

PROJECT 10073 RECORD CARD

1. DATE 7 May 1955		2. LOCATION Baltimore, Maryland		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other <u>Valve Wheel</u> ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 07/1820Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION N/A		8. NUMBER OF OBJECTS two		9. COURSE N/A	
10. BRIEF SUMMARY OF SIGHTING Two cast iron objects weighing 13 3/4 and 5 1/4 pounds crashed thru the American Oil Company in Baltimore, Md. at time indicated. SMC				11. COMMENTS Checked with local iron companies in Dayton & objects believed to be part of old valve wheel. Director Aerospace Studies Inst ATTN: Archives Branch Maxwell AFB, Alabama RETURN TO: K243.6010-1 7 May 1955	

TO: Brig General Watson
Commander, ATIC

ATIAE5/ Capt Hardin
wma/69216
23 May 1955

MEMORANDUM FOR RECORD

PROBLEM:

1. To obtain approval for travel by T/Sgt Albert W. Drepperd, Assistant Bluebook Monitor, to McGuire AFB, New Jersey and to the American Oil Company, 1500 Russell Street, Baltimore, Maryland.

FACTS AND DISCUSSION:

2. All travel will be performed in connection with Project 10073.
3. At 7/1820Z May 1955, a metallic object crashed through the roof of a building occupied by the American Oil Company, Baltimore. Flt 3-H, 4602d AISS, McGuire AFB, N.J., performed the preliminary investigation but was unable to reach a final evaluation.
4. The objects (initial object separated upon impact) were received by ATIC on 16 May 1955 and found to be of fairly good cast iron composition. However, no conclusive evaluation can be accomplished as to the true identity or the source of the objects.
5. The purpose of this travel is in accordance with paragraph 4c, AFR 200-2, dated 12 Aug 1954, short title, UFOB Reporting.
6. The purpose of the travel to McGuire AFB is to discuss the case with the initial investigating officer, Capt. Chester B. Hanson, OIC, Flt 3-H, 4602d AISS.
7. The purpose of the travel to Baltimore is to interview the source, Mr. [REDACTED], American Oil Company, and to determine the area characteristics within a mile radius of the site of the incident.
8. Estimated time required for TDY is 3 days with departure o/a 24 May 1955. Traveler certifies that no suspense items for which he is responsible will become delinquent during the period of his TDY and travel outside the Air Technical Intelligence Center.

COORDINATION:

ATIAE Lt Col Harry C. Johnston, Branch Chief _____
ATIA Colonel Wayne L. O'Hern, Division Chief _____
ATI Brig General Watson, Commander _____

*never
approved*

REQUEST AND AUTHORIZATION (This form authorizes a expenditure of Government funds. Forms must be prepared accurately in every detail)		FOR TEMPORARY DUTY TRAVEL ORDERS		FOR MILITARY PERSONNEL	
1. TO: (Orders Branch) 1125th USAF Fld Activities Group (Air Technical Intelligence Center)			2. DATE 23 May 1955		
REQUEST FOR AUTHORIZATION (Request following temporary duty travel orders be authorized)					
3. ACTIVITY REQUESTING TRAVEL ORDERS (Complete designation) Electronics Branch, Technical Analysis Division, 1125th USAF F/A Gp					
4. TYPED NAME, GRADE AND TITLE OF REQUESTING OFFICER WAYNE L. O'HEARN, Colonel, USAF Chief, Technical Analysis Division		5. ORGNL CODE ATIA	6. PHONE NUMBER 66310	7. FULL SIGNATURE OF REQUESTING OFFICER	
TEMPORARY DUTY TRAVEL ORDERS (Continue on reverse side, if necessary)					
8. LAST NAME DREPPERD, Albert W.		FIRST NAME Albert W.	MIDDLE INITIAL W.	9. GRADE T/Sgt.	10. SERVICE NUMBER AF 57200963
11. ORGANIZATION 1125th USAF F/A Gp ATIC					
12. WILL PROCEED O/A 24 May 1955		13. FROM 1125th USAF F/A Gp (ATIC) Wright-Patterson AFB, Ohio		14. TO (List itinerary) 1. McGuire AFB, New Jersey 2. Baltimore, Md American Oil Company	
15. APPROX NO. OF DAYS TDY (Include tvl time) Three (3) days					
16. PURPOSE OF TEMPORARY DUTY (Explain in detail) 1. To perform follow-up investigation on UFO report in accordance with para 4c, AFR 200-2, dated 12 Aug 54, short title, UFOB Reporting.					
17. ☐ IS ☒ IS NOT AUTHORIZED TO VARY ITINERARY AND PROCEED TO SUCH ADDITIONAL PLACES AS NECESSARY (Must be justified in each instance by DD Form 96)					
18. RETURN TO Wright-Patterson AFB, Ohio					
19. METHOD OF TRAVEL (Use only if travel by privately owned conveyance is being authorized or if a particular mode of transportation is being directed) (See AFR 75-38)					
20. AUTHORITY NO. PERTAINING TO THE ABOVE INDIVIDUAL(S) IS ☐ REVOKED ☐ AMENDED AS FOLLOWS					
21. THE TRAVEL DIRECTED IS NECESSARY IN THE MILITARY SERVICE. CHARGE TO AUTHORIZATION					
22. OFFICIAL DESIGNATION OF APPROVING HEADQUARTERS 1125th USAF F/A Gp, W-P AFB, Ohio			23. LOCATION OF APPROVING HEADQUARTERS Wright-Patterson AFB, Ohio		
24. ALLOTMENT NO.			25. APPROVED UNDER AUTHORITY DELEGATED BY AFR 35-52 and GO 31, Hq Comd 1951		
26. BY ~~COMMAND~~ BY ORDER OF THE COMMANDER		27. TYPED NAME, GRADE, SERVICE AND TITLE OF AIR ADJUTANT GENERAL, AIR ADJUTANT OR AUTHENTICATING OFFICER, SEAL OR SIGNATURE THOMAS J. CONNAIR, JR Major, USAF Adjutant			
28. NORMAL DISTRIBUTION Air Adjutant General (Original); Budget & Fiscal (1); Morning Rept (1); Traveler (4); Office of Origin (1).		29. AUTHORITY NUMBER			

COUNTRY OF ORIGIN USA		REPORT NO. 38-40008-5-55	CLASSIFICATION SECRET
AIR INTELLIGENCE INFORMATION REPORT			
AREA OF ORIGIN BALTIMORE, MARYLAND			
AGENCY OF ORIGIN Flight 3-B, 46026 ATSS		DATE OF INFORMATION 12 May 1955	
SOURCE OF INFORMATION [REDACTED]		DATE OF INFORMATION 7 May 1955	
PREPARING OFFICE CHESTER B. HANSON, Captain, USAF		AVAILABILITY	

REFERENCE: (Enter number of report, title, and date of report, if applicable)
Telephone conversation between Major DeBroux, HQ, 46026 ATSS and Capt. Hanson, 10 and 12 May 1955.

SUBJECT
UICB

SUMMARY (Enter concise summary of report. One paragraph in final one sentence paragraph. List references at foot of page. Begin text of report on a new line.)

I. CONCLUSIONS:

PART ONE: Description of incident by [REDACTED] Supervisor of Services, American Oil Company, 1330 Russell Street, Baltimore, Maryland.

PART TWO: Supplementary Investigative Efforts

PART THREE: Comments of Preparing Officer

II. SUMMARY: An unidentified flying object penetrated the roof of the American Oil Company, Baltimore, Maryland (GJPS 2319) at 7/1320Z May. The information contained in this report was from the person observing the object and from an investigation conducted to determine the possible cause of the falling object.

III. INVESTIGATORS: Captain Chester B. Hanson

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF
Officer in Charge

5 (See individual Parts)

APPROVED:

John M. [Signature]
JOHN M. [Signature]
Colonel, USAF
Commander

DISTRIBUTION BY ORIGINATOR
D/L, USAF; Comdr, ATSS; D/L, 26th ADiv; Comdr, 46026 ATSS; OIC, Flight 3-B, 46026 ATSS

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1003424

UFOB INDEX CARD

1. DATE 7 May 1955		2. LOCATION Baltimore, Maryland		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other <u>Dropped by a/c</u> ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT <u>07/1820Z May 1955</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☒ Yes ☐ No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION N/A		8. NUMBER OF OBJECTS two (2)		9. COURSE Thru roof	
10. BRIEF SUMMARY OF SIGHTING An unidentified flying object penetrated the roof of the American Oil Company. The objects appeared to be made of cast iron or similar metal (forwarded to AFIC for analysis). Observer believed that he heard the sound of receding a/c immediately after the objects penetrated the roof.				11. COMMENTS Investigated by Flight 3-H with the following conclusions: The objects in question were released or fell from an aircraft flying over or in the vicinity of the American Oil Co.	

AIR INTELLIGENCE INFORMATION REPORT

THROW (Agency)

REPORT NO.

Part One

Flight 3-B, A6021 ATSS

38-0000-5-55

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PAGE

I. SOURCE

Address

Maryland

Baltimore 20

Age: Approximately 40

Occupation

American Oil Company

Education: High school

Qualification: None

II. REPUTATION: Mr. [REDACTED] is a serious, intelligent individual who holds a responsible position with a large corporation. His statements and observations are considered valid and true.

III. SOURCE'S DESCRIPTION OF INCIDENT: At 7/1820Z May 55 SOURCE was having lunch in his office. Since it was Saturday afternoon, the other employees were not in the office. While eating Mr. [REDACTED] heard a loud noise in the rear office of the plant. Running to the rear he discovered that two pieces of metal had crashed through the roof, through a sound-proofing floor, and after splintering a 2 x 4, were on the floor. Looking through the hole in the roof, SOURCE heard the receding noise of an aircraft. Although he could not see the aircraft, SOURCE believed that it had been overhead at the time of the noise and was now departing. The objects appeared to be made of cast iron or similar metal and the two pieces obviously had been joined one piece weighed approximately 13 3/4 pounds, rounded with approximately a 2 to 2 1/2 inch diameter. The second piece approximately 5 1/4 pounds together they appeared to be a wedge-shaped piece or a circular piece of metal, similar to a manhole cover or wheel. It is estimated that the entire wheel if found would weigh about 80 pounds. Refer to ENCLOSURE #1.

