PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
2 Oct 61	Salt Lake City, Utah	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 1215 GMT 0219162	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 15 min	**8. NUMBER OF OBJECTS** one	**9. COURSE** Varied
		☒ Other Prob Sun Dog ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING Sun at time and date of sighting was in a direction coincident with that reported for UFO. UFO was reported to be at elevation of aprox 22° above horizon while absolute elev of sun fm Salt Lak area was 46° 59' 42" at time of sighting. This would put objt at aprox 24° below sun. It is noted that weather conditions at time of sighting indicate high cirrus clouds. Cirrus clouds are associated with ice crystals. Sun dogs, which are associated with ice crystals, form at 22 1/2° and sometimes 45° fm sun. All indications in this case are directed toward objt being a sun dog. It is significant that witnesses on ground observed objt to be stationary while airborne witnesses indicate motion--probably his own. There is no available evidence which would indicate that objt of sighting was not a sun dog.

See: Tape 7-3745-356
(TAPE IN SPECIMEN FILE)

11. COMMENTS

ATIC FORM 329 (REV 26 SEP 52)

INTELLIGENCE REPORT | INTELLIGENCE REPORT

DEPARTMENT OF THE AIR FORCE

WARNING: This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, | UNCLASSIFIED | Title 18, USC, Secs 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

COUNTRY: United States of America

REPORT NO: IR-1-61

SUBJECT: (U) UFO

DATE OF REPORT: 9 October 1961

DATE OF INFO: 2 Oct 61

REFERENCES: AFR 200-2/Complete

NO OF PAGES: 12

PLACE & DATE ACQ: Utah Central Airport, Salt Lake City, Utah

EVALUATION: B-2

SOURCE: Sources below named

FROM: Sec & Law Enforce Div, Hill AFB

PREPARED BY: Douglas M. Crouch

SUMMARY:

At 1916Z hours on 2 October 1961 a report of a UFO sighting was received from civilian sources at the Utah Valley Airport, Salt Lake City, Utah, via Flight Operations Division, Hill AFB, Utah, and the Salt Lake City Utah Air National Guard Control Tower. Six of the eight persons who reported seeing the object were available and were interviewed at the Central Valley Airport and tape recorded statements obtained. All six of the persons agreed that the object had no similiarity to manned aircraft, either in configuration, speed, or maneuverability. The sixth person attempted to make an interception of the object and stated he flew within three to five miles of the object before it rose rapidly, started off in an upward southerly direction, paused and then disappeared to the west at a speed believed in excess of 1,000 miles per hour. Federal Aeronautics and Utah Air National Guard personnel at the Salt Lake Municipal Airport were contacted and reported that no radar contacts had been made with the object. Wind velocities at various altitudes in the area discounted the possibility that the object could have been a weather balloon moved rapidly at times by the wind, and no balloons released during that period locally had assumed such a direction or path. No unusual meteorological or astronomical conditions were present which might account for the sighting. Visibility was 40 miles with ceiling unlimited at the time the civilian pilot of the intercept plane reported he approached within three to five miles of the object and was within 1,000 feet of its altitude. A telephonic report of this sighting was made to the Command Post Duty Officer, Air Force Logistics Command, Wright-Patterson AFB, Ohio, at 2134 hours MST (0434 Zu), who advised that the taped statements of observers and a taped report of investigation be forwarded

DISTRIBUTION BY ORIGINATOR: FTD-E 3 cys,
w/1 Attachment: Tape recording of statements of observers.

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CIA
ARMY NAVY
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INTELLIGENCE REPORT | INTELLIGENCE REPORT

This format is used in lieu of AF Form 112 which is not available.

to FTD-E via Air Mail. As of the date of report it is believed that all logical leads have been exhausted in an effort to identify the object.

. . . . . .

1. At 1916Z hours on 2 October 1961 the Flight Operations Division, Hill AFB, relayed a report from the Salt Lake City Utah National Guard Control Tower that approximately eight civilians at the Utah Central Airport (40 38N, 111 58W), 3200 West 21st South, Salt Lake City, Utah, had observed an unidentified object in the sky which reportedly hovered above the Provo, Utah, OMNI (40 15N, 111 55W), located twenty-three miles south of the Utah Central Airport, and that one of the observers had attempted an air intercept of the object and had approached within three to five miles of the object before it moved off and disappeared.

2. At approximately 1910Z the Salt Lake City Air Traffic Control Center rerouted a transient F-100 aircraft to the area of the reported sighting to make a search. At 1940Z the aircraft landed at Hill AFB and reported no contact with the item.

3. At 2200Z on 2 October 1961 Mr [redacted], [redacted] Utah, Aircraft Attendant at the [redacted] was interviewed at that location, with a tape recording being made of the interview. The following information and answers received to questions is prefaced by the paragraph number of items of information requested in paragraph 15, AFR 200-2, dated 14 September 1959.

15a(1) Shape - At distance he observed object he could not determine shape.

15a(2) Size - Couldn't compare size to any known object, but stated it must have been large and couldn't have been an aircraft because you couldn't see an aircraft at approximately eight miles, and this object was at least thirty miles away, approximately over the Provo OMNI.

15a(3) Color - A distinct silver color.

15a(4) Number - One

15a(5) Formation - None

15a(6) Discernible features - None

15a(7) Tail, trail, or exhaust - Could see none. It was suspended there and not even moving.

15a(8) Sound - No sound heard.

15a(9) Pertinent features - None observed.

This format is used in lieu of AF Form 112a which is not available.

15b(1) What called attention to object - Report on object over UNICOM from pilot who was attempting to intercept object.

15b(2) Angle, elevation, azimuth - Estimated 2,500 feet above the ground (Altitude at Utah Central Airport is 4240 feet), at an azimuth of 180 degrees.

15b(3) Angle, elevation and azimuth at time of disappearance - Slightly higher than 2,500 feet above the ground at the same azimuth.

15b(4) Flight path and maneuvers - Did not see it move, but would see it in one place then it would disappear and reappear in another place away from where it had first been seen.

15b(5) How did object disappear - Object faded out in the same location.

15b(6) How long object visible - For approximately fifteen minutes.

15c(1) Manner of observation - Naked eye.

15c(2) Optical aids - None.

15c(3) Airborne sighting - N/A

15d(1) Zulu time, date group - 1900Z, 2 October 1961.

15d(2) Light conditions - Daytime

15e Location of observer - Front of office of Utah Central Airport (40 38N, 111 58W), 3200 West 21st South, Salt Lake City, Utah.

15f Information on observer - From observation and interview WOODS appears to be a mature and stable person, and this opinion is shared by his employers. WOODS holds a private pilot license with fifty-five hours flying time. He has worked around aircraft for approximately eight years.

15g(1) Weather and winds - [redacted] stated the weather was clear with no cloud cover, and there was very little surface winds.

4. At 2225Z on 2 October 1961 [redacted], Industrial Banker, was interviewed at the Utah Central Airport, with the interview recorded on tape. The following information and answers to questions was obtained:

15a(1) Shape - Had an oval shape when sun was shining on object. When it disappeared to those watching without binoculars, it looked to him like it was dark and more or less cigar shaped. That the oval shape was like a football.

This format is used in lieu of AF Form 112a which is not available.

15a(2) Size - At the distance he compared the object with the size of a baseball (hardball).

15a(3) Color - It was dark, and when the sun was shining on it, it reflected silver or aluminum. It did not have a shimmering effect like it was vibrating, and the edges were clear.

15a(4) Number - One

15a(5) N/A

15a(6) Features or details - No protruding wings or tail section that he could see.

15a(7) Tail, trail, or exhaust - None that he could see.

15a(8) Sound - None

15a(9) Pertinent features - None.

15b(1) What called attention to object - The pilot of the intercept plane reporting the object from the air.

15b(2) Angle, elevation, azimuth - Could not estimate any of those.

15b(3) Angle, elevation, and azimuth at time of disappearance - Was not watching object at the time it disappeared.

15b(4) Flight path and maneuvers - Did not observe any flight path at the time he was watching with binoculars. Object was stationary and appeared to hang suspended all the time.

15b(5) How did object disappear - Was not watching at the time object disappeared.

15b(6) How long object visible - Somewhere between ten and fifteen minutes.

15c(1) Manner of observation - Naked eye and binoculars.

15c(2) Optical aids - Binoculars.

15c(3) Airborne sighting - N/A

15d(1) Zulu time, date group - Time unknown, 2 October 1961.

15d(2) Light conditions - Daytime.

This format is used in lieu of AF Form 112a which is not available.

15e Location of observer - Front of office of Utah Central Airport (40 38N, 111 58W), 3200 West 21st South, Salt Lake City, Utah.

15f [redacted] appeared to be a mature person in his early fifties and was consistent in his answers with regard to the above questions. Although he has no pilots license or connection with aviation, CARD has considerable flying time as a passenger in private and commercial aircraft.

15g(1) [redacted] stated the weather was bright and clear with no clouds, and that there was very little wind.

5. At approximately 2245Z on 2 October 1961 Mr [redacted], Aircraft salesman, was interviewed at the Utah Central Airport, with the resulting information recorded on tape. [redacted] stated substantially as follows:

15a(1) Shape - Couldn't determine any definite shape when observing the object with the naked eye.

15a(2) Size - Could not estimate size.

15a(3) Color - With the sun shining on it, it looked silver. It looked like a solid color, with no shimmering like it was vibrating.

15a(4) Number - One

15a(5) Formation - N/A

15a(6) Features or details - None from his observation.

15a(7) Tail, trail, or exhaust - None that he observed.

15a(8) Sound - None

15a(9) Pertinent features - None observed

15b(1) What called attention to object - The radio report from the civilian pilot who first sighted the object.

15b(2) Angle, elevation, azimuth - Appear to be between three and five thousand feet elevation when first sighted, and about thirty miles out. Due south of the Utah Central Airport. West of PROVO OMNI.

15b(3) Angle, elevation, and azimuth at time of disappearance - Was talking on the UNICOM and did not watch the object disappear.

This format is used in lieu of AF Form 112a which is not available.

15b(4) Flight path and maneuvers - I saw it in one position low on the horizon, and the second time it was to the right and higher, maybe eight to ten thousand feet variation. It was approximately five minutes between the two sightings.

15b(5) How did object disappear - Was not watching at time the object disappeared as he was talking on UNICOM.

15b(6) How long object visible - About five to seven minutes.

15c(1) Naked eye.

15c(2) Optical aids - None.

15c(3) Airborne sighting - N/A

15d(1) Zulu time, date group - Did not note time on 2 October 1961.

15d(2) Light conditions - Daytime.

15e In office of Utah Central Airport (40 38N, 111 58W), 3200 West 21st South, Salt Lake City, Utah.

15f Information on observer - [redacted] appeared to be a mature individual in his early forties, and was very consistent in his statements. He holds a private pilot's license, with approximately six hundred hours flying time. He firmly believed that what he saw was a tangible object.

15g(1) Weather and winds - Clear with very little surface wind.

6. At approximately 2325Z hours on 2 October 1961 Mr [redacted] Salt Lake City, Utah, [redacted] of the [redacted], was interviewed at that location, with the interview recorded. [redacted] gave the following answers and information:

15a(1) Shape - Could not determine a definite shape.

15a(2) Size - Compared size of object with a basketball at that distance.

15a(3) Color - Without the light shining on it, it appeared to be gray, and the shiny part would be a bright brilliant flame color.

15a(4) Number - One

15a(5) Formation - N/A

This format is used in lieu of AF Form 112a which is not available.

15a(6) Features or details - None observed.

15a(7) Tail, trail, or exhaust - None observed.

15a(8) Sound - None heard.

15a(9) Pertinent features - None

15b(1) What called attention to object - Radio report from the civilian pilot first observing object.

15b(2) Angle, elevation, azimuth - Altitude at lower point was about 15,000 feet and it extended on up about 20,000 feet, at different times after it had moved up. The distance away was about fifteen to twenty miles.

15b(3) Angle, elevation, azimuth at time of disappearance - Climbed at an upward angle from approximately 20,000 feet altitude and disappeared to the west.

15b(4) Flight path and maneuvers - It was climbing and changing altitude. It seemed to go to the east for some time and hover in one position, then the last he remembered it was going west, climbing and going west. Some of the maneuvers were at rapid speed, and some were slow. At one time it climbed quite fast, with abrupt changes of direction.

15b(5) How did object disappear - Faded away rapidly to the west.

15b(6) How long object visible - Close to fifteen minutes.

15c(1) Manner of observation - Binoculars and naked eye.

15c(2) Optical aids - Binoculars.

15c(3) Airborne sighting - N/A

15d(1) Zulu time and date group - Right close to 1900Z hours on 2 October 1961.

15d(2) Light conditions - Daytime.

15e Front of office of Utah Central Airport (40 38N, 111 58W), 3200 West 21st South, Salt Lake City, Utah.

15f Information on observer - [redacted]ppears to be a logical, mature person in his early fifties, and has been a private pilot for approximately twenty years, with approximately 2,000 hours flying time. His report of the sighting was very coherent.

This format is used in lieu of AF Form 112a which is not available.

15g(1) Weather and winds - Clear in every quadrant, with little surface wind.

7. At 2355Z on 2 October 1961 Mr [redacted], Salt Lake City, Utah, [redacted], was interviewed at the Utah Central Airport and gave the following information which was recorded on tape:

15a(1) Shape - Appeared to be a metal object, but he could give no description of the shape.

15a(2) Size - Through the binoculars it appeared to be about the size of a dinner plate.

15a(3) Color - Appeared to be silver in color and was flickering to a certain extent, probably due to the reflection of the sun.

15a(4) Number - One

15a(5) Formation - N/A

15a(6) Features or details - Not that he could see.

15a(7) Tail, trail, or exhaust - Could see none.

15a(8) Sound - None

15a(9) Pertinent features - None observed.

15b(1) What called attention to object - Radio report from civilian pilot who first sighted object.

15b(2) Angle, elevation, azimuth - Approximately two to four thousand feet above the ground (plus 4240 elevation at area of sighting). Approximately over the Provo OMNI, 30 miles south of the airport on a 180 degree heading.

15b(3) Angle, elevation, and azimuth at time of disappearance - Raised upward slightly and disappeared.

15b(4) Flight path and maneuvers - Noticed a flight path of straight up and also to the west. Flight upward was at a rapid speed, the flight to the west was fairly slow. No abrupt change in flight.

15b(5) How did object disappear - Just blotted out. Raised altitude, but the last he saw was just a blotting out of the object, to the west.

15b(6) How long object visible - Approximately five minutes.

This format is used in lieu of AF Form 112a which is not available.

15c(1) Manner of observation - Binoculars and naked eye.

15c(2) Optical Aids - Binoculars.

15c(3) Airborne sighting - N/A

15d(1) Zulu time and date group - Unknown on 2 October 1961

15d(2) Light conditions - Daytime.

15e Location of Observer - Front of office of Utah Central Airport (40 38N, 111 58W), 3200 West, 21st South, Salt Lake City, Utah.

15f Information on observer - [redacted] appears to be a mature, reliable person in his early thirties, and has been working around airports for some time. He has a student pilot's license, with fifty-five flying hours, and appeared very proficient in the identification of conventional type aircraft.

15g(1) Weather and winds - [redacted] stated the sky was clear, with very little surface wind.

8. At approximately 0045Z on 3 October 1961 Mr [redacted], Salt Lake City, Utah, Real Estate Broker, was interviewed and gave the following information and answers which were recorded on tape:

15a(1) Shape - Appeared to be circular or eliptical in shape. When it rocked up it appeared to be a perfect circle. Disked shaped rather than full circular like a balloon, like a saucer.

15a(2) Size - Between thirty-five and fifty feet, half again as large as the wing span on the "Mooney" (Mark 20A), and about four feet thick. Maybe a little thicker in the center.

15a(3) Color - Gray (light) when there was no sun reflected on it, and when the sun reflected in it, it was bright like a mirror.

15a(4) Number - One

15a(5) Formation - N/A

15a(6) Features or details - There was no wing surface, tail surface, or any protruding points from the smooth surface. No ports or exhausts, or windows visible.

15a(7) Tail, trail, or exhaust - None, and he reported watching closely for exhaust trails when the object moved off.

This format is used in lieu of AF Form 112a which is not available.

15a(8) Sound - None above the noise of his engine.

15a(9) Pertinent features - None observed in addition to 15a(6) above.

15b(1) What called attention to object - First saw it when he was making take-off run at Utah Central Airport.

15b(2) Angle, elevation, azimuth - Object first sighted directly south of Utah Central Airport on a 180 degree heading. At closest point object was due south of him and at approximately a ten degree angle above him when he was within three to five miles of the object. His altitude was 6,000 feet and he estimated the altitude of the object at between 6,500 and 7,000 feet.

15b(3) Angle, elevation and azimuth at time of disappearance - After maneuvering the object climbed to the west on a 245 or 250 degree heading at a twenty degree upward angle and disappeared out of sight in a second or two.

15b(4) Flight path and maneuvers - When he got within three to five miles of the object he observed the object standing still in the sky with a little rocking motion. There would be times it would rock up so the sun would shine on it, then it would rock down flat so that it looked almost straight like a pencil. When it began to move it went straight up like an elevator for a little then moved off toward the south, still climbing at a fairly steep angle, possibly a thirty degree angle, and then stopped again or seemed to stand still, in the neighborhood of the Utah Lake (Provo) OMNI, or almost directly over the OMNI. Stayed in that position for a minute or two and then made a turn toward the west on a 245 or 250 degree heading and still climbing on possibly a twenty degree angle, disappeared out of sight in a second or two.

15b(5) How did object disappear - Climbed toward the west on a 245 or 250 degree heading and climbing on about a twenty degree angle, disappeared out of sight in a second or two. Estimated speed at time of disappearance in the thousands of miles per hour. Acceleration was extremely fast. Faded out of sight.

15b(6) How long object visible - Five to seven minutes.

15c(1) Manner of observation - Naked eye.

15c(2) Optical aids - None.

15c(3) Airborne sighting - Flying a Mooney Mark 20A, Serial Number 8393E, at an altitude of 6,000 feet on a heading of 180 degrees at an indicated air speed of 140 miles per hour. The aircraft is based at Utah Central Airport.

15d(1) Approximately 1900Z, 2 October 1961.

15d(2) Light conditions - Daytime.

15e Location of observer - Flying at 6,000 feet altitude on a 180 degree heading toward the object. Reportedly flying within three to five miles of object

This format is used in lieu of AF Form 112a which is not available.

UFO ANALYSIS SHEET

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Location SALT LAKE CITY, UTAH

Date (Local) 2 OCT 1961 Hour (Local) 1215

Hour (Z Time Group) 2/1916

Satellite: (Det 5 ATIC, Ext 3279) ——

Astronomical Phenomena (Meteor, Comet, Planet, etc) ✓

Radar Analysis (AFCIN-4E1) N/A

Natural Phenomena (Ball Lightning, etc) ✓ POSSIBLY SUN DOG.

Aircraft, Balloons, Airships, etc ✓

Other

Evaluation of Source Reliability PROB GOOD

Analysis and Conclusions: THE SUN AT THE TIME AND DATE OF THIS SIGHTING WAS IN A DIRECTION COINCIDENT WITH THAT REPORTED FOR THE UFO. THE UFO WAS REPORTED TO BE AT AN ELEVATION OF APPROXIMATELY 22° ABOVE THE HORIZON WHERE THE ABSOLUTE ELEVATION OF THE SUN FROM THE SALT LAKE AREA WAS 46° 89' 42" AT THE TIME OF THE SIGHTING. THIS WOULD PUT THE OBJECT AT APPROXIMATELY 24° BELOW THE SUN. IT IS NOTED THAT THE WEATHER CONDITIONS AT THE TIME

2

before it moved off. Stated object was almost directly over Provo OMNI (40 15N 111 55W).

15f Information on observer [redacted] appeared to be an emotionally stable person in his late forties, and gave a consistent and coherent account of the sighting. He holds a private pilot's license and has approximately six hundred hours flying time. Fellow pilots at the airport described [redacted] as reliable and very truthful.

15g(1) Weather and winds - Stated the weather was clear on all quadrants, with no cloud cover. Could not determine wind conditions while flying.

9. Following is the balance of information forwarded in compliance with AFR 200-2, dated 14 September 1959:

15g(2) Weather and winds - The US Weather Bureau at the Salt Lake City Airport reported conditions at 1900Z as 11 knot surface winds from NW, 5 knot wind at 12 degrees at 6,000 feet, 10 knot winds from 33 degrees at 10,000 feet, 20 knot wind from 360 degrees at 16,000 feet, and 20 knot wind from 350 degrees at 20,000 feet. No information available above 20,000 feet.

15g(3) Ceiling - Weather bureau reported ceiling clear.

15g(4) Visibility - Reported 40 miles.

15g(5) Cloud cover - None.

15g(6) Thunderstorms - None reported by Weather Bureau.

15g(7) Temperature Gradient - 61 degrees F, Dew Point 31 Degrees F.

15h Unusual activity or condition - None.

15i Interception or identification - One of the observers interviewed reported attempting an air intercept and approaching within three to five miles of the object before it rose suddenly, sloped upward to the south, and hovered before disappearing rapidly to the west. Salt Lake Air Traffic Control diverted a transient F-100 fighter type aircraft to the location of the sighting approximately ten minutes after the report of sighting. Air Search was conducted with negative results.

15j Air traffic and balloon releases - Two balloon releases were reported from the Salt Lake Airport at 1700Z with the winds at 2 knots from the SE, and at 2300Z with 5 knot winds from NW. Prevailing winds at release time would not have carried the balloons into the area of the sighting. Salt Lake Air Traffic Control Center reported no air traffic in this area in a direction which would account for the sighting.

This format is used in lieu of AF Form 112a which is not available.

15k The preparing officer is a Security Specialist, GS-9, Security and Law Enforcement Division, Hill AFB, Utah. Preliminary analysis indicates that each of the six observers interviewed were logical, mature persons, five of whom had some connection with aviation, and that each person was convinced that he had observed some tangible object not identifiable as a balloon or conventional type aircraft. The observer who attempted the interception and reported closing within three to five miles of the object and within one thousand feet of its altitude gave a definite and coherent description of the size and shape of the reported object, and emphatically and consistently described the maneuvers and flight path of the object. No leads or clues were developed which would lead to the identity of the object or explain the sighting. The Hypothesis that the object was a weather balloon launched from some other geographical location was explored and discarded on the basis of the description of size and shape by most of the observers and their account of the upward flight path and reported speed of the object. No winds aloft were present at the time of sighting with sufficient velocity to account for the reported speed, and there was no terrain deemed capable of causing an updraft which would cause a balloon to rise in the manner generally described. The theory that the object was a manned aircraft was abandoned for the same reasons and the reports that the object seemed to hover or hang suspended for considerable periods of time without movement. The complete absence of cloud cover in the area precludes the possibility that the sighting was due to the projection on clouds of an image on the ground. No unusual meteorological or astronomical conditions were present which would furnish an explanation for the sighting, especially since this was a daytime sighting and generally agreed that the object was below 9,000 feet altitude. There are no known manufacturers or operators of experimental type aircraft in this area, and no missile or test firings are conducted in the area other than static tests. With the completion of this initial investigation, it is believed that all local efforts to explain the sighting and identify the object have been exhausted.

Douglas M. Crouch

DOUGLAS M. CROUCH
Security Specialist, GS-9
Internal Security Branch

1 Atch
Tape recording of interviews
of observers

APPROVED:

Charles W. Brion

CHARLES W. BRION
Major, USAF
Chief, Security & Law
Enforcement Division

This format is used in lieu of AF Form 112 which is not available.

Now with regard to this investigation on Unidentified Flying Objects; would you give your name please?

[redacted]

And what was your address?

[redacted]

And your occupation?

I work here at the airport.

Is that a mechanic?

No, just taking care of the aircraft.

Do you have a pilot's license?

Yes, I do.

About how many hours flying time do you have?

About 55.

With regard to this object, about how long did you watch it?

I would say that before it went out of sight, about 15 minutes.

Would you describe the shape?

It was too far away to see the shape. I could see it glisten. It was silver in color. It would go out of sight and then it would come back and the sun would shine on it again and we would see it for 2 or 3 minutes and then it would go out of sight again.

Then you couldn't compare the size to any known object?

No, I couldn't compare the size, but as far away as it looked it must have been awful big because it couldn't have been any large aircraft because you can only see as you know a regular aircraft, a large aircraft, approximately 5 miles. And this was at least 30. I would say that it was approximately over Provo Omni in the mountain range out there.

You say approximately 30 miles?

I would say approximately 30 miles.

And you wouldn't have any idea as to color?

All I could see was that it was silver. I didn't look through the binoculars, but I could see it very distinctly.

And were there any features you get from manned aircraft such as vapor trail or anything?

Nothing whatsoever. It was suspended there. It wasn't even moving.

And you didn't hear any sound during this time?

No sound; the only thing that I actually heard was the pilot talking to us on the Unicom that he had it in sight and he was trying to follow it trying to get close to it.

Could you estimate the angle or elevation? Altitude?

At that distance I would estimate, just guessing, I would say 2500 ft above the ground, just guessing, that is quite a distance.

2500 ft altitude?

Yes, above the ground.

Is that 2500 or 25,000?

2500. And at times it was lower than that and at times it was a little bit higher than that. It didn't stay in the same place. It seemed to go out of sight and then it would come back and it would be in a differnet place all together.

What direction would that be from the office here?

Due South.

With regard to flight path, did you see it move at any time?

I did not see it move. If it would have been moving, it would have been moving away from us. But like I say, we would see it in one place and then it seemed like it would go out of sight and then the sun would hit it and we could see it for 2 or 3 minutes and it would be in an all together different place. It would be away from where it had been in the first place.

But at the time you were viewing it you couldn't determine any direction of travel?

No, not unless it was going away from us.

How long did you watch this?

About 15 minutes.

15 minutes. Did you watch it until it disappeared?

Yes, I did.

Did it travel at that time or did it just fade out?

It just faded out.

At this time you weren't using binoculars?

No, I did not use binoculars. I didn't look through them at all. I was just using the naked eye.

OK sir, I think that will be all.

Would you give me your name and address, Sir?

My name is [redacted]

May we have your address in [redacted]

[redacted]

And what is your occupation, Sir?

I'm an industrial banker.

And do you have a private license?

No, I do not have a license.

You don't have any flying time?

I have no flying time but I fly a good deal in private planes with rentals and sometimes hire a pilot such as this trip I'm on now. I do have a lot of time in the air as a passenger.

When you observed the object was that from the office here?

Yes.

And could you describe the shape?

Well, it's a little hard to describe. I did watch it for a few minutes through binoculars. And it appeared that at times the sun would shine on it and at that time it had an oval shape and then it would--I watched it first without binoculars and I could see it--as I say it looked like the sun was reflecting on it and it was hard to determine any shape at all without the binoculars but when I watched it with binoculars it seemed to have an oval shape when the sun was shining and then as it disappeared to those people who were watching without binoculars it looked to me like a dark and more or less cigar shaped.

At the time when it looked like an oval would that have been a full oval or a disc shape?

That would be what I would call an oval like a football.

Can you compare this with any known object? Such as a football or something like that?

It was shaped like a football when the sun shone on it and I saw it one time when

the sun was not shining on it and it looked dark and it was cigar shaped.

With regard to the size of the object what would you compare that to at that distance?

I'd have no--oh, you mean at that distance? I see what you mean. Oh, I would say, oh what would I compare it with? The size of a baseball.

And with regard to color, you said when the sun was out it was rather dark.

It was just dark, yes. And when the sun was shining on it, it looked like it reflected silver or aluminum.

When the sun was on it,did it have a shimmering effect like it was vibrating?

No, it didn't, it was--edges were clear.

It was a steady color then?

Yes.

Did you notice any distinguishing features like you see on manned aircraft with an exhaust or vapor trail?

No. None.

Did it have any protruding points like a tail section or wing?

Not that I could see.

At that time there was no sound?

No sound.

What would you estimate the distance as?

I'd have no idea. I'm not familiar with the country. I did hear the pilot that was in the plane talking and he said it was approximately over the Provo Omni and I didn't have any idea where the Provo Omni is and I'd have no estimate as to distance.

Could you estimate the altitude or the angle from the ground?

No, I couldn't.

During the time that you watched it, was there any specific flight pattern? Does it move in any direction?

While I was watching it through the binoculars it was just suspended in the air. There was no movement up, down, or sideways. It seemed to remain stationary.

You think at this time the disc was rotating?

I couldn't say.

But it was stationary?

It was stationary.

Were you watching it at the time when it disappeared?

No, I wasn't. I had a little business with a gentleman here and I left before it disappeared. The others were still out watching it when I came back to the office.

About how long did you watch it?

I would estimate somewhere between 10 and 15 minutes.

You have any idea what time that was?

No, I don't.

OK sir, and thanks very much.

Would you state your name and address?

[redacted], Nebraska.

What is your occupation?

I worked for [redacted] (?) up until a week ago and now I'm selling aircraft and insurance.

What type of license do you have as a pilot?

Private Pilot's license.

And about how many hours flying time?

600 hours.

With regard to this flying object report, would you describe the shape of this object as you saw it?

Well, actually the shape to me--I got the description from a guy in a Moony Mark 20. He said it was pencil shaped and to me it seemed like it - I never did view it through binoculars. I viewed it with the naked eye and with the sun shining on it I couldn't tell its shape really.

