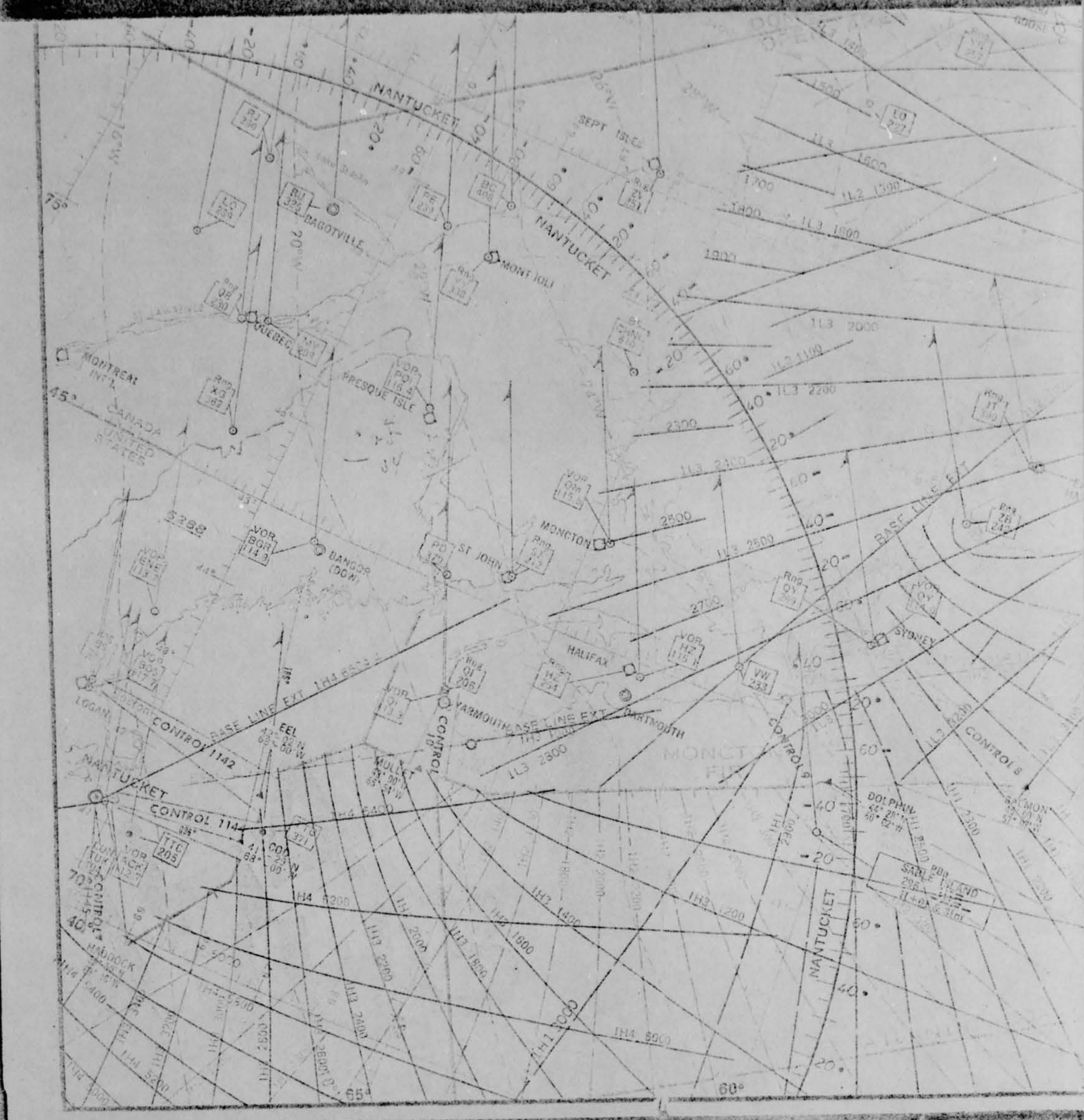
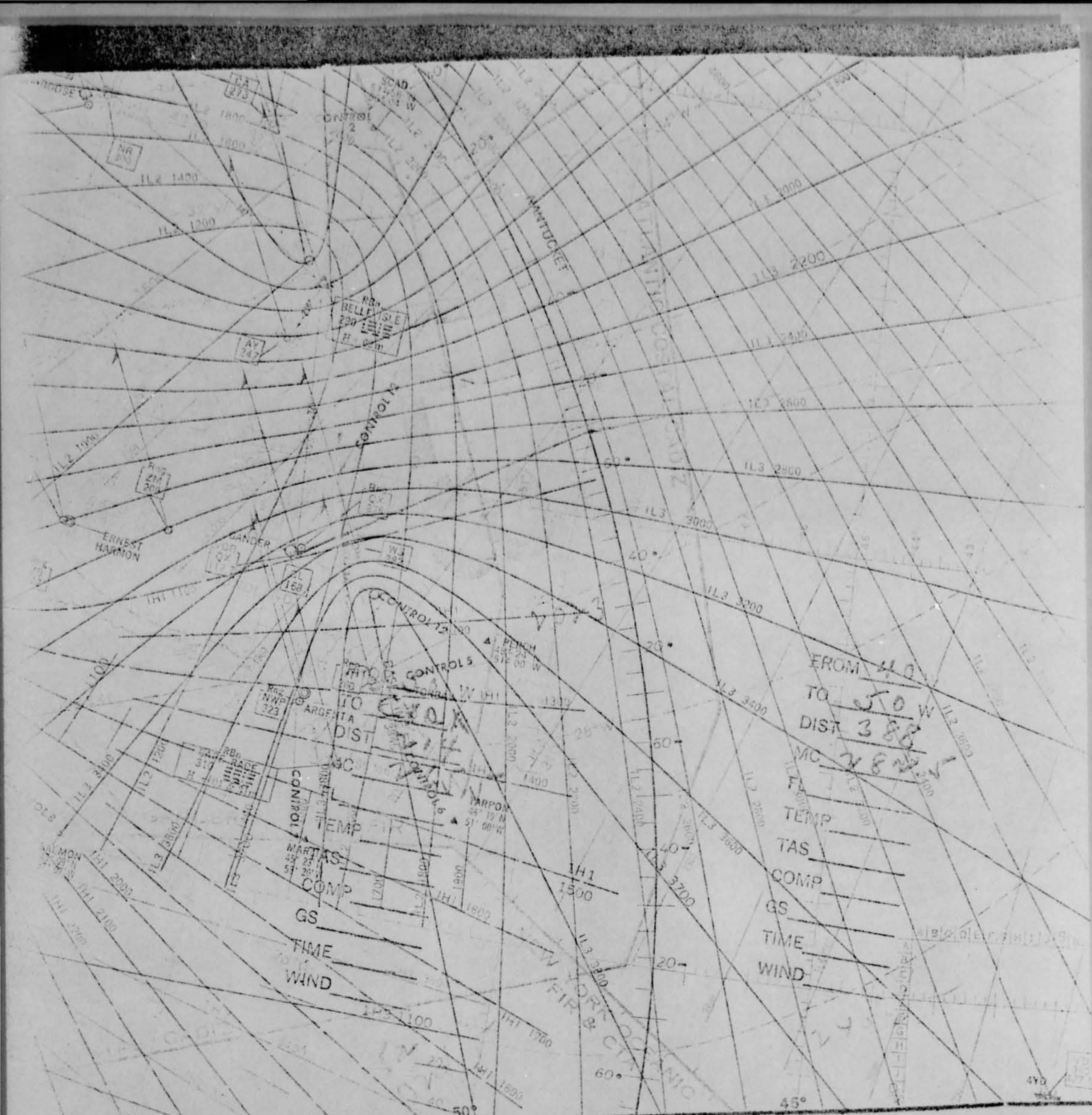


PROJECT 10073 RECORD CARD

1. DATE 24 September 1962		2. LOCATION Atlantic (New York-Lisbon)		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical Meteor ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 24/0424Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian			
7. LENGTH OF OBSERVATION not rptd		8. NUMBER OF OBJECTS one		9. COURSE Westerly	
10. BRIEF SUMMARY OF SIGHTING Firey blue-white object size of foot-ball moving at great speed. Passed close to plane & lit up surrounding surface of a/c. Appeared fm low altitude & climbing. A/C flying 120 dgr magnetic. Object appeared at about 50 dgr tangent to Earth. Cloud cover below a/c. Obj was very bright & had tail emitting sparks. Witnessed by crew and passengers.				11. COMMENTS Object appeared from below clouds. Thought to be missile; however, appearance including sparks trailing indicates that the object was a meteor. From distance illusion was coming from below the clouds. Object was heading toward the a/c. adding to this illusion. Case considered as a meteor sighting.	





