

PROJECT 10073 RECORD CARD

1. DATE 10 Jul 62	2. LOCATION Newark, New Jersey		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local <u>evening</u> GMT <u>not known</u>	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input checked="" type="checkbox"/> Was Aircraft Advertising <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input type="checkbox"/> No	6. SOURCE Civilian		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 5 to 6 mins	8. NUMBER OF OBJECTS one	9. COURSE NSW	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Plane w 3 ft sign with 215 electric lights flashing messages of advertising flew over state on Monday, Tuesday, & Wednesday evenings. Described as small blimp w/red light on top.		11. COMMENTS Was advertising a/c w/sign & flashing lights.	

HEADQUARTERS
1611 AIR TRANSPORT WING (H), (MATS)
UNITED STATES AIR FORCE
McGuire Air Force Base, New Jersey



REPLY TO
ATTN OF: WGIO

SUBJECT: Unidentified Flying Object Report

19 July 1962

TO: Air Technical Intelligence Ctr
Wright-Patterson Air Force Base
Ohio

1. The following report is submitted in accordance with AFR 200-2 dated 14 September 1959.
2. Through inquiry, it was disclosed that the flying object sighted was identified as an advertising aircraft which was using mirrored lights (see attached press release).
3. Reference paragraph 15, AFR 200-2, the following is submitted:
 - a. Description of Object
 - (1) Elliptical incandescent band of light.
 - (2) n/a
 - (3) n/a
 - (4) One
 - (5) n/a
 - (6) Looked like a small blimp with a red light on top.
 - (7) n/a
 - (8) Sound similar to jet
 - (9) n/a
 - b. Description of Course of Object
 - (1) Unknown
 - (2) About 2,000 feet (Viewed from 10th floor apartment).
 - (3) n/a

MATS - THE NATION'S ONLY STRATEGIC AIRLIFT FORCE

- (4) West South West
- (5) Slowly, West South West
- (6) Object in view 5 1/2 to 6 minutes (Slow)

c. Manner of Observation

- (1) Ground-visual
- (2) n/a
- (3) n/a

d. Time and Date of Sighting

- (1) Time unknown
- (2) Night condition

e. Location of Observer: Newark/South Orange boundary line.

f. Identifying Information on Observer

- (1) Civilian - Mrs [REDACTED]
Newark, New Jersey. Age and occupation unknown.
- (2) n/a

g. Weather and Winds

- (1) - (7) n/a

James E. Bouchard
JAMES E. BOUCHARD
Major, USAF
Information Officer

JSD

NEWARK EVENING NEWS. SATURDAY, JULY 14, 1962

Flying Ad, Not Saucer

It appears that those unidentified flying objects reported by scores of central New Jersey residents earlier this week may have been nothing more than an electrified advertising sign being towed by an airplane.

At least that is the latest story as to the object which had been described by anxious persons as a flying saucer, large top or huge dome with lights spinning around it.

The 39-foot sign has 245 electric lights which flashed messages extolling the merits of an ice cream. It was towed over the state Monday, Tuesday and Wednesday evenings.

The plane and sign are owned by a Wyncotte, Pa., firm.

1952

NEWS BRIEFS: Contrary to popular belief, saucer reports are not really becoming less frequent. Here in northern New Jersey, a brief "flap" occurred on July 11th. There were rather routine sightings in Clifton, the Oranges, and West New York, N. J., all of which received brief mention in the local press. The West New York sighting, in which several teenagers saw a glowing, spinning object high in the sky above a diner, was personally investigated by Mr. Robinson..-

[REDACTED]
Avonell, New Jersey

July 13, 1962

Col. Charles Friend
Wright - Patterson AFB
Dayton, Ohio

Mr. [REDACTED]

On the evening of July 10, 1962, I saw a very unusual aircraft. Thinking it to be an experimental aircraft, I observed it for a period of time and then proceeded with my previous activities. This morning, however, The Newark Star Ledger carried a front page story of a similar sighting the following evening in another part of New Jersey. By the description given in this article of the aircraft, it appears to me that I saw the same thing. The description given of the aircraft in the article, however, is very vague in my opinion. To add some information which might clarify this incident, I am sending you a brief resume of what I saw. I am sure this information will be of value to you.