Then all the time you were watching it you were--

I was on the phone--I called the Air National Guard and got ahold of a Mr. Jones I believe and then I was talking on the Unicom to the pilot of this Moony Mark 20 that we flew in here 2 days ago.

Then as far as the actual observation, you couldn't determine a distinct shape?

Not myself. Now I took the shape from what the pilot was talking to me about over the Unicom.

From your own observation, could you determine any color?

Well, with the sun shining on it, it looked silver. The pilot described it from the air as being very reflective and having a dull gray color. And accelerating rapidly to the right after he pulled up to within 3-5 miles of it.

From your own observation, this silver color--Was it shimmering as if it were going back and forth, or was it solid silver?

It looked solid to me. He said it seemed to tilt. And I think maybe the sun shining on it, if it was very high reflective, it would--it looked solid color to me. It didn't seem to be shimmering any.

From your observation, was there any features such as you would find on manned aircraft such as a vapor trail?

No, from my observation there wasn't and from what he said there was no exhaust. There was no tail section; there was no wing. It was pencil shaped, according to his--

What would you say the angle or altitude would be?

Well, I would say that it was--the first time we sighted it, I would say that it was right at between 3 and 5,000--I mean it would be hard to say at that distance because it seemed to be about 30 miles out over this--west of this--Omni down here--what is it--Provo Omni. It was west of that. Now when he pulled up to within 3-5 miles of it he was at 6000 I believe--I mean he'll verify that when he--

And you say it appeared to be about 30 miles away?

Right.

Which direction would that be?

South. I was looking out the window when I saw it, talking on the phone, and at the same time trying to talk on the Unicom to him.

And it would be due South of the Central Aviation?

Right.

With regard to the flight path of the object--did you see it move at any time?

I saw it in this one position; the first time it was low on the horizon and the second time it was to the right and higher. I'd say maybe 8-10,000 ft variation. I mean it's hard to say at that distance.

How much time would there have been between the two sightings?

That's hard to say too. Itshouldn't have been over 5 minutes though.

What would have been the total time that you observed this on the two occasions?

The total of the time--Well actually these other people had it spotted with binoculars and I probably only saw it the first time for a minute or two and the second time for a minute or maybe more than that.

Were you watching it when it disappeared?

No, I wasn't. I was talking on the Unicom I believe.

About what time was this? Do you recall?

I don't know the time. I should know; I should have looked at my watch--but I didn't. You should be able to get it from one of these other--

With regard to weather, was there any cloud cover?

No, it was clear but it was slightly hazy. The mountains were in the haze but this was, in my estimation, a very tangible object. I mean, I don't believe it was a weather balloon.

OK, I think that will do it. And thanks very much.

Would you give your name and address, sir?

My name is [redacted] Salt Lake City, Utah.

What is your occupation?

I'm an operator of [redacted]

And how long have you been in this business?

I've been in this business a couple of years at this location.

How long have you been a pilot?

Twenty years.

About how much flying time do you have?

Probably close to 2000 hours.

Did you notice any definite shape to this object?

No, I wasn't able to see a definite shape.

What did it appear to you like?

I could see the object with my naked eye--the glow of it and through the binoculars I could see that it was just a bright shiny object.

Could you compare it in size to any known object? A baseball or a pea or anything?

Oh, I would say that it was much bigger than that. I would say it was up in 25ft in diameter or something like that.

I mean at the distance, what would you compare the size with?

Oh, a basketball, probably.

Could you determine any color?

The color without the light shining on it would appear to be gray. The shiny part would be a flame color--a bright brilliant flame color.

Was there anything that you would associate with a manned aircraft such as a vapor trail, or an exhaust or a tail section or a wing section?

No, nothing that way.

Was there any sound at this time?

No.

What would you estimate the altitude and the distance to be?

I would estimate the altitude at the lower part of it to be around 15,000 ft and it extended on up to maybe 20,000.

That was a different time when it moved up?

Yes.

And could you estimate the distance?

My estimation of the distance from here would be 15-20 miles.

Could you describe the flight path or maneuvers?

During my observation it would be climbing, changing altitude, it seemed to go to the east for some time and hover in one position then the last I remember it was going west--climbing and going west.

Would these maneuvers be at a rapid speed?

Some of them. Some of them would be slow. I recall one time that it climbed quite fast.

And there would be abrupt changes of direction?

Yes.

Yes.

And about how long did you observe this?

OF THE SIGHTING INDICATE HIGH CIRRUS CLOUDS. CIRRUS CLOUDS ARE ASSOCIATED WITH [redacted] ICE CRYSTALS. SUN DOGS, WHICH ARE ASSOCIATED WITH ICE CRYSTALS FORM AT 22 1/2° AND SOMETIMES 45° FROM THE SUN. ALL INDICATIONS IN THIS CASE ARE DIRECTED TOWARD THE OBJECT BEING A SUN DOG. IT IS SIGNIFICANT THAT THE WITNESSES ON THE GROUND OBSERVED THE OBJECT TO BE STATIONARY WHILE ~~THOSE~~ THE AIRBORNE WITNESS INDICATES MOTION — PROBABLY HIS OWN.

THERE IS NO AVAILABLE EVIDENCE WHICH WOULD INDICATE THAT THE OBJECT OF THIS SIGHTING WAS NOT A SUN DOG—

Friend.

I would say we were watching this for close to 15 minutes.

Do you know what time this was?

This would be between--right close to 12:00.

And in regard to the weather, was there any cloud cover?

Perfectly clear--not a cloud in the sky.

OK sir I think that's very good.

Would you give me your name and address please?

[redacted] and I live at [redacted] Salt Lake City, Utah.

And what is your occupation?

[redacted]

How long have you been in this business?

I have been employed [redacted] at [redacted] for almost 2 years.

Do you have a pilot's license?

I have a student pilot's license.

And how much flying time do you have?

Approximately 50 hours.

In regard to this unidentified object, do you have any shape--Could you give any description of the shape of the object?

I can't give you any description or shape of the object other than the sun was reflecting off the object. It appeared to be a metal object. But I cannot--it was at such a distance that I cannot give you any description of shape.

How would you compare the size to any known object, for instance a pea or a baseball?

It was about the size of a dinner plate from where I was looking through the glasses.

Could you determine the color?

The only color I could determine was silver.

Was this a solid silver color or did it appear to be vibrating or flashing?

It appeared to be flickering to a certain extent. I guess it was due to the sun--the reflection off the sun.

Did it have any features comparable to a manned aircraft such as exhaust or vapor trail or any wing or tail surface?

Not to my knowledge. Not that I could see. It did not.

Was there any sound at this time?

I could hear no sound.

Could you give me an idea of the altitude or the angle from the ground?

It looked like from where we saw it--it looked to me like it was approximately 2-4000 ft above the ground, the surface at Provo. The location that was given to us was approximately over Provo Omni and from this distance it looked approximately 4000 ft.

What is the--do you know what the elevation is here?

At this airport? The elevation at this airport is 4240 ft.

Then this would be around 8000 ft?

Approximately 8000 at sea level.

And what would you estimate the distance from here?

The distance from here was approximately 30 miles.

And what direction would that be from the office here?

It would be directly south.

Due south?

Due south.

As you watched this, was there any flight path from east to west, up or down?

I noticed a flight path. I was watching it for approximately 5 minutes through the glasses and I noticed a flight path of straight up. And also to the west.

Was this flight at a rapid speed?

The flight upward was at a rapid speed. The flight to the west was fairly slow.

Were they rapid changes in direction?

The flight up was very rapid; the change to the west was not too rapid.

It wasn't an abrupt change?

No.

Did you watch this until it disappeared?

I watched it through the glasses for approximately 5 minutes and then went back to the hangar to work and watched it for another approximately 5 minutes until it disappeared. Yes.

How did it disappear? Did it appear to move off or was it just blotted out?

Well, more or less blotted out. It raised a slight amount from the time we started watching it out in the hangar--the altitude--it raised altitude. But the actual--the last part that I seen--it was just more or less a blotting out.

At the time of the sighting, was there any cloud cover?

No cloud cover whatsoever.

It was clear?

It was clear.

I think that will about do it.

Would you give me your name and address?

My name is [redacted] I live at [redacted] Salt Lake City, Utah.

What is your occupation?

Real Estate broker.

What type of pilot's license do you have?

Single engine land.

And about how many hours do you have?

Approximately 600.

In regard to this unidentified object, when did you first sight it?

Just as I was making my takeoff run on Utah Central Airport.

From the best observation you had, could you describe the shape of this object?

Well, it appeared to be circular or elliptical in shape, and it seemed to rock up to one side, it looked to be a perfect circle. It was still about 3-5 miles away from me at the closest point, so I couldn't swear it was circular, but at least it was in that shape.

Would this be called circular or would it be a disc shape?

Well, it was disc shaped, it wasn't like a balloon. It was more like a saucer. Thicker in the center and thinner toward the edges.

What would you estimate the size to be?

Well, I would say somewhere between 35 and 50 ft. I would say it was about half again as wide as the wing span on the Moony.

What is the wing span on the Moony?

35 ft. It would be a good 50 ft across.

And how thick?

Well, I would guess about 4 ft. Maybe a little thicker than that in the center, but not much more than that.

In regard to the color, how would you describe that?

A gray, of course now I was looking toward the right part of the sky in the south and it was a light gray when there was no sun reflected on it, and when the sun reflected, it was bright like a mirror.

Were there any, as compared to a manned aircraft, vapor trail, exhaust, etc?

Nothing that I could observe and I was looking closely for that because when it began to move I was wondering if there wouldn't be some kind of exhaust, fume, trail or something, but there seemed to be none that I could see.

Did this have any of the characteristics of a manned aircraft such as wing section or tail section?

No wing section or tail section or any protruding surface out of this smooth circular disc-shaped surface.

Were there any ports such as exhaust pipes?

Couldn't see any portholes of any kind, no windows, nothing, but again I was looking toward the light part of the sky and it's possible that there were some that weren't visible.

Did you hear any sound at this time?

No, I was in the airplane and of course my own engine was making enough noise that I wouldn't have heard anything outside--not unless it was considerably louder than my own.

At the closest point, at what angle was the object from you?

I would say about a 10° above my level and straight ahead, 0° relative bearing.

You were flying south at the time?

I was flying on a 180° heading.

And that would be directly south?

Right.

Do you recall what your altitude was at this time?

6000.

And what was the altitude of the object?

Between 6500 and 7000.

And at this time how close do you estimate you were?

I would guess between 3 and 5 miles.

During the complete observation, in regard to the flight path,--was it--did it travel from one side to the other--up or down?

Well, it was standing practically still in the sky. It seemed to be in a little rocking motion. There would be times when it would rock up so that the sun would reflect on it and there were other times when it would rock down flat to where it looked almost straight like a pencil. So I was looking at the side view of it. It seemed to be a little wobbling motion while it was standing almost still. When it began to move, it went straight up like an elevator for a little and then moved off toward the south, still climbing at a fairly steep angle, possibly a 30° angle, going up and then stopped again, or seemed to stand still, in the neighborhood of the Utah Lake Omni, almost directly over the position of the Utah Lake Omni as near as I could tell from where I was. It stayed in that position for possibly a minute or two, maybe a little longer than that, and then made a turn toward the west on a heading I would imagine about 245 or 250° heading and still climbing on an angle a little less sharp--possibly a 20° angle and disappeared out of sight in just a few seconds--a second or two.

At this time could you get an estimate of the speed, or was it too fast?

Way too fast. When it did decide to go, it really went; and it was clearly visible and disappeared going away from me in a period of a second or two at the very outside.

In relation to the speed of manned aircraft, say possibly 300 mph, would it be faster than that?

Oh, much faster. I would say probably up in the thousands. The acceleration was extremely fast. Almost like it was being fired by a rocket or something, except that there was no trail, no vapor, nothing visible in the way of our planes.

Was that the case both when it moved straight upward and then when it moved out of sight?

When it moved straight up it went much more slowly, and it seemed to move at a steady rate. It didn't seem to be accelerating greatly as it was moving straight up but as it began to move off on an angle it was moving quite rapidly. In fact I would say that it covered the area from the inside the point of the valley to

over the Utah Lake Omni in a matter of one or two seconds. It was moving rapidly and seemed to come to a stop quite suddenly and yet there didn't seem to be any jerkiness to it at all. It was a very smooth controlled maneuver. I would say it was controlled by something or some one -- I don't know.

When this object disappeared, which direction would that be?

It was going toward the west. I would say at about a 245 or 250 heading.

And did it disappear suddenly or just fade out of sight?

Just faded out. It didn't disappear suddenly. It just faded out. I kept my eye glued right on it, because it was--I mean I could see it was moving away at a great speed and I wanted to see just how long it would take and it was just a second or two until it had faded completely. And it was getting smaller all the time, you could see it was moving away.

It was climbing all the time?

Yes, it was climbing. At a less sharp angle than it went at first. It was probably no more than a 20° angle and maybe even less than that.

What do you estimate the length of time it was under observation?

5-7 minutes.

Was that from the time you first sighted it or when you saw it within 5 miles?

Well, that was from the time I first sighted it. My eyes were on it practically all that time except for just a brief moment or two right after takeoff when I was raising the gear and checking the instruments inside the ship. When I first sighted it, I didn't think it was anything more than an airplane crossing. I saw the sun reflecting on something up there and I made my takeoff run and when I got up to where I started to make my crosswind leg?? I was planning on just coming around one time in the pattern. I wasn't planning on flying out of the pattern at all. But when I started to make my turn I noticed it was in the same position and I thought this was a little odd for an airplane--it should have moved on. When I took another look at it, I realized it had no tail, no wing, or anything else and I was close enough by then that I should have been able to identify an aircraft. I mean even to the make and model. So, I turned out of the pattern then and headed down south and I didn't call in until I got close enough to be sure that it wasn't an airplane and then I got on Unicom and called Utah Central and also raised Provo Unicom and conversed with both of these groups on it. But Provo said that they couldn't see it from the ground but the Utah Central group could see it all right.

And as far as you know no one in Provo saw it?

They reported that they couldn't see it. They said they had the field glasses and were looking exactly where I told them it was but couldn't see anything. I don't know if the light was bad for them at that angle or what the score was, I don't know.

With regard to your own aircraft, what type is it?

Moony Mark 20A.

And do you recall the number?

8393 Echo.

You said before your altitude was--

6000.

Your heading was 180°?

Right.

Your air speed at the time?

140 indicated. Out about 160 or something like that.

And the aircraft's base was Utah Central?

Right.

Do you have any idea as to the time?

It was right close to noon. Your Salt Lake radio could give you the time I am sure if they monitor these things because I phoned on the radio--Salt Lake radio--and made the report to them, immediately after the first sighting. I talked to Provo and they suggested I call Salt Lake Radio; I was talking to Utah Central and Provo all at the same time and Provo said that I should give the report to Salt Lake radio so I switched over to Salt Lake frequency and made my report and then came back on Unicom frequency and headed back toward the field. So they would have a report on the time exactly.

At the time was there any cloud ceiling?

No cloud cover of any kind. The sky was completely blue.

This concludes the taped interviews of six observers of a reported unidentified flying object at the Utah Central Airport at Salt Lake City, Utah, on 2 Oct 61. The interviews were conducted by Security Specialist Douglas M. Krodge(?), Security and Law Enforcement Division, Hill AFB, Utah. This tape will be forwarded to FTD-E, Wright-Patterson AFB along with AF Form 112 covering the sighting.

and the sun had the same bearing from the pursuing plane as in the Salt Lake City incident. With the information now available there can be little doubt that [redacted] was actually chasing a Skyhook balloon. But in 1948 when so many of the relevant facts were not known, the sundog theory was a reasonable solution and may still be the correct one.

One of the most recent sightings of this type occurred on October 2, 1961, a few minutes after noon [1]. A civilian pilot who was just taking off from the Utah Central Airport at Salt Lake City noticed a bright silvery disk in the air ahead of his plane. He supposed it to be another aircraft crossing his course. When he was air-borne, he was surprised to find that the object, now an elongated pencil shape, still appeared in the same position where he had first seen it and hence could not be a plane. Puzzled, he radioed the control tower and reported the UFO. Looking south as directed by the pilot, the tower operator easily found the object, a bright spot in the sky about 23 degrees directly below the sun and apparently hovering over the town of Provo, forty miles to the south.

Deciding to investigate, the pilot left the traffic pattern and started directly south after the UFO. It seemed to be standing practically still in the sky, with a little rocking motion, at an altitude of 6500 to 7000 feet. He seemed to have approached within three to five miles when the UFO suddenly shot up "like an elevator" and retreated rapidly south, as though taking evasive action. The acceleration was tremendous, almost as though the UFO had been fired from a rocket, but there was no vapor trail and no sound. It then disappeared, gradually. "It just faded out. I kept my eyes glued right on it because I could see it was moving away at a great speed. I wanted to see how long it would take and it was just a second or two until it had faded completely. And it was getting smaller all the time, you could see it was moving away." The speed of departure, the pilot estimated, must have been thousands of miles an hour.

Alerted by the pilot's message to the control tower, several persons on the ground at the Salt Lake City airport, most of them with experience as pilots, had also been watching the UFO. Ground observers at the Provo airport, also alerted, were not able to locate the unknown, even though they had been told it was almost directly overhead.

Investigators from a nearby Air Force Base interviewed the witnesses, who were obviously competent and reliable. All agreed that the unknown had been a bright, silvery, metallic-looking object that seemed to glisten or flicker in the sun; that it was roughly oval or indeterminate in shape; that it was solid and tangible, but not a conventional aircraft or balloon; that it made no sound, showed no

exhaust or vapor trail; that it was in view roughly fifteen minutes, and disappeared gradually by "blotting out" or fading. All but one of the witnesses agreed that the skies had been absolutely clear and cloudless; one stated that, although the day was clear, a very slight haze existed over the mountainous region where the UFO appeared.

In spite of this general agreement, certain significant discrepancies became evident. The pursuing pilot stated that the object had moved up and away from him at incredible speed, as though it were controlled. The ground observers, however, did not see any movement by the UFO. Most of them reported that it remained stationary as though it were suspended in the air; a few said that it vanished at intervals, only to reappear a few seconds later in another place. Most of the time, they agreed, it just hung in the sky until it faded from view.

By analysis of these clues, ATIC was able to solve the mystery. According to the local weather bureau, the sky had been clear with visibility unlimited, but there had been very thin cirrus clouds, a layer of minute ice crystals suitable for producing a mock sun. A sundog would also account for the contradictory statements about the UFO's motion. Since the ground observers remained in one place, their position relative to the sundog did not change and it seemed to remain stationary. The pilot, however, was in a moving plane and changing his position relative to the UFO; hence it seemed to move rapidly away from him. In the same way a rainbow seems stationary to a person who merely stands and watches it. But if he begins to chase it, hoping to catch up and perhaps find the legendary pot of gold, the rainbow seems to move away and elude its pursuer. The pilot's belief that the UFO had exhibited fantastic speed was, according to his own statement, an inference based on the fact that the UFO quickly dwindled, became very small, and vanished. It disappeared, however, not because it was speeding away at thousands of miles an hour, but because of a change in the relative positions of sun and ice clouds that produced the sundog in the first place. One final point nailed down this explanation. The UFO had been 23 degrees from the sun—the distance at which mock suns appear.

The details of this sighting obviously show a striking resemblance to some of those in the Mantell case (p. 000), in which the UFO

SALT LAKE CITY, UTAH - 2 Oct 61: About 1:00 P.M., [redacted] a private pilot, spotted a gray, apparently metallic, disc-shaped object as he was taking off from the Utah Central Airport. He first though it was an airplane but hwen he got airborne, he saw that it was in the same position and had no wings or tail, so began watching it closely.

[redacted] further described the object as being at least fifty feet across and four feet thick, with no visible openings, trails, or exhaust. He flew toward the object, only to have it move upward "like an elevator", then to the south at high speed. [redacted] temporarily lost sight of the object, picking it up again as it hovered almost directly over the Utah Lake Omni Radio Station (a radio-directional station for aviation). After hovering a short while, the disc moved straight up again, then disappeared to the west.

Two Utah Air National Guard jets were scrambled in an intercept attempt that failed.

The object was also seen from the ground by airport officials and other observers. One, a mechanic, watched it through binoculars and said it was like dull aluminum in appearance except when it turned toward the sun. Then the disc shone bril-

AUDIO - TAPE
Oct. 2, 1961
SALT LAKE City, UTAH
Observer: Multiple
FILE # 1003595
IN custody OF Audio-Visual Division

1975

SUNRISE EDITION

The Salt Lake T

Vol. 183, No. 172 — Salt Lake City, Utah — Tuesday Morning — October 3, 196

'Saucer' Soars in

8 Spot 'Saucer'

Disc Leaves S.L. Pilot After Chase

By Darlene Galbraith
Tribune Correspondent

What began as a routine flight Monday noon for a Salt Lake City pilot turned into an exciting chase and launched an investigation by Air Force officials into a report of a "flying saucer."

PILOT WALDO J. Harris, 631 Garfield Ave. (1831 S. State), was the first to sight an "unidentified object" while he was preparing for takeoff on a flight from Utah Central Airport, 3200 W. 2100 South. At least seven other witnesses sighted the same object from the ground.

Mr. Harris, a Salt Lake real estate and insurance salesman, and veteran pilot, told Hill Air Force Base security officials that he first sighted what he thought was another airplane when he turned onto the airport runway ready to begin his flight.

"AT FIRST I thought it was another plane south of the field," Mr. Harris said, "but when I was airborne I was surprised to find the object was still in the same position as when I had first sighted it."

IT WAS THEN, Mr. Harris reported, that he decided to investigate.

"I changed my heading," Mr. Harris continued," and flew toward what appeared to be a large disc, hovering with a rocking motion at an altitude of between 6,500 and 7,000 feet."

THE PILOT radioed back to Utah Central Airport that he had sighted what he thought to be a "flying saucer" and was going to attempt to get a closer view.

Mr. Harris told officials that he estimated the distance between his plane and the object at about five miles at the time of the sighting.

HE HAD REACHED a point about three miles from it when "it suddenly moved upward like an elevator and began to move south."

His observations of the object, he reported, showed it to be a light gray disc which he estimated to measure at least 50 feet across and about four feet thick at the widest point.

"THERE WERE no openings visible, no vapor trail or exhaust smoke, yet I am sure it was a controlled craft from the performance during my observation," Mr. Harris continued.

The pilot followed the "saucer" when it began its flight and then was able to observe it again when it suddenly halted and began hovering at a point almost directly over the Utah Lake Omni station.

"AFTER HOVERING there," Mr. Harris said, "it moved straight up, then began to move west at an extremely accelerated rate of speed and disappeared within a few seconds."

During his entire flight, Mr. Harris maintained radio communication with both the Utah Central Airport and the Provo Airport.

In addition, he relayed the information to the FAA communications tower at the Salt Lake Municipal Airport.

Here

Salt Lake City, had just landed and reported:

"It wasn't there when I came in."

OTHER WITNESSES, some of whom used binoculars to watch the object, were Mr. and Mrs. Jay Galbraith, 1564-600 East, owners and operators of the airport; Clyde Card and Duane Sinclair, both of Lincoln, Neb., who were preparing for a flight; Robert Butler, 1274 E. 6600 South, an employe of Ute Aeromotive, based at the field, and Russ Woods, 291 E. 700 North, Provo, an airport employe.

ALL OF THE witnesses reported watching the object for "more than 15 minutes."

Mr. Redmond reported that "whatever it was seemed to be rocking while hovering almost stationary just south of the field. At times, as it turned, it almost looked like a zeppelin.

"WE PASSED the field glasses around," Mr. Redmond continued, "and all of us had a good view."

All the witnesses agreed that when the object moved, it was at a terrific rate of speed.

(THE U.S. Weather Bureau said that the prevailing winds measured by a weather balloon at 10 a.m., shortly before the object was sighted, were clocked at two miles an hour and were from a southeasterly direction.

The next weather balloon was sent aloft at 4 p.m. when the winds at the 7,000 level were registered as being from the northwest and about five miles an hour.)

Seven witnesses at Utah Central Airport reported sighting the object from the ground.

ONE OF THEM, Virgil S. Redmond, 6266 S. 2005 West,

THE AIR FORCE said late Monday an investigator from Hill Air Force Base security division had conducted a routine investigation of the reported sightings of an unidentified flying object Monday noon.

The findings will now be forwarded to Air Force headquarters in Washington, D.C., for evaluation.

A base spokesman said the long range search radar at the base had not reported anything unusual during the day, although the range of surveillance radar does not usually extend into the south Salt Lake City area.

Waldo J. Harris sketches the unidentified object he sighted and chased whi

Lake Tribune

h — Tuesday Morning — October 3, 1961

Price Ten Cents

Clearly Pleasant
Salt Lake City and Utah—Fair with little change in temperature but warmer in east portion. Map, Page 6.

rs in S.L. Sky

THE AIR FORCE said late Monday an investigator from Hill Air Force Base security division had conducted a routine investigation of the reported sightings of an unidentified flying object Monday noon.

The findings will now be forwarded to Air Force headquarters in Washington, D.C., for evaluation.

A base spokesman said the long range search radar at the base had not reported anything unusual during the day, although the range of surveillance radar does not usually extend into the south Salt Lake City area.

Unidentified Flying Objects Research Committee®

DEDICATED TO PUBLIC EDUCATION
A NON-PROFIT ORGANIZATION

P. O. Box 5242 — Akron 13, Ohio

The Committee welcomes all past and future sightings of UFO's.

Waldo J. Harris sketches the unidentified object he sighted and chased while flying Monday to Mrs. Jay Galbraith and Virgil S. Redmond. The pair saw object from ground.

Was this an inflated rubber with salt water?

Oct. 10, 1961

ZC ZCSQL752 ZCQYB995

PR RJEDSQ

DE RJWZNL 3

ZNR

P 022240Z

FM COMDR 3635TH FLYTNGWG STEAD AFB

1961 OCT 3 03 37

TO RJWFAL/ADC ENT AFB

RJWZSB/28TH AIR DIV HAMILTON AFB

RJEDSQ/ATIC WPAFB

RJEZHQ/HQ USAF WASH DC

RJEZHQ/USAF WASH DC

BT

UNCLAS 16 K

FOR USAF AFCIN, USAF SAFIS, UFO: A. DESCRIPTION OF THE OBJECT:

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2. A WING SPAN OF 30 FT. ONE HALF AS LONG AS MOONY-MARK 20A.

3. THE COLOR IS LIGHT GRAY. 4. ONE. 5. ONE. 6. THICKER IN THE MIDDLE, TWO SAUCERS UPSIDE--DOWN ON EACH OTHER. 7. NONE.

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PAGE TWO RJWZNL 3

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BT

030100Z OCT RJWZNL

45

OCT. 2, 1961 UTAH CENTRAL AIRPORT (LORENZEN P 251) 8 WITNESSES

AT NOON, [redacted] A PILOT OF SALT LAKE CITY, WAS PREPARING FOR TAKE-OFF WHEN HE SIGHTED A LARGE, GRAY-COLORED, DISC-SHAPED OBJECT HOVERING SOUTH OF THE AIRPORT. AT FIRST HE THOUGHT IT WAS ANOTHER PLANE, AND HE WAS SURPRISED TO FIND THE OBJECT STILL IN THE SAME POSITION WHEN HE BECAME AIRBORNE. CURIOUS, HE CHANGED HIS HEADING AND FLEW TOWARD WHAT APPEARED TO BE A LARGE DISC HOVERING WITH A ROCKING MOTION AT AN ALTITUDE OF BETWEEN 6500 AND 7000 FEET. [redacted] RADIOED THE AIRPORT THAT HE HAD SIGHTED WHAT HE THOUGHT TO BE A *FLYING SAUCER* AND WAS GOING TO GET A BETTER VIEW. HE ESTIMATED THE DISTANCE BETWEEN HIMSELF AND THE OBJECT AT ABOUT FIVE MILES. SEVEN OTHER INDIVIDUALS ON THE GROUND ALSO SAW THE OBJECT. ONE, [redacted] HAD JUST LANDED HIS PLANE AND REPORTED THAT THE OBJECT WAS NOT THERE WHEN HE CAME IN FOR HIS LANDING. THE OTHER SIX OBSERVERS WERE MR. AND MRS. [redacted] AND [redacted] WHO WERE PREPARING FOR A FLIGHT, [redacted], AN EMPLOYEE OF UTE AEROMOTIVE BASED AT THE FIELD, AND [redacted], AN AIRPORT EMPLOYEE.

THEY ALL MADE USE OF A PAIR OF BINOCULARS AND AGREED THAT THE OBJECT HOVERED WITH A ROCKING MOTION AND RESEMBLED A ZEPPLIN AT TIMES. WHEN IT MOVED IT ACHIEVED FANTASTIC SPEED. [redacted] MEANWHILE, ATTEMPTED TO CLOSE IN. AS HE APPROACHED HE REALIZED HE HAD MISJUDGED THE OBJECT-S ALTITUDE, FOR IT WAS AT EYE-LEVEL AT SIX THOUSAND FEET. HE HEADED TOWARD IT AND GOT A GOOD VIEW OF THE OBJECT-S TOP PORTION AS IT TIPPED TOWARD HIM, CLEARLY SILHOUETTED AGAINST THE MOUNTAINS TO THE SOUTH.

