

Comprehensive Catalog of 2,200 Project Blue Book UFO Unknowns: Database Catalog (Not Yet a Best Evidence List) –

NEW: List of Projects & Blue Book Chiefs

Work in Progress (Version 1.35, Feb. 3, 2026)

Compiled by Brad Sparks © 2001-2026

The main purpose of this catalog *at present* is to help identify and fill in where possible missing or difficult-to-obtain U.S. Air Force documentation on better quality Unexplained UFO cases, not to present any so-called "proof" of UFO reality nor to discuss and argue possible IFO identifications (usually too voluminous to include in a mere catalog). These are subjects reserved for later analysis once full files can be examined (with a few exceptions on IFO's noted below). This is *not* a list of official USAF designations of "Unexplained" or "Unknown" cases as it has proven to be almost impossible to establish *when* such evaluations were considered final or definitive and many more cases misdesignated IFO's have turned out to be Unexplained UFO's based on recent analyses.

Here the goal is preliminary and to compile more complete documentation, not the perfection of the analysis or categorizations. Many cases here are merely *placeholders* for later work to fill in more info from the BB files or other sources. This catalog will be used eventually to produce *another* catalog of UFO Best Evidence, after a screening process based on Hynek's and on other criteria. For that reason columns for data on Duration, No. of Witnesses, Angular Size and "Instrumentation/Scientists etc." have been separately presented from the available case data and/or calculated where possible.

Proper Definition of "UFO" = "Unknown" or "Unidentified"

Proper scientific investigation and its standard protocols require defined terms. Hynek defined "UFO" to mean cases found to be "Unidentified" or "Unknown" (interchangeable terms*) after scientific screening where there *is sufficient data* for the scientific screening to eliminate IFO's and conventional explanations, and thus by definition it is *not Insufficient Data***.

(*Interchangeable terms: Hynek's *UFO Experience* 1972 p. 294; *Hynek UFO Report* 1977 pp. 58, 258.)

(**Sufficiency of data: Hynek 1972 pp. 12, 42; Hynek 1977 p. 286.)

Hynek explained that the mixing of Insufficient Data cases with other categories was an improper and invalid statistical and scientific procedure, since Insufficient Data should be "excluded" from the outset as bad data or inadequate data (Hynek 1977 pp. 259, 292).

This Catalog cannot possibly present all of the essential data of a UFO case, which would require many thousands of pages for all of the cases cataloged here – this is, after all, just a *catalog*, a guide to the larger BB database, paper and digital, as well as to missing BB data available from other sources or which need to be searched for.

Some would like to hairsplit a difference between "unknown" and "unidentified" in order to confuse the situation and make "unknown" to imply alien spacecraft (it does not mean that and does not imply it). They further wish to adulterate the term "unidentified" – which means the

same thing as “unknown” in the BB UFO context and properly means a case with sufficient data that has undergone scientific review for IFO’s and has passed through the review. Instead they wish to weaken it into a nearly worthless meaning of “non-identified for whatever accidental reason, regardless of sufficiency of data, regardless of IFO screening, but temporarily unidentified not inherently unidentifiable.” Their intent is to suggest that ***no case has ever had sufficient data (unless an IFO, of course, in their view) and no case has ever been scientifically screened.*** This is frankly a dishonest debunking tactic and is categorically rejected here. Thus, here in the BB UFO context Unknown = Unidentified = Unidentifiable.

The standard BB term for many years was "Unknown" and it does not mean ET. Battelle Memorial Institute / BB Special Report No. 14 is entirely based on the term "Unknown" throughout its 300+ pages, not "Unidentified." The term "Unidentified" was regarded as something of a synonym but was confusingly redundant since "UFO" already has the word "Unidentified" as the "U" in "UFO." Debunkers today embrace this redundancy as a trick to cause confusion as to whether there are any puzzling UFO Unknowns at all – their use of "Unidentified" intends to suggest that these are no different from IFO's but by accident or happenstance just happen to not have enough "data" to identify or explain them (again note the dishonest resort to an insufficient data argument when there is no insufficiency).

Readers are responsible for doing their own research into BB and non-BB sources on a case listed in this Catalog (a short not exhaustive list of non-BB sources are usually given in parentheses at the end of the narrative entry). Readers cannot just assume the data cited here from these other sources are correct without double-checking, if one is doing in-depth analysis. In complicated cases with conflicting sources not all conflicts may be recorded here (typically recorded in inserted brackets [] indicating different numbers, times, names, etc.) let alone resolved. Errors in the original sources may also occur, since original sources are not automatically error-free, and these may not be resolvable without investigation.

When IFO/conventional explanations are tentatively found or suggested on occasion, the *cases are not removed from the catalog*, so that researchers will be able to keep track of changes in case status from revision to revision of this Catalog. Whether to indicate such merely *possible* IFO suggestions is at my sole discretion to be used sparingly as I do not intend to get onto a slippery slope of deciding where to put a given case on a sliding-scale spectrum of possible-probable-certain IFO status. There is no point in segregating such relatively few cases (at present 31 including 12 merely “possibles” some “possible” due to Insufficient Data) from the main catalog into some separate catalog-listing because (a) many such IFO suggestions are only tentative anyway, thus requiring, again, some difficult and pointless* BB-style ranking of certitude into Possible, Probable, Certain, etc., and (b) multiple lists make it more difficult to locate cases. Keeping all cases in one chronological master list is easier for reference.

(*When I say “pointless,” I do not mean that BB was justified in covering up its Possible-Probable doubts in identifying an IFO or conventional explanation, since BB had an obligation to either (a) disclose those evaluations even if we today see how unreliable they were, or (b) to eliminate the Possible-Probable-Was [Was=Certain] categories from its standard case Record Card, which it never did until July 1964 (belatedly using a Sept 1963 form), and to use Insufficient Data instead of Possible-Probable. If there is insufficient data to positively and certainly identify an IFO / conventional explanation then it should be evaluated as Insufficient Data. My point is that distinguishing Possible,

Probable and Certain can get so involved that it can bog down the whole investigation process in many cases, and only in some cases may Possible-Probable-Certain be distinguishable, but arguments about *which* cases can be so distinguished are what are “pointless.”)

