	12-P
WAWELL RD	12-B
WAYWOOD RD	14B
WCALLISTER AVE	18Q
WCLINTOCK ST	10R
WCKENORY CV	21B
WCKINLEY ST	23D

NAPLES AVE	15P
NARABAKE AVE	20K
NASH PEAK	140
NATHAN HALE DR	230
NELSON AVE	11W
NEPTUNE AVE	20R
NEW CANAAN AVE	80-100
NEW ST	17W
NEWFIELD ST	11W
NEWTOWN AVE	40-100
NEWTOWN TER	10W
NOAH'S LANE	6W
NOLAN ST	11W
NORFOLK DR	18Q
NORMAN AVE	18W
NORTH AVE	11W

PAPP ST	12N
PARADISO ST	19N
PARALLEL ST	10M
PARK ST	12N
PARKHILL AVE	12N
PARKVIEW AVE	25E
PARTRICK AVE	60-7P
PATCHEN ST	10N
PAYMEN ST	10H

RAILROAD AVE	17W
RAINBOW RD	10L
RAMPART RD	10P
RANDON RD	10L
RANGE RD	21E
RAYMOND LANE	17-4
RAYMOND TER	13W
RAYMOND ST	17W

L O N G

I S

22 JAN 1952

NORWALK, CONN.

OTHER (PSTC/PLC/CLC/CLN)

UNCLASSIFIED

SECURITY CLASS

TION (If any)

DISPOSITION FORM

UNCLASSIFIED

FILE NO.

SUBJECT

(Unclassified) Material for Project Blue Book

TO Chief, Air Technical
Intelligence Center
Wright-Patterson AFB
Ohio

FROM Dept of the Air Force
Hq USAF - AFON

DATE NOV 12 1952

COMMENT NO. 1

Maj Fournet/dbv/71379

1. Inclosures were received from the Director of Special Investigations, this Headquarters and are for your information and retention.

2. A fourth report, file 24-8-41 from OSI DO #17 dated 8 Oct 52 and regarding a sighting at Tucson, Arizona on 2 Sep 52 by a USAF M/Sgt, was not forwarded since you were indicated as the action addressee by the originator and should have received a copy direct.

3 Incls

1. AIIR, Form 112, dtd 9 Oct 52
2. AIIR, Form 112, dtd 15 Oct 52
3. Ltr fr DO #2, dtd 16 Oct 52

WILLIAM A. ADAMS

Colonel, USAF

Chief, Topical Division

Deputy Director for Estimates

Directorate of Intelligence, DCS/O

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

7-3710-42

(CLASSIFICATION)

COUNTRY United States	REPORT NO. 24-0-164	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT EXORCIST		
AREA REPORTED ON NORWALK, CONNECTICUT	FROM (Agency) DO #2, OSI (IG) 67 Broad St., New York, N.Y.	
DATE OF REPORT 13 Sept 1952	DATE OF INFORMATION 22 January 1952	EVALUATION
PREPARED BY (Officer) NEWTON HANFELDT	SOURCE [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5, Hqs, Dept. of A.F., dated 29 April 1952		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)		

1. On 25 August 1952, the 1st OSI District Detachment at Hartford, Connecticut, was contacted by the New Haven Field Office, Federal Bureau of Investigation, concerning a phone call from Mrs. [REDACTED], Norwalk, Connecticut. Mrs. [REDACTED] advised that she possessed information concerning the sighting of an unconventional aircraft which she would divulge only to the proper authorities.

2. Mrs. [REDACTED] was contacted telephonically on 25 August 1952, and advised that on 22 January 1952, she had sighted some unidentified object which she desired to report at this time to USAF authorities. When queried as to the reason for the delay in reporting this information, [REDACTED] disclosed that she felt she would be ridiculed if she had reported the sighting at the time of occurrence.

DETAILS:

AT NORWALK, CONNECTICUT

3. On 8 September 1952, Patrolman WILLIAM CARPENTER, Clerk of Records, Norwalk Police Department, Norwalk, Connecticut, advised a search of their files failed to reveal any record pertaining to Mrs. [REDACTED].

