

PROJECT 10073 RECORD

<p>1. DATE - TIME GROUP 29/1912 EST 29 Nov 69 30/0012Z</p>	<p>2. LOCATION Dayton, Ohio</p>
<p>3. SOURCE Civilian</p>	<p>10. CONCLUSION Probable Aircraft</p>
<p>4. NUMBER OF OBJECTS One (1)</p>	<p>11. BRIEF SUMMARY AND ANALYSIS Observer sighted a yellowish-white light that traveled from the NNE to the NNW. COMMENTS: Aircraft arriving and departing Wright-Patterson Air Force Base often fly over the Huber Heights area of Dayton. There is no reason to assume the sighting was of anything other than an aircraft.</p>
<p>5. LENGTH OF OBSERVATION 30 seconds</p>	
<p>6. TYPE OF OBSERVATION Ground-Visual</p>	
<p>7. COURSE NNE to NNW</p>	
<p>8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	

~~Bar~~



Dayton

DAILY WEATHER MAPS

WEEKLY SERIES NOVEMBER 3-9, 1969



The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, *Daily Weather Map*. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in *Daily Weather Map*. Single copies are available, and bulk copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD-143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$3.75 per 50 copies. Checks should

be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 0, 12, and 18 hours preceding map time are indicated by small black squares enclosing white crosses. Areas of precipitation are indicated by shading. The weather reports that are printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occasional apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet

above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. T^h indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

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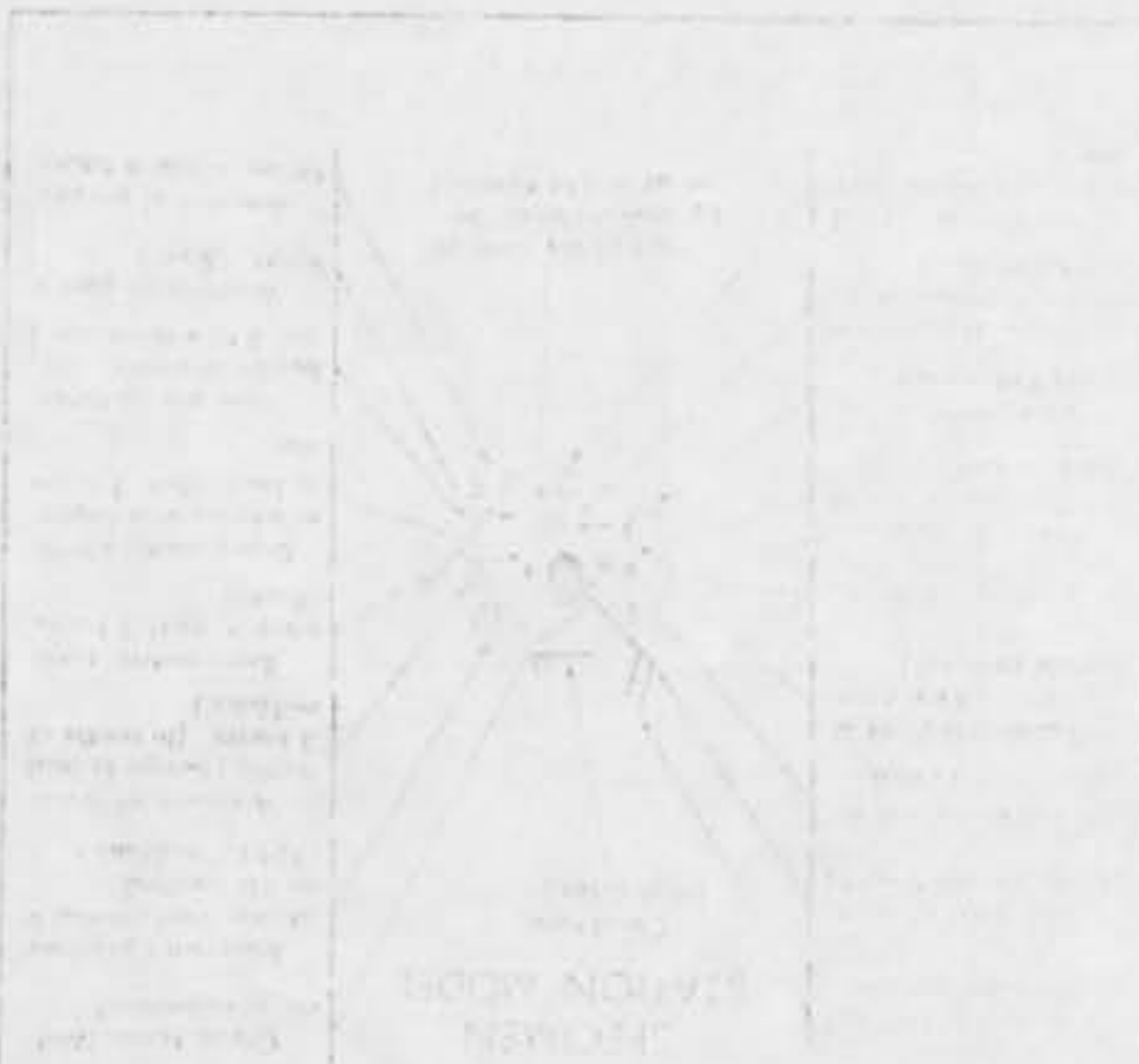
IMMEDIATE - U.S. Weather Report

FIRST CLASS
MAIL



1027-0
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIV
AFSC-TOPTR
WRIGHT-PATTERSON AFB OH 45433

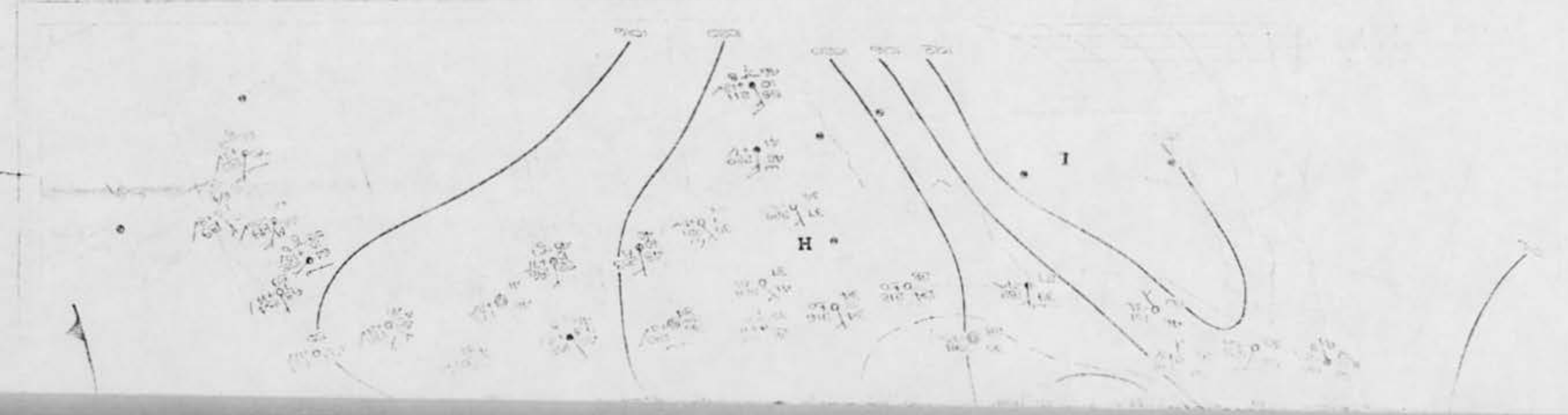
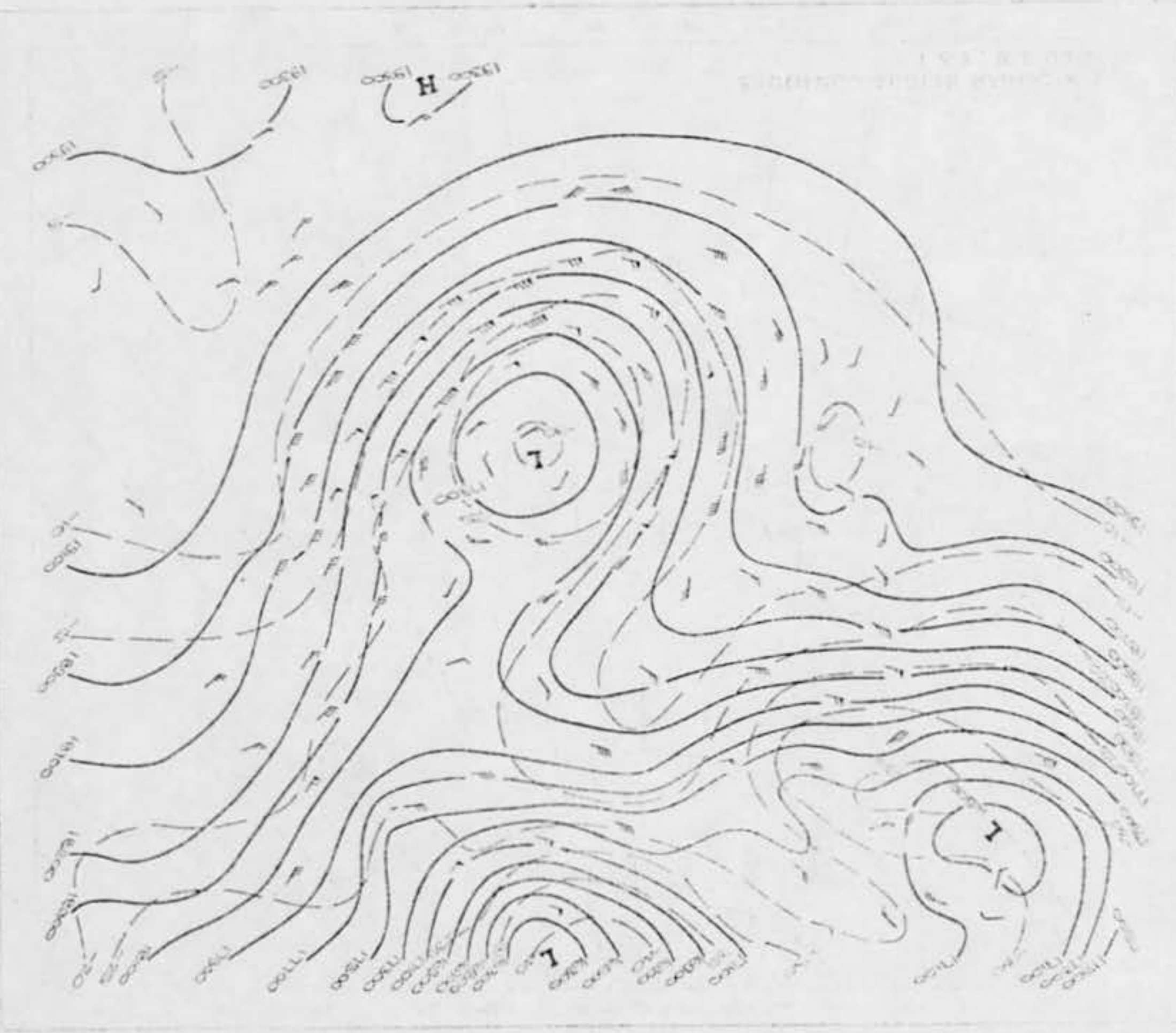
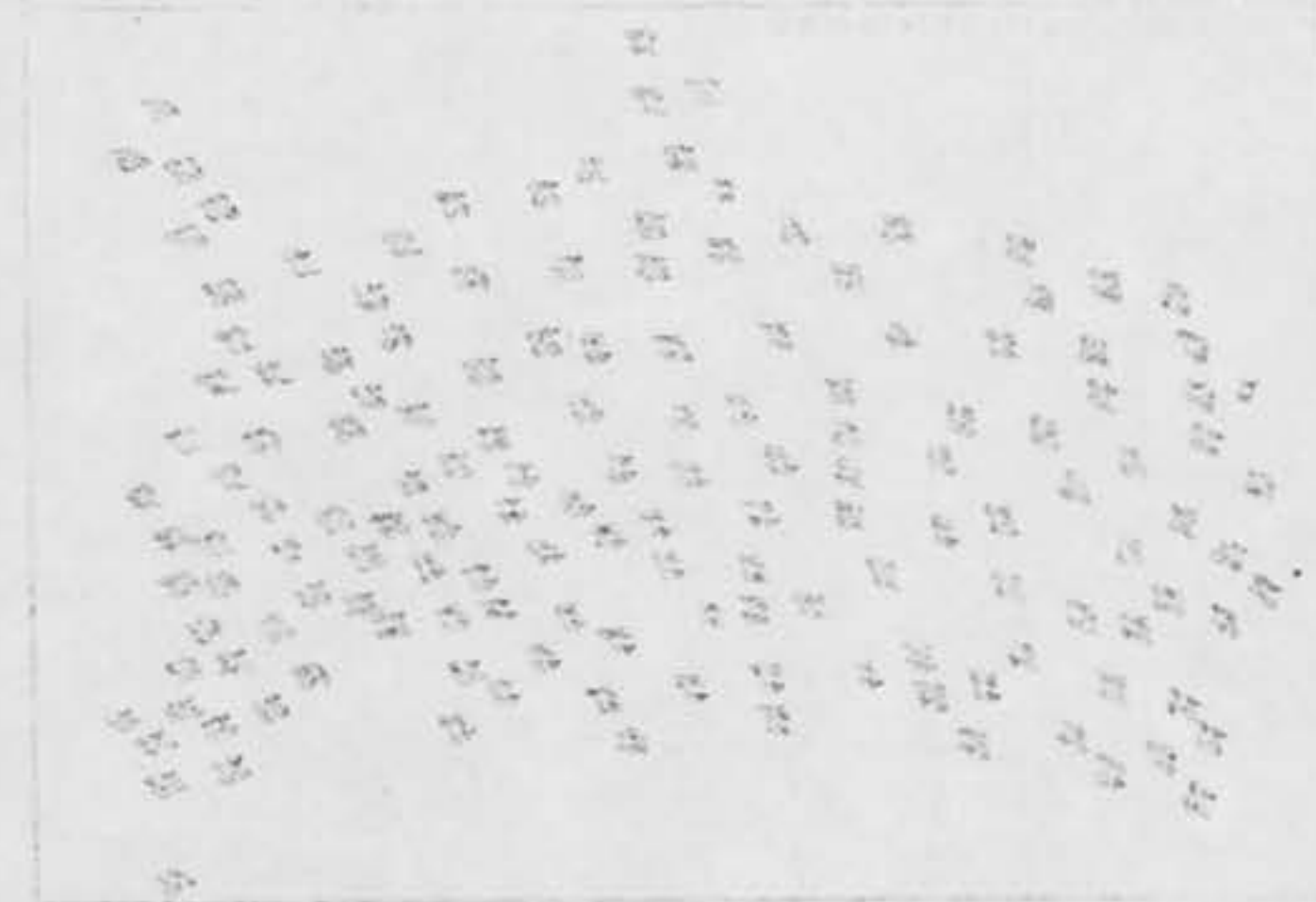
UFO

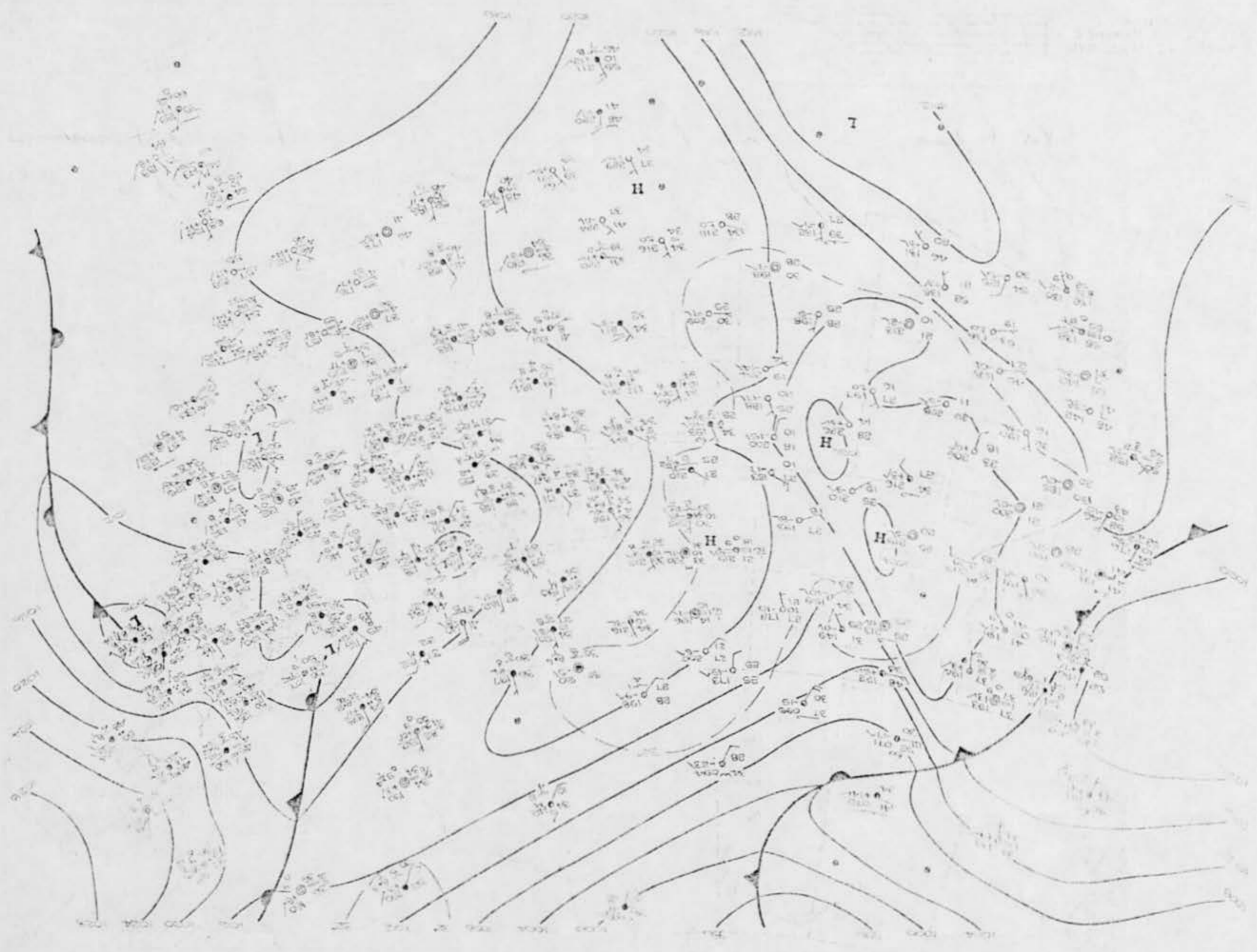


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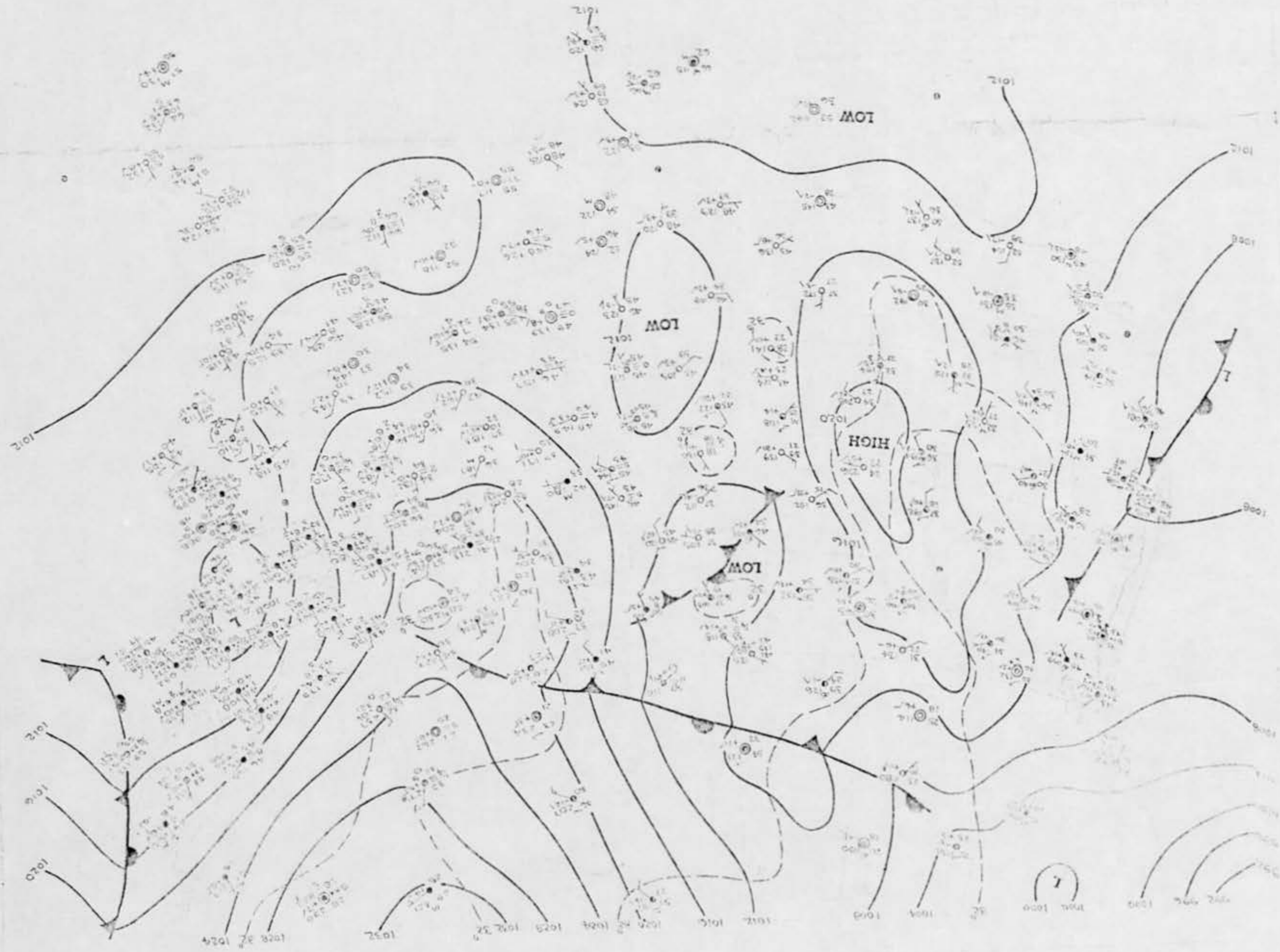
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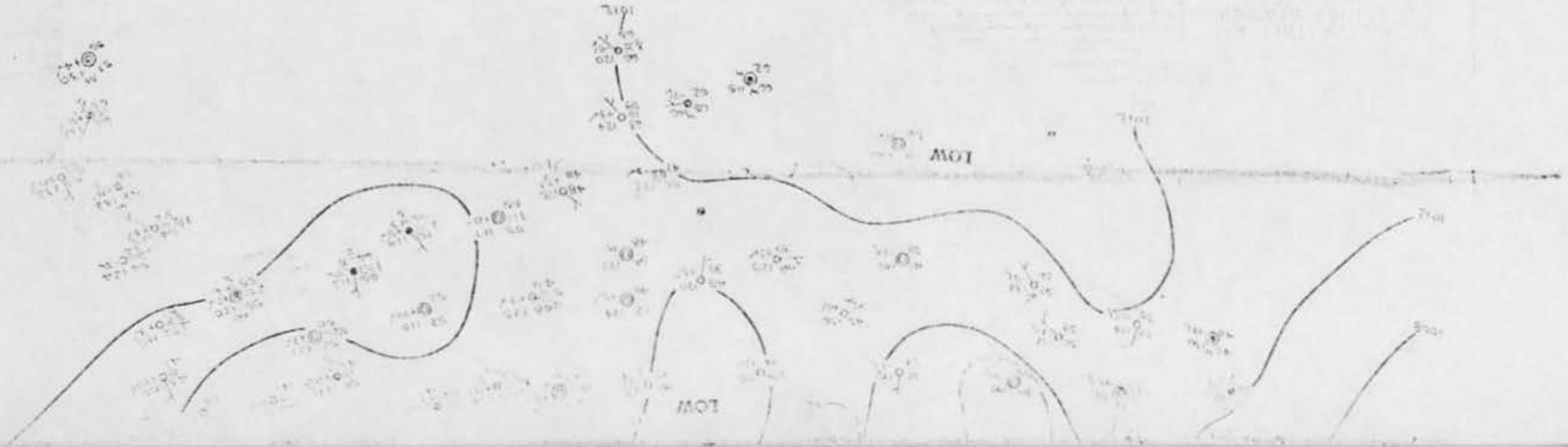
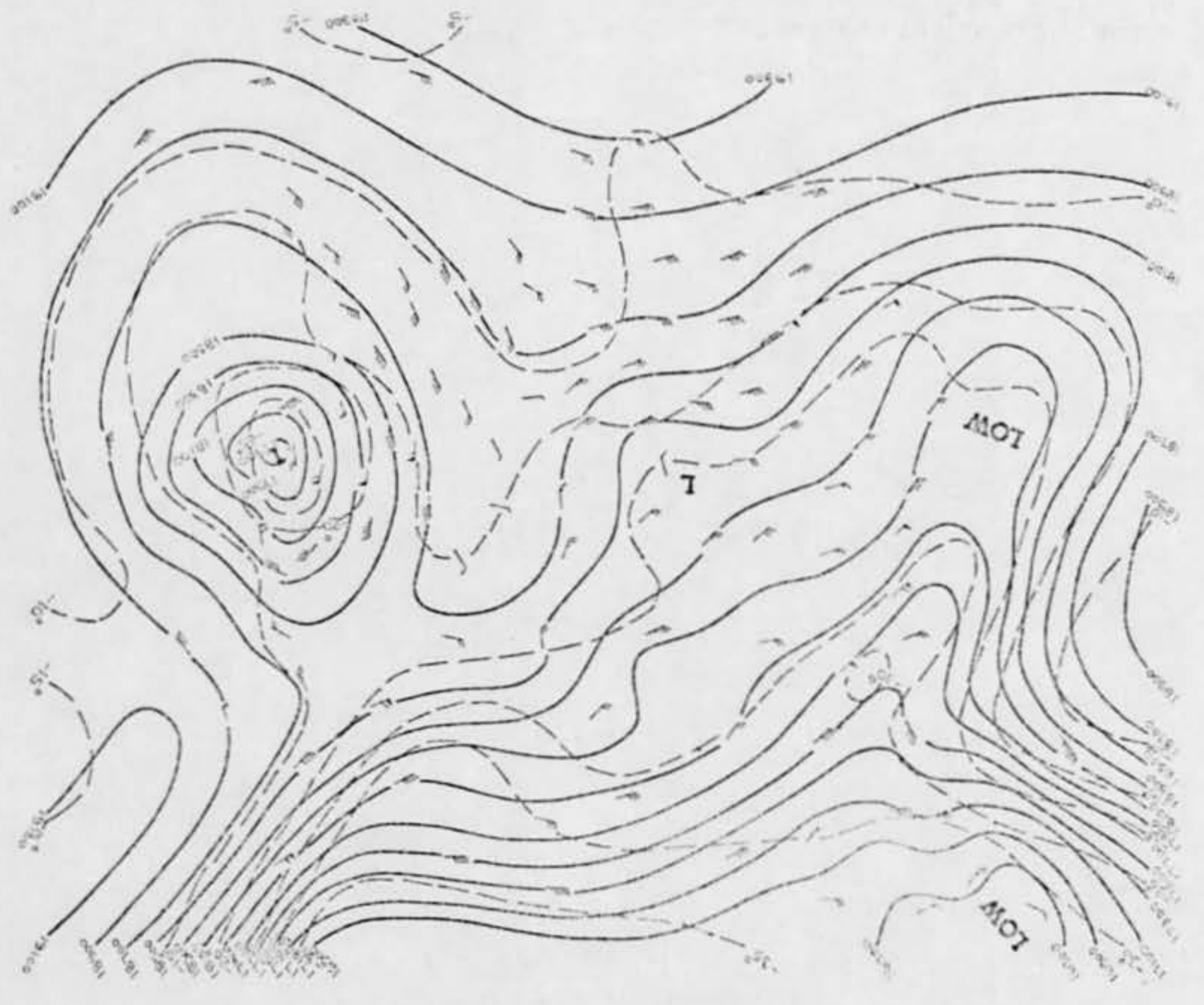
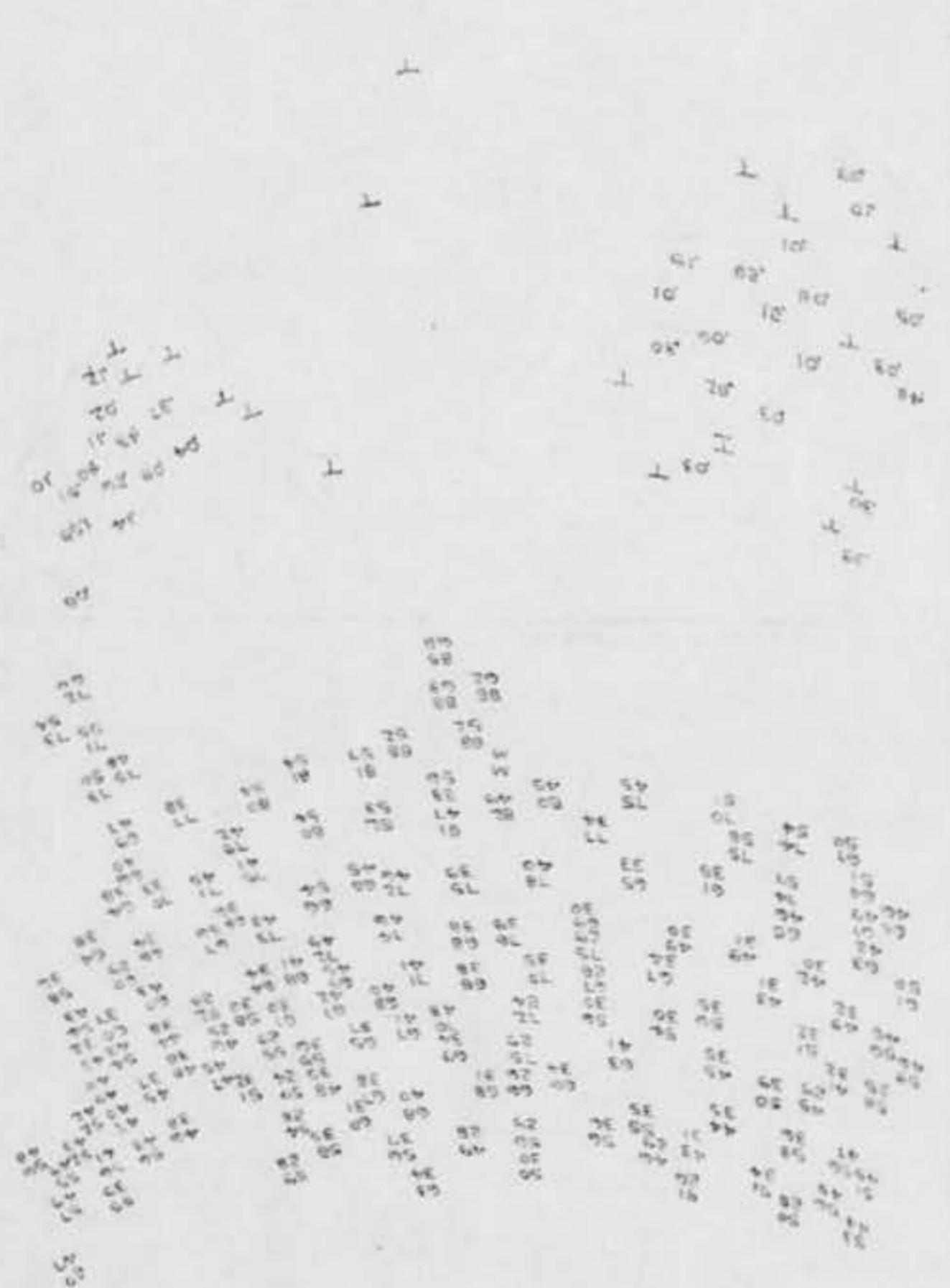
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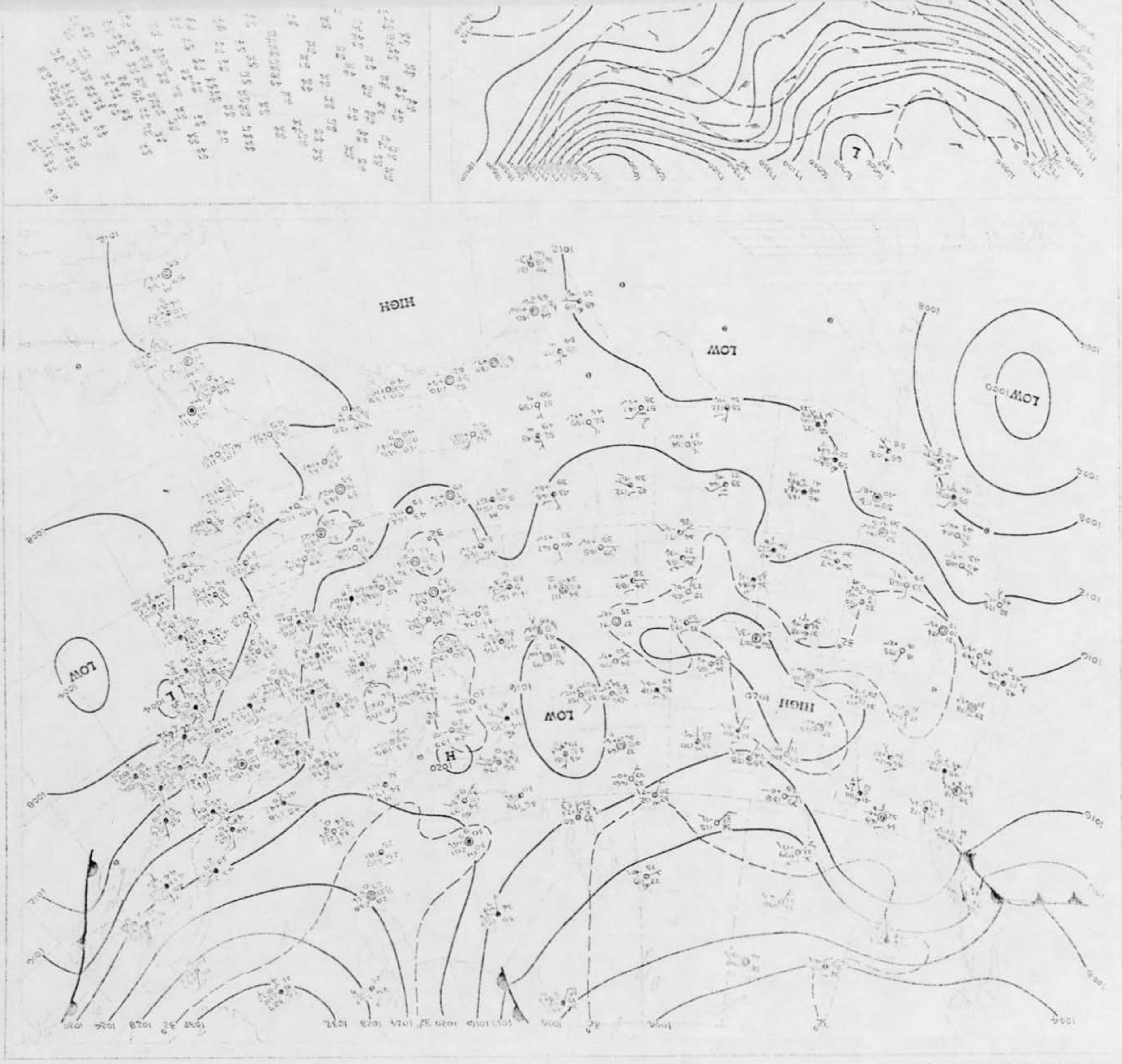