BB Case Statistics and Problems

When Project Blue Book (BB) closed down on Jan. 30, 1970 (it was *not* on Dec. 17, 1969, which was merely the announcement date by the Secretary of the Air Force) the total number of Unidentified sightings was thought to be 701 and this is the number given on all subsequent press releases and so-called “fact sheets.” However, based on the review by Hynek and the CUFOS staff of the released sanitized BB microfilm and Hynek's personal records which included many missing (and unsanitized) BB documents, the final number in the BB files was determined to have been approximately 587. The difference is about 114 Unknowns that have been lost somehow. (Don Berliner counted 585 BB Unknowns in his 1974 review, in very close agreement when one considers that some BB cases are multiple cases and can be counted in different ways.)

This lower number of Unknowns is evidently due to nearly 500 reports from civilians made direct to ATIC in 1952, of which nearly 100 were Unknowns, but all of which are lost. Battelle included these additional reports in its BB Special Report 14 study but these civilian reports apparently were not entered into or returned to BB files. Ruppelt's BB Briefing for ADC in Jan 1953 recaps the statistics for 1952, as of Dec. 22, 1952, as totaling 1,021 reports for the year, of which 20.10% were Unknowns or 205 (the BB Monthly Index shows about 12 additional sighting reports to the end of the year, or about 1,033 altogether, with 1 additional Unknown, or a year-end total of 206 Unknowns). Ruppelt's ADC Briefing stated that the 1,021 reports “**do not include several hundred reports from civilians direct to ATIC.**”

The Hynek-CUFOS recount is in fair agreement, showing about 1,080 total including 208 Unknowns (I say “about” because these figures have had to be crudely measured, using a ruler, on Hynek's graphs and checked against a table of annual percentages of Unknowns, because the numerical figures were strangely not given). The slight difference with Ruppelt/BB's approx. 1,033 and 206 is probably due to the difference between **dates-reports-received** and **dates-sightings-occurred**. The 1,033 apparently represents the number of **reports with dates-received in 1952** whereas various Late 1952 sightings were still being received in Early 1953, so that 1,080 represents the total number of sightings that **occurred in 1952** (a similar date-received effect in Late 1951/Early 1952 does not cancel out this effect in 1952-53 because of the much fewer numbers in 1951 compared to 1952). This may also explain the slightly inconsistent 214 instead of 208 Unknowns figure for 1952 in *The Hynek UFO Report* (p. 263, which is not explained by Hynek).

The BB monthly statistics are given in the Condon Report for 1950-1968. (Condon Report, p. 514, Bantam ed.) The monthly totals do not quite add up to the year-end total of 1,501 given in the table, but the discrepancy is small. More importantly, the figure for the peak flap month of July 1952 seems to include about 100 of the civilian letter reports, as it is given as 536 whereas BB Status Report 8 and other files give 440 as the number.

The Battelle report lists 1,501 “object sightings” in 1952 of which 303 were Unknowns and these Battelle stats were incorporated into late 1950’s BB press releases in a hodge-podge of inconsistent and conflicting statistics, instead of the approximately 208 actually on file (the later BB press releases actually state that the 1949 and 1952 stats were taken for some reason from the stats on p. 108 of the Battelle report unlike the rest that came direct from BB file data). Apparently the direct civilian reports (letters evidently) to ATIC in 1952 account for 303 – 208 = 95 Unknowns lost from the BB files, which accounts for most of the discrepancy between the final BB stats of a total of 701 Unknowns against the 587 counted by Hynek-CUFOS (the rest of the 19 or so can be accounted for by various miscellaneous, obscure discrepancies in BB counting uncovered by Hynek-CUFOS).

However, in reverse, Hynek re-evaluated 53 Blue Book IFO cases as Unexplained UFO cases, bringing the total partially back up, to 640. Unfortunately a complete list identifying these 53 cases is not available, though some of the worksheets have been copied by Jan Aldrich from CUFOS-Hynek files. A number of the re-evaluated cases have been included in *The Hynek UFO Report* book published in 1977.

Missing BB Cases

This is a huge subject which can’t be adequately covered here. Already alluded to is the nearly 500 civilian letters to ATIC reporting sightings in 1952, which are missing, apparently including about 95 Unknowns (incorporated into Battelle’s study but lost from BB files). Because of the disorganization of the BB files it is impossible to know whether a case isn’t tucked into some other case file or misdated by a year, a decade, a month, etc. The Fold3 website of BB file scans (see more below) increases the disorder. The search function in Fold3 is poor and misses a lot of search terms because it can’t “read” text very well against the gray background of vast majority of the scanned pages of BB files.

Take for example the Malmstrom AFB missile-shutdown case of March 16, 1967, which appears to be missing. BB had catchall files when UFO flaps occurred where various case materials were dumped. March 1967 was the peak flap month of 1967, with 165 cases, second highest of the entire 1965-67 flap and 5th highest month in BB’s history (monthly stats table in the Condon Report, p. 514, Bantam ed.). Yet Fold3 only has 116 cases for March 1967. Apparently, because of Fold3’s alphabetizing of cases each month, they combined all cases for a single location into one file for that location. So, for example, all of several Dayton cases in March 1967 are combined into one Dayton case, all of several Tucson cases combined into one Tucson case, etc.

Neither Malmstrom AFB or Montana is listed for March 1967 in the BB Monthly Index, an important source for double-checking for missing BB cases (sometimes a missing case file is listed by BB personnel on the Index boldly as “MISSING CASE” so that at least then one knows there had been a BB case file at one time). Beware that there are multiple Monthly Indexes prepared at different times by Sign-Grudge-BB, so do not assume there is just one Index or that the one you happen to find is the only Index for that month or date range.