1. I saw the flying object on July 10, 1962 at 11:20 P.M. (Eastern Daylight Saving Time).
2. The area where the sighting took place may be designated by the following:

U.S. Route 1	Fords, New Jersey
Taras Road	" "
Burham Drive	" "

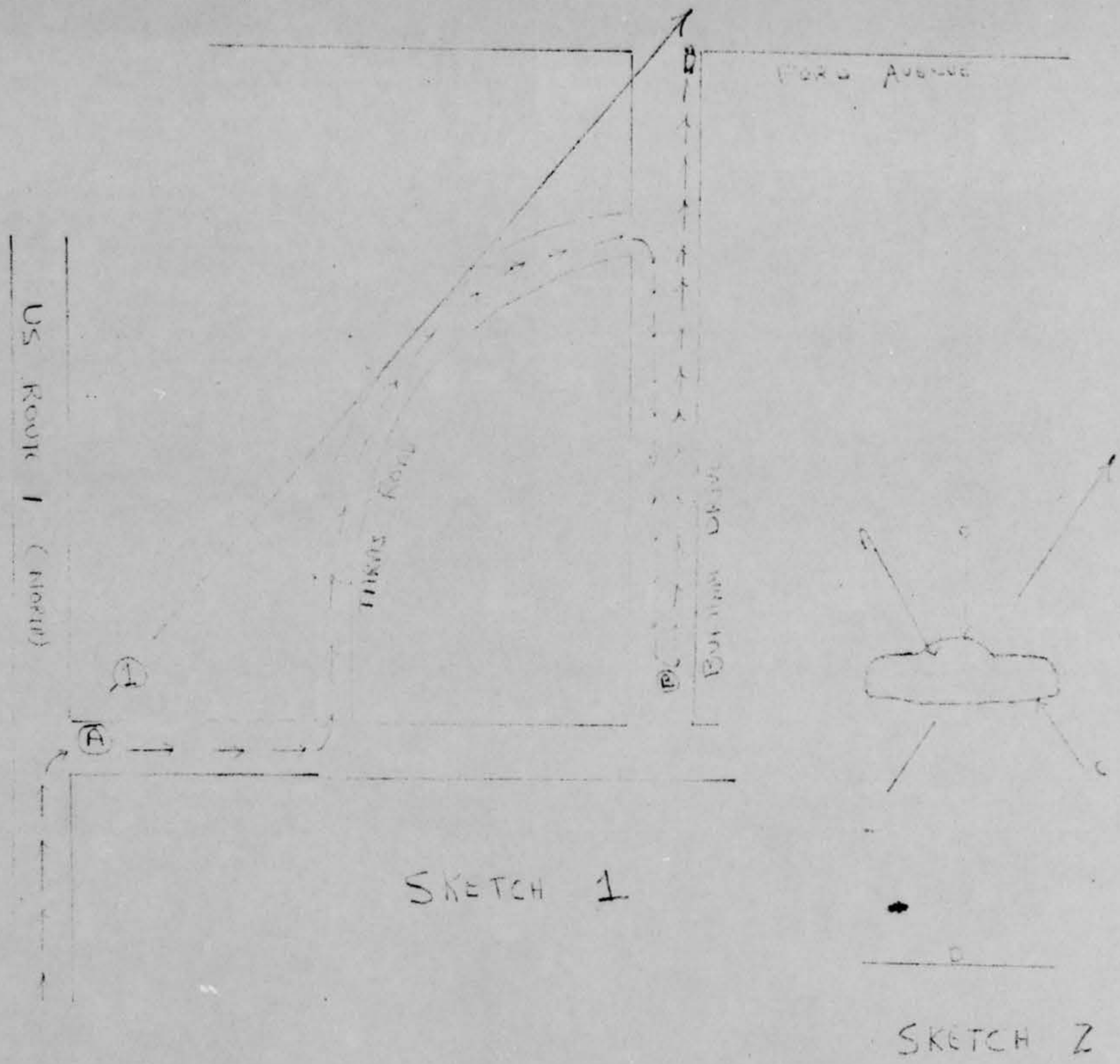
3. I am fairly certain that I saw the object for at least five minutes
4. Sky conditions:
 - a. No trace of daylight
 - b. Many stars visible
 - c. Bright moon
5. The object was brighter than the background of the sky. The object's brightness was like automobile headlights at a distance of from one to several blocks from my vision.
6. The object, to the best of my knowledge, did the following:
 - a. Remained stationary in space
 - b. Accelerated at least once during the period
 - c. The object changed from a well formed blur to a definite tangible object
 - d. Appeared to be revolving
7. The object moved in front of or above a passenger aircraft
8. The object appeared to be solid
9. The object was seen at all times through eyeglasses and for a period through a windshield
10. To the best of my knowledge, the object made no sound; the object first appeared as well formed, off white "blur" with a characteristic form and then upon decelerating an opaque, tangible structure with definite areas of light corresponding to a color similar to yellow with a precise small area of a red light
12. There was one object
13. The object, when contrasted to the airplane which passed it, appeared to be considerably larger than the airplane, however, it was somewhat closer than the airplane.
14. When the object was closest to me, it was about the size of a basketball or larger.
15. I first sighted the object while traveling in my car along a stretch of countryside adjacent to a housing development.
16. At the time of the sighting, I was negotiating a right hand turn off of the northbound lanes of US Route 1 (Fords, New Jersey): I immediately noticed the object while traveling east off of Route 1 because of its sudden appearance, size, and brightness.
17. When I first saw the object, I was looking north; the object then traveled toward the northeast; the object was approximately 45 degrees above the horizon.
18. When I last saw the object, it was traveling due east.
19. At the time of the sighting, there was a clear sky, little wind, it was warm and dry.
20. Miss [REDACTED]
[REDACTED]
Fords, New Jersey also saw the object for a short period of time.
21. The object which I saw in the air possessed an amazing resemblance to plans and drawings which have recently appeared in magazines, newspapers, etc. of space stations or platforms.