FROM 40
TO 50 W
DIST 388
MC 282

FL
TEMP
TAS
COMP
GS
TIME
WIND

FROM 30°W
TO 40°W
DIST 362
MC 28
FL _____
TEMP _____
TAS _____
COMP _____
GS _____
TIME 5:15
WIND _____

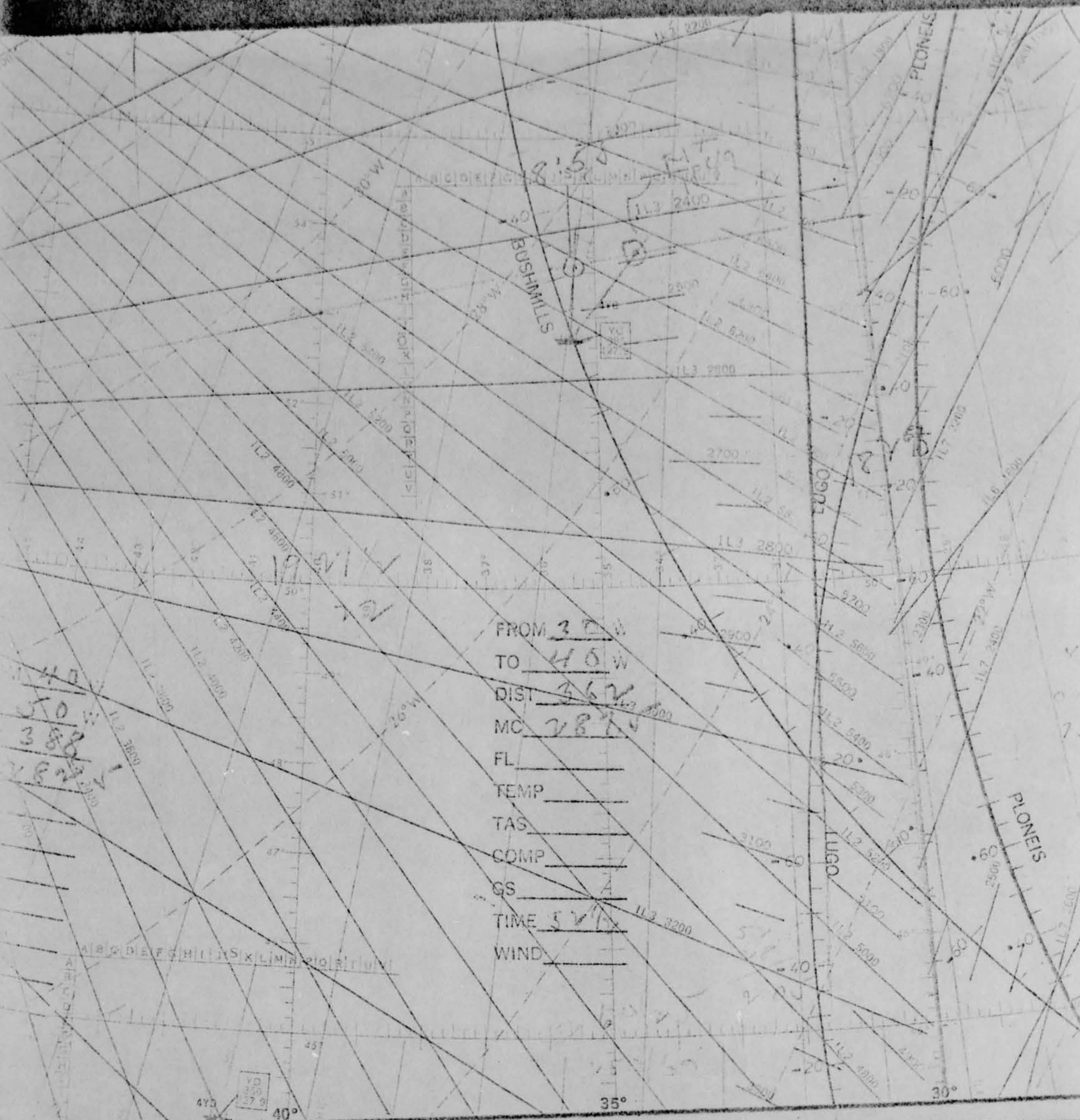
40
50 W
388
282

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

4YD
VD
350
127.9

35°

30°



FROM 20 W
 TO 36 W
 DIST 353
 MC 292
 FL 357
 TEMP -5
 P.S. 11/1
 COMP -5
 GS 4
 TIME 2 8
 WIND 200

FROM E 12 W
 TO 20 W
 DIST 406
 MC 296

TEMP -5
 ODT 15
 COMP -5
 GS 4
 TIME 2 8
 WIND 200

ACFT operat
 degrees of lat
 Deviations in
 between these
 the latitude of
 The following
 by the Oceanic
 Westbound Fl
 From the
 American
 Belle Isle
 boundary
 report at
 the Gander



FROM ELI
 TO 21 W
 DIST 486
 MC 296
 FL 250

POSITION REPORTING PROCEDURE

1 SHANNON OCA

Unless otherwise required, position reports will be made every 10° of longitude from 10° W to 70° W, (e.g. 10° W, 20° W, 30° W, etc.) Additional compulsory reports may be required by ATC at intermediate 5° longitudinal lines to 65° W, (e.g. 15° W, 25° W, 35° W, etc.)

Unless otherwise required, ACFT whose track is predominantly in a N-S direction will report every 5° parallel of latitude.

UK-Ireland Route: Reporting will be at 10° W and latitude 61° N and as required by ATC for that portion of flight within UK domestic airspace.

UK-Azores Route: Reporting will be at 10° W, 15° W, and latitude 43° N, or as required by ATC.

Shannon-Iceland Route: Designated reporting lines will be 56° N, 61° N. Additional reports may be requested by ATC for 53° 30' N.

Shannon-Azores Route: Designated reporting lines will be 48° N, 43° N. Additional reports may be requested by ATC for 50° 30' N and 45° 30' N.

2 GANDER OCA

ACFT operating within Gander OCA shall flight plan via whole degrees of latitude at each 10° of longitude (e.g. 50° W, 40° W, 30° W). Deviations in excess of 30 NM N or S of a great circle track between these points shall be specified in the flight plan by indicating the latitude crossing the intermediate 5° of longitude.

The following are specific position reporting procedures required by the Oceanic Control Centre:

Westbound Flights

From the United Kingdom and other European points to the North American continent, crossing the continental boundary south of Belle Isle shall report at 30° W, 40° W, 45° W and at the western boundary of the Gander Oceanic Control Area. The position report at 45° W shall contain an estimate for the point of crossing the Gander Oceanic Control Area western boundary.

From the Azores and North Africa to points in Newfoundland, shall report at the Gander/Santa Maria Oceanic Control Area Boundary, at 45° W and at the western boundary of the Gander Oceanic Control Area. The position report at 45° W shall include an estimate for the point of crossing the western boundary of the Gander Oceanic Control Area.

From points in Iceland to points in Newfoundland, shall report at the Iceland/Gander Oceanic Control Area Boundary and 45° W and at 50° W as well as at the western boundary of the Gander Oceanic Control Area.