SOURCE contacted Baltimore police on 7 May 55 and again on 9 May 55. On 9 May 55 Baltimore police picked up the two objects and called Air Research and Development Command who made a preliminary investigation and then contacted this organization. Reports made by police and Air Research and Development Command are contained in PART TWO of this report.

1 Incl

Pictures & Neg

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two
Flight 3-B, 46023 ARSS	SI-MR03-5-55	PAGE 8 OF 9

SUPPLEMENTARY INVESTIGATION REPORTS:

1. A check was made at Base Operations, Friendship International Airport, Baltimore, Maryland. Major DEON CHAY, Executive Officer of the airport checked all records and reported that there was no record of either a commercial or military aircraft in the area at the time specified. However, many military aircraft cleared through the tower there and no record is kept of these aircraft. Also small private aircraft could have been in the area from small outlying fields.
2. A check was made with the Flight Service Center at Olmsted Air Force Base, Pennsylvania for aircraft in the area at the time of the incident. Negative results.
3. Captain FRANK DEEMS, Southern District, Baltimore, Maryland City Police received the first report (see INCLOSURE #1) from the radio car. He stated that there was no explosion reported or incident in the district which could have resulted in a piece of machinery being hurled through the air. Further, the object, although bearing a faint resemblance to a manhole cover, is completely different from any manhole cover in Baltimore. Also there was no report of any sewer explosion in Baltimore.
4. Captain RYAN, Air Research and Development Command, made the preliminary investigation (see INCLOSURE #2).
5. Baltimore newspapers carried stories on the incident on 10 May 1955. INCLOSURE #3 is from the Baltimore Sun and INCLOSURE #4 is from the Baltimore News-Post.

4 Incls

- #1 Radio Car Report
- #2 Preliminary Investigation, ARDC W/Attached Memo
- #3 Baltimore Sun Article
- #4 Baltimore News-Post Article

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT TO	Part Two
Flight 3-B, 46025 ATSS	3-B-11303-5-55	4 0 9

Enclosure 1 to Part Two

POLICE DEPARTMENT
City of Baltimore

REPORT

Southern DISTRICT May 9 1955

Captain Frank A. Deems

Sir: Radio Car # 81 received a call to 1500
Russell Street, American Oil Company, at 12:05 PM
this date. Upon our arrival we were met by Mr.
[REDACTED] manager of the Company.

He stated that on May 7, 1955 at 1:20 PM, a
piece of iron, shaped like a wheel, weighing about
20 pounds came through the roof of the building and
landed on the first floor. They were unable to find
out who it got there.

We checked the roof and it was found to have a
hole through it, to the first floor.

The building is insured.

Respectfully,

/s/ Off [REDACTED]
/s/ Off [REDACTED]

Ball # 4
Post # 26
Time 12:05 PM
Place 1500 Russell St.

TRUE COPY

Chester B. Hansen
CHESTER B. HANSEN
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two
Flight 3-H, 46021 AINS	3-H-0003-5-55	5 9

Inclosure 2 to Part Two

AIR RESEARCH AND DEVELOPMENT COMMAND
Baltimore, Maryland

MEMO FOR RECORD

10 May 1955

SUBJECT: Unidentified Object

1. Captain RYAN, Assistant Chief, ROTOR, received a phone call from Captain E. E. GRINE, RDEE (Ext 89), at approximately 1600 hours, 9 May 1955, who related the information contained in attached Memo for Record, dtd 9 May 1955, subject: Objects Fell Through Roof of Building, RDEE.

2. At approximately 1630 hours, Captain RYAN departed for the Southern District Police Station, after conferring with Mr. [REDACTED] regarding the visit. Captain RYAN was met by a uniformed policeman and escorted to the office of the Police Captain. Here, the objects were viewed, and are described as follows:

The objects appeared to be composed of cast iron or similar material, and the two (2) pieces gave evidence of at one time having been joined, perhaps near or very close to the apparent point of break. The one piece weighed approximately 13 3/4 pounds; rounded, with approximately a 2 to 2 1/2 inch diameter, measured along the periphery, its length was about 20 inches; a hole (cut in the center by the break on the one end) was sunken in the piece, and might have measured about (1) inch in diameter; the depth of the hole was about one (1) to one and one quarter (1-1 1/4) inches. The second piece had quite obviously been joined to the first, and if joined, would resemble a ragged "piece of pie"; the point of obvious juncture was bright, as metal will become when sharply broken. This second piece was flat, about one quarter inch (1/4) to three eighths inch (3/8) thick, was pierced by a hole about one (1) inch in diameter which appeared to have been a part of the original design of the object and not caused by the falling action or any other action; weight of the second piece was estimated at 5 1/4 pounds; the two "radii" of the entire piece, if joined as "a piece of pie", would be about 9 inches and 12 inches. If the pieces had been part of a circular piece and the whole had been constructed as the pieces, the object's diameter would have been about 21 inches, its weight, about 30 pounds.

3. A newspaper reporter (Mr. [REDACTED]) and photographer (name unknown) from the Baltimore News Post newspaper requested a picture of the objects with Captain RYAN; the latter declined. The newspaper people were told that "Captain RYAN'S presence was part of the routine Air Force investigation of matters concerning objects flying through the air or falling from the Air, and that any official Air Force statement would be issued by the Department of the Air Force, Washington, D. C." When asked if a "follow up" might be made here, it was recommended they contact the PIO officer at Headquarters, ARDC, for further releases.

4. The Police Captain, FRANK A. DENNIS then stated he would make an investigation of the building and the surrounding area concerned in this report, and relay the results of his investigation to Captain RYAN on the morning of 10 May 1955. This was accomplished. A summary of the Police Captain's findings is given as follows:

Investigation disclosed the two pieces of material already described had pierced the roof of the American Oil Company building at the time and under the circumstances described in a copy of the Police Report of the Police Department, City of

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AIR INTELLIGENCE INFORMATION REPORT

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Inclosure 2 to Part Two Contd.

Baltimore, Southern District, dtd 9 May 1955, (attached as INCLOSURE 4). He further determined the piece(s) had penetrated the tin roof of the building, as well as the sub-roof and sound proofing material (undiscovered thickness and materials), had struck a 2x4 upright, splintering it, then struck a truck standing in the building, finally falling to the floor. There were no injuries to personnel reported.

The building is estimated to be approximately 25 to 30 ft in height and is located just off the Baltimore-Washington Expressway in the 1500 Block of Russell Street. The Police Captain reported there were no cranes or other equipment within a reasonable distance of the building (thinking perhaps the objects might have been part of such an apparatus), nor were there any other pieces of equipment of a height to indicate the possibility a part of them had become detached and have fallen or have been impelled through the roof. He stated the building has an approximate 130 foot front and the piece/s fall about 30 feet from the one end, 60 feet from the front, 30 feet from the South Side.

5. Captain HANSON, Commander 46026 AISS was called on the morning of 10 May 1955 and the pertinent facts related to him. (Raymond 42100, Dtd 2103) (McGuire Air Force Base). He called Captain RYAN back to inform him he (Captain HANSON) was coming to Baltimore and should arrive in the late afternoon. (10 May 1955). It was stated to him the Captain in charge of the Southern District Police would be called, an interview arranged, and if possible, arrangements would be made for interview of the principals involved at the American Oil Company building wherein the incident occurred.

6. Captain RYAN called Captain F. A. DEWIS, Southern District Police Station at 1035 Hours, 10 May 1955, and stated the regular investigative officer would like to make a call for the purpose of confirming and completing the necessary investigation, beginning at approximately 1600 Hours, 10 May 1955. It was also asked of the Police Captain if he thought it possible the personnel involved at the American Oil Company might be interviewed. I received an affirmative answer to this. On asking about interviewing the two Police Officers who made the call the Police Captain seemed reluctant to have these men interviewed, stating all that they could say had already been included in the report. Captain RYAN thanked the Captain for his co-operation and stated that he, as well as the investigative officer would call at about 1600 Hours or shortly thereafter.

7. Upon arrival of Captain HANSON, this Memo, as well as other pertinent materials will be turned over to him for completion of the investigation. (Captain GRINE, PIO, ARDC, was notified of the action to this point).

REPORTING OFFICER:

/s/t/ MICHAEL O. REAN
Captain, USAF

APPROVED:

/s/t/ HARLEY J. DALE
Major, USAF

2

TRUE COPY:

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO

Part Two

Flight 3-H, 46023 ATSS

3-H-URCB-5-55

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OF

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PAGE

Inclosure 2 to Part Two, Attached Memo.

MEMO FOR THE RECORD:

9 May 55
1600

SUBJECT: Objects Fall Through Roof of Building

At 1600, this date, received call from Mr. [REDACTED] employee of the Baltimore Southern District Police Station, located in the 1200 block, South Charles Street. (Corner of Patapsco and Austin). Phone BUtterbury 5-1600 ext 262.

He stated that some objects had fallen through the roof of an American Oil Company building, located on Pennington Avenue.

The objects appeared to be of cast metal of following dimensions:

one item - approx 12" long x 2 inches in diameter.

one item - triangular shaped, approximately 1/4" thick by 6" x 6" x 6".

Notified Capt RYAN, ROTCH, ext 352, at 1610.

/s/ [REDACTED] ROTCH

TRUE COPY:


CHESTER B. HANSON
Captain, USAF

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INVESTIGATION AND FINAL EVALUATION

ATIAE-5



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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two
Flight 3-H, 46026 MISS	3H-UPAR-5-55	PAGE 8 OF 9

Inclosure 3 to Part Two

Newspaper Article Taken From the Baltimore Sun

WHERE DID METAL BAR DROP FROM?

Pipe That Crashed Through Roof Is Oil Plant Puzzle

A twenty-pound metal bar had the police stumped last night.

The pipe, solid metal about two inches in diameter and 12 inches long, crashed through the roof and second floor of an oil plant office Saturday and came to rest on the first floor.

What it is and where it came from have not been established.

Shows Chunk

The complaint came yesterday from Joseph A. Amer, of the 300 block of Paradise Avenue, who is manager of the American Oil Company office in the 1500 block of Russell Street.

He showed the chunk of mysterious metal to police in the Southern district, and it left them as puzzled as he was. The pipe is curved and grayish and "heavy as lead."

A sergeant examined it and could give only this explanation: "Part of a flying saucer."

