

PROJECT 10073 RECORD CARD

1. DATE 15 February 1954		2. LOCATION Greenville, North Carolina		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical Meteor ☒ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 16/0200Z (Night)		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE civilian			
7. LENGTH OF OBSERVATION 10 seconds		8. NUMBER OF OBJECTS one		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Solid ball with parallel tails - brilliant orange color				11. COMMENTS Fireball meteor with some error in time.	

AERONAUTICAL CHART SUPPLY

To insure that the charts have the latest information available, U. S. Naval Aeronautical Charts are revised at six-month intervals. The Aeronautical Chart Supply is published at six-month intervals.

Charts are available in check the Set Dates of Latest Prints on orders with authorized agents.

CIVIL CHART SUPPLY

Authorized agents throughout the United States have been designated to receive orders and deliver charts to the Civilian Market. The charts may also be obtained from the Director, U. S. Coast and Geodetic Survey, Washington, D.C.

MILITARY CHART SUPPLY

(Pub. AF No. 5-1)

U. S. Army, Navy, and Air Force charts are published by the Aeronautical Chart and Information Center, and are available to the military through the U. S. Army, Navy, and Air Force. A Bulletin is also published twice monthly, which contains information on the status of charts, including new charts, revised charts, and charts in preparation.

1. Description

The Aeronautical Chart Supply is a publication of the U. S. Coast and Geodetic Survey, which contains information on the status of charts, including new charts, revised charts, and charts in preparation. The charts are published by the Aeronautical Chart and Information Center, and are available to the military through the U. S. Army, Navy, and Air Force. A Bulletin is also published twice monthly, which contains information on the status of charts, including new charts, revised charts, and charts in preparation.

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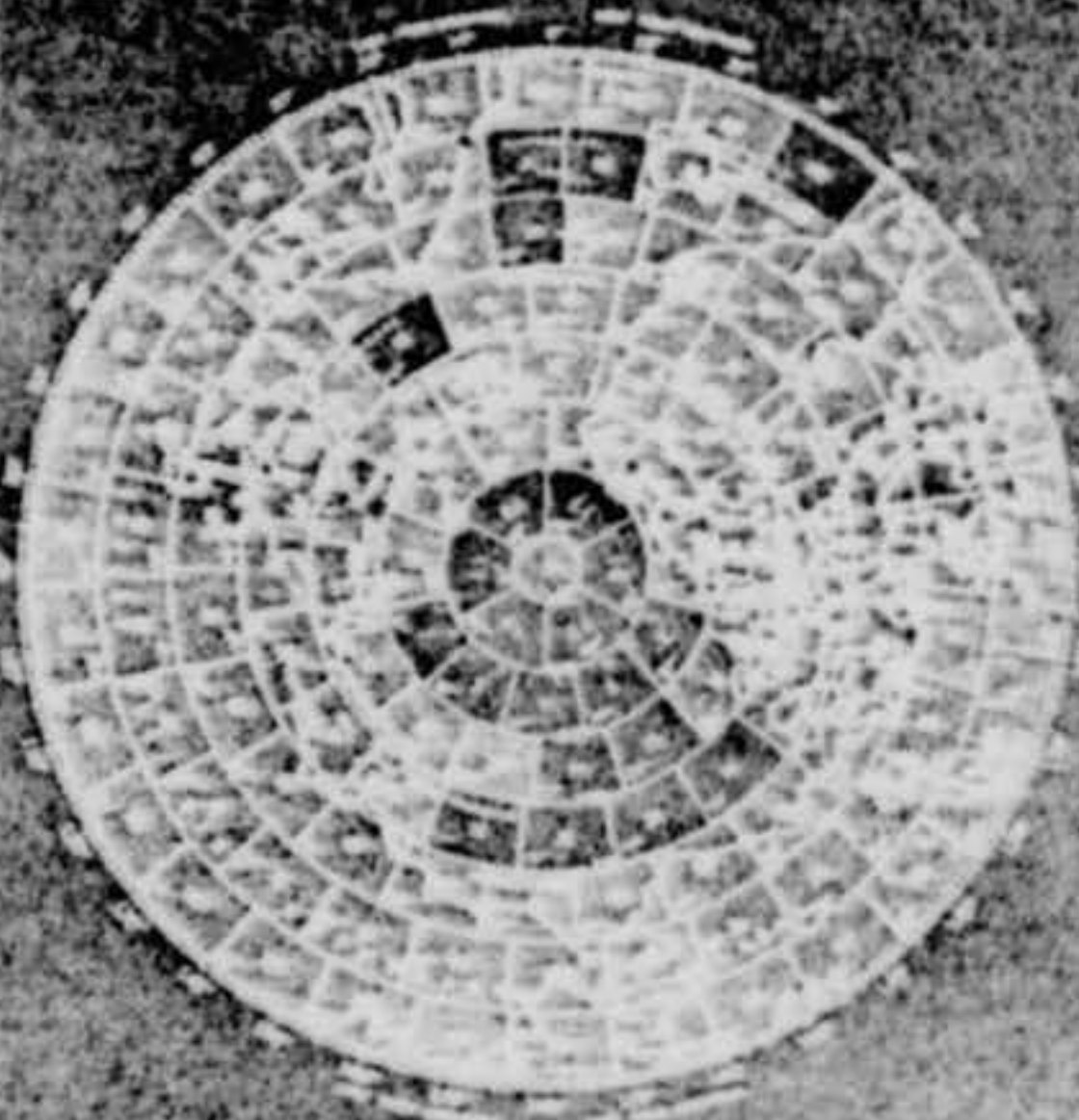
CORRECTION INSTRUCTIONS

1. The Coast and Geodetic Survey is making every effort to furnish the user with accurate charts. The user will naturally make in this effort by marking corrections of information, including, but not limited to, changes in depth, soundings, etc., on the face of the chart. The user should use the "Standard" form for marking corrections, which is available from the Coast and Geodetic Survey.

- Mark corrections on face of chart or under transparent paper.
- Fold chart along regular fold lines but with care.
- Make an extra fold along dotted line and staple at point as marked.
- Fill in the return address and drop the chart in any U. S. mail box. Storage is not required.

Remarks:

NORTH POLAR AREA



SOUTH POLAR AREA



AERONAUTICAL SYMBOLS

AERODROMES

Symbol	Description	Symbol	Description
○	Day	○	Light
●	Night	○	Light
○	Day	○	Light
●	Night	○	Light

AERODROME DATA

AND CARRYING CAPACITY

Chart No.	Location	Remarks	Remarks
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10

OFFICIAL BUSINESS
PERMIT NO. 1000

To
The Director
U. S. Coast and Geodetic Survey
Washington, D. C.

U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 405

NO.	NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
1515	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1515	U. S. S. 1515
1516	Washington Area	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1516	U. S. S. 1516
1517	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1517	U. S. S. 1517
1518	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1518	U. S. S. 1518
1519	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1519	U. S. S. 1519
1520	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1520	U. S. S. 1520
1521	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1521	U. S. S. 1521
1522	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1522	U. S. S. 1522
1523	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1523	U. S. S. 1523
1524	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1524	U. S. S. 1524
1525	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1525	U. S. S. 1525
1526	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1526	U. S. S. 1526
1527	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1527	U. S. S. 1527
1528	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1528	U. S. S. 1528
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1538	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1538	U. S. S. 1538
1539	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1539	U. S. S. 1539
1540	Chesapeake Bay	Naval and Maritime	U. S. Navy, Norfolk	U. S. S. 1540	U. S. S. 1540

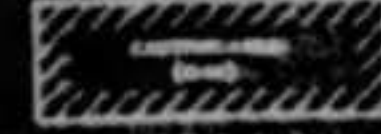
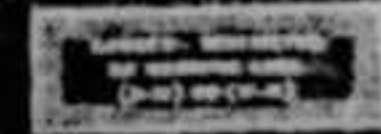
Altitude given in feet. A. - Airspace Reservation (Prohibited) C - Caution D - Danger W - Warning
No person shall operate an aircraft within an Airspace Reservation or Danger Area unless permission for such operation has been issued by appropriate authority.
Should aircraft be required to fly through Caution Areas however, altitude should be maintained by pilots flying through such areas.

Rotating Light
Flashing Light (White flashing with red)
Flashing Light (White flashing with red)
Flashing Light

Flashing Light (White flashing with red)
Flashing Light (White flashing with red)
Flashing Light (White flashing with red)

MISCELLANEOUS

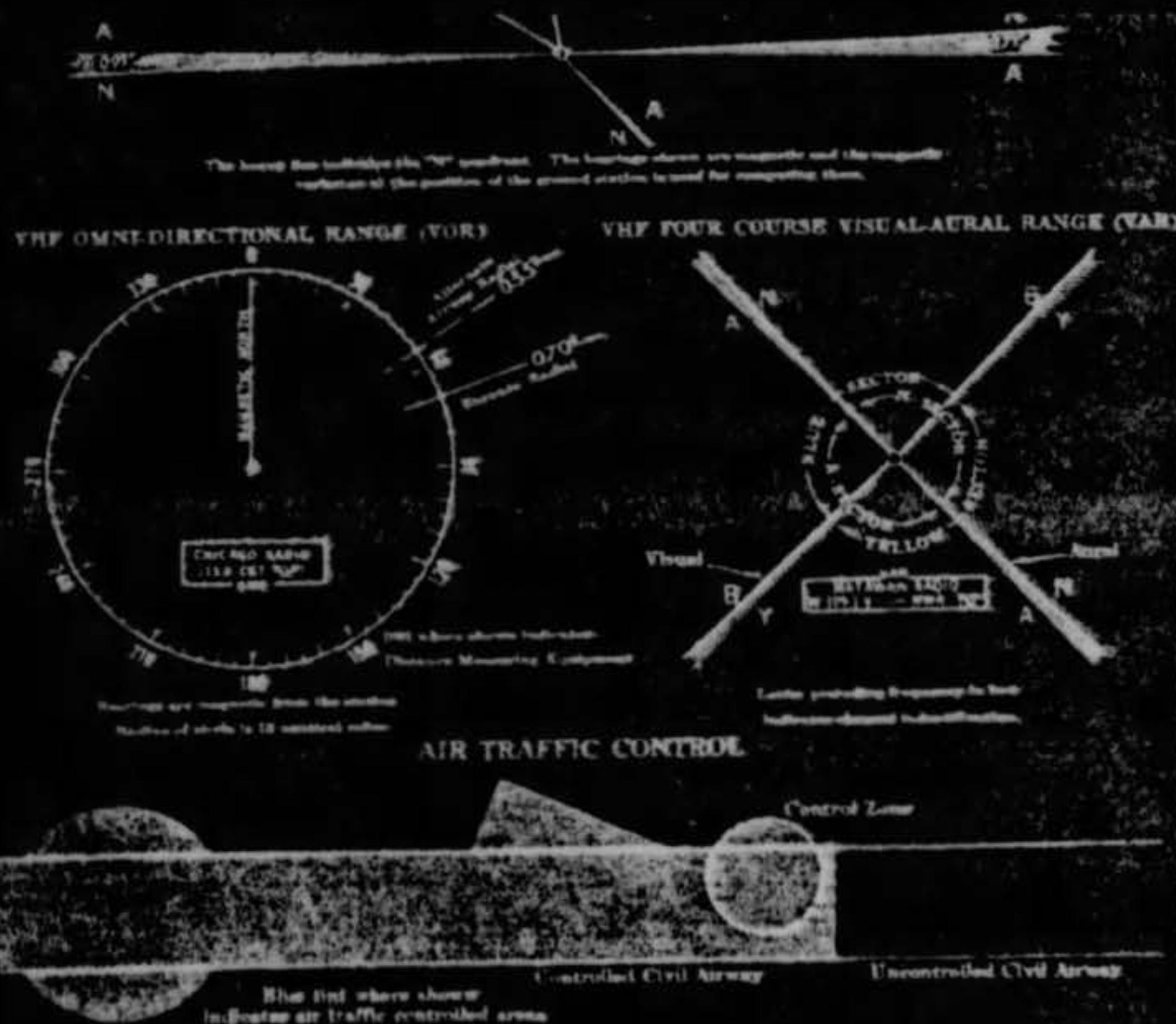
Obstruction, less than 500 feet above ground
Obstruction, 500 feet or higher above ground
Group Obstruction
Prohibited Transponder Use
Warning: No transponder use
Warning: No transponder use
Warning: No transponder use