Yet we know from the Condon files (Roy Craig papers) they investigated Malmstrom, thus there must have been a BB file. Every AF case the Condon project learned about was checked with BB. This case must have been suppressed by BB.

Vallee & McDonald Estimated Roughly 3,000 to 5,000 Unknowns in BB Files – Hynek Estimated 1,000 to 3,000 Unknowns – NOT 701 Unknowns

Much more disturbing are the indications from my incomplete review of BB cases that there may be as many as possibly 4,000 Unexplained UFO cases miscategorized as IFO's in the BB files. In March 1968, McDonald similarly stated at his CASI lecture that from his review of BB cases he estimated that 30-40% of 12,000 cases were Unexplained, or about 3,600 to 4,800 (rounding to the nearest thousand, to 4,000-5,000). These are mostly military cases and many involve radar. McDonald argued with Hynek on a number of occasions from 1966 onward that the number of Unknowns in the BB files was in reality “about an order of magnitude” greater than what the AF claimed (so instead of 500-600 Unidentifieds possibly as many as 5,000-6,000). McDonald, Vallee and Hynek (below) are talking about numbers if objective studies were made, **not** the numbers of Unknowns claimed by BB staff.

Although Hynek publicly stuck to the BB-level of tiny 5% percentages (or less) of Unknowns in the BB files, privately he told a different story to the AF (in his *Playboy* article, Dec. 1967, Hynek estimated “perplexing” unexplained cases at 7% from all sources, both BB and his personal files). On March 3, 1969, Hynek submitted a UFO research proposal to Col. George Weinbrenner, FTD Commander, in which he revealed that out of the approximately 10,000 reports in the BB files he estimated that about 1,000 to 3,000 – or about 10% to 30% – were “interesting” unexplained cases, or Unknowns. These stats were well in line with McDonald's (and Vallee's) estimates, but Hynek seems to have never revealed this fact. See:

http://www.project1947.com/hynek/jah_af_prop69.htm

In a letter to Condon on Feb. 28, 1968, Hynek said that his re-evaluations of BB's 1966 cases found that when “possible” and “probable” IFO cases were “generously” excluded as “fully solved” an enormous remainder of 38.9% still were “totally unexplained” (it is unclear how consistent Hynek was in properly excluding Insufficient Data cases from these stats, which exclusion might reduce Unknowns to 14-15%).

Earlier, in 1966, Jacques Vallee had come up with a roughly comparable estimated number of BB Unknowns of about 2,500 to 3,000 cases, in his Nov. 1966 briefing of the Condon project, conducted with Hynek. (Saunders, *UFOs? Yes!*, p. 60.) This constituted about 25-30% of the total 10,000 cases then on file at BB in its official numbers (9,970 to Oct. 31, 1966), ignoring BB's “info only” and other statistical dodges. Applying Vallee's estimated percentage to the final BB figures would bring the grand total to about 3,000 to 4,000 BB Unknowns (rounding to the nearest thousand).

BB Cases Total Roughly 15,000 – Not 12,618

The BB files total some 13,134 cases altogether, UFO and IFO and indeterminate, according to the Hynek-CUFOS revised statistics, or about 14,613 when 1,558 “info only” cases are included, per the Saunders/FUFOR Index. Many cases are actually multiple incidents, perhaps totaling 420 or more, filed under one date/location.

For example, the Aug. 11-31, 1965, Houston, Texas, case file is not some 21-day-long incident but contains what is stated to be “59 reports” in Aug 1965 and stated in the BB Index that it is “Carried as ONE file” in the statistics, of which about 53 appear to be separate incidents. But a handwritten note on the same (Aug. 1-3, 1965, or beginning of the month) BB Index says “See separate folder dtd Aug-Dec 65.” So this Aug 1965

“case” also contains “72 reports” from the Houston area from Sept. 1-30, 1965, plus 16 from Oct 1965, 6 from Nov 1965, and 8 in Dec 1965, thus altogether about 155 cases cataloged as 1 case.

To add even more appalling confusion, the Houston case file is serial numbered as BB Case No. 9665. But sightings from letters and newsclippings, occurring all over the world from Brazil, Argentina, Chile, Peru, to Australia, to NY, Kentucky, and Wisconsin, etc., are included in this one same catchall “Houston” File No. 9665 !!

The “final” AF figures of 12,618 total cases including 701 Unknowns are clearly unreliable, invalid statistics. Even the Gen. Carroll Bolender memo of Oct. 20, 1969, recommending closure of BB, rejected the PR stats and asserted the number was “over 13,000 sighting cases” (not 12,600 or so). The CUFOUS UFOCAT database, which includes the BB entries cataloged by former Condon project scientist David Saunders, has approximately 15,472 entries but include an unknown number of duplicate entries for the same cases, which are extremely time-consuming to weed out. For simplicity I am therefore rounding to 15,000 as the approximate total number of UFO incidents in the BB files.

The AF’s 12,618 total figure is inconsistent with its serial numbering of 12,750 case files, many of which consist of multiple cases, some with A and B subnumbering, etc. The “last” case listed is Case No. 12750, at Round Lake, Illinois, Dec. (no day) 1969. See:

<http://bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-476>

Berliner and Randle-Cornett BB Unknowns Catalogs, 1974-75

This catalog is based on the outstanding catalog prepared by Don Berliner of the Fund for UFO Research (FUFOR) from his exhaustive review of the then unreleased Project Blue Book (BB) files at Maxwell AFB (Air Force Base), Alabama, in Jan. 1974, which included many witness names that were later sanitized out (“blackened out” or “redacted”) for the public release of the BB files by the Air Force in late 1975.

Kevin Randle and Robert C. Cornett prepared an Unknowns catalog exactly like Berliner’s, some time early in 1975 before the files were withdrawn from public access in April 1975 for release review and processing. (Randle, *Project Blue Book Exposed*, 1997, pp. 208-265.) The Randle-Cornett catalog has been used in those rare cases, numbering about 40, where it supplements what is in the Berliner catalog.