Inclosure 4 to Part Two

Newspaper Article Taken From the Baltimore News-Post, Tuesday, May 10, 1955

PARTS OF FLYING SAUCER

Mystery Metal Pieces Pierce Roof Of Plant

Maybe they are parts of a flying saucer, police speculated today as they continued today to study two heavy pieces of metal which, evidently falling from a very considerable height, plowed through the roof of the American Oil Company plant in the 1500 block Russell Street.

"Who knows?" asked Capt. Frank A. Beems of the Southern district station. "We're calling in experts to look at 'em, but the investigation is not doing much good."

Weighing about 20 pounds, the hunks of metal plowed through the roof of the office in the 1500 block Russell Street Saturday afternoon and scared several workers but didn't hurt anyone.

One piece is about two inches in diameter and curved. The second is a quarter inch thick with a round hole in the center.

"Investigators" said it looked like the two should fit together but they couldn't make them fit.

An Air Force expert was called in and concluded that, "They're metal. I know that much." He said they didn't appear to be from any type of airplane he has seen.

Certain there was no explosion in that area which might have hurled the chunks into the oil company office on Saturday, police still went on the theory that the metal pieces came from the air - somehow.

Chester H. Hanson

TRUE COPY:

CHESTER H. HANSON, Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Three
Flight 3-H, 4602d ATSS	3H-UR0B-5-55	PAGE 9 OF 9

COMMENTS of Preparing Officer:

1. In the opinion of the Preparing Officer, the object was probably accidentally dropped from an aircraft, either military or private, for the following reasons:

a. Although a check with Base Operations at Friendship International Airport, Baltimore, Maryland and the Flight-Service Center at Olmsted Air Force Base, Pennsylvania disclosed no aircraft in the area at the time, it could easily have been a small private aircraft or military aircraft flying locally.

b. Although the heaviness of the metal precludes its being used as part of the aircraft it could have been part of a cargo.

c. The velocity of the objects (penetrating the roof, second floor, and splintering a 2 X 4 beam) and the fact the objects came directly through the roof to the floor below indicates the metal came from great height. If the metal had come from a neighboring plant or sewer explosion the metal would have entered the building in a more lateral direction.

d. The fact that Mr. SCHUBERHOLZ heard an aircraft leaving the area at the time of the incident helps confirm this theory.

2. All persons contacted, including Mr. SCHUBERHOLZ and the police, believe that the metal came from an overhead aircraft.


CHESTER B. HANSON
Captain, USAF
Officer-in-Charge

COMMENTS of Approving Officer:

1. Concur with the opinion of the Preparing Officer that the specified piece of casting was released or fell from an aircraft flying over or in the vicinity of the American Oil Company, Baltimore, Maryland.

2. The two pieces of the metallic object have been forwarded to AFIC for analysis and evaluation.



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4602D INITIAL AND FOLLOW-UP INVESTIGATION

ACTION

19 MAY 1955 15 45

19 MAY 55 18 33

ms

RA153

WPD161 TYE115MEA095

RR JEDWP

DE JEPME 17

R 181653Z

FM COMDR 4709TH DW MCGUIRE AFB NJ

TO AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB DAYTON OHIO
BT

/UNCLASSIFIED/ 4709TH DW 5373 AIS3H-099 PD REF FONCON BETWEEN CAPT
HARDIN AND CAPT HANSON CMM AND UFOB REPORT BALTIMORE POLICE WERE
CONTACTED AND REQ TO CHECK ALL JUNK YARDS IN AREA FOR POSSIBLE
OPERATIONS AT TIME OF INCIDENT PD NEAREST JUNK YARD (KLAFF JUNK
YARD CLN MR [REDACTED] REPORTED NO PERATIONS ON THAT
DAY PD ONLY OTHER JUNK YARD IN AREA IS SUBSIDIARY OF KLAFF AND ALSO
REPORTS NO OPERATIONS THAT DAY PD END.

BT

19/1730Z MAY JEPME

1. Attn
2
3. Attn-2
4. Rfile
J

FLIGHT 3-H
4602d AIR INTELLIGENCE SERVICE SQUADRON (ADC)
McGUIRE AIR FORCE BASE
TRENTON, NEW JERSEY

AIS3H

13 May 1955

SUBJECT: 3-H-UFOB-5-55

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Attn: ATIAE-5

1. Due to the fact there are two pieces of metal inclosed, this report is being forwarded directly to ATIC.
2. A copy of the report, containing pictures of the objects, has been forwarded to Hq, 4602d AISS.

for *W. A. Thammann*
CHESTER B HANSON
Captain, USAF
Officer-in-Charge

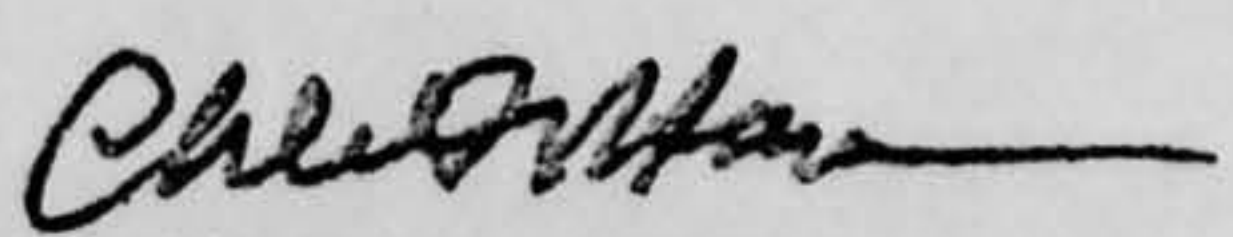
331-5

2222

R.A. 1
Raymond
4 2100
4 2108

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(SECURITY INFORMATION when filled in)

COUNTRY OF ORIGIN USA		REPORT NO. 3H-UFOB-5-55	(Leave blank)
AIR INTELLIGENCE INFORMATION REPORT			
AREA REPORT CONCERNS BALTIMORE, MARYLAND			
AGENCY OF ORIGIN Flight 3-H, 46021 AINS		DATE OF REPORT 12 May 1955	
SOURCE OF INFORMATION [REDACTED] and others		DATE OF INFORMATION 7 May 1955	
PREPARING OFFICER CHESTER B. HANSON, Captain, USAF		EVALUATION	
REFERENCES (Control number, directive, previous report, etc., as applicable) Telephone conversation between Major Debruler Hq., 46021 AINS and Capt. Hanson 10 and 11 May 1955.			
SUBJECT UFCB			
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 112a.)			
I. CONTENTS: PART ONE: Description of incident by [REDACTED] of [REDACTED], American Oil Company, 1500 Russell Street, Baltimore, Maryland. PART TWO: Supplementary Investigative Efforts PART THREE: Comments of Preparing Officer II. SUMMARY: An unidentified flying object penetrated the roof of the American Oil Company, Baltimore, Maryland (OSPK 2319) at 7/1820Z May. The information contained in this report was from the person observing the object and from an investigation conducted to determine the possible cause of the falling object. III. INVESTIGATORS: Captain Chester B. Hanson			
 CHESTER B. HANSON Captain, USAF Officer in Charge			
5 INCL. (See individual Parts)			
DISTRIBUTION BY ORIGINATOR			
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AF FORM 1 OCT 52 112

REPLACES AF FORM 112-PART I, 1 JUN 48, WHICH MAY BE USED.

CLASSIFICATION

(SECURITY INFORMATION when filled in)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part One
Flight 3-H, 4602d ALESS	3H-UFOB-5-55	PAGE 2 OF 9 PAGES

I. SOURCE: ██████████

Address: ██████████, Baltimore 30, Maryland

Age: Approximately 40

Occupation: Supervisor of Services, American Oil Company

Education: High school

Qualification: None

II. RELIABILITY: Mr. ██████████ is a serious, intelligent individual who holds a responsible position with a large corporation. His statements and observations are considered valid and true.

III. SOURCE'S DESCRIPTION OF INCIDENT: At 7/1320Z May 55 SOURCE was having lunch in his office. Since it was Saturday afternoon, the other employees were not in the office. While eating Mr. ██████████ heard a loud noise in the rear office of the plant. Running to the rear he discovered that two pieces of metal had crashed through the roof, through a sound-proofing floor, and after splintering a 2 X 4, were on the floor. Looking through the hole in the roof, SOURCE heard the receding noise of an aircraft. Although he could not see the aircraft, SOURCE believed that it had been overhead at the time of the noise and was now departing. The objects appeared to be made of cast iron or similar metal and the two pieces obviously had been joined one piece weighted approximately 13 3/4 pounds, rounded with approximately a 2 to 2 1/2 inch diameter. The second piece approximately 5 1/4 pounds together they appeared to be a wedge-shaped piece of a circular piece of metal, similar to a manhole cover or wheel. It is estimated that the entire "wheel" if found would weigh about 80 pounds. Refer to ENCLOSURE #1.

SOURCE contacted Baltimore police on 7 May 55 and again on 9 May 55. On 9 May 55 Baltimore police picked up the two objects and called Air Research and Development Command who made a preliminary investigation and then contacted this organization. Reports made by police and Air Research and Development Command are contained in PART TWO of this report.

1 Incl
UFOB Metal Object

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two
Flight 3-H, 4602d AIBS	3H-DFCB-5-55	PAGE 3 OF 9 PAGES

SUPPLEMENTARY INVESTIGATION EFFORTS:

1. A check was made at Base Operations, Friendship International Airport, Baltimore, Maryland. Major LEON CLAY, Executive Officer at the airport checked all records and reported that there was no record of either a commercial or military aircraft in the area at the time specified. However, many military aircraft cleared through the tower there and no record is kept of these aircraft. Also small private aircraft could have been in the area from small outlying fields.

2. A check was made with the Flight Service Center at Olmsted Air Force Base, Pennsylvania for aircraft in the area at the time of the incident. Negative results.

3. Captain FRANK DEEMS, Southern District, Baltimore, Maryland City Police received the first report (see ENCLOSURE #1) from the radio car. He stated that there was no explosion reported or incident in the district which could have resulted in a piece of machinery being hurled through the air. Further, the object, although bearing a faint resemblance to a manhole cover, is completely different from any manhole cover in Baltimore. Also there was no report of any sewer explosion in Baltimore.