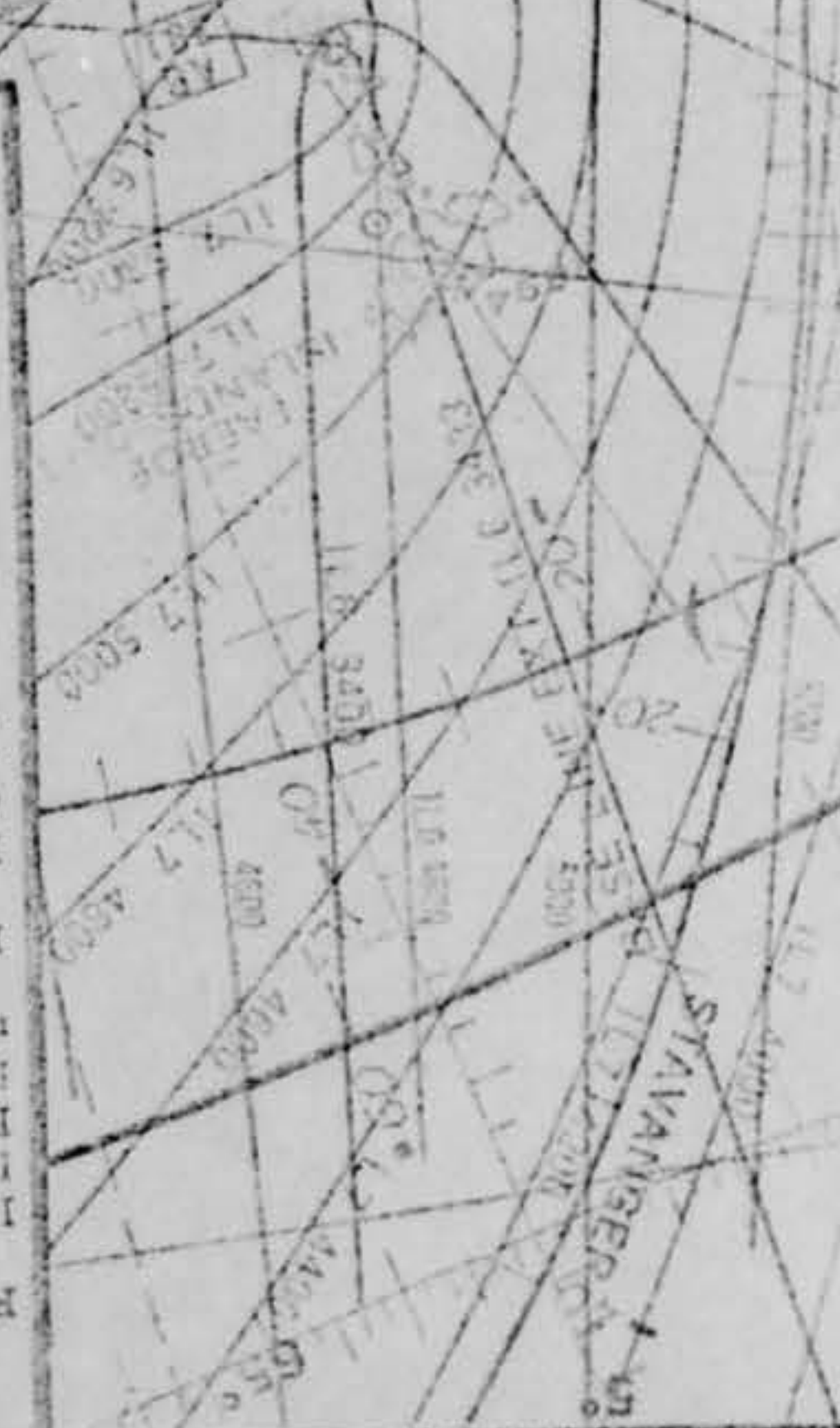
Eastbound Flights

From the North American continent operating south of Belle Isle and crossing the Gander Oceanic Control Area to points in the United Kingdom or the European continent, shall report at the western boundary of the Gander Oceanic Control Area and at 40° W and 30° W.

From Newfoundland to points in the Azores and North Africa shall report at the western boundary of the Gander Oceanic Control Area and at 45° W as well as at the Gander/Santa Maria Oceanic Control Area Boundary.

From or over Newfoundland to points in Iceland, shall report at the western boundary of the Gander Oceanic Control Area 50° W and at 45° W as well as the Gander/Iceland Oceanic Control Area Boundary.

16
 171
 8
 21
 38
 87
 15



3.00
CLEARANCE
e required, using esta
not earlier than 30 M

RIGHT PLANS

1700-1800
1900-2000
2100-2200
2300-2400
2500-2600
2700-2800
2900-3000
3100-3200
3300-3400
3500-3600
3700-3800
3900-4000
4100-4200
4300-4400
4500-4600
4700-4800
4900-5000
5100-5200
5300-5400
5500-5600
5700-5800
5900-6000
6100-6200
6300-6400
6500-6600
6700-6800
6900-7000
7100-7200
7300-7400
7500-7600
7700-7800
7900-8000
8100-8200
8300-8400
8500-8600
8700-8800
8900-9000
9100-9200
9300-9400
9500-9600
9700-9800
9900-10000

1. IFR flight plan must be filed prior to take off when flight penetrates or operates within Iceland Military ADIZ. In the event flight plan cannot be adhered to, transmit corrected information immediately to appropriate facility.

2. In the interest of safety, it becomes necessary to deviate from current flight plan, such deviation must be reported immediately to military flight service (USAF) and/or appropriate Icelandic authority. Flight plans will not be submitted nor changed in flight to provide initial entry into ADIZ except in an emergency.

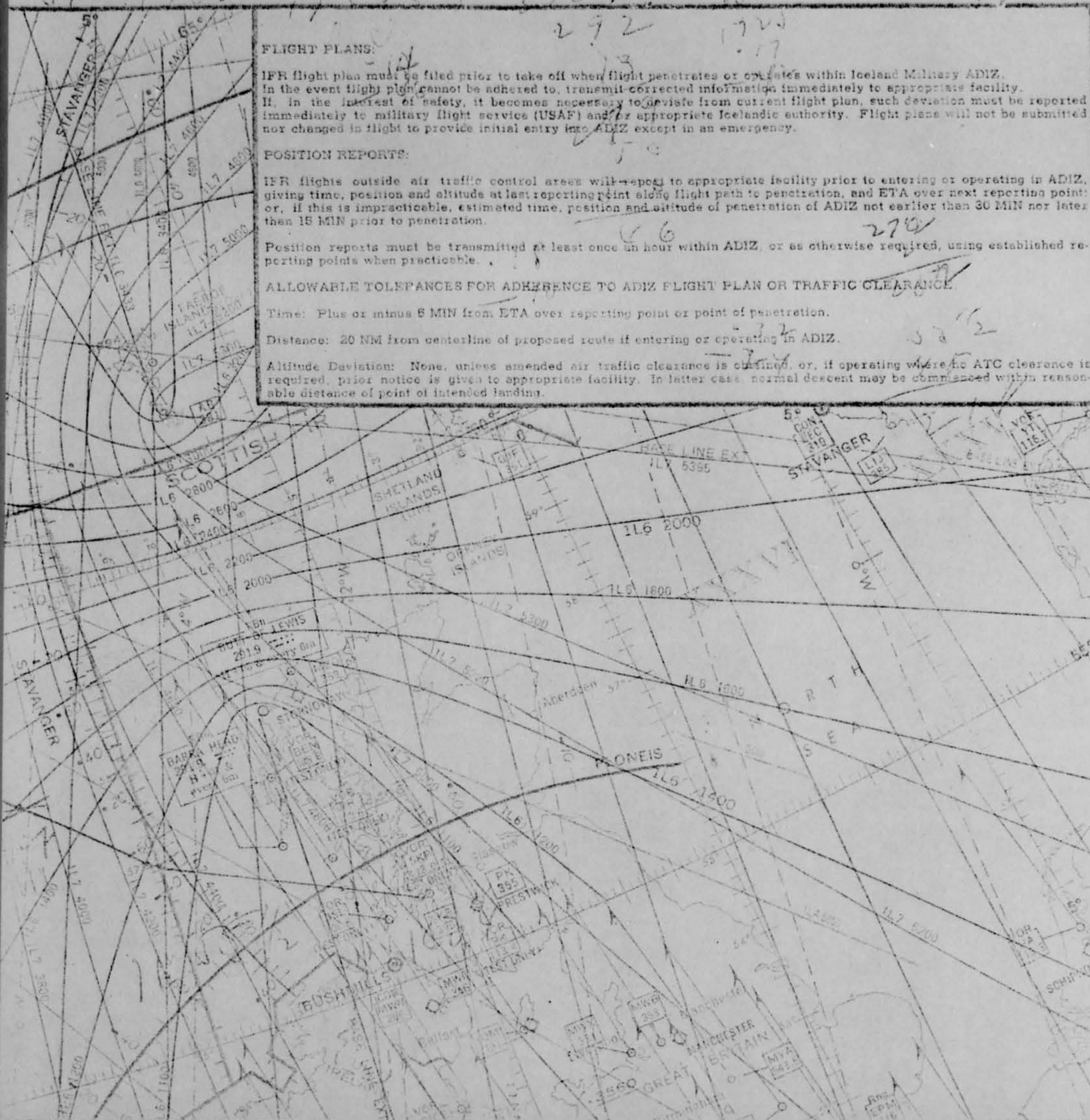
IFR flights outside air traffic control areas will report to appropriate facility prior to entering or operating in ADIZ, giving time, position and altitude at last reporting point along flight path to penetration, and ETA over next reporting point; or, if this is impracticable, estimated time, position and altitude of penetration of ADIZ not earlier than 30 MIN nor later than 15 MIN prior to penetration.