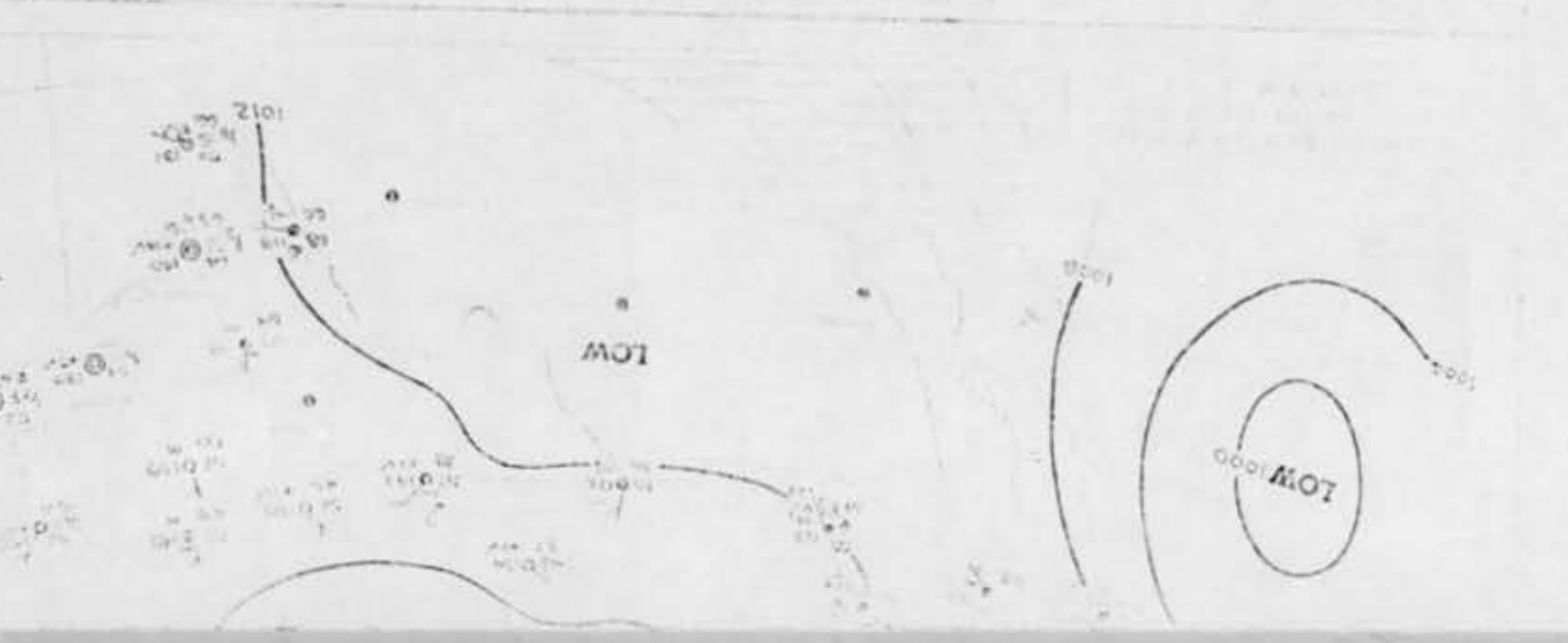
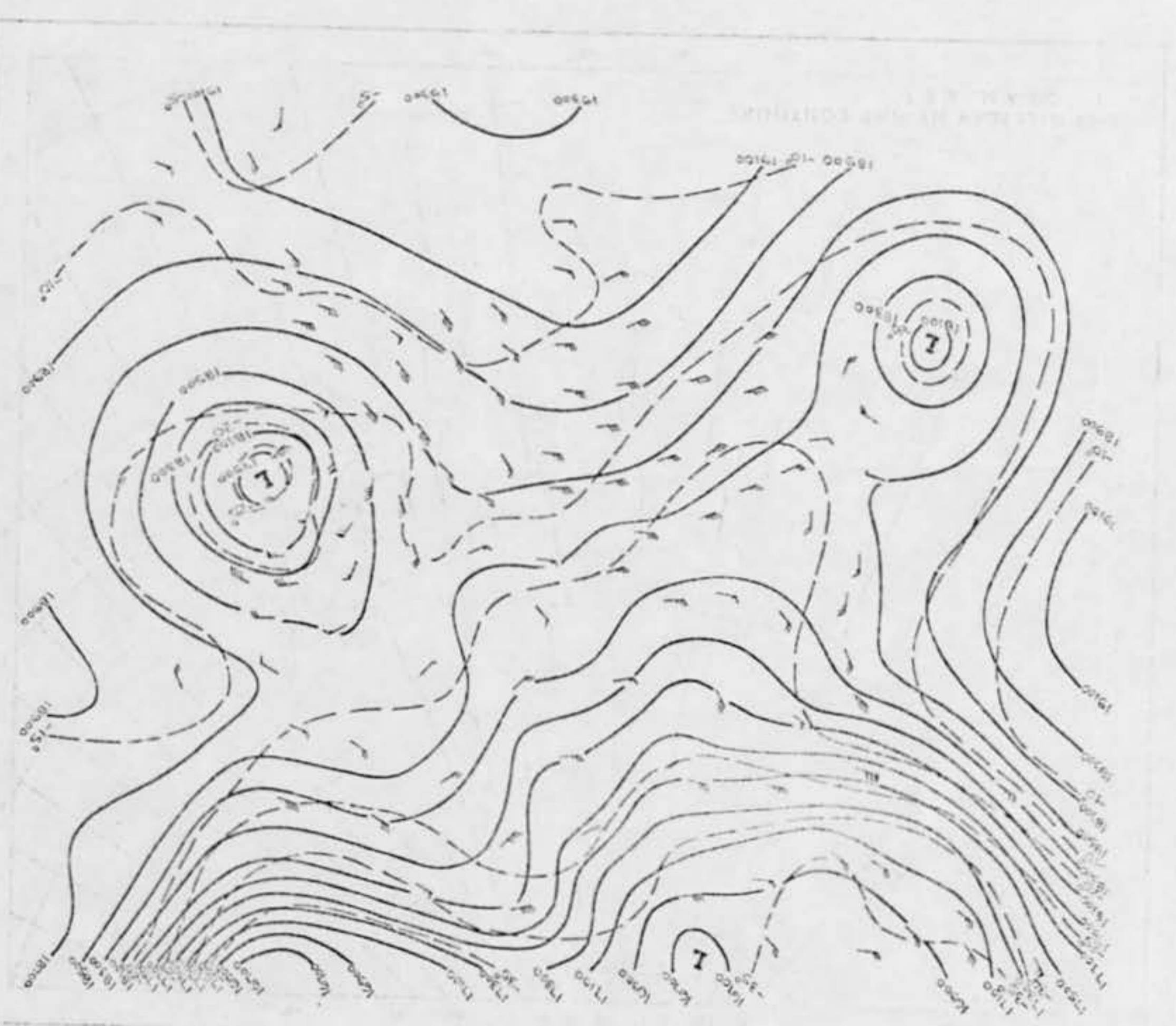
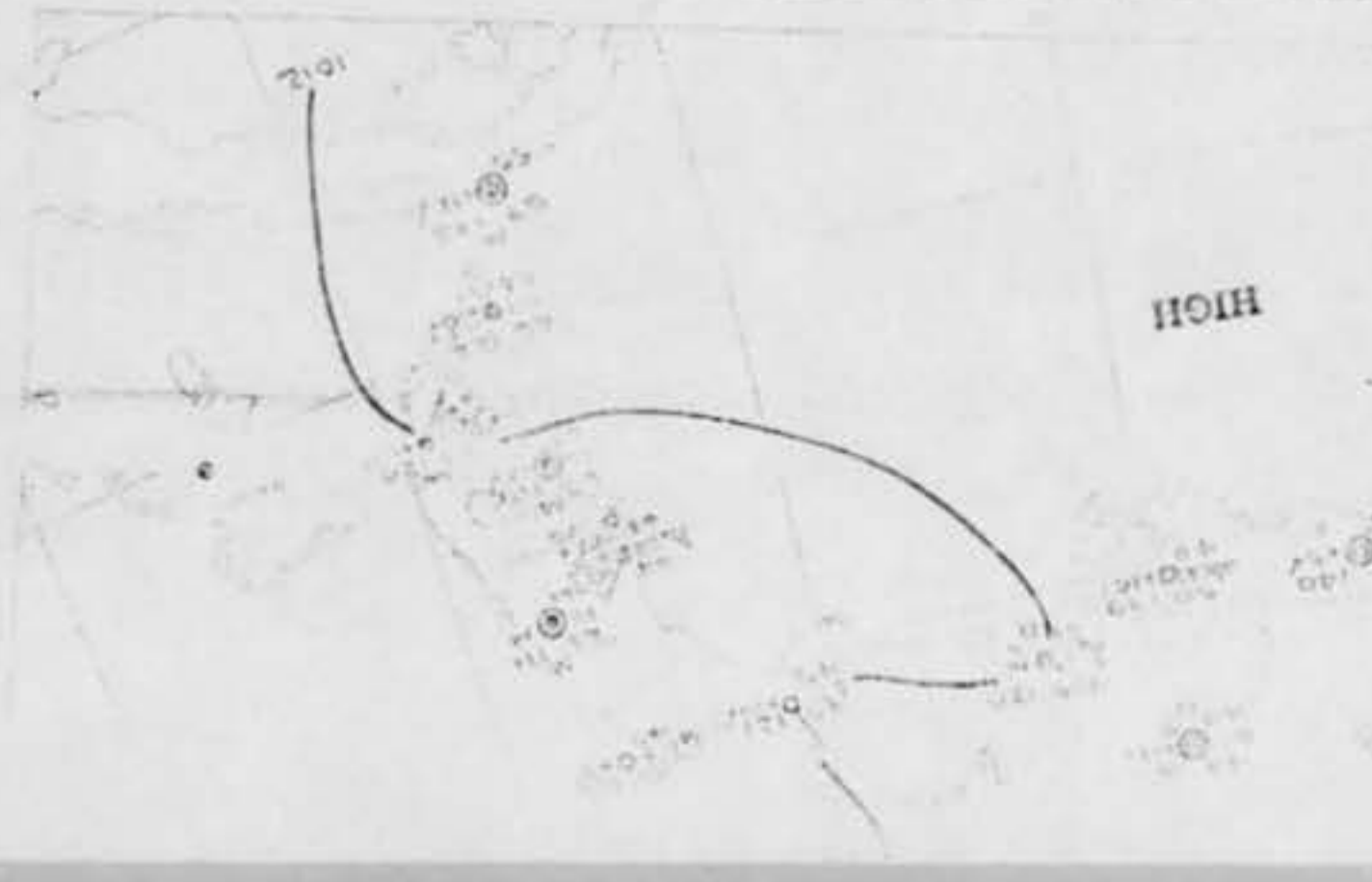
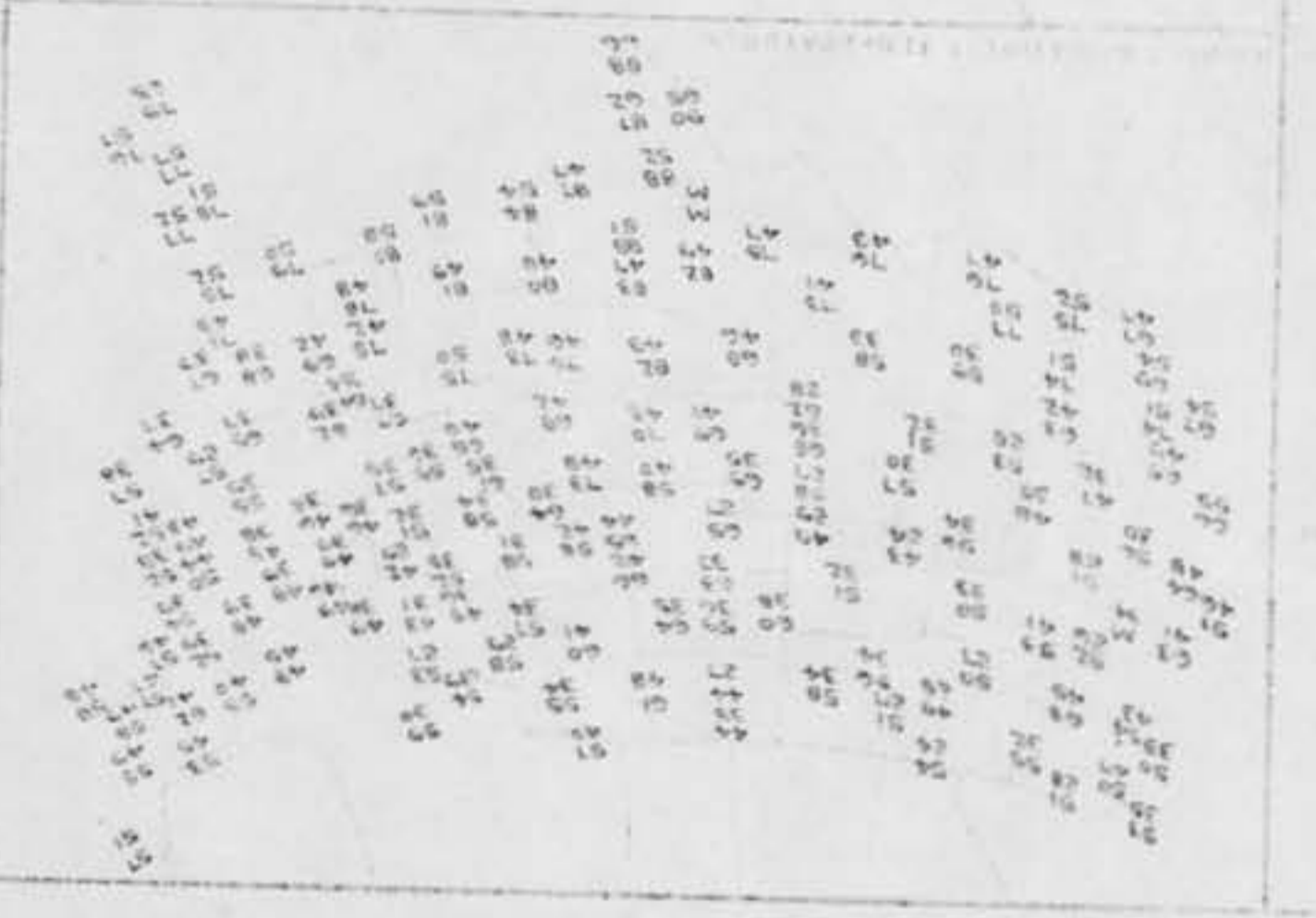
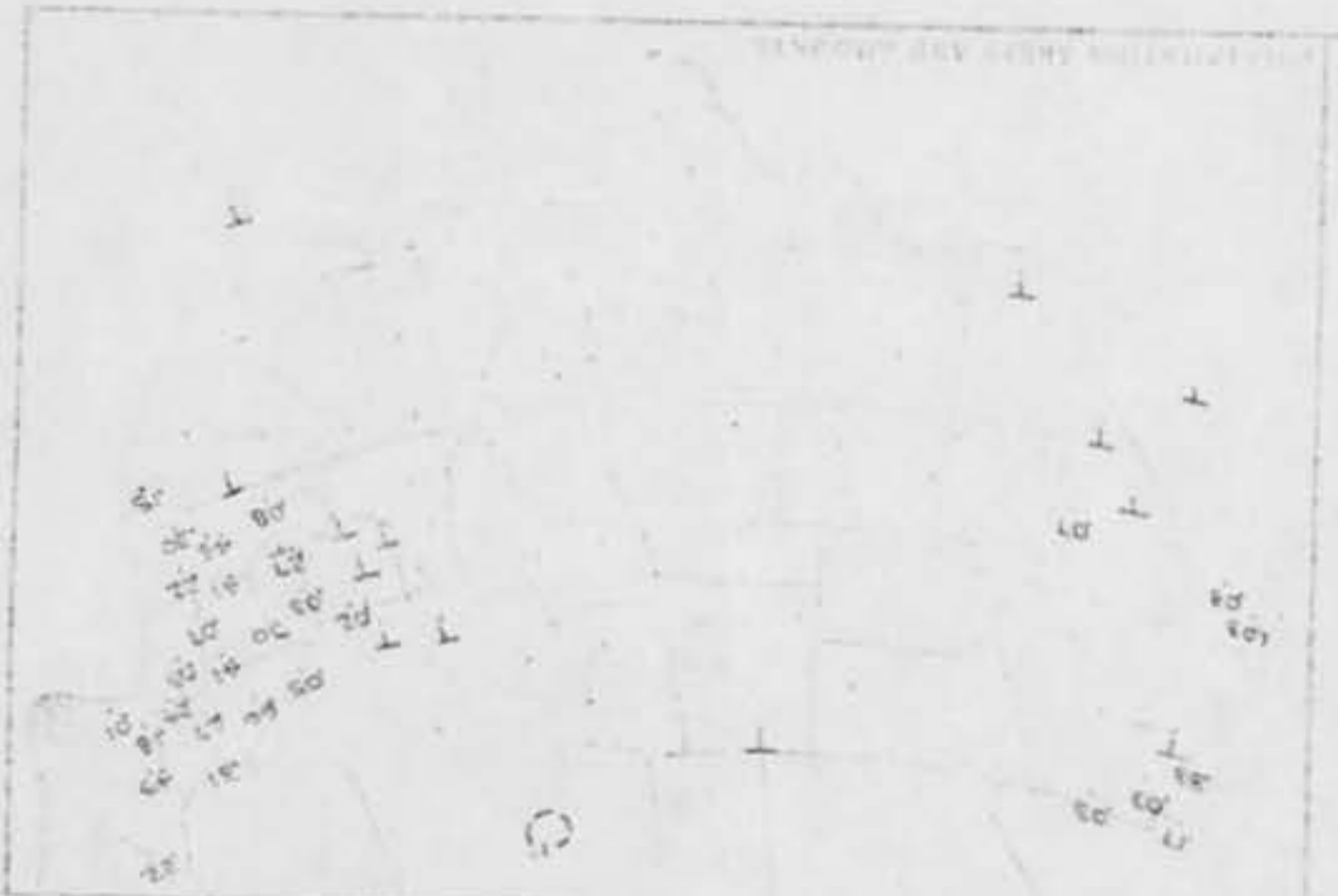
SATURDAY, NOVEMBER 8, 1969







SUNDAY, NOVEMBER 9, 1969



SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL
NUMBER 21-R253

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, 1AW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

1912 DAY 29 MONTH Nov YEAR 69

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 7 MINUTES 12 A.M. P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 7 MINUTES 12 A.M. P.M.