Prohibited Transponder Use

Warning: No transponder use

Warning: No transponder use



Danger Zone	
Rocks Atank	
Shoals	
Ground at low tide	
Springs	
Wells & Water Holes	
Reefs, Coral & Rocky Ledges	
Ground at low tide	
CULTURAL AND	
Landmarks (with elevations)	
Obstacles (with elevations above sea level at high tide)	
Oil Tanks	
Oil Pumps	
Dams	
Elevations (in feet)	
Mountains	
Lookout Stations (with elevations)	
Coast Guard Stations	
Pipe Lines	
Rail Tracks or Stations	
Stranded Wrecks	

Drainage Station	
Channel	
Day Lake State	
Bed Deposits in River	
Day Water	
Channel Bed	

CULTURAL AND MISCELLANEOUS

<table border="1"> <tr> <td>1910</td> <td></td> </tr> <tr> <td>1911</td> <td></td> </tr> <tr> <td>1912</td> <td></td> </tr> <tr> <td>1913</td> <td></td> </tr> <tr> <td>1914</td> <td></td> </tr> <tr> <td>1915</td> <td></td> </tr> <tr> <td>1916</td> <td></td> </tr> <tr> <td>1917</td> <td></td> </tr> <tr> <td>1918</td> <td></td> </tr> <tr> <td>1919</td> <td></td> </tr> <tr> <td>1920</td> <td></td> </tr> </table>	1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920		<table border="1"> <tr> <td>1910</td> <td></td> </tr> <tr> <td>1911</td> <td></td> </tr> <tr> <td>1912</td> <td></td> </tr> <tr> <td>1913</td> <td></td> </tr> <tr> <td>1914</td> <td></td> </tr> <tr> <td>1915</td> <td></td> </tr> <tr> <td>1916</td> <td></td> </tr> <tr> <td>1917</td> <td></td> </tr> <tr> <td>1918</td> <td></td> </tr> <tr> <td>1919</td> <td></td> </tr> <tr> <td>1920</td> <td></td> </tr> </table>	1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920	
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APPROXIMATELY 11

62-609-12

Body of unidentified object
measured approximately 3 1/2"
in diameter is returned to the
side of the Moon.

2 1/2" Tail beam to
disintegrate at this
point.



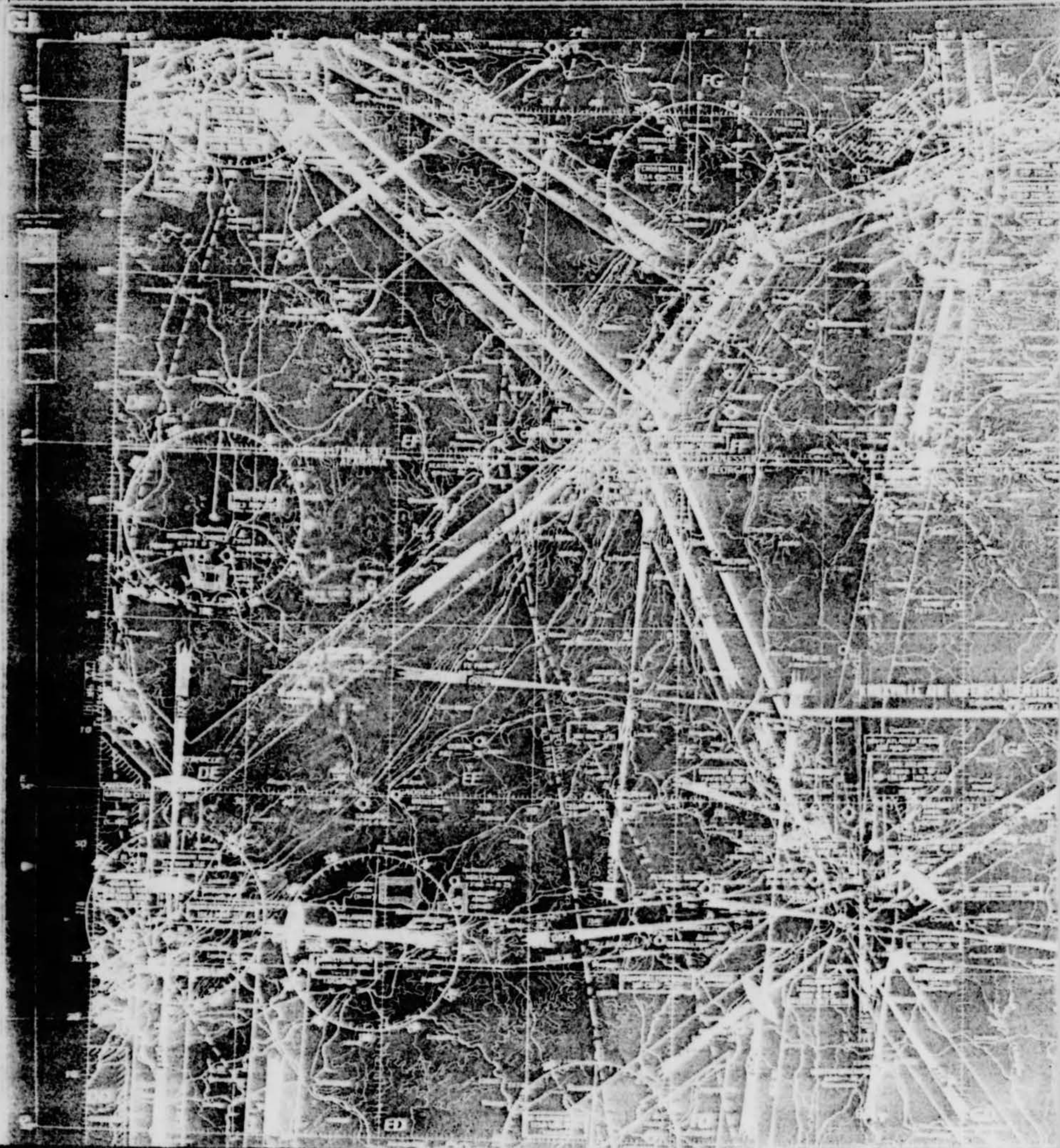
4-273161

62-609-12

APPROXIMATELY 11

Moon appeared
approximately 10"
in diameter from
the observer's
position on the ground.

SUBJECT: UNIDENTIFIED OBJECT, AS
VIEWED BY CIVILIAN OBSERVER,
AT HOBOKEN, N.J. IN 1955.

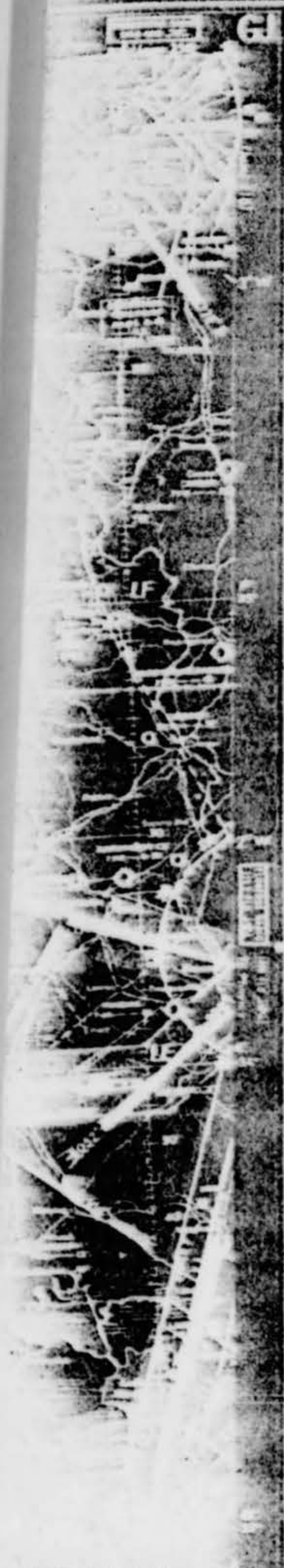


NAUTICAL CHART



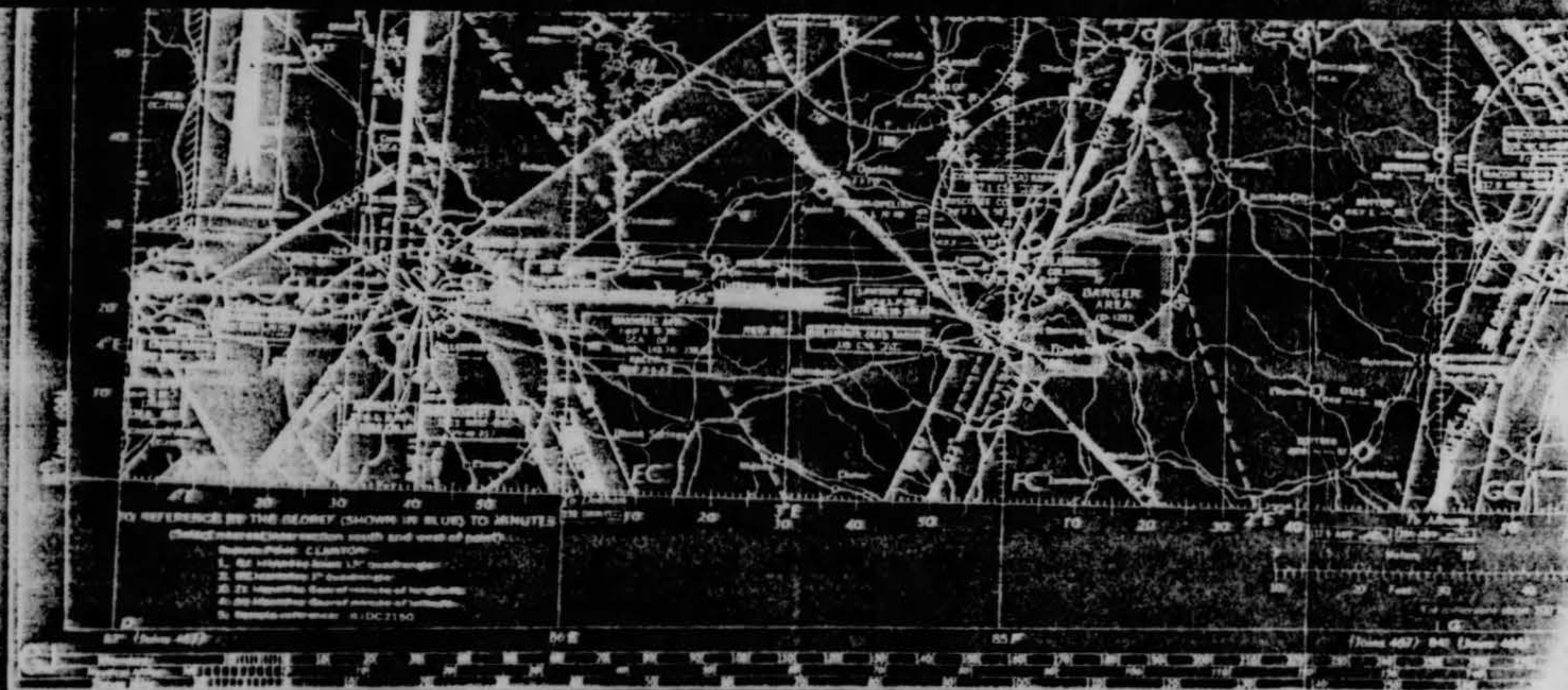
(403)

FB



August 1917

2-10-17



(409)

PRICE 25 CENTS

Principal Sources: U.S. Geological Survey, U.S. Army
 Corps of Engineers, U.S. Air Force, U.S. Dept. of Agriculture, Civil
 Aeronautics Administration, and U.S. Coast and Geodetic Survey

DEPT. OF THE ARMY
 ANNIVERSARY

Compiled and printed in Washington, D.C. by the U.S. Government Printing Office
 under authority of the Secretary of Commerce
 FEBRUARY 1945
 BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS
 (Note: Airports, obstructions, and other data are shown in blue tint. Lines of
 blue tint are not included in the map's scale or other data.)