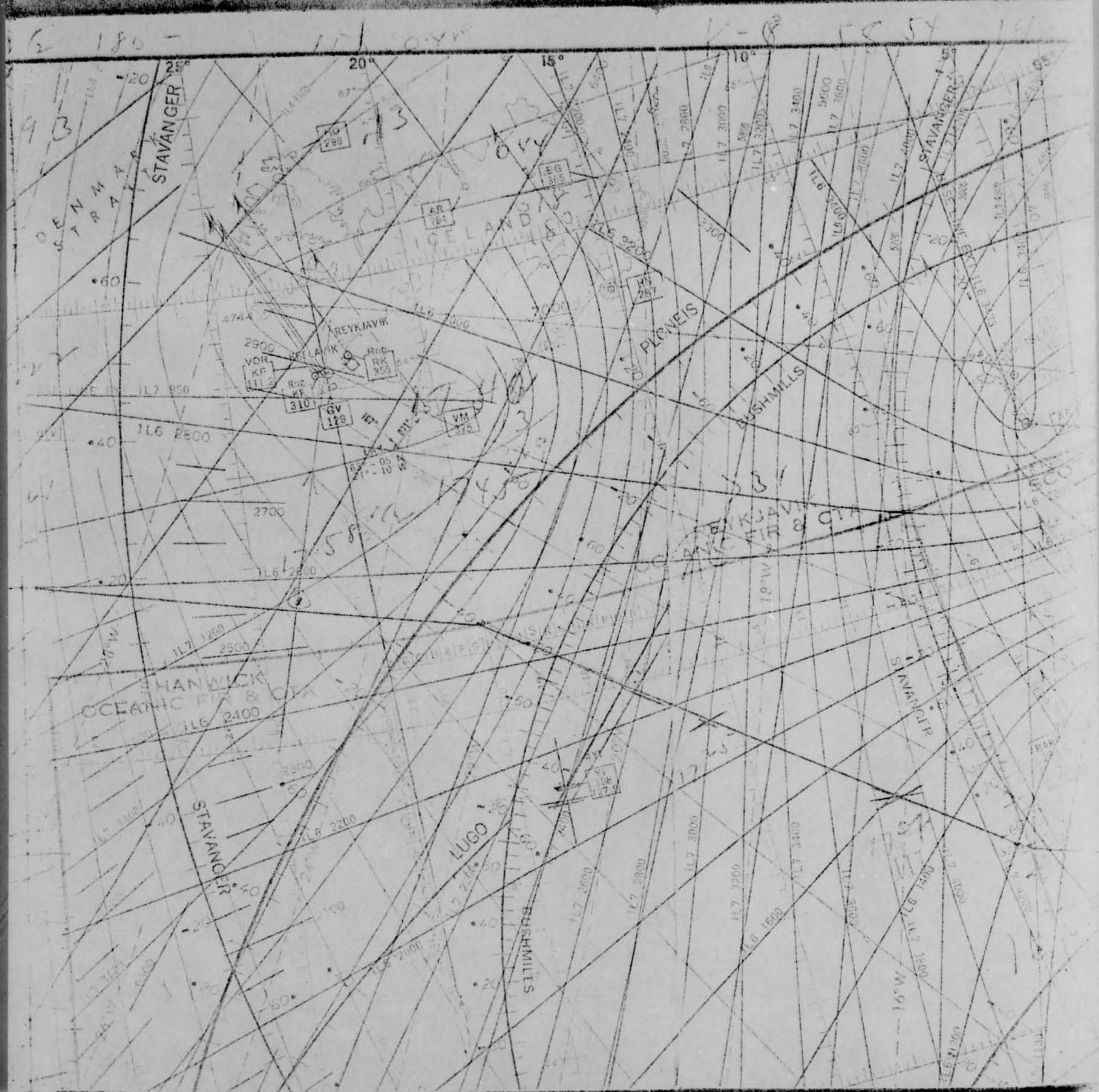
Position reports must be transmitted at least once an hour within ADIZ, or as otherwise required, using established reporting points when practicable.

Time: Plus or minus 5 MIN from ETA over reporting point or point of penetration.

Distance: 20 NM from centerline of proposed route if entering or operating in ADIZ.

Altitude Deviation: None, unless amended air traffic clearance is obtained, or, if operating where no ATC clearance is required, prior notice is given to appropriate facility. In latter case, normal descent may be commenced within reasonable distance of point of intended landing.