4. TIME/ZONE

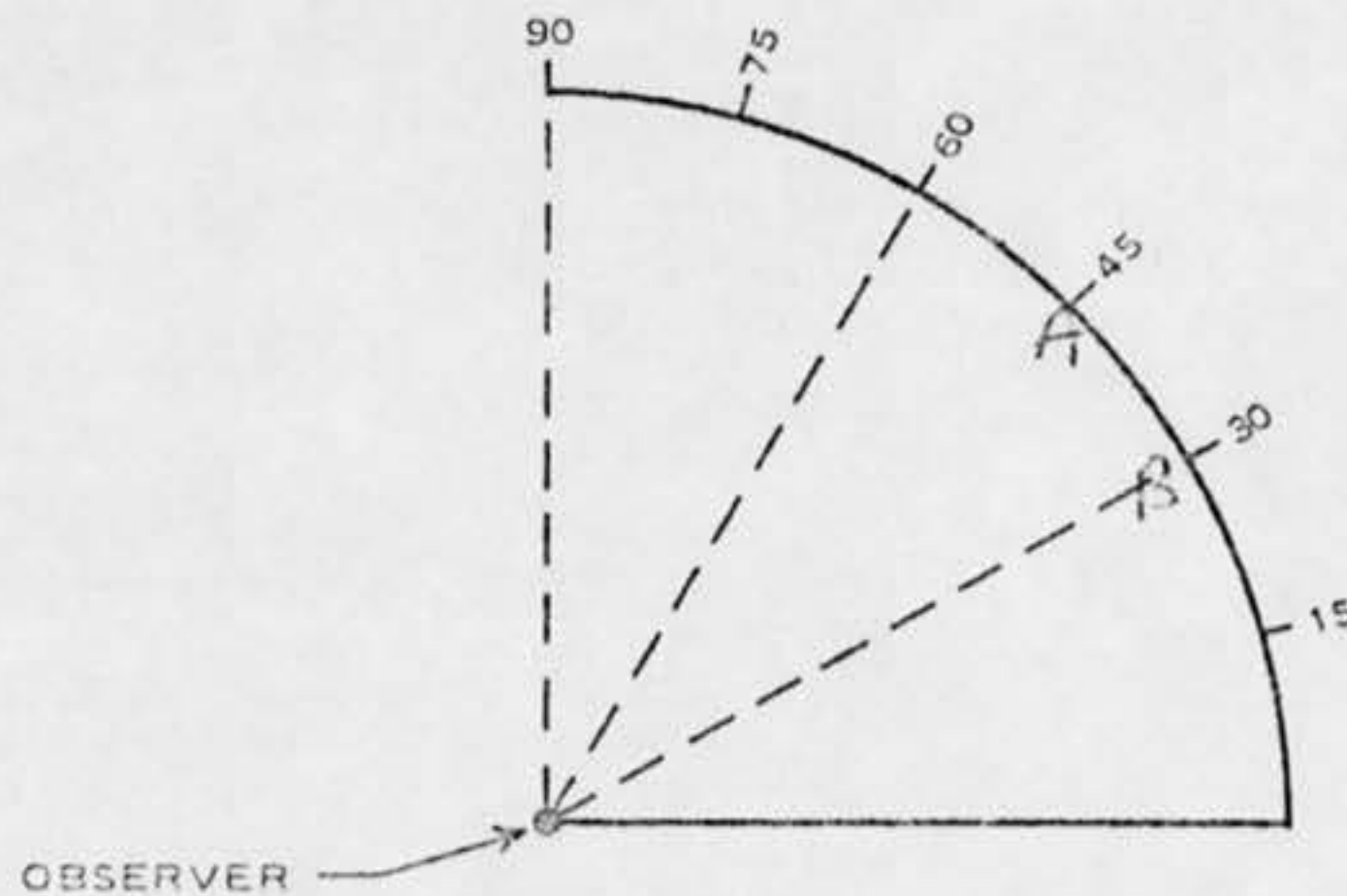
EASTERN CENTRAL MOUNTAIN PACIFIC OTHER

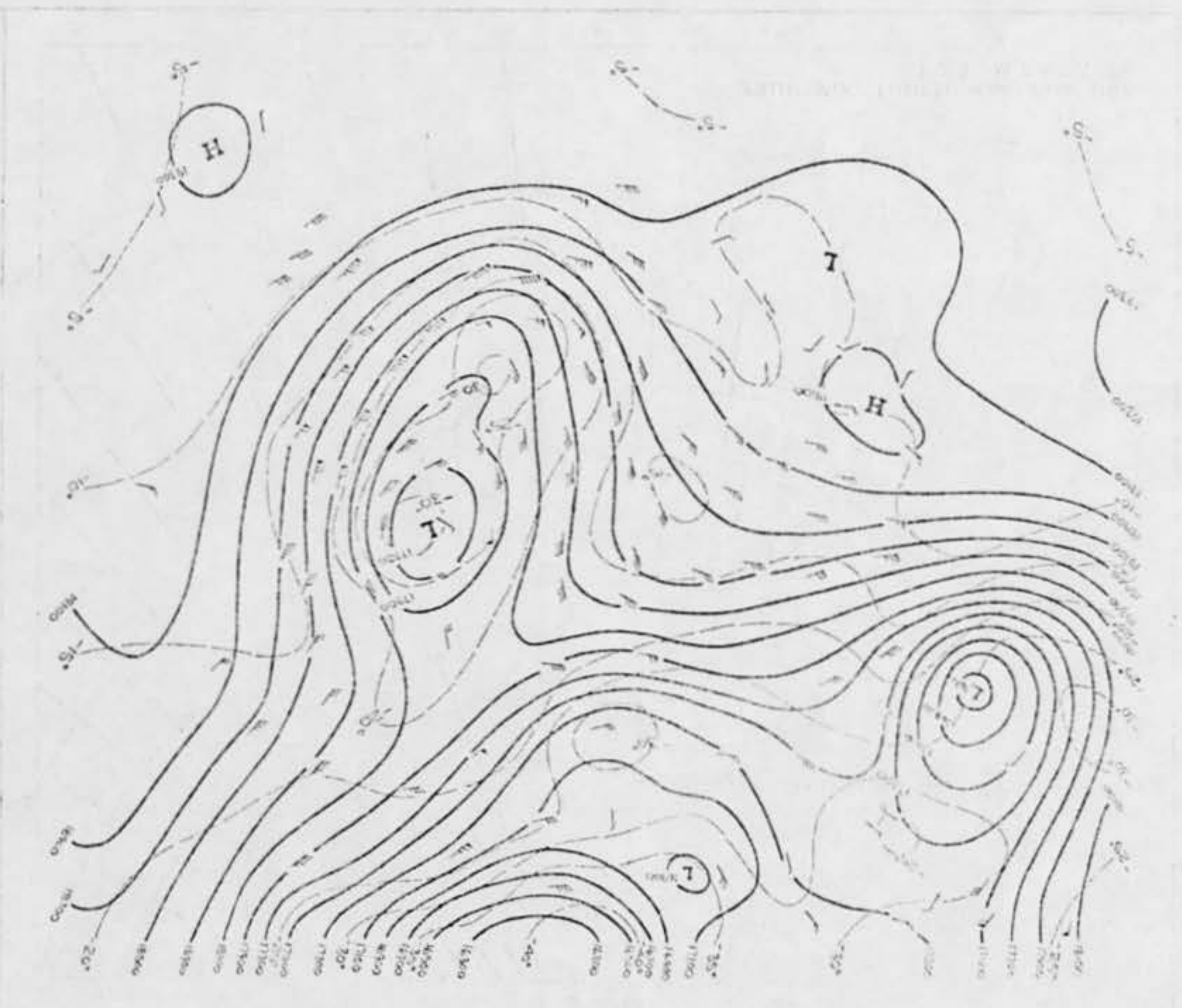
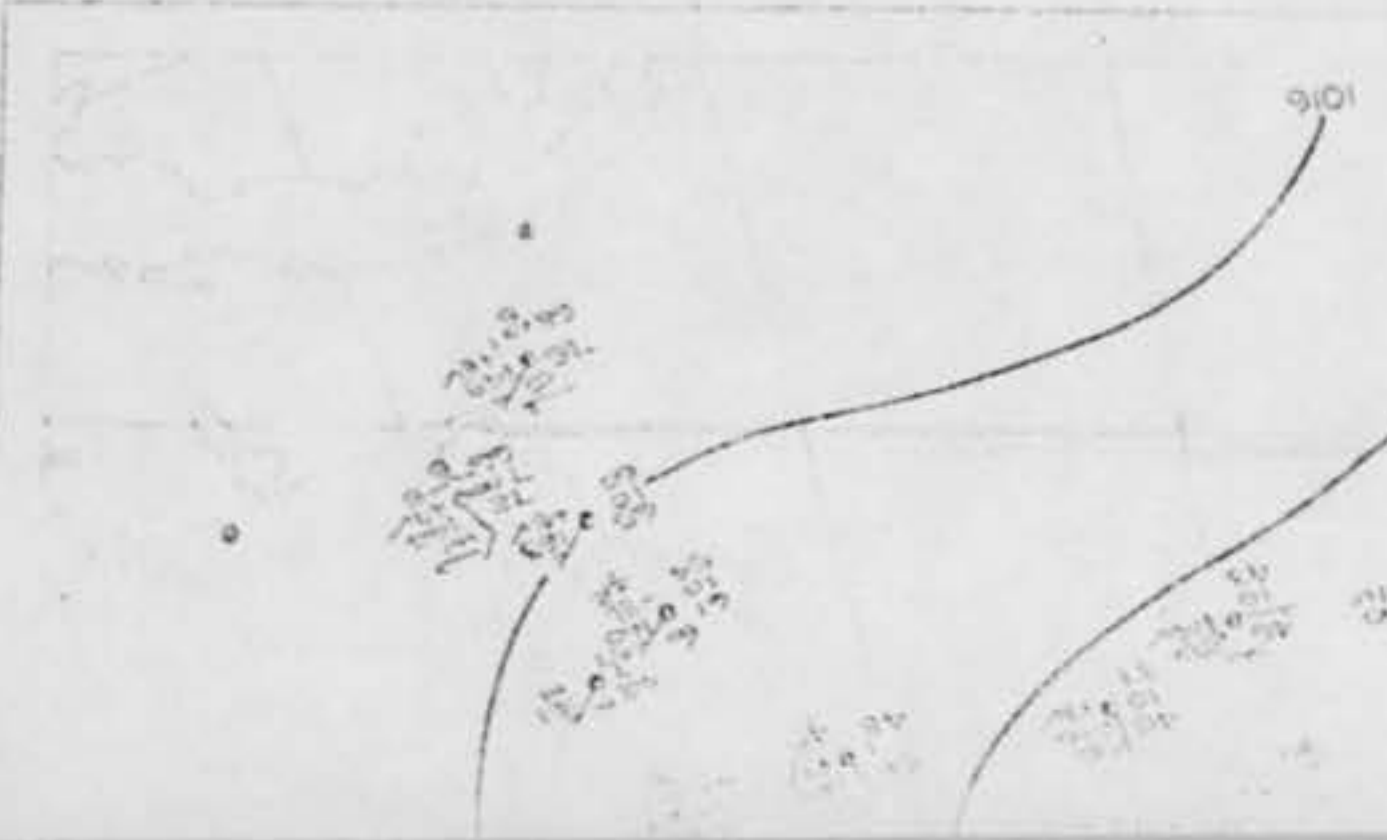
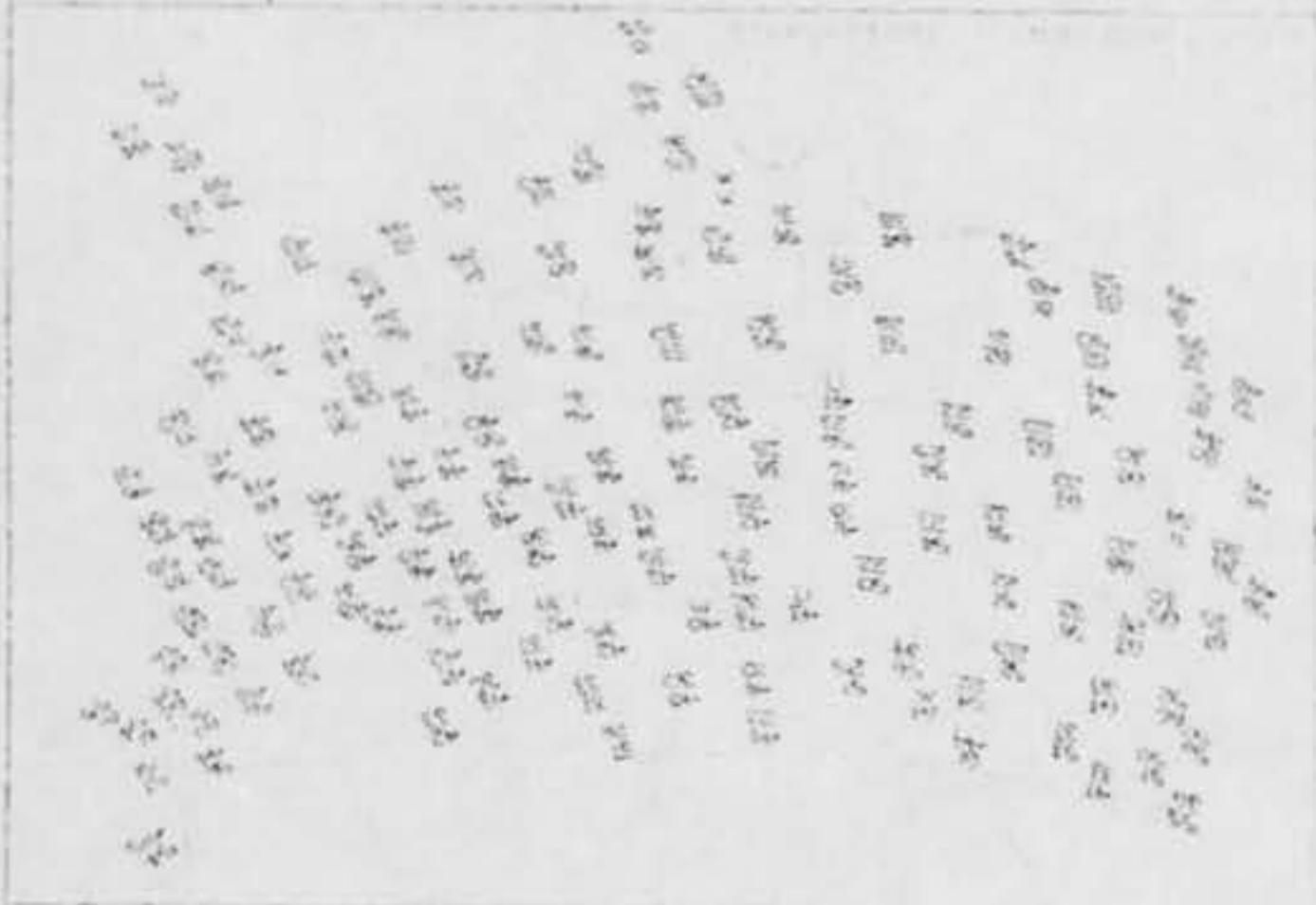
DAYLIGHT SAVINGS STANDARD

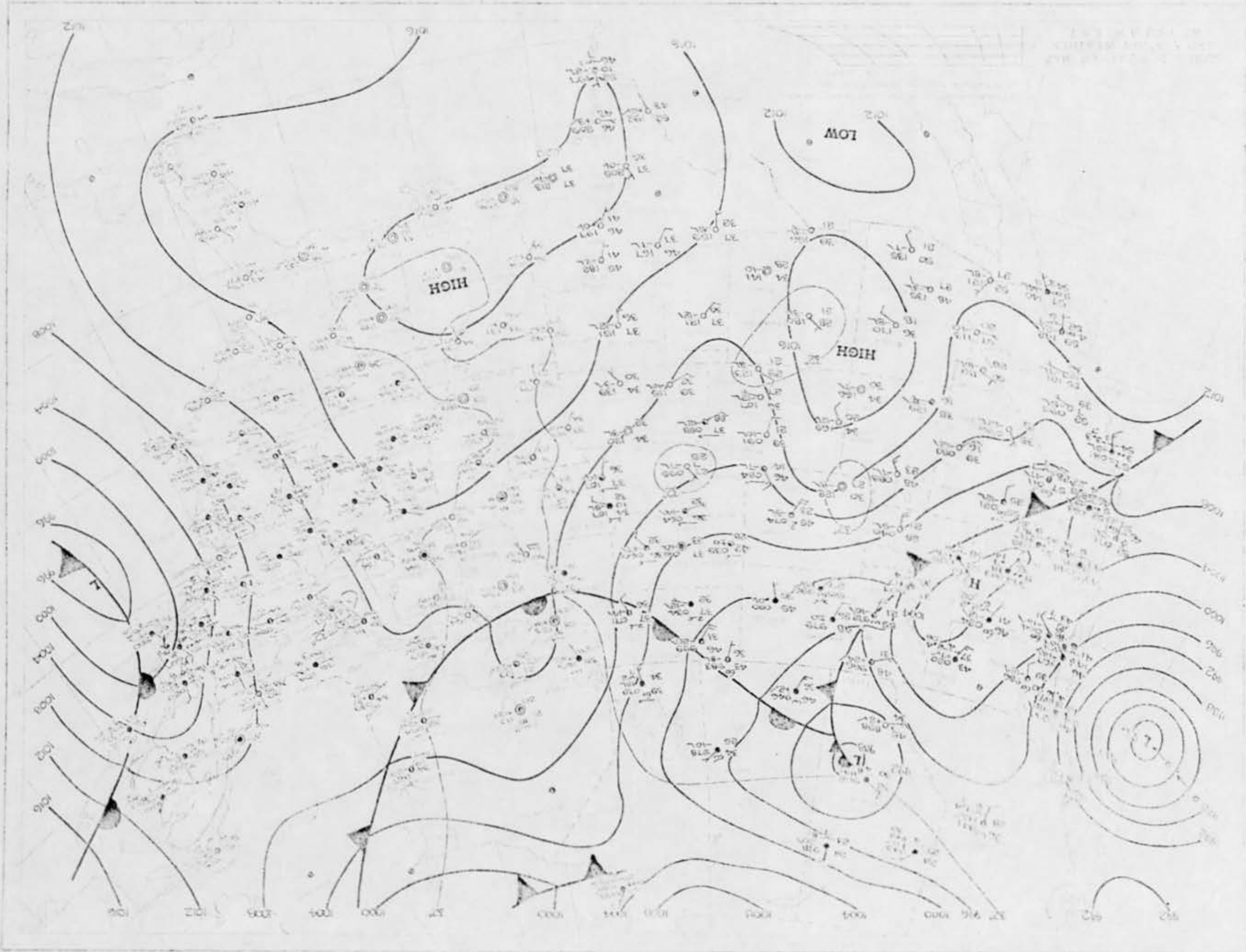
5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

~~_____ road~~
~~_____~~
~~_____~~

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.





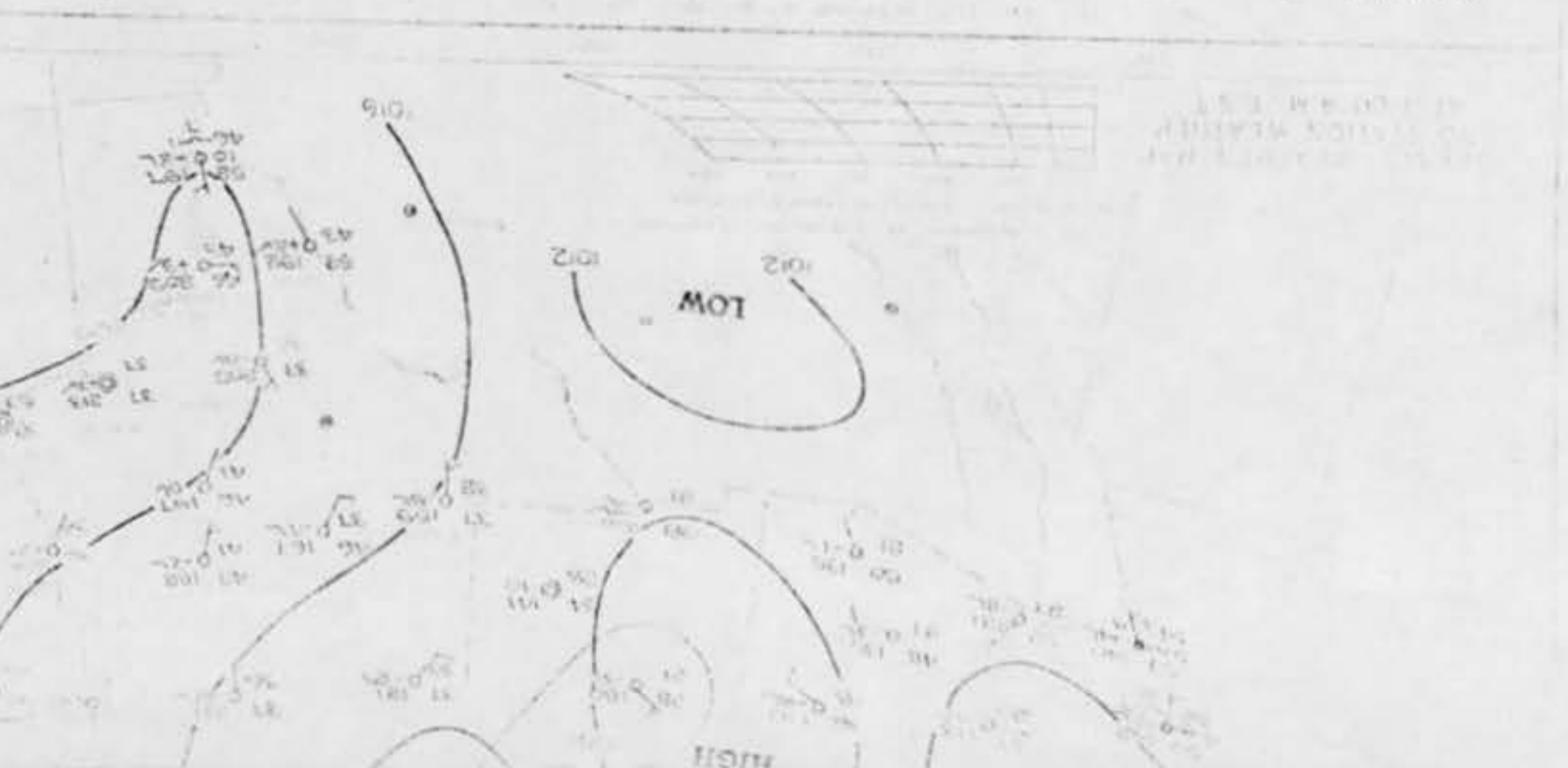
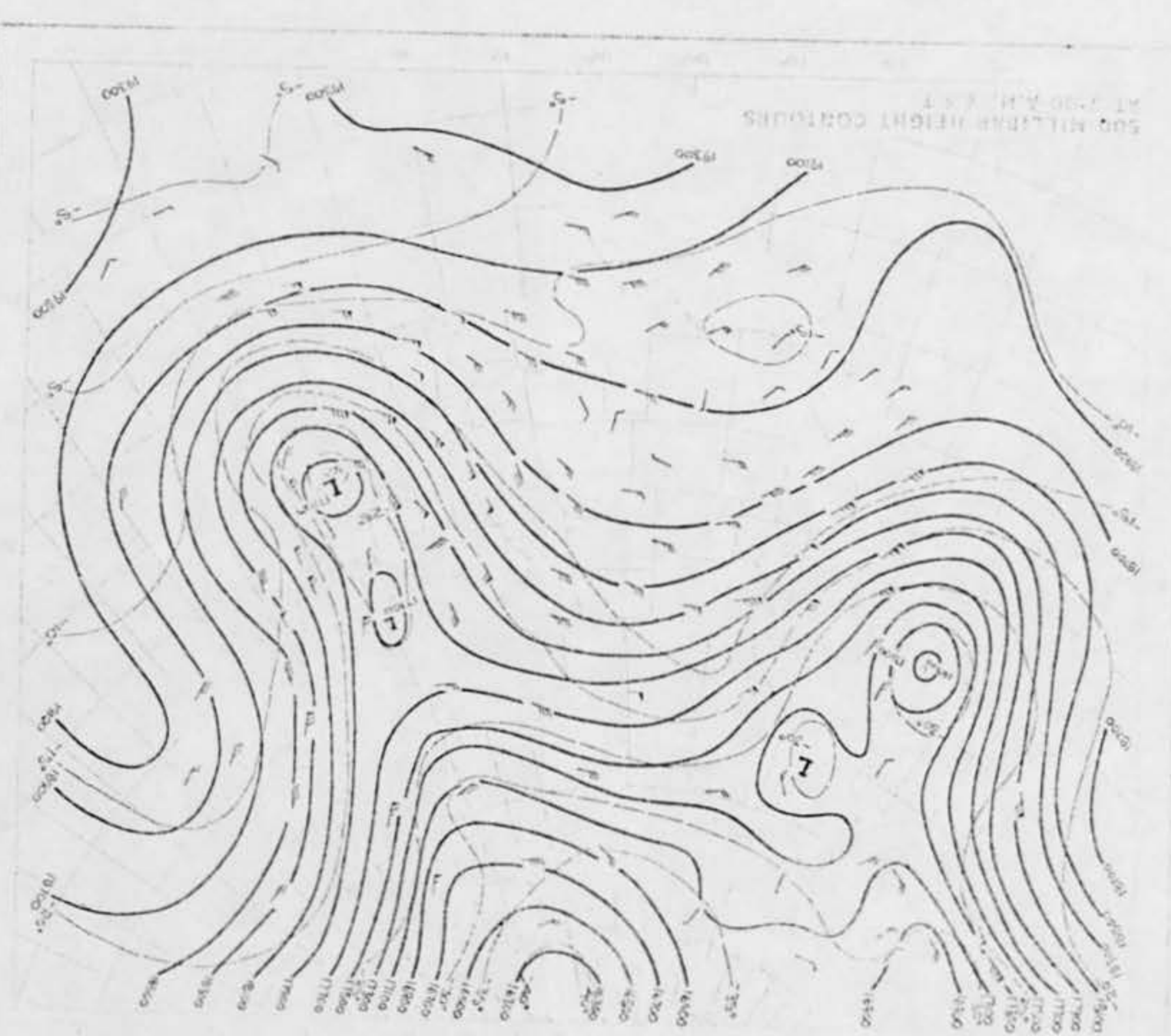
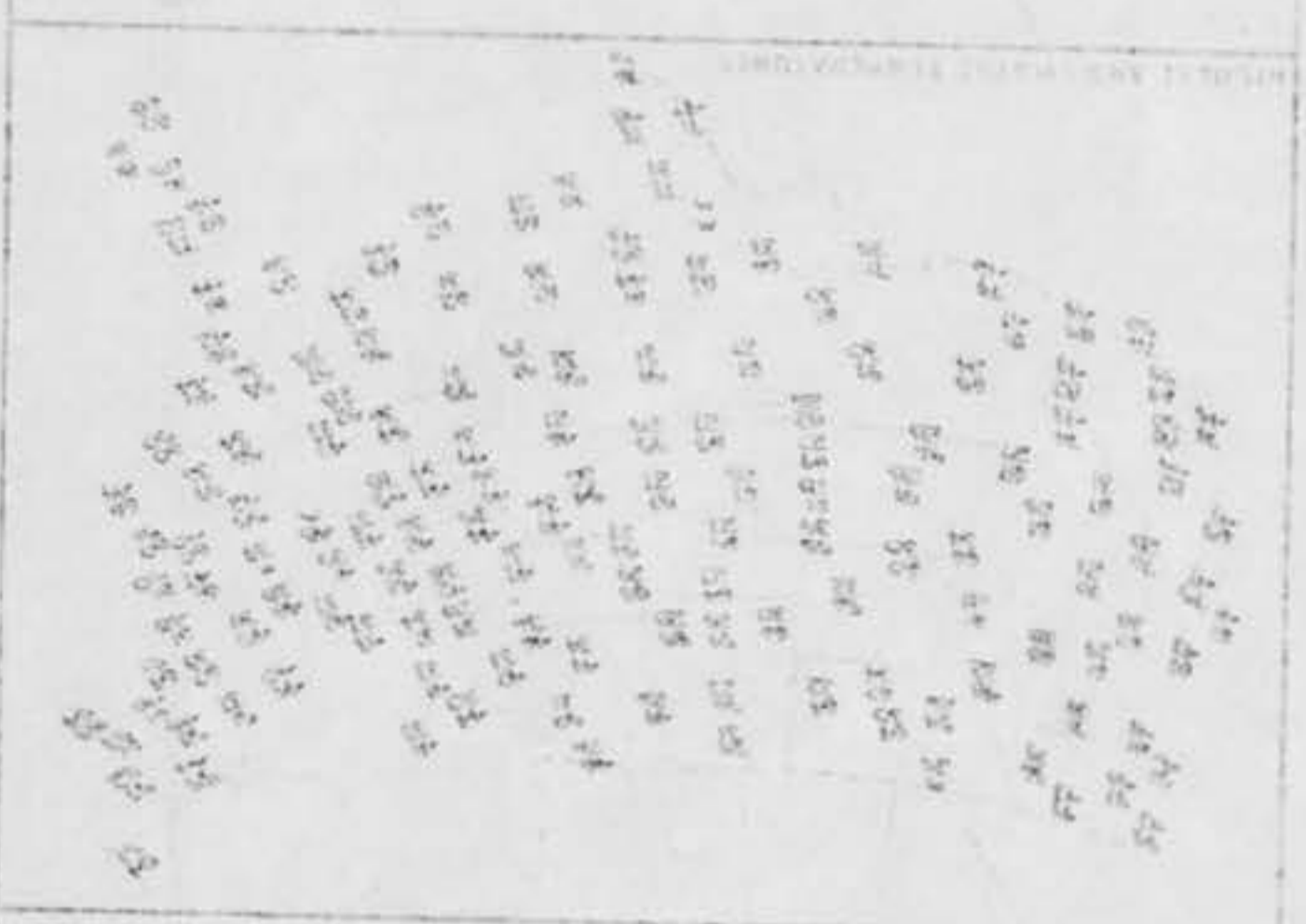