4. On 8 September 1952, a review of the Norwalk City Directory indicated that [REDACTED] and [REDACTED] reside at [REDACTED], Norwalk, Connecticut. [REDACTED] is listed as a Postal Clerk, Norwalk Post Office.

5. On 8 September 1952, Mr. [REDACTED], Postal Clerk, Norwalk Post Office, residing at [REDACTED], Norwalk, Conn., advised on interview that he has known [REDACTED] and his wife, [REDACTED], for about ten (10) years, and regards them as honest, trustworthy, loyal, and dependable people.

6. On 8 September 1952, Mr. [REDACTED] Postman, who has delivered mail to the [REDACTED] residence at [REDACTED], stated that he regards the [REDACTED] as honest, reliable people. [REDACTED] stated that [REDACTED] is a local girl who is considered "high hat", but is otherwise all right in every way.

2 INCL. (1n quad)

1. Map
2. Drawing

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

Hq OSI - 4
File - 2

UNCLASSIFIED

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
DO#2, CSI (IG) 67 Broad St., New York, N.Y.	24-0-161	2	5	

7. On 8 September 1952, Mr. [REDACTED], Norwalk, Connecticut, stated on interview in the absence of his wife, Mrs. [REDACTED] that he could offer no details of the sighting which his wife reported to him on the night of 22 January 1952, but stated that he has every reason to place credence in her report.

8. On 8 September 1952, Mr. V. P. BROSOAKAS, Assistant Personnel Manager, Remington Rand, Inc., Wilson Avenue, Norwalk, Connecticut, advised that records reflect that Mrs. [REDACTED], born 3 April 1925, place not indicated, residing at [REDACTED], Norwalk, Conn., has been employed with this concern since 28 March 1951 doing "simple assembly of electrical and mechanical devices." Mr. BROSOAKAS stated that Mrs. [REDACTED] employment is satisfactory, that she has been rated "good" by two (2) former supervisors, that she normally gets along well with others. Mr. BROSOAKAS stated that he has known Mrs. [REDACTED] since her employment, and has learned that when she was a youngster she either had a brain tumor or an injury to her brain which necessitated an operation. After the operation there was a "decided change in her for the better." As a result of this history, under emotional stress or strain she "flies off the handle", and becomes "difficult to talk to." Under normal conditions Mrs. [REDACTED] was described as a "very pleasant girl, good worker, intelligent"; when provoked she is "loud, belligerent, strongly opinionated. Mr. BROSOAKAS stated that he knew of no reason to question Mrs. [REDACTED] veracity. Also contained in [REDACTED] personnel file is the following information concerning her background: six (6) years Elementary School; two (2) years Junior High School; four (4) years High School; one (1) year Merrill Business College; Art Courses for three (3) summers; studied at Silver Mine Guild (Art School). The Plant Medical Examiner, Dr. McMAHON, noted that he [REDACTED] " Nothing further was learned.

9. On 8 September 1952, Mr. SALEM S. SHAPIRO, Director of Planning, City Planning Commission, Norwalk, Connecticut, provided the 1952 edition of the Map of the City of Norwalk, Connecticut, and the geodetic coordinates of the Norwalk Hospital area, appended to this report as an inclosure. The geodetic longitude is approximately 73° 25' 30" and the latitude 41° 06' 30".

10. On 8 September 1952, Mrs. [REDACTED] residing at [REDACTED], Norwalk, Connecticut, stated on interview that she was born and brought up in Norwalk, Connecticut. Mrs. [REDACTED] has a five (5) year old daughter and a two (2) year old son, and lives at this address with her husband and her mother. Mrs. [REDACTED] related, in substance, the following information concerning what she had observed: At about 1730 hours, 22 January 1952, [REDACTED] left her home at [REDACTED], Norwalk, Conn., and drove alone in the family car, a light gray two (2) door, 1940, Oldsmobile Sedan, to buy milk at the Mill Market on the Southeast corner of Stevens and Stuart Avenues. (Mrs. [REDACTED] told the remainder of this account from the driver's seat of her car, returning to the location of the sighting). She stated that she was in the store for ten (10) or fifteen (15) minutes, after which she got back into her car and proceeded east along Stevens Avenue. She said the night was "dark, clear, and dry", "a lovely crisp night." She stated that she did not believe there was a moon; that the sky was very black and the streets lonely; that there "was not much traffic because most people were probably eating." The informant stated that as she arrived at a point west of Woodbury Avenue on Stevens Avenue, which is at the top of the Stevens Avenue Hill, she saw "lights" for the first time. There were no other vehicles, no bicycles, no busses, on the street. There was one (1) street light burning on the south side of Stevens Avenue. Interviewee stated that she looked through the rear view mirror, checked for reflections on the venti-pane, and was unable to determine the origin of the light. Mrs. [REDACTED] stated that she saw