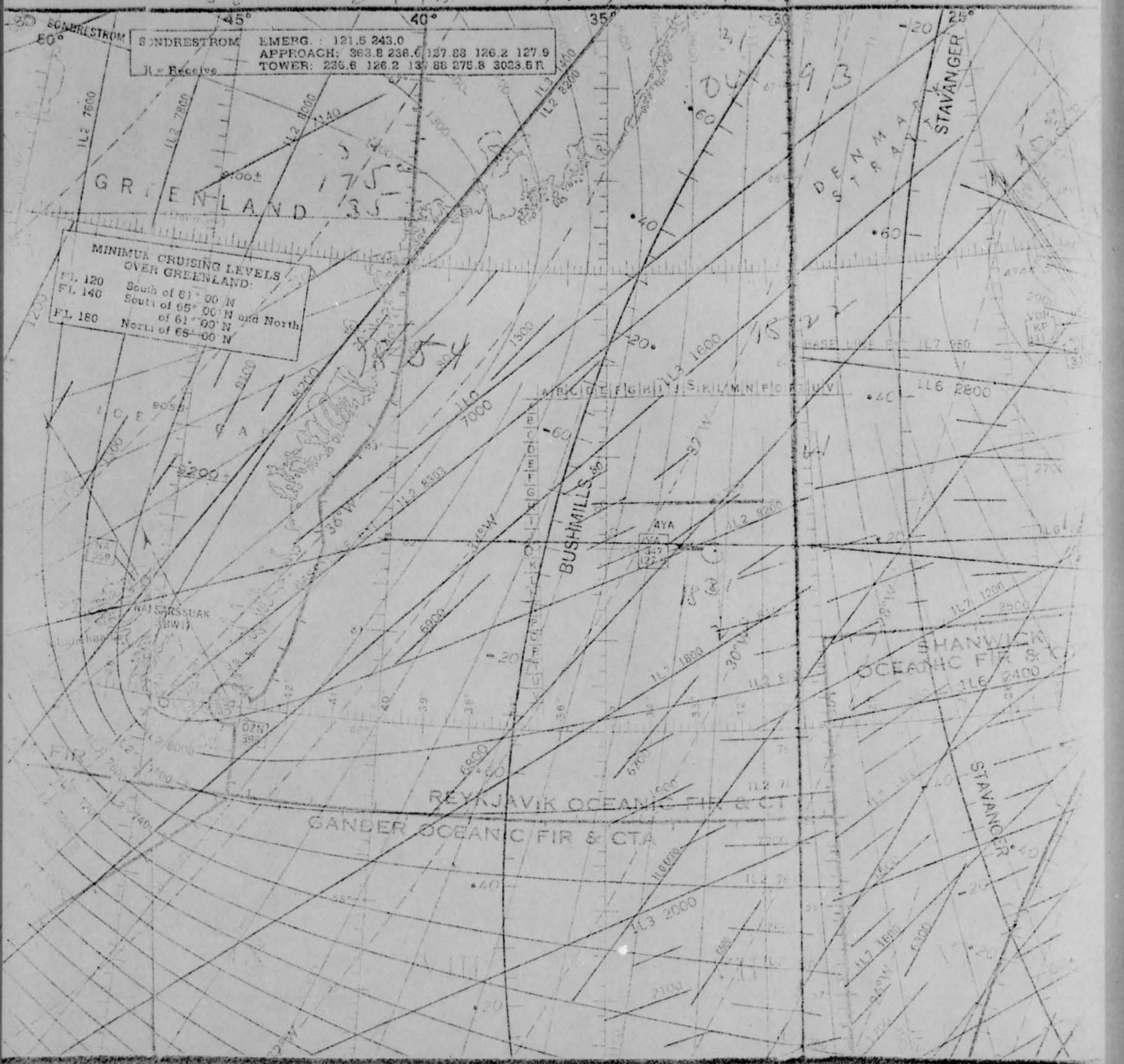


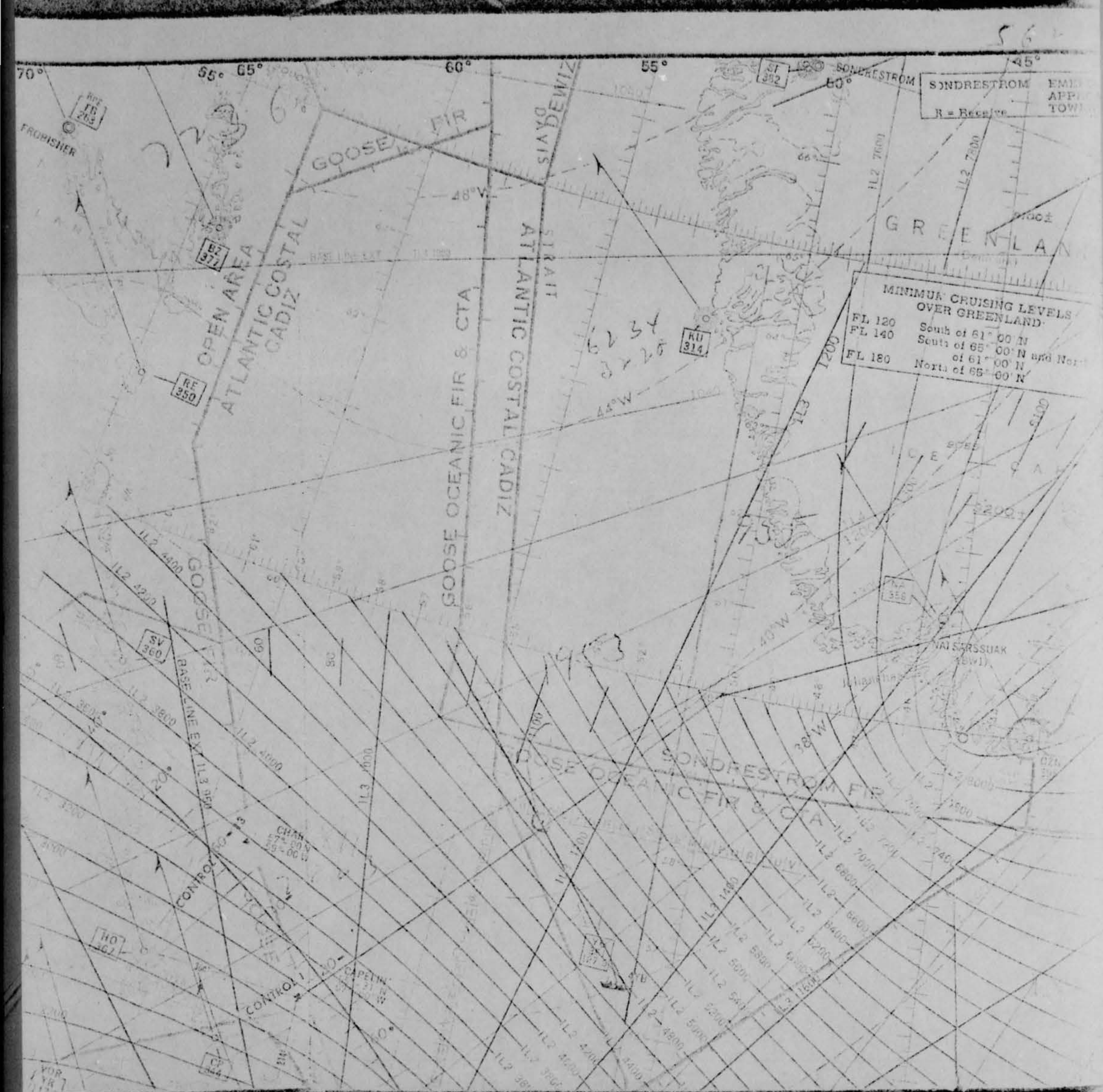


5627 674.5 44 1256 180

SONDRESTROM EMERG: 121.5 243.0
APPROACH: 363.8 236.6 137.88 126.2 127.9
TOWER: 236.6 126.2 137.88 275.8 3023.5R
R = Receive

MINIMUM CRUISING LEVELS
OVER GREENLAND:
FL 120 South of 61° 00' N
FL 140 South of 65° 00' N and North
FL 180 of 61° 00' N
North of 65° 00' N





REPORT OF UNIDENTIFIED FLYING OBJECT

Telephone Call: Received by Major R. J. Hauser
Time: 1615 Hours, 28 September 1962
From: Mr. [REDACTED]
Address: [REDACTED]
Dover, New Jersey

Resume of Conversation: Mr. [REDACTED] is a TWA pilot and he and his brother also own the AMOCO Station at the above address. On the night of 24 September 1962 [REDACTED] was flying a TWA Boeing 707 from New York to Lisbon at an altitude of approximately 37,000 feet. At 0424 ZULU time, location which is pinpointed on a Doppler Chart in his possession, there suddenly appeared a firey object blue-white in color about the size of a football and moving at tremendous speed. It passed close to the plane and lit up the entire area surrounding the plane. Mr. [REDACTED] made a report of this incident upon landing at Lisbon; however, he wished to also report it to Picatinny Arsenal in event it may be of any value in relation to U. S. Army research. Mr. [REDACTED] indicated that this object could have been a missile item, originating from Russia inasmuch as it appeared from that direction at low altitude and climbing at tremendous speed. He would be happy to discuss this further with Picatinny Arsenal personnel if interested.

In further discussion with arsenal personnel Mr. [REDACTED] indicated the following: He was flying a 120° magnetic heading. The object appeared about 50° with the tangent to the Earth. There was cloud cover below the plane at the time. The object appeared very bright with a tail emitting sparks. Other crew members witnessed the same phenomena. The blue line on the inclosed Doppler Chart (Chart TWA NA C/L-2) indicates his actual flight path; the position at which the object appeared is indicated by a blue circle inside a larger red circle.

- 1 Incl
- 1. Doppler Chart

TRANS WORLD AIRLINES
NORTH ATLANTIC C/L CHARTS

TWA

NA C/L-2

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RD25 E. 40th AVE DENVER, COLO. USA

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TWA

NA C/L-1

REVISION DATA

CHART NA C/L-1 FEB 13-62 Loran rates 1-L-0 and 1-L-4 added. Cork, Ireland, VOR added. Facility frequencies and identifiers revised as applicable.