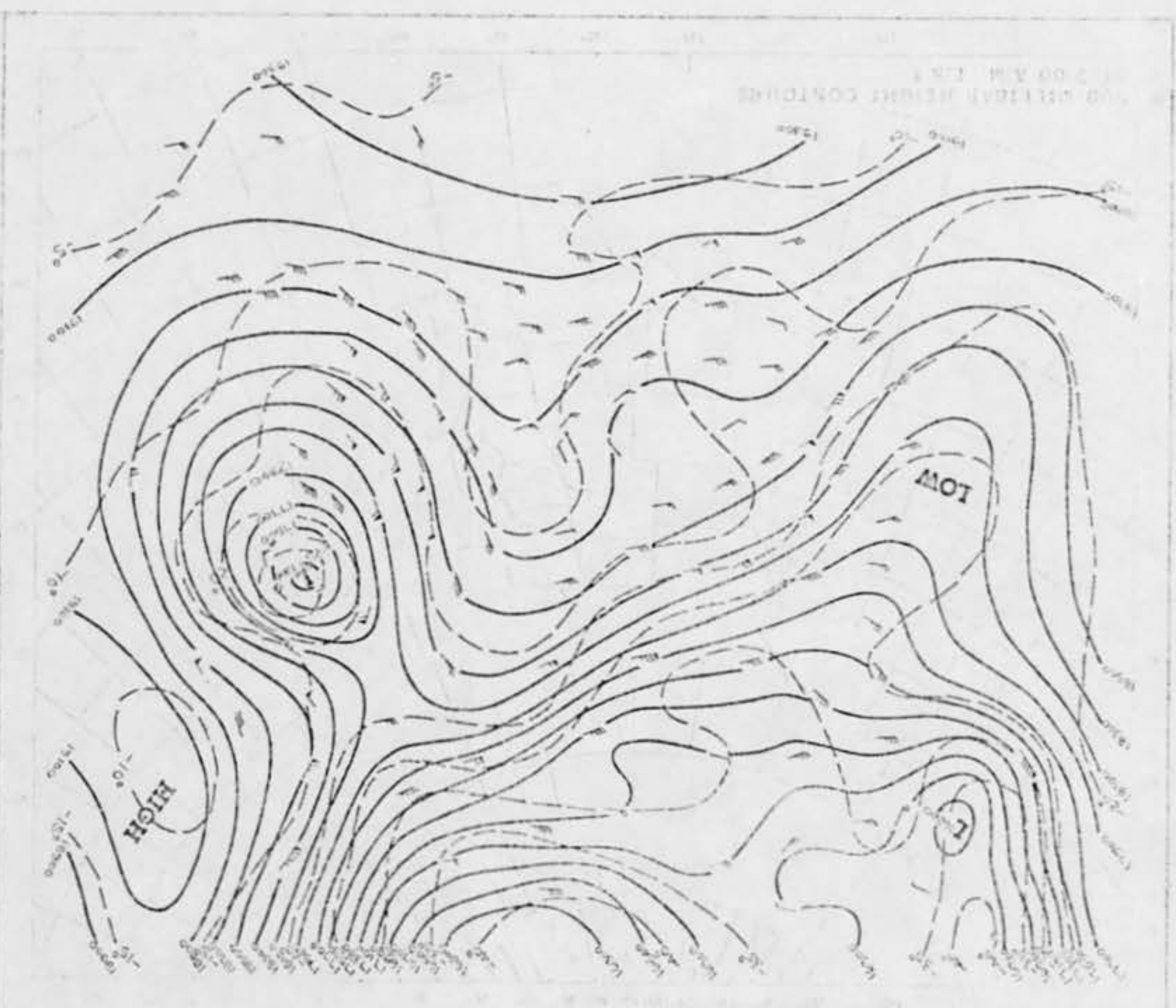
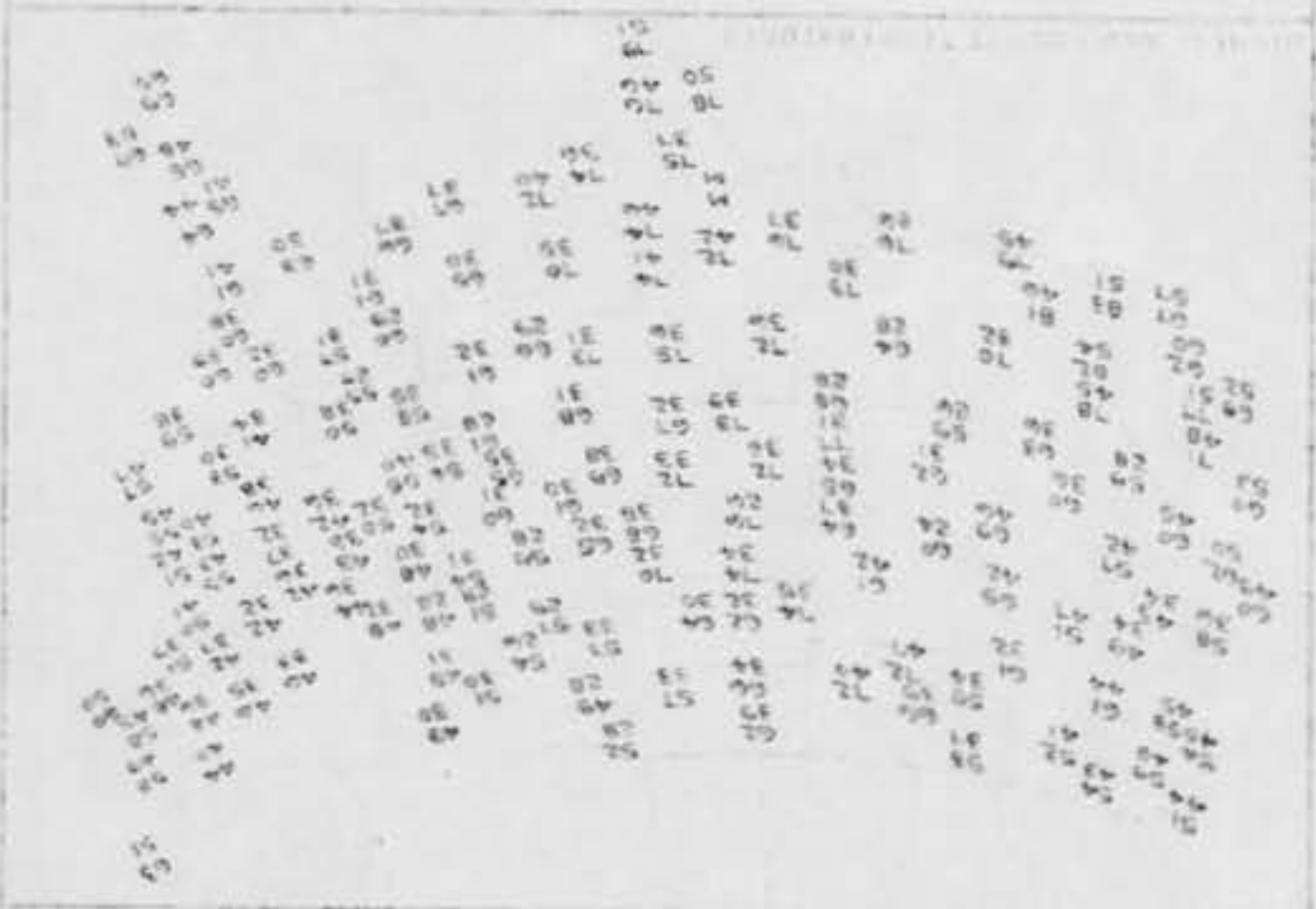
WEDNESDAY, NOVEMBER 5, 1969

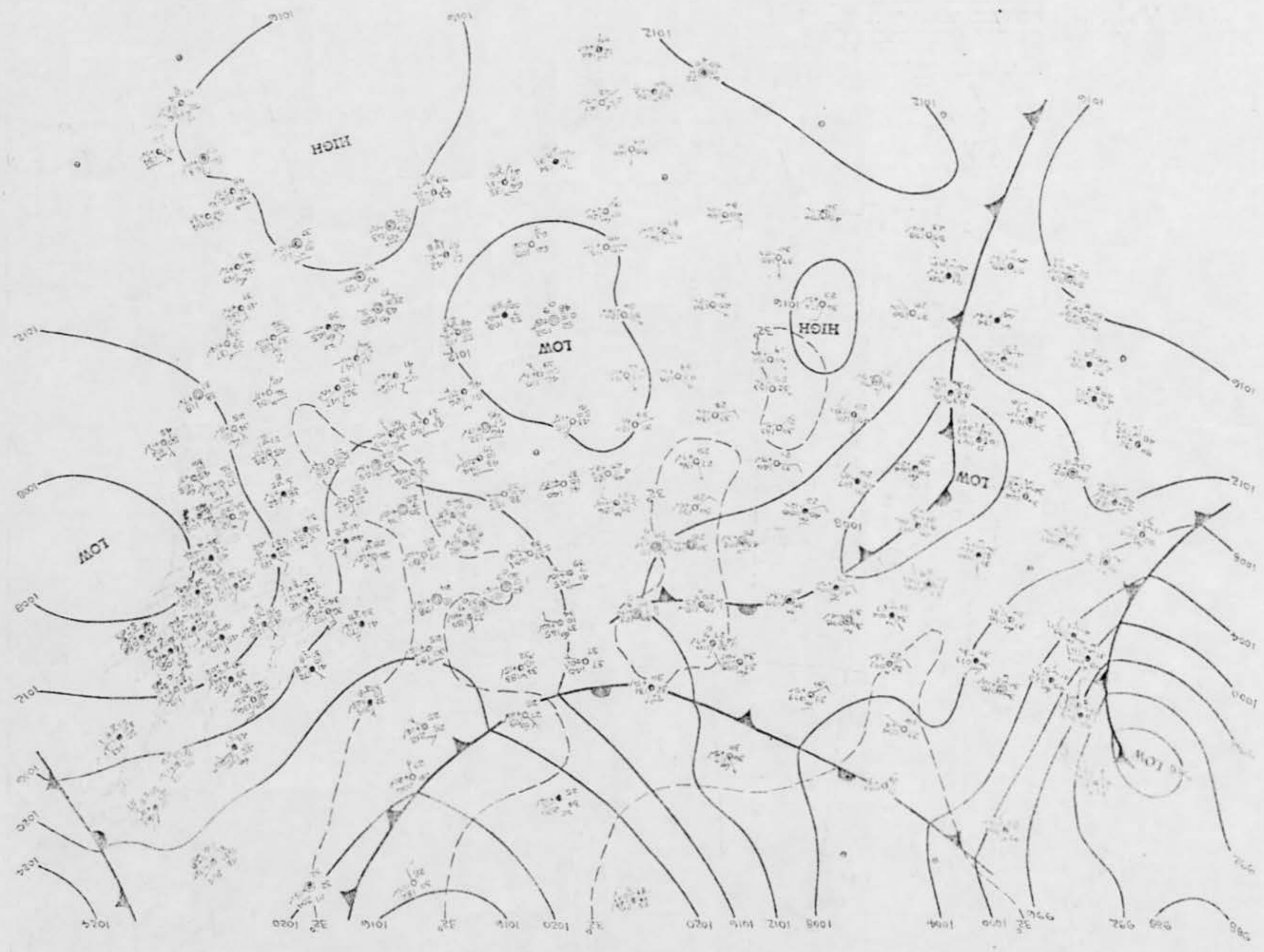
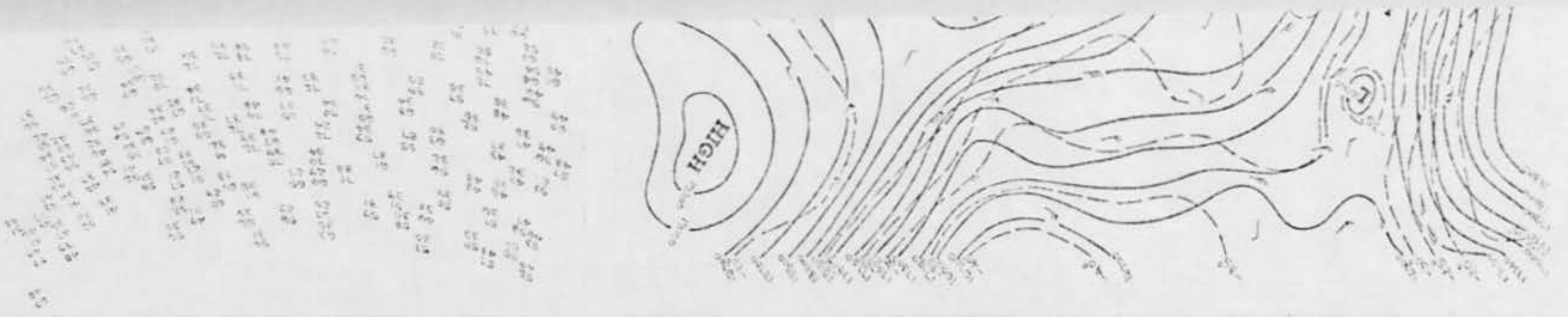
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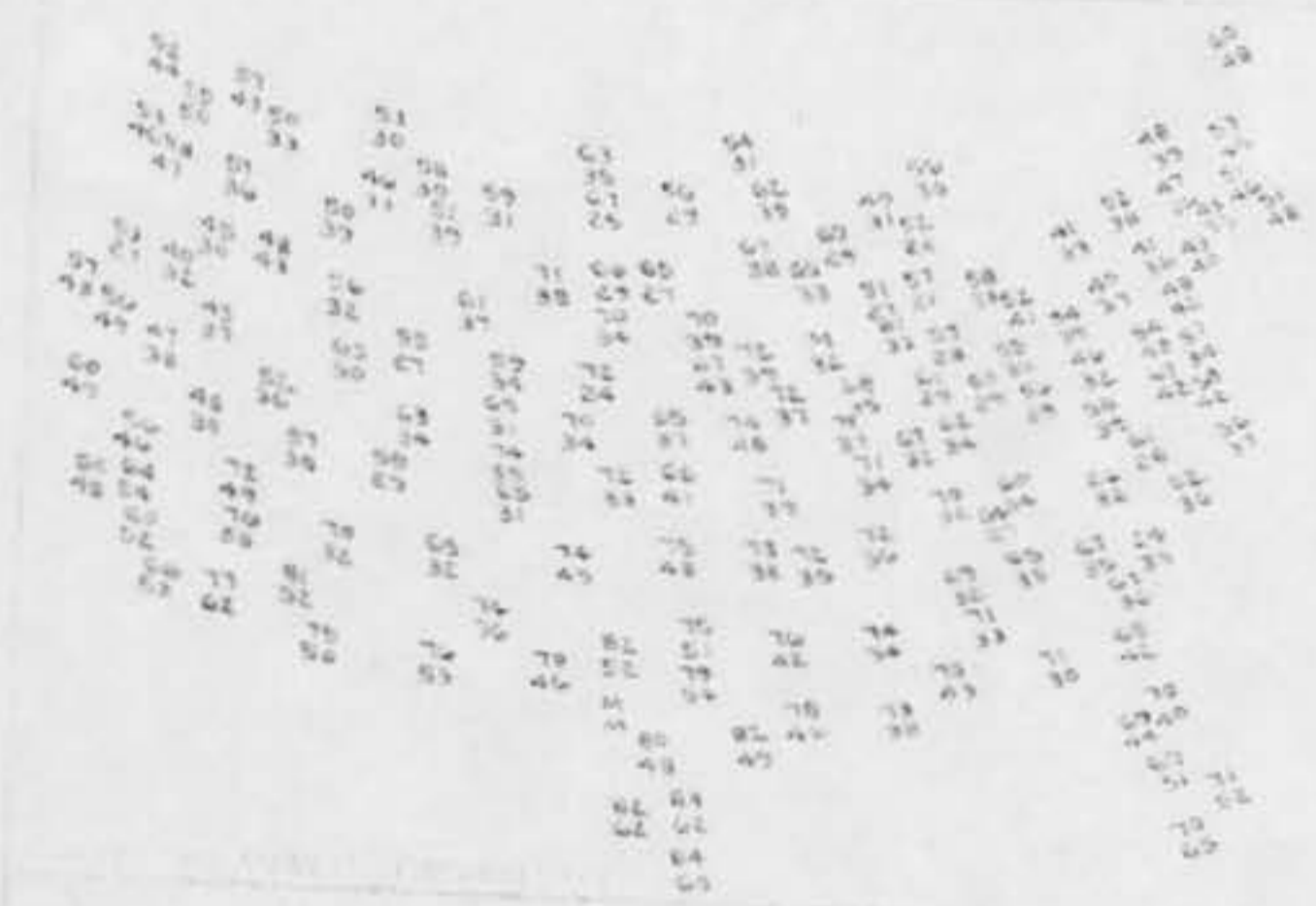
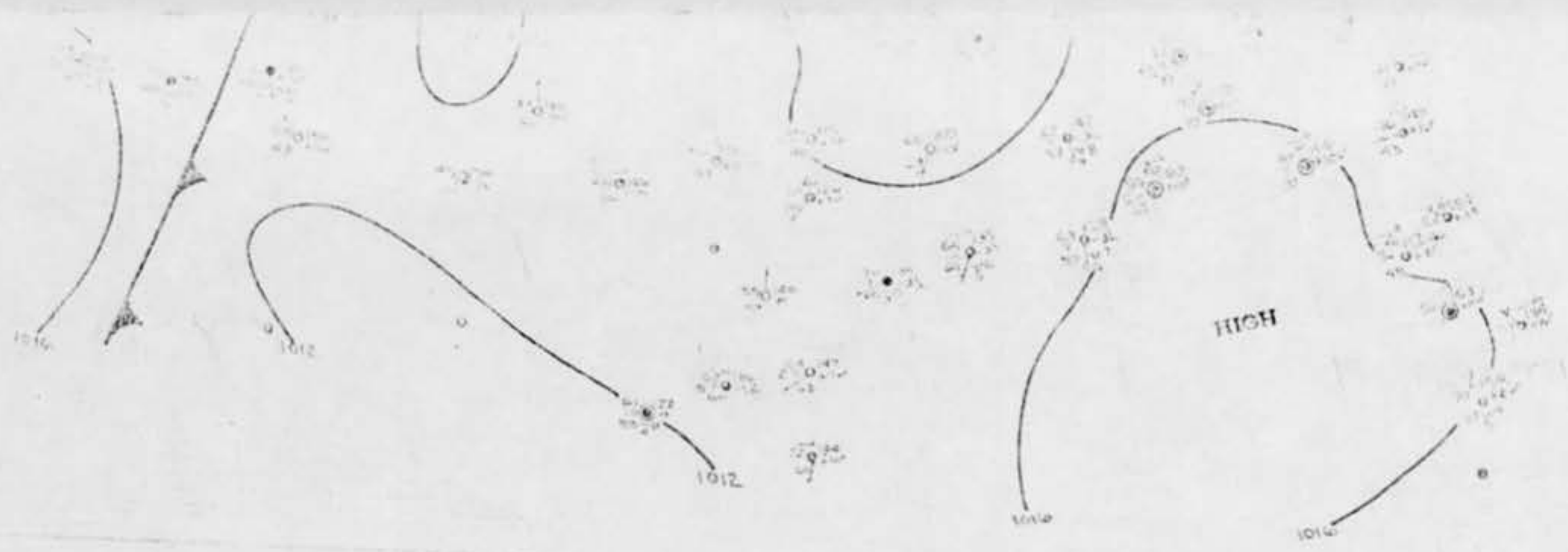
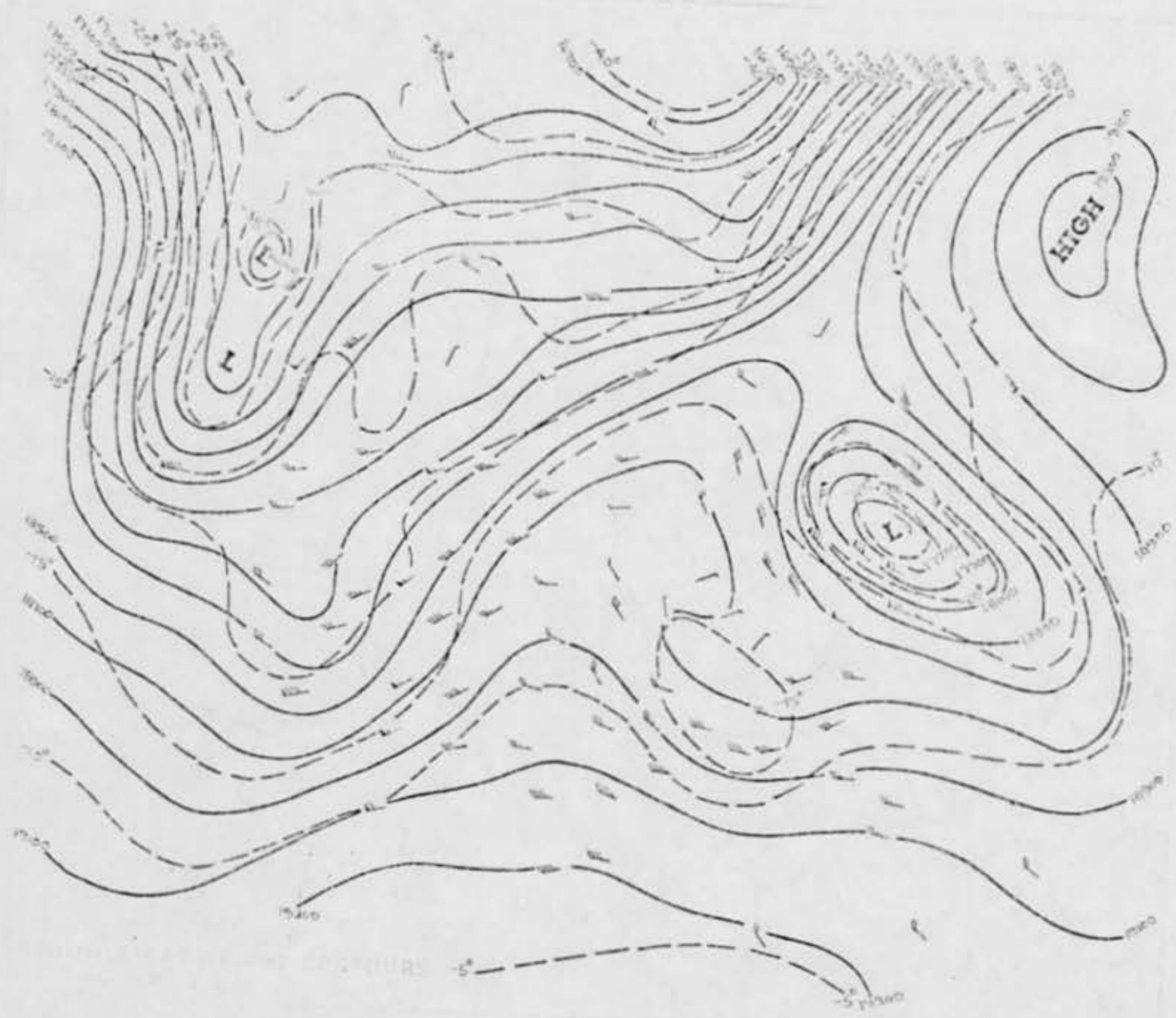