THE OBJECT HAD THE APPEARANCE OF *SAND-BLASTED* ALUMINUM. THERE WERE NO CLOUDS OR GROUND HAZE, AND VISIBILITY WAS EXCELLENT. JUDGING FROM THE ACTUAL DISTANCE OF THE HILLS TO THE SOUTH, [redacted] ESTIMATED THAT THE OBJECT WAS ABOUT FIVE MILES SOUTH OF THE FIELD WHEN SPOTTED AND THAT HE GOT WITHIN THREE MILES OF IT BEFORE IT MOVED AWAY. THE DEPARTURE WAS STRANGE. IT BEGAN A VERTICAL CLIMB AND THEN HEADED SOUTH. IT APPEARED TO BE ABOUT FIFTY FEET IN DIAMETER AND FIVE TO TEN FEET THICK AT THE CENTER. THERE WERE NO PROTRUSIONS, PORTHOLES, WINGS, ETC., AND IT HAD THE APPEARANCE OF TWO SHALLOW DISHES JOINED TOGETHER AT THE RIM. [redacted] FOLLOWED THE OBJECT WHEN IT BEGAN ITS FLIGHT AND OBSERVED IT AS IT SUDDENLY HALTED AND HOVERED AT A POINT ALMOST DIRECTLY ABOVE THE LAKE OMNI STATION. THEN IT MOVED STRAIGHT UP AND BEGAN TO MOVE WEST AT AN EXTREMELY ACCELERATED RATE OF SPEED AND DISAPPEARED IN A FEW SECONDS. DURING THE CHASE [redacted] MAINTAINED COMMUNICATION WITH BOTH UTAH CENTRAL AIRPORT AND THE PROVO AIRPORT. IN ADDITION, HE RELAYED INFORMATION TO THE FEDERAL AVIATION ASSOCIATION COMMUNICATIONS TOWER AT SALT LAKE MUNICIPAL AIRPORT.

OBJECT

SALT LAKE CITY (AP)-A CIVILIAN PILOT REPORTED AN UNIDENTIFIED FLYING OBJECT SOUTH OF HERE YESTERDAY AND SEVEN PERSONS ON THE GROUND SAID THEY ALSO SAW IT.

~~[redacted] SALT LAKE CITY INSURANCE MAN, SAID HE SPOTTED THE DISC-SHAPED OBJECT AS HE WAS TAKING OFF FROM THE~~

[redacted], A SALT LAKE CITY INSURANCE MAN, SAID HE SPOTTED THE DISC-SHAPED OBJECT AS HE WAS TAKING OFF FROM THE UTAH CENTRAL AIRPORT.

"I FIRST THOUGHT IT WAS AN AIRPLANE," HE SAID, "BUT WHEN I GOT AIRBORNE, I NOTICED THAT IT WAS STILL IN THE SAME SPOT AND HAD NO WINGS OR TAIL."

[redacted] SAID IT WAS GRAY, LIKE DULL ALUMINUM. "BUT WHEN I TURNED TOWARD THE SUN, IT SHONE BRILLIANTLY WITH GOOD REFLECTIVE QUALITY."

A SECURITY OFFICER FROM HILL AIR FORCE BASE TOOK STATEMENTS FROM [redacted] AND THE SEVEN OTHER WITNESSES, ALL OF WHOM WATCHED THE OBJECT FROM THE AIRPORT.

~~THE F-A-A SAID ITS RADAR SCOPES DIDN'T PICK UP ANYTHING THAT COULD HAVE BEEN THE OBJECT.~~

~~IN WASHINGTON, THE AIR FORCE COMMAND POST SAID IT HAD NOT HEARD OF ANY SIGHTINGS OF U~~

THE F-A-A SAID ITS RADAR SCOPES DIDN'T PICK UP ANYTHING THAT COULD HAVE BEEN THE OBJECT.

IN WASHINGTON, THE AIR FORCE COMMAND POST SAID IT HAD NOT HEARD OF ANY SIGHTINGS OF UNIDENTIFIED FLYING OBJECTS.

WE1009AED 1073

[redacted]

46

ZCZCSQL752ZCQYB995

PP RJEDSQ

DE RJWZNL 3

ZNR

P 022240Z

FM COMDR 3635TH FLYTNGWG STEAD AFB

TO RJWFAL/ADC ENT AFB

RJWZSB/28TH AIR DIV HAMILTON AFB

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BT

030100Z OCT RJWZNL

NEWS BRIEFS: A saucer sighting by eight observers, including a veteran pilot, received wide publicity last October 4th. ~~The hovering object~~ was seen by pilot Waldo J. Harris of Salt Lake City, Utah, while he was taking off on a routine flight from the ~~Utah~~ Central Airport. ~~Air Force investigators~~ insisted that the UFO was either a balloon or the planet Venus.

Pilot Chases 50-Foot "Saucer"

61

The recent pursuit of a "flying saucer" by a Utah pilot, fully confirmed by other pilots and airport personnel, is being investigated by AF Intelligence. The chase occurred about noon, Oct. 2, near Utah Central Airport, Salt Lake City.

Two National Air Guard jets were scrambled after the private pilot radioed a report. But the strange machine eluded them in a swift vertical ascent.

The disc-shaped UFO was first seen by Waldo J. Harris, veteran pilot, as he taxied out for a take-off. Climbing toward the object, which was hovering at 6500-7000 feet, he closed in to about three miles.

"It appeared to be a large disc," Harris later reported. "It was shaped like a pair of saucers, one turned upside down on the other. The object was light gray, and it was at least 50 feet across and four feet thick. There were no visible openings, no trails or exhaust.

"I was about three miles from it when it suddenly moved upward, like an elevator." As the disc headed south, Harris pursued it. During the chase, he radioed the FAA tower at Salt Lake City's Municipal Airport that he had sighted a "flying saucer", relaying details through Utah Central and Provo Airports.

Because of the disc's speed, Harris temporarily lost contact, but he sighted the object again. Abruptly stopping, the UFO held position almost directly over the Utah Lake Omni Radio Station, as ~~it investigated~~ the directional transmitter. (Omni-range is used to guide pilots on any selected course.)

"After hovering there," said Harris, "it moved straight up, then went west at an extremely accelerated speed. It disappeared in a few seconds."

Meantime, the flying disc and the chase by Harris were watched by seven observers at Utah Central Airport, including pilots Virgil S. Redmond and Clyde Card, the airport operators--Mr. and Mrs. Jay Galbraith--and aircraft mechanic Robert Butler. Seen through binoculars, the "saucer" appeared metallic, like dull aluminum. When it turned toward the sun it showed a brilliant reflecting light. Witnesses agreed on the disc's rocking motion when it hovered, and on its "terrific" acceleration.

AF investigator teams from Hill AFB questioned all observers, and a spokesman said it was the "best report from this area." No explanation was given for the sighting.

Unusual interest also was shown by the Navy. A separate investigation was made by Lieut. John Lee, Naval Intelligence.

Pilot Harris, revealing he had previously "made fun of people who saw flying saucers," released a public statement:

"I am sure from its performance that what I saw was a controlled craft. I now definitely believe these objects come from other planets."

1951

11

TAB

A Initial Report dtd 2 October, 1961

B TWX from FTD Requesting Investigation

C IR From Hill AFB dtd 9 October 1961

D Transcription of Taped Interview with Observers

E Dr Menzel Analysis (Extract from "World 66 Flying Saucers)

F News Articles and Extracts from UFO Publications

G Weather Data and Negative Balloon Report

DATA PROCESSING DIVISION
CLIMATIC CENTER, USAF
Air Weather Service (MATS)
Asheville, North Carolina

REPLY TO
ATTN OF: CCDPD/HSSR

SUBJECT: Copies of Upper Air Observations 19 Dec 1961

TO: Air Force Technical Intelligence Center
Foreign Technology Division, TD-2
ATTN: Major Friend
Wright-Patterson AFB, Ohio

1. Reference: Your telephone request on 15 Dec 1961.

2. We are sending photocopies of adiabatic charts (WBAN-31 ABC) for radiosonde observations on 1-3 October 1961 at Salt Lake City, Utah.

FOR THE DIRECTOR

JAMES R. DECOSTER
Chief, Data Processing Division

1 Atch
Data f/Salt Lake City

335-01

CLASSIFICATION (SECURITY INFORMATION when filled in)

AIR INTELLIGENCE EVALUATION RECORD

TO:	AIR INTELLIGENCE INFORMATION REPORT NUMBER	DATED
Director of Intelligence Headquarters USAF ATTN: Collection Operations Div. Washington 25, D. C.	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).*

Denver Hansom Field Report Neg
~~Las~~ Vegas 30 ~~Sept~~ Mtchg wind 18-22-24
No Specific info. 120,000 at Vels 200mi E Ora Co.
Turn around period in High alt winds
could be from Holloman
GILDENBURG at Holloman
Balloon Control Center

winds in Sept change from E-W
could lay in area before moving
Oct Hi alt move swiftly to East
put drop down before moving out.
poss radiosonde

No Balloons in Area.

DATE	AGENCY AND OFFICE	ANALYST *(Signature)*

AF FORM 1 OCT 52 112b PREVIOUS EDITION OF THIS FORM MAY BE USED.

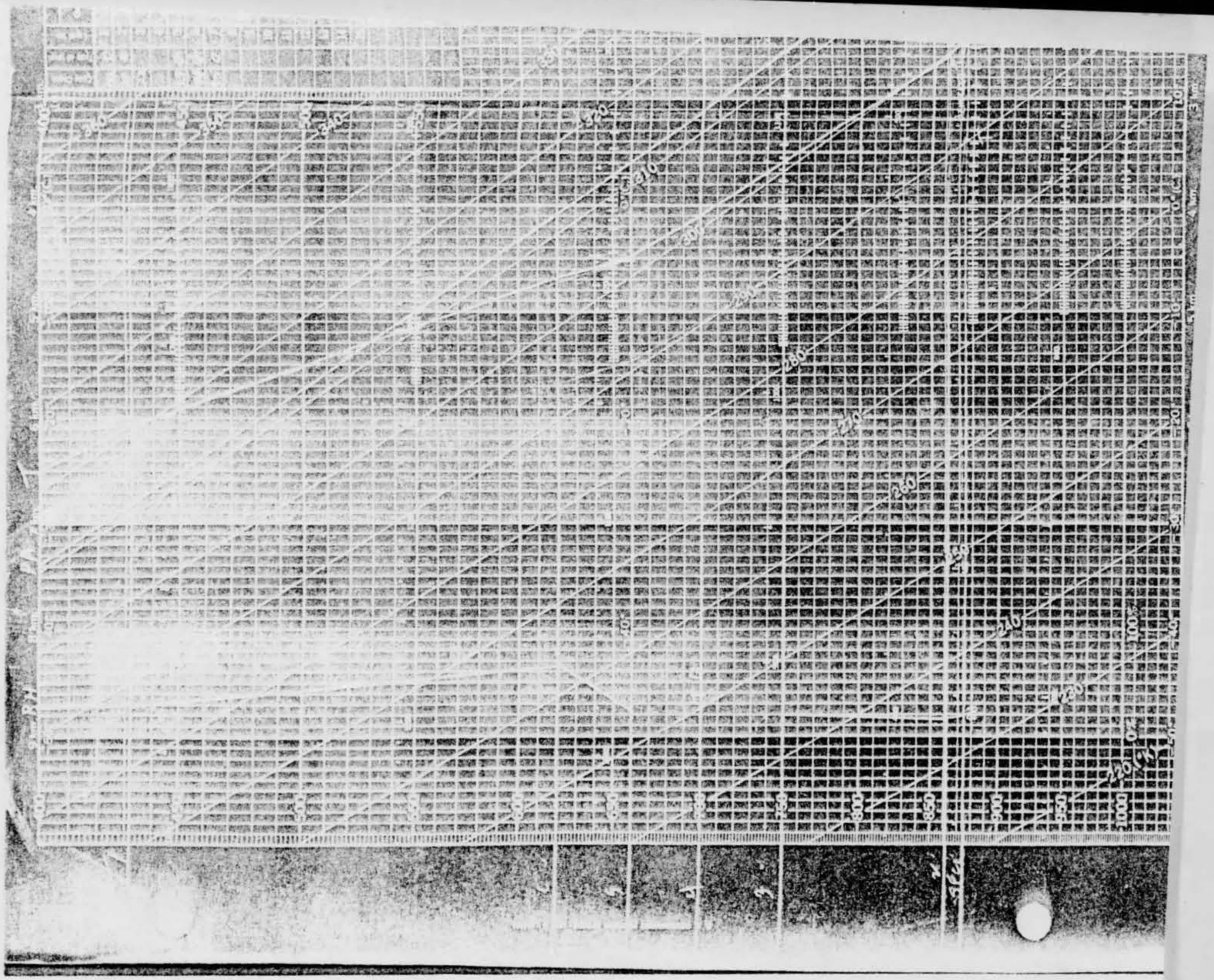
CLASSIFICATION *(SECURITY INFORMATION when filled in)*

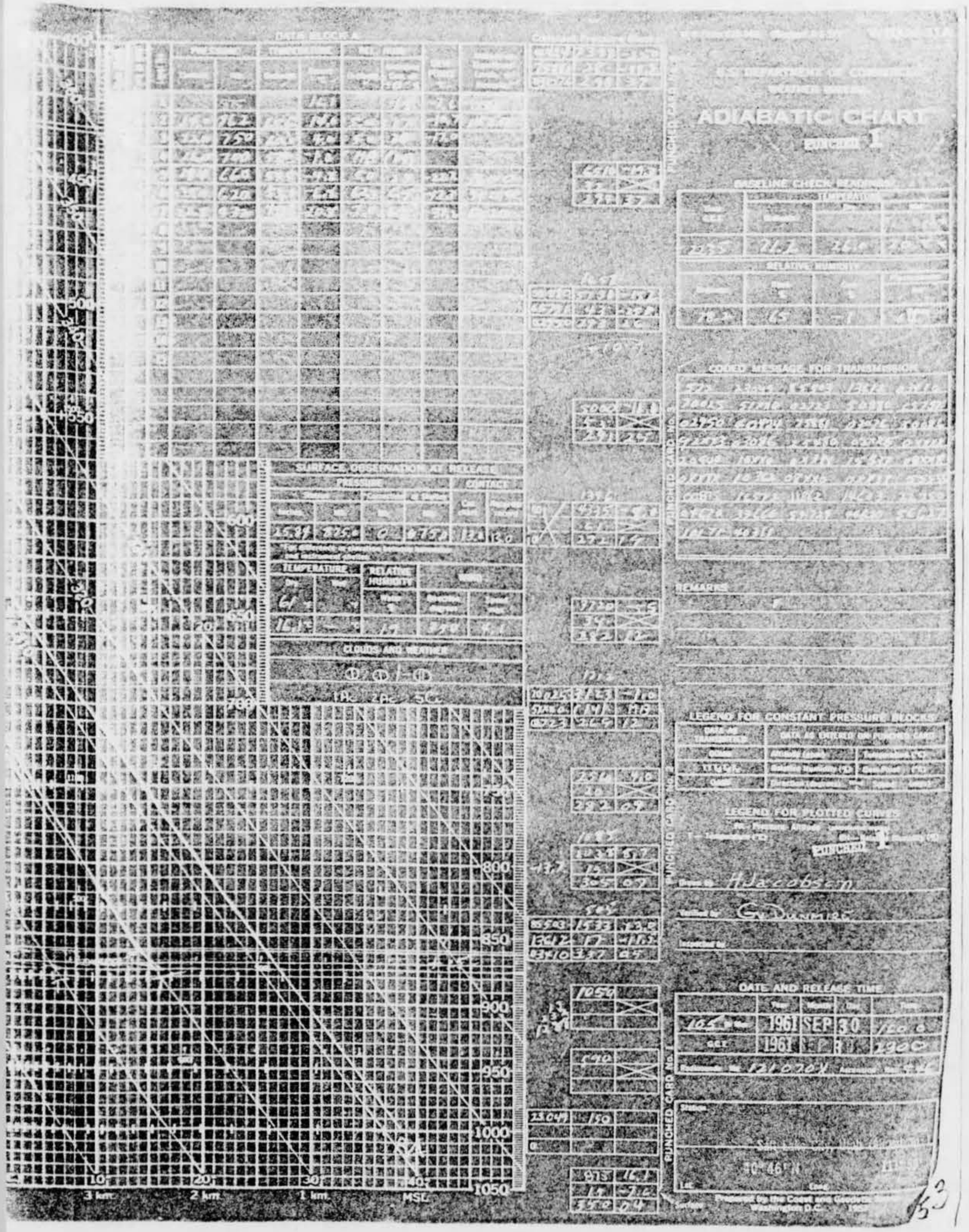
SALT LAKE CITY, UTAH

20061

Case includes 21 ADIABATIC CHARTS ≠

one tape recording (separate folder)




ADIABATIC CHART
SURFACE OBSERVATION
TEMPERATURE
RELATIVE HUMIDITY
CLOUDS AND WEATHER
CODED MESSAGE FOR TRANSMISSION
REMARKS
LEGEND FOR CONSTANT PRESSURE BLOCKS
DATA AS ENTERED ON PUNCHED CARD
LEGEND FOR PLOTTED CURVES
PUNCHED
H Jacobsen
DATE AND RELEASE TIME
1961 SEP 30
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PUNCHED CARD No. 1
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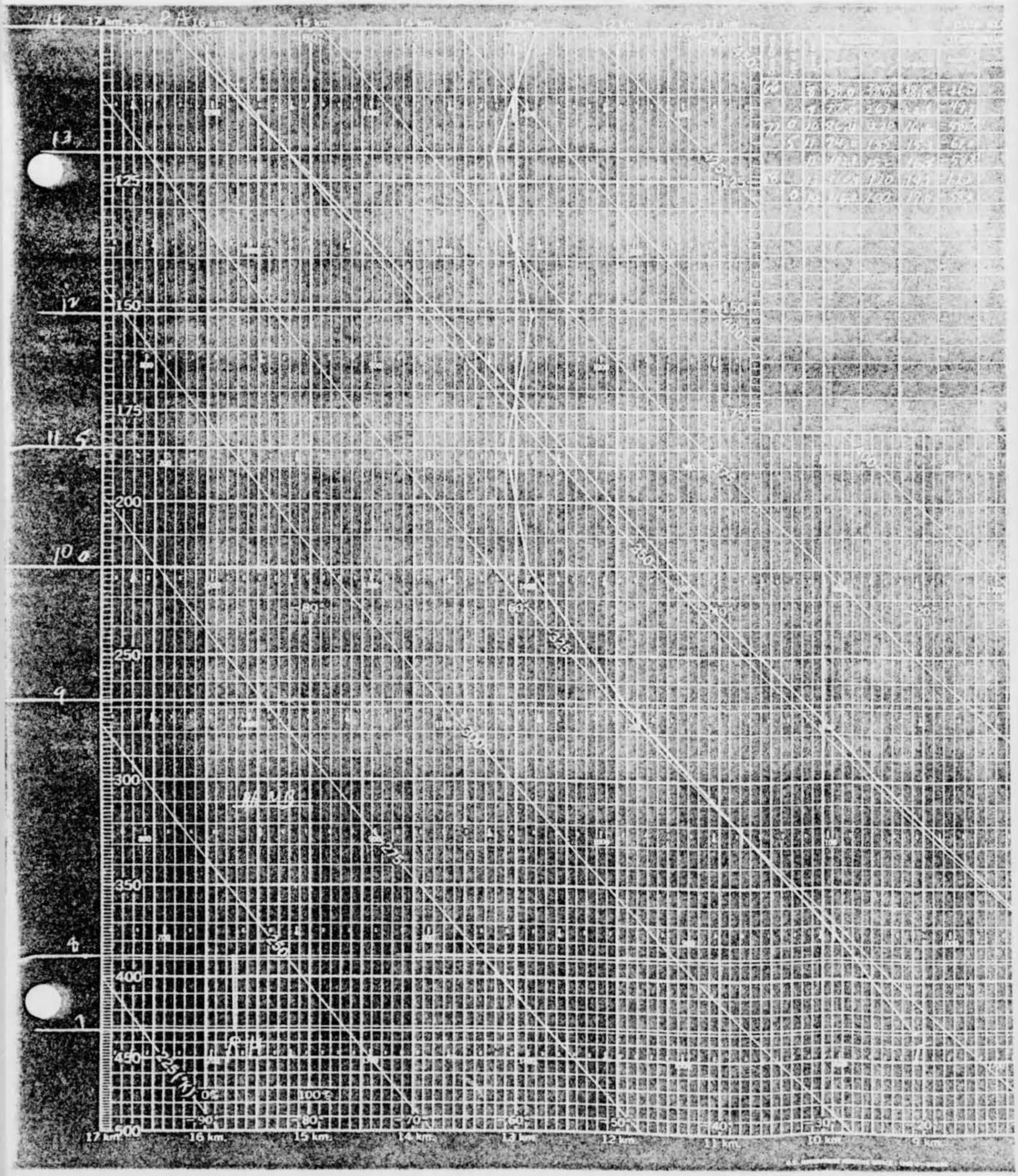
MSL


125
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17 km
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15 km
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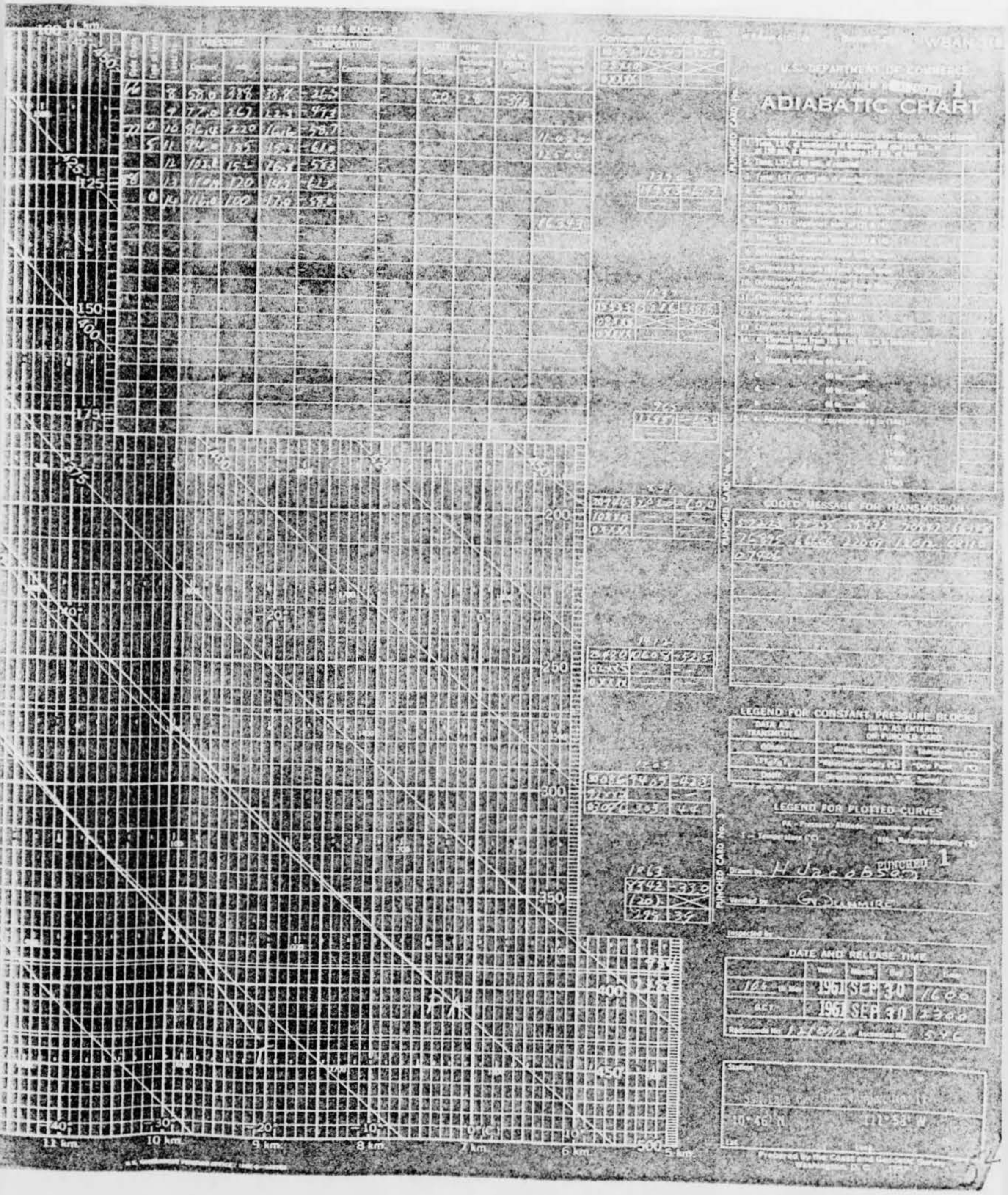
10 km
9 km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CODED MESSAGE FOR TRANSMISSION
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
PUNCHED CARD NO. 1
125
150
175
200
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11 km.
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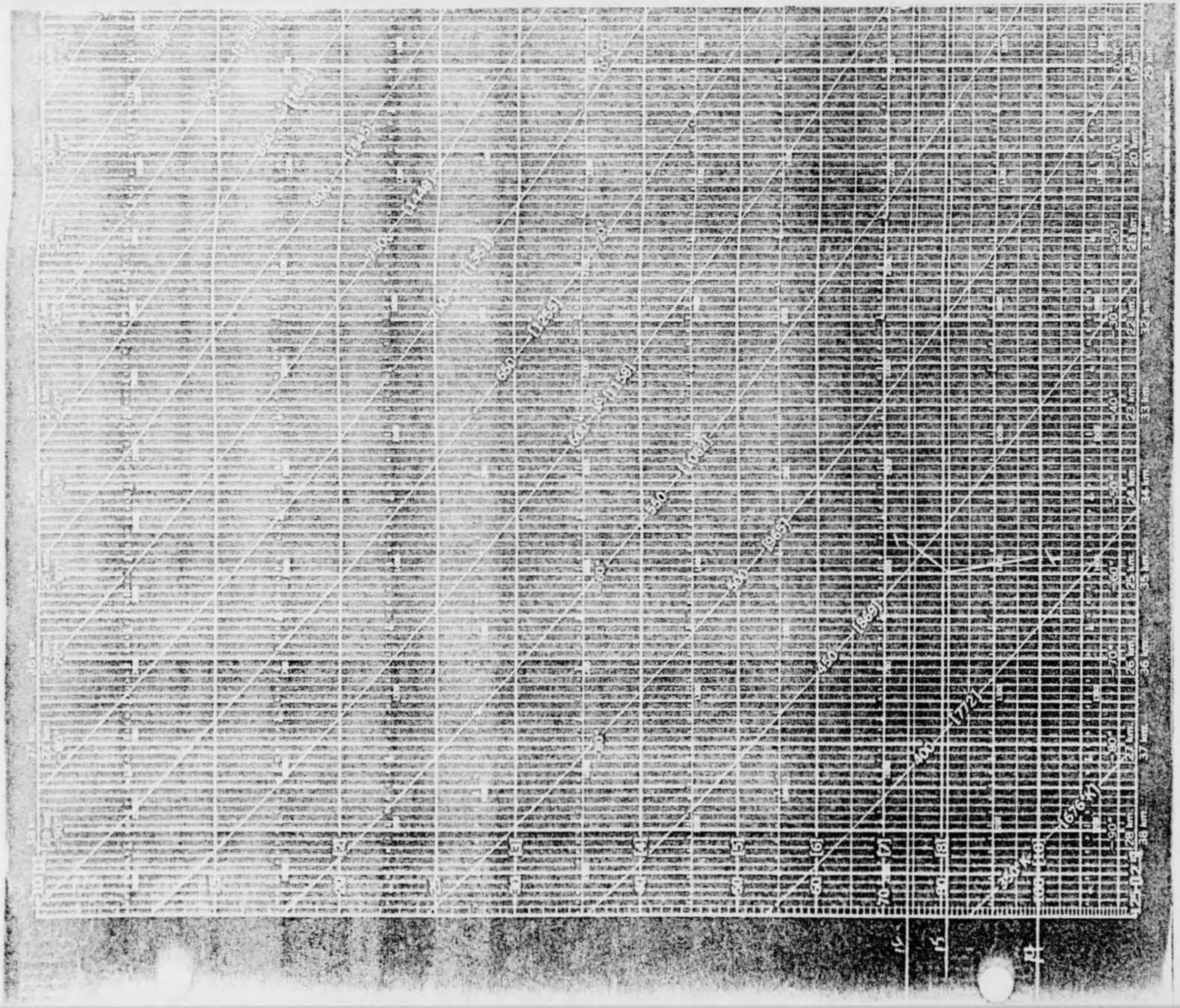
6 km.
5 km.