CHART NA C/L-2 FEB 13-62 Loran rates 1-L-0 and 1-L-4 added. Cork, Ireland, VOR added. Facility frequencies and identifiers revised as applicable.

CANADIAN RADAR ASSISTANCE

1. Contact Canadian Radar Advisory on 122.2
2. If normal Air Defense commitments preclude Advisory Service, radar will transmit "unable" with no further explanation
3. Radar Advisory will provide:
- 53
- a) Track and ground speed checks
b) position of aircraft by GEOREF unless otherwise requested
c) vectors to designated points
d) position of heavy cloud
e) flight following to aircraft in distress
- 3rd
127

VOLMET BROADCASTS-3001, 5559, 6828.5, 13264.5 Kcs

00-05	05-10	10-15	15-20	20-25	25-30
NEW YORK OVERSEAS RADIO	GANDER	GANDER	SHANNON AERADIO	SHANNON AERADIO	PARIS RADIO FRENCH LANGUAGE
NEW YORK INTERNATIONAL BOSTON WASHINGTON	GANDER GOOSE STEPHENVILLE	MONCTON SYDNEY MONTREAL	SHANNON PRESTWICK LONDON/LONDON	AMSTERDAM/ SCHIPHOL BRUXELLES/ NATIONAL DUBLIN	PARIS/ORLY LYON TOURS
30-35	35-40	40-45	45-50	50-55	55-60
NEW YORK OVERSEAS RADIO	GANDER	GANDER	SHANNON AERADIO	SHANNON AERADIO	PARIS RADIO
NEW YORK INTERNATIONAL BOSTON WASHINGTON	GANDER GOOSE STEPHENVILLE	MONCTON SYDNEY MONTREAL	SHANNON PRESTWICK LONDON/LONDON	AMSTERDAM/ SCHIPHOL BRUXELLES/ NATIONAL	PARIS/ORLY FRANKFURT MAIN GENEVE

DOMESTIC CADIZ

NI
364

WPA

OPEN AREA
DOMESTIC CASH

WANTUCKE

CHINO
Rne
VP

A small, tilted map fragment showing a coastline with a point labeled "FORT".

32

30

104

100

72

1000

75

75°



ENROUTE COMMUNICATIONS NORTH ATLANTIC		HF			
STATION		OUTER CIRCLE		INNER CIRCLE	
		FAM A SOUTHERN ROUTES	FAM D NORTHERN ROUTES	FAM B actl registered in states West of 30°W	FAM C actl registered in states East of 30°W
Amsterdam	121.1 123.7	121.1 123.7			
Bermuda/Kindley	126.9	x x x			
Sodo	126.7		x x x		
Churchill	126.9		x x x x		
Copenhagen	120.3 120.9		x x x x		
Frobisher	126.9		x x x		
Gander	126.9W 127.1E 119.7(5) 133.9(6)	x x x x	x x x x	x x x x	x x x x
Goose	126.9 120.4(5) 133.1(6)		x x x	x x x	
Knob Lake	126.2				
Lisbon	118.5	x x x x			
Moncton	126.9 132.2(6)		x x x		
Montreal	126.9 132.35(6)		x x x		
Mont Joli	126.9		x x x		
New York	130.4 (Local) 129.9 (North)	x x x x	x x x x	x x x x	x x x x
Nord	127.9		x x x		
Oslo	126.7		x x		
Paris	119.3 125.1 126.1 127.9(4)	x x	x x		
Preshwick Oceanic		x x x x	x x x x	x x x x	x x x x
Prince Christian	127.9		x x x	x	
Reykjavik	127.9		x x x x	x x x x	x x x x
Santa Maria	127.9	x x x x		x x x	x x x x
Shannon	127.5 120.9	x x x x	x x x	x x x x	x x x x
Sondrestrom	127.9		x x x		
Stavanger	124.7 126.7 127.9		x x x		
Sydney	126.9				
Thule (Dundas)	121.5 127.9		x x x		
OSV Alpha	21.5(2) 127.9(1)		N D R R		
OSV Bravo	21.5(2) 127.9(3)		R x R R		
OSV Charlie	21.5(2) 127.9(3)		R x R R		
OSV Delta	21.5(2) 127.9(3)	R x R R			
OSV Echo	21.5(2) 127.9(3)	R x R R			
OSV India	21.5(2) 127.9(1)		N D R R		
OSV Juliet	21.5(2) 127.9(1)		N D R R		
OSV Kilo	21.5(2) 127.9(1)	R x R R			

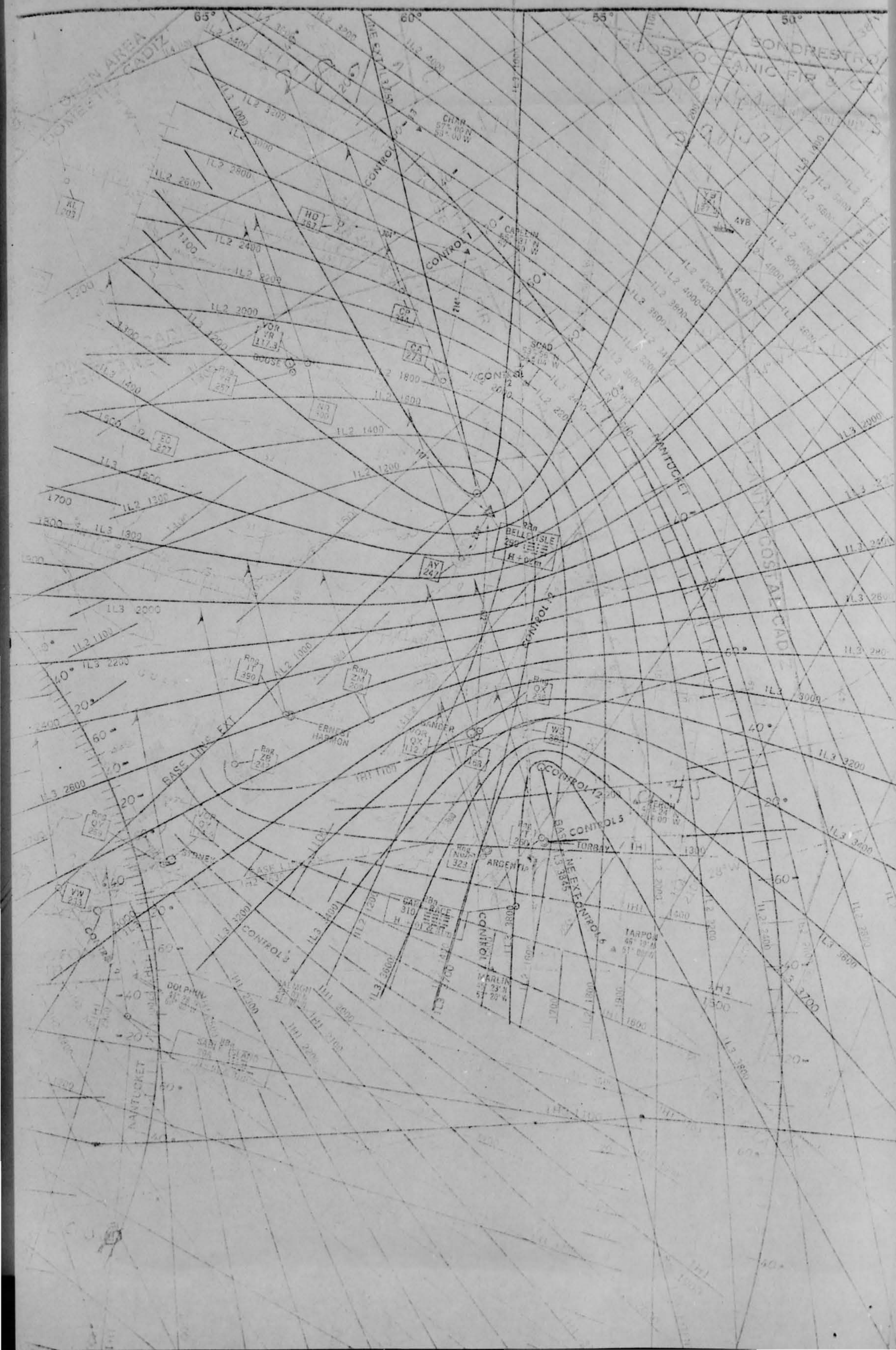
NOTES:

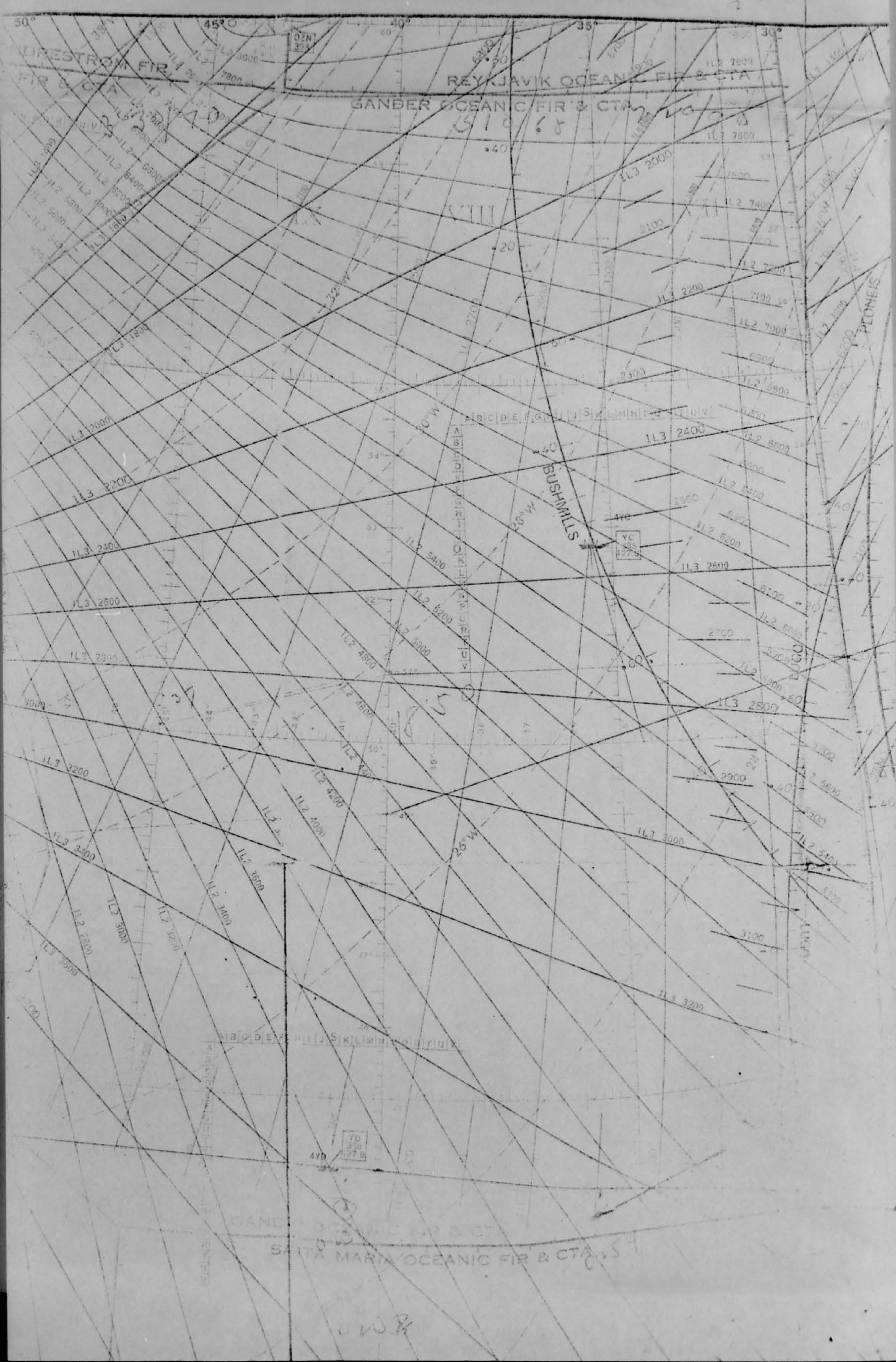
- 1 On request only on UK vessels
- 2 International VHF emergency
- 3 Primary VHF air/ship

- 4 See Aviation Chart GND COM for additional frequencies
- 5 Extended Range
- 6 High Level