4. Captain RYAN, Air Research and Development Command, made the preliminary investigation (see ENCLOSURE #2).

5. Baltimore newspapers carried stories on the incident on 10 May 1955. ENCLOSURE #3 is from the Baltimore Sun and ENCLOSURE #4 is from the Baltimore News-Post.

4 Incls

- #1 Radio Car Report
- #2 Preliminary Investigation, ARDC W/Attached Memo
- #3 Baltimore Sun Artical
- #4 Baltimore News-Post Artical

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two
Flight 3-H, 4602d ABSS	3-H-UFOB-5-55	PAGE 4 OF 9 PAGES

Inclosure 1 to Part Two

POLICE DEPARTMENT
City of Baltimore

REPORT

Southern DISTRICT

May 9 1955

Captain Frank A. Deems:

Sir: Radio Car # 81 received a call to 1500
Russell Street, American Oil Company, at 12:05 PM
this date. Upon our arrival we were met by Mr.

He stated that on May 7, 1955 at 1:20 PM, a
piece of iron, shaped like a wheel, weighing about
20 pounds came through the roof of the building and
landed on the first floor. They were unable to find
out who it got there.

We checked the roof and it was found to have a
hole through it, to the first floor.

The building is insured.

Respectfully,

/s/ Off [REDACTED]
/s/ Off [REDACTED]

Bail. # 4
Post # 26
Time 12:05 PM
Place 1500 Russell St.

TRUE COPY:

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two	PAGE 5 OF 9 PAGES
Flight 3-H, 4602d AISS	3-H-UFCE-5-55		

Inclosure 2 to Part Two

AIR RESEARCH AND DEVELOPMENT COMMAND
Baltimore, Maryland

MEMO FOR RECORD: 10 May 1955

SUBJECT: Unidentified Object

1. Captain RYAN, Assistant Chief, RDTCEP, received a phone call from Captain K. E. CRIME, RDEP (Ext 89), at approximately 1600 hours, 9 May 1955, who related the information contained in attached Memo for Record, dtd 9 May 1955, subject: Objects Fell Through Roof of Building; RDEP.

2. At approximately 1630 hours, Captain RYAN departed for the Southern District Police Station, after conferring with Mr. [REDACTED] regarding the visit. Captain RYAN was met by a uniformed policeman and escorted to the office of the Police Captain. Here, the objects were viewed, and are described as follows:

The objects appeared to be composed of cast iron or similar material, and the two (2) pieces gave evidence of at one time having been joined, perhaps near or very close to the apparent point of break. The one piece weighed approximately 13 3/4 pounds; rounded, with approximately a 2 to 2 1/2 inch diameter; measured along the periphery, its length was about 20 inches; a hole (cut in the center by the break on the one end) was sunken in the piece; and might have measured about (1) inch in diameter; the depth of the hole was about one (1) to one and one quarter (1-1 1/4) inches. The second piece had quite obviously been joined to the first, and if joined, would resemble a ragged "piece of pie"; the point of obvious juncture was bright, as metal will become when sharply broken. This second piece was flat, about one quarter inch (1/4) to three eighths inch (3/8) thick, was pierced by a hole about one (1) inch in diameter which appeared to have been a part of the original design of the object and not caused by the falling action or any other action; weight of the second piece was estimated at 5 1/4 pounds; the two "radii" of the entire piece, if joined as "a piece of pie", would be about 9 inches and 12 inches. If the pieces had been part of a circular piece and the whole had been constructed as the pieces, the object's diameter would have been about 21 inches, its weight, about 80 pounds.

3. A newspaper reporter (Mr. [REDACTED]) and photographer (name unknown) from the Baltimore News Post newspaper requested a picture of the objects with Captain RYAN; the latter declined. The newspaper people were told that "Captain RYAN'S presence was part of the routine Air Force investigation of matters concerning objects flying through the air or falling from the Air, and that any official Air Force statement would be issued by the Department of the Air Force, Washington, D. C." When asked if a "follow up" might be made here, it was recommended they contact the PIO officer at Headquarters, ARDC, for further releases.

4. The Police Captain, [REDACTED] then stated he would make an investigation of the building and the surrounding area concerned in this report, and relay the results of his investigation to Captain RYAN on the morning of 10 May 1955. This was accomplished. A summary of the Police Captain's findings is given as follows:

Investigation disclosed the two pieces of material already described had pierced the roof of the American Oil Company building at the time and under the circumstances described in a copy of the Police Report of the Police Department, City of

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ATC 22619

R INTELLIGENCE EVALUATION RECORD

TO: Headquarters 4602nd AISS (ADC) Fort Air Force Base Colorado Springs, Colorado		AIR INTELLIGENCE INFORMATION REPORT NUMBER 3H-UPCB-5-55	DATED 12 May 55
		SOURCE OF REPORT (Air Attache, Command, etc.) Flt 3H, 4602nd AISS, McGuire AFB, New Jersey	
		INTELLIGENCE REPORT PREPARED BY (Name of officer) Captain Chester B. Hanson, OIC, Flt 3-H	

USABILITY OF REPORT	VALIDITY OF INFORMATION	FULFILLMENT OF REQUIREMENT
☒ EXCELLENT	☒ CONFIRMED	☒ COMPLETE
☐ SPECIFIC	☐ PROBABLY TRUE	☐ PARTIAL
☐ USABLE	☐ POSSIBLY TRUE	☐ SLIGHT
☐ TOO GENERAL	☐ DOUBTFUL	
	☐ CANNOT JUDGE	

COMMENTS (In narrative style, expand on your evaluation as checked above. Your comments, guidance and helpful criticism are appreciated by collectors. Carefully prepared and detailed Evaluation Records will improve the quality of reporting and provide you with intelligence information of higher quality.)

1. The two objects, which accompanied the report, were closely examined by both AISC personnel and several metallurgists from iron forging and casting companies in Dayton, Ohio. Following is the result of the analysis:

a. Characteristics of the objects

(1) The two objects, weighing 13 3/4 and 5 1/4 lbs are definitely of a good quality cast iron containing less than 2% silicon in composition.

(2) From close examination it was found that the casting is of an old variety and traces of corrosion indicate it had been installed near water or in some other humid location.

(3) The objects are PROBABLY from a former valve control wheel used on ocean vessels, steam regulating apparatus and/or water and sewerage systems.

(4) The hole located at the break on the pipe-like piece was found to contain a considerable amount corrosion, suggesting that a former "handle-type" assembly was once installed there.

b. Probable cause of the incident - It is very difficult to determine what caused the incident; however, after consideration of various possibilities, the following conclusions were attained:

(1) It is very unlikely that any aircraft in the area at the time could have dropped the particular pieces recovered. If the whole "wheel" had been accidentally dropped from an aircraft, it would have remained in one piece until

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two
Flight 3-H, 4602d AISS	3-H-UFOB-5-55	PAGE 6 OF 9 PAGES

Inclosure 2 to Part Two, Contd, May 1955, (attached as INCLOSURE 4). He further determined the piece(s) had penetrated the tar roof of the building, as well as the sub-roof and sound proofing material (undescribed thickness and materials), had struck a 2x4 upright, splintering it, then struck a truck standing in the building, finally falling to the floor. There were no injuries to personnel reported.

The building is estimated to be approximately 25 to 30 ft in height and is located just off the Baltimore-Washington Expressway in the 1500 Block of Russell Street. The Police Captain reported there were no cranes or other equipment within a reasonable distance of the building (thinking perhaps the objects might have been part of such an apparatus), nor were there any other pieces of equipment of a height to indicate the possibility a part of them had become detached and have fallen or have been impelled through the roof. He stated the building has an approximate 130 foot front and the piece/s fell about 30 feet from the one end, 60 feet from the front, 30 feet from the South Side.

5. Captain HANSON, Commander 4602nd AISS was called on the morning of 10 May 1955 and the pertinent facts related to him. (Raymond 42100, Ext 2108) (McGuire Air Force Base). He called Captain RYAN back to inform him he (Captain HANSON) was coming to Baltimore and should arrive in the late afternoon. (10 May 1955). It was stated to him the Captain in charge of the Southern District Police would be called, an interview arranged, and if possible, arrangements would be made for interview of the principals involved at the American Oil Company building wherein the incident occurred.

6. Captain RYAN called Captain F. A. DEEMS, Southern District Police Station at 1035 Hours, 10 May 1955, and stated the regular investigative officer would like to make a call for the purpose of continuing and completing the necessary investigation, beginning at approximately 1600 Hours, 10 May 1955. It was also asked of the Police Captain if he thought it possible the personnel involved at the American Oil Company might be interviewed. I received an affirmative answer to this. On asking about interviewing the two Police Officers who made the call the Police Captain seemed reluctant to have these men interviewed, stating all that they could say had already been included in the report. Captain RYAN thanked the Captain for his co-operation and stated that he, as well as the investigative officer would call at about 1600 Hours or shortly thereafter.

7. Upon arrival of Captain HANSON, this Memo, as well as other pertinent materials will be turned over to him for completion of the investigation. (Captain GRINE, PIO, ARDC, was notified of the action to this point).

REPORTING OFFICER:

/s/t/ MICHAEL O. RYAN
Captain, USAF

APPROVED:

/s/t/ HARLEY J. DALY
Major, USAF

2

TRUE COPY:

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two	
Flight 3-4, 4602d AESS	3-4-WFOB-5-55	PAGE 7	OF 9 PAGES

Inclosure 2 to Part Two, Attached Memo.

MEMO FOR THE RECORD:

9 May 55
1600

SUBJECT: Objects Fall Through Roof of Building

At 1600, this date, received call from Mr. [REDACTED], employee at the Baltimore Southern District Police Station, located in the 3200 block, South Charles Street. (Corner of Patapsco and Austin). Phone MULberry 5-1600 ext 269.

He stated that some objects had fallen through the roof of an American Oil Company building, located on Pennington Avenue.

The objects appeared to be of cast metal of following dimensions:

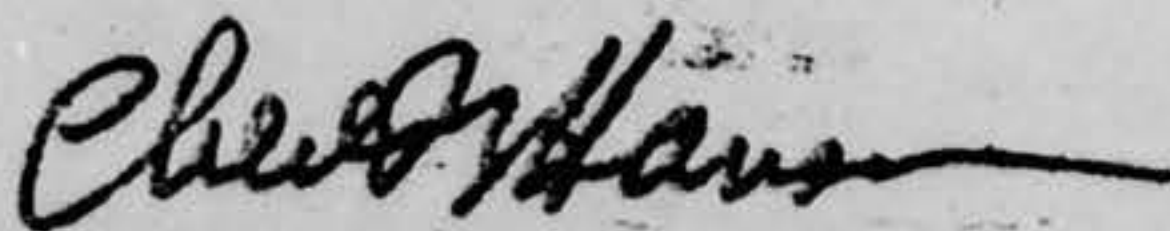
one item - approx 12" long x 2 inches in diameter.

one item - triangler shaped, approximately 1/4" thick,
by 6" x 6" x 6".