WBAN 31C

U.S. DEPARTMENT OF COMMERCE

WEATHER BUREAU

ADIABATIC CHART

FORM 1

DATA BLOCK

PRESSURE | TEMPERATURE | DEW POINT

REMARKS

LEGEND FOR CONSTANT PRESSURE BLOCKS

DATA AS TRANSMITTED	DATA AS ENTERED ON PUNCHED CARD
00964	00964
11161	
09400	

LEGEND FOR PLOTTED CURVES

Plotted by

Verified by

Analyzed by

FORM 1

DATE AND RELEASE TIME

	Year	Month	Day	Time
[illegible]	1961	SEP	30	1100
GCT	1961	SEP	30	2300

Station

Salt Lake City

40° 46' N 111° 58' W

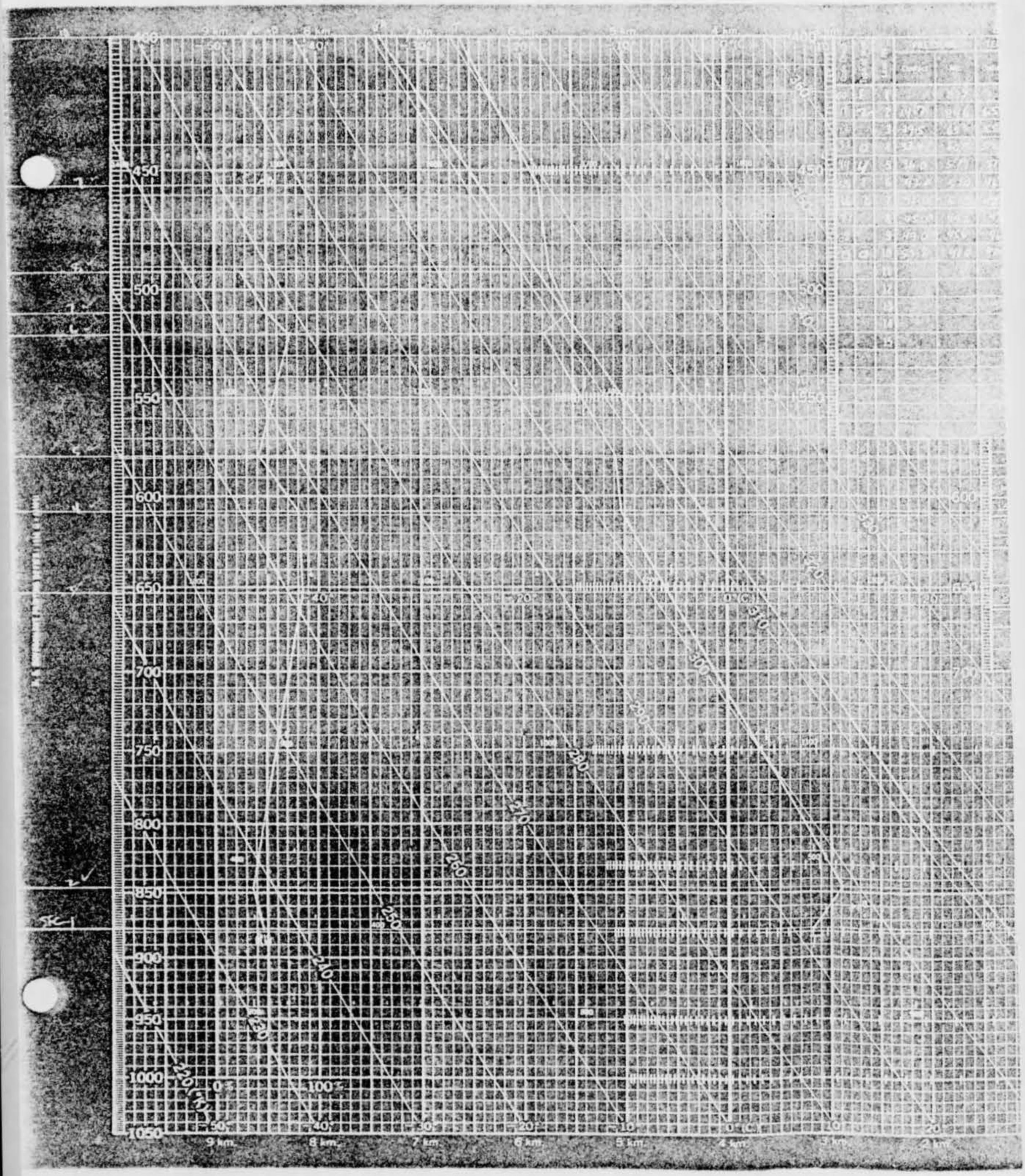
PUNCHED CARD No. 4

PUNCHED CARD No. 4

PUNCHED CARD No. 4

32 km. 31 km. 30 km. 29 km. 28 km. 27 km. 26 km.

[1.25] 1.25


450
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850
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950
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1050
9 km
8 km
7 km
6 km
5 km
4 km
3 km
2 km

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
UNCLASSIFIED MESSAGE

INCOMING

AF IN : 16127 (2 Oct 61) G/rjp

ACTION : CIN-17

INFO : OOP-2, OOP-CP-1, SAFS-3 (24)

01
3

UFO

SMB B 055

KZCHQD993ZCQJC883

PP RJEZHQ

DE RJWZNL 3

ZNR

P 022240Z

FM COMDR 3635TH FLYTNGWG STEAD AFB

TO RJWFAL/ADC ENT AFB

RJWZSB/28TH AIR DIV HAMILTON AFB

RJEDSQ/ATIC WPAFB

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BT

UNCLAS 16 K

UFO
File
CD

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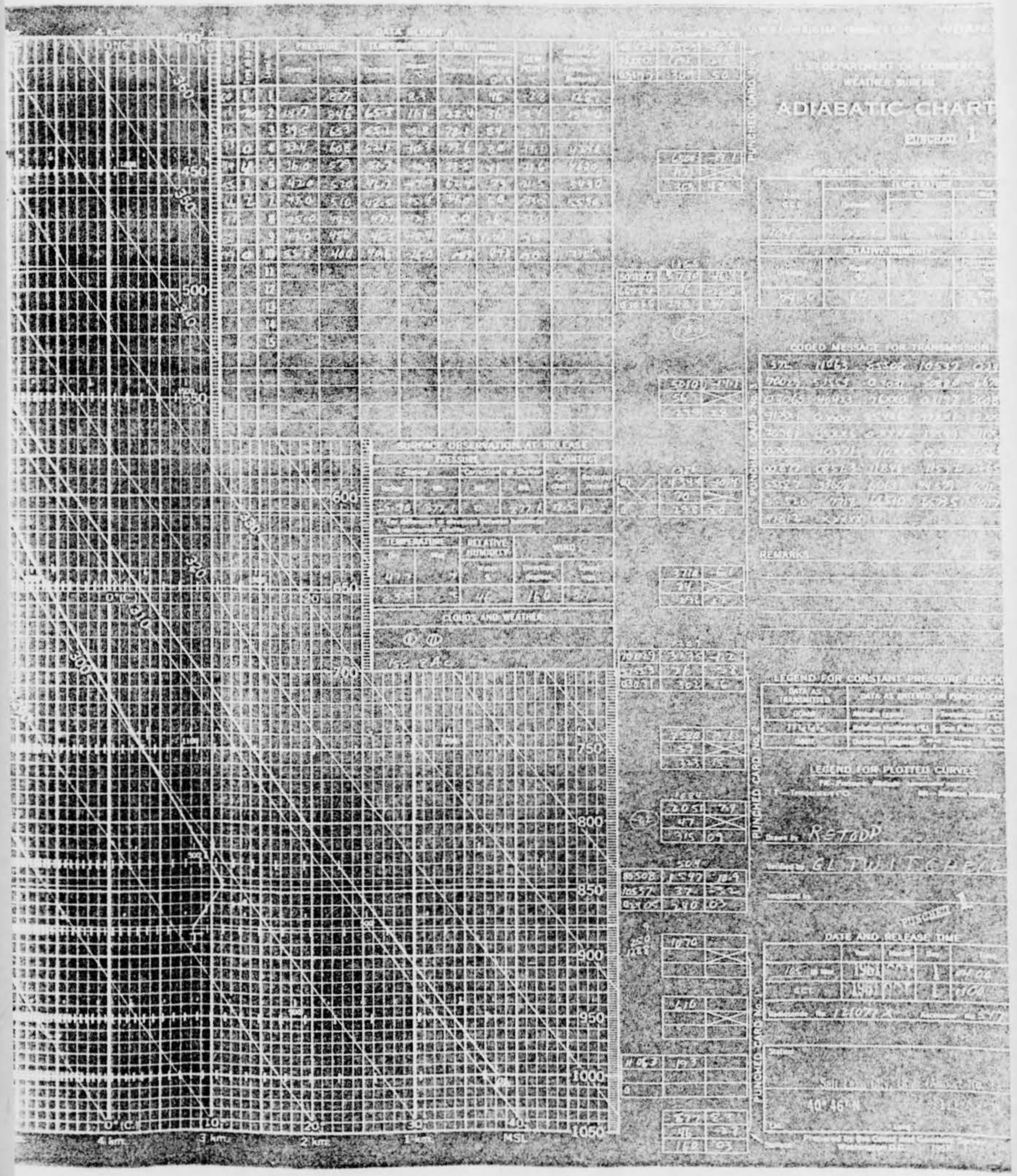
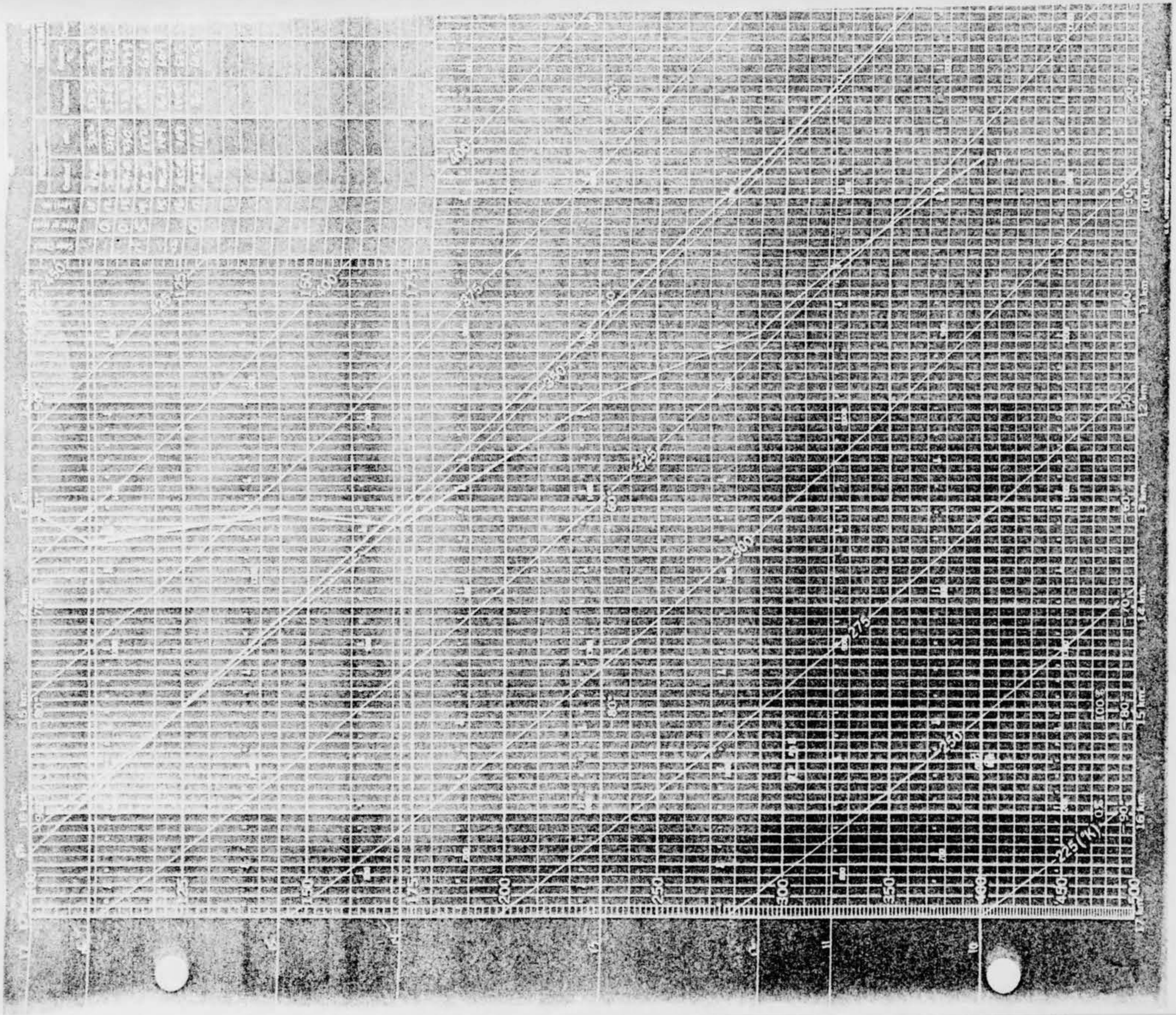
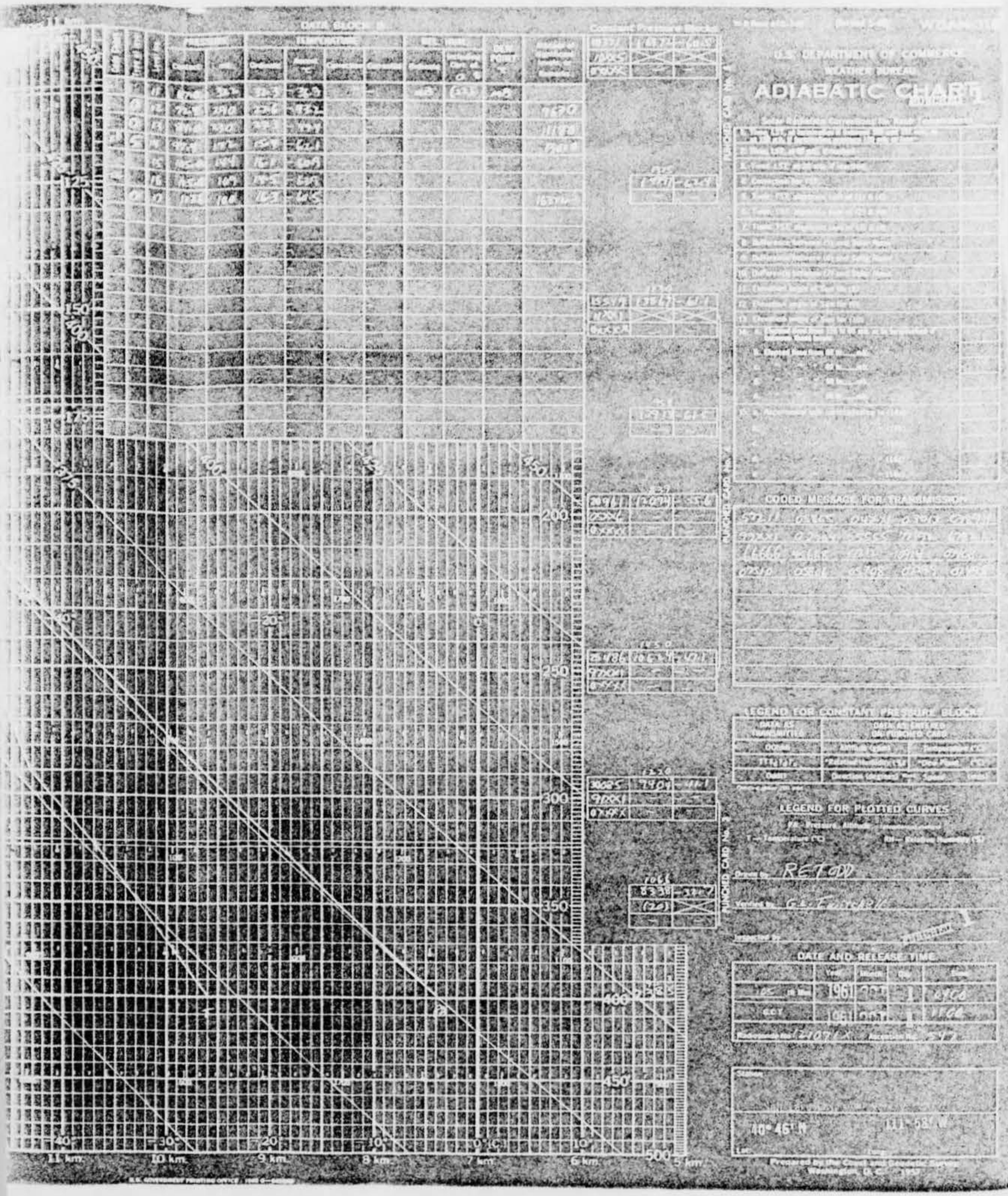

ADIABATIC CHART
SURFACE OBSERVATION AT RELEASE
PRESSURE
CONTACT
TEMPERATURE
RELATIVE HUMIDITY
WIND
CLOUDS AND WEATHER
CODED MESSAGE FOR TRANSMISSION
REMARKS
LEGEND FOR CONSTANT PRESSURE BLOCK
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
RETARD
GLOMITEOROLOGICAL
40°46'N
MSL




U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
CODED MESSAGE FOR TRANSMISSION
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
RETOD
DATE AND RELEASE TIME
40° 46' N
1000
950
900
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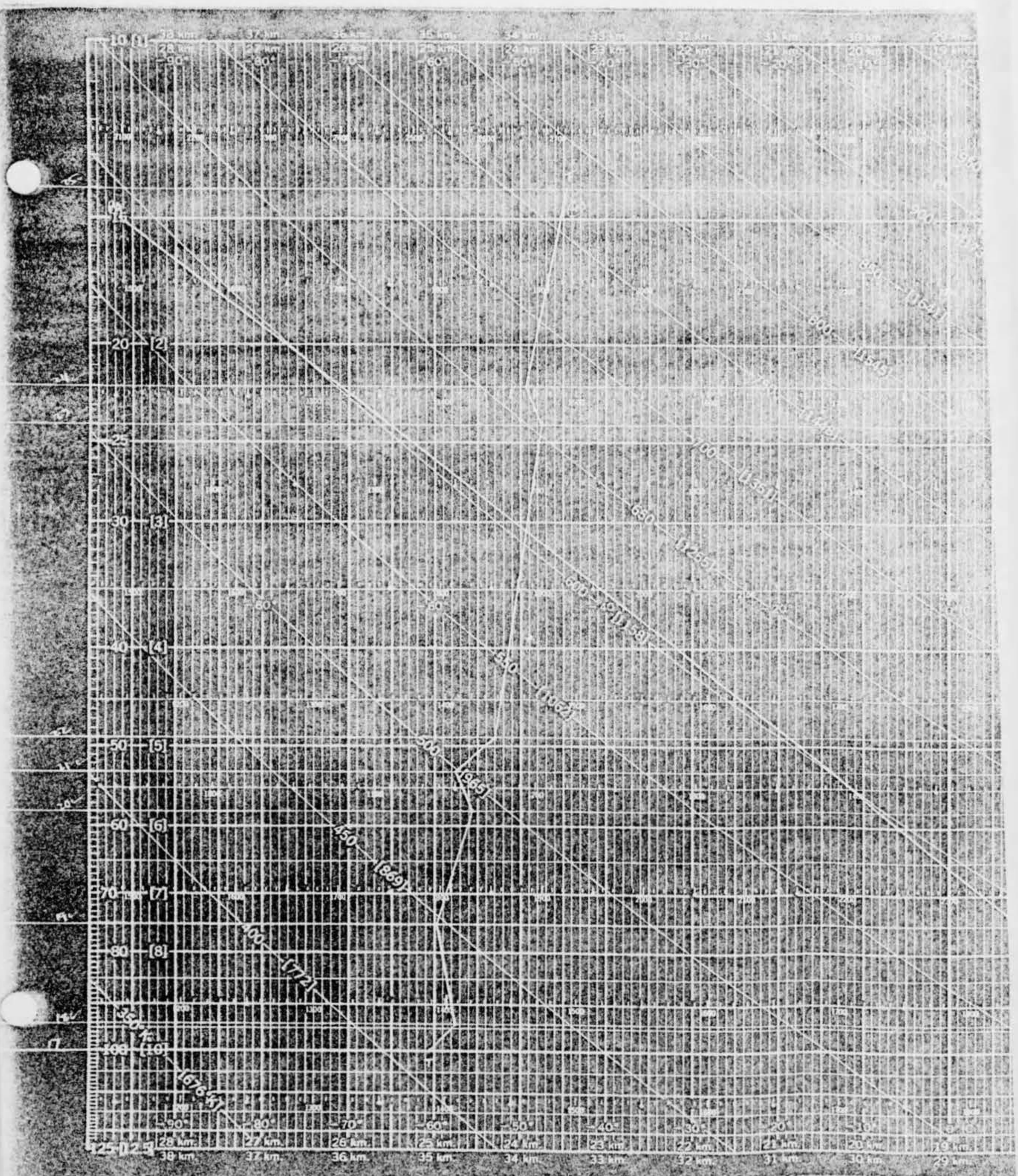