COUNTRY U.S.A.	REPORT NO. TAC IR. 1-54	(LEAVE BLANK) ATC 1/1 607524
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB		
AREA REPORTED ON Greenville, South Carolina	FROM (Agency) Hq 63d TC Grp (H), DAFB, Greenville, S.C.	
DATE OF REPORT 26 February 1954	DATE OF INFORMATION 15 February 1954	EVALUATION C 2
PREPARED BY (Officer) Captain Joseph C. Sheelar, USAF, Int Off	SOURCE Interrogation of the observer.	
REFERENCES (Control number, direction, previous report, etc., as applicable) AFR 200-2, 200-2A		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112—Part II.)

In approximately HE 3854 (GEOREF) at 160200Z Feb 54, Mrs. [REDACTED] saw "a solid ball with twin parallel tails", brilliant orange in color, darting across the sky. Length of observation was approximately ten seconds.

Due to coincidence of sighting report by an AC&W unit in this area, at approximately the same time, this report could possibly be true.

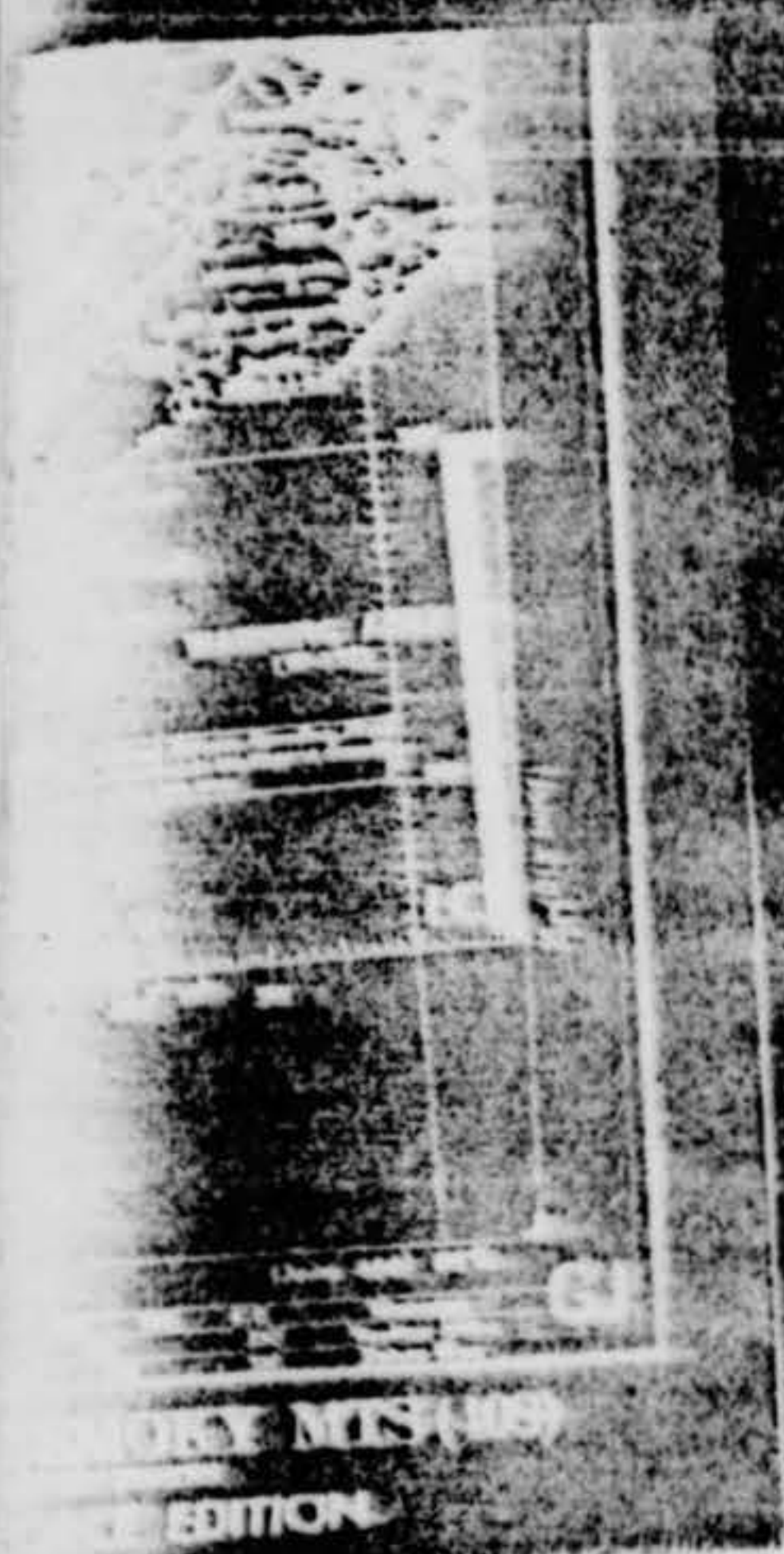
JOSEPH C. SHEELAR
Capt., USAF
Intelligence Officer

LIBRARY SUBJECT & AREA CODES

2 INCL.
Att #1 Sketch
WAC 409 (Annotated)

DISTRIBUTION BY ORIGINATOR
1 to D/I, Hq USAF, Washington 25, D.C.
2 to on file Int Section, Hq 63d Trp Car Gp (H), DAFB, Greenville, S.C.

ATHC 171825



PROJECT 10073 RECORD

1. DATE - TIME GROUP 15 February 1954 16/0315Z(Night)	2. LOCATION Greenville, North Carolina
3. SOURCE Military	10. CONCLUSION Other: Radar Reflection
4. NUMBER OF OBJECTS 1	
5. LENGTH OF OBSERVATION 21 Minutes	11. BRIEF SUMMARY AND ANALYSIS Object as large as a/c
6. TYPE OF OBSERVATION Air Radar	
7. COURSE	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
 FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

UNCLASSIFIED

COUNTRY U. S. A.		REPORT NO. TAC IR 2-54	(LEAD & MARK) AF 609540
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT UFOB			
AREA REPORTED ON Greenville, South Carolina		FROM (Agency) Hq 63d TC Gp (H), DAFB, Greenville, S. C.	
DATE OF REPORT 26 February 1954	DATE OF INFORMATION 15 February 1954	EVALUATION A 2	
PREPARED BY (Officer) Captain Joseph C. Sheelar, USAF, Int Off		SOURCE Interrogation of the observer	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFR 200-2, 200-2A			

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 119-Part II.)

In HE 3946 (GEOREF) at 160315ZFeb54 to 160336ZFeb54, AC&W operator, S/Sgt K. A. Payne, did during the performance of his duties pick up and track an unknown target, which traveled at a very high rate of speed and violated the boundaries of a prohibited area.

LIBRARY SUBJECT & AREA CODES

JOSEPH C. SHEELAR
Capt., USAF
Intelligence Officer

1 R
100

DOWNGRADED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIB 5200.10

1
WA 409 (Annotated)

DISTRIBUTION BY ORIGINATOR

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1 cy on file Int section, Hq 63d Trp Carr Gp (H), DAFB, Greenville, S. C.

ATTC 172167

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Hq 6370 Gp, DAFB
Greenville, South Carolina

REPORT NO.

TAC IR 2-54

PAGE

2

OF

4

PAGES

1. Description of object limited due to limitations of radarscope.

- a. Shape: Unknown.
- b. Size: Gave large "blip" return on scope.
- c. Color: N/A.
- d. Number: "Blip" was large enough to be interpreted as two aircraft.
- e. Formation: If more than one object, they were flying very close together.
- f. N/A.
- g. N/A.
- h. N/A.
- i. Object traveled at high rate of speed.

2. Description of course of object:

- a. Observer's attention called to object during course of duty, as the set picks up all "blips" within 360° of the station.
- b. Object was 22,000 feet, at an azimuth of 203° from DAFB when first observed.
- c. Object was 22,000 feet, at an azimuth of 110° from DAFB when it disappeared.
- d. Type of maneuvers unknown; refer to WAC 409, enclosed, for a graphic description of the object's flight path.
- e. Faded from scope.
- f. 21 Minutes.

3. Manner of Observation:

- a. Ground-electronic (radar)(MPS-7).
- b. Negative other optical aids used.
- c. N/A

4. Time and date of sighting:

- a. 160315ZFeb54 to 160336ZFeb 54.
- b. Night light conditions.

5. GEOREF location of observer is HE 3946.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hq 63d TC Gp (H), DAFB Greenville, South Carolina	REPORT NO. TAC IR 2-54	PAGE 3 OF 4 PAGES
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6. Identifying information:

NAME: K. A. Payne AGE: 23
GRADE: S Sgt
ORGANIZATION: 728th AC&W Sq, 507th T. C. Gp., DAFB, SC.
Duty: AC&W operator.
Estimate of reliability: Good. No question.

7. Weather and winds aloft conditions at time and place of sighting:

a. Observer said clear moonlit night.

b.	Wind Direction	Velocity
Surface	225°	5K
6,000	230°	20K
12,000	220°	25K
16,000	240°	20K
20,000	200°	15K
30,000	270°	40K
40,000	300°	40K
80,000	Unknown	

c. Ceiling: 12,000' scattered, 25,000' thin scattered.

d. Visibility: 10 Miles.

e. Amount of cloud cover: 1/10 alto cumulus; 4/10 cirrus.

f. Negative thunderstorms in area and quadrant in which located.

8. There were negative weather balloons, unusual activities or conditions meteorological, astronomical, or otherwise, which might account for sighting.

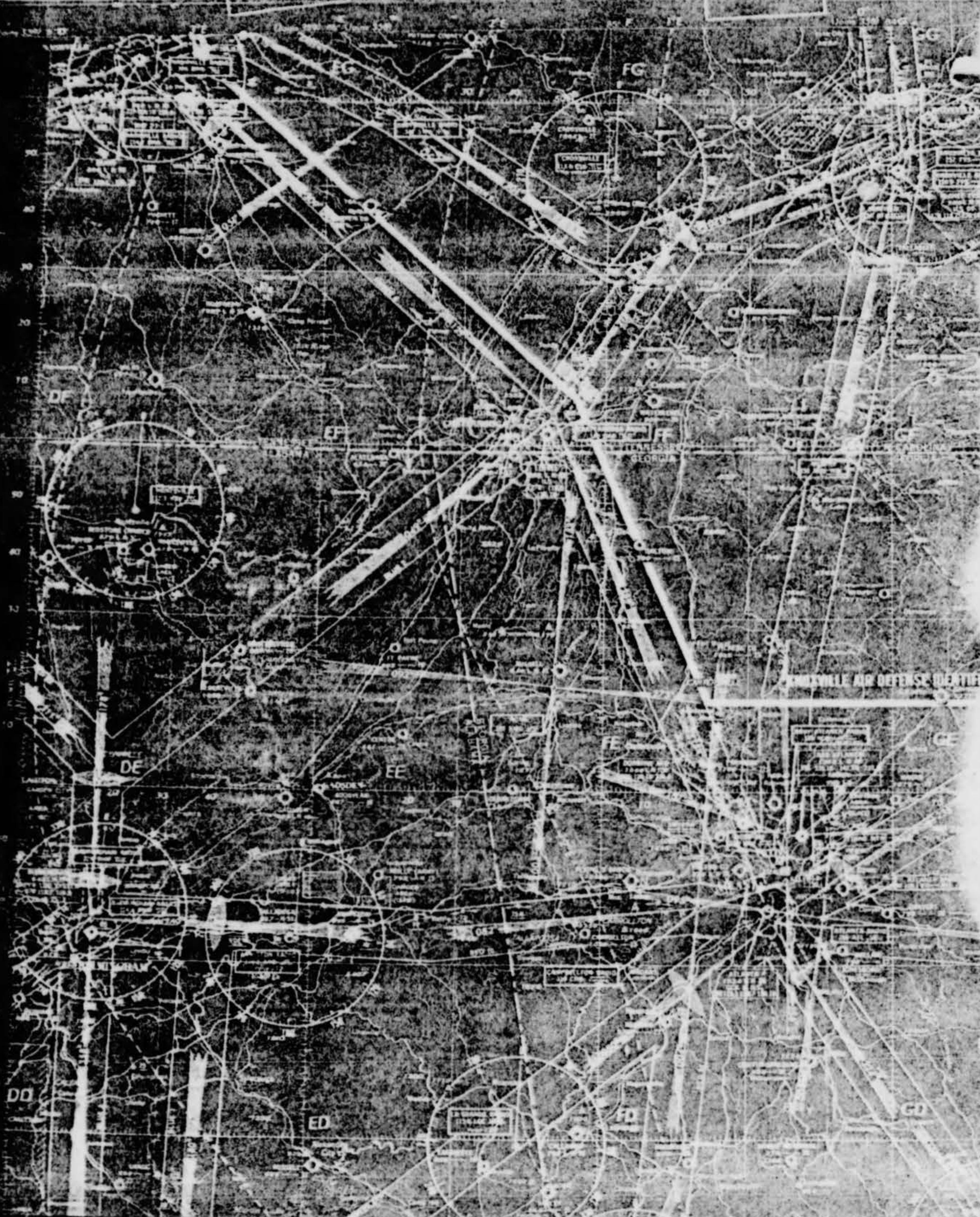
9. Physical evidence of the sighting in the form of Observer's logs, are on record in the file of 728th A.C.&W. Sqn., DAFB, SC.