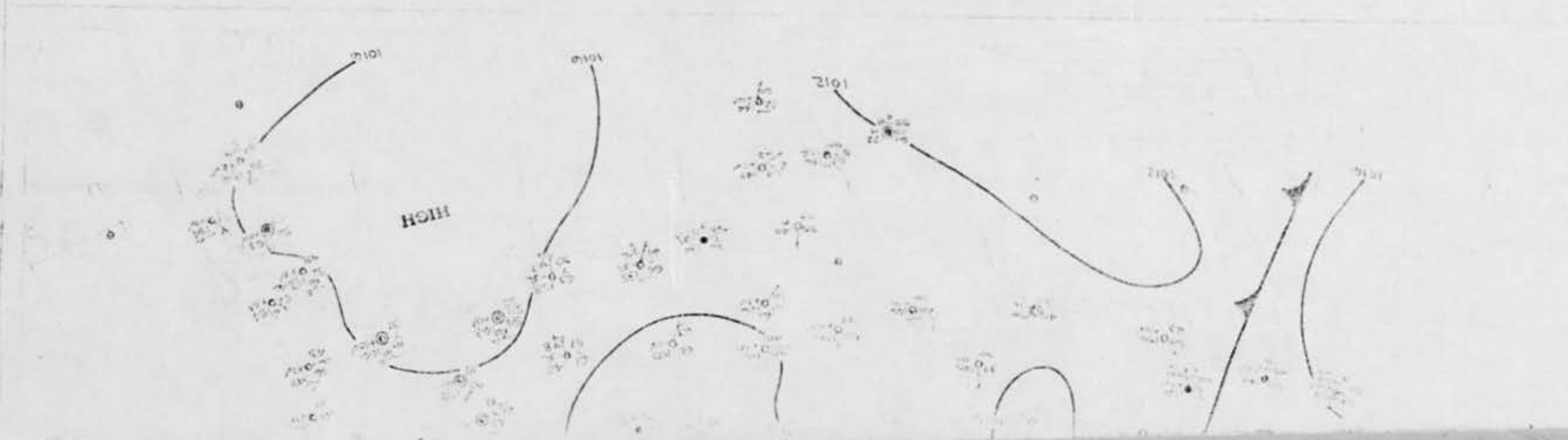
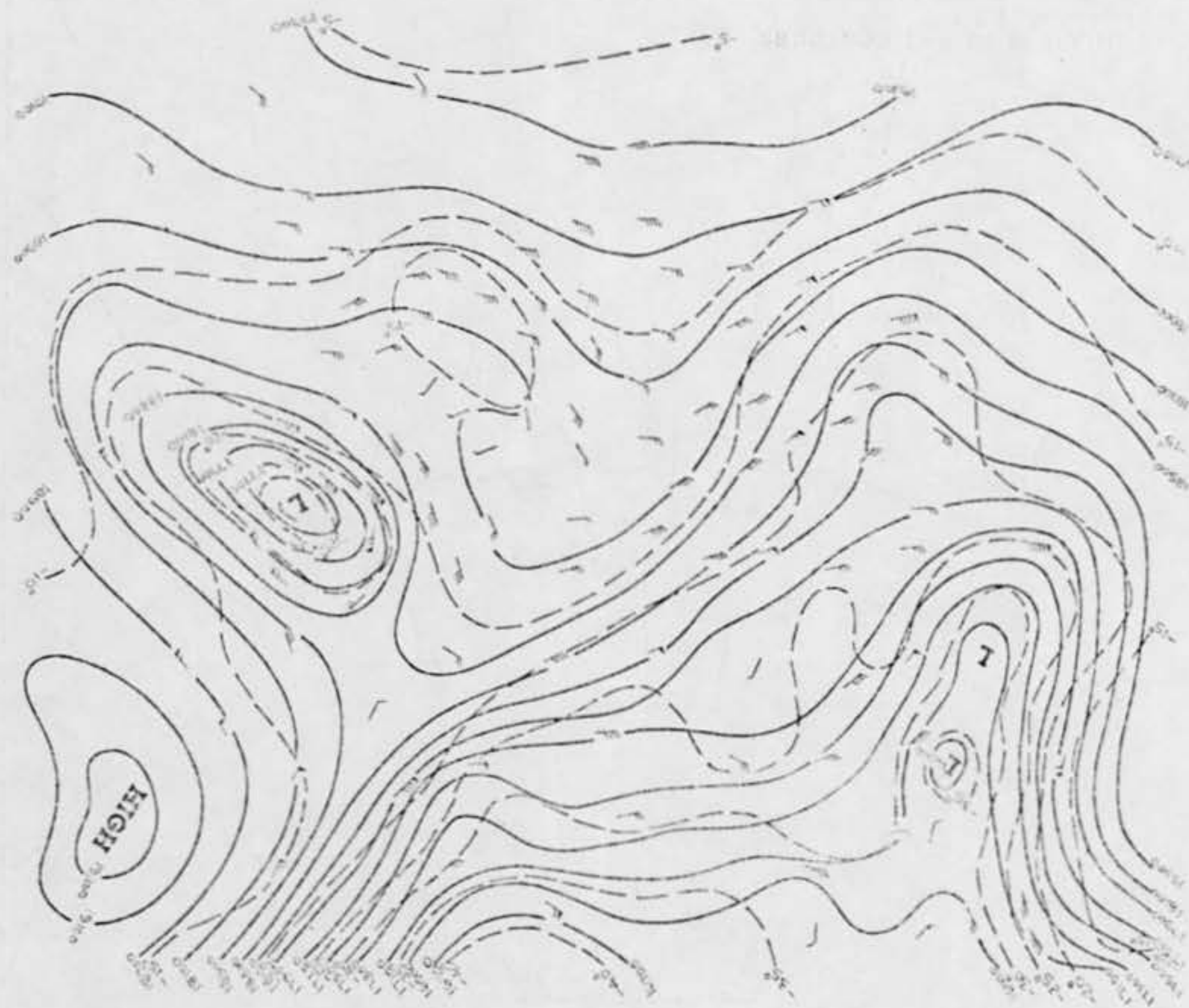
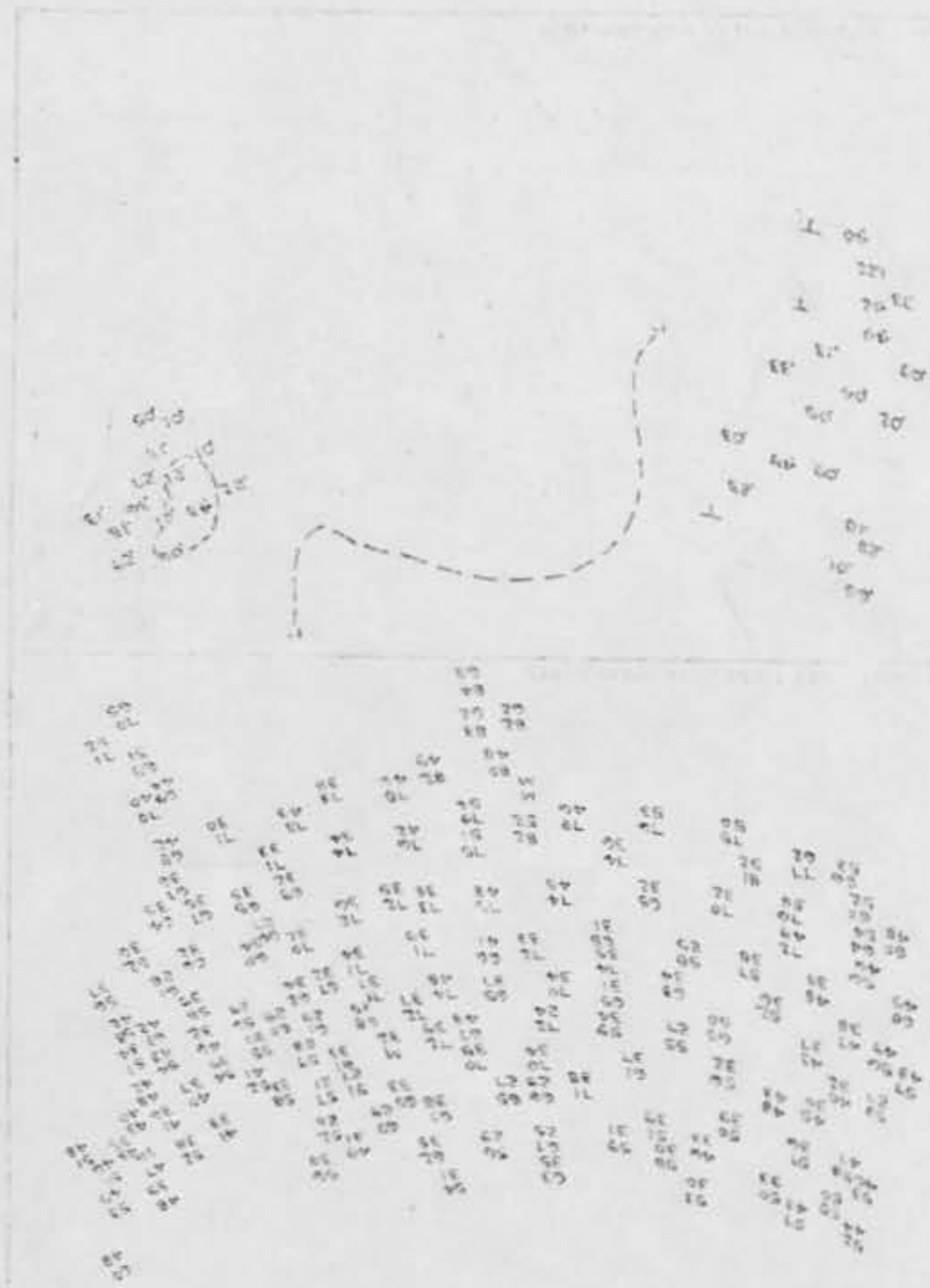




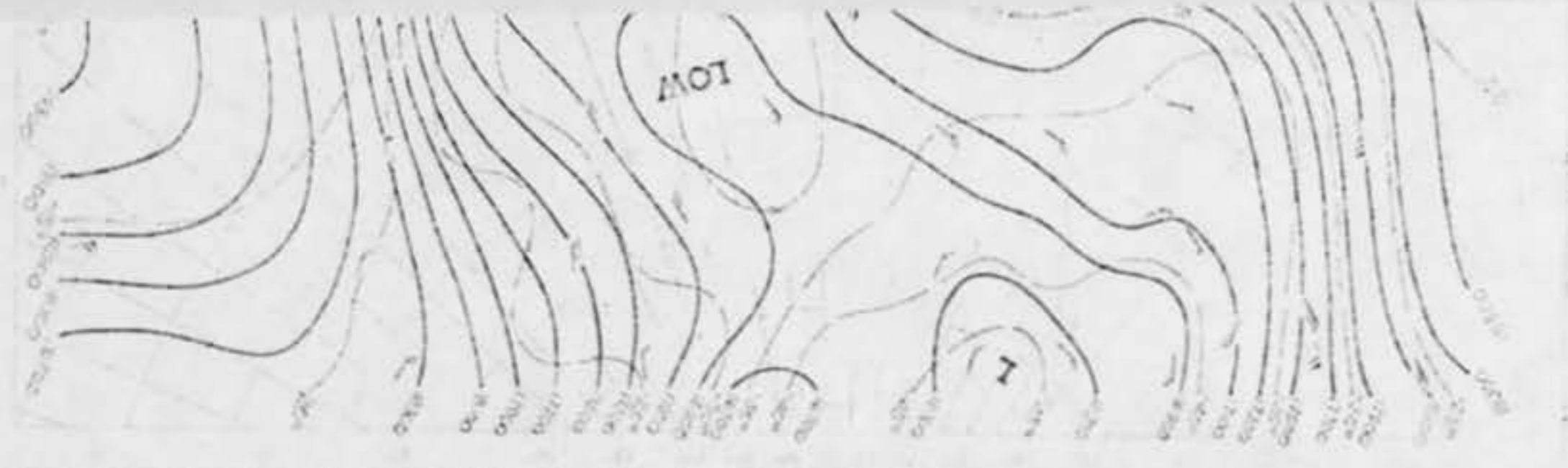
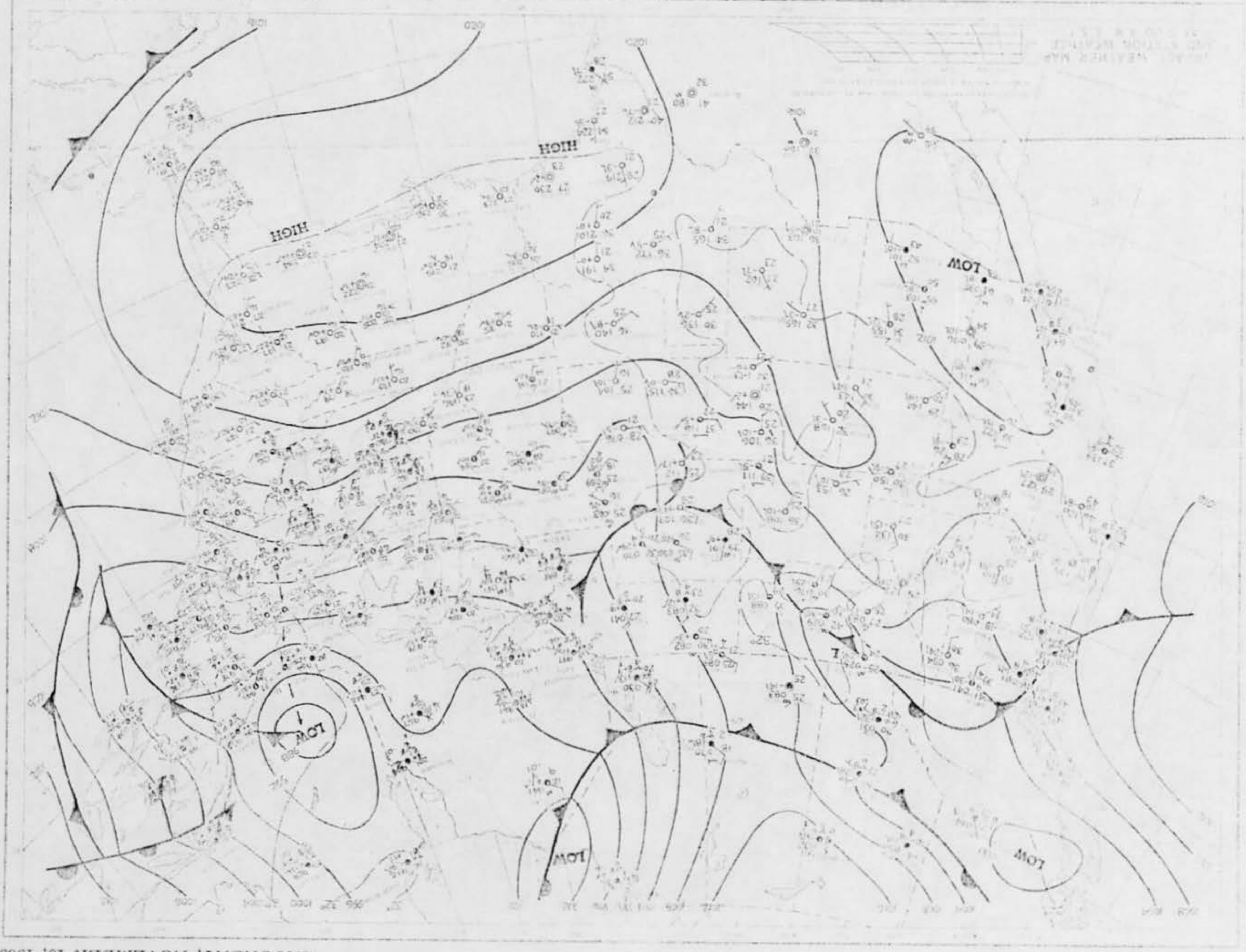


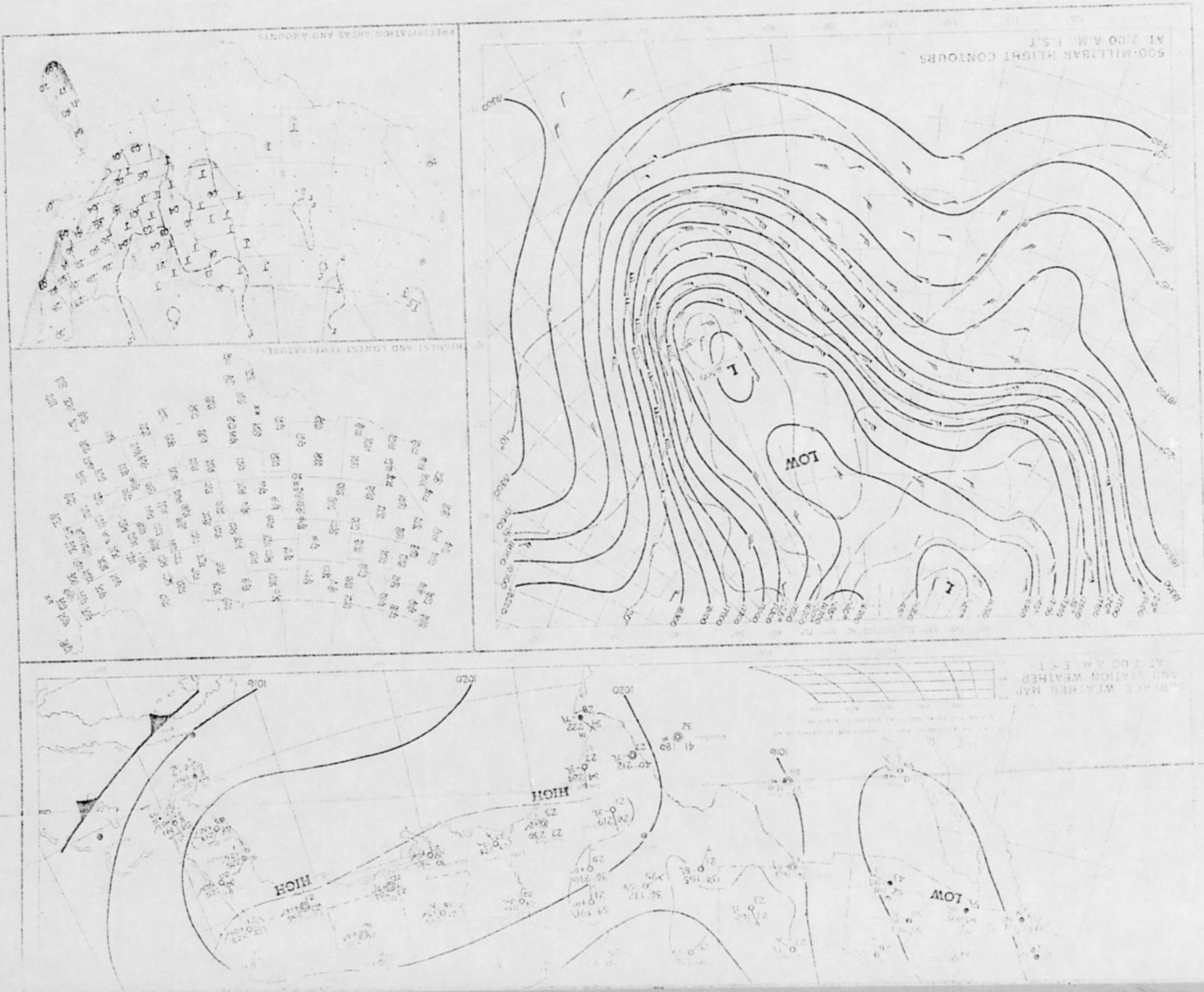
FRIDAY, NOVEMBER 7, 1969



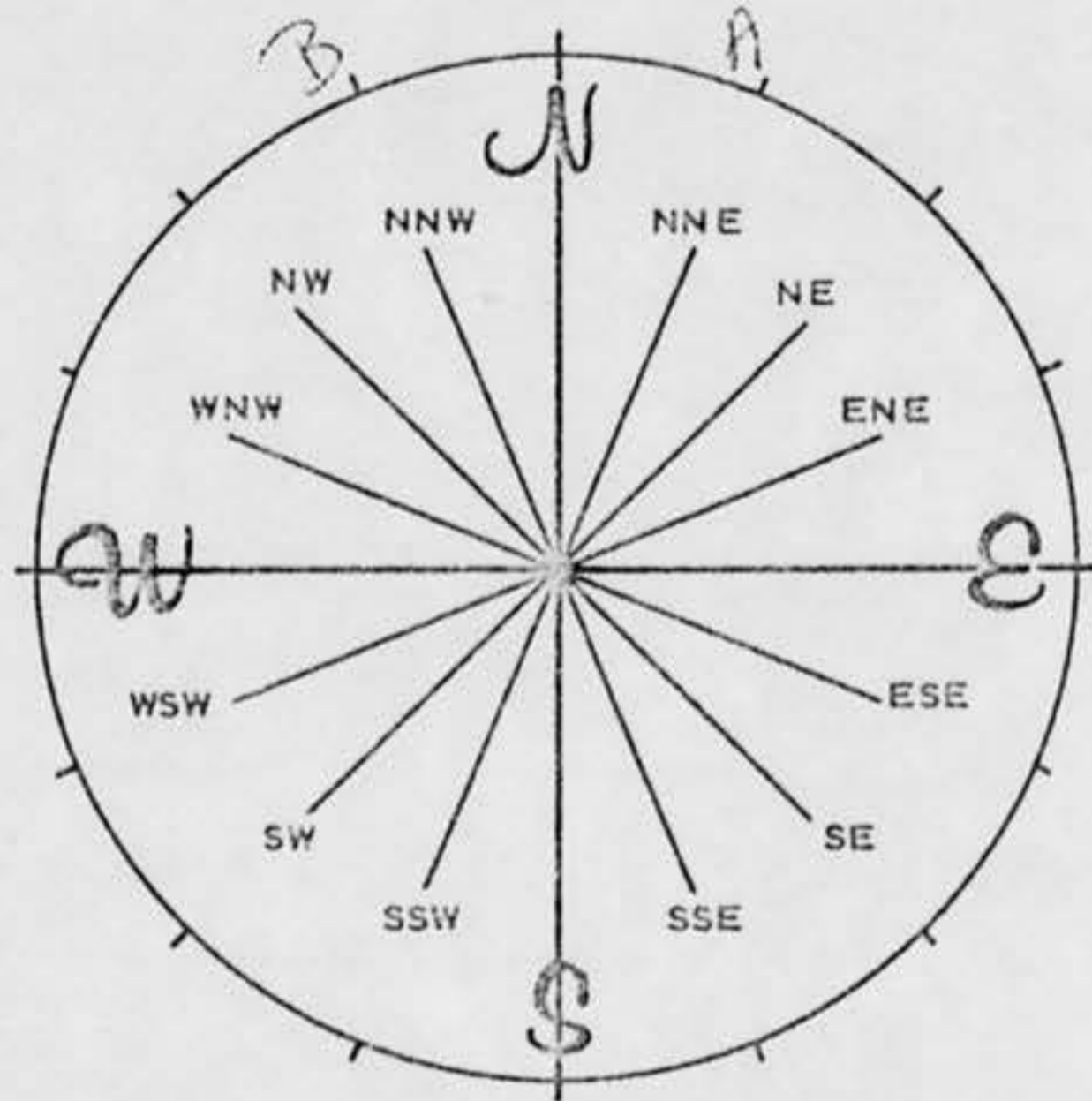


SATURDAY, NOVEMBER 15, 1969

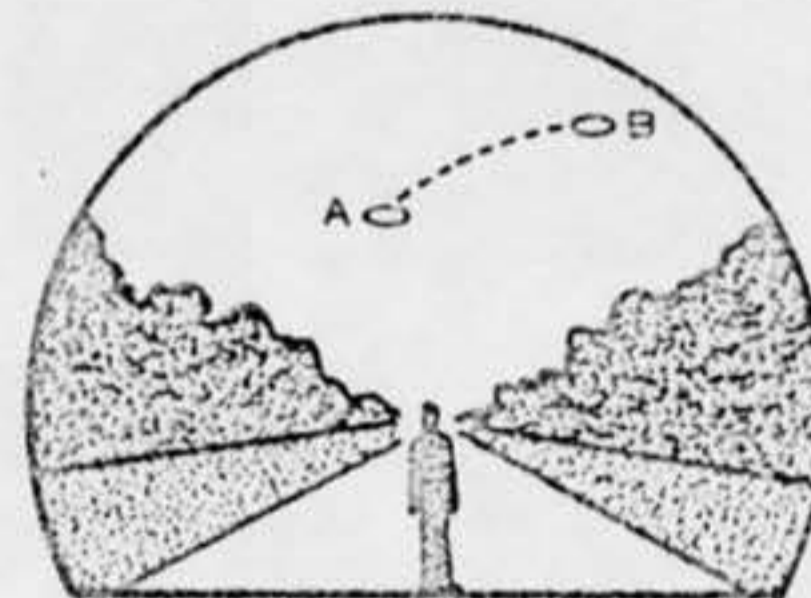
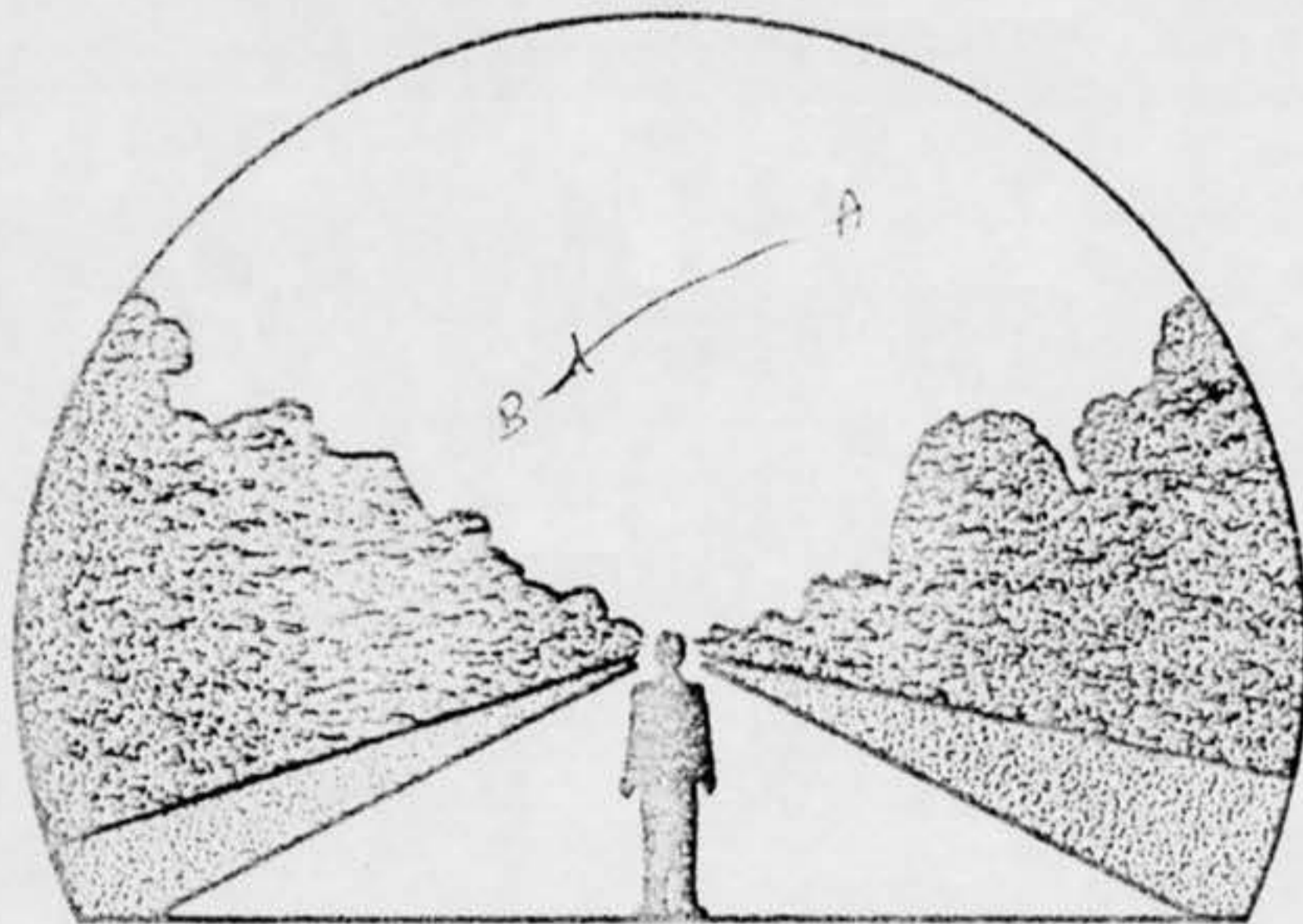




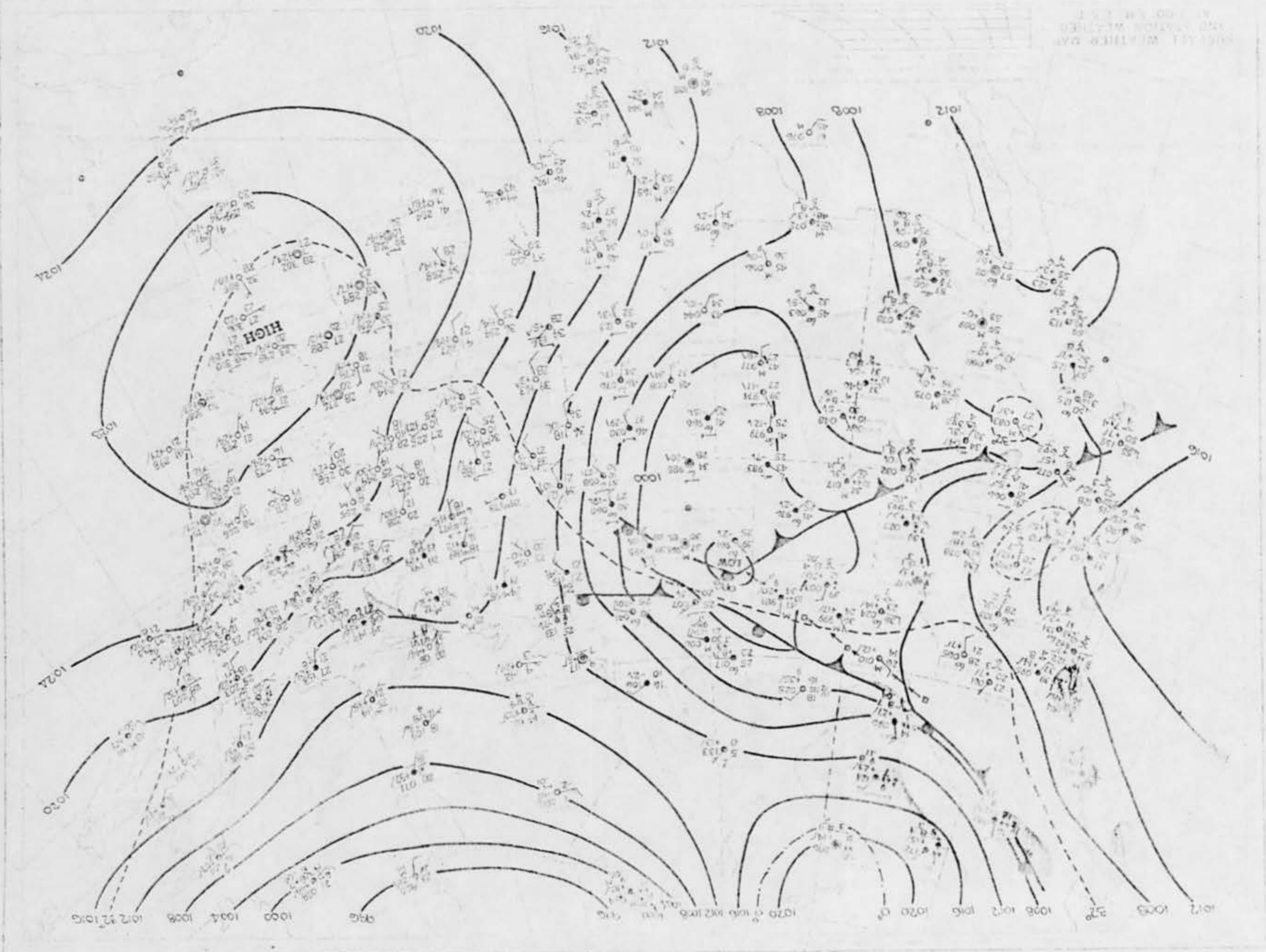
6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



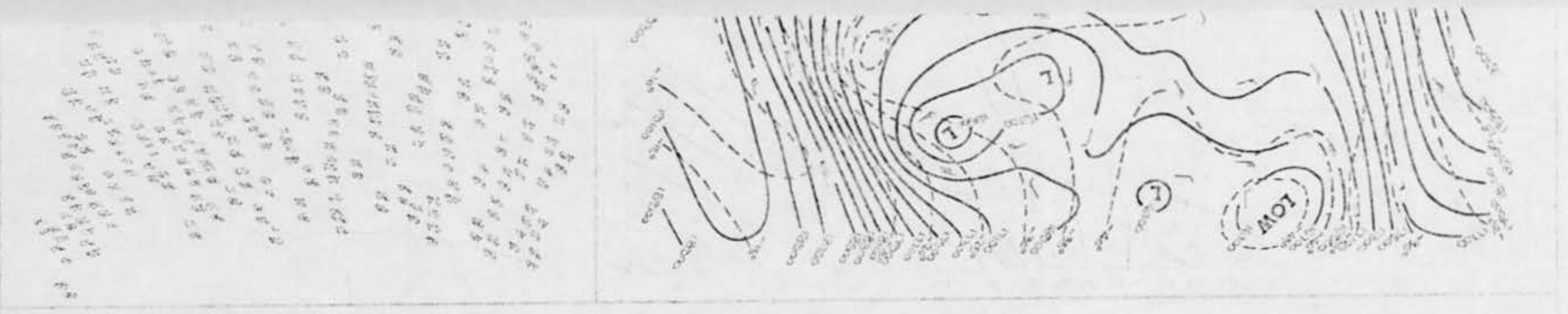
7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.