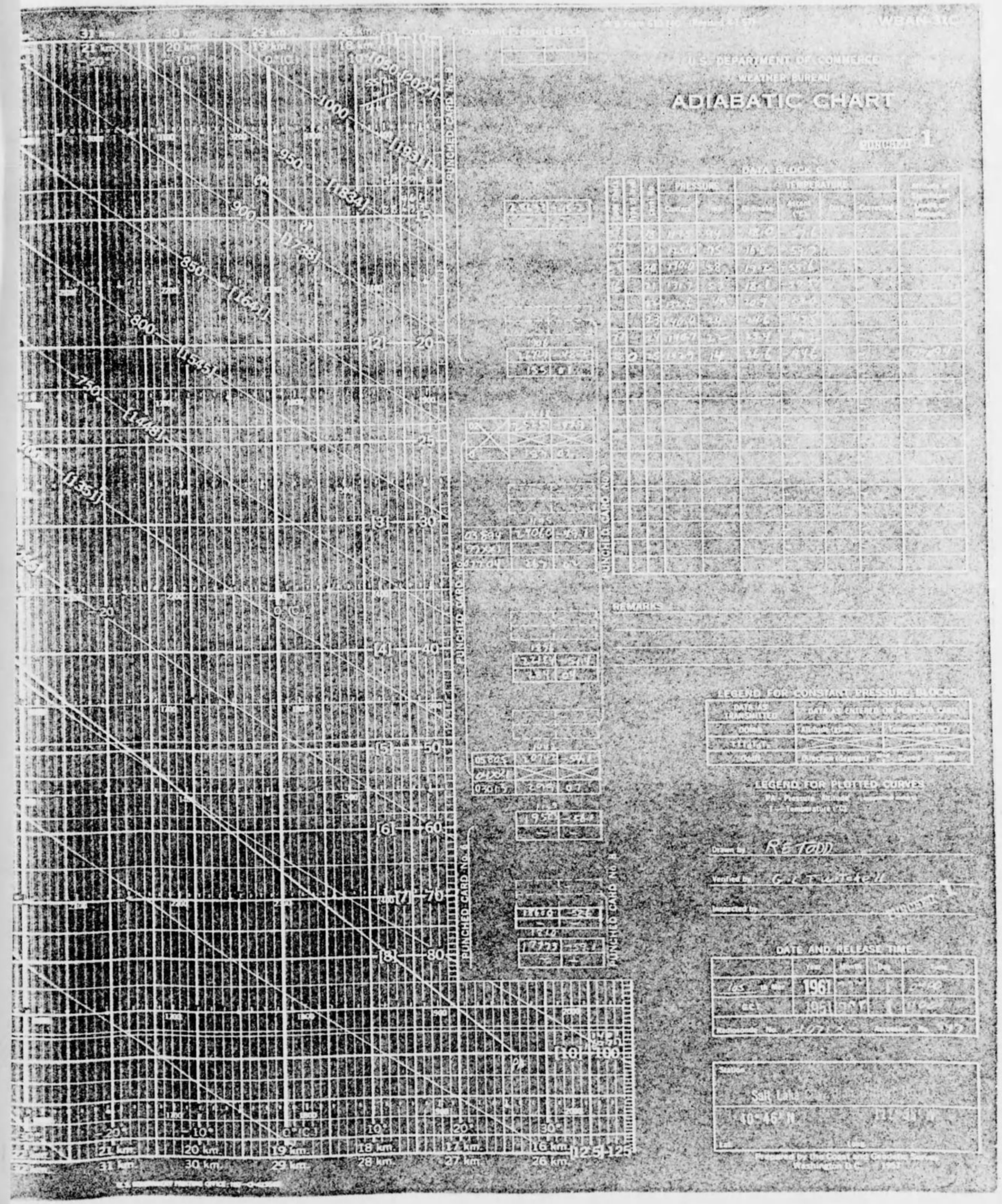
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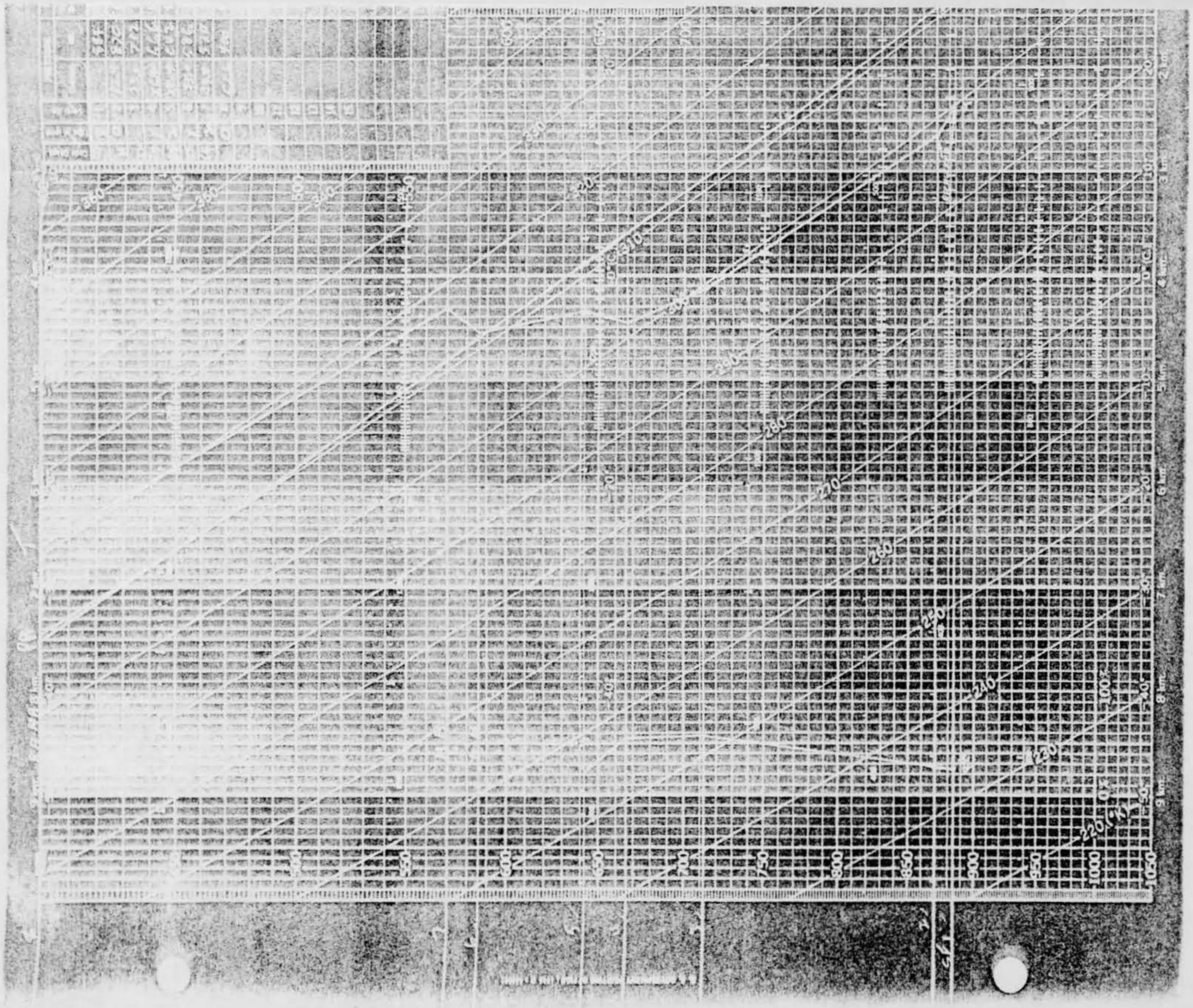
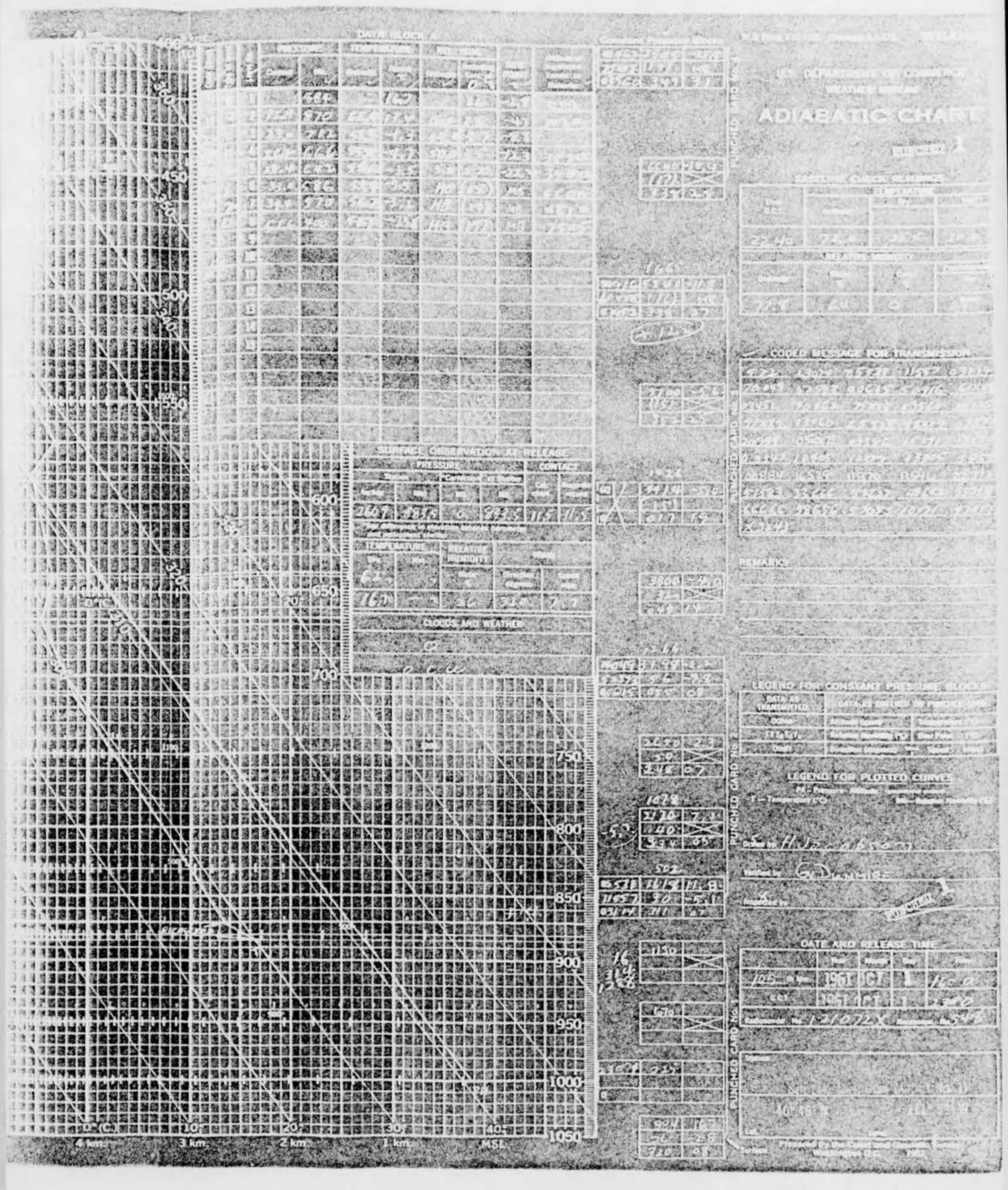
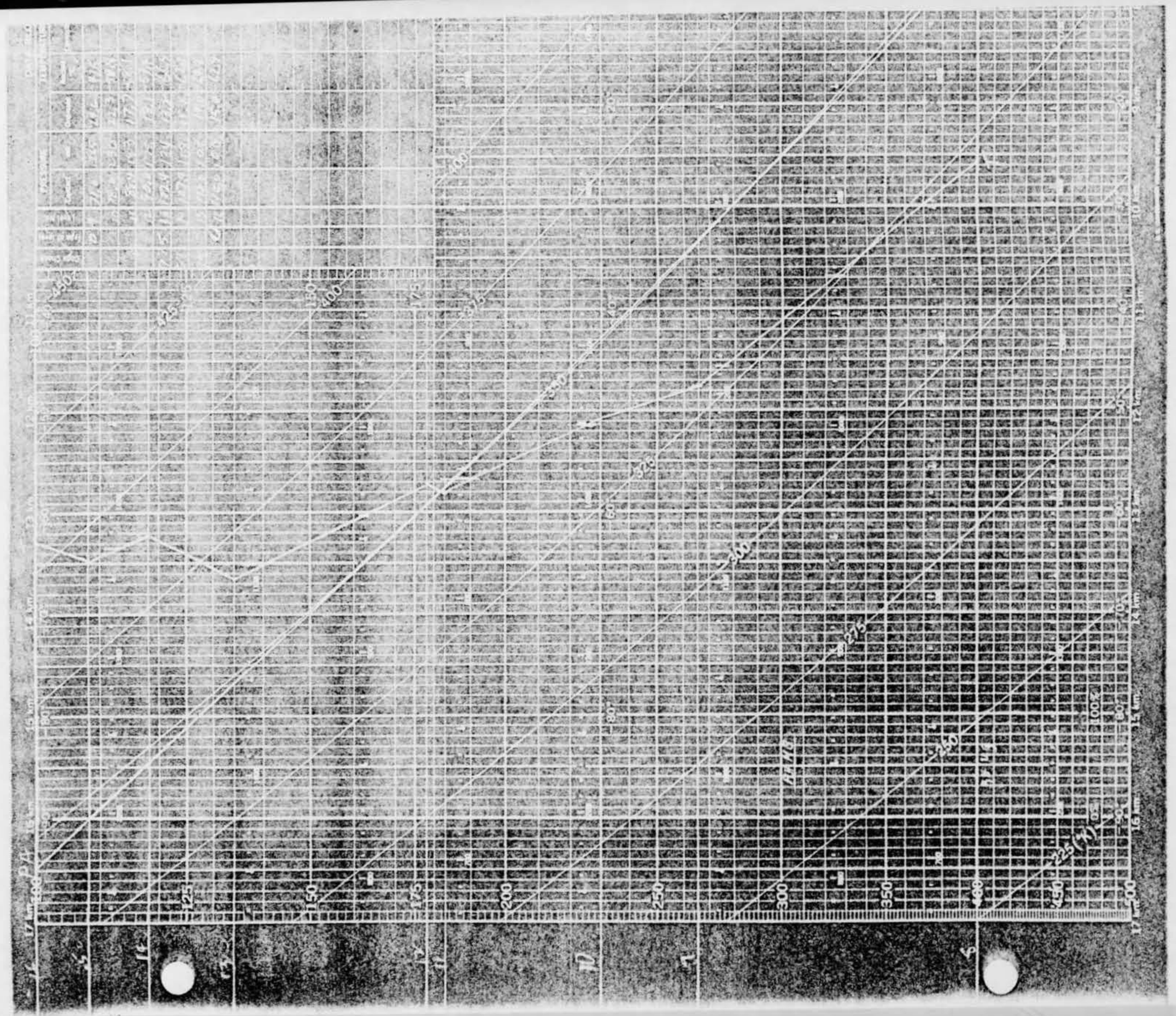
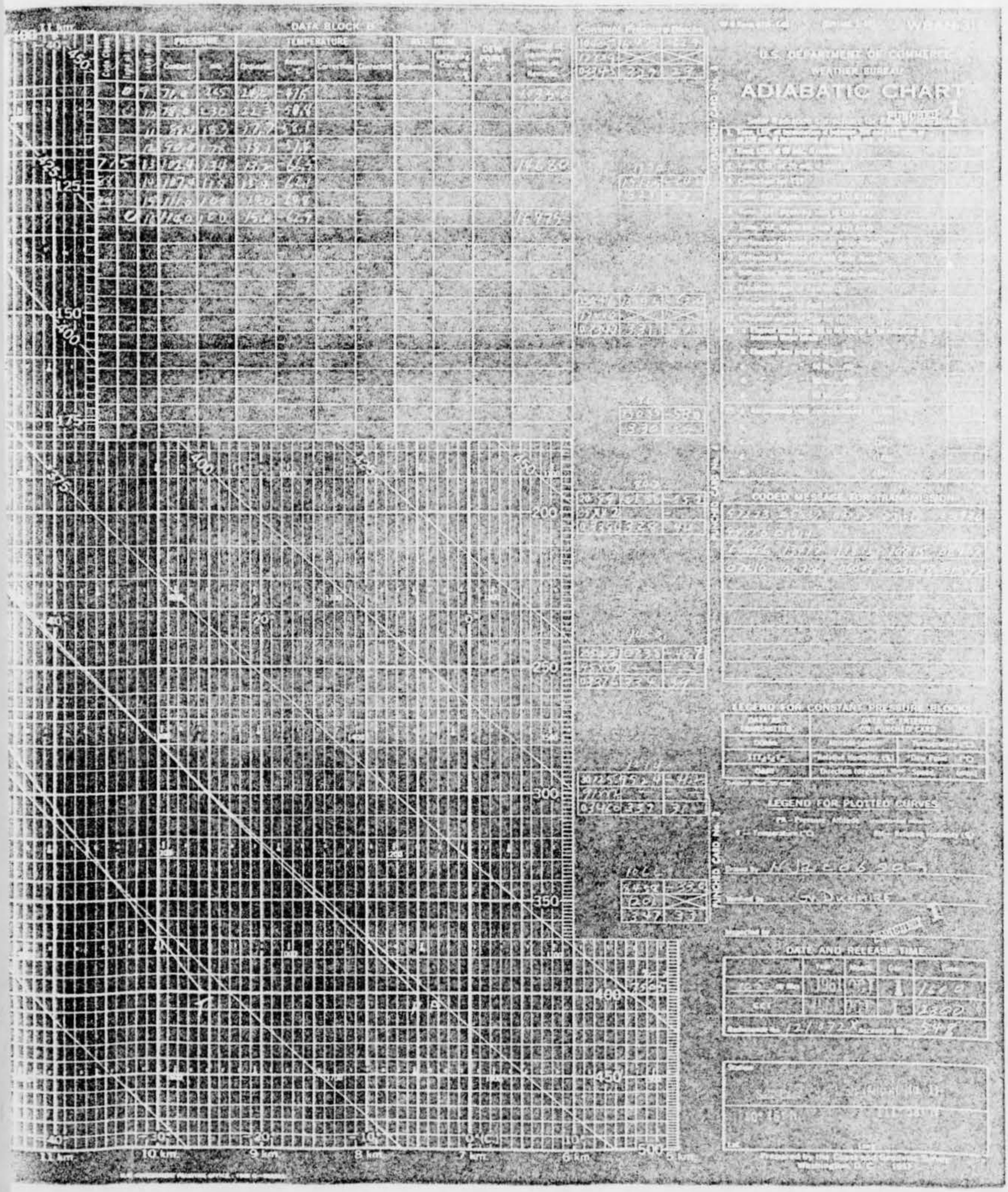
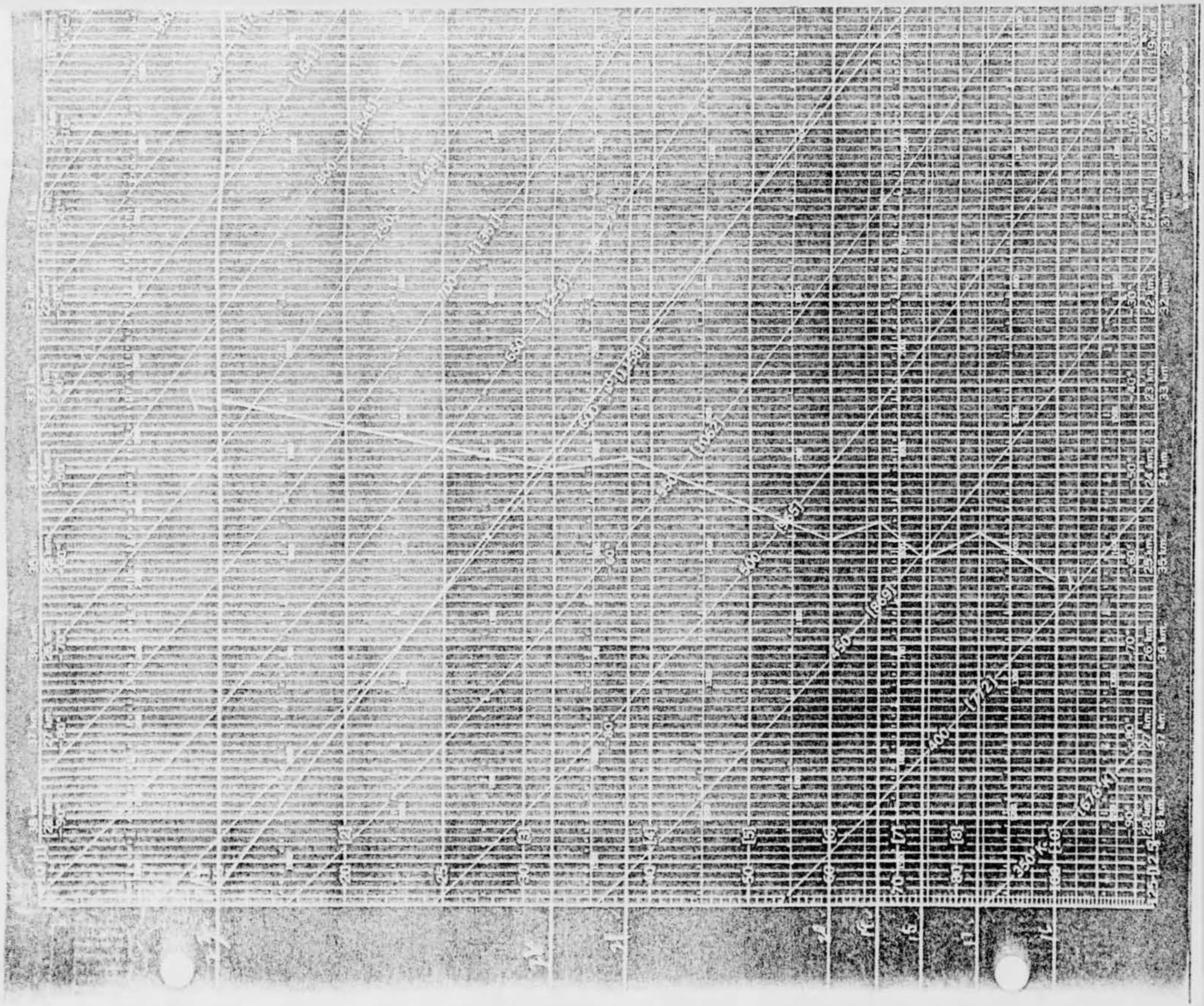
WEATHER BUREAU
ADIABATIC CHART
DATA BLOCK 2
REMARKS
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
Drawn by R.E.Todd
DATE AND RELEASE TIME
Salt Lake
40-46 N
PUNCHED CARD No. 6
PUNCHED CARD No. 7
PUNCHED CARD No. 8
1000
950
900
850
800
1050
1000
950
900
850
800
31 km
30 km
29 km
28 km
27 km
26 km




ADIABATIC CHART
SURFACE OBSERVATION AT RELEASE
CLOUDS AND WEATHER
CODED MESSAGE FOR TRANSMISSION
REMARKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
PUNCHED CARD No. 1
PUNCHED CARD No. 2
600
650
700
750
800
850
900
950
1000
1050
10
20
30
40
4 km
3 km
2 km
1 km
MSL




DATA BLOCK B
PRESSURE
TEMPERATURE
DEW POINT
WIND
U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
CODED DESIGN FOR THE SOUNDING
LEGEND FOR CONSTANT PRESSURE RECORDS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
11 km
10 km
9 km
8 km
7 km
6 km
5 km



DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
UNCLASSIFIED
INCOMING

PAGE TWO RJWZNL 3

OUT GOING SOUTHWEST 6. FIRST TIME IS FR TWO MINUTES-SECOND TIME TWO MINUTES. AIRCRAFT WITHIN 3 TO 5 UMILES OF OBJECT.

C. MANNER OF OBSERVATION: 1 FLYING PERSONNEL AND GROUND OBSERVERS. 2. BINOCULARS USED BY THE GROUND OBSERVERS. THERE WERE EIGHT GROUND OBSERVERS. 3. MOONY-MARK 20A, NR 8393E, ALTITUDE FROM RUNWAY UP TO 6,000 FT, HEADING 180 DEGREES, SPEED 140 KNOT, HOME STATION UTAH CENTRAL AIRPORT, PROVOST, UTAH.

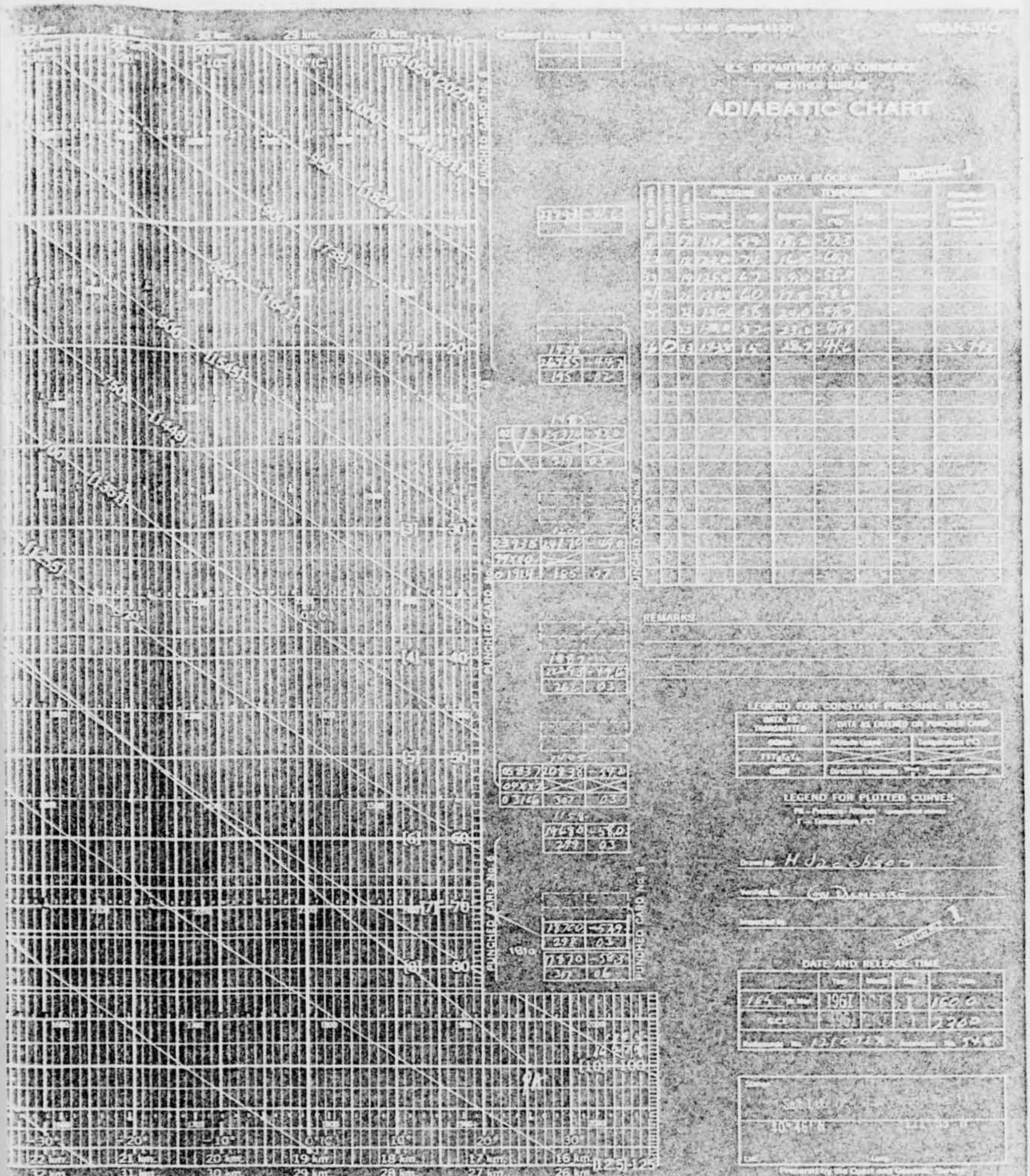
D. TIME AND DATE OF SIGHTING: 1905 ZULU, 2 OCT 61 E. UTAH CENTRAL AIRPORT F. IDENTIFYING INFORMATION ON OBSERVERS: 1. [redacted] AGE 44, [redacted], SALT LAKE CITY, UTAH: JOB REALESTATE, FIRST CLASS SPECIALIST MACHINIST, [redacted] SCHOOL. 2. [redacted], [redacted], BOTH OBSERVERS ARE FAMILIAR WITH ALL TYPES AIRCRAFT.; &.; :)3-4, BRIGHT. WIND FROM NORTH 20-30 KNOT.

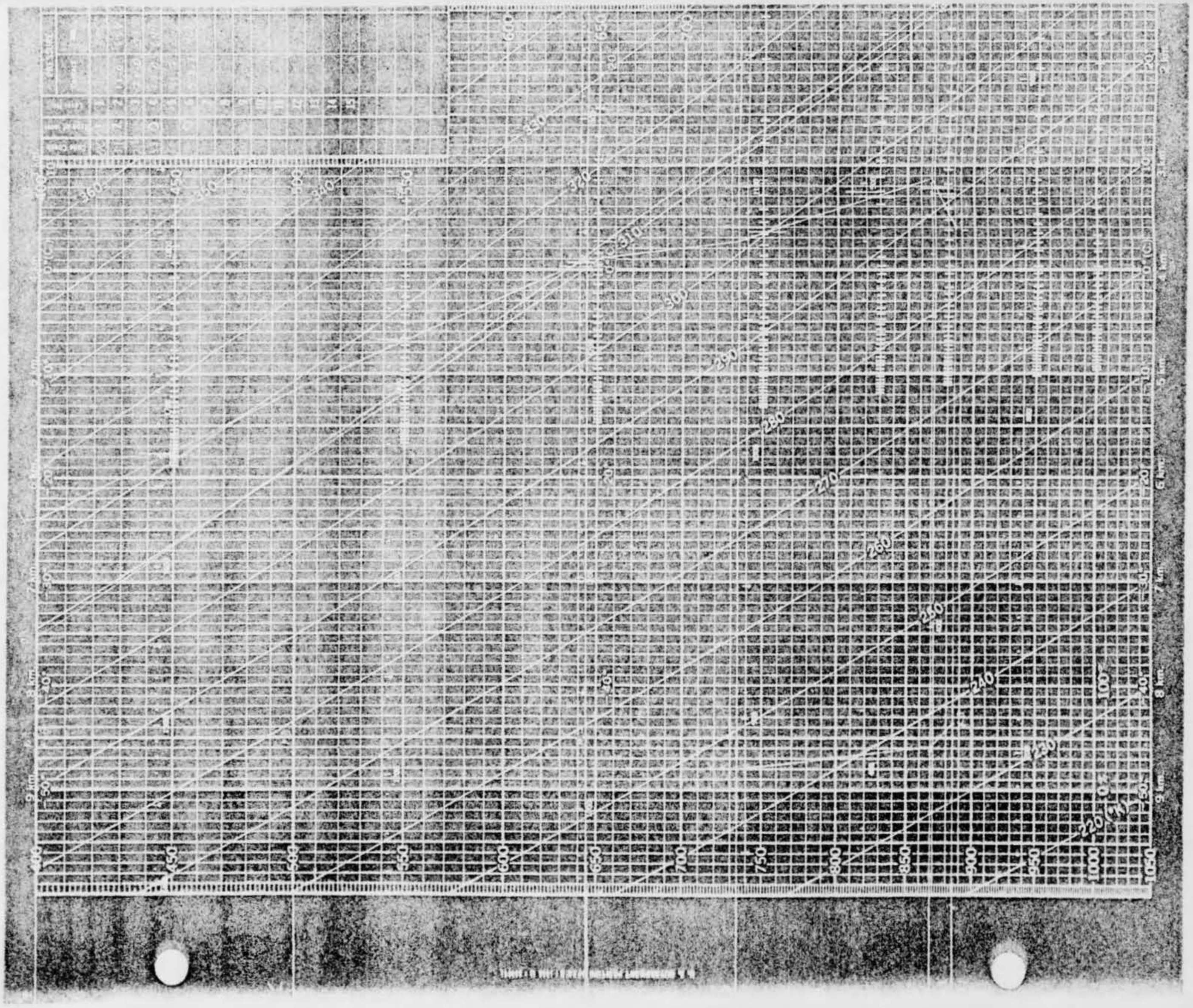
H. NEGATIVE. I. NEGATIVE. J. BALLOON RELEASED TWO HOURS PREVIOUS FROM SALT LAKE CITY, UTAH, WITH BQPAFOOT DIAMETER . K. THE OBSERVER CTAIM APPEARANCE OF POSITIVE CONTROL PLUS RAPID ACCELERATION AND CLIMB. OBSERVERS FAMILIAR WITH ALL TYPES AIRCRAFT.