10. Action taken:

a. Negative action taken initiate interception for the following reasons:

- (1) Outfit had just set up on base; didn't have an IFF unit in operation to check identity of target.
- (2) There were negative intercept aircraft in the area that could be effectively scrambled against the target.
- (3) There were negative air defense directives stating that aircraft should be scrambled.

this case includes
two (2) Aeronautical charts



AIR INTELLIGENCE INFORMATION REPORT

7

FROM (Agency) Hq 63d TRP CARR GP, DAFB Greenville, South Carolina	REPORT NO. TAC AIR 2-54	PAGE 4 OF 4 PAGES
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b. Target was flying in a prohibited area, and Pope AFB called the 728th AC&W Sq. in relation to the same track.

11. There were negative aircraft in the area except the following:
At 2215E, the observer picked up a "blip" flying airways from Columbia Airport S: C. to Augusta, Georgia. "Blip" traveling approximately 220-230 knots, at an elevation of 7,000 feet. The track of this "blip" and the track of the unidentified object merged at 2225-2226E.

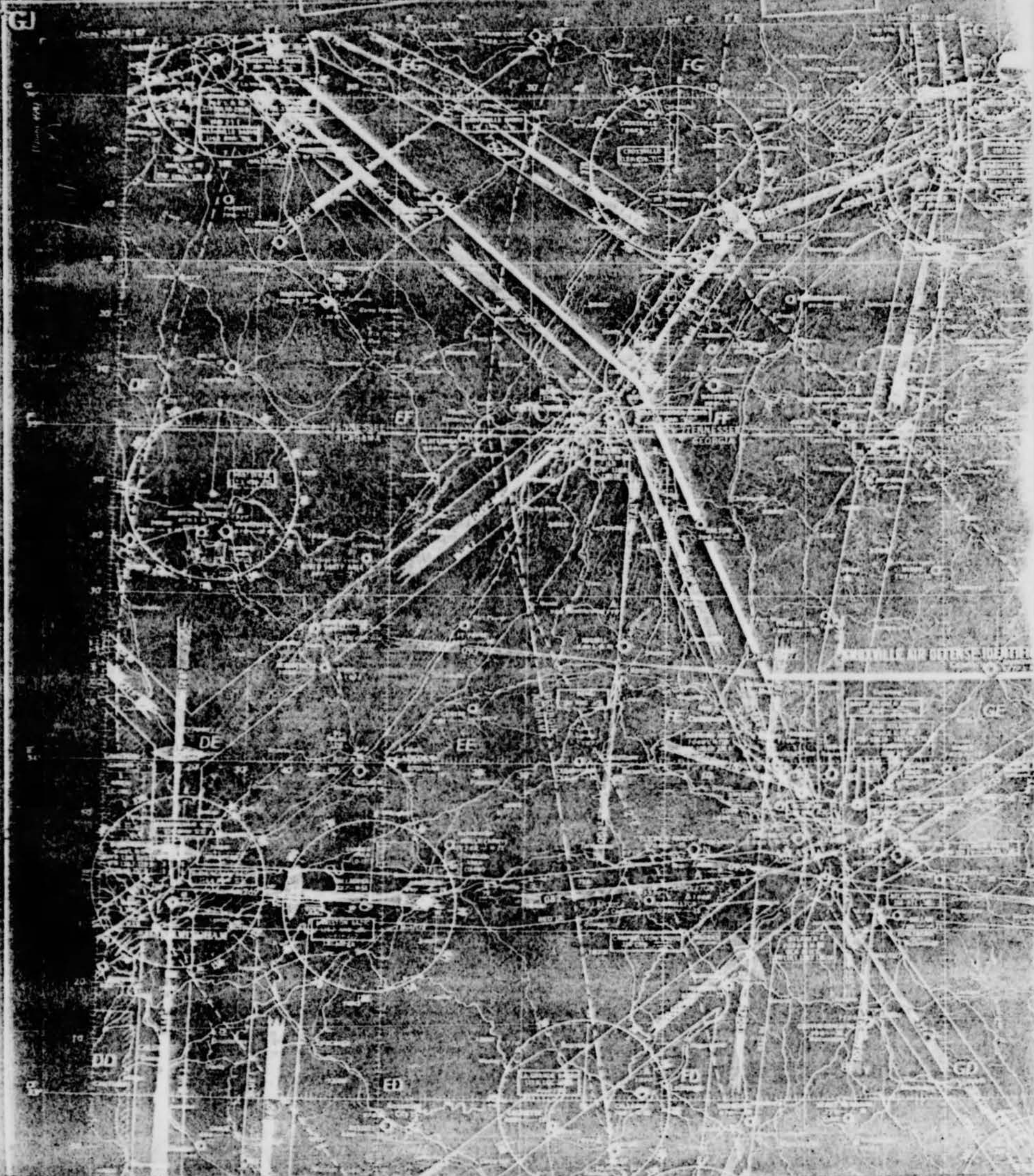
12. Preparing Officer: Captain Joseph C. Sheelar

Position title: 63d T. C. Gp. Intelligence Officer.

Preliminary analysis of the possible cause of the sighting:

The primary cause of the sighting was through the normal duties as a radar operator in the AC&W Sq. All sightings are kept on log and this report was logged as routine but was called in when unusual performance was noted.

Comments: Sightings were reported on 15 February 1954 but notification of such was forward to our department at 1630 on 23 February 1954. Thoroughness of investigation was limited due to the length of time between sightings and notification to our department of same.



AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency): Hq 63d TC Gp (H), DAFB, Greenville, South Carolina	REPORT NO. TAC IR.1-54	PAGE 2 OF 4. PAGES
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1. Description of the object:

- a. Solid ball with twin parallel "tails". (see Attachment #1)
- b. About size of a tea-cup saucer approximately $3\frac{1}{4}$ in. in diameter.
- c. Brilliant orange color.
- d. One (1) object.
- e. N/A
- f. Negative.
- g. Two (2) parallel, heavy propellant streams or "tails" observed. Length of the tails approximately 3 to 4 times diameter of object. Width of each tail approximately $\frac{1}{4}$ diameter of object.
- h. Negative sound heard.
- i. "Tails" remained constant in width and length, and appeared to have the characteristic breakup of a jet propellant stream only at the extreme end of the "tails".

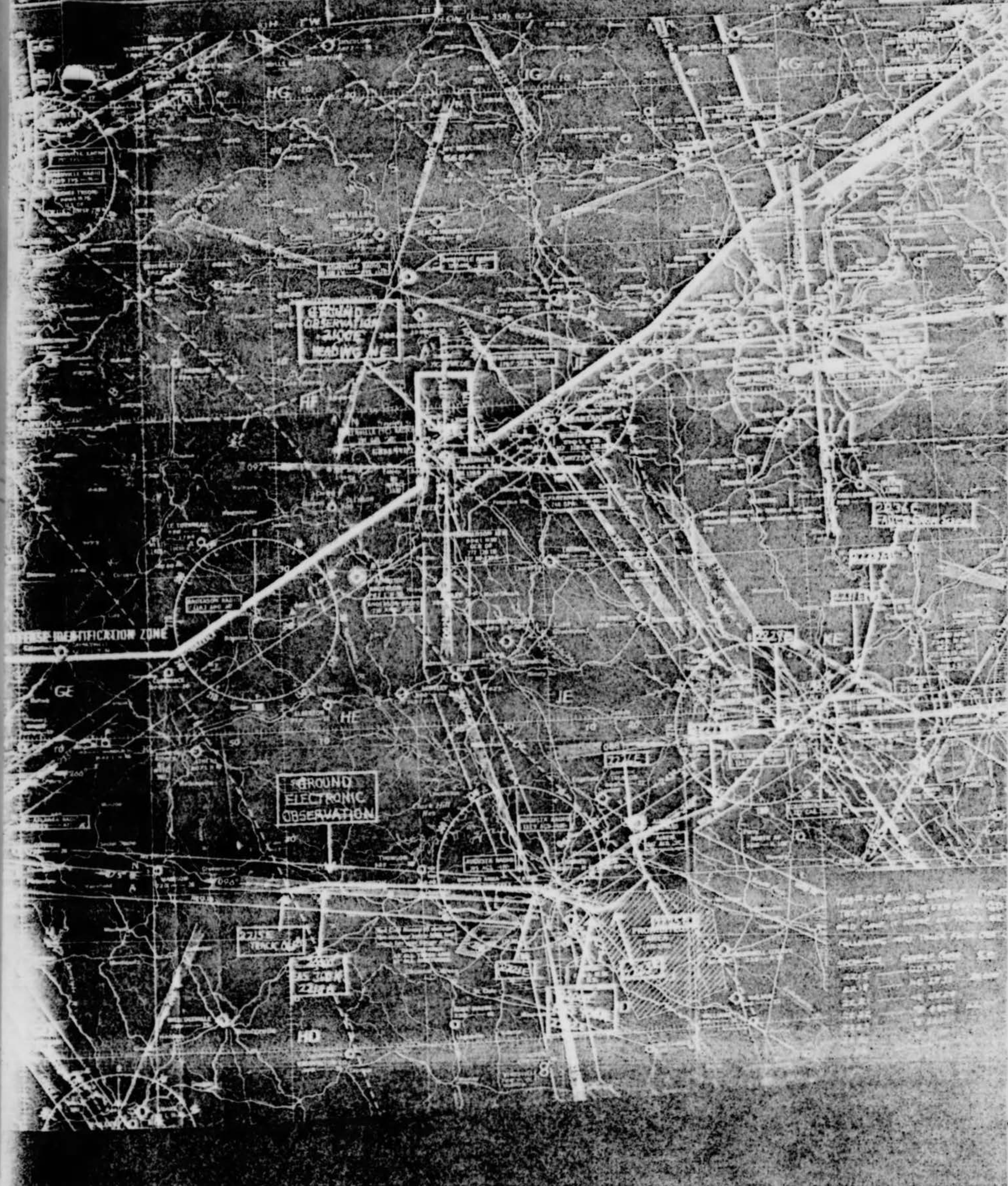
2. Description of course of object:

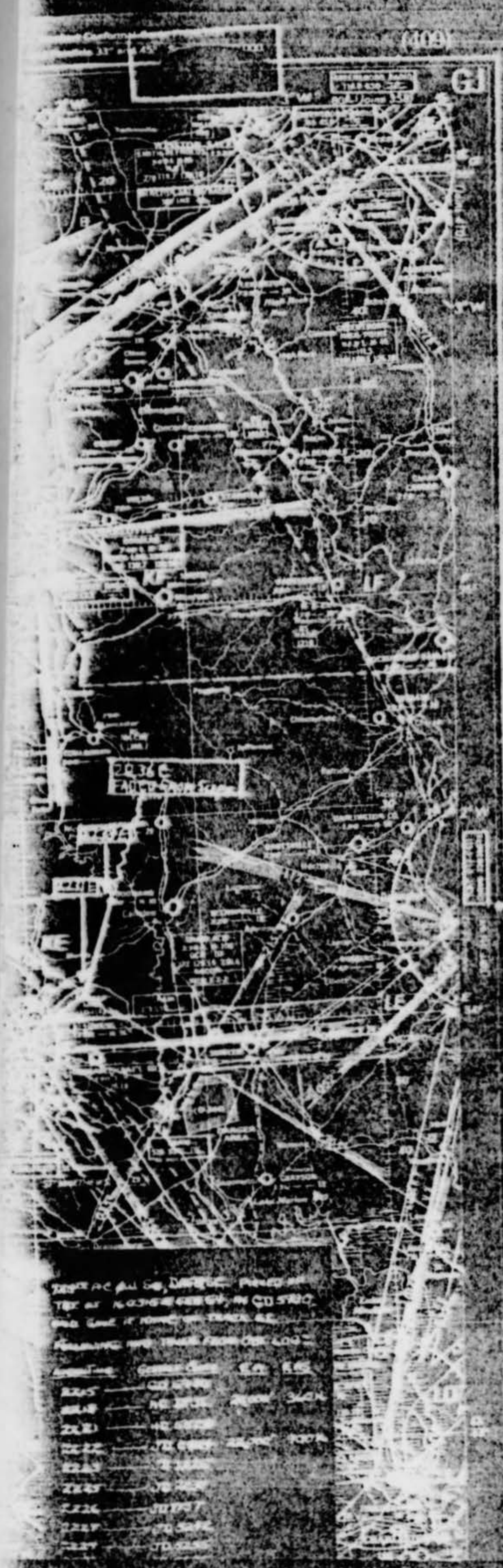
- a. Woman was scanning sky for pilot husband possibly returning from night flight. Brilliant color flash of tails, plus outline of the object in the clear moonlight, caused closer attention by the observer.
- b. Angle of elevation unknown, and azimuth approximately 058° when first observed.
- c. Angle of elevation slightly higher although still unknown, and azimuth still approximately 058° upon disappearance.
- d. Negative definite maneuvers observed, but flight path of the object consisted of darting movement, rather than a steady course as conventional aircraft would fly.
- e. Object disappeared from observer's sight when she turned to call her friend's attention to the object. Turning back, neither she nor her friend could observe the object in sight.
- f. Length of time in sight was approximately ten (10) seconds.

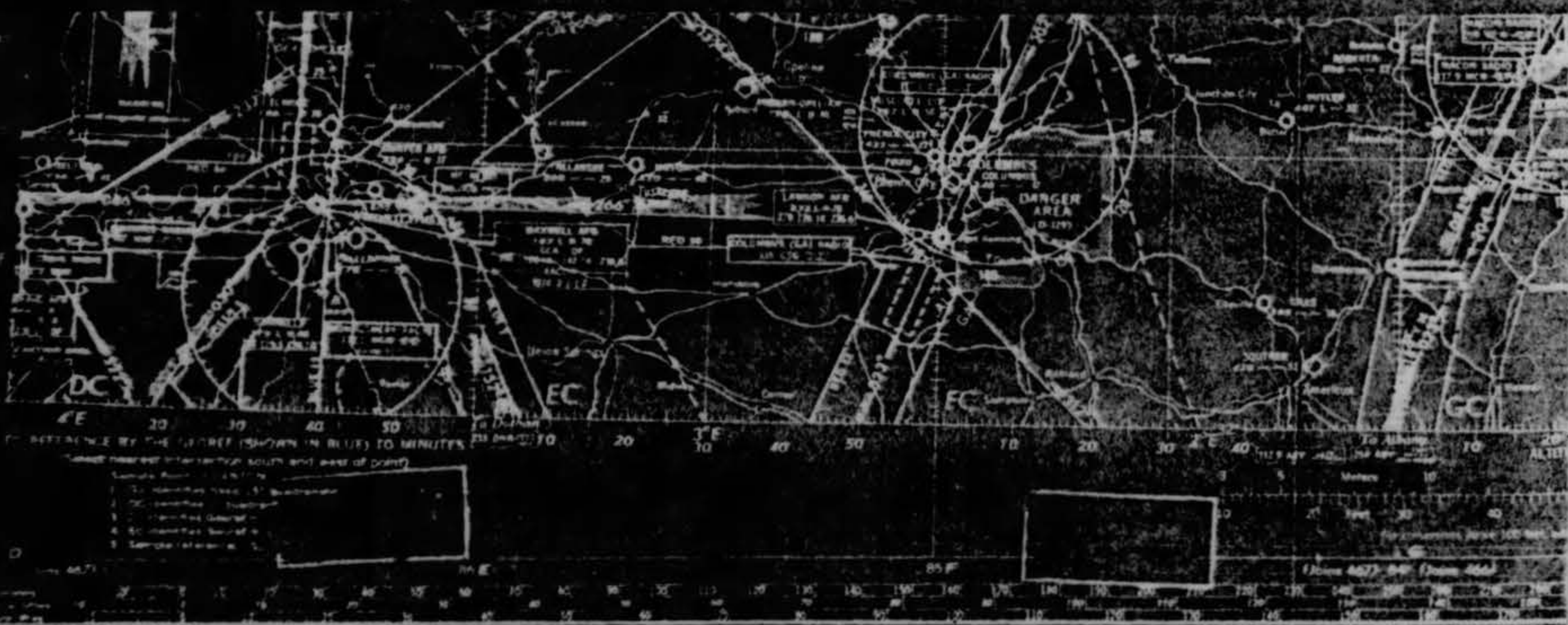
3. Manner of observation:

- a. Ground-visual.
- b. Negative optical aids used.
- c. N/A.

AERONAUTICAL CHART







GJ

PRICE 25 CENTS

Revised Sources: U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.

GOLDEN ANNIVERSARY



Printed and published at Washington, D.C. by the U. S. Coast and Geodetic Survey, under authority of the Secretary of Commerce.