Unredacted AF BB Microfilm Found & Secured by FUFOR in 1998

Berliner's effort is now supplemented with the tremendous intelligence coup by William Weitzel and FUFOR in early March 1998 in discovering and later securing copies of the unsanitized pre-redaction record copy 16 mm Maxwell AFB microfilm of the BB files, filmed at Maxwell circa Feb. 10-28, 1975, that the National Archives inadvertently made available (at the College Park, Maryland, NARA II facility in Record Group 341 / 190 / 68 / 08 / 03, boxes 1-6, with 70 films numbered 30,362 through 30,431; NOTE: due to inexplicable renumbering of many military files at NARA over the years some of these archival reference numbers may have changed). All of UFOlogy owes an enormous debt of gratitude to FUFOR for this lasting contribution to the preservation and disclosure of this vast treasure of priceless military UFO records.

AF Security Review & Redaction of BB Files in 1975

The AF security classification and privacy review panel began reviewing the BB files by April 1975 (when the BB files were withdrawn from access by AF Archives at Maxwell) and began sanitizing witness names (also destroying or removing certain documents evidently thought embarrassing or incriminating to the AF such as famed Lockheed aircraft designer Clarence “Kelly” Johnson’s signature page with his conclusion that the UFO he saw was an actual “device”). The AF finished the review and turned over sanitized files to NARS (now called NARA) in Dec 1975, apparently without yet physically moving the files to NARS facilities (they evidently remained at Maxwell AFB until a 2nd microfilming, post-redaction, done by NARS apparently, in early 1976). These BB files now included an added set of AF Office of Special Investigations (AFOSI) files of UFO investigations from 1948 to 1968 released by AFOSI in Dec 1975 (some of which were already in BB files and some not). It seems that the AF made the defacements on the original BB paper files which were then turned over to the National Archives (excepting for the completely removed or destroyed materials, of course).

National Archives Release of Redacted BB Files in 1976

NARS started microfilming BB files by Reproduction Service Order NNMM 76-57, approved by NARS Modern Military Branch Chief William H. Cunliffe, Jr., which was placed with commercial firm Fuller & Dees Marketing Group, Montgomery, Ala., on Feb. 19, 1976 (see Order on BB Microfilm Roll 89). This indicates the BB files had not yet been moved out of Maxwell AFB and/or Montgomery, and were now being microfilmed a 2nd time in Montgomery, this time after redaction. NARS publicly released the BB paper files at NARS, College Park Branch, Md., in mid-May 1976 and the 94 reels of 35 mm microfilm were released on July 12, 1976 (see CUFOS-NARS correspondence 1976). Historically it has been extremely difficult to gain access to the BB paper files at NARA because archivists constantly misdirect requesters to the microfilm in order to evade handling the paper files.

BlueBookArchive Website – Unredacted BB Files (Partial Set only) – Offline at Present

The Blue Book Archive project, founded in 2004 and headed by software developer Rebecca Wise, was ambitiously determined to put the entire BB file collection, both NARA and unsanitized Maxwell AFB versions online on the Internet/Web including searchable OCR text (plus several rare Project SIGN and BLUE BOOK microfilms rescued from oblivion by Herbert Strentz in 1968, as well as other government UFO document collections). This project has been stalled for the last few years and is on hiatus at present, and offline from the Web since Aug. 2018 or so (may be partially recoverable on the Wayback Machine). It had been hoped to add the McDonald and Hynek BB collections, including their case investigation reports and notes.

The current BB Archive collection of about 55,000 pages consists of mostly unredacted AF UFO files, roughly 45,000 pages of BB files (a partial set, of just over 1/3 of approximately 124,000 pages total of BB files *excluding* AFOSI), several sets of additional AF files (possibly 10,000 pages, many duplicating BB files but often in much more legible copies, possibly 3,000 to 5,000 pages of duplicates) and redacted AFOSI UFO files (about 6,000 pages; a better, corrected number revised from my previous estimates). This online collection is organized exactly the way the AF organized the files for record-copy microfilming ca. Feb. 10-28, 1975 (done so that the AF would have an official record of what was turned over to the National Archives in Dec 1975, then called NARS now NARA). Sometime later the AF decided to give up to NARS/NARA even its record microfilm and this is where they were discovered in 1998.

Fold3 Website BB Collection (NARA’s Redacted BB Files only)

In 2007, the National Archives allowed the entire collection of sanitized BB documents to be put on the Web through a private company (originally called Footnote.com, now called Fold3.com, renamed in 2011), totaling nearly 130,000 pages (129,658 pages, a figure that is much higher than my previous rough estimate of about 115,000 pages for combined BB + AFOSI). The Fold3 collection of BB documents does include the AFOSI collection of roughly 6,000 pages, it's just hidden (contrary to what I had previously thought, that the AFOSI files were not in Fold3; and I am now able to update my prior estimate of about 5,000 pages to about 6,000 pages).

Sometime in about 2023 on an undated webpage NARA put its own collection of Fold3 scans of most of the redacted BB files online (<https://catalog.archives.gov/id/597821>) in a highly disorganized fashion, out of chronological order, with a poor user interface (such as a tiny view window of only 4x6 inches on a laptop). NARA claims this is a "Partially Available Online" Series, numbering "10,622 File Units" (apparently about 10,622 UFO Cases it seems, but probably suffering from Fold3's inability to separate many cases improperly aggregated into single case files). These comprise what NARA calls "116,536 digital objects," apparently meaning 116,536 scanned pages out of what should be a total of nearly 130,000 pages.