UNCLASSIFIED

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) DO#2, OSI (IG) 67 Broad St. New York, N. Y.	REPORT NO. 24-0-164	PAGE 3 OF 5 PAGES
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reflections on her windshield and then what appeared to be a "pair of headlights", "like a pair of headlights, only it was faint." She stated that they were just "clear enough to be distinguished." The observer stated she stopped her car and kept "staring at the lights." At that time of year, it was pointed out, there was no foliage, and she could see through the barren branches of the trees. The lights were located at about ten (10) o'clock on the windshield and were coming from a point on the horizon "as far as the eye can see." "They were approaching me in a straight line from the left of the gas tank." (The gas tank is a storage tank for the Connecticut Light and Power Gas Company on Harbor Avenue and Chapel Street, Norwalk, Conn.). Mrs. [redacted] stated that in January the new hospital wing was not yet constructed, and that the lights were visible just to the right of the hospital. The lights were allegedly "as large as traffic lights look at a distance of fifteen (15) or twenty (20) feet, only these were white." Mrs. [redacted] stated that she was "amazed at the rapidity of its motion." She stated that she permitted the car to roll down hill, inching along at three (3) to five (5) miles per hour, until she arrived at the Brush Street triangle in line with the sign post, where she stopped the car in the middle of the road. Mrs. [redacted] advised that she had moved in order to keep the "thing" in view. Mrs. [redacted] stated that she normally does not wear glasses, but that she happened to be wearing her "rest glasses" which she requires for "close work at Remington Rand." She stated that, at this juncture, she slid the glasses down her nose and peered over them, following the "thing" with her eyes. "It had come to a gradual stop", and, until it had slowed down, the interviewee stated that she had seen nothing but the two (2) headlights. The headlights were further described as emitting great brilliance, "like searchlights, only there was no diffusion." Mrs. [redacted] stated that the lights which had come from the East, flying in a straight course West, changed their direction and turned toward the South. She added that the "ship" flew at a slow speed from just North of Stevens Avenue, and then travelled across Stevens Avenue, and "hung in mid-air over the Armory building" located at the Southwest corner of Connecticut and Stevens Avenues, or between one (1) and two (2) o'clock on her automobile windshield. The informant stated "it's big—terribly big", and that she could see the "top of the ship" as it travelled across her path. In answer to questions posed in an attempt to establish altitude, Mrs. [redacted] stated the object was low enough to be seen with the "aid of the reflection from the light from Norwalk and South Norwalk business districts." She stated that she was only able to judge the height at approximately that of "four (4) telegraph posts." At this altitude she remarked, "It's the most beautiful piece of mechanism I have ever seen—it's out of this world." "I would not call it a Flying Saucer—I would call it a 'ship'." She continued by stating that it is "dome-shaped, perfectly smooth, flat on the bottom, perfectly round on top"; "it is the color of dull stainless steel"; its height is that of a two (2) family house"; "as far as its circumference is concerned, it was about eighty (80) or ninety (90) feet wide." Mrs. [redacted] stated she saw the "center of the top of the ship" as it travelled across her path, and that altogether, from the time she first sighted the ship, about eight (8) or nine (9) minutes elapsed. She said that she "watched for five (5) or six (6) minutes" while she was stopped in the middle of the road. From the "side view", Mrs. [redacted] stated there was a "beautiful band of white light." The band of light was about ten (10) feet high and extended from one end of the ship to the other, and was horizontal and circumferential. The band was located about ten (10) feet above the base of the ship, and above the band there was about another twenty (20) feet of metal to the top of the dome. Mrs. [redacted] stated that the band was transparent, and that she could see "a vast amount of machinery inside." The machinery was in the center of the ship, and "reached the very top of the dome." The interviewee stated "I would say that about six(6) men could walk shoulder-to-shoulder around the ship between the machinery in the center and the glass encasement on the outer edge." The machinery was described as being of the same metallic substance as the fuselage,