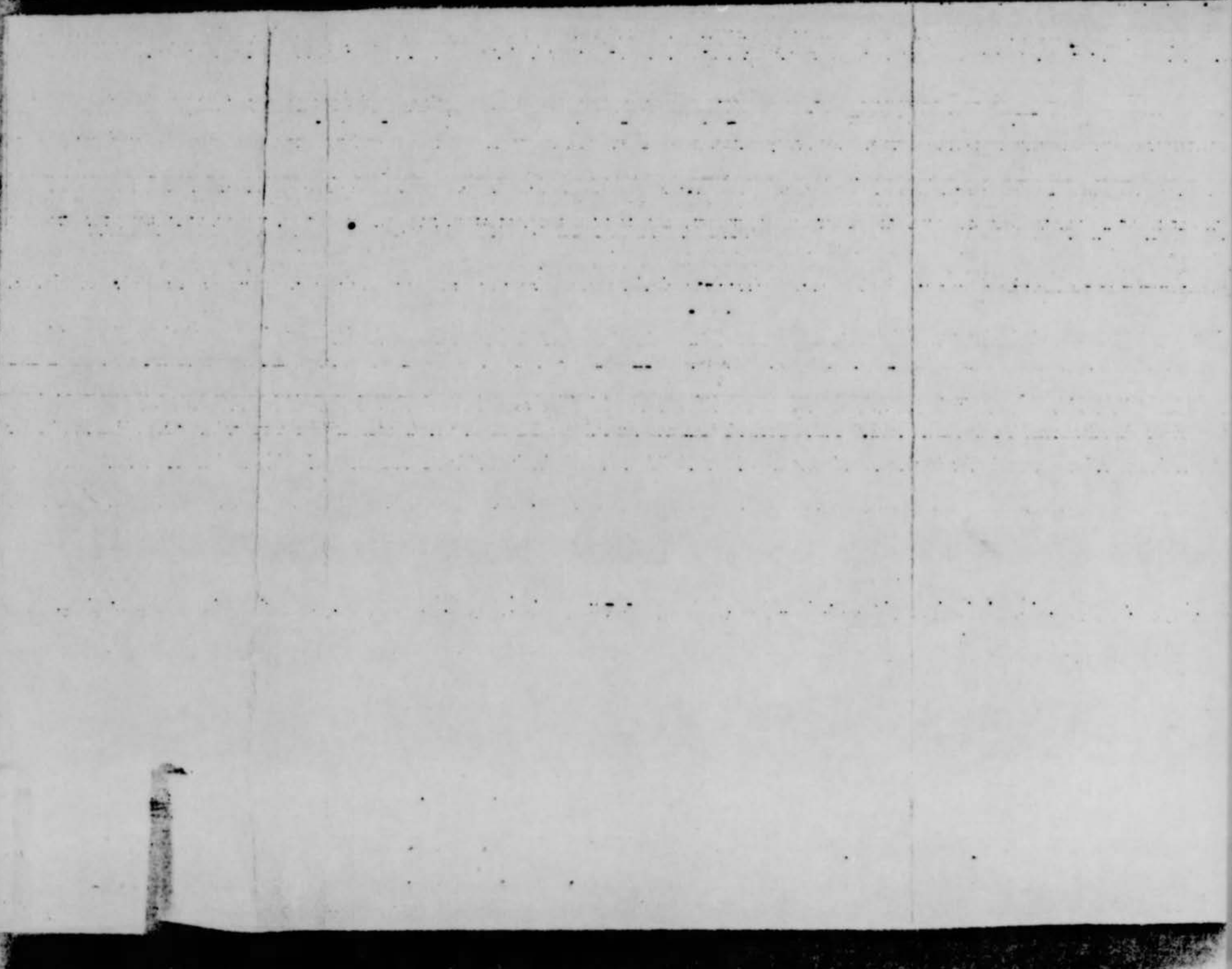
JANUARY 1946

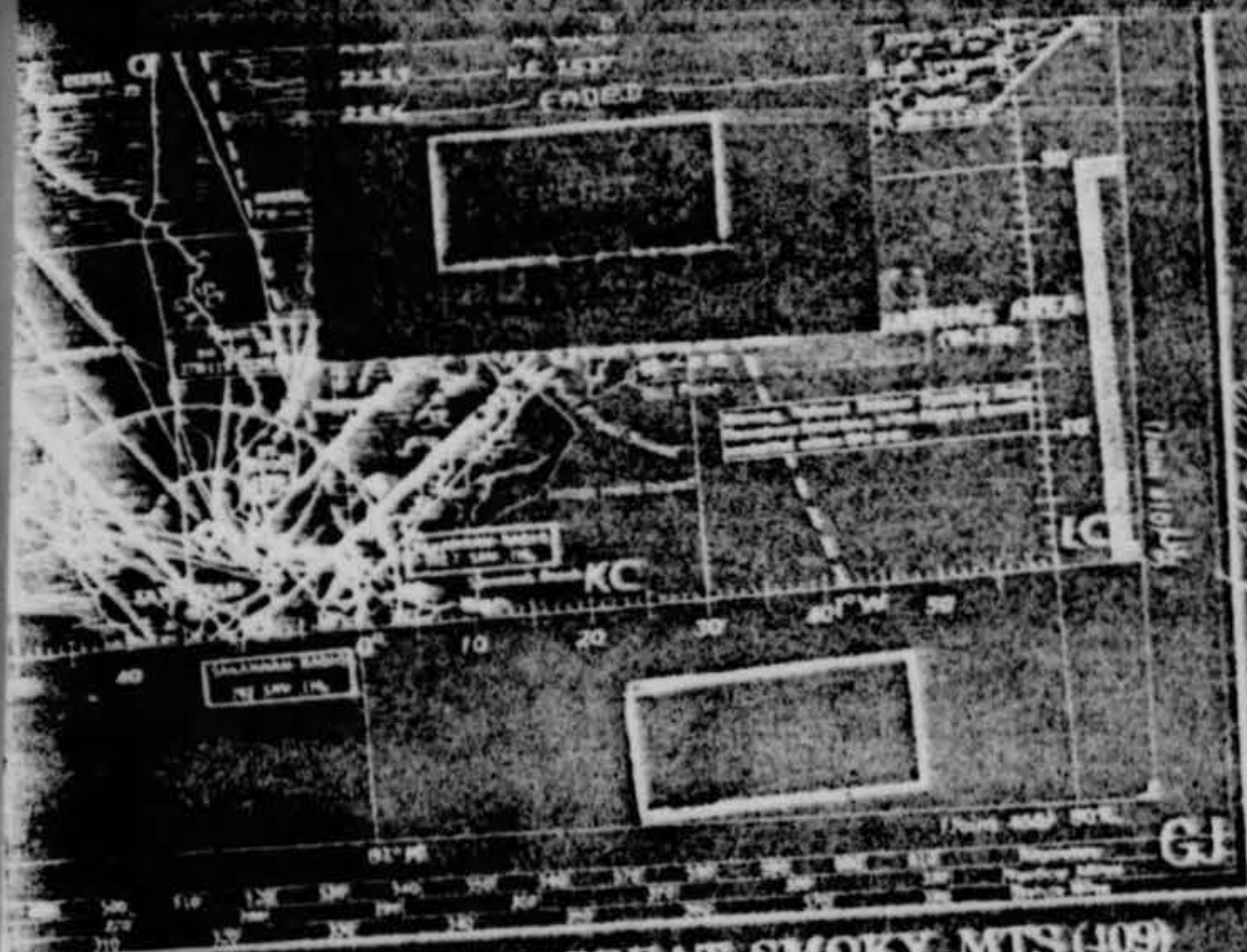
Revised JANUARY 1946

BASE NO. 100

BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS.

Under airway designations are shown along the route of the airway. Limits of these airways are indicated in the chart and in the notes of the chart.





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GREAT SMOKY MTS (109)
UNITED STATES
U.S. AIR FORCE EDITION

AERONAUTICAL CHART SUPPLY

It is urged that the Agency will not disseminate available information to the public in a form which would be likely to identify the source of the information.

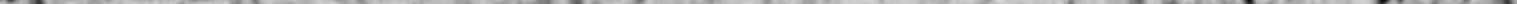
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Additional agents for the United States Forest Service have been appointed at various points and stationed at the same, and the United States. The change may also be obtained from the Director, U. S. Forest and Game Service, Washington, D. C.

MILITARY CHART SERVICE

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1. *Accompanied Charts, Charts and Publications distributed by the International Chart and Information Center are included or listed in the current edition of the "USAF Catalog of Aeronautical Charts and Navigational Information Publications." A Bulletin is also published twice monthly which contains important information such as new editions of charts available, "Accompanied Charts," transverse charts, chart correction notices and other pertinent information pertaining to charts and charts.*



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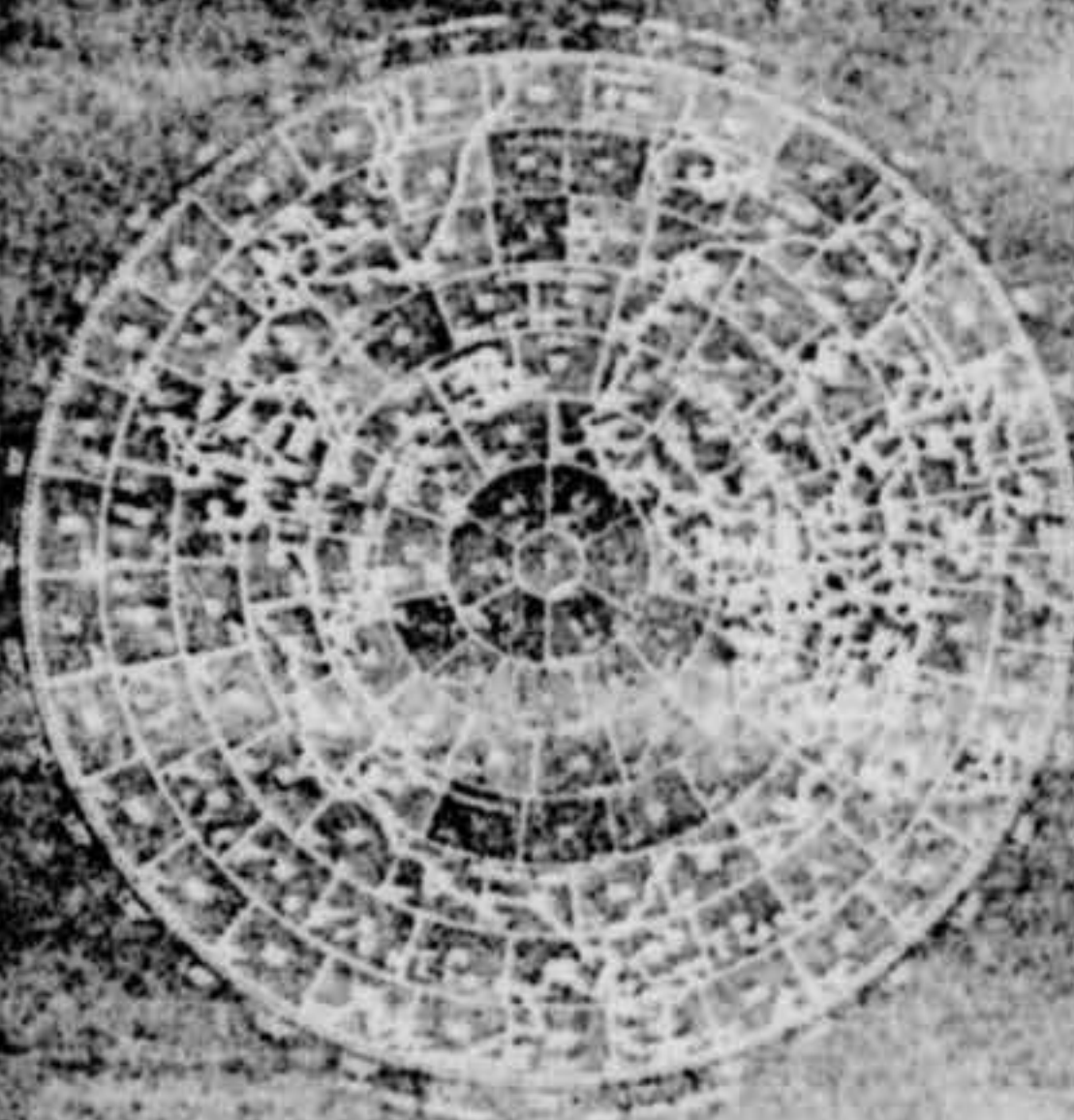
CORRECTION INSTRUCTIONS

The Coast and Geodetic Survey is making every effort to furnish the user with accurate charts. The Navy will normally assist in this effort by marking corrections of aeronautical information, including relief and cultural features made, compass, power lines, etc., on the face of the chart, on air photos of the area or under "Remarks" below. In reporting aeronautic corrections, same method used by observer in making the determination.

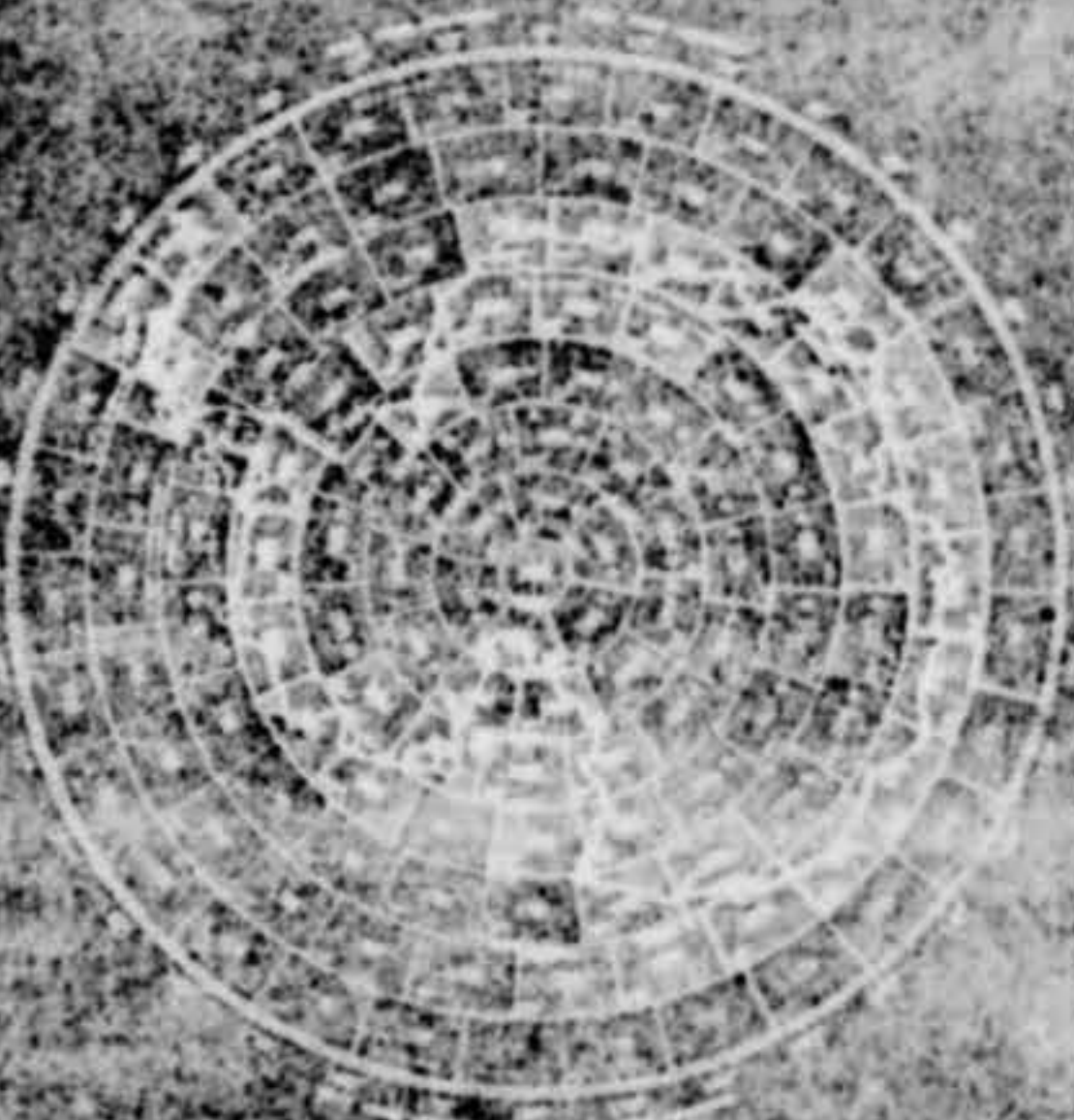
- a. Mark correction on face of chart in "Remarks" column.
b. Fast chart along regular field lines, but with back cutting.
c. Make no extra field along border line and staple at corners.
d. Fill in the pages additional and drop the chart in any 12 1/2" field box. Postage is not required.