R = On Request D = Day
N = Night x = H24







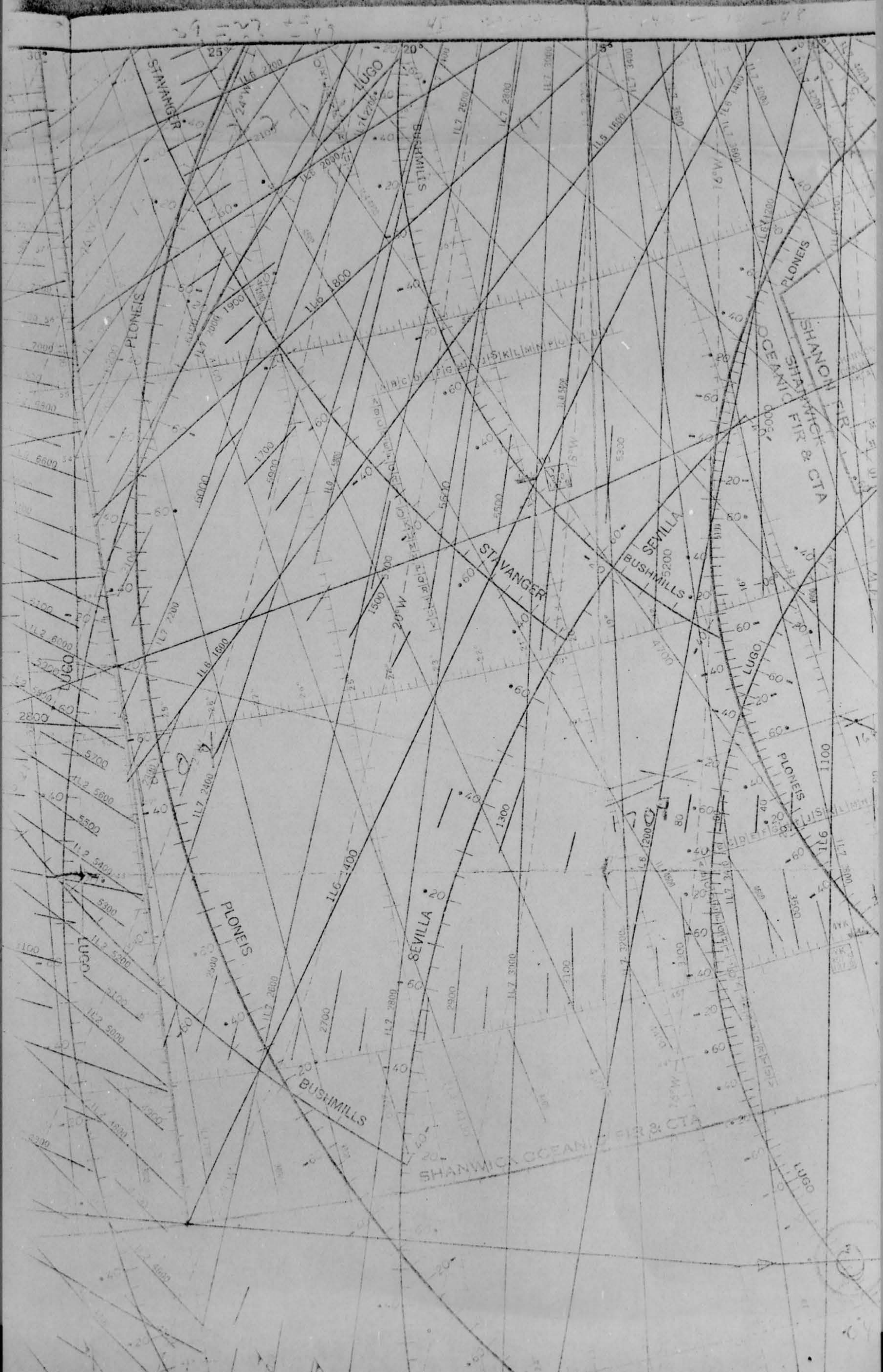
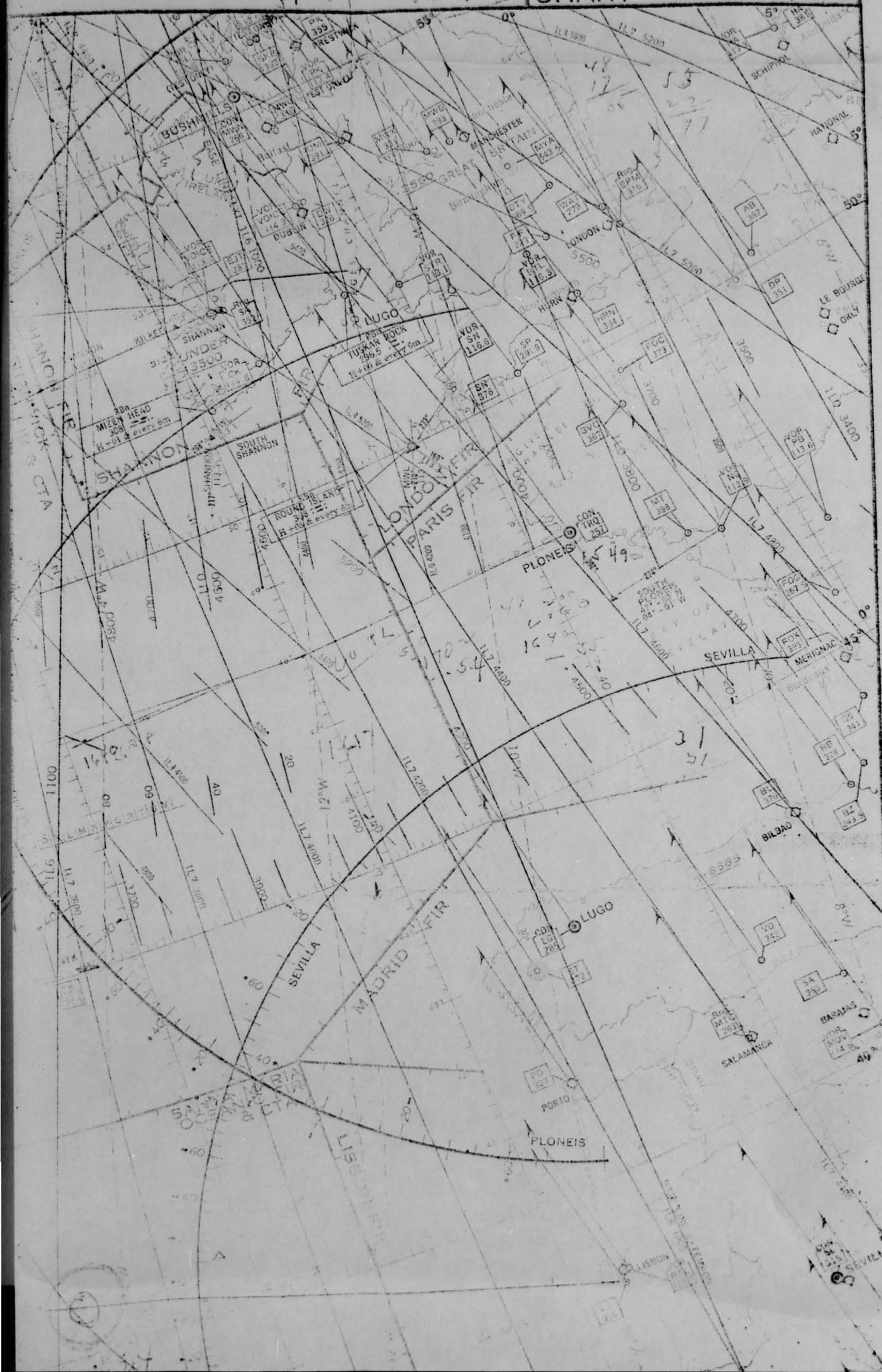


CHART TWA NA C/L-2



HEADQUARTERS
1127TH USAF FIELD ACTIVITIES GROUP
FORT BELVOIR, VIRGINIA

REPLY TO
ATTN OF: AFGIN-1B2

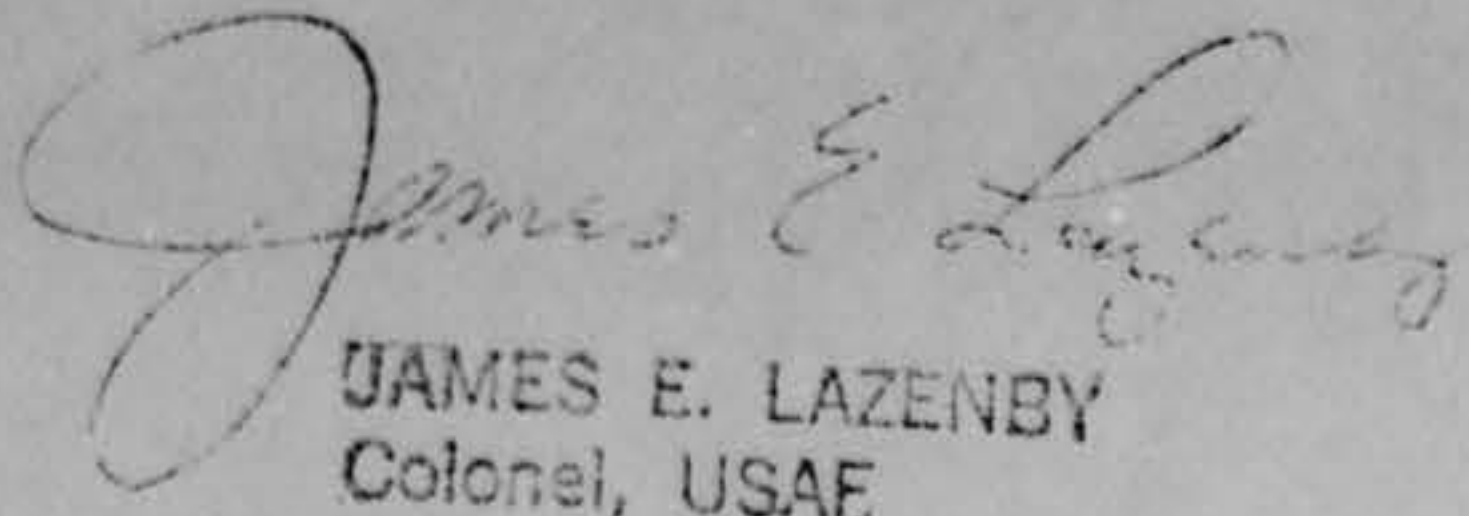
9 NOV 1962

SUBJECT: Report of Unidentified Flying Object

TO: FTD
Wright-Patterson AFB Ohio

Forwarded in accordance with AFR 200-2.

FOR THE COMMANDER


JAMES E. LAZENBY
Colonel, USAF
AFGIN-1B.

1 Atch
Ltr, SMUPA-VF-0063, US Army
Munitions Command, Dover, N.J.,
30 Oct 62, Subj: Rpt of UFOB

Copy to
AFSC w/o Dopplet Chart

U. S. ARMY MUNITIONS COMMAND
~~XXXXXXXXXX~~
PICATINNY ARSENAL
DOVER, NEW JERSEY

Mr Kosar/bh/71193

DOI 30 62-2 0062

IN REPLY
REFER TO:

SMUPA-VF-0063

SUBJECT: Report of Unidentified Flying Object

TO: United States Air Force
Assistant Chief of Staff for Intelligence
Washington 25, D. C.

Inclosed is a report of an unidentified flying object
as related to arsenal personnel by a Mr. [REDACTED]
a TWA Boeing 707 pilot.

FOR THE COMMANDER:

✓ 1 Incl

1. Rpt of UFO, w/Incl -
Doppler Chart

John J. Ramsden
JOHN J. RAMSDEN
Capt. Ord
Assistant