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"dull finished stainless steel." Mrs. [REDACTED] advised that she "saw nothing in it move" and "saw no one in it", but that she had the "feeling of being watched." She stated that she "had a peculiar sensation of no fear"; that she was "boundlessly fearless"; that had it landed she would have approached it. The observer further described the light from the inside of the ship as "indirect", that it was "soft"; and that she could not tell its source. There was only one red tail light visible from "inside the ship." Mrs. [REDACTED] stated the red tail light was one-fourth (1/4) the size of the headlights. The tail light was located a "few feet" below the top of the band of light, and was "inside the ship." The headlights, on the other hand, were located in the middle of the band of light, and were "flush" with the outer shell. Mrs. [REDACTED] stated that "at no time did any of these lights blink"; "it did not make a sound at any time." The informant had this to say about the bottom of the ship: "That is a work of art." The bottom had no lights. It was composed of a flat surface completely covered with a "very definite pattern of lines too highly intricate to accurately describe." These lines were "angular"; "not all alike"; "differently shaped"; "all the same size"; "all very evenly spaced." These pieces of angled metal were also made of the same "dull stainless steel." Mrs. COOK stated that she was unable to see any bolts, joints, doors, or landing gear. After hanging in mid-air, motionless, for about five (5) or six (6) minutes, it moved slowly at the same altitude, travelling parallel to Connecticut Avenue toward Long Island Sound. The observer stated that it went out of sight over the hill which rises up and completely obstructs visibility. The object allegedly flew at an altitude so as to be on a level with the middle of the trees on top of the Elmcrest and Connecticut Avenues Hill. Mrs. [REDACTED] stated that she did not see it any more that night. Mrs. [REDACTED] stated that the ship left no vapor trail, and apparently had no exhaust system. The ship had no propellers, no holes, and travelled "faster than anything I have ever seen." Mrs. [REDACTED] stated that she had observed the foregoing through the windshield of her automobile, at all times; that the motor was running, and the lights of her vehicle were burning. No optical or electronic equipment was used, and she did not get out of the car. Mrs. [REDACTED] stated that she possessed no physical evidence of this sighting; that, to her knowledge, no photographs were taken; and that, to her knowledge, there were no witnesses. After the object departed, Mrs. [REDACTED] stated that she went home immediately to check on the time; it was 1605 hours, Eastern Standard Time on her arrival at [REDACTED], Norwalk, Connecticut. Mrs. [REDACTED] estimated that the ship was observed by her from approximately 1750 to 1800 hours, 22 January 1952. The informant stated that she told her mother about her experience immediately and, later that evening when her husband came home from work, she told him. The next day she repeated the story to her supervisor at Remington Rand, and subsequently to the company engineers. Mrs. [REDACTED] stated she could see that the account was not being well received, and did not give them too many details. A week later, at about 1500 hours, Eastern Standard Time, 29 January 1952, Mrs. [REDACTED] saw the "thing" again, travelling at a "terrific rate of speed", while she was sitting on the couch in Remington Rand's Research Laboratory Rest Room, Department 31, second floor, at Wilson Avenue, in Norwalk, Connecticut. The object was allegedly seen through the window, which has an Eastern exposure, and was flying a course the "shape of an arc." Mrs. [REDACTED] stated that having seen it before, she recognized it immediately, and that it went by so fast that she "didn't dare mention it to anyone in the Rest Room." The informant stated that it was flying at a distance to appear to be the size of a "nickel" coin, and was flying at the altitude of conventional aircraft. Mrs. [REDACTED] stated that she is familiar with the silhouettes of "helicopters, dirigibles, seaplanes, transports, fighters, and flying advertisements", but that this was entirely different, and that she was "quite able to distinguish one from the other."