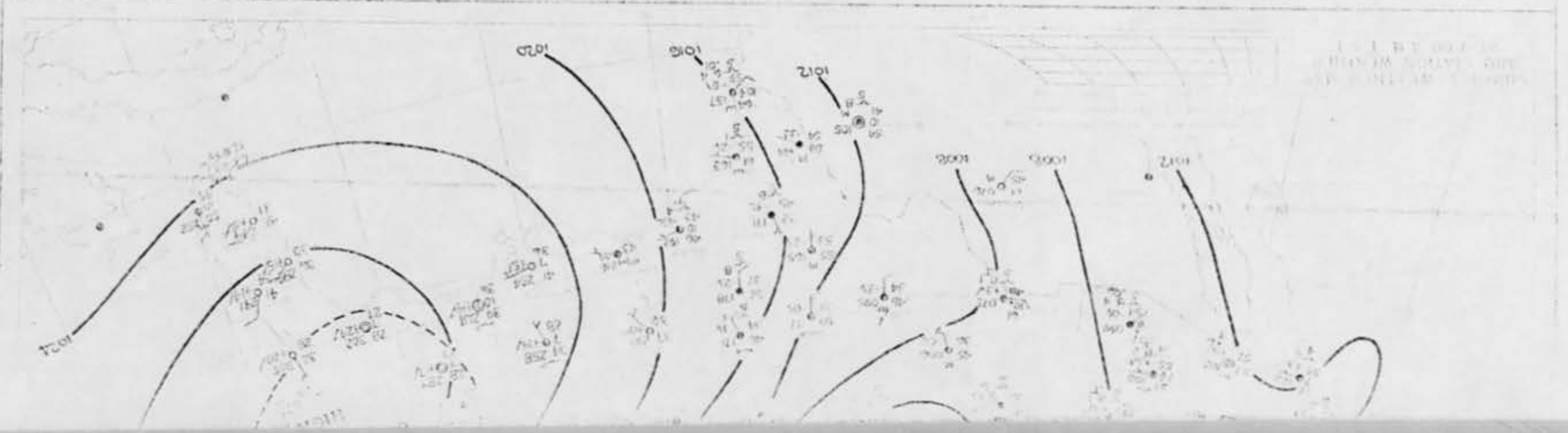
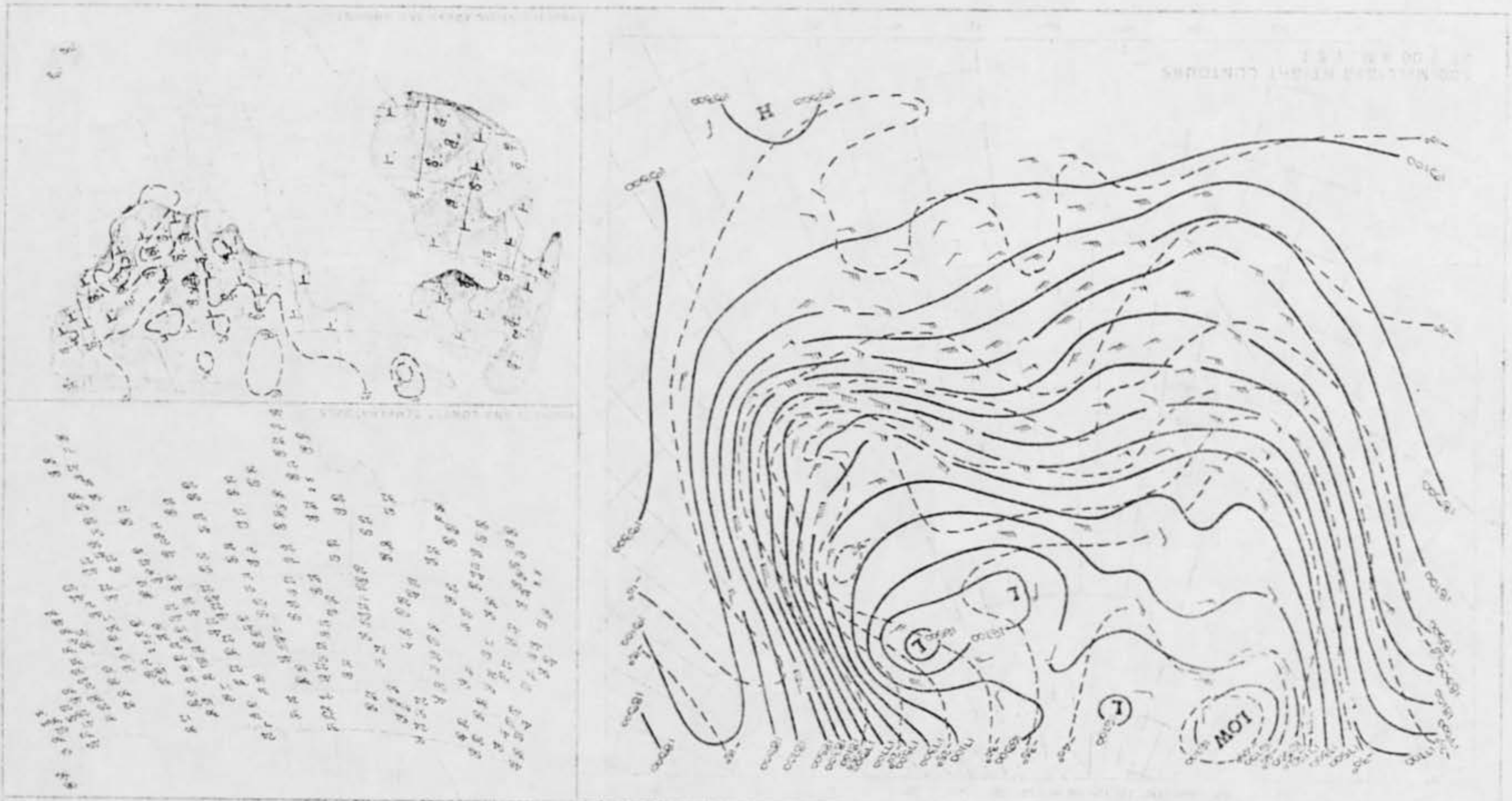


SUNDAY, NOVEMBER 16, 1969



WINDY WEATHER DATA
AND PASTOR WEATHER
AT 1000 PM EST





DAILY WEATHER MAPS

WEEKLY SERIES NOVEMBER 10-16, 1969



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GOVERNMENT PRINTING OFFICE
DIVISION OF PUBLIC DOCUMENTS
WASHINGTON, D.C. 20540

IMMEDIATE - U.S. Weather Report

FIRST CLASS
MAIL

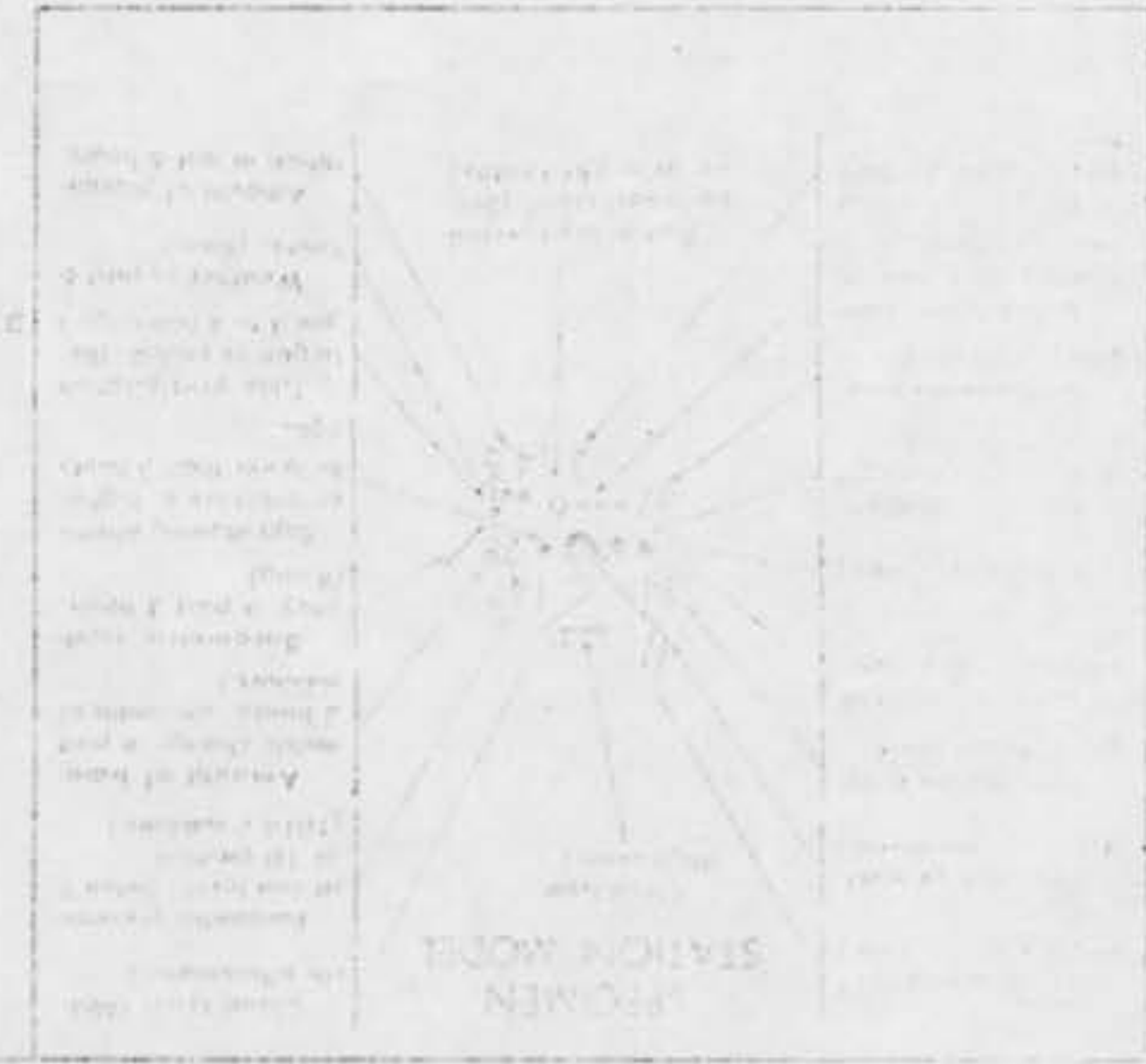


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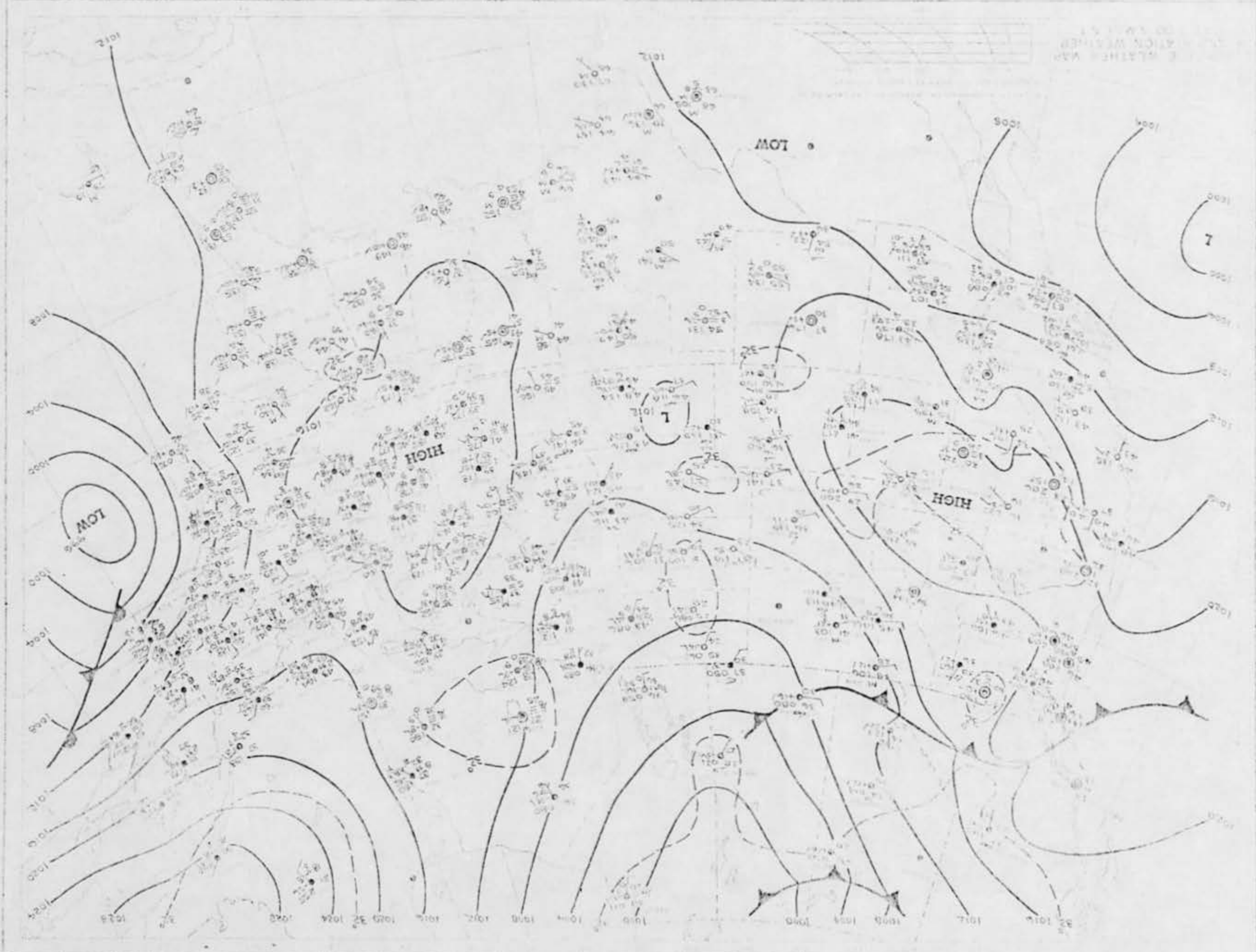
names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

and other equal contouring, with reports that are plotted here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occasional apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

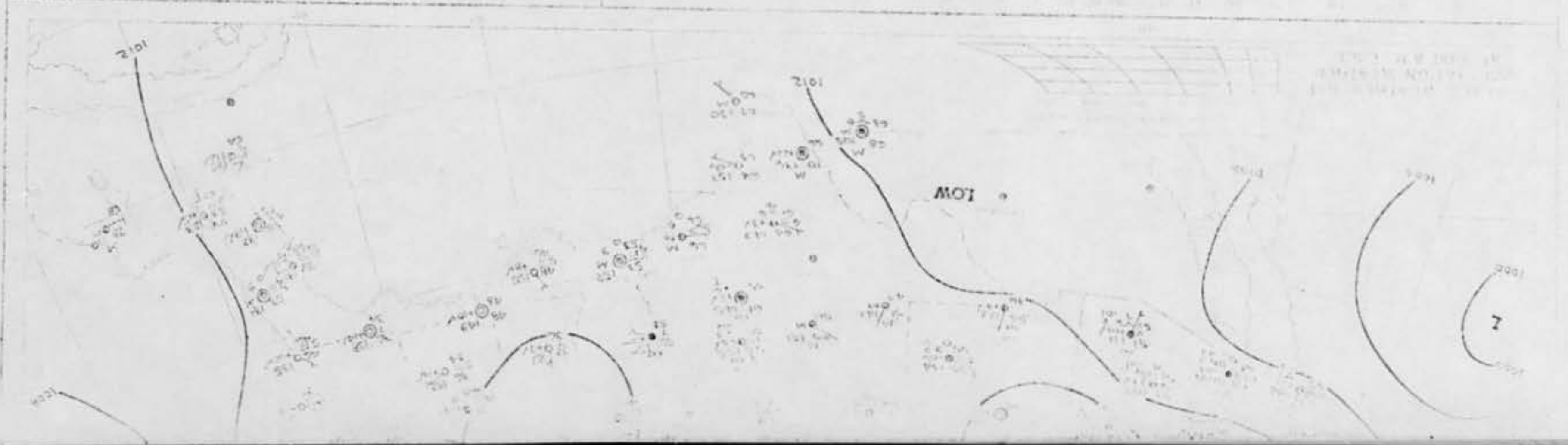
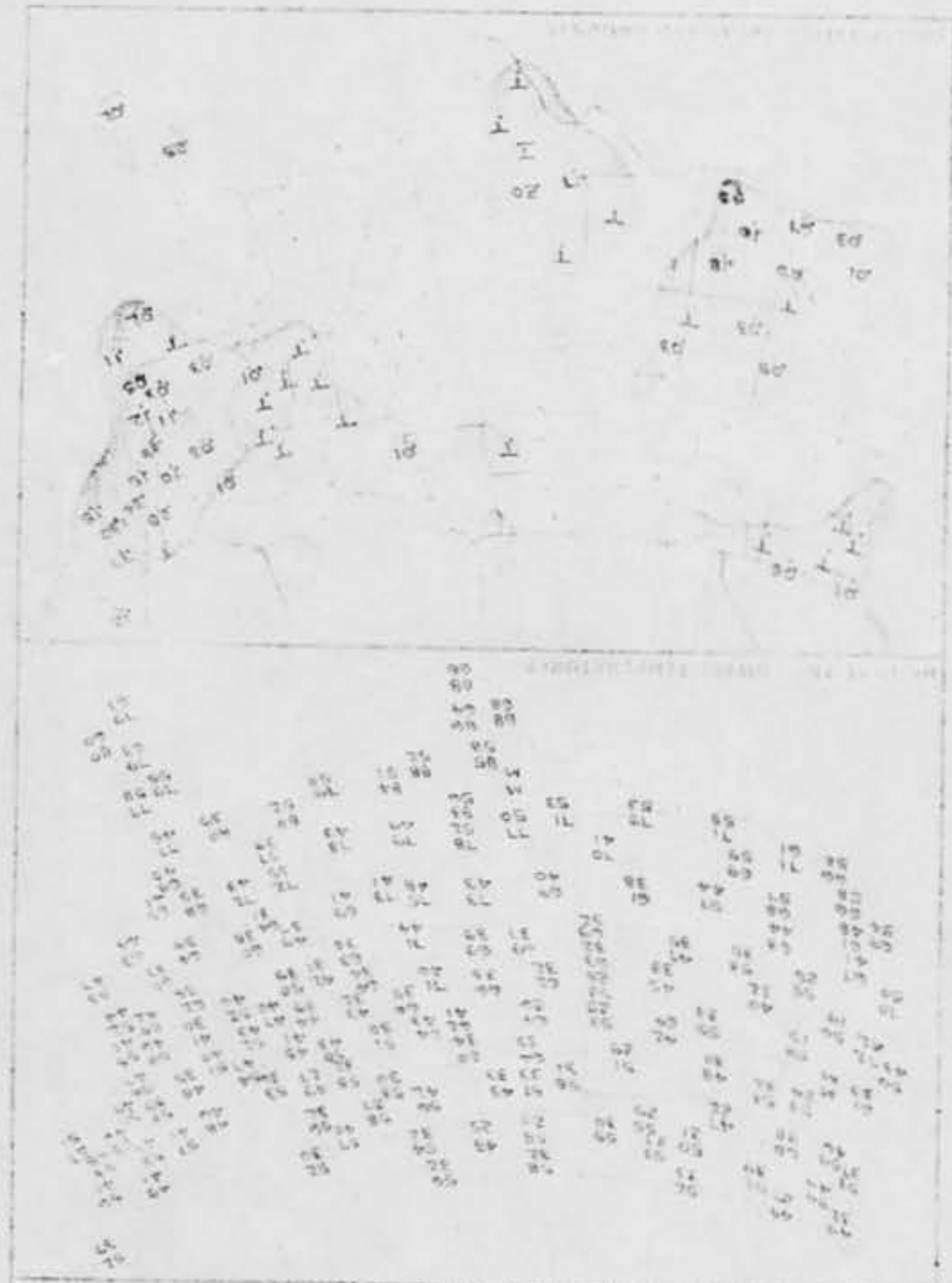
The 500-Millibar Chart presents the height contours and isobars of the 500-millibar surface at 700 a.m./s.t. The height contours are shown as continuous lines, and are labeled in feet

and weather maps prepared by the National Meteorological Center, Weather Bureau, are the same as those used on the Surface Weather Map and the 500-Millibar Chart are the same as those used on the 500-Millibar Chart. The 500-Millibar Chart is available in *Large Weather Map*, which may be obtained without charge by writing the Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$9.75 per 50 copies. Checks should

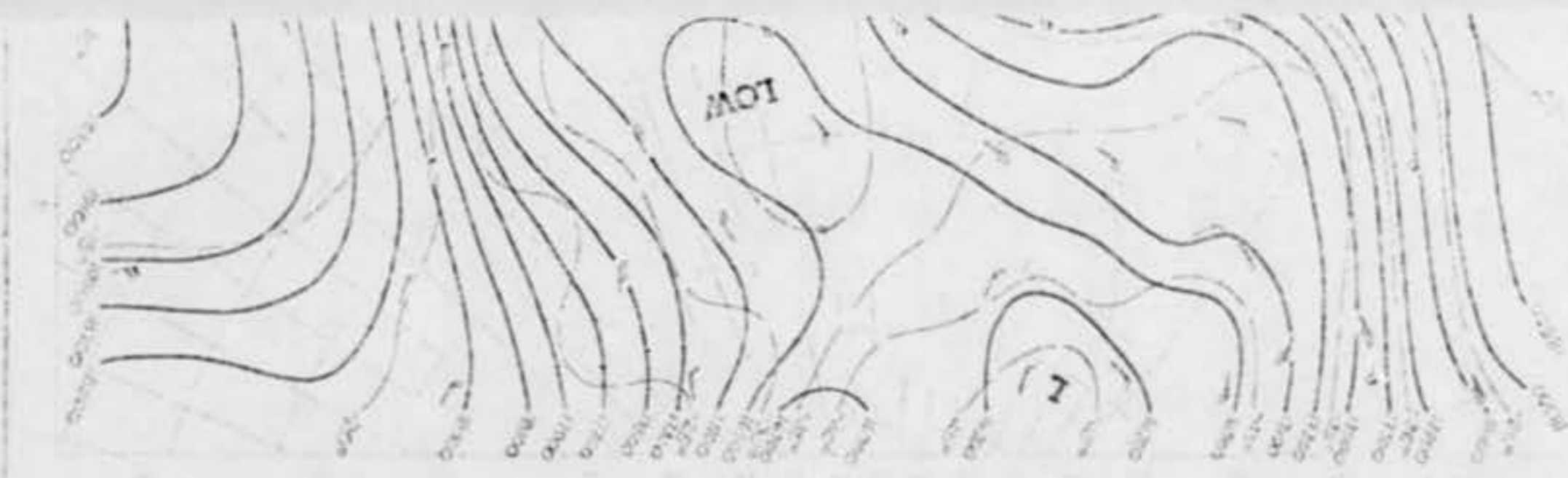
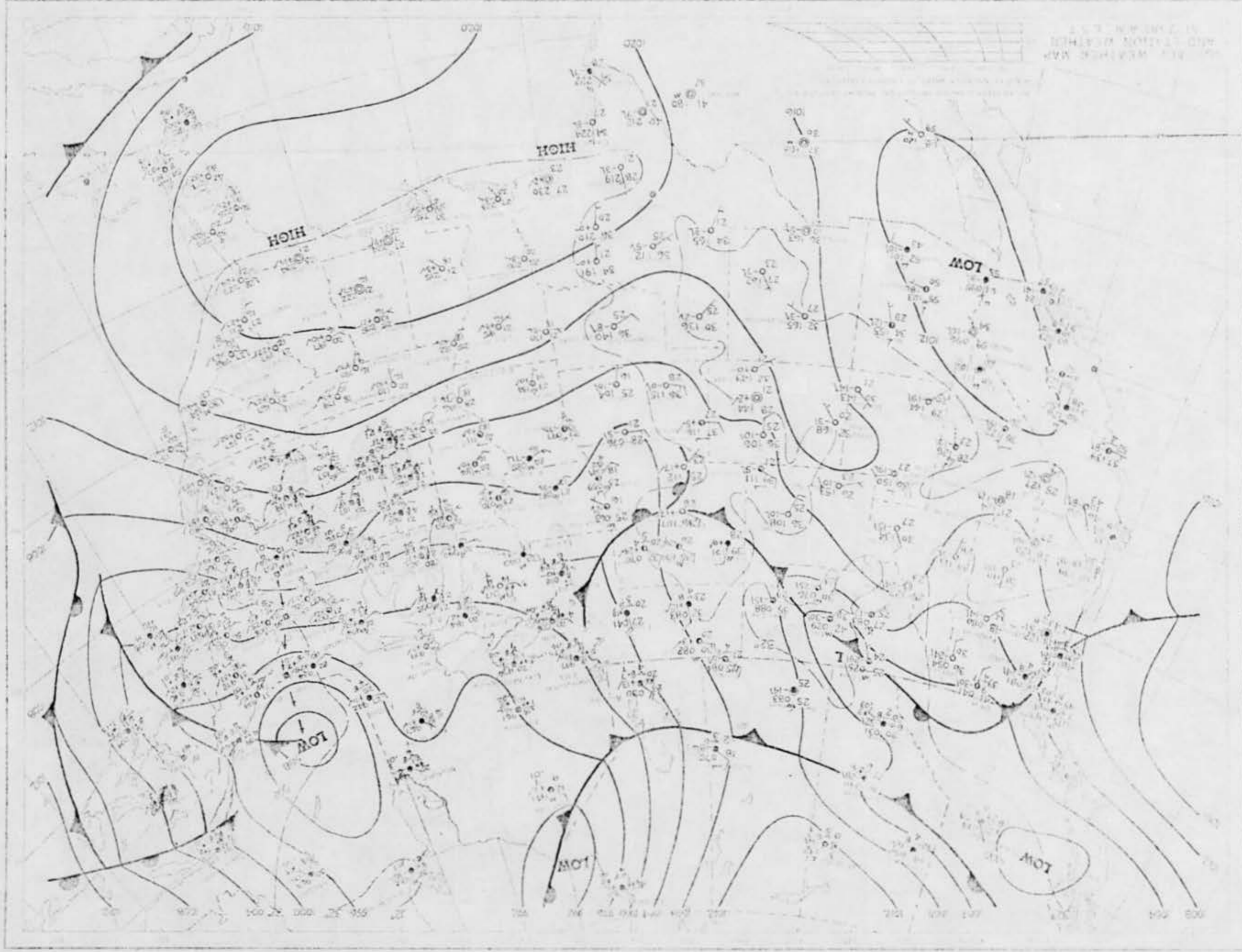