Notified Capt RYAN, RDTOP, ext 352, at 1610.

/s/t/ Grine, RDTOP

TRUE COPY:


CHESTER B HANSON
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	Part Two	OF	9	PAGES
Flight 3-a, 4602d AESS	3H-UFOB-5-55	PAGE 8			

Inclosure 3 to Part Two

Newspaper Article Taken From the Baltimore Sun:

WHERE DID METAL BAR DROP FROM:

Pipe That Crashed Through Roof Is Oil Plant Puzzle

A twenty-pound metal bar had the police stumped last night.

The pipe, solid metal about two inches in diameter and 14 inches long, crashed through the roof and second floor of an oil plant office Saturday and came to rest on the first floor.

What it is and where it came from have not been established.

Shows Chunk

The complaint came yesterday from Joseph A. Amer, of the 300 block of Paradise Avenue, who is manager of the American Oil Company office in the 1500 block of Russell Street.

He showed the chunk of mysterious metal to police in the Southern district, and it left them as puzzled as he was. The pipe is curved and grayish and "heavy as lead."

A sergeant examined it and could give only this explanation: "Part of a flying saucer."

Inclosure 4 to Part Two
Newspaper Article Taken From the Baltimore News-Post, Tuesday, May 10, 1955:

PARTS OF FLYING SAUCER?

Mystery Metal Pieces Pierce Roof Of Plant

Maybe they are parts of a flying saucer, police speculated today as they continued to study two heavy pieces of metal which, evidently falling from a very considerable height, plowed through the roof of the American Oil Company plant in the 1500 block Russell Street.

"Who knows?" asked Capt. Frank A. Deems of the Southern district station. "We're calling in experts to look at 'em, but the investigation is not doing much good."

Weighing about 20 pounds, the hunks of metal plowed through the roof of the office in the 1500 block Russell Street Saturday afternoon and scared several workers, but didn't hurt anyone.

One piece is about two inches in diameter and curved. The second is a quarter inch thick with a round hole in the center.

"Investigators" said it looked like the two should fit together but they couldn't make them fit.

An Air Force expert was called in and concluded that, "They're metal, I know that much." He said they didn't appear to be from any type of airplane he has seen.

Certain there was no explosion in that area which might have hurled the chunks into the oil company office on Saturday, police still went on the theory that the metal pieces came from the air - somehow.

Chester B. Hanson

TRUE COPY:

CHESTER B. HANSON, Captain, USAF

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UFO's		T854C	
SUBJECT NAME		NUMBER	
FROM		TYPE	
113 3H, 46024 A133		13 May 55	
113 3H, 46024 A133		113	
113 3H, 46024 A133		FILE DESIGNATION	
SUMMARY			
Ltr. 113 13 May 55, Subj: UFO's Report w/Incl. Report and 2 pieces of metal			
DO NOT REMOVE THIS COPY			
TO	TO	TO	TO
DATE	DATE	DATE	DATE
15 May 55			
REPLIED OR INDORSED TO	FILED (Place)	OTHER ACTION	

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flight 3-H, 4602d AISS	REPORT NO. 3H-UFOB-5-55	Part Three PAGE 9 OF 9 PAGES
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COMMENTS of Preparing Officer:

1. In the opinion of the Preparing Officer, the object was probably accidentally dropped from an aircraft, either military or private, for the following reasons:

a. Although a check with Base Operations at Friendship International Airport, Baltimore, Maryland and the Flight-Service Center at Olmsted Air Force Base, Pennsylvania disclosed no aircraft in the area at the time, it could easily have been a small private aircraft or military aircraft flying locally.

b. Although the heaviness of the metal precludes it being used as part of the aircraft it could have been part of a cargo.

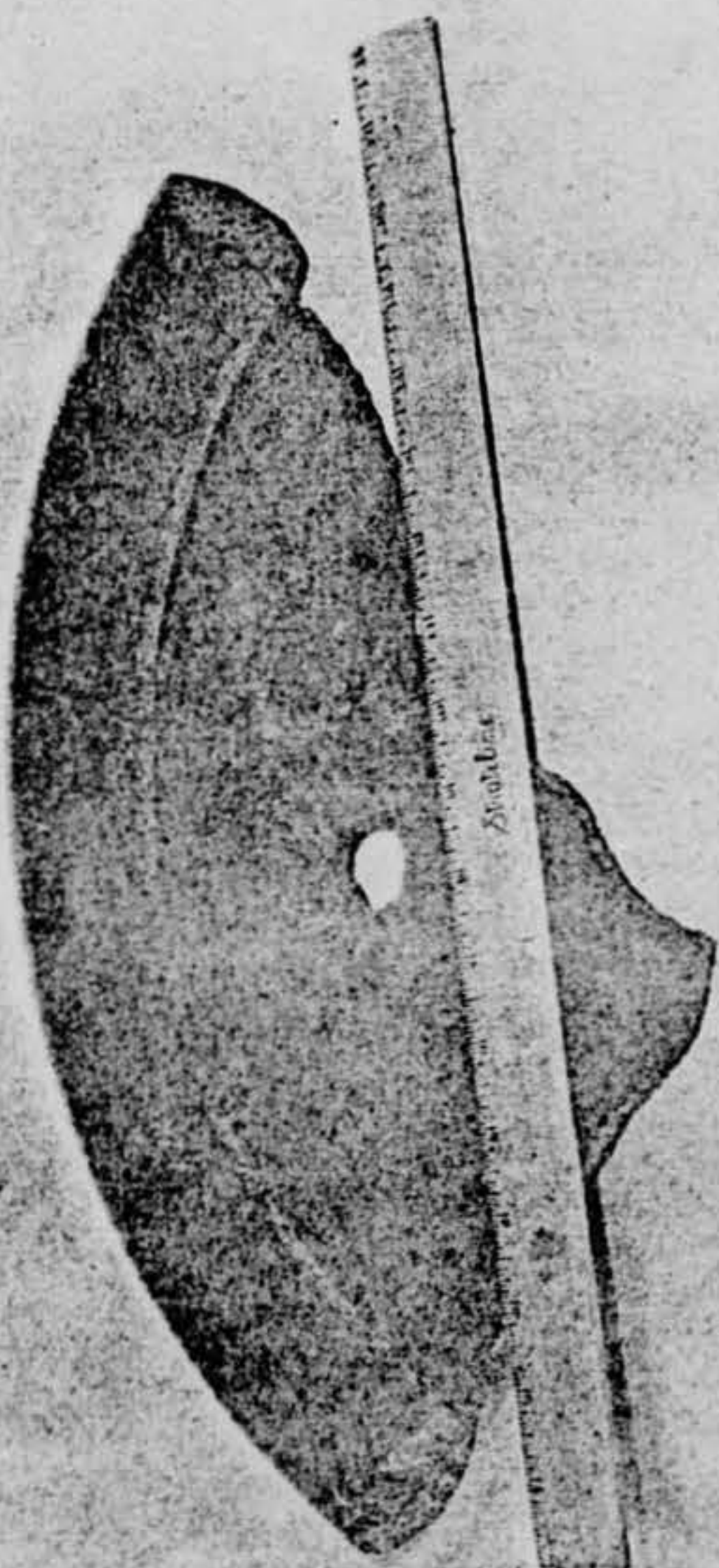
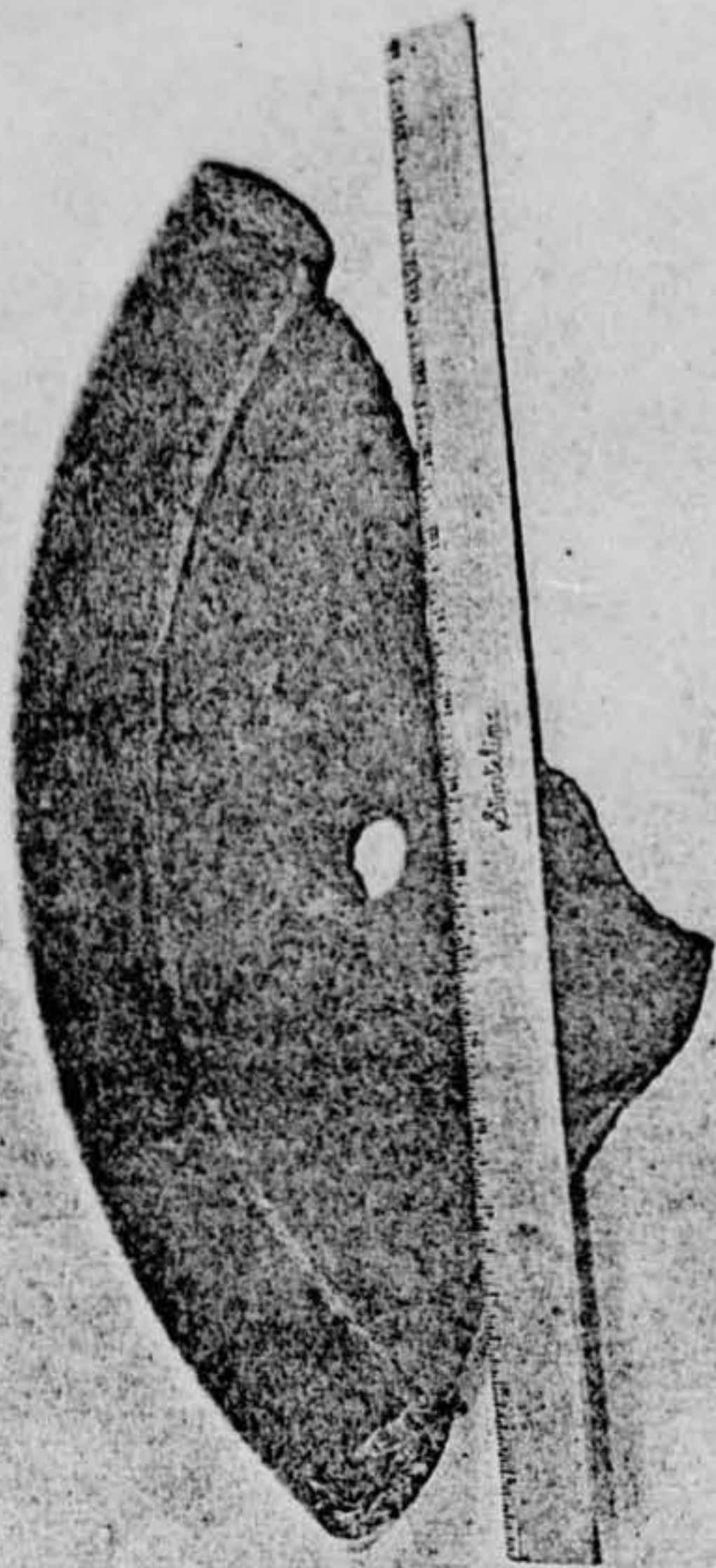
c. The velocity of the objects (penetrating the roof, second floor, and splintering a 2" X 4 beam) and the fact the objects came directly through the roof to the floor below indicates the metal came from great height. If the metal had come from a neighboring plant or sewer explosion the metal would have entered the building in a more lateral direction.

d. The fact that Mr. [REDACTED] heard an aircraft leaving the area at the time of the incident helps confirm this theory.