11. On 8 September 1952, Mrs. [REDACTED], Norwalk,

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Connecticut, mother of Mrs. [REDACTED], stated that about three (3) days after her daughter had seen the object at close range, that she saw from the kitchen window, due west of [REDACTED], a streak of light "about a foot long" and "two (2) inches wide." This line blended into the darkness and was not a distinct, sharply defined light. Mrs. [REDACTED] stated that it was "going so fast that it disappeared as though someone had drawn a curtain." The informant stated that she was not able to see anything but the light, that was "like a big cigar, only thicker" or "like a large neon tube travelling across in the dark." The light was allegedly travelling from north to south "a little above the horizon", at a great distance. Mrs. [REDACTED] stated she heard no sound, and saw no vapor trail. Mrs. [REDACTED] advised that the night was clear and the stars were shining. After observing that the light did not blink as do conventional aircraft lights, Mrs. [REDACTED] called her daughter's attention to the object, which was gone before she could get to the window. Mrs. [REDACTED] affirmed that she was certain it was not a "falling star", because she is familiar with them. Neither Mrs. [REDACTED] nor Mrs. [REDACTED] have seen anything unusual or related to the incidents since the January, 1952, sightings.

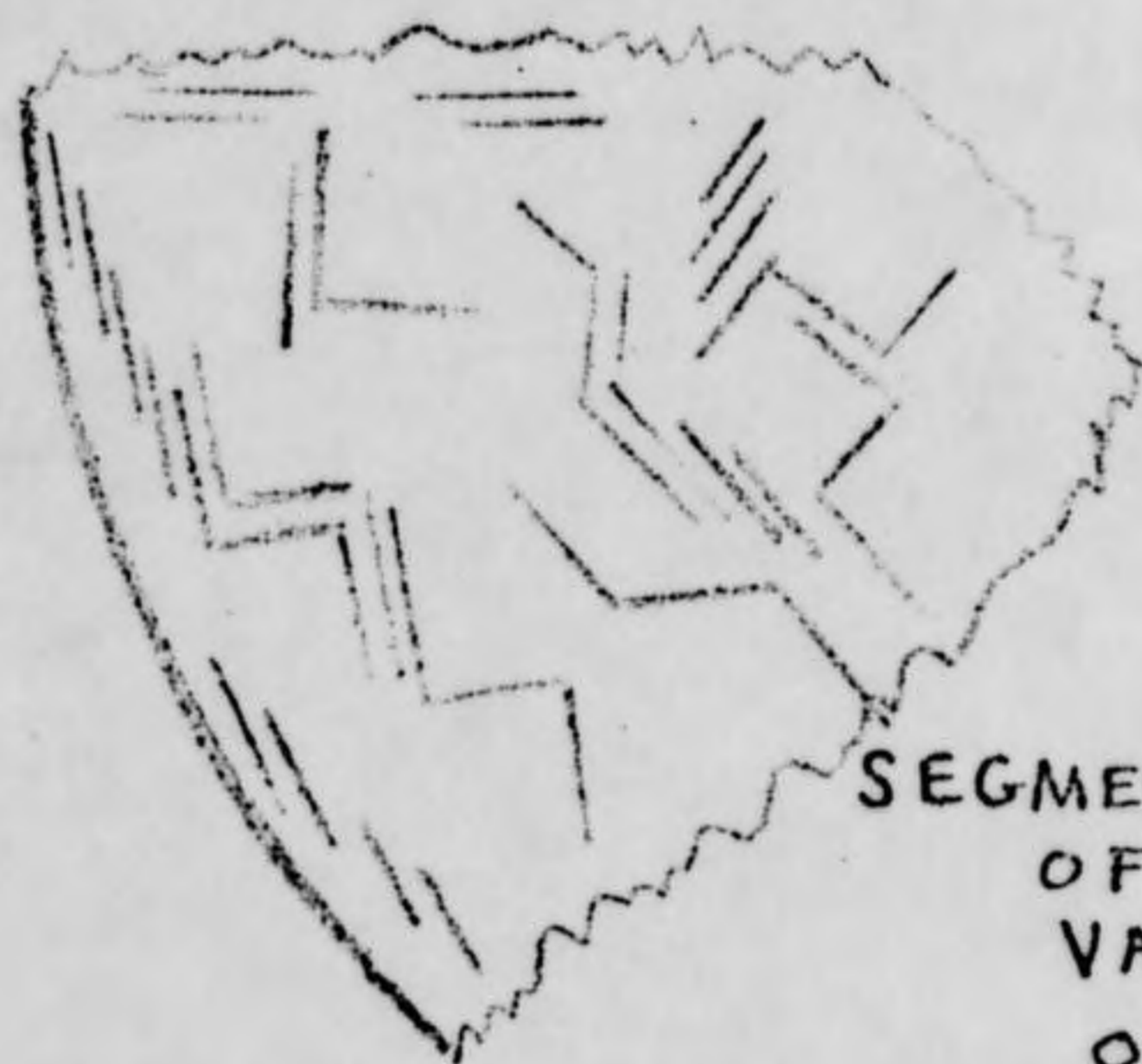
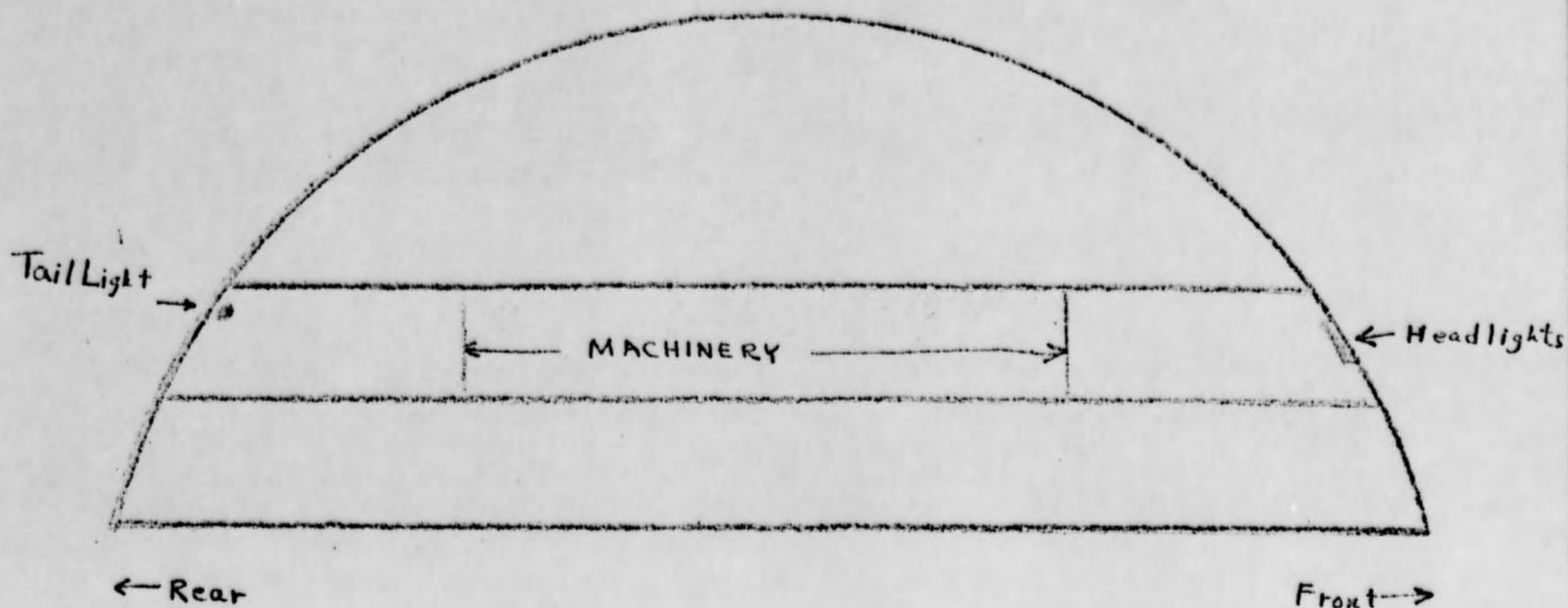
12. Attached as inclosures are a drawing of object, prepared by Special Agent of this office, as described by Mrs. [REDACTED] and a map of the City of Norwalk, Connecticut, showing course of unknown object.