Footnote.com (now Fold3) reorganized the BB case files. The original BB UFO case files, followed by the Administrative files, were organized chronologically but often in a rather confused often non-chronological order the BB staff left them in when they quit in 1970. The BB Archive follows this pattern strictly in order to maintain page-for-page traceability to the Maxwell and NARA (and other AF) microfilm rolls. But the original BB files kept by BB were sometimes out of order chronologically for various inexplicable reasons (e.g., much of the Jan. 7, 1948, Mantell file was put in a "special file" not placed in Jan 1948 but between March and April 1948; the July 19-27, 1952, Washington National cases were strewn over an eclectic mix of largely undated files placed between July 9 and 10, 1952, and including unrelated Washington area cases from Aug-Sept 1952).

Much of the BB file on the famous Tremonton, Utah, movie film case of July 2, 1952, is not in the designated July 1952 Tremonton file in July 1952 but scattered elsewhere on Fold3. The bulk of the file is misplaced in a "[BLANK] [BLANK] [BLANK]" catch-all file on Fold3 listed in the Year pulldown menu after 1969 ([BLANK]) then the next pulldown menu for Month in the [BLANK] after November (if you see December then you are in the wrong menu), then select the [BLANK] (with 8,198 pages!) at the end of the Location menu (but not the "[Blank]" [sic] a few entries above it). The Tremonton file is at pages 505 to 592 (beginning at <http://www.fold3.com/image/1/7474370/>); use the thumbnail Page scroller next to Location and drag the blue dot in the vertical, do not use the laborious "Filmstrip" horizontal bar for something this large. This is not the complete file, it is only 88 pages. But the BB Archive file is 142 pages (138 pgs from MAXW-PBB11-347 to 484 and 4 pgs from MAXW-PBB11-911 to 914). Some 41 pages may be found on Fold3 at 1960 BLANK BLANK beginning at <http://www.fold3.com/image/11884307/> This still leaves 13 pages unaccounted for, even assuming the BB Archive file is complete (it is not). (A new online Fold3 interface in 2024 has disorganized these menus further.)

Most of the Lubbock case of Aug 1951, some 110 pages, has been shoved into the back of an obscure "Orange, Va." case by Fold3. (The Lubbock case is not listed in this catalog because it was never listed by the AF as an Unknown and is not considered by me to be an Unknown.)

The Footnote/Fold3 file organization uses the sighting-file Month as its basic unit, with individual cases **alphabetically** arranged **within that month**. (Sometimes when cases do not have a month date there are seasons or quarters used for dates instead, such as Spring or Summer, and cases with only a year are apparently put into a January grouping of some sort.) But if the Footnote/Fold3 organizers didn't find a BB Record Card to separate cases then multiple unrelated cases ended up being mindlessly merged together without end until another BB Record Card is spotted to begin a new case partition. Also, Footnote people decided to shove various BB Admin memos and documents at the end of the Month of the admin document's date (not always done correctly), sometimes tacked onto the end of a completely unrelated UFO sighting file that happened to be at the end of the Month alphabetically in Footnote's reorganized scheme, or in some mammoth catch-all [BLANK] file heading or [BLANK] [BLANK] or [ILLEGIBLE], etc., sometimes hundreds of pages long! They decided to shove all the 6,000+ pages of AFOSI files at the very end of the BB files, after Dec 1969, under some immense [BLANK] [BLANK] [BLANK] heading.

Black Vault Website BB Collection 2015 (NARA Redacted BB Files only) – Gone

On Jan. 10, 2015, John Greenewald put the Fold3 BB files online into his Black Vault website, and made many of the case files, about 10,000 of the approximately 15,000, into easily downloadable PDF's (Fold3 requires that each page JPG be downloaded, which is very tedious). The work had been done by a contributor to the ATS website since 2012 and BV hosted the result; unfortunately the JPG conversion to PDF's was done incorrectly so that pages of long 10+ page documents are out of correct order (e.g., a 13-page document has pages 1, 11, 12, 13, 2, 3, 4, 5, 6, etc.). The case files had been reorganized into a better, chronological order instead of alphabetical order within each month. But many of the pages within case files were still disordered due to Fold3's unwillingness and/or inability to carefully separate pages of different cases or to put out-of-order pages into their proper places.

Unfortunately, on about Jan. 27, 2015, the owner of Fold3, Ancestry.com, illegally demanded that Greenewald remove all of his BB Collection from his BV website, threatening legal action and falsely claiming "copyright" to public domain US Government records (the BB files) paid for by taxpayers, which cannot be copyrighted, and which have been long available within the public domain (some 40 years since the 1976 public release of the BB files by the National Archives). Greenewald cannot afford the expensive attorneys and legal action required to prove his legal rights. It is unknown when, if ever, the BB Collection can be returned to the BV website.

Sources and Catalogs of BB Cases Designated as Unidentifieds

The Berliner and Randle-Cornett catalogs have been heavily augmented here with:

- (a) Listing of BB Unknowns selected from the National Archives index of BB cases (published by Steiger in Nov 1976 and available on the World Wide Web at various websites) but lacking descriptive sighting details.
- (b) Partial case listings of re-evaluations by Hynek and CUFOs staff (primarily in *The Hynek UFO Report*, Dell, Dec. 1977), who personally retained many hundreds of unsanitized BB case files in his personal papers which are now with CUFOs (partially made available thanks to the tremendous efforts of Mary Castner and Jan Aldrich; location and existence of some Hynek files still uncertain).