2. All persons contacted, including Mr. [REDACTED] and the police, believe that the metal came from an overhead aircraft.


CHESTER B HANSON
Captain, USAF
Officer-in-Charge

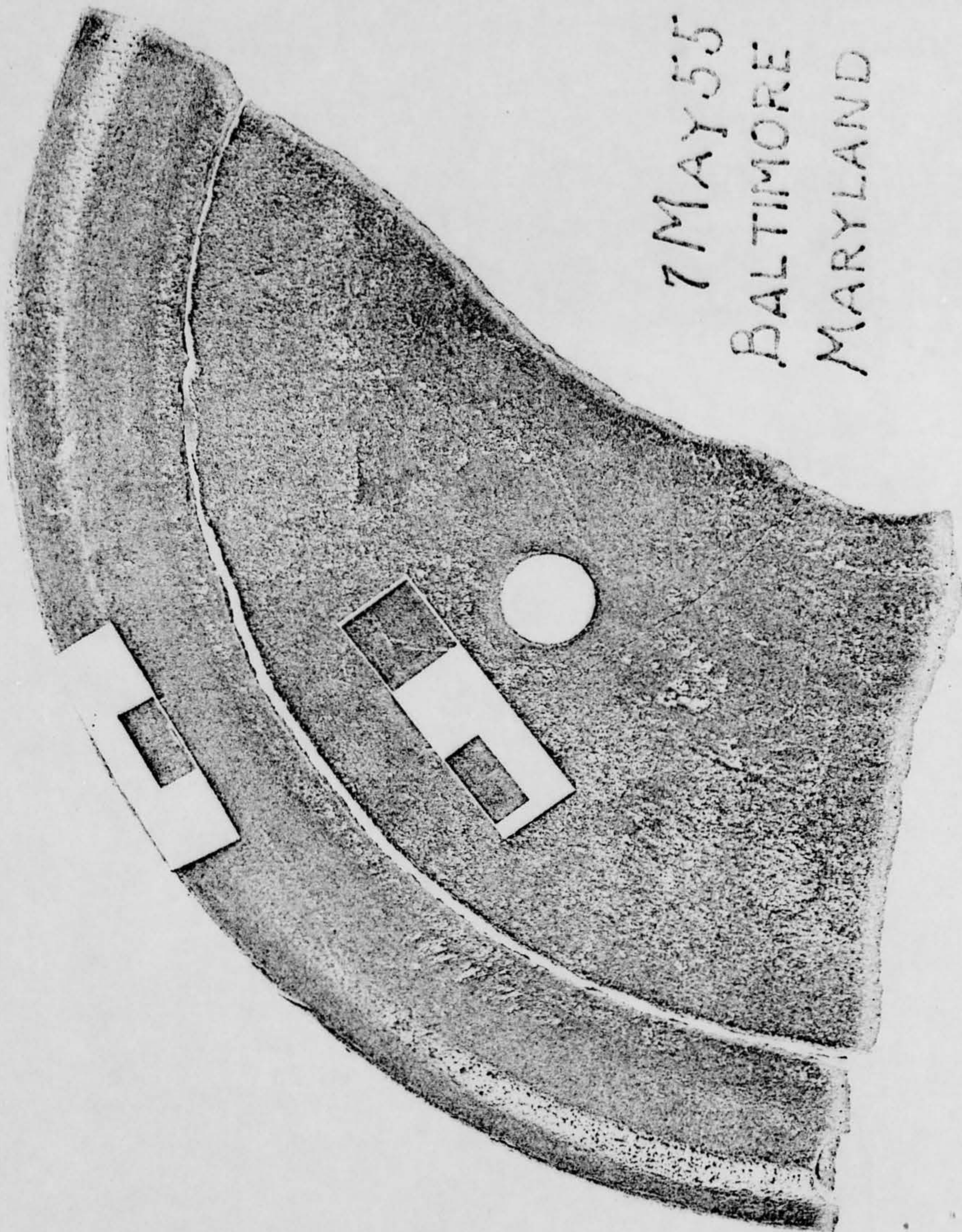
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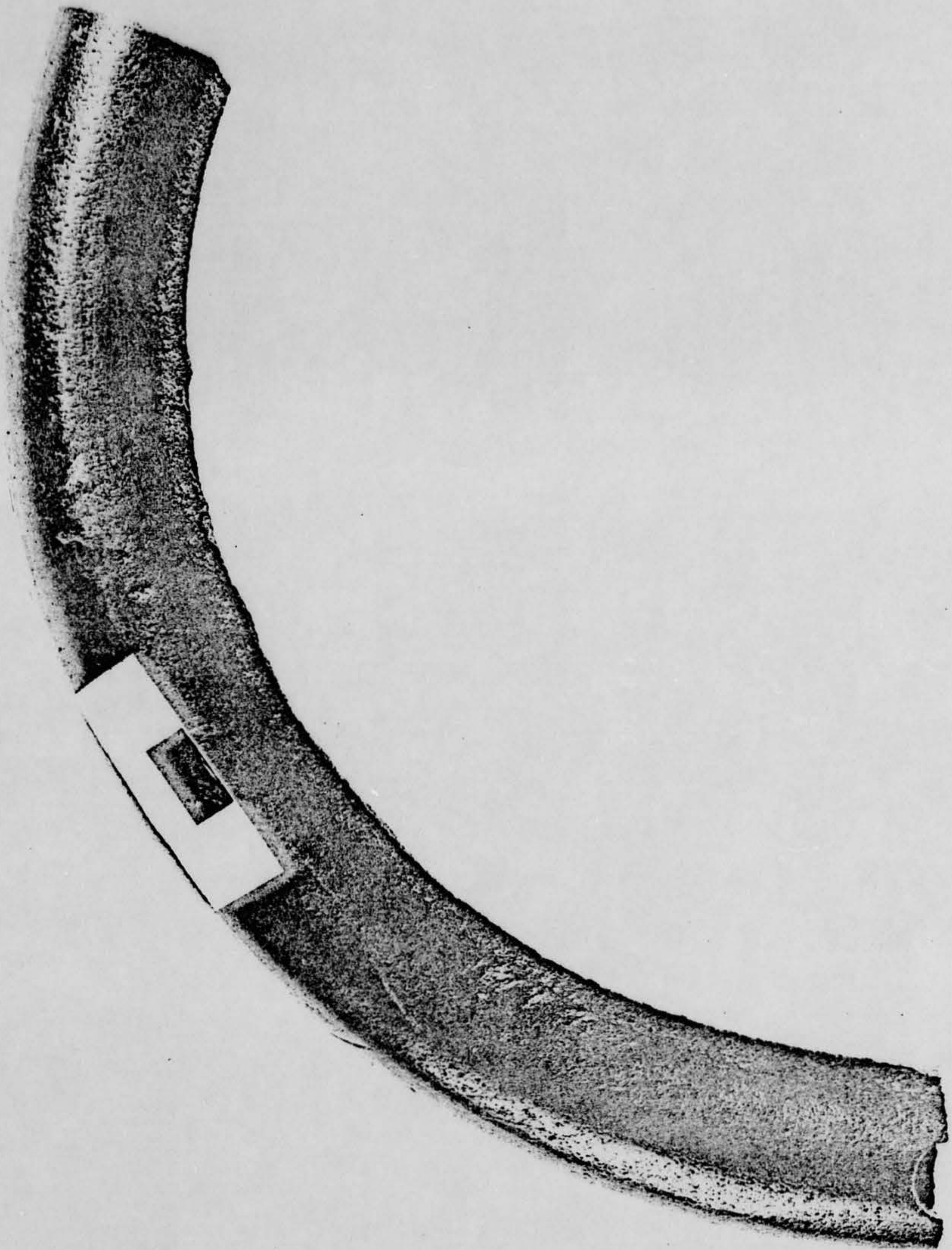