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SEGMENT OF BOTTOM
OF SHIP INDICATING
VARIOUS DIRECTIONS
OF "LINES" REFERRED
TO BY Mrs. [REDACTED]

ACADEMY ST	15P
ACORN LANE	13L
ADAMS AVE	20P
ADAMS LANE	11M
ADAMSON AVE	4H
AIREN ST	20N
ALBRECHT CT	9H
ALDEN AVE	10-0
ALLEN ROAD	10H
ALVILLO AVE	8H-9B
ALPHEGO DR	15H
ALVIN DR	12P
AMBLER DR	5P
AMUNDSEN ST	14N
ANCHOR RD	15P
ANDERSON RD	25B
ANGEL LANE	7-0
ANN ST	100
ANSON RD	10H
APPLE ST	9E
APPLE TREE LANE	11-0
ARCH ST	7E
ARLINGTON ST	13H
ARIZO LANE	10H
ARISTO JAY	20D
AUBURN ST	9P
AUSTIN ST	10H
AUTUMN ST	11H
AVENUE A	10H
AVENUE B	10H
AVENUE C	100
AVENUE D	100
AVENUE E	100
AVIATION CT	12P
AVON ST	80
BALDWIN RD	20H
BANKS CT	10J
BANKS ST	120
BARBARA DR	23D
BARCLAY CT	7L
BARJUNE RD	11U
BARNUM AVE	9H
BARTLETT AVE	10H
BARTLETT MANOR	17J
BATES CT	19K
BAXTER DR	7H
BEAVER LANE	4H-4L
BEAVER ST	10J
BEAVER AVE	100
BEACH AVE	14H
BEACON ST	11H
BLAU ST	170
BEAUFORD RD	13K
BEDFORD AVE	80
BELAIR RD	12K
BELDEN AVE	12L
BELDEN PL	9E
BELFORD RD	18J
BELLE AVE	200
BELMONT PL	13H
BENEDICT ST	13L
BERKELEY	77N
BETHEL ST	12D
BETHLEHEM RD	16M
BETTS PL	12N
BLETTSWOOD RD	11J
BEVERLY PL	12H
BIRCH ST	90
BIRCHSIDE DR	100
BISHOP ST	8F
BISSELL RD	22E
BITTERSWEET TR	80
BLACKBERRY LANE	19N
BLACKSTONE DR	10H
BLAKE ST	9H
BLUE MOUNTAIN RD	23G-24E
BLUFF AVE	15P
BOND ST	9L
BOSSING PL	18H-20Q
BOUTON ST	16N
BRANFORD ST	10E
BRIAR ST	15-0
BRIDGE ST	6H
BRIERWOOD RD	9J
BROAD ST	11H
BROADVIEW TER	12M
BROOK ST	10Q
BROOKFIELD ST	15J
BROOKLAWN AVE	17E
BROOKSIDE CT	24E
BROWN PL	14K
BRUSH ST	22E
BRYAN RD	13H
BUCKINGHAM PL	10H
BUDA ST	17J
BURBANK ST	21F
BURCHARD LANE	9H
BURLINGTON DR	16N
BURN PL	10K
BURNETT AVE	20K
BURRELL ST	14L
BUTLER ST	6E
BUTTERNUT LANE	5L
BUTTONBALL TRAIL	10L
BYINGTON PL	14L
BYRD RD	13H
BYSELLE ST	13-0
CACIAR ST	12-0
CAMP ST	11L
CANFIELD AVE	19-0
CANNON ST	11M
CARDINAL ST	19J
CARLIN ST	10-0
CARLISLE ST	12H
CARLSON CT	15-0
CAROL DR	11H
CAROLYN CT	20D
CARTER ST	8C
CATALPA ST	12P
CATHERINE ST	11H
CAVANAUGH ST	10H
CAVAY RD	16P
CEGAR ST	10J
CEGAR CREST PL	10C
CECTERY ST	16H
CENTER AVE	10L
CENTER FIVE EXT	9L
CENTRAL AVE	25C
CHAMBERLAIN AVE	20K
CHAMBERLAIN ST	13L
CHAMBERLAIN ST	15M
CHATHAM DR	100
CHESTER ST	11H
CHESTNUT HILL RD	1H-6P
CHESTNUT ST	10J
CHOLLA ST	5-0