22. The object was of advanced design apparently operating on a gyroscopic principle.
23. At its closest position to me the object appeared to be from 3000 - 5000 feet away from me
24. Information concerning myself:

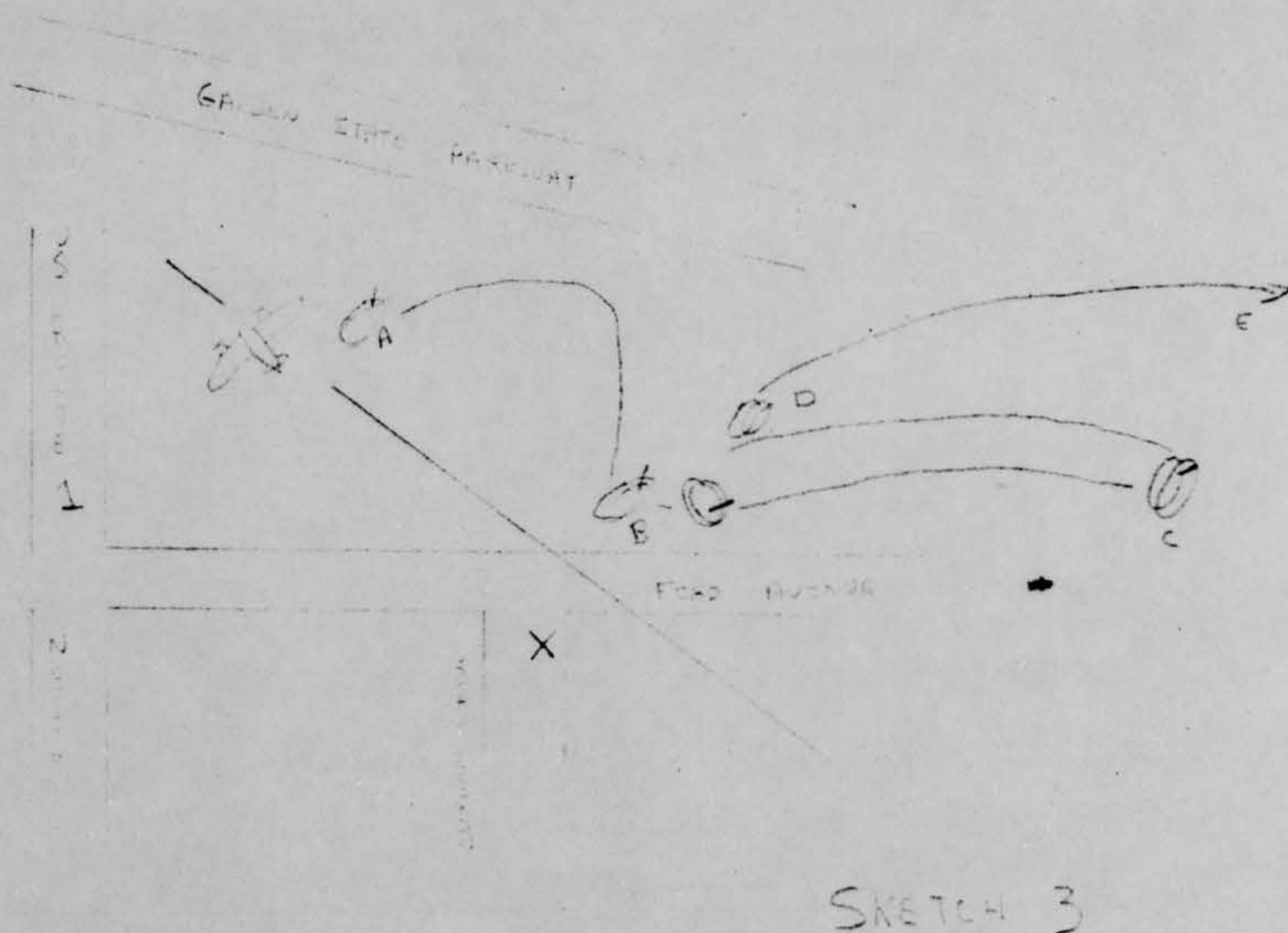
[REDACTED]
 [REDACTED] Avenue
 Avenel, New Jersey