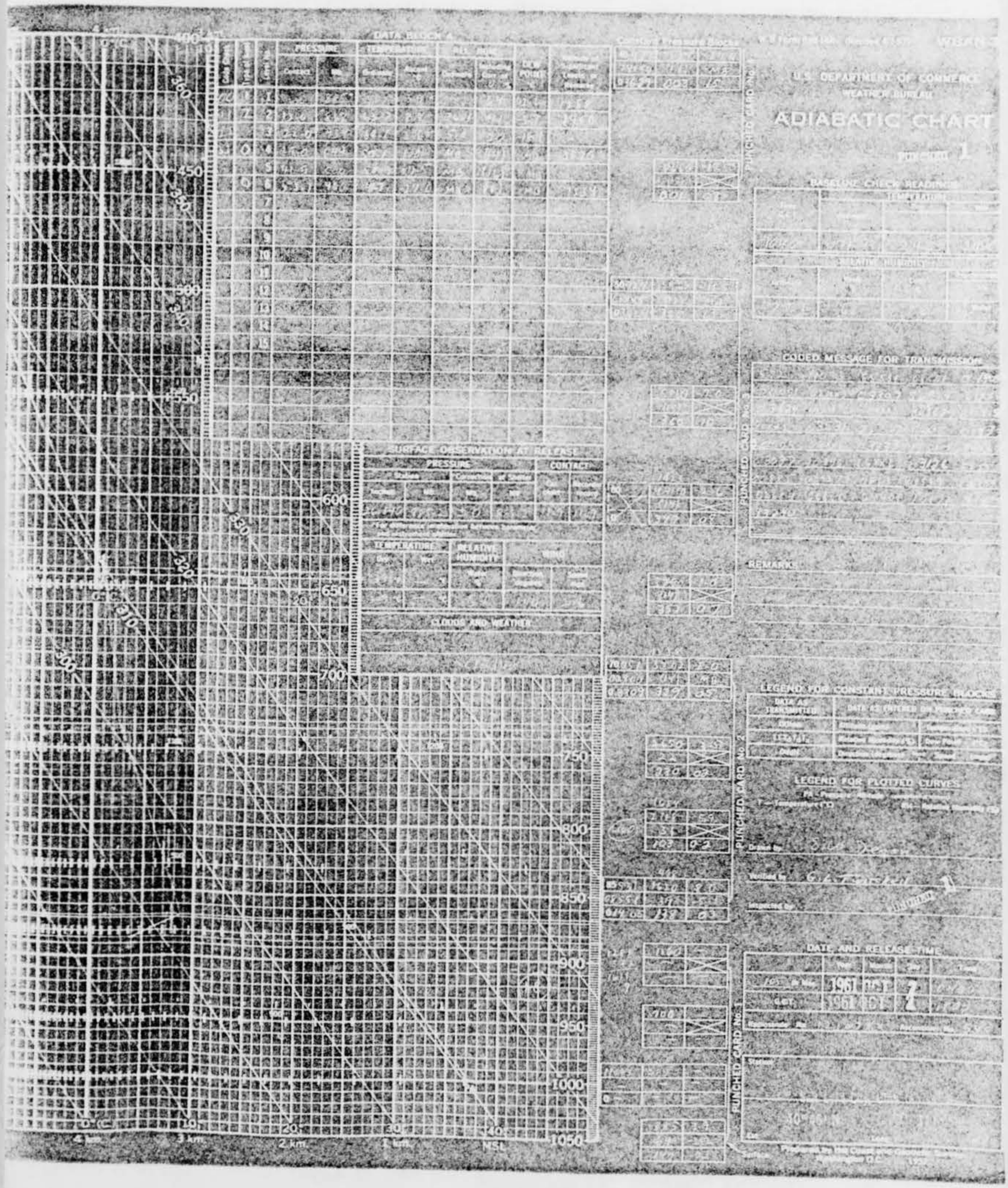
BT

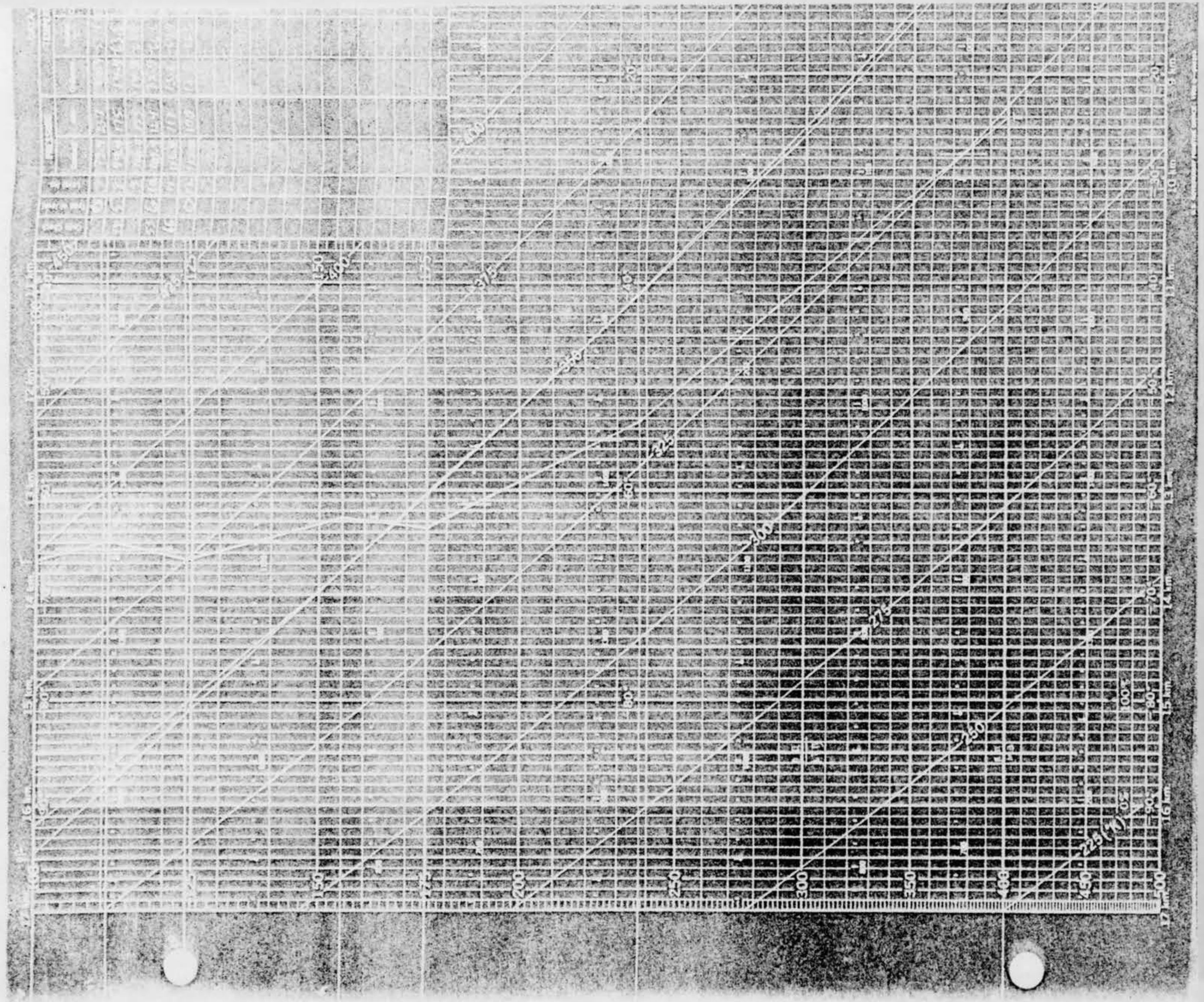
030100Z UOCT RJWZNL

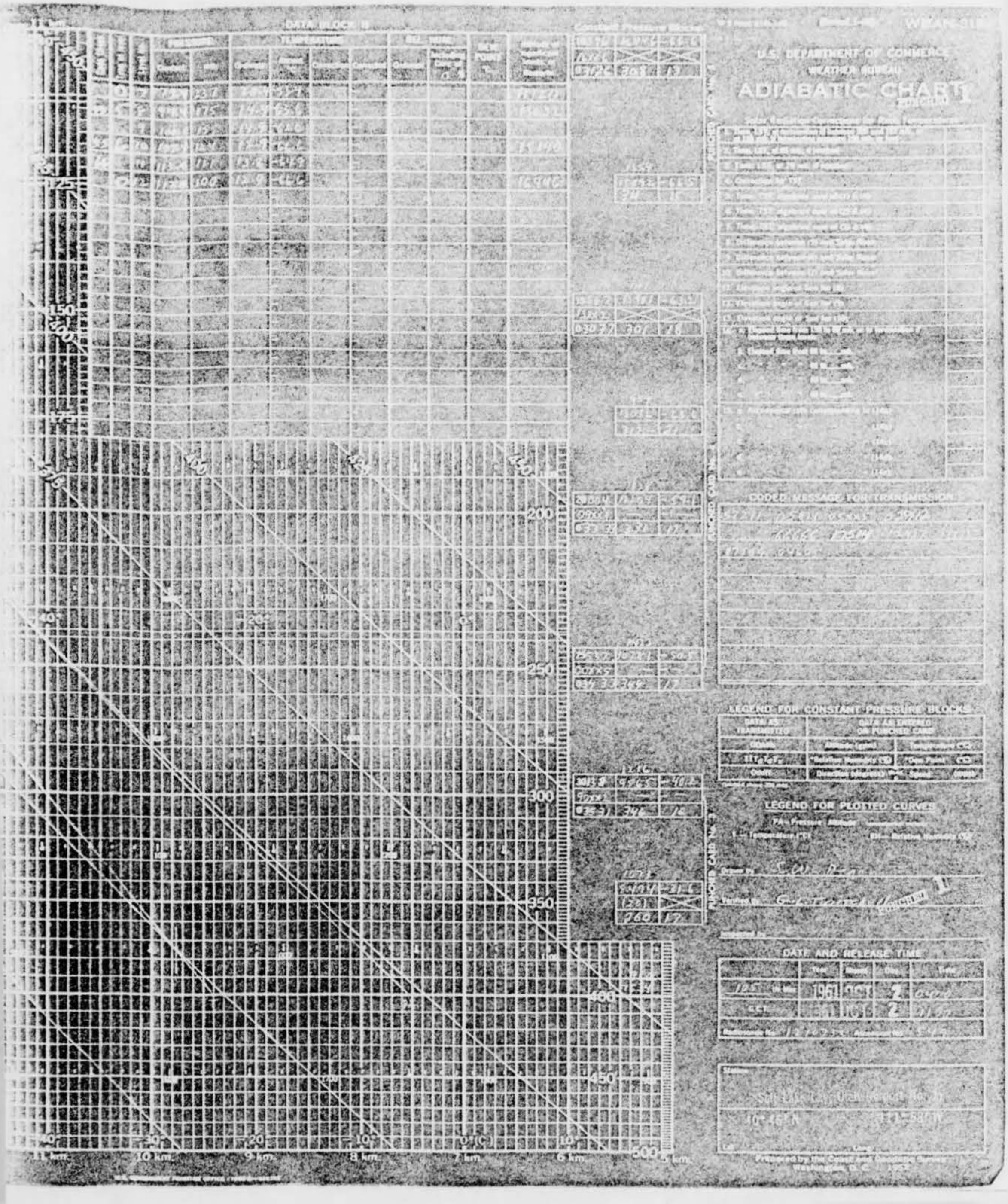
8

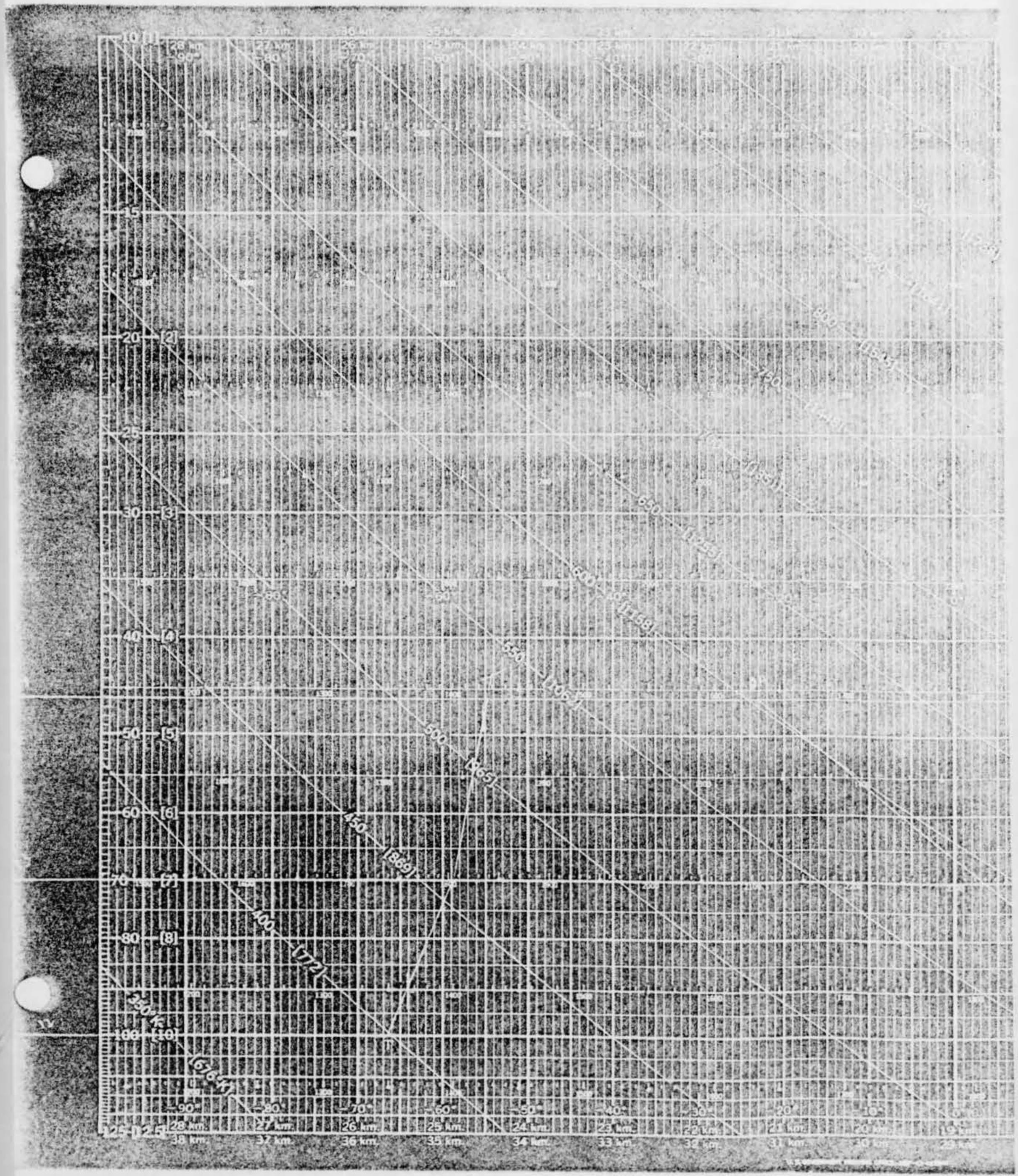

U.S. DEPARTMENT OF COMMERCE
ADIABATIC CHART
DATA BLOCKS
REMARKS
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
PUNCHED CARD No. 6
PUNCHED CARD No. 8
1961
1810
80
70
60
50
40
30
20
10
0
90
31 km
30 km
29 km
28 km
27 km
26 km

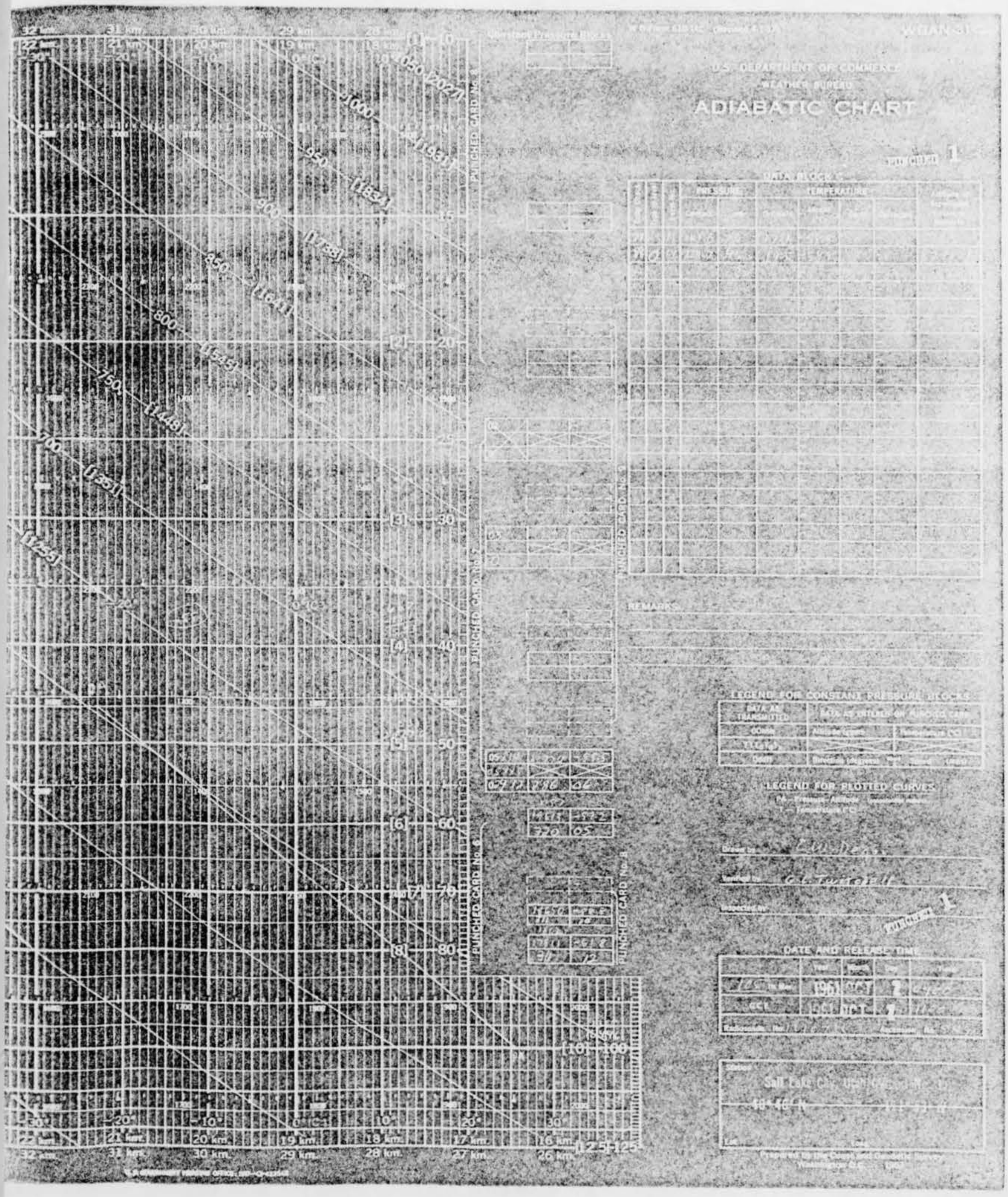



U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
CODED MESSAGE FOR TRANSMISSION
REMARKS
LEGEND FOR CONSTANT PRESSURE LEVELS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
PUNCHED CARD No. 2
PUNCHED CARD No. 1
SURFACE OBSERVATION AT RELEASE
PRESSURE
CONTACT
TEMPERATURE
RELATIVE HUMIDITY
WIND
CLOUDS AND WEATHER
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
4 km
3 km
2 km
1 km
MSL




U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
CODED MESSAGE FOR RADIO TRANSMISSION
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
1961
Prepared by the Upper Air Branch, U.S.W.B.




U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
DATA BLOCK
PRESSURE
TEMPERATURE
REMARKS
LEGEND FOR CONSTANT PRESSURE DECKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
PUNCHED CARD No. 6
PUNCHED CARD No. 5
PUNCHED CARD No. 4
1000
950
900
850
800
750
700
650
600
550
500
450
400
350
300
250
200
150
100
50
0
-10
-20
-30
-40
-50
-60
-70
-80
-90
-100
-110
-120
-130
-140
-150
-160
-170
-180
-190
-200
-210
-220
-230
-240
-250
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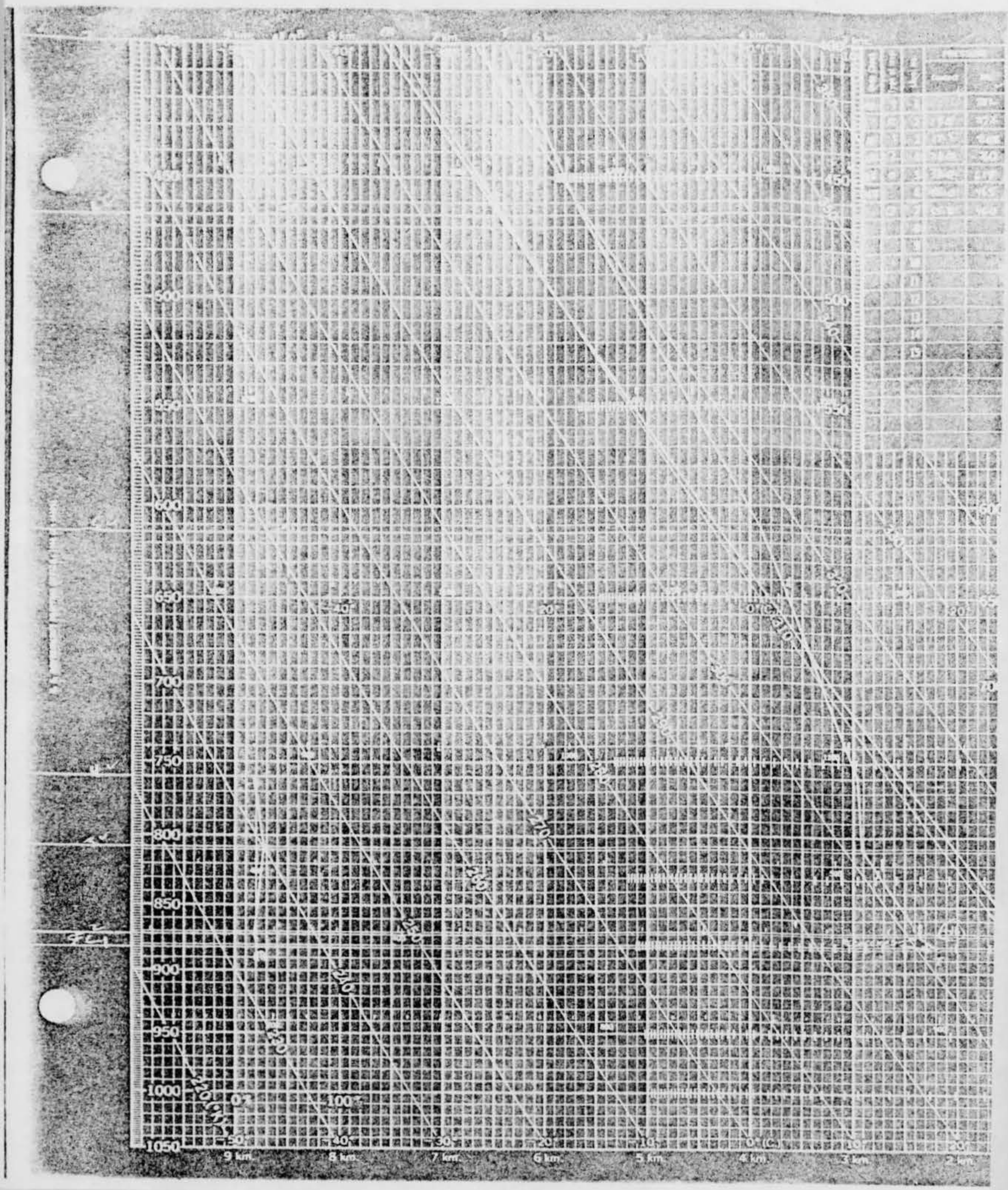
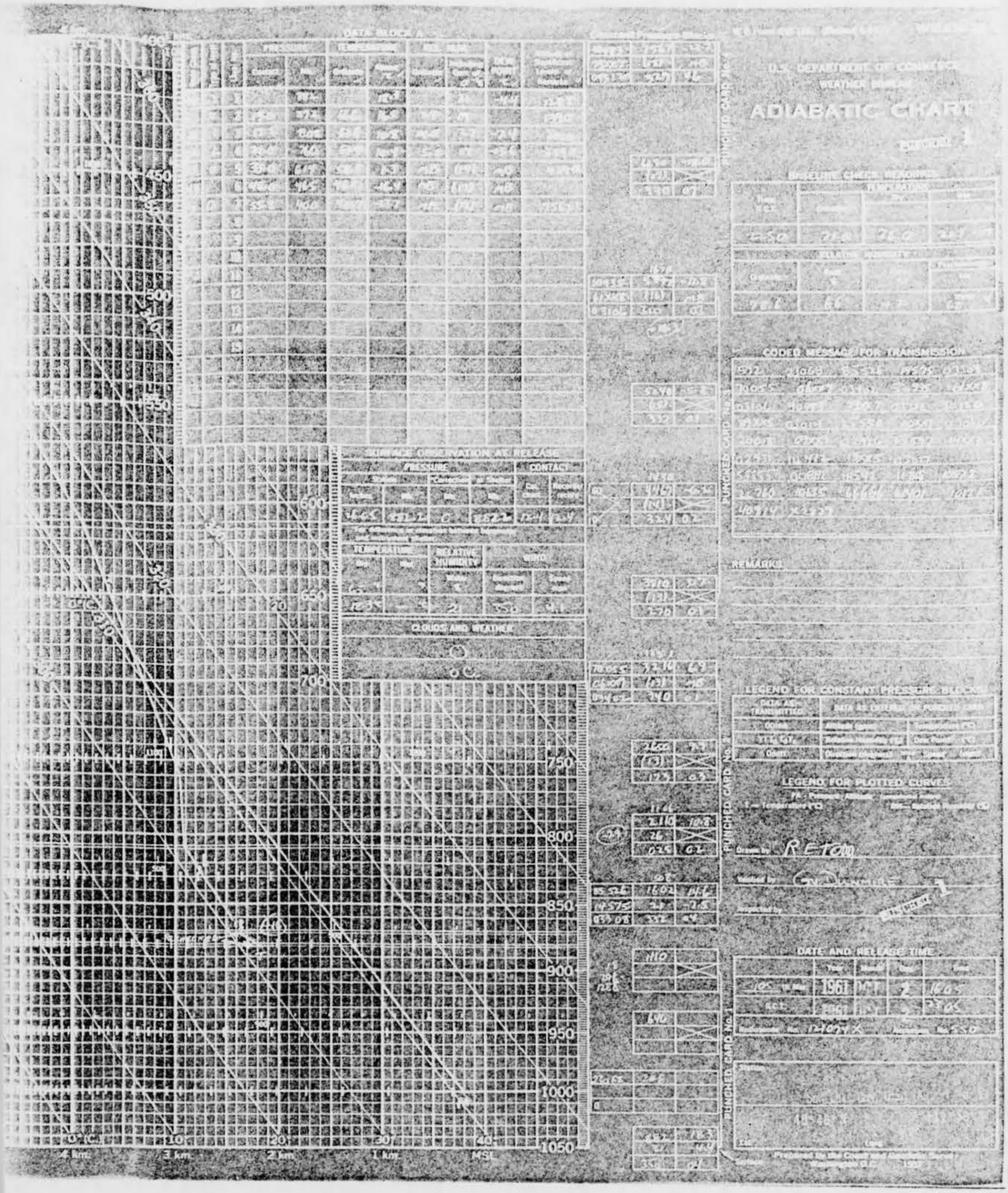
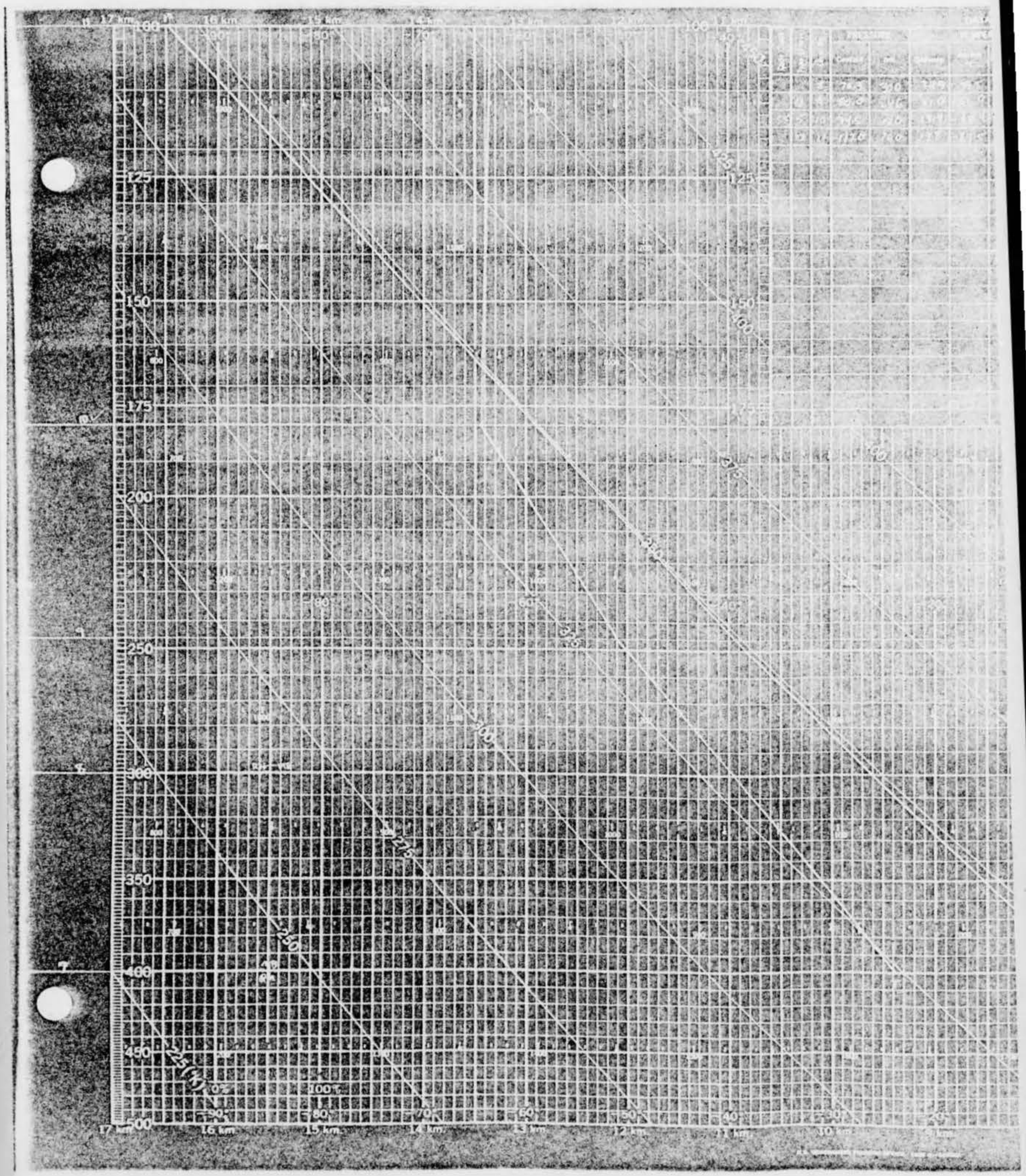
-360
-370
-380
-390
-400


700
750
800
850
900
950
1000
1050
9 km
8 km
7 km
6 km
5 km
4 km
3 km
2 km


ADIABATIC CHART
CODED MESSAGE FOR TRANSMISSION
REMARKS
LEGEND FOR CONSTANT PRESSURE SURFACES
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
1961
1050



JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

ZNR 50CT61 18 54Z

0519Z 6T

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE			
ACTION ROUTINE				AF	16 K	UNCL
INFO ROUTINE						

SPECIAL INSTRUCTIONS

FROM:

FTD WPAFB O

TO:

HILL AFB UTAH RJWZHL

INFO: 3635TH FLYTNGWG STEAD AFB NEV RJWZNL

5-10-85

UNCLASSIFIED TD-E

REF MSG 16 K, 3635TH FLYTNGWG, REPORTING THE SIGHTING OF A UFO AT THE UTAH CENTRAL AIRPORT ON 2 OCT 61 AT 1905Z. THE INFO IN REF MSG IS LIMITED IN NATURE; THEREFORE, REQUEST YOUR ORG CONDUCT A FOLLOW-UP INVESTIGATION IN ACCORDANCE WITH AFR 200-2 DTD 14 SEP 59. THE ORIGINAL REPORT INDICATES THAT THERE WERE 10 WITNESSES INVOLVED, HOWEVER THE REPORTING INDIVIDUAL WAS MR [redacted], [redacted] SALT LAKE CITY, UTAH. REQUEST ALL WITNESSES BE CONTACTED AND A REPORT OF YOUR INVESTIGATION BE FORWARDED TO FOREIGN TECHNOLOGY DIVISION, ATTN: TD-E.