- (c) The 1969 Magonia catalog of landing/close encounter cases by Jacques Vallée who as Hynek's assistant in the 60's examined the BB files and Hynek's copies of BB cases, when many reports had not yet "disappeared."
- (d) Battelle Memorial Institute list of 12 Best Unknowns which also caught a few cases before records vanished (May 5, 1955, report issued as Blue Book Special Report No. 14).
- (e) Lists by James McDonald who saw and copied BB files on five research trips from June 1966 to Aug. 1970 and conducted his own exhaustive and independent investigations, especially see his prepared statement in the 1968 House Committee on Science and Astronautics hearing (McDonald 1968; see the National Capital Area Skeptics website) and his 1969 AAAS paper as revised and published posthumously by Sagan & Page (McDonald 1972). McDonald's papers of about 22,000 pages (only a fraction reviewed yet) help supplement the published data.
- (f) Records obtained by Jan Aldrich of Project 1947 directly from unsanitized BB files on the Maxwell AFB microfilm, from McDonald, CUFOS, Robert G. Todd, Willy Smith, and Keyhoe/Richard Hall/FUFOR files, from FOIA requests to declassify AF HQ records at National Archives, and from SHG oral history and file recovery efforts.
- (g) Condon Project (Univ. of Colorado Project) investigations of BB cases published in the Condon Report (Bantam Books edition, New York, Jan. 1969; especially see the convenient "Sightings, Unexplained" listing in the index, p. 961). Also Condon Project files of about 25,000 pages (only a fraction reviewed yet) help supplement the published data.
- (h) FUFOR's *Index to the Case Files of Project Blue Book* (1997), which consists of a computer printout reportedly prepared by David R. Saunders of the Condon Project, completed circa 1970-71, two years after Saunders' firing by Condon on Feb. 8, 1968, and the Oct. 1968 end of the entire Condon Project, yet Saunders continued to obtain BB files from the AF despite his highly publicized firing (*LOOK* magazine John Fuller article May 1968). Thus Saunders inexplicably includes cases up to Dec. 1969 near the end of BLUE BOOK and over a year after the AF contract with the Condon Project had ended in Oct. 1968. Don Johnson has incorporated these BB listings into his digital UFOCAT database.
- (i) National Aviation Reporting Center on Anomalous Phenomena (NARCAP).
- (j) Willy Smith's case evaluations (*On Pilots and UFOs*, UNICAT 1997).
- (k) NICAP website compiled by Francis Ridge.
- (l) Dominique Weinstein's *Aircraft/UFO Encounters* (Nov. 1997; and rev. 5th ed. June 2001, *Aircraft UAP Encounters*).
- (m) H. B. Darrach and Robert Ginna, *LIFE* magazine article, April 7, 1952.
- (n) Various USAF records obtained by Freedom of Information Act (FOIA) requests, especially a collection of long-missing Project SIGN/GRUDGE records found at the St. Louis records center, however please note that it is uncertain whether all of these cases are in the BB/predecessor files or had ever been and then got lost or were removed.
- (o) U.S. Air Force Intelligence TOP SECRET analysis of flying disc incidents, April 28, 1949, Report No. 100-203-79 or "AIR 203."
- (p) Martin Shough catalog of radar UFO incidents (RADCAT), 1987, revised 2002, and augmented by Jan Aldrich and Brad Sparks.
- (q) My personal investigations and research (especially all bracketed [] material and most parenthetical () material).

There are other resources that could be consulted and will be eventually. An outstanding example is the voluminous collection of Loren Gross histories only made available to this researcher thanks to the untiring efforts of Mary Castner of CUFOS (also see Tom Tulien's collection of scans online). But this BB UNKs Catalog is a first pass at an ongoing, continually revised and supplemented work.

Another outstanding resource that will be mined on an ongoing reference basis for future BB UNKs Catalog revisions is Jerome Clark's immense *The UFO Encyclopedia*, 3rd and 4th eds. revised (abbreviated here as UFOE3 and UFOE4), 2018, 2025, Omnigraphics, Detroit; Relevant Info., Southfield, Mich. UFOE3 contains many contributions by Sparks, Aldrich, and others, in addition to Clark's unparalleled lifetime of work represented in these 1,600+ pages.

The outstanding effort by the new NICAP website team headed by the late Francis Ridge has gathered together a group of UFOlogist specialists to download and review BB and other UFO file materials for open Web access. The new materials, including some contributions by Sparks, Shough, Aldrich, Ridge, Paul Dean and others, has not yet been fully digested for this BB Unknowns Catalog, but will be assimilated in due course.

The Berliner, Randle-Cornett and the National Archives lists represent most of the cases that BB itself categorized as Unknowns when it closed down in 1970. Only after all of the unsanitized and sanitized BB records have been examined will it be possible to complete and double check this list. I hope to eventually include all cases that have ever been categorized as Unknowns by BB or its predecessor projects. Later, this full list will then be fully re-screened for IFO's.

Date When BB Evaluated a Case as Unknown is Itself *Unknown*

At present it is unclear at what stage or stages the various lists of Blue Book Unknowns represent initial, intermediate or final evaluations by Blue Book staff and/or by Blue Book consultants such as Hynek and Battelle Memorial Institute (which carried out the March 31, 1952 – March 17, 1954, statistical study known as BB Special Report 14, and known internally as Project STORK Subproject PPS-100). Hynek with graduate assistant Jennie Gluck (Zeidman) set up a subproject of STORK/Battelle (PPS-161) for Blue Book, called Project HENRY from Jan to Dec 1953/Jan 1954, to channel Hynek's astronomical consulting services to BB and to act as an administrative and investigative supplement to the downsized Blue Book project. HENRY reviewed about ½ of the 1953 UFO cases that came into Blue Book but apparently never saw the other ½ of much better quality in 1953, with one known possible exception, the extraordinarily important Kelly Johnson Lockheed case of Dec. 16, 1953, that Hynek knew about and obtained copies of, at some unknown date but is not cataloged in the Project HENRY case lists (see CUFOS files for index tabulations and partial case file copies).

A comprehensive examination of the sanitized and unsanitized BB microfilm files and Hynek's enormous BB record collection at CUFOS would be needed to possibly answer the question about what stage of evaluation did "Unknown" or "Unidentified" or "Unexplained" appear in most cases but at present there are no resources to undertake such a time-consuming project. Even so, because of lost and incomplete files this may not be possible in all cases even if the available records could be studied. The goal here is to aid in promoting completeness of documentation and to try to fill in gaps where records have been lost.