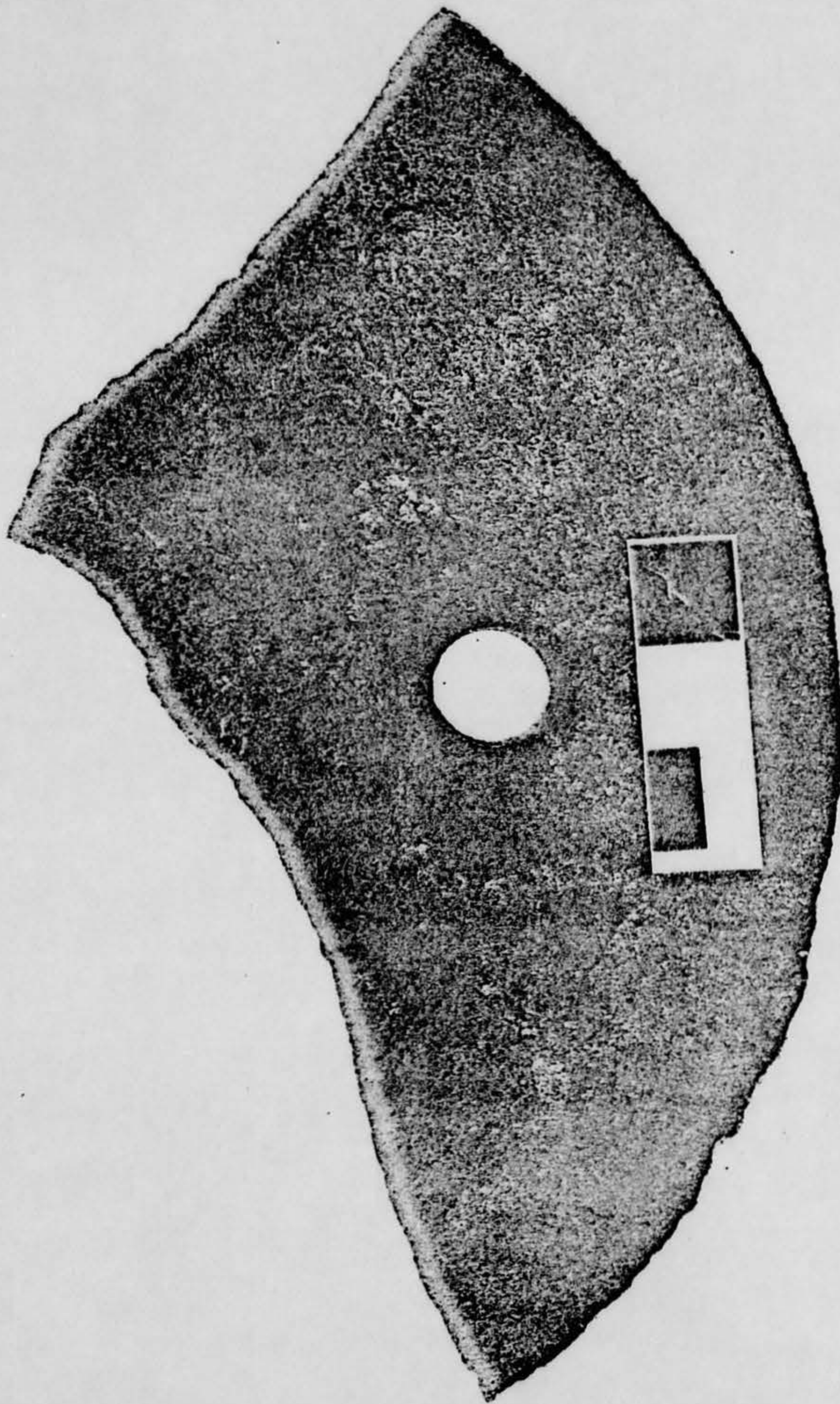
OFFICIAL PHOTOGRAPH
UNITED STATES AIR FORCE
BASE PHOTOGRAPHIC LABORATORY
MCGUIRE AIR FORCE BASE
TRENTON, NEW JERSEY

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UNITED STATES AIR FORCE
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MCGUIRE AIR FORCE BASE
TRENTON, NEW JERSEY

7 MAY 55
BALTIMORE
MARYLAND







R INTELLIGENCE EVALUATION RECO

TO:

AIR INTELLIGENCE INFORMATION REPORT NUMBER

DATED

SOURCE OF REPORT (Air Attache, Command, etc.)

INTELLIGENCE REPORT PREPARED BY (Name of officer)

USABILITY OF REPORT

EXCELLENT

SPECIFIC

USABLE

TOO GENERAL

VALIDITY OF INFORMATION

CONFIRMED

PROBABLY TRUE

POSSIBLY TRUE

DOUBTFUL

CANNOT JUDGE

FULFILLMENT OF REQUIREMENT

COMPLETE

PARTIAL

SLIGHT

COMMENTS (In narrative style, expand on your evaluation as checked above. Your comments, guidance and helpful criticism are appreciated by collectors. Carefully prepared and detailed Evaluation Records will improve the quality of reporting and provide you with intelligence information of higher quality.)

contact with the roof of the building. There were no other pieces found or reported.

(2) A prankster would have to possess a great amount of physical strength to have thrown the objects up and/or thru the roof.

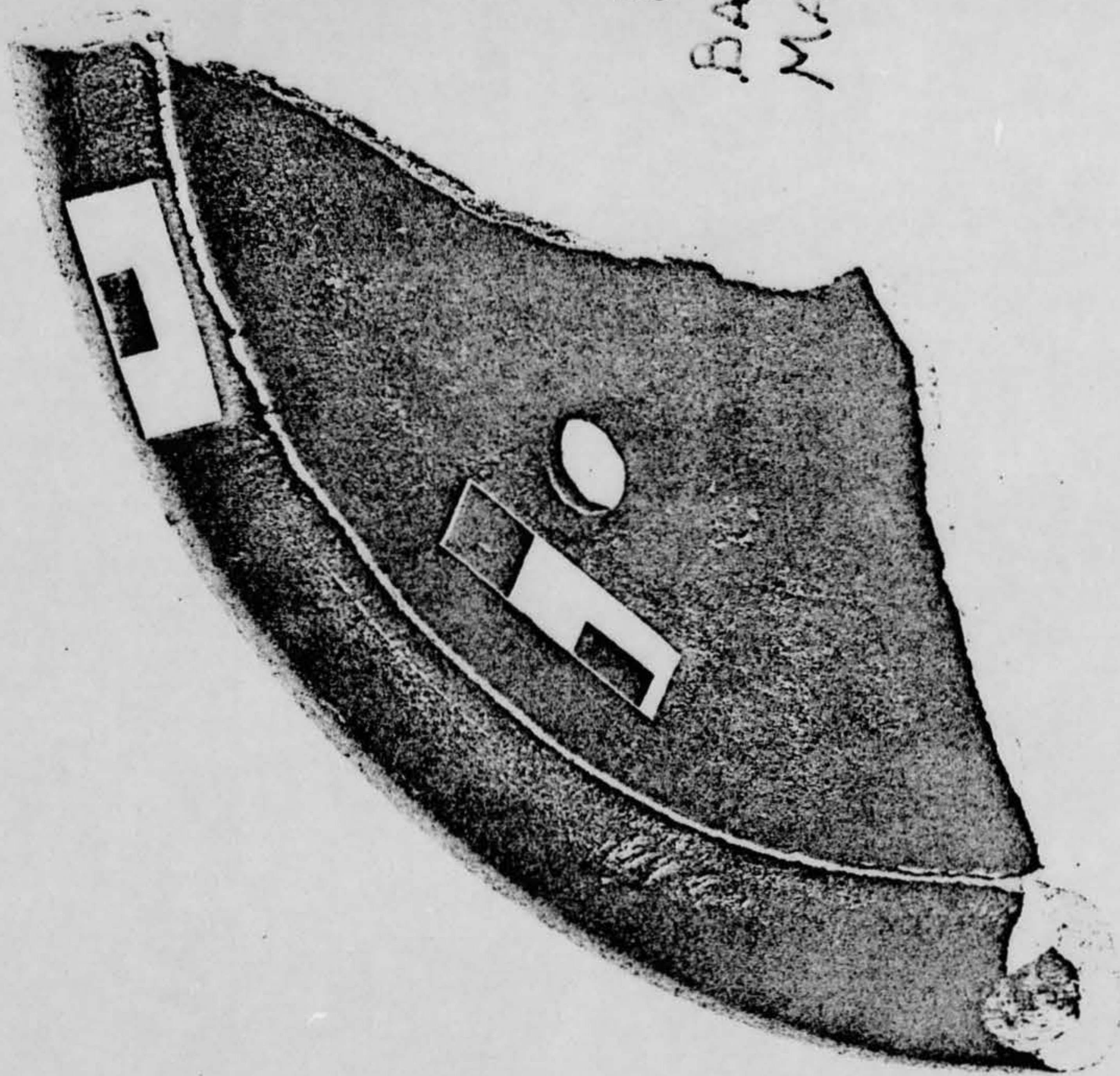
(3) If the objects had been part of a revolving mechanism of a passing train, they would have entered the building in a more lateral direction, rather than the obvious vertical direction. (Unless in the case of a ricochet.)

(4) The most feasible explanation attained thus far for the phenomenon is that a local scrap iron company, conducting "skull-cracking" operations that day caused the object to be "tiddly-winked" into the air and crashed through the roof of the building. Several of the persons with experience in this type of operation substantiated this theory and stated they had seen pieces of metal tiddly winked a distance of almost one mile.

2. Upon the tentative conclusion made in paragraph (4) above, a call was made to the reporting officer who was requested to check local scrap-iron yards. A negative reply was received stating that the two nearest junk yards were not conducting "skull-cracking" operations on that day. Regardless of this negative reply, it is felt that this is the only logical explanation and that the junk yard managers (one of them), might have been hesitant in admitting such operations due to the legal aspects involved.