0579Z

DATE 05 | TIME 1353

MONTH OCT | YEAR 1961

WRITER

SYMBOL: TD-E

TYPED NAME AND TITLE (Signature if required): Major Robert J. Friend

PHONE 69216 | PAGE NR. 1 | NR. OF PAGES 1

SECURITY CLASSIFICATION: UNCLASSIFIED

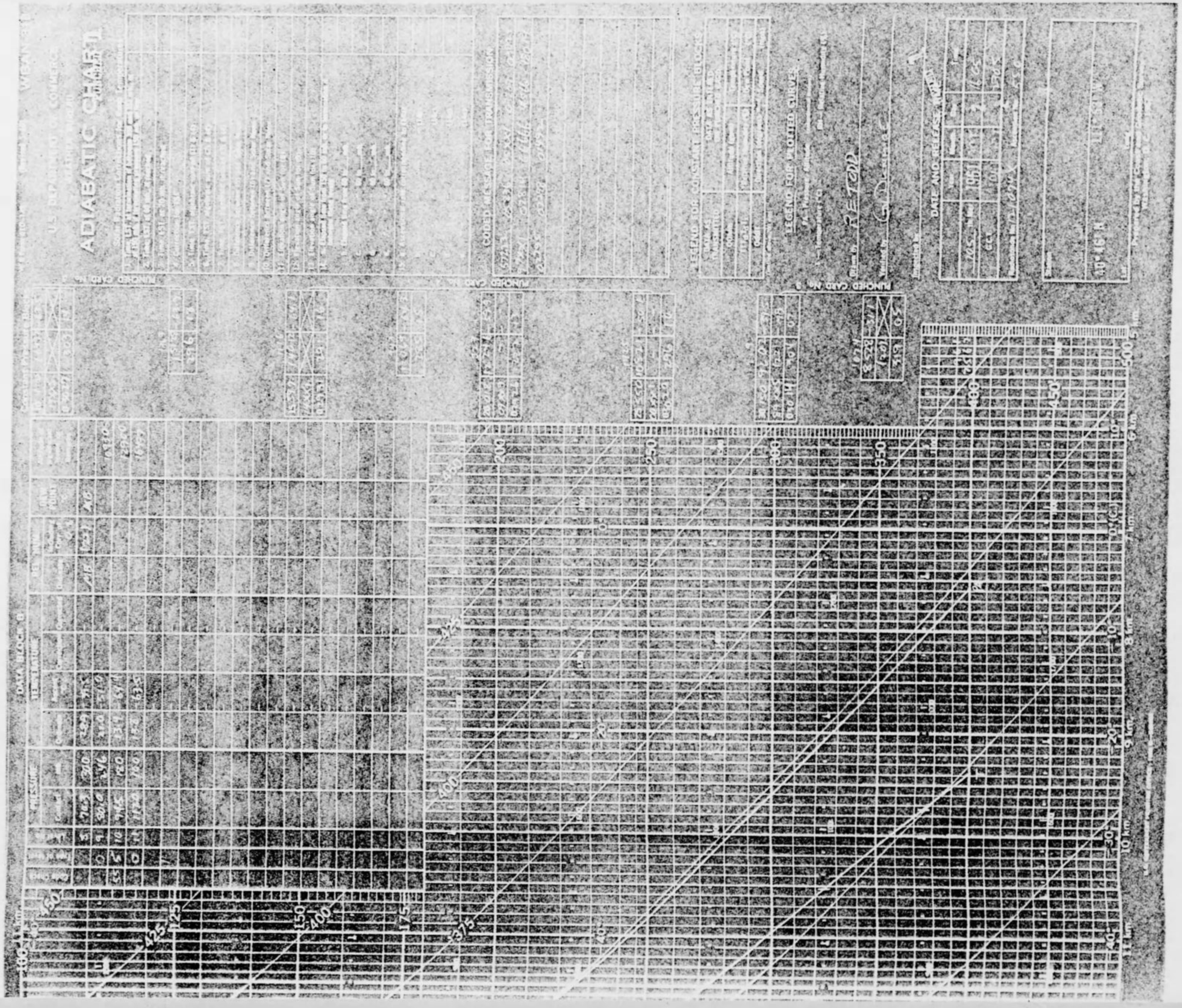
RELEASER

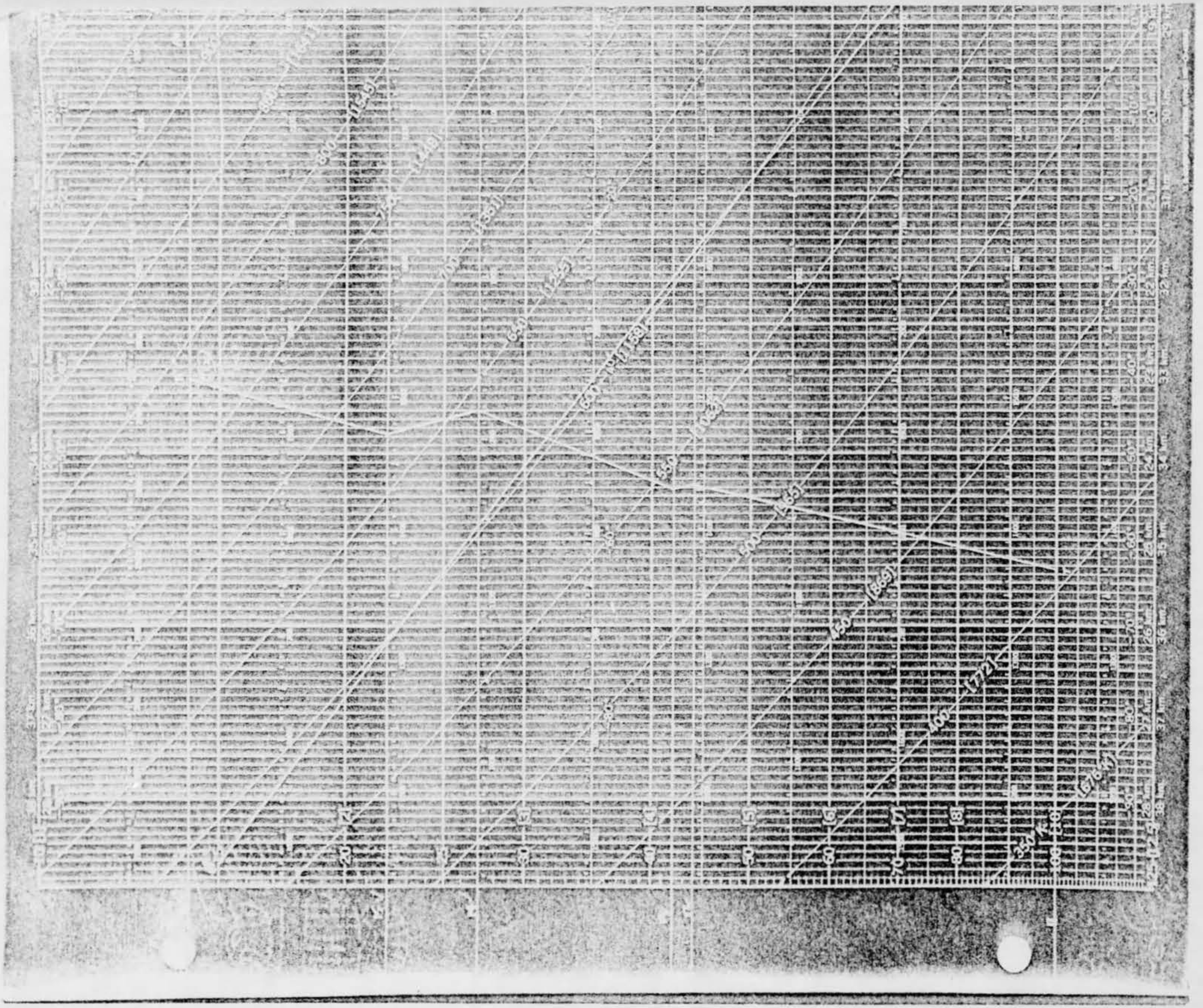
SIGNATURE

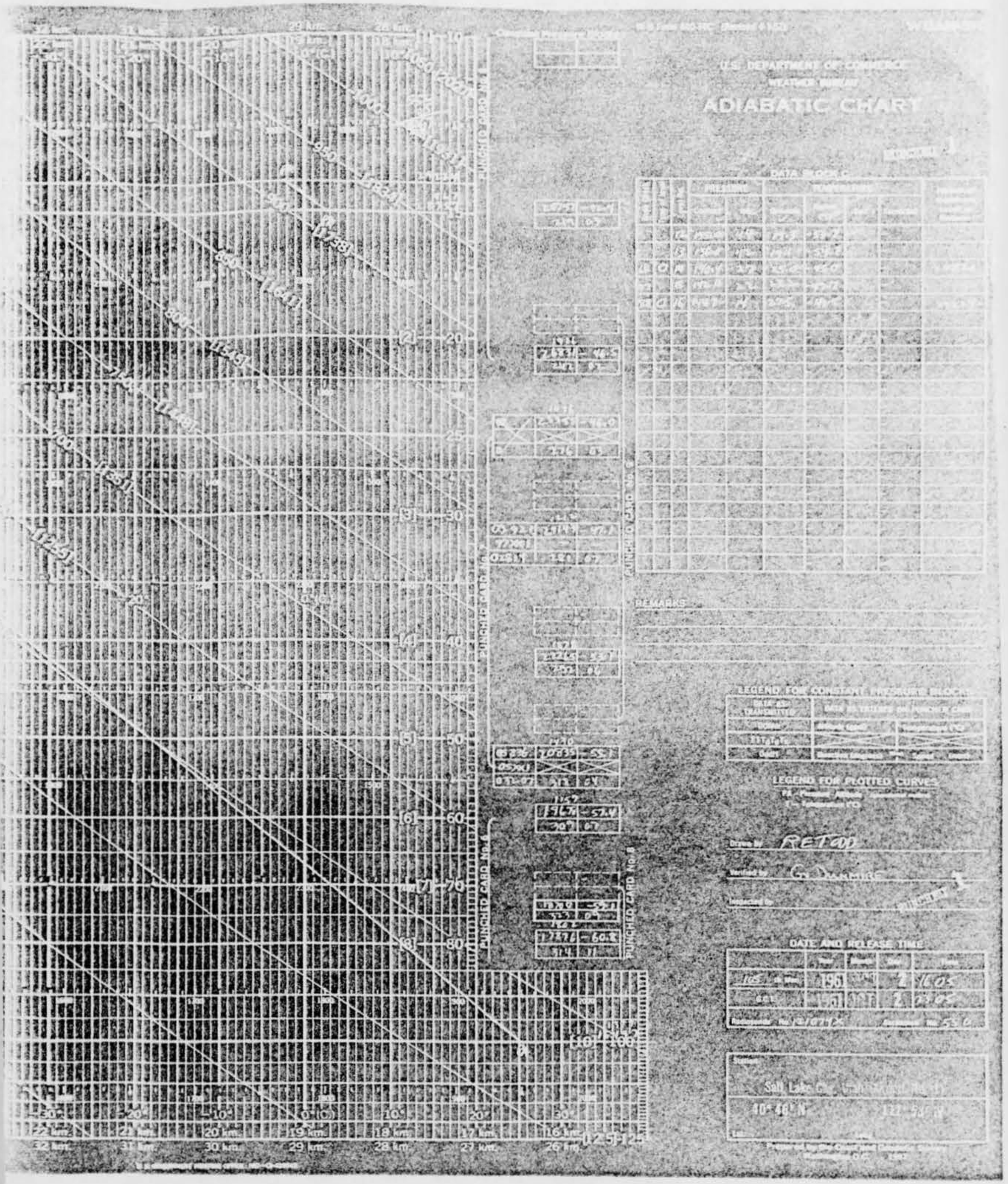
TYPED (or stamped) NAME AND TITLE:

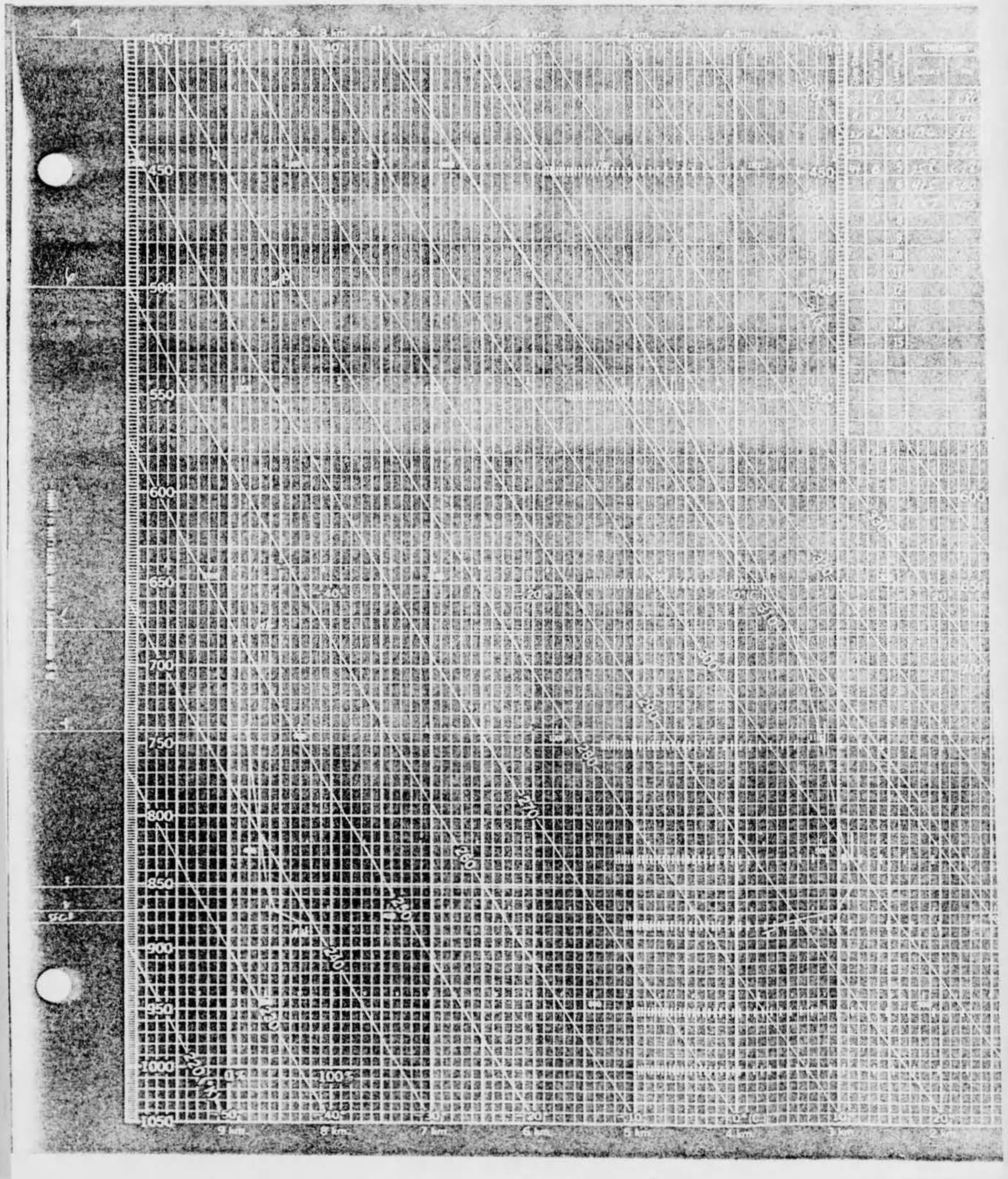
Edward H. Wynn
Colonel, USAF
Dep for Science & Components

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED


ADIABATIC CHART
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR CONSTANT VOLUME BLOCKS
LEGEND FOR ADIABATIC CURVES
DATE AND REVISIONS
Revised
Revised
Revised




U.S. DEPARTMENT OF COMMERCE
ADIABATIC CHART
REMARKS
LEGEND FOR PLOTTED CURVES
RETOD
DATE AND RELEASE TIME
Salt Lake
PUNCHED CARD No. 5
PUNCHED CARD No. 6