Whenever a case has been evaluated as an "Unknown" or "Unidentified" by BB staff (***after BB completed its investigation***) and/or by competent non-BB investigators it is included here. Eventually such cases will be sifted for cases in future, narrower best-evidence-type lists (at the screening stage mentioned above).

Cases that were evaluated by the AF as Unknowns at some point but have turned out to be IFO's are excluded from ongoing tabulations and only included if in accordance with the above definition (e.g., Fred Johnson and Chiles-Whitted are included here but with IFO notations), and some famous cases may never have been officially considered unexplained by the military or perhaps only briefly (e.g., Kenneth Arnold's June 24, 1947, sighting).

However, please note that in general when there is some doubt as to whether a case was ever actually on file at BB or its predecessors I will err on the side of ***inclusiveness*** and will include it rather than omit it.

IMPORTANT: Please note that the AF did ***not*** simply start by calling all 15,000 cases "Unknowns" and then whittle them down to 700. Rather, the AF started with 15,000 ***unevaluated cases*** and after a process of elimination and some investigation came up with only some 700 "Unknowns." That is the total at the end in 1970, but if cases that were classed as Unknowns at any time from 1947 to 1969 are included, the total may be closer to the 1,700 to 2,200 or so cataloged here. Also please note that ***information on each BB case in this catalog is presented from all sources*** not just the information from the BB case file, so that the sighting event is as reasonably complete as possible within space limitations.

BB and Predecessor UFO Projects

For convenience of reference "BB files" will be considered inclusive of predecessor projects at Wright-Patterson AFB (Wright Field), but not projects or investigations elsewhere, such as at Air Force Intelligence or AFOSI.

Note that operational dates are not necessarily the dates of the orders unless the orders were implemented immediately or made effective immediately or both. For example, Project SIGN was ordered by the AF Director of R&D (Craigie) on Dec. 30, 1947, to be set up but was not initiated until Jan. 22/23, 1948, and not formally "operational" as Project HT-304 until Jan. 26, 1948, later designated Project XS-304. SIGN's name was ordered changed by the new AF Director of R&D (Putt) on Dec. 16, 1948, but the name change was not implemented until the day after SIGN's Final Report was issued on Feb. 11, 1949:

Operational Dates of UFO Projects at Wright-Patterson AFB (Wright Field)

Initial unnamed AMC project	June 30, 1947 -	Jan. 26, 1948
Project SIGN	Jan. 26, 1948 -	Feb. 11, 1949
Project GRUDGE	Feb. 12, 1949 -	Aug. 10, 1949
GRUDGE dormancy period	Aug. 10, 1949 -	July 7, 1950
GRUDGE reactivation (Project 10073)	July 7, 1950 -	Oct. 22, 1951
"New Project" GRUDGE	Oct. 22, 1951 -	Mar. 25, 1952
Project BLUE BOOK	Mar. 25, 1952 -	Jan. 30, 1970

Overall Command of UFO Projects at Wright-Patterson AFB (Wright Field)

UFO Projects	Supv Org	Air Staff (Pentagon) Control	Dates
Sign	AMC	AF R&D	June 30, 1947 - May 21, 1951
Grudge + BB	ATIC	AF Intelligence	May 21, 1951 - July 1, 1961
BB	FTD / AF Systems Command	AF R&D	July 1, 1961 - Jan. 30, 1970

AMC = Air Materiel Command

ATIC = Air Technical Intelligence Center (later Aerospace Technical Intelligence Center, 1959-61)

BB = Blue Book (Project)

FTD = Foreign Technology Division

R&D = Research & Development (within Army Air Forces, later Air Force)

UFO Projects and Activities at AF Intelligence (Pentagon), 1946-1966

Collection Branch (AFBIR-CO, later AFOIR-CO), Air Intelligence Requirements Division (AIRD) became Collection Division, see below, Apr. 1, 1950), AC/AS-2 (=Asst Chief of Air Staff-2, Intelligence)	1946-49
Air Estimates Branch (AEB), Air Intelligence Division (AID), D/I (AFOIN)	1948-49
Defensive Air Branch / Defense Air Branch (DAB) became TCB, see below, Mar. 24, 1950), AID, D/I (AFOIN)	1948-49
Collection Control Branch, Collection Division, D/I (AFOIN-C/CC)	1950-52
Technical Capabilities Branch (TCB), Evaluation Division, D/I (AFOIN-V/TC, later AFOIN-2B3)	1949-52
Special Studies Group (SSG), Office of the Director of Intelligence (AFOIN-SSG)	1952-??
Current Intelligence Branch, Topical Intelligence Division, Deputy Director for Estimates, D/I (AFOIN-2A2)	1952-54
Policy & Mgt Group, Executive Office, D/I (AFOIN-1XA then later AFCIN-1XA), (later became Policy & Programs Div)	1954-57
Policy & Programs Div (AFOIN-P1A), Asst. Chief of Staff/Intelligence (ACS/I = AFOIN then later AFCIN)	1957-61

(On July 1, 1961, ATIC was removed from AF Intelligence and placed within the AF Systems Command within AF R&D, where it was renamed Foreign Technology Division, FTD, and took BB with it. This reduces the visibility of AF Intelligence UFO activities in the 1960's as seen in the documents in BB files.)

ACS/I Programs Division, Policy Branch (ABA)
(AFCIN later AFNIN-ABA or AFNIABA) 1961-66
AF DCS/R&D, Directorate of Science & Technology 1966-70
(AFRST), Science Division (AFRSTA)
Work in Progress—Dates and details may be constantly adjusted as additional documents are reviewed.