Mercury 4, 5274
 I am a male and 20 years of age
 I am currently a senior at Rutgers University

The following is a more detailed statement of the sighting with sketches to elaborate on various facts:



I was traveling north on US Route 1 at approximately 11:20 P.M. July 10, 1962. I negotiated a right hand turn from Route 1 at first sighted the object at point A (sketch 1) after completing the turn. I slowed down at once and saw the object that is sketch in Sketch 2. The bottom section of the object was cylindrical to circular in shape and composed about 80% of the height of the object. A very faint line of demarcation (A) seperated the top (B) from the bottom. The object appeared to be a very dense gaseous mass but its form was too distinct to be a gas or cloud. The edges of the object (such as C) were irregular (fuzzy) such as the tungsten filament in a light bulb when it is lit, but the object was not burning. The object was a bright white-gray. The object appeared from nowhere and traveled on the course, initially, indicated in sketch 1. The object was low and traveled at the speed of a passenger aircraft, however, since it was so low its speed must have been much lower than a commercial aircraft. As the object proceeded along the designated course, I followed it up Teras Road. At this time I was traveling at 35-40 MPH and the object was only accelerating a little faster than I was. Upon reacing Burham Drive, I observed the object to proceed to a position directly in line with Burham Drive. At this time I went up Burham Drive to [REDACTED] to get her since I did not quite believe my eyes. While traveling up Burham Drive, I could see the object hovering over the area opposite Burham Drive in my side view mirror. At point B on Sketch 1, Miss Friedman joined me and we proceeded down Burham Drive.



After turning around to go down Burham Drive, I temporarily lost sight of the object. Then I saw it again but its appearance had changed. It was at position A high in the air. It now had the appearance of a large airplane but it had lights all over it (as if it was covered with windows) and a bright red light shown from above the craft. An airplane past from south east to north west passing the object at point A. I could not determine on which side the plane passed it but it appeared to be in back of or above the object. It is my opinion that someone on that plane must have seen the same thing I saw only very much closer. At this point, I compared the plane and the object and knew that the flying object could not be an ordinary craft. I parked at point X at which time I got my best look at the object. As soon as I parked the object traveled from point A to point B on Sketch 3. At this position the object was no more than 5000 feet above the ground and possible less than 3000 feet above the ground. I looked out of my front windshield at an approximate angle of 30-40 degrees to get a good view of the craft.



SKETCH 4

94 [redacted]
95 Newark
96 Spun pilot photo.

W [redacted]

(Sightings 11 July)

Lady Green

W [redacted]

Newark N Jersey

McGuire + Navy Blimp Station Lakewood
McGuire said we had abandoned program ??
125 call P.I.O. McGuire find out what happens

Basically 5 min. Elliptical yellow white lights
around perimeter. Big light in center.

long WSW from 10th floor low

→ works for paper
Let McGuire know in Report.

Call Hospital Eye Clinic + Call Col J. [redacted]

Call Hart =

Check Sac =

94-335

McGUIRE P.I.O.

RA 4-2100 EXT 2104

SGT DOMINQUEZ

MAJ BOUCHARD

200-2

Had info will forward report.
He talked w/ Walden personally and had told
him 473 was on way out due to study of
last 6 yrs saying there were no sources
reported apparently misinterpreted statement

95-335

Newark N.J.

Star Ledger

MI 2-5900

Mr. [redacted] out MR Walden is Reporter.

Mr. [redacted] Says NOT Held. Given in Dec

96-335

McGuire P.I.O.

MAJ Bouchard

Give more than routine treatment

98-335 Col Friend

FA 5-7209

99-335

McGuire

2d in New Case

Still want report

01-335

Col Friend