3. The Air Technical Intelligence Center feels that this report can be placed

7 MAY 55
BALTIMORE
MARYLAND



16 - 31 MAY 1955 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVERS</u>	<u>EVALUATION</u>
16	Winchester, Virginia	[REDACTED]	Insufficient Data
17	Mojave, California	[REDACTED]	Aircraft
17	San Francisco, California	[REDACTED]	Astro (JUPITER)
17	McDill AFB, Florida (CASE MISSING)	[REDACTED]	Other (SEARCHLIGHT)
18	Niagara Falls, New York	Military	Astro (METEOR)
18	Los Angeles, California	[REDACTED]	Insufficient Data
19	Berkeley, California	[REDACTED]	Insufficient Data
19	Van Nuys, California	[REDACTED]	Aircraft
19	Alameda, California	[REDACTED]	Balloon
19	Kentfield, California	[REDACTED]	Astro (METEOR)
19	San Gabriel, California	[REDACTED]	Balloon
20	Alexandria, Minnesota	Civilian (PHYS S) IN FOLLOWING- FOUR	Other (HARD COAL)
20	Tokyo, Japan	Military	Insufficient Data
20	Orville, California	[REDACTED]	Insufficient Data
20	Yuma, Arizona	[REDACTED]	Astro (METEOR)
20	LaGuardia Airport, New York (CASE MISSING)	Civilian	Aircraft
20	Brooklyn, New York	[REDACTED]	Aircraft
20	Malvern, Pennsylvania	[REDACTED]	Aircraft
21	Norton, AFB, California	Military	Insufficient Data
23	Elyria, Ohio	[REDACTED]	Aircraft
23	Cheyenne, Wyoming	Military	UNIDENTIFIED
24	Long Island, New York	[REDACTED]	Insufficient Data
25	London, England	[REDACTED]	Other (PSYCHOLOGICAL)
26	Chitose AB, Japan	Military	Aircraft
26	Euclid, Ohio	[REDACTED]	Balloon
26	Clearfield, Pennsylvania	[REDACTED] IN FOLLOWING- (PHYS S) FOLDER	Astro (ALTAIR)
27	Englewood, Ohio	[REDACTED]	Other (SLAG)
28	Wabuska, Nevada	[REDACTED]	Astro (METEOR)
29	Colorado Springs, Colorado (CASE MISSING)	Multi	Balloon
29	Uruguay	[REDACTED]	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
19	Los Angeles, California (DEM)		

AIR INTELLIGENCE EVALUATION RECORD

T1	AIR INTELLIGENCE INFORMATION REPORT NUMBER	DATED
	SOURCE OF REPORT (Air Attache, Command, etc.)	
	INTELLIGENCE REPORT PREPARED BY (Name of officer)	

USABILITY OF REPORT	VALIDITY OF INFORMATION	FULFILLMENT OF REQUIREMENT
EXCELLENT	CONFIRMED	COMPLETE
SPECIFIC	PROBABLY TRUE	PARTIAL
USABLE	POSSIBLY TRUE	SLIGHT
TOO GENERAL	DOUBTFUL	
	CANNOT JUDGE	

COMMENTS (Keep the intelligence collectors informed. Your comments, guidance and criticism are greatly appreciated. Definite and detailed evaluation will lead to improvement in the quality of intelligence reporting).

into the UFGS classification of "Other." Although we do not know what actually caused the incident, we do know that the objects in question are man-made.

4. Report 3-11-4708-3-55 was well prepared, comprehensive in nature and contains the appropriate details desired by this Center in cases involving actual evidence. No further information is desired. A set of photographs are attached for your retention.

DATE	AGENCY AND OFFICE	ANALYST (Signature)
27 May 55	ATLAS, Air Technical Intelligence Center Wright Patterson Air Force Base, Ohio	Capt. C.A. Hardin

ATIAE-5 FOLLOW-UP INVESTIGATION

17 May 1955

CASE - 7 May 1955, Baltimore, Maryland

REPORT - AF Form 112, (U), 3H-UFOB-5-55, dated 12 May 1955, Fr Flt 3-H,
4602d AISS, McGuire AFB, New Jersey.

ACTION - Upon direction from Capt. C. A. Hardin, ATIAE-5, the undersigned airman obtained a telephone account number and placed a call to Capt. Hanson at McGuire AFB, No. Daymond 42100, Ext 2108. Informed Capt. Hanson of the results of the preliminary investigation and requested he check for local scrap-iron companies within a mile radius of the site of the incident. Also asked him to inquire on "skull-cracking" operations, if any, conducted on 7 May 1955. Capt. Hanson readily agreed and stated he would obtain and forward the requested information via teletype. He added that he knew of several such companies within reasonable distance from the site of the incident. Capt. Hanson requested that ATIAE-5 prepare and forward a copy of AF Form 112b to the 4602d Hqs upon final analysis. This will be accomplished pending results of Capt. Hanson's follow-up check of the area.

Drepperd
T/Sgt. Drepperd

FINAL EVALUATION

- 23 MAY 55- UNKNOWN/OTHER
OR

OTHER-

MAN-MADE CAST-IRON.

UNKNOWN-

How incident occurred, presumably
JUNK YARD OPERATIONS.

ATIAE-5 PRELIMINARY INVESTIGATION

16 May 1955

CASE - 7 May 1955, Baltimore, Maryland

REPORT - AF Form 112, (U), 3H-UFOB-5-55, dated 12 May 1955, Fr Flt 3-H, 4602d AISS, McGuire AFB, New Jersey.

NARRATIVE- 1100 Hrs, 16 May 1955 - ATIAE-5 received the above mentioned report, via air mail from Flt 3-H, 4602d AISS McGuire AFB, New Jersey with two metallic objects as inclosures. The undersigned airman was assigned the task of interviewing several persons from Iron & Steel Companies in Dayton, Ohio in an attempt to identify the two objects.

INTERVIEWS ACCOMPLISHED -

1. 1400 Hrs, 16 May 1955 - Visited the Dayton Forging & Heat Treating Company and discussed the objects with Mr. [REDACTED] with the company. Mr. [REDACTED] stated that the objects were definitely a fairly good quality of cast iron, after conducting some routine tests (a spark test and magnetic observations). He further indicated that in his, ([REDACTED]), opinion, the two pieces were, at one time, joined and were initially part of a balance wheel or valve control wheel. Mr. [REDACTED] also pointed out that in his estimation, the pieces were NOT from some type of flywheel due to apparent construction and the evident outer rim smoothness of the pipe-like piece. He explained that the smooth area indicated constant ware from contact with either human hands or some soft material.

A true evaluation of Mr. [REDACTED]'s reliability and character could not be obtained due to the relatively short time of the interview. However, he impressed the reporting airman with his direct answers to all questions, (his answers contained no contradictory statements), and his enthusiasm in extending assistance. It was obvious that Mr. [REDACTED] was well educated and versed in the field of metallurgy.

2. 1455 Hrs, 16 May 1955 - Discussed the objects in question with Mr. [REDACTED], of the Kopelove Iron & Metal Company, Dayton, Ohio. Mr. [REDACTED], (unaware of my visit to the company in Para 1 above), readily answered all questions asked of him. Mr. [REDACTED]'s statements and conclusions varied very little from those obtained at the first interview with Mr. [REDACTED]. Mr. [REDACTED] is the [REDACTED] with the company.

3. 1520 Hrs, 16 May 1955 - Visited the [redacted] (Metallurgy). [redacted], Dayton, Ohio. The reporting airman was introduced to Mr. [redacted], who is part owner of the laboratories. Mr. [redacted] stated that during his experience in both the productive and research aspects of the field of metallurgy, he had observed many "wheels" formed similar to which the shape of the objects imply. He further indicated that the objects were undoubtedly part of a turn wheel installed on valves of various designs. Apparatus which commonly utilize this type of a wheel include control valves in water and sewerage systems, steam regulating assemblies and are quite frequently found on ocean vessels. Moreover, Mr. [redacted] stated that pieces were from an old type of wheel made years ago, and that similar control devices of today are usually lighter in weight and advanced in design. He then confirmed the composition of the material as being cast iron, of rather good quality with an estimation of less than 2% silicon in material content.

Mr. [redacted] also advanced the theory that the objects in question crashed through the building in Baltimore as a result of "Skull-cracking" operations probably being conducted at a local scrap yard within a radius of a mile of the site of the incident. He explained that during his experience he had seen many metallic pieces fly through the sky as a result of "skull-cracking".

Mr. [redacted] appeared to be a very well educated gentleman, as well as having the practical background experience which enabled him to express himself fluently and thoroughly when asked specific questions by this interviewer.

4. 1555 Hrs, 16 May 1955 - Phoned in above information to Capt. Hardin, Project Monitor.

CONCLUSION

1. After reviewing the aforementioned statements and opinions together with the report, it is felt by this investigator that the incident can be summed up as follows;

A. Characteristics of the Objects

(1). The two objects, weighing 13 3/4 and 5 1/4 lbs, are definitely a good quality cast iron.

(2). From close examination it was found that the casting is of an old variety and traces of corrosion indicate it had been installed near water or in some other humid location.

(3). The objects are probably from a former valve control wheel.

(4). The hole located at the break on the pipe-like piece was found to contain a considerable amount of corrosion, suggesting that a former "handle-type" assembly was once installed there. Years ago it was the practice of men operating this type of apparatus to remove such handles to lessen the possibility of personal injury.

B. Probable Cause of the Incident

(1). It is extremely unlikely that any aircraft flying in the area at the time could have dropped these particular pieces. If the whole wheel had been accidentally dropped from an aircraft, it would have remained in one piece until contact with the roof of the building. There were no other pieces found or reported.

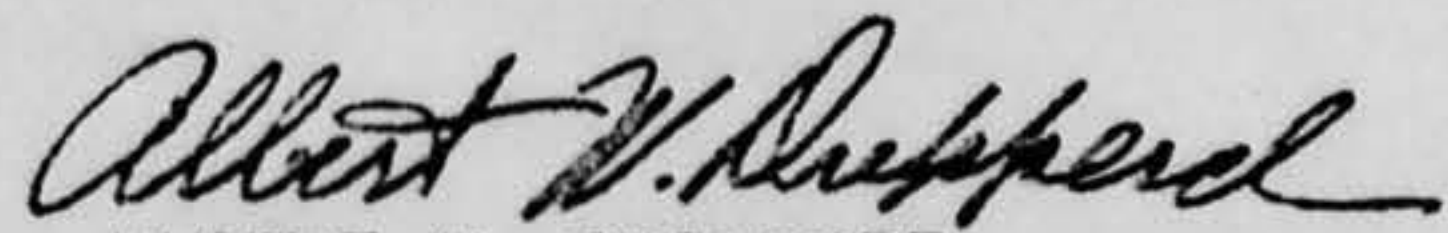
(2). A prankster would have to possess a great amount of physical strength to have thrown it up and through the roof.

(3). If the objects had been part of a revolving mechanism of a passing train, they would have entered the building in a more lateral direction, rather than the obvious vertical direction they fell in.

(4). Based upon close examination of the report and as a result of the interviews conducted, it is felt by the reporting airman that the incident occurred when a local scrap-iron company was conducting "skull-cracking" operations and the objects "tudeley-winked" into the air and crashed through the roof of the building. Note: Skull-cracking is the breaking up of machinery and other metallic objects into small pieces to send back for smelting and re-casting.

RECOMMENDATION

In line with conclusion (4) above, it is recommended that Capt. C. B. Hanson, Comdr Flt 3-H, be contacted and requested to check on the locations of scrap-iron companies situated within a mile radius of the American Oil Company building. Further request Capt. Hanson inquire as to possible skull-cracking operations conducted by any such companies on 7 May 1955.



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Assistant Project Bluebook
Monitor