U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

ADIABATIC CHART

DATA BLOCK A

PRESSURE | TEMPERATURE | DEW POINT | WIND

SURFACE OBSERVATION AT RELEASE

PRESSURE | CONTACT

TEMPERATURE | RELATIVE HUMIDITY | WIND

CLOUDS AND WEATHER

BASE TIME CHECK READINGS

PRESSURE | TEMPERATURE

RELATIVE HUMIDITY

CODED MESSAGE FOR TRANSMISSION

REMARKS

LEGEND FOR CONSTANT PRESSURE LIFT

LEGEND FOR PLOTTED CURVES

DATE AND RELEASE TIME

PUNCHED CARD NO. 1

PUNCHED CARD NO. 2

PUNCHED CARD NO. 3

PUNCHED CARD NO. 4

PUNCHED CARD NO. 5

PUNCHED CARD NO. 6

PUNCHED CARD NO. 7

PUNCHED CARD NO. 8

PUNCHED CARD NO. 9

PUNCHED CARD NO. 10

PUNCHED CARD NO. 11

PUNCHED CARD NO. 12

PUNCHED CARD NO. 13

PUNCHED CARD NO. 14

PUNCHED CARD NO. 15

PUNCHED CARD NO. 16

PUNCHED CARD NO. 17

PUNCHED CARD NO. 18

PUNCHED CARD NO. 19

PUNCHED CARD NO. 20

PUNCHED CARD NO. 21

PUNCHED CARD NO. 22

PUNCHED CARD NO. 23

PUNCHED CARD NO. 24

PUNCHED CARD NO. 25

PUNCHED CARD NO. 26

PUNCHED CARD NO. 27

PUNCHED CARD NO. 28

PUNCHED CARD NO. 29

PUNCHED CARD NO. 30

PUNCHED CARD NO. 31

PUNCHED CARD NO. 32

PUNCHED CARD NO. 33

PUNCHED CARD NO. 34

PUNCHED CARD NO. 35

PUNCHED CARD NO. 36

PUNCHED CARD NO. 37

PUNCHED CARD NO. 38

PUNCHED CARD NO. 39

PUNCHED CARD NO. 40

PUNCHED CARD NO. 41

PUNCHED CARD NO. 42

PUNCHED CARD NO. 43

PUNCHED CARD NO. 44

PUNCHED CARD NO. 45

PUNCHED CARD NO. 46

PUNCHED CARD NO. 47

PUNCHED CARD NO. 48

PUNCHED CARD NO. 49

PUNCHED CARD NO. 50

PUNCHED CARD NO. 51

PUNCHED CARD NO. 52

PUNCHED CARD NO. 53

PUNCHED CARD NO. 54

PUNCHED CARD NO. 55

PUNCHED CARD NO. 56

PUNCHED CARD NO. 57

PUNCHED CARD NO. 58

PUNCHED CARD NO. 59

PUNCHED CARD NO. 60

PUNCHED CARD NO. 61

PUNCHED CARD NO. 62

PUNCHED CARD NO. 63

PUNCHED CARD NO. 64

PUNCHED CARD NO. 65

PUNCHED CARD NO. 66

PUNCHED CARD NO. 67

PUNCHED CARD NO. 68

PUNCHED CARD NO. 69

PUNCHED CARD NO. 70

PUNCHED CARD NO. 71

PUNCHED CARD NO. 72

PUNCHED CARD NO. 73

PUNCHED CARD NO. 74

PUNCHED CARD NO. 75

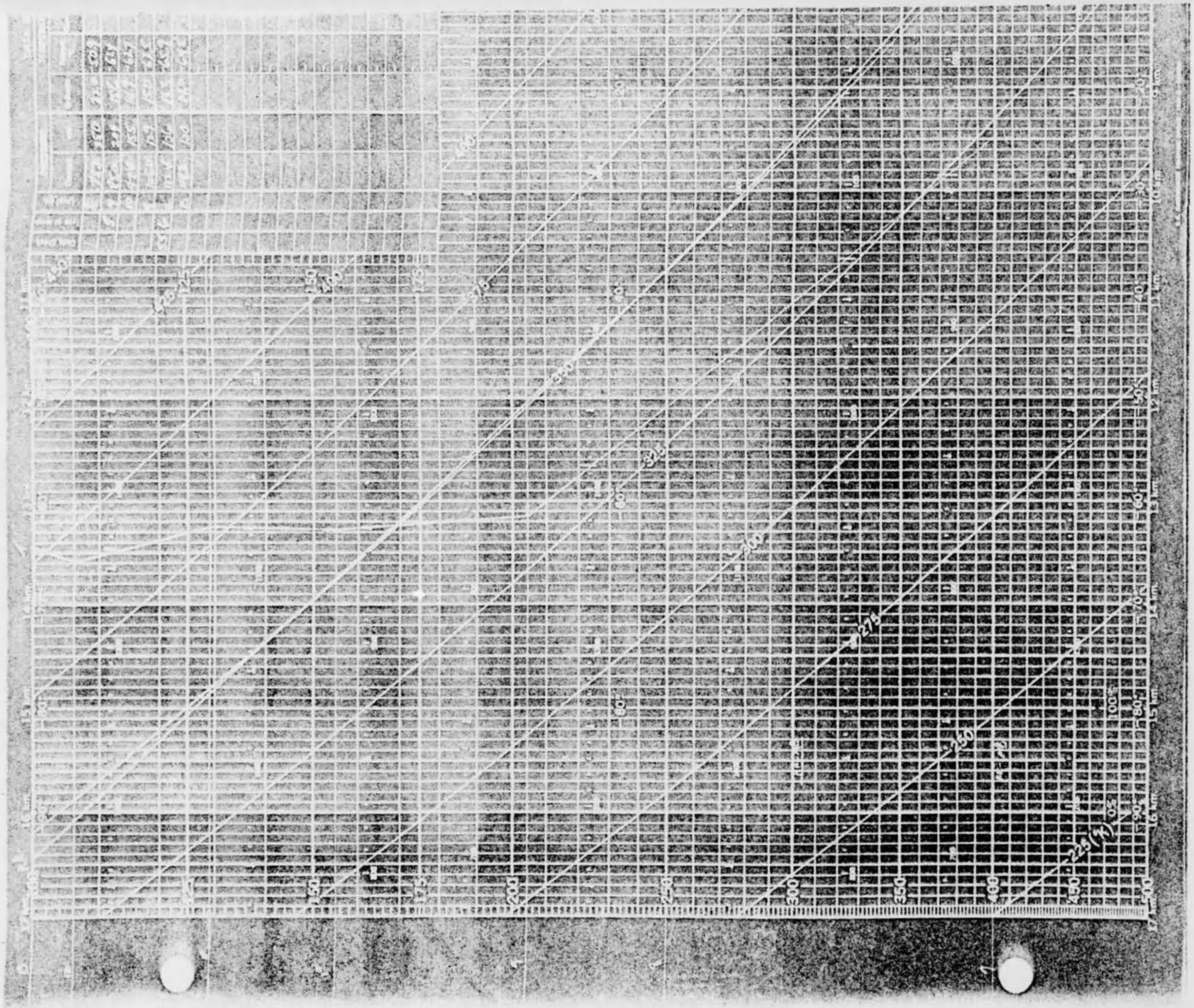
PUNCHED CARD NO. 76

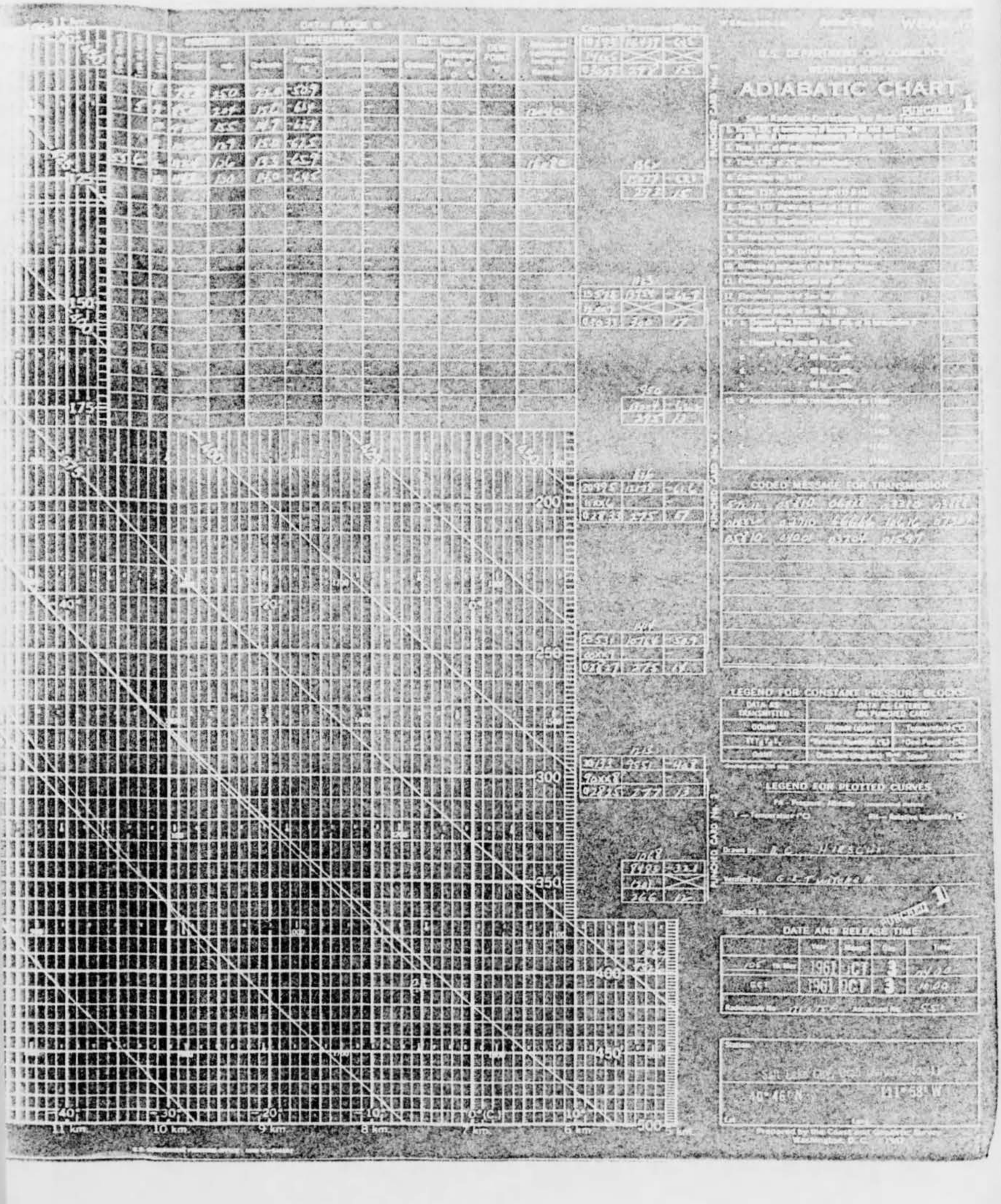
PUNCHED CARD NO. 77

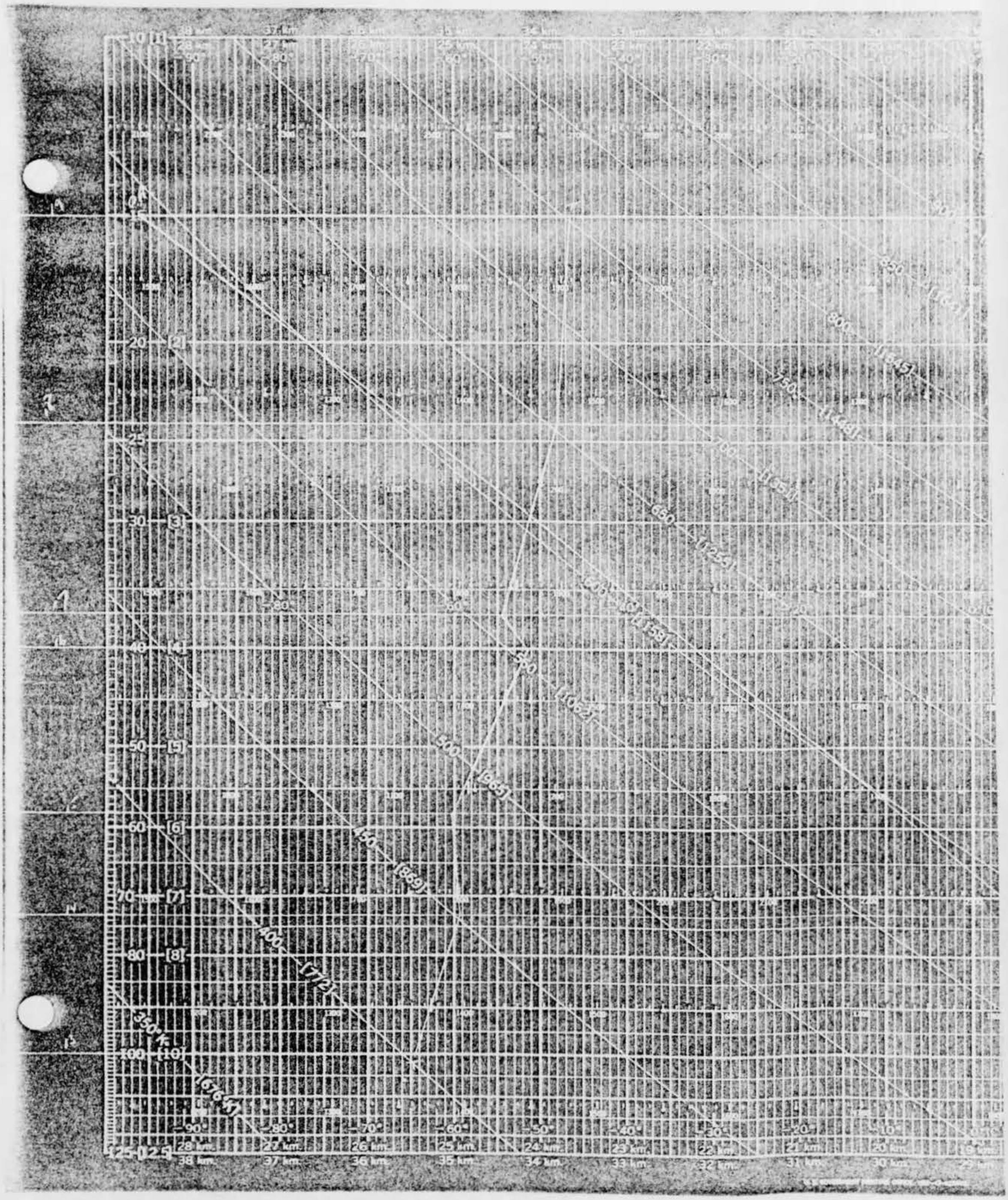
PUNCHED CARD NO. 78

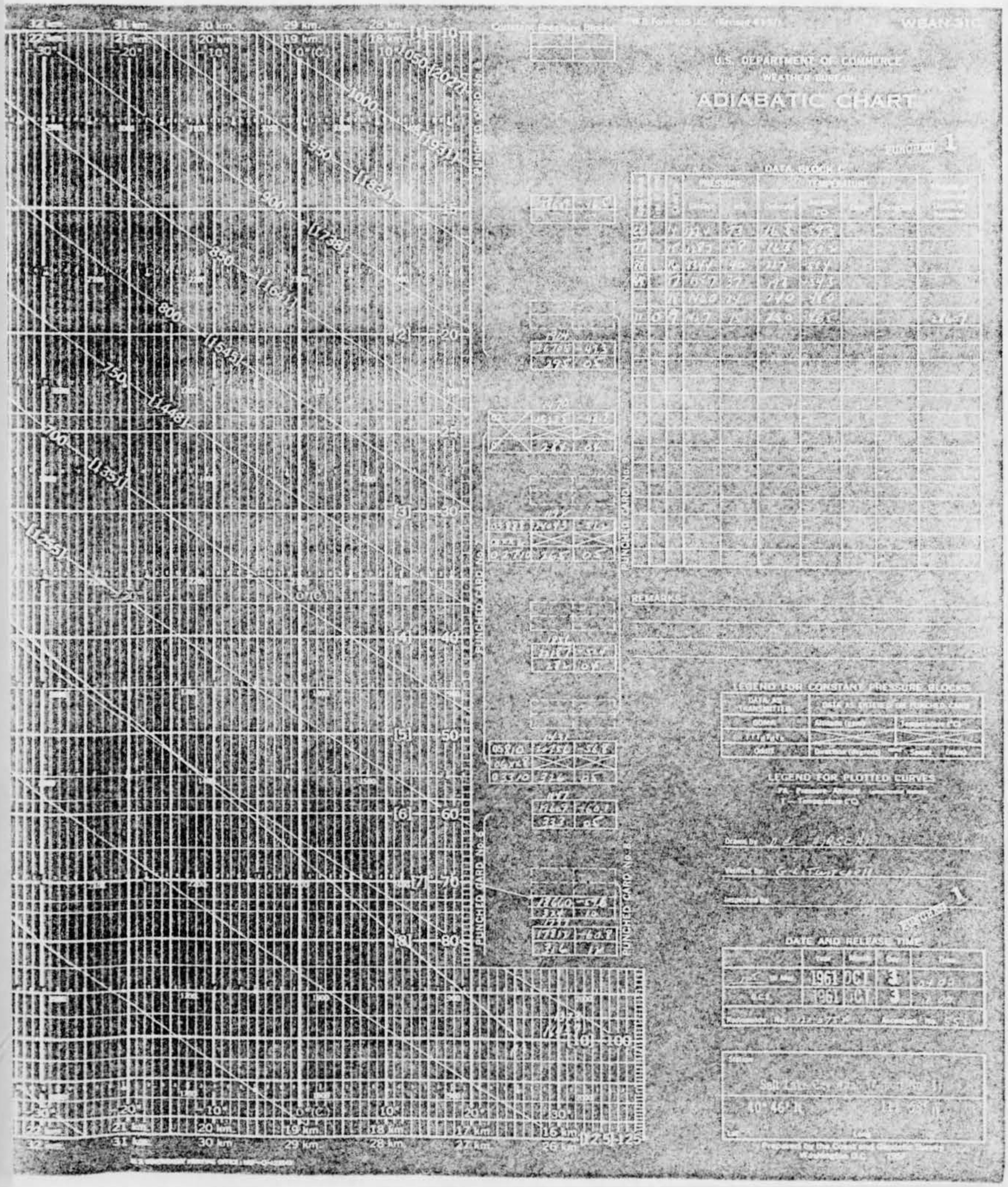
PUNCHED CARD NO. 79

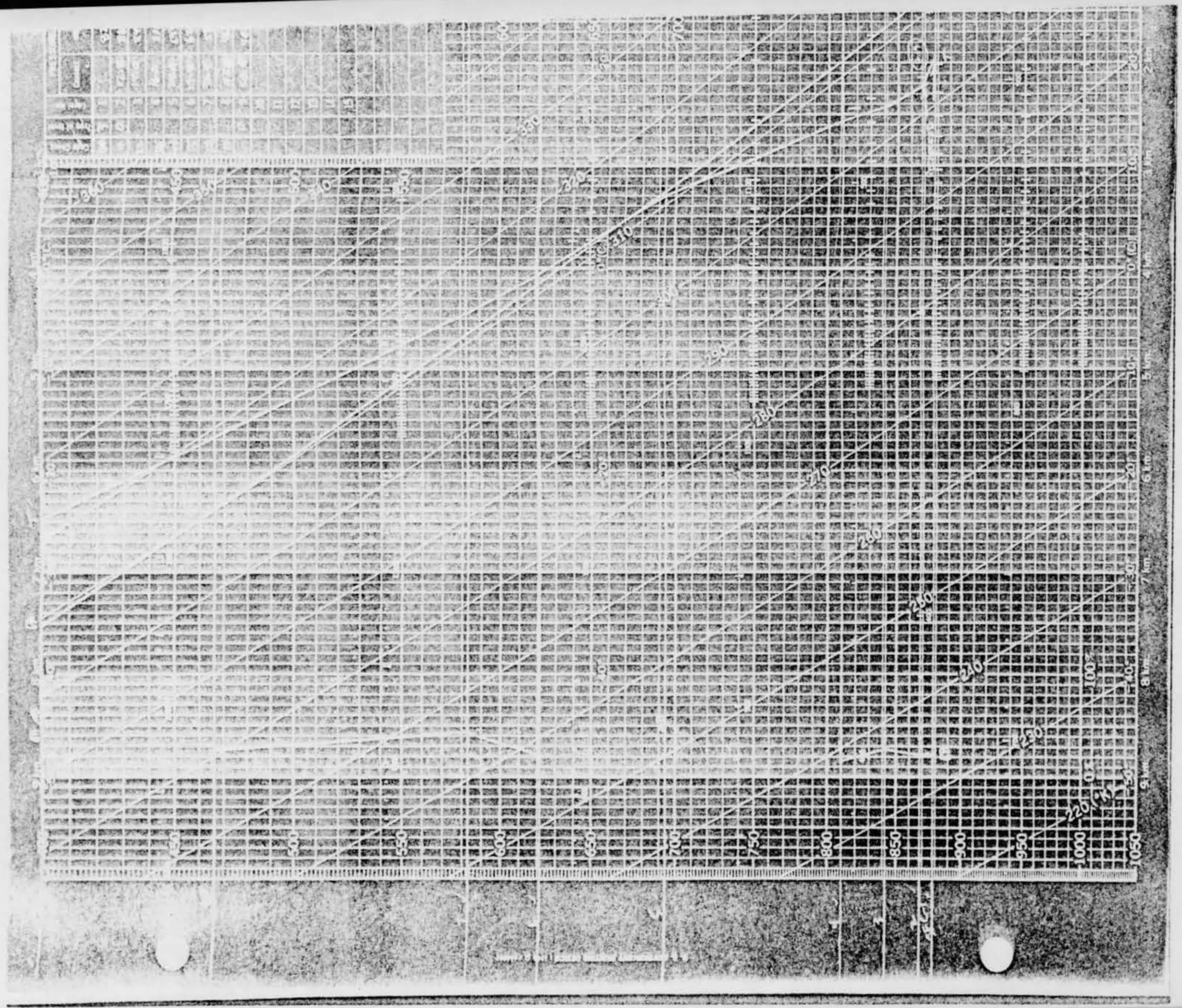
PUNCHED CARD NO. 80




ADIABATIC CHART
CODED MESSAGE FOR TRANSMISSION
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
40°46'N
73°58'W
175
200
250
300
350
400
450
500
-40
-30
-20
-10
0°C
10
9 km
8 km
7 km
6 km




U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
DATA BLOCK
REMARKS
LEGEND FOR CONSTANT PRESSURE BLOCKS
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
1961 OCT
961 OCT
PUNCHED CARD No. 1
PUNCHED CARD No. 2
PUNCHED CARD No. 3
0°C
1000
950
900
850
800
750
700
650
1050
2027
1959
1885
1738
1610
1543
1448
1351
1255
1050
1000
950
900
850
800
750
700
650
600
550
500
450
400
350
300
250
200
150
100
50
40
30
20
10
0
-10
-20
-30
-40
-50
-60
-70
-80
32 km
31 km
30 km
29 km
28 km
27 km
26 km
25 km
24 km
23 km
22 km
21 km
20 km
19 km
18 km
17 km
16 km
1
2
3
4
5
6
7
8



HEADQUARTERS
2849TH AIR BASE WING
UNITED STATES AIR FORCE
Hill Air Force Base, Utah

REPLY TO ATTN OF OOBB

6 October 1961

SUBJECT Unidentified Flying Object

TO AFLC (TD-E)
Wright-Patterson AFB, Ohio

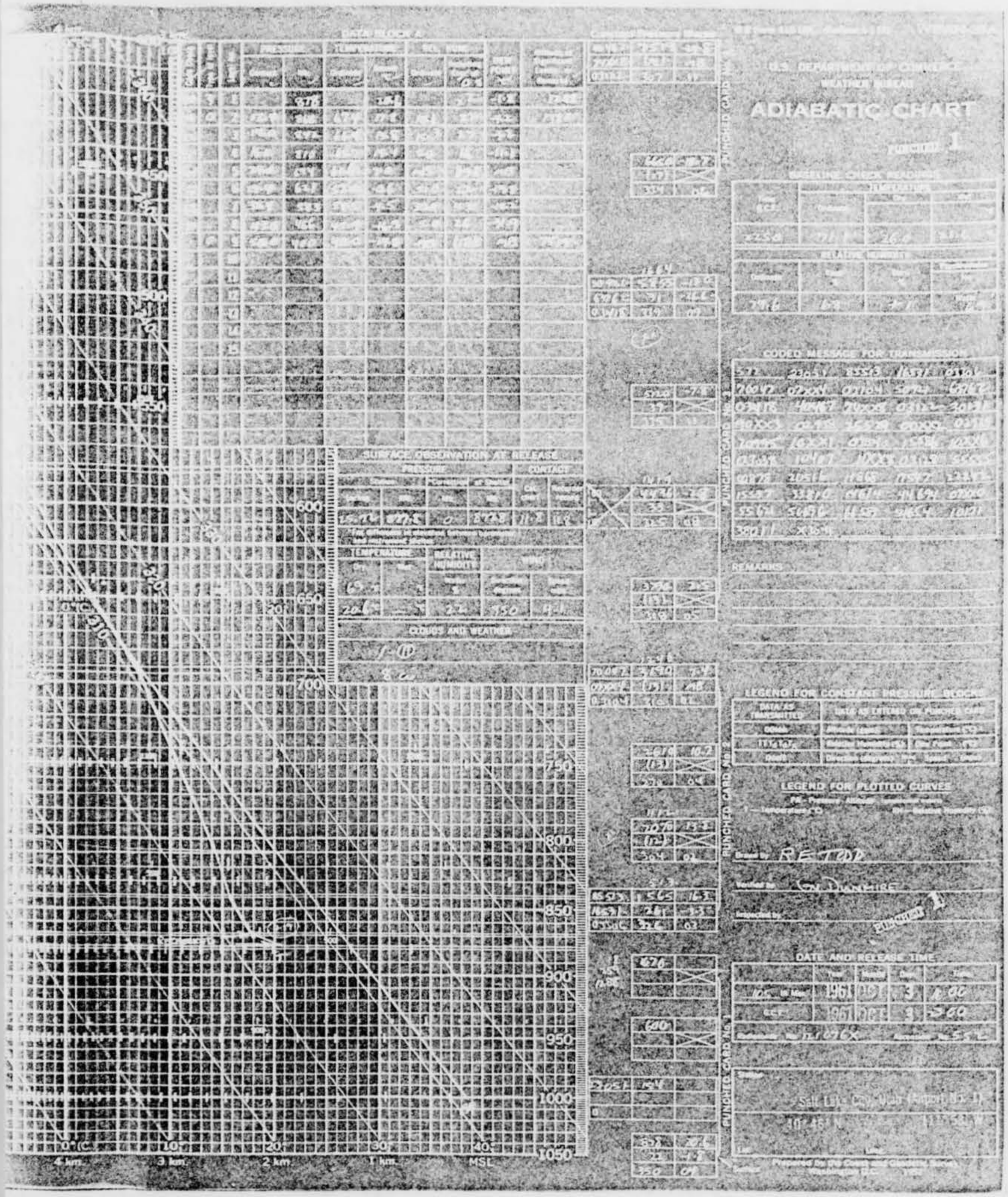
1. Reference is made to message TD-E 5-10-85 dated 5 October 1961.

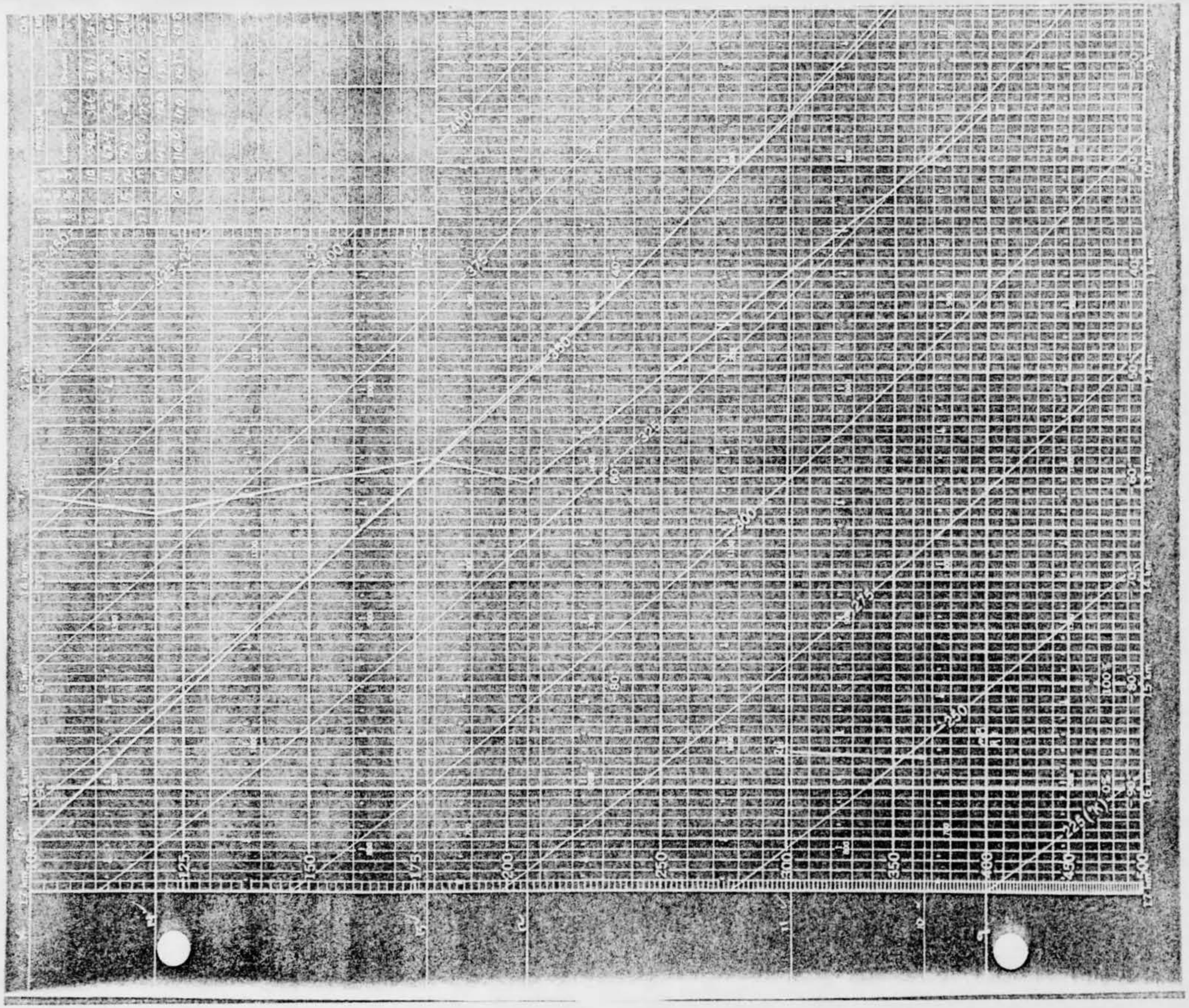
2. AF Form 112, together with taped recordings of interview of six observers of UFO at Utah Central Airport, will be forwarded on or about 9 October 1961. Also reports of initial investigation concerning three other sightings in the Utah area.

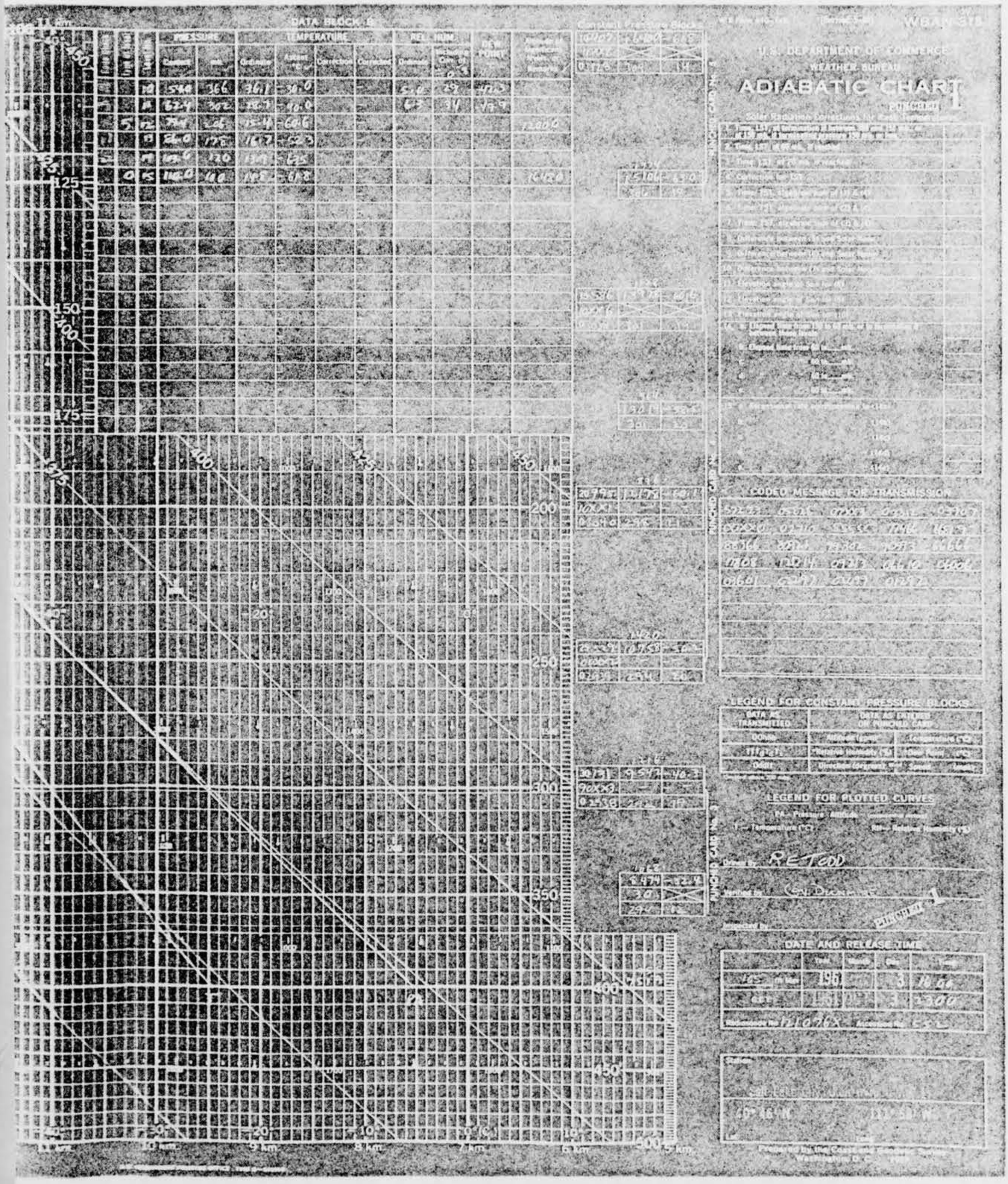
FOR THE COMMANDER

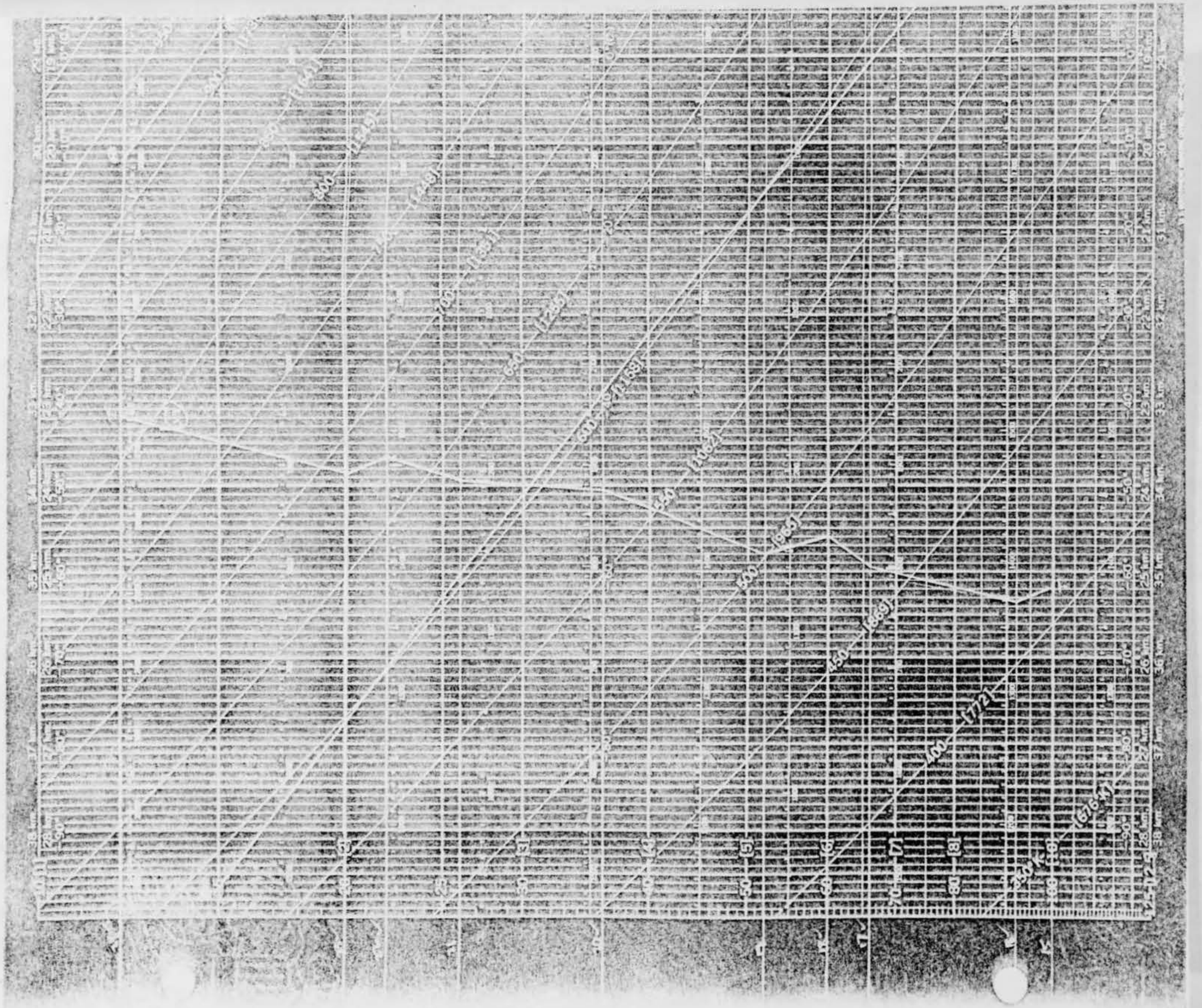
CARL B. COTTRELL
Chief, Internal Security Branch
Security & Law Enforcement Division

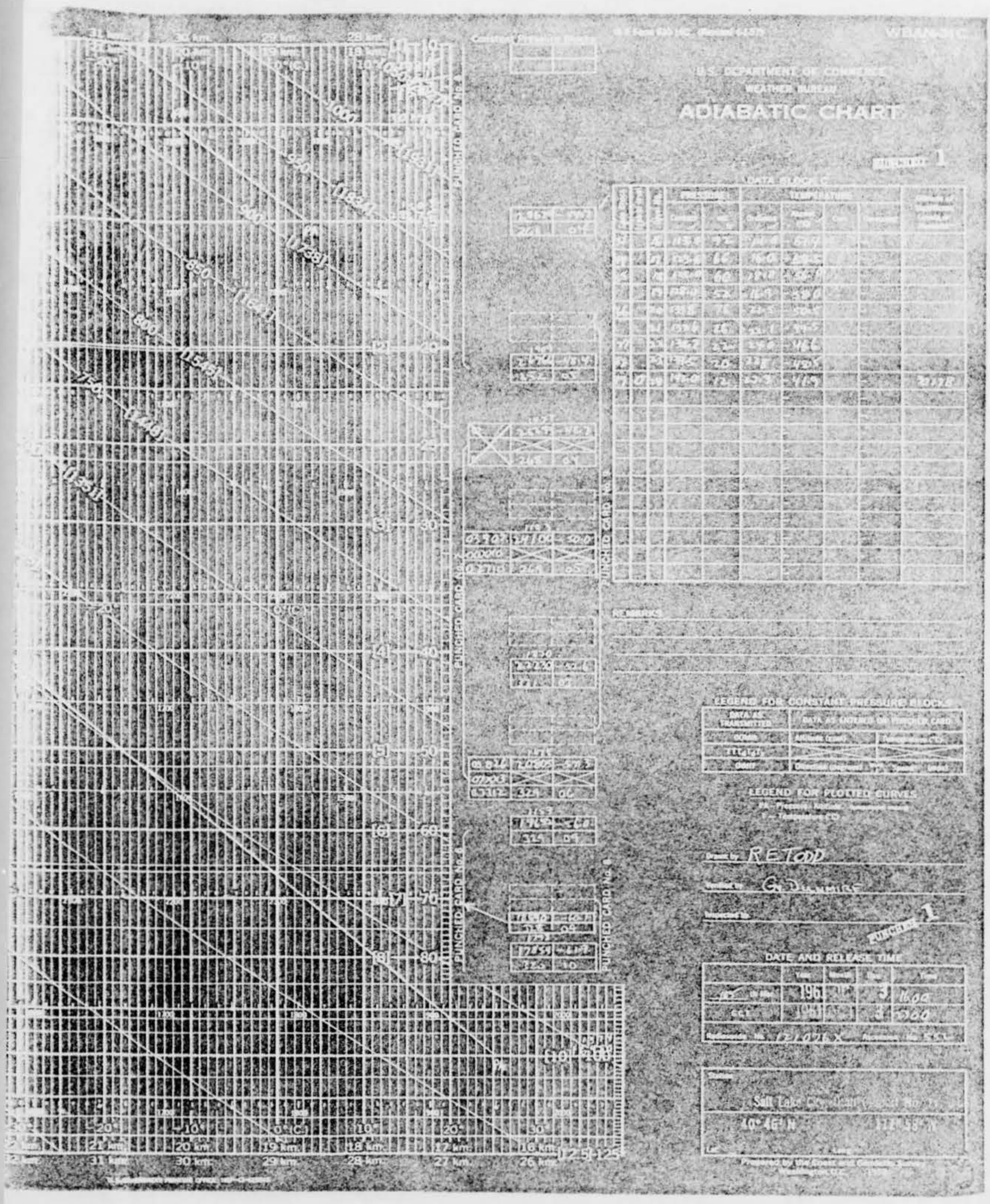
FILED
1234
DECLASSIFIED


ADIABATIC CHART
CODED MESSAGE FOR TRANSMISSION
REMARKS
LEGEND FOR CONSTANT PRESSURE DECK
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
SURFACE OBSERVATION AT RELEASE
PRESSURE
CONTROL
TEMPERATURE
WET-BULB TEMPERATURE
WIND
CLOUDS AND WEATHER
600
650
700
750
800
850
900
950
1000
1050
4 km
3 km
2 km
1 km
MSL




DATA BLOCK 1
PRESSURE
TEMPERATURE
REL. HUM.
DEW POINT
Constant Pressure Blocks
WBAN 618
U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
CODED MESSAGE FOR TRANSMISSION
LEGEND FOR CONSTANT PRESSURE BLOCKS
DATA AS TRANSMITTED
DATA AS DECODED
LEGEND FOR PLOTTED CURVES
DATE AND RELEASE TIME
Drawn by RETodd
Checked by
Approved by
Prepared in the Upper Air Section
Washington, D.C.
Constant Pressure Blocks
Constant Temperature Blocks
Constant Mixing Ratio Lines
Constant Wet-Bulb Potential Temperature Lines
Saturation Adiabats
Dry Adiabats
1000
950
900
850
800
750
700
650
600
550
500
450
400
350
300
250
200
150
100
50
-40
-30
-20
-10
0
10
20
30
40
9 km
8 km
7 km
6 km
5 km




U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
PUNCHED CARD No. 1
PUNCHED CARD No. 2
LEGEND FOR CONSTANT PRESSURE BLOCK
LEGEND FOR PLOTTED CURVES
RETODD
DATE AND RELEASE TIME
Salt Lake City
40° 46' N
111° 58' W