Keywords: social support; coping strategies; self-esteem

NORTH POLAR AREA



SOUTH POLAR AREA



ADRONAUTICS SYSTEMS

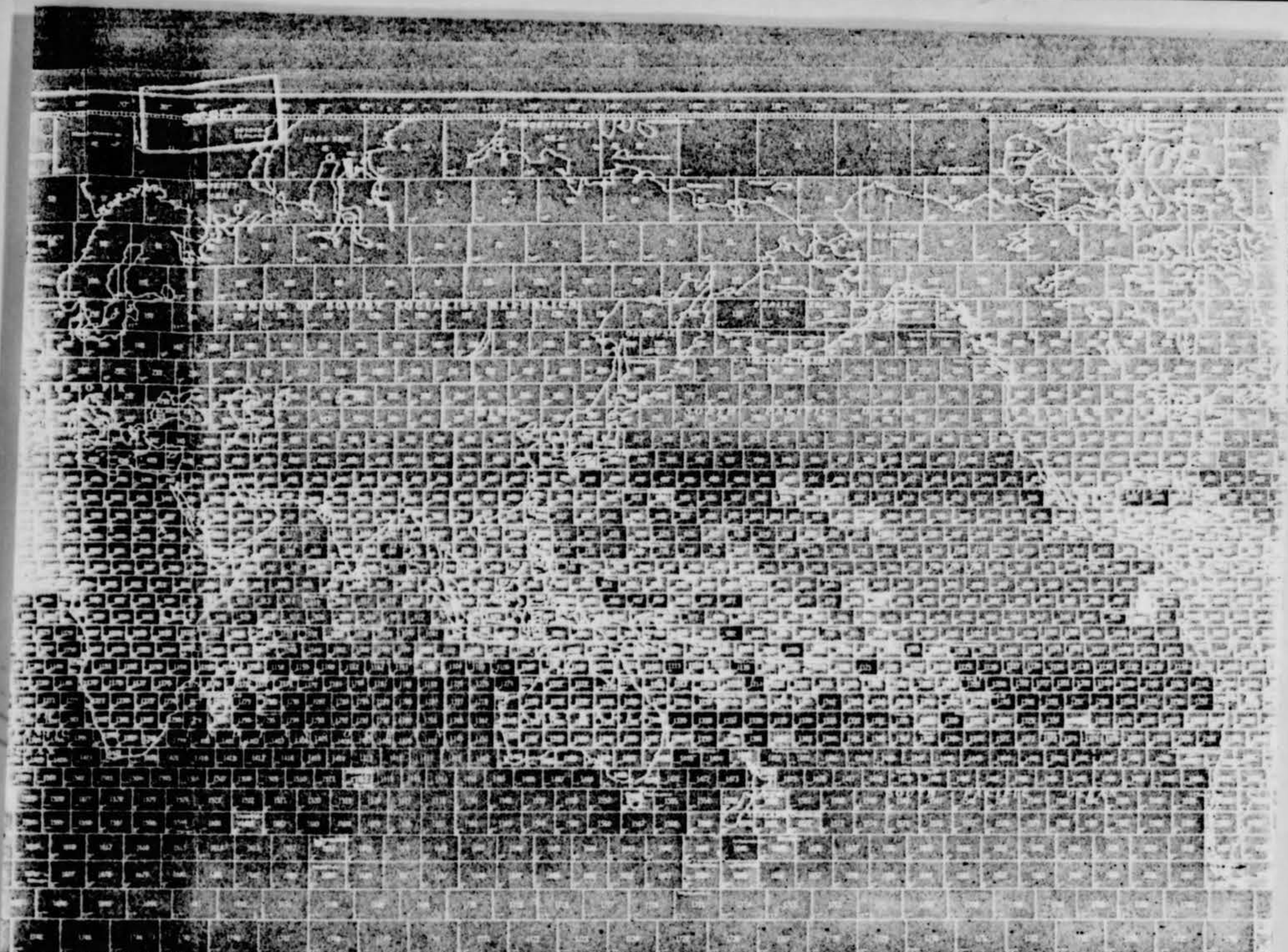
AERODROMES

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 12. PLANET _____
 13. COMET _____
 14. SHOOTING STAR _____
 15. OTHER _____

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

THE UNIVERSITY OF CHICAGO



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

AERONAUTICAL SYMBOLS

RADIO FACILITIES

Radio Range (With name)	Radio Communication Station (With name)
Radio Range (Without name)	Radio Communication Station (Without name)
Non-directional Radio Beacon (With name)	Radio Beacon Station (With name)
Non-directional Radio Beacon (Without name)	Radio Beacon Station (Without name)
Radio Direction Finder (With name)	Radio Direction Finder (Without name)
Radio Direction Finder (Without name)	

TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

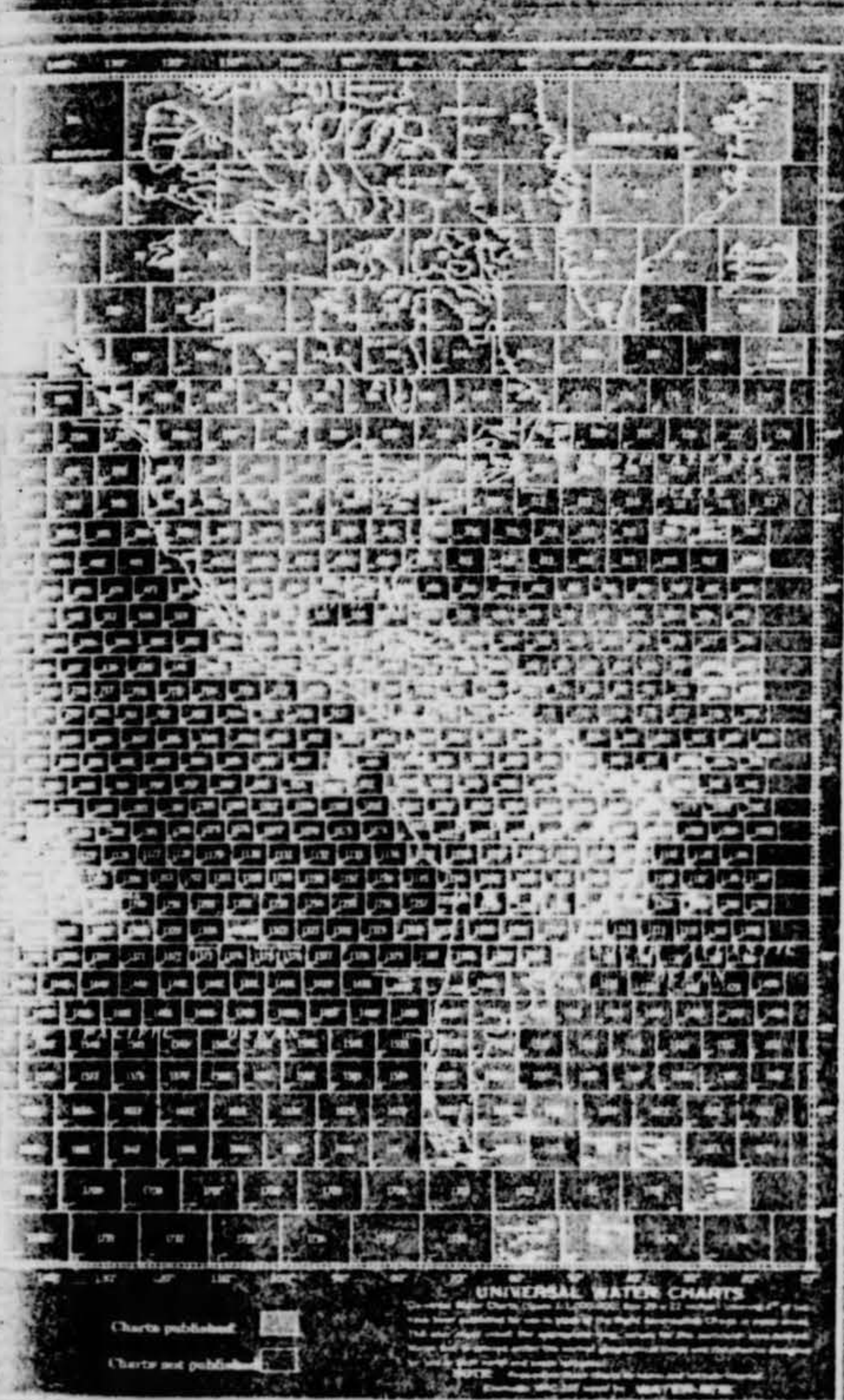
Metropolitan Area	NEW YORK
Large Town	BROOKLYN
City	ALBANY
Small Town	
Large Town	
Small Town	

RELIEF FEATURES

Mountain	
Peak	
Pass	
Valley	

HYDROGRAPHIC FEATURES

Shoal	
Bank	
Reef	
Island	



TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

NEW YORK [Symbol]

RICHMOND [Symbol]

ALBANY [Symbol]

HIGHWAYS AND ROADS

Dual Lane and Super Highways [Symbol]

Primary Roads [Symbol]

Secondary Roads [Symbol]

Trails [Symbol]

U. S. Road Markings [Symbol]

National, State or Provincial Road Markings [Symbol]

Road Names [Symbol]

RELIEF FEATURES

[Symbol] [Symbol] [Symbol]

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HYDROGRAPHIC FEATURES

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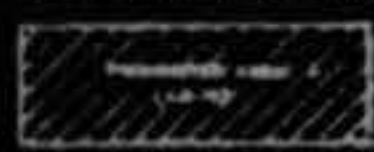
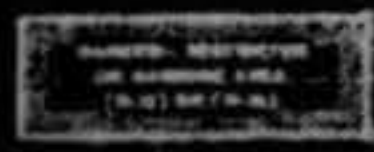
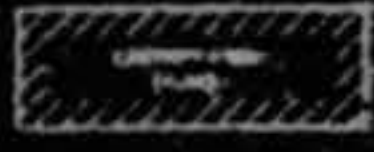
U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 409

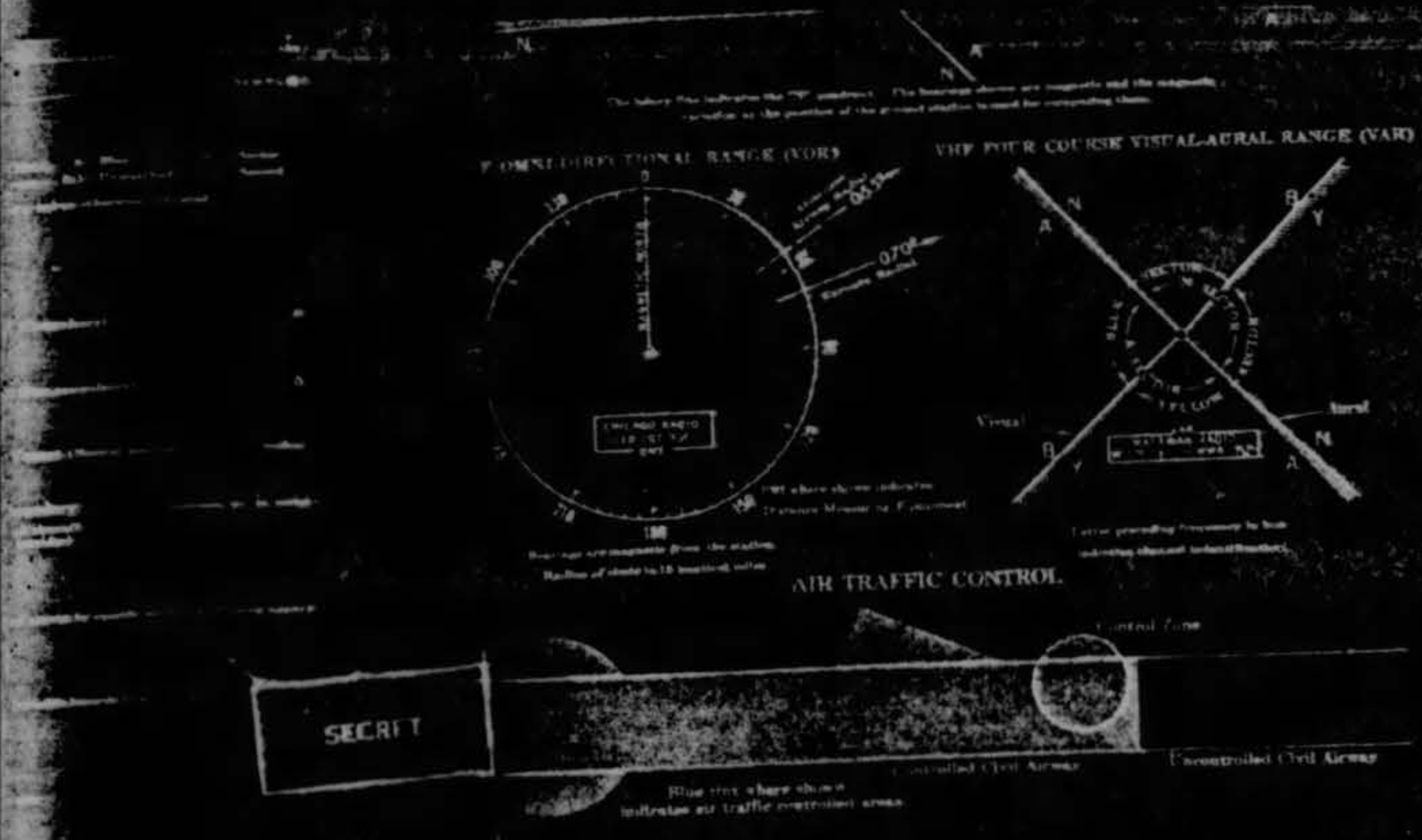
NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
1. ...	...	...	...	...
2. ...	...	...	...	...
3. ...	...	...	...	...
4. ...	...	...	...	...
5. ...	...	...	...	...
6. ...	...	...	...	...
7. ...	...	...	...	...
8. ...	...	...	...	...
9. ...	...	...	...	...
10. ...	...	...	...	...
11. ...	...	...	...	...
12. ...	...	...	...	...
13. ...	...	...	...	...
14. ...	...	...	...	...
15. ...	...	...	...	...
16. ...	...	...	...	...
17. ...	...	...	...	...
18. ...	...	...	...	...
19. ...	...	...	...	...
20. ...	...	...	...	...