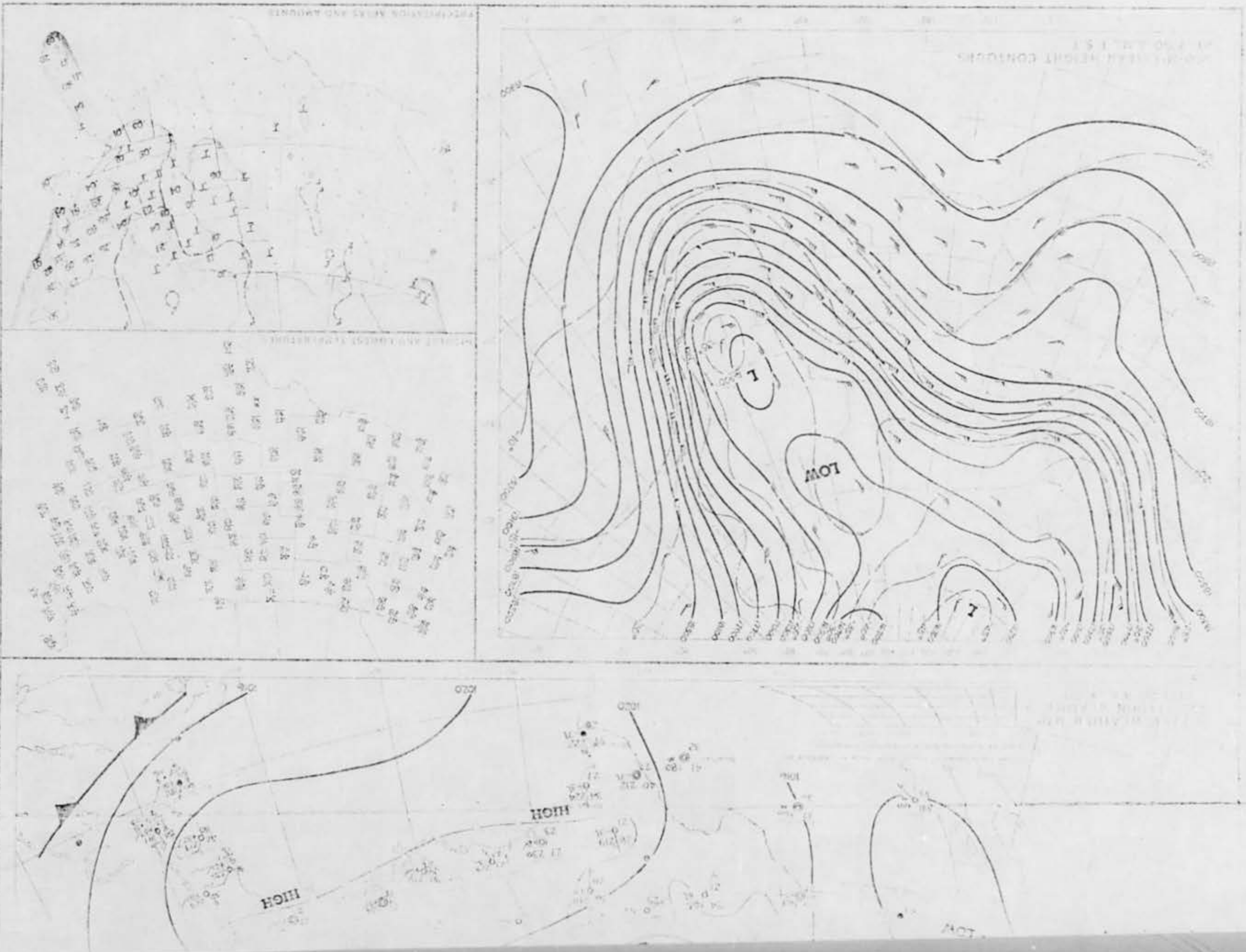
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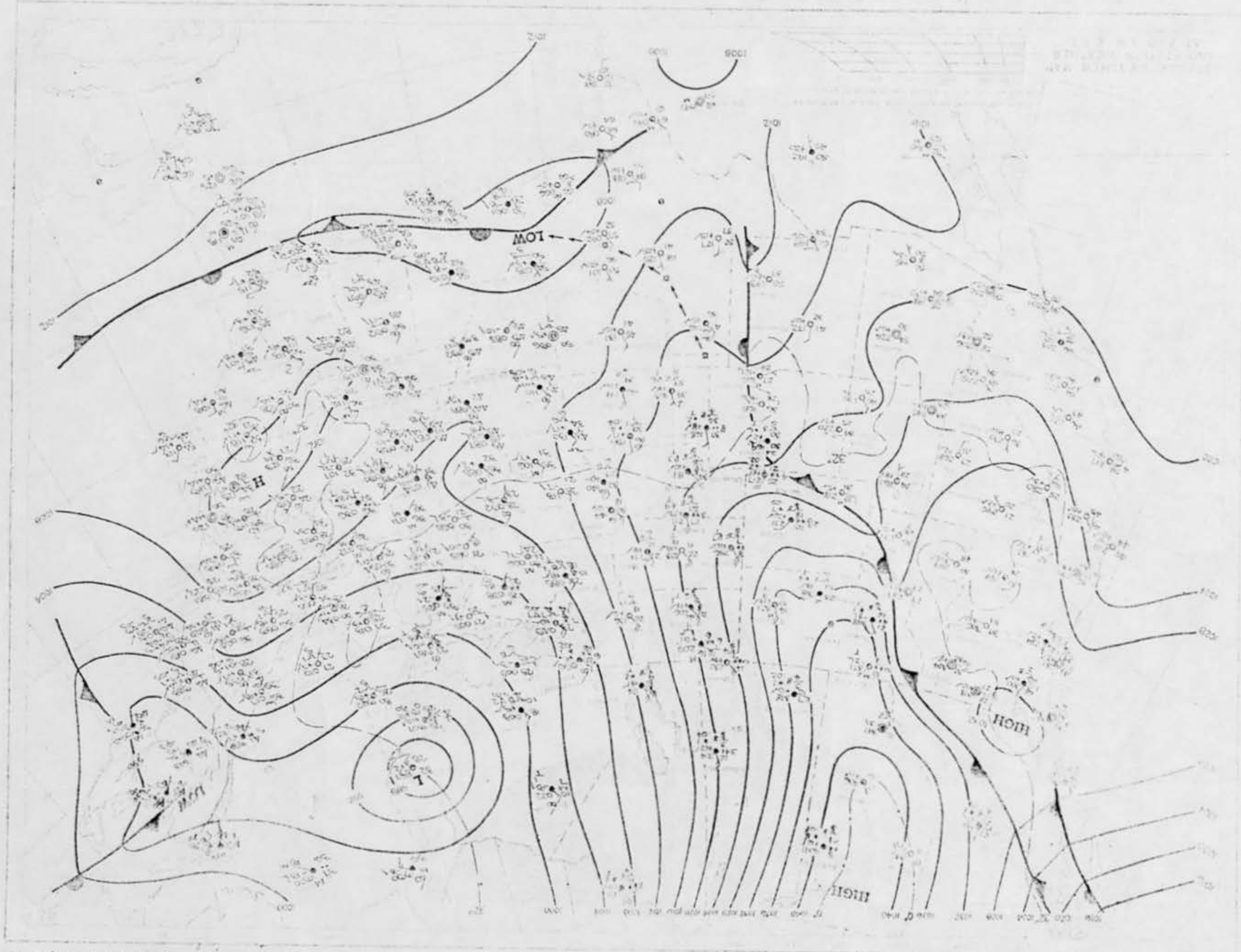


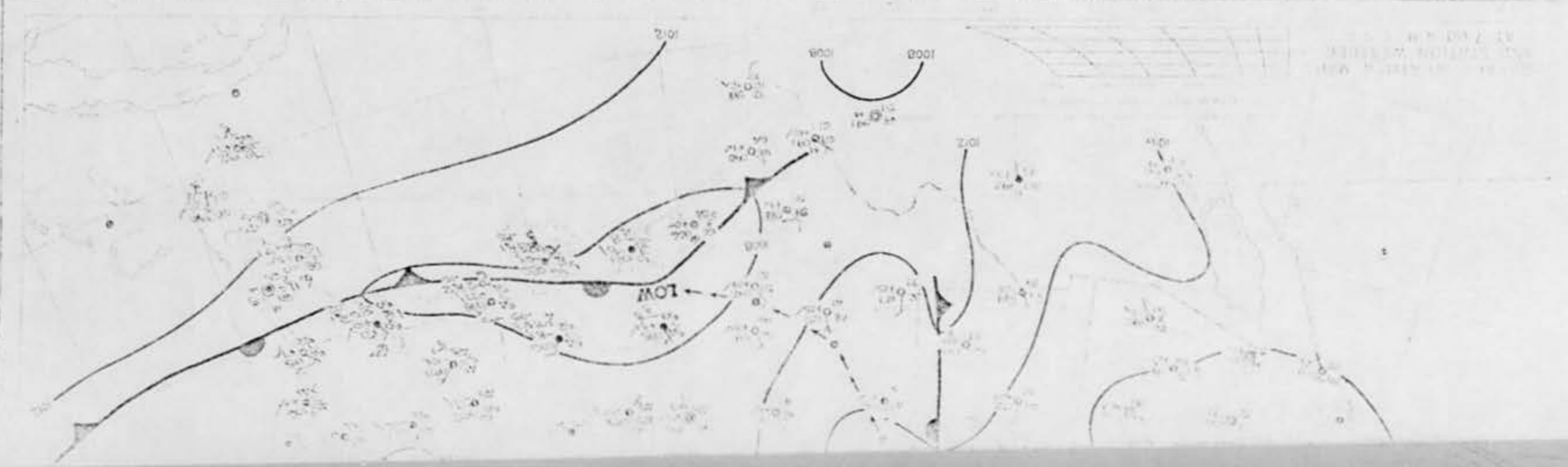
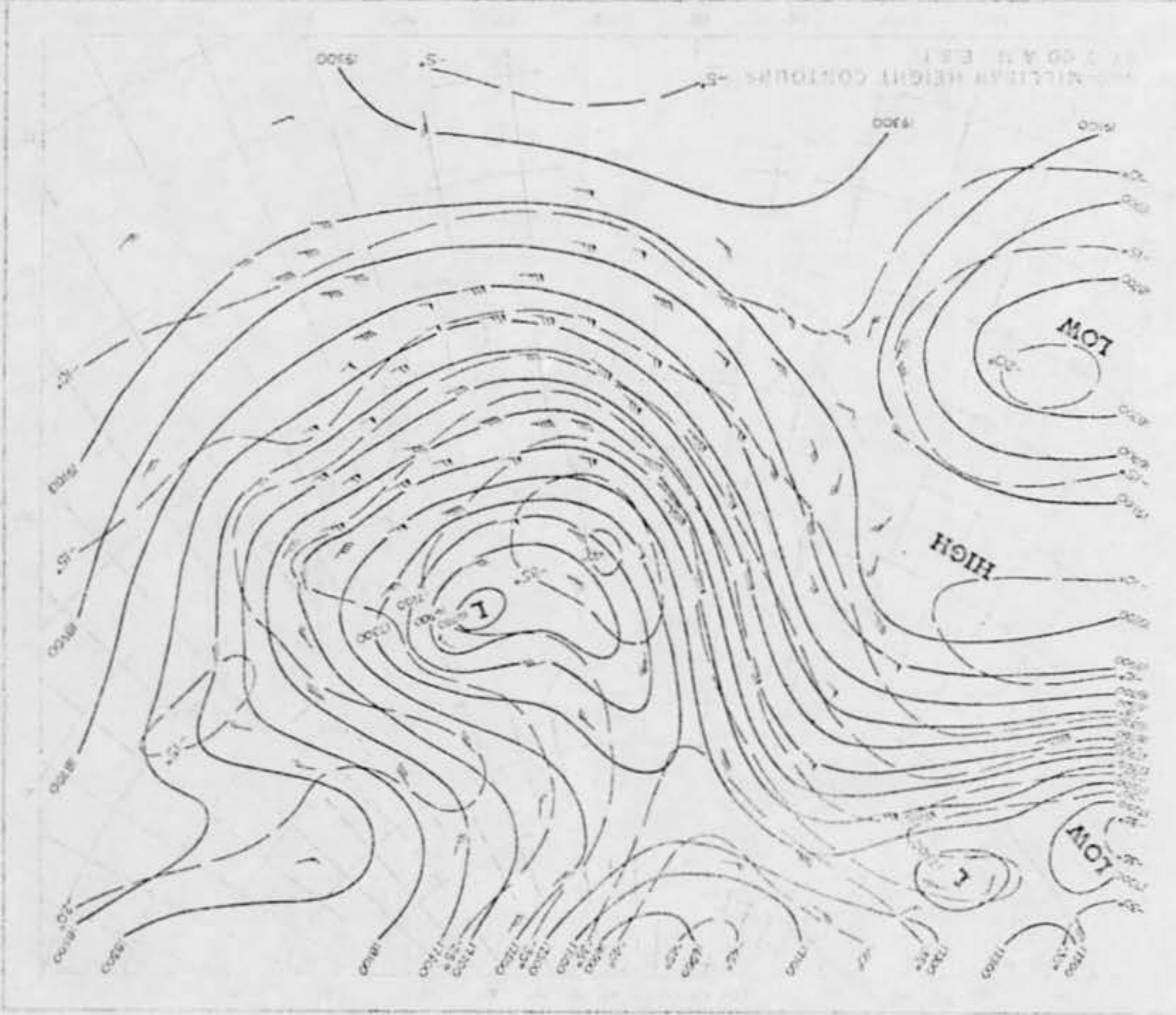
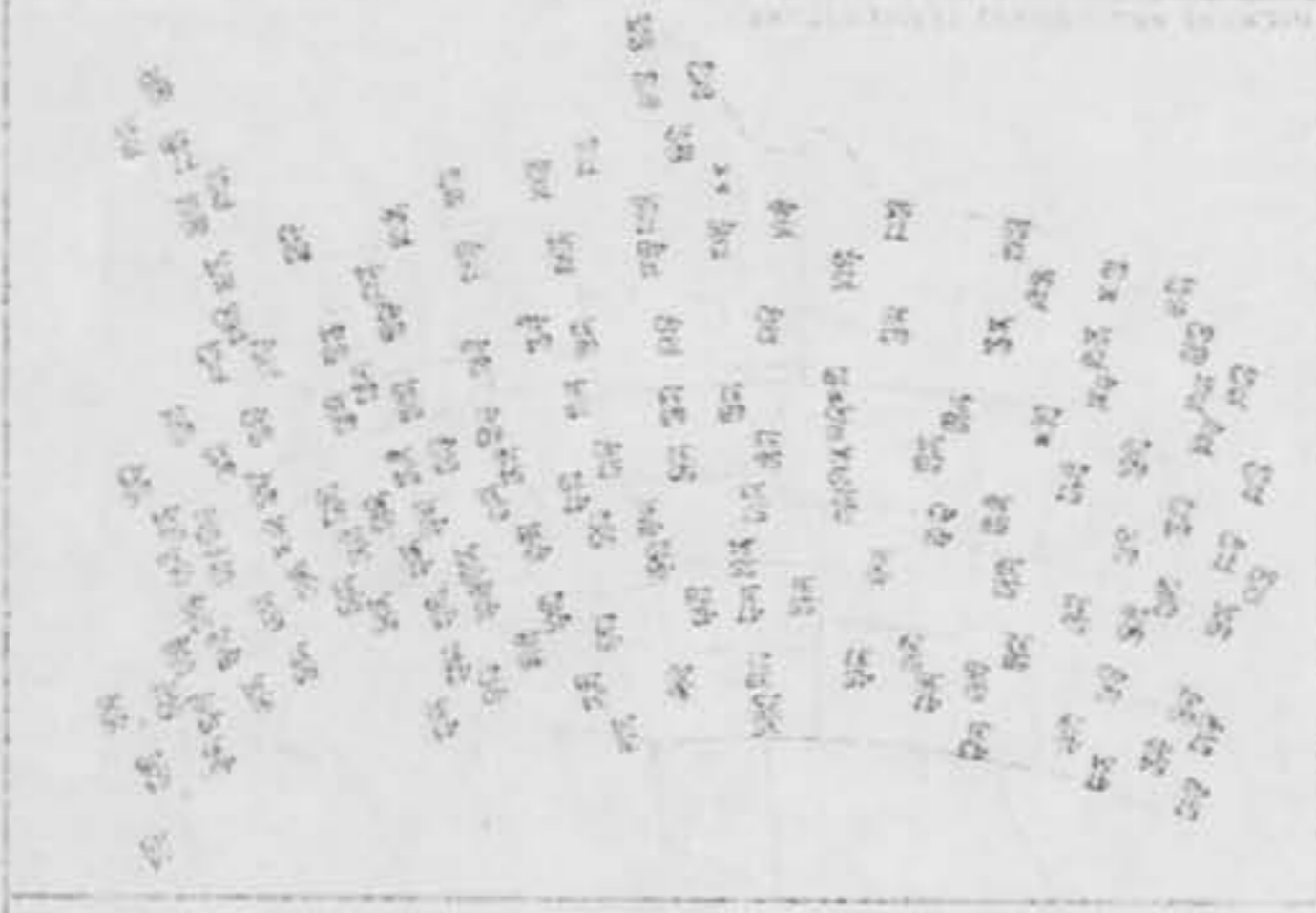
SATURDAY, NOVEMBER 15, 1969



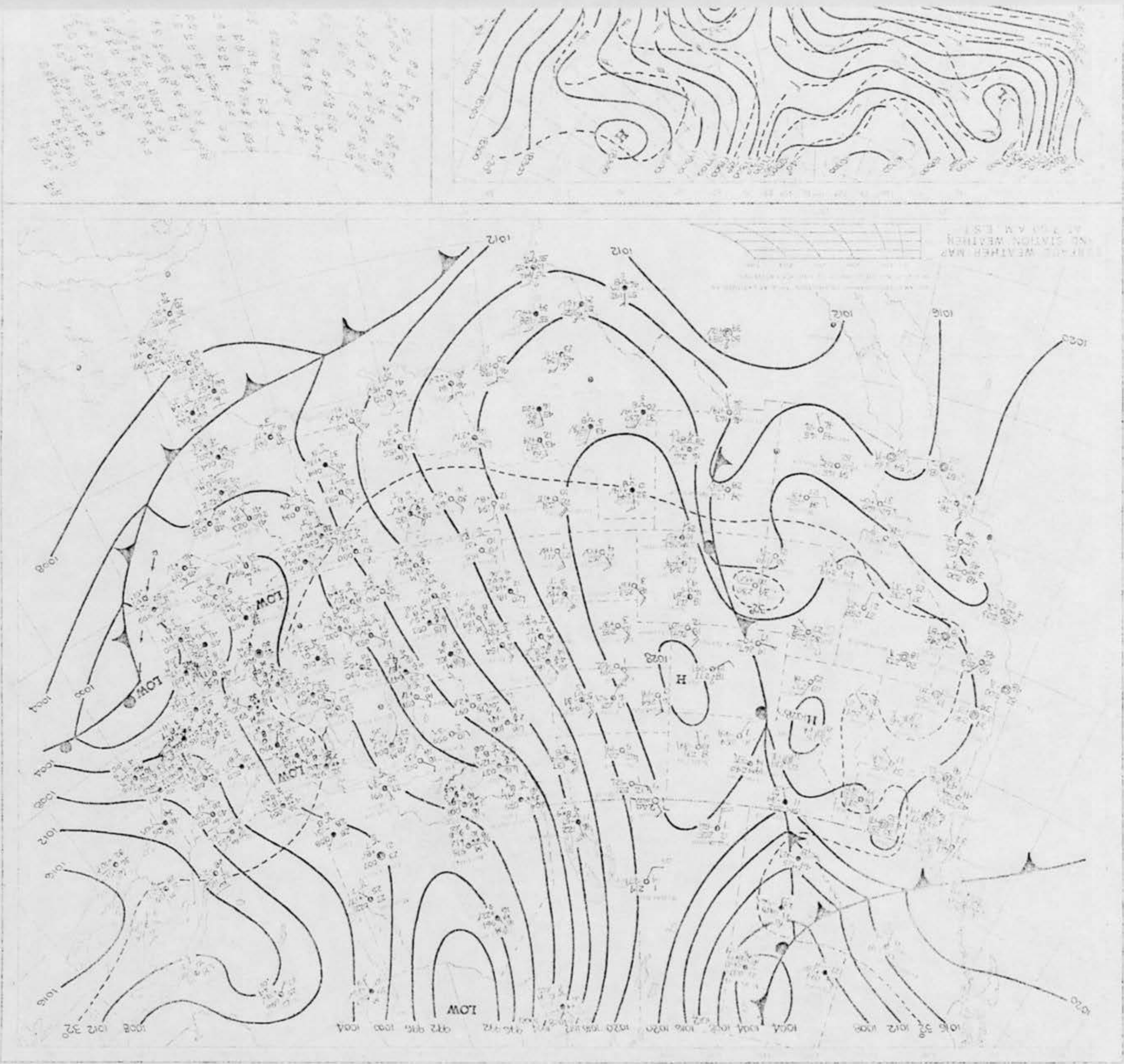


THURSDAY, NOVEMBER 13, 1969





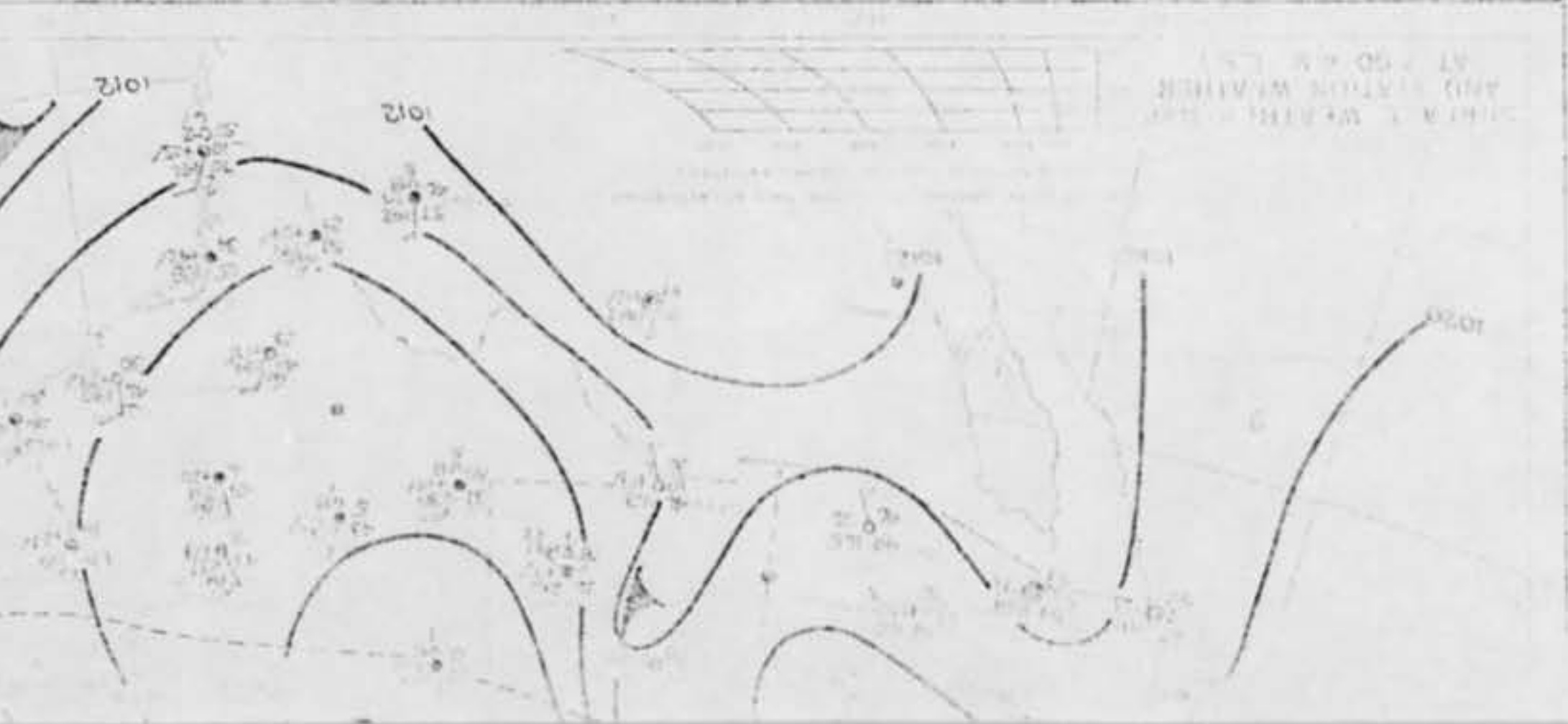
B. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)			
<input checked="" type="checkbox"/>	OUTDOORS		IN BUSINESS SECTION OF CITY
	IN BUILDING		<input checked="" type="checkbox"/> IN RESIDENTIAL SECTION OF CITY
	IN CAR <input type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER		IN OPEN COUNTRYSIDE
	IN BOAT		<input checked="" type="checkbox"/> NEAR AIRFIELD
	IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		FLYING OVER CITY
	OTHER		FLYING OVER OPEN COUNTRY
			OTHER
A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?	
<input type="checkbox"/> NORTH	<input type="checkbox"/> EAST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? <input type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> SOUTH	<input type="checkbox"/> WEST		
<input type="checkbox"/> NORTHEAST	<input type="checkbox"/> SOUTHEAST		
<input type="checkbox"/> NORTHWEST	<input type="checkbox"/> SOUTHWEST		
EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.			
DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.			
HOW MUCH OTHER TRAFFIC WAS THERE?			
DID YOU NOTICE ANY AIRPLANES? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.			
9. HOW LONG WAS THE PHENOMENON IN SIGHT?			
LENGTH OF TIME	<input checked="" type="checkbox"/>	CERTAIN OF TIME	NOT VERY SURE
30 SECONDS		FAIRLY CERTAIN	JUST A GUESS
HOW WAS TIME DETERMINED?			
WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.			