Rotating Light (With flashing code light) ... Lightship ...
 Rotating Light (With steady light and ... Marine Light ...
 Flashing Light ...
 Fixed ... Quick Flashing ... Overlight ... Group ... White ... Blue ...
 Flashing ... Interrupted Quick Flashing ... Alternating ... Red ... Green ...
 Marine lights are white unless noted otherwise; alternative lights are not used when white is specified.

MISCELLANEOUS

Obstruction, less than 500 feet above ground ...
 Obstruction, 500 feet or higher above ground ...
 Group Obstruction ...
 Prominent Transmission Line ...
 Mooring Mast ...
 Tonic Line ...
 Restricted areas are numbered and are indicated on the chart as follows:

 Prohibited Area—Flight of aircraft prohibited except by specific authority of the ...
 Danger, Restricted or Warning Area—Aircraft should avoid this area ...
 Caution Area—Viable hazards or air traffic ...



Rocky Areas

Shrubs
(Drawn on low scale)

Springs

Wells & Water Holes

Reefs, Coral & Rocky Lagoons
(Attach at low scale)

CULTURAL AND MISC

Landmarks (with appropriate symbol)
Obstructions indicate elevation above sea level of land

Oil Tanks

Oil Fields

Dams

Elevations
(In feet)
Highest point shown in detail of map
Highest by a general area

Mines and Quarries

Mountains, Peaks

Lookout Stations (Indicate by symbol shown)

Coast Guard Stations

Pipe Lines

Rail Tracks or Stations

Stranded Wrecks

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Hq 63d TC Gp (H), DAFB,
Greenville, South Carolina

REPORT NO.

TAC IIR 1-54

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4. Time and date of sighting:

a. 160200Z Feb 54.

b. Night conditions.

5. Georef location of the observer was approximately HE 3854. (refer to WAC 409 inclosed.)

6. Identifying information:

Name: Mrs. Marylyn R. Kunkel

Age: 30

Mailing address: Donaldson AFB, S.C.

Occupation: Housewife (Wife of Colonel [REDACTED], USAF,
[REDACTED] (M), DAFB, S.C.)Estimation of reliability: In distances - poor
Colors and shapes - accurate
Veracity - unquestionable

7. Weather and winds aloft conditions at time and place of sighting:

a. Observer said night was clear except for a few scud clouds and some very low clouds on the horizon. Almost a full moon.

b.

Wind DirectionVelocity

Surface	180°	5K
6,000'	230°	20K
12,000'	220°	25K
16,000'	240°	20K
20,000'	200°	15K
30,000'	270°	40K
40,000'	300°	40K
50,000'	-----Unknown-----	

c. Ceiling: 25,000' scattered.

d. Visibility: 10 miles.

e. Amount of cloud cover: 2/10 cirrus.

f. Negative thunderstorms in area and quadrant in which located.

8. There were negative weather balloons, unusual activities, or conditions meteorological, astronomical, or otherwise, which might account for the sighting.

9. The observer has negative physical evidence of the sighting.

10. N/A.

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1. Description of the object:

- a. Solid ball with twin parallel "tails". (see Attachment #1)
- b. About size of a tea-cup saucer approximately $3\frac{1}{2}$ in. in diameter.
- c. Brilliant orange color.
- d. One (1) object.
- e. N/A
- f. Negative.

g. Two (2) parallel, heavy propellant streams or "tails" observed. Length of the tails approximately 3 to 4 times diameter of object. Width of each tail approximately $\frac{1}{2}$ diameter of object.

h. Negative sound heard.

i. "Tails" remained constant in width and length, and appeared to have the characteristic breakup of a jet propellant stream only at the extreme end of the "tails".

2. Description of course of object:

a. Woman was scanning sky for pilot husband possibly returning from night flight. Brilliant color flash of tails, plus outline of the object in the clear moonlight, caused closer attention by the observer.

b. Angle of elevation unknown, and azimuth approximately 058° when first observed.

c. Angle of elevation slightly higher although still unknown, and azimuth still approximately 058° upon disappearance.

d. Negative definite maneuvers observed, but flight path of the object consisted of darting movement, rather than a steady course as conventional aircraft would fly.

e. Object disappeared from observer's sight when she turned to call her friend's attention to the object. Turning back, neither she nor her friend could observe the object in sight.

f. Length of time in sight was approximately ten (10) seconds.

3. Manner of observation:

- a. Ground-visual.
- b. Negative optical aids used.
- c. N/A.

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11. The observer saw negative other aircraft during the period of observation and afterward. Checking further, there were negative Donaldson Air Force Base aircraft in the air, in the area, at the time of the sighting.

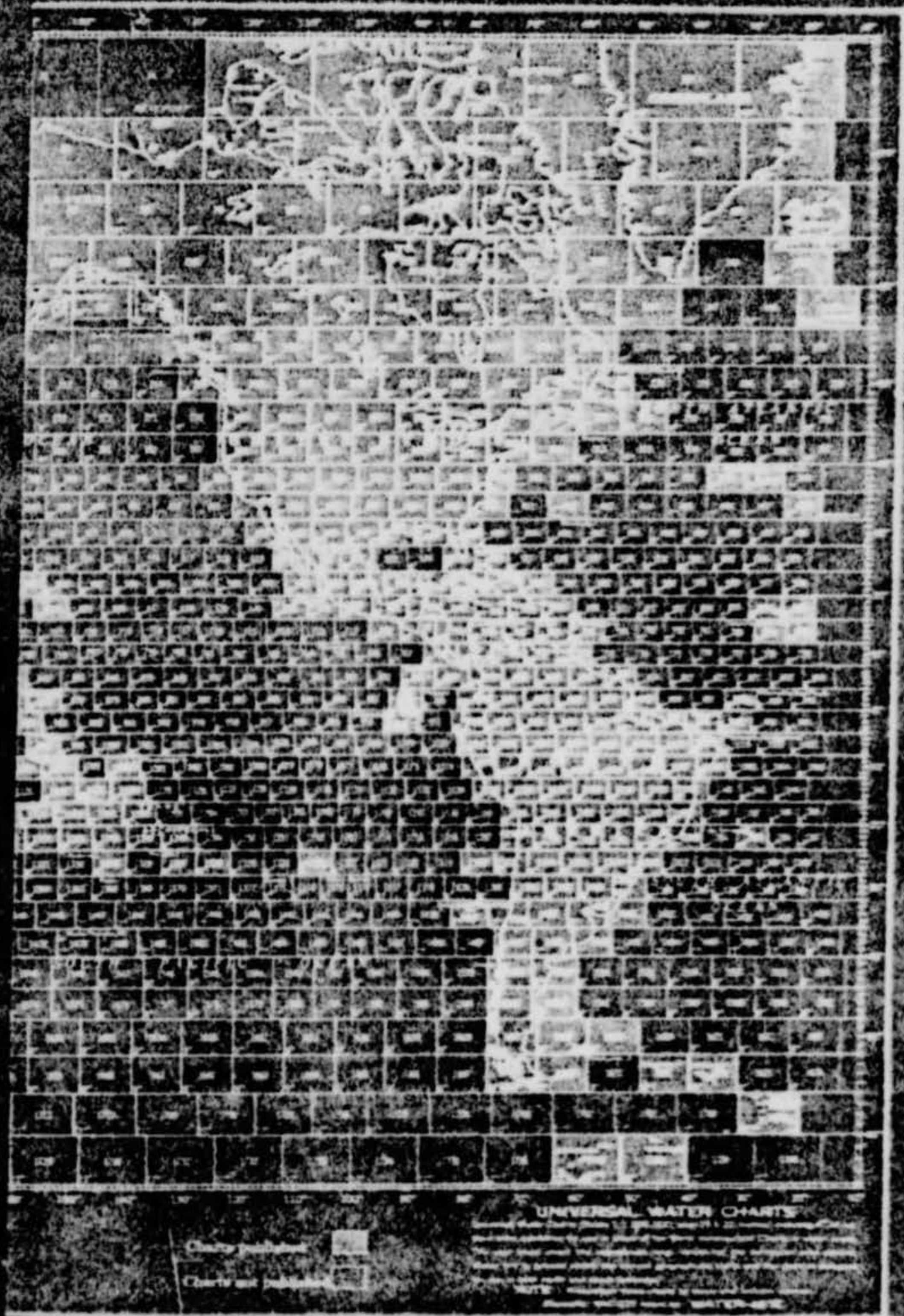
12. Preparing officer: Captain Joseph C. Sheelar

Position title: 63d T.C. Gp. Intelligence Officer

Preliminary analysis of the possible cause of the sighting:
Above named person was visiting friends and at the time of the sighting was just leaving for home. Due to the clearness of the night and the full moon, the observer was looking at the sky when sighting was made. The length of time of observation precluded her getting her friends to see the object in time.

Comments: Sightings were reported on 15 February 1954 but notification of such was forwarded to our department at 1630Z on 23 February 1954. Thoroughness of investigation was limited due to the length of time between sightings and notification to our department of same.

this case includes
three (3) Aeronautical charts



UNIVERSAL WATER CHARTS

These charts are published by the U.S. Navy Hydrographic Office, Washington, D.C. They are the most authoritative and complete charts of the world's waters. They are published in a series of volumes, each covering a specific region. The charts are available in both printed and electronic formats. For more information, please contact the U.S. Navy Hydrographic Office.

TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

- Metropolitan Area **NEW YORK**
- Large City **BROOKLYN**
- City **ALBANY**
- Small City **SARASOTA**
- Village **...**
- Hamlet **...**

HIGHWAYS AND ROADS

- Dual Lane and Super Highways **...**
- Primary Road **...**
- Secondary Road **...**
- Trail **...**
- U.S. Route **...**
- State Route **...**
- County Road **...**
- Local Road **...**

WATER FEATURES

- Channel **...**
- Bay **...**
- Harbor **...**
- Strait **...**
- Sound **...**
- Estuary **...**
- Delta **...**
- Point **...**
- Peninsula **...**

OTHER TOPOGRAPHICAL FEATURES

- Mountain **...**
- Hill **...**
- Valley **...**
- Plateau **...**
- Cliff **...**
- Scarp **...**
- Spur **...**
- Pass **...**
- Gap **...**