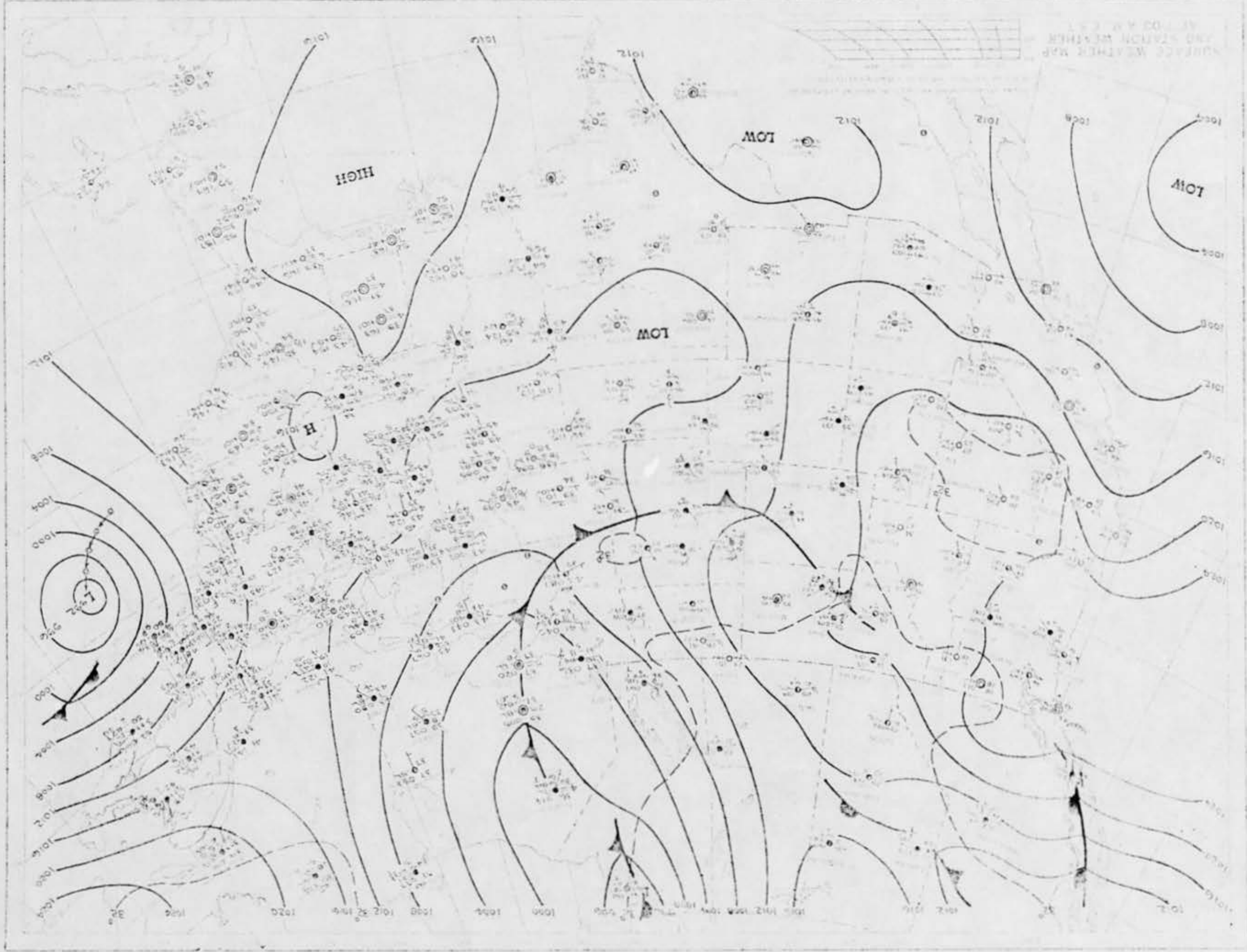
FRIDAY, NOVEMBER 14, 1969

Handwritten notes and data, possibly representing station weather observations or specific meteorological data points.

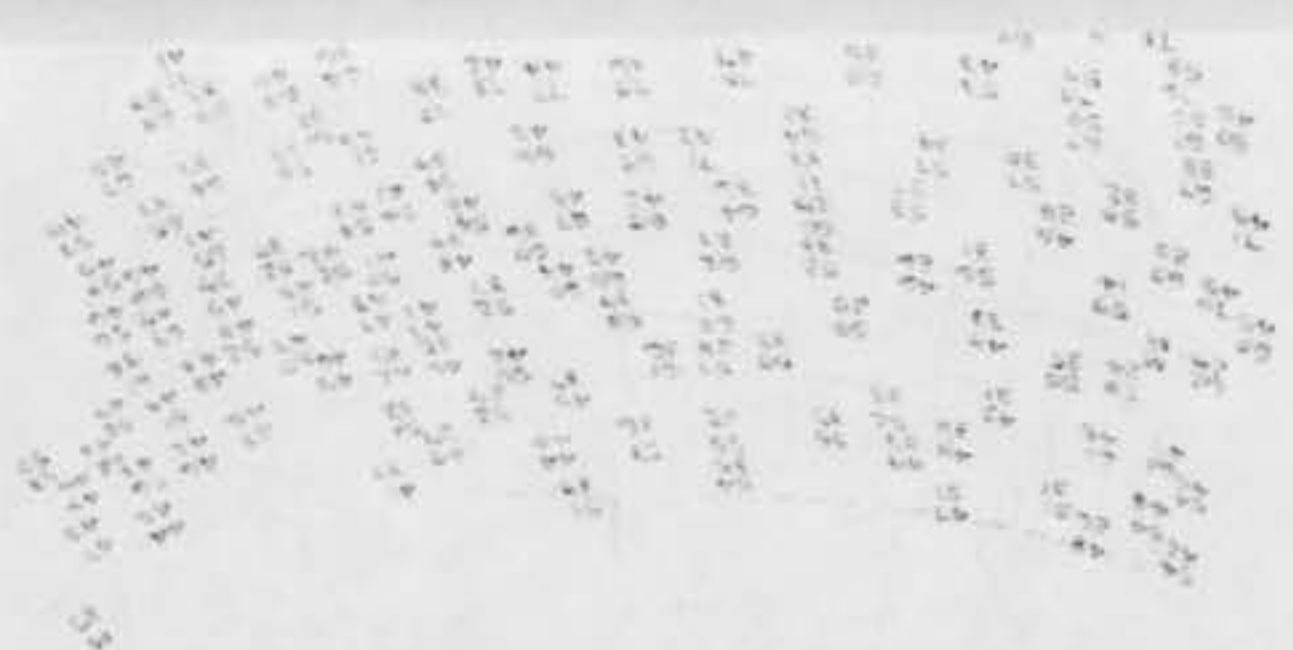


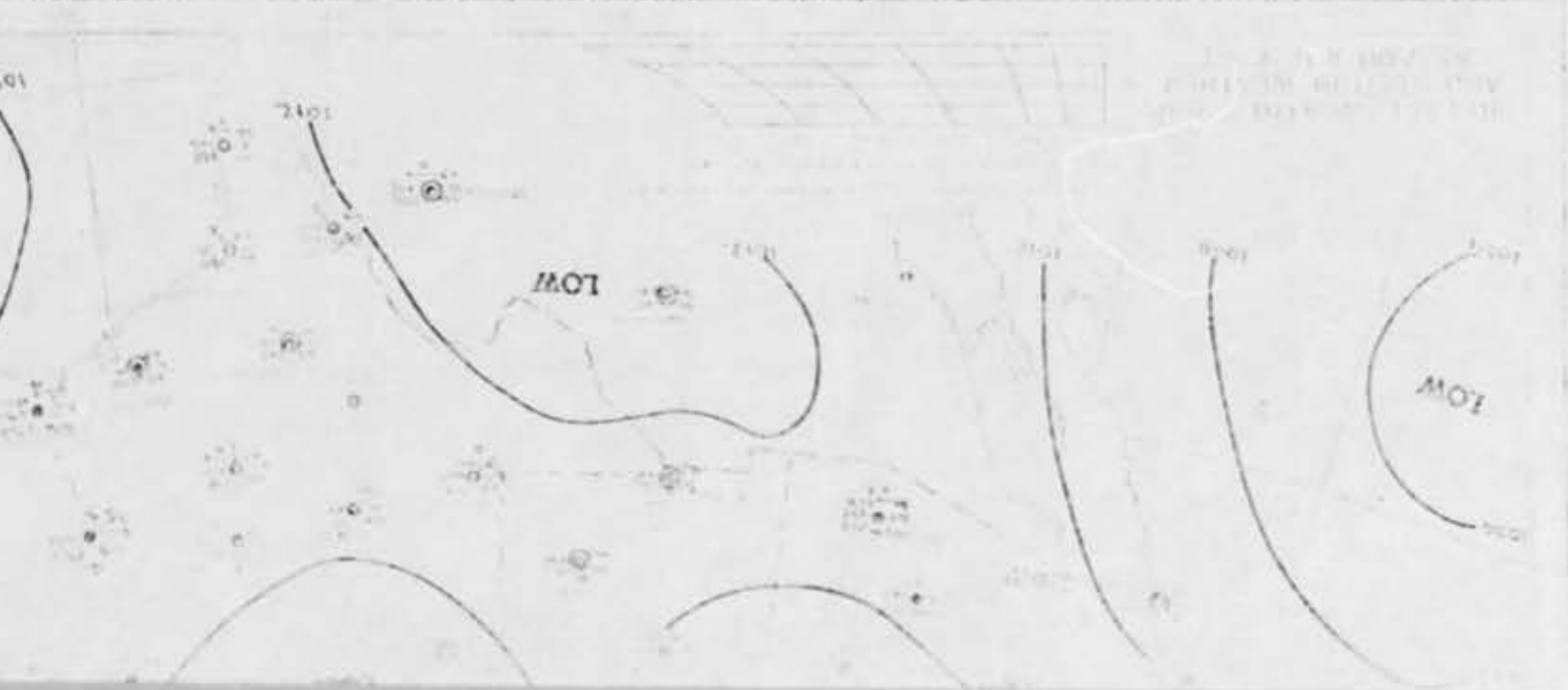
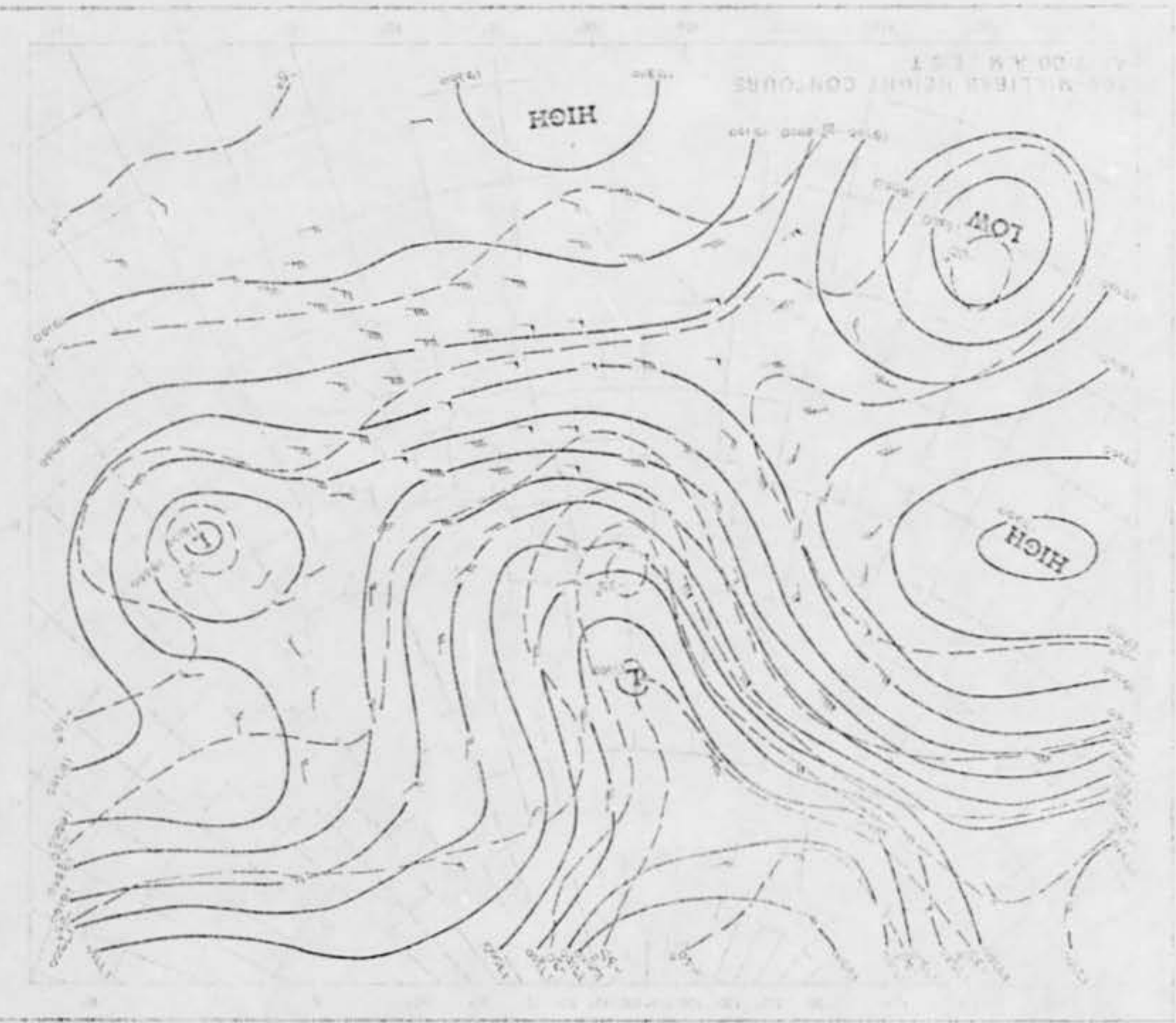
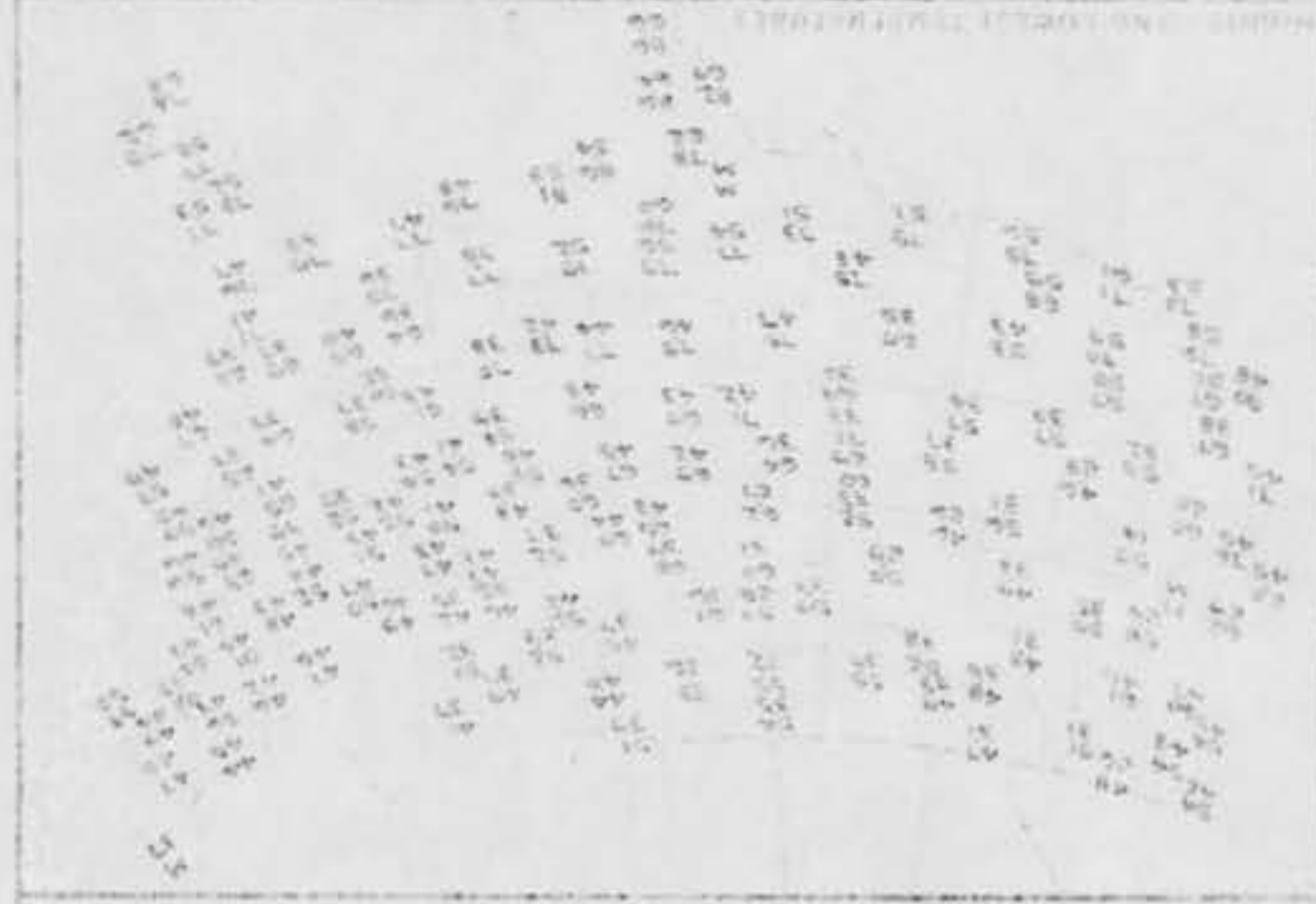


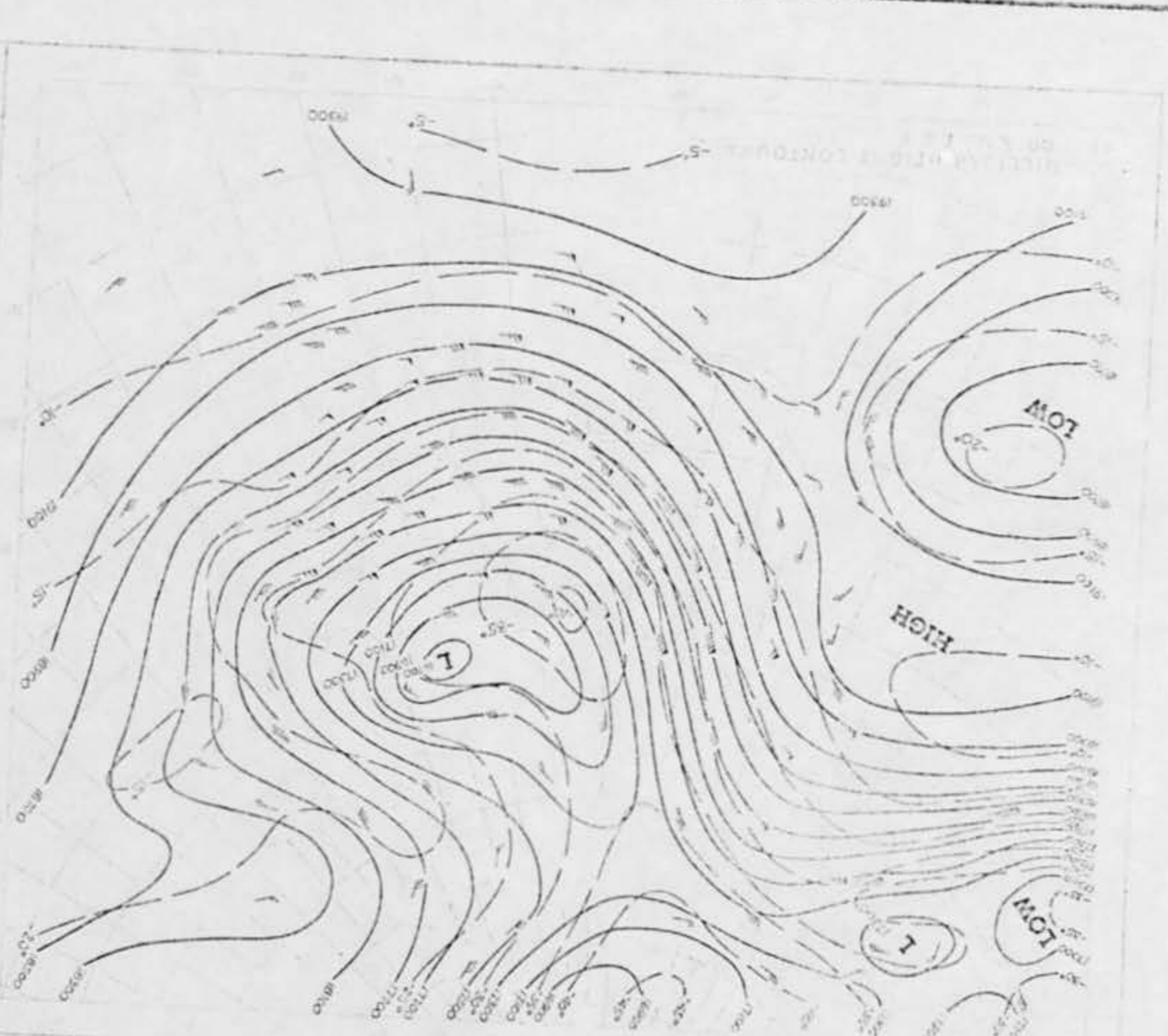
TUESDAY, NOVEMBER 11, 1969



NOVEMBER WEATHER MAP
AND STATION WEATHER
AT 10:00 A.M. EST







1 - 31 DECEMBER 1969

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
Dec	Hartsdale, New York	Civilian	Insufficient Data
Dec	Round Lake, Illinois	Civilian	Insufficient Data

SALT LAKE CITY, UT CASE FORWARDED TO
AFSHRO AFTE CLOSE OF PROJECT BLUE
BOOK

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
<input type="checkbox"/> DAY		<input type="checkbox"/> CUMULUS CLOUDS (Low fluffy)	<input type="checkbox"/> FOG OR MIST
<input type="checkbox"/> TWILIGHT		<input type="checkbox"/> CIRRUS CLOUDS (High fleecy or Herring-bone)	<input type="checkbox"/> HEAVY RAIN
<input checked="" type="checkbox"/> NIGHT		<input type="checkbox"/> NIMBUS CLOUDS (Rain)	<input type="checkbox"/> LIGHT RAIN OR DRIZZLE
<input checked="" type="checkbox"/> CLEAR		<input type="checkbox"/> CUMULONIMBUS CLOUDS (Thunderstorms)	<input type="checkbox"/> HAIL
<input type="checkbox"/> PARTLY CLOUDY		<input type="checkbox"/> HAZE OR SMOG	<input type="checkbox"/> SNOW OR SLEET
<input type="checkbox"/> COMPLETELY OVERCAST			<input type="checkbox"/> UNKNOWN
			<input type="checkbox"/> NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON	
<input type="checkbox"/> NONE		<input type="checkbox"/> BRIGHT MOONLIGHT	<input checked="" type="checkbox"/> NO MOONLIGHT
<input checked="" type="checkbox"/> A FEW		<input type="checkbox"/> MOON WITH HALO	<input type="checkbox"/> UNKNOWN
<input type="checkbox"/> MANY		<input type="checkbox"/> MOON HIDDEN BY CLOUDS	
<input type="checkbox"/> UNKNOWN		<input type="checkbox"/> PARTIAL (New or quarter)	

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? YES NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

<input type="checkbox"/> IN FRONT OF YOU	<input type="checkbox"/> TO YOUR RIGHT	<input type="checkbox"/> OVERHEAD (Near noon)
<input type="checkbox"/> IN BACK OF YOU	<input type="checkbox"/> TO YOUR LEFT	<input type="checkbox"/> UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

No other lights

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

*It appeared light - to be glowing
whitish yellow - solid
fuzzy - round circle - flattened on top and
bottom*

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?	X		
	STAND STILL AT ANYTIME?		X	
	SUDDENLY SPEED UP AND RUN AWAY?		X	
	BREAK UP IN PARTS AND EXPLODE?		X	
	CHANGE COLOR?		X	
	GIVE OFF SMOKE?		X	
	CHANGE BRIGHTNESS?		X	
	CHANGE SHAPE?		X	
	FLASH OR FLICKER?		X	
	DISAPPEAR AND REAPPEAR?		X	
	SPIN LIKE A TOP?		X	
	MAKE A NOISE? <i>very low noise</i>	X		
	FLUTTER OR WOBBLE?		X	

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

Happened to look at sky and saw it.

A. HOW DID IT FINALLY DISAPPEAR?

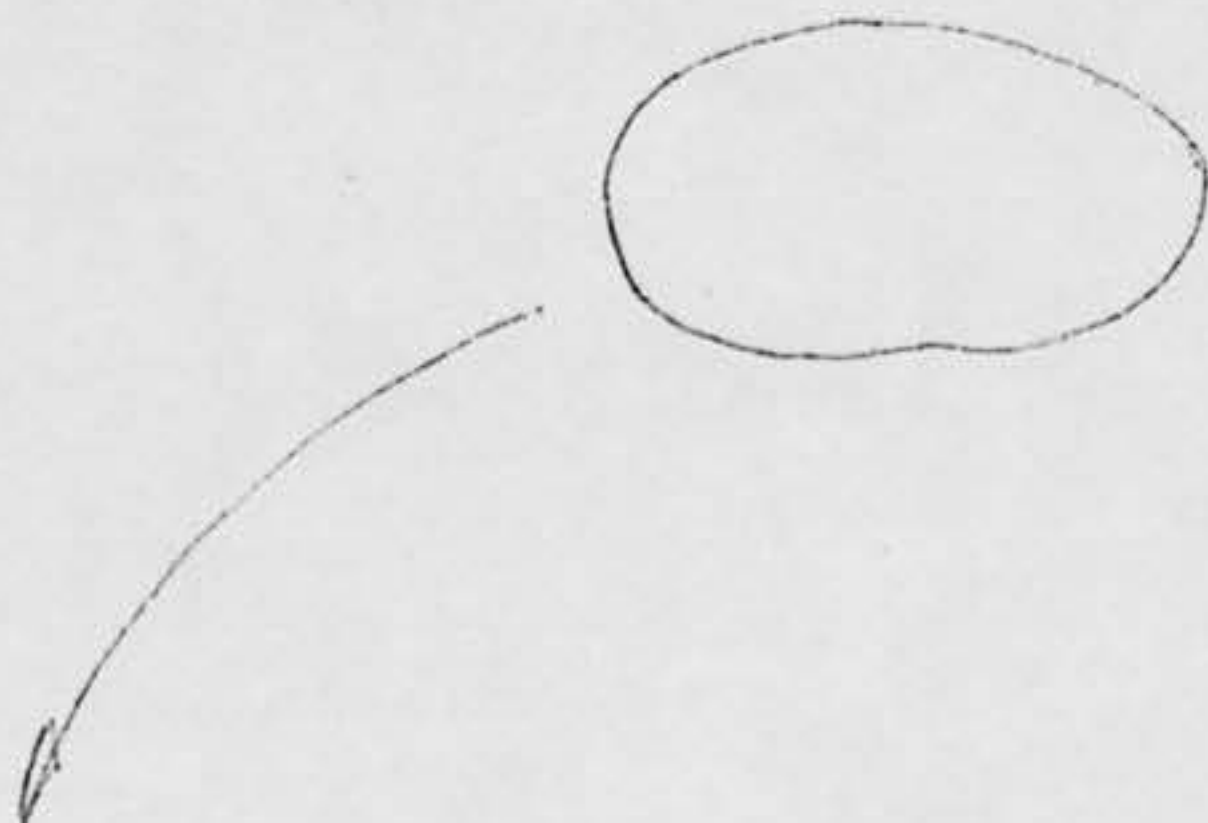
Disappeared behind the houses

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?

YES NO. IF "YES," DESCRIBE.

see above

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

2/3

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

<input checked="" type="checkbox"/> EYEGLASSES	CAMERA VIEWER
<input checked="" type="checkbox"/> SUNGLASSES	BINOCULARS
WINDSHIELD	TELESCOPE
SIDE WINDOW OF VEHICLE	THEODOLITE
WINDOWPANE	OTHER

A. DO YOU ORDINARILY WEAR GLASSES? YES NO

B. DO YOU USE READING GLASSES? YES NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED FAST
500 mph

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 1/4 mile

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

Flattened out sun - yellow white
smaller than sun normally would
be.

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? YES NO. IF "YES," DESCRIBE.

Low noise - might not of come from phenomenon

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. YES NO. IF "YES," DESCRIBE.

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? YES NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? YES NO. IF "YES," DID THEY SEE IT TOO?
 YES NO.

A. LIST THEIR NAMES AND ADDRESSES

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

ADDRESS(S)

TELEPHONE

AGE

12

MALE

FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME Lt. Richard Kennedy DAY 29 MONTH Nov YEAR 69

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 29 MONTH Nov YEAR 69