A list of chiefs of Blue Book and its predecessors is difficult to compile – the sheet in the BB files with names and dates is riddled with gross errors. Sometimes it is difficult to distinguish the actual project director from a superior officer merely very active in project activities. Also, it seems the title “Project Officer” was very loose and could mean whomever was on hand who had worked the UFO desk before and was not necessarily the formal project chief on the org charts. Sometimes a future BB Chief was groomed by his predecessor for several months and it is unclear whether the successor was already Acting Chief while the Chief stayed on to facilitate the transition. Hence several names **overlap in time** and this is **not a mistake** in the listing below. An “Acting Chief” might be the de facto Chief in reality, as for example Lt Carmon Marano in 1969 even though letters were still written with Lt Col Hector Quintanilla’s name still shown as “Chief.” Some of the dates are impressions from reading which names appear in memos and correspondence in the files in certain time periods. A very tentative outline of BB chiefs and predecessors would be as follows, based in large part on actual BB files with signed and dated documents:

Names and Dates of Chiefs of UFO Projects at WPAFB (Wright Field)

Name	Project Name	Office Symbol	Dates (approx.)
Lt. Col. Edward G. Nabell, Jr.	Unnamed (pre-Sign)	TSNAD (later MCIAXD)	July 1947
Alfred C. Loedding	Unnamed (pre-Sign)	TSNAD-2B (later MCIAXD)	Aug? – Dec? 1947
Lt. Col. James C. Beam	Sign	MCIAXD later MCIAXO-3	Jan? – July? 1948
Maj. R. A. Llewellyn	Sign	MICAXO-3	July? – Aug? 1948
Capt. Robert R. Sneider	Sign	MCIAXO-3 later MCIAXS	Sept? – Dec? 1948
Lt. Howard W. Smith	Sign / Grudge	MCIAXD later MCIAXO-3 / MCIAXS / MCIAXA-1	Aug 1948 ? - Nov ? 1949
George W. Towles	Grudge	MCIAXS	Feb?-Sept ? 1949
James J. Rodgers	Grudge	MCIAXA-1a	March? 1950- May 1951 ?
J. L. Rohn	Grudge	MCIAXA-1a	Oct 1950 ? – May 1951 ??
Lt. Jerry W. Cummings	Grudge	ATIAA-2a	ca. June? – Oct 22?, 1951
2nd Lt. Henry Metscher	Grudge	ATIAA-2	Oct ? – Oct 22, 1951
Lt (later Capt) Edward J. Ruppelt	Grudge / Blue Book (BB)	ATIAA-2c later ATIAE-5	Oct. 22, 1951 – March? 1953, July 20 – ca. Aug 31, 1953
Lt Robert M. Olsson	BB	ATIAE-5	March – July 31?, 1953

Airman 1C Max G. Futch	BB	ATIAE-5	Aug 1? – Dec 30, 1953
Capt. Charles A. Hardin	BB	ATIAE-5 later AFOIN-4E4	Nov 1953 – ca April 1956
Capt George T. Gregory	BB	AFOIN-4E4	Jan 1956? – Dec 1958?
Major (later Lt Col) Robert J. Friend	BB	AFOIN-4E4 later AFOIN-4E4g, AFCIN-4E4g, and TD-E	Oct 1958? – ca. Sept 1963
Capt (later Lt Col) Hector Quintanilla	BB	TDEW later TDETR and TDPT	ca. Oct 1963 – Feb 1969?
2nd Lt Carmon L. Marano	BB	TDPT	Feb 1969? – Jan 30, 1970

Work in Progress—Dates and details may be constantly adjusted as additional documents are reviewed.

(NOTE: As mentioned earlier, there is in the BB files an anonymous, undated, but from the mid-1960's, "Project Officers on UFO Program" sheet listing BB chiefs and predecessors with alleged dates of term, which is quite erroneous. This same list has been erroneously published by some authors without realizing it is seriously in error and should not be used.)

Miscellaneous Notes and Cataloging Conventions

Comments such as "No further information in the files" are typically by Berliner. Annotations of "Case missing" are usually from the BB monthly case indexes, sometimes on the BB Record Card (when only the card survives). Uncertainties or discrepancies in reported data such as dates, times, etc., are indicated in brackets [] and/or with question marks [?], and conflicting data from differing sources may be indicated by "cf." in the sources notes.

I am no longer following strict chronological order within a day date, in part because it may seem confusing and in part because time zone standards are not always known. I originally tried to list cases approximately chronologically according to times as converted to GMT or UTC / Z-time, but this has not proved to be possible or practical. It would require multiply listing Z times along with local times and this is utterly confusing and ultimately of little value without full-scale case analyses that cannot be undertaken on all cases, especially in a mere space-limited catalog. Local time is better.

The local time is more important for indicating lighting conditions than robotically converting all times to achieve some idealistic universal standard GMT/UTC to which no one can relate, or by trying to list both. Similarly I do not use 24-hour clock times as most people myself included do not do all the mental time conversions necessary as the time data then is just avoided.

Some date confusion exists on many nighttime cases due to midnight date crossovers (note the dual dates and/or bracketed question mark "[?]" indicators), which will have to be resolved by study of the case files.

Original units of measurement used by the witnesses are always preferred for accuracy and then conversions as needed are presented in parentheses (except angular sizes are usually converted to degree measure or "Full Moon" units and the details if needed can be retrieved from the case file). Statute miles are preferred here, however in many cases military records referring to

"miles" may refer to nautical miles and it is not possible at present to know for certainty which unit was used.

NOTE on Geographic Latitude-Longitude Coordinates: Geographic locations and coordinates have been spot checked but not completely. State abbreviations (U.S.) are applied partially and only when confusion is to be avoided. Many of the lat-long coordinates are from the Saunders/FUFOR Index and have not been checked; these usually refer to generic coordinates of a city or town and **not** to the exact location of the witness. UFO coordinates are usually never known as accurately as those of the witnesses so **witness coordinates are given** except where noted. The best coordinate data are when the lat-long coordinates are stated as “**at**” the given lat-long. This means the UFO witnesses were actually located “**at**” that position and it is not a generic set of coordinates. If locations changed because witnesses were in a moving vehicle the initial coordinates are given first in the geographic location header for the entry and subsequent coordinates are given in the body of the narrative if available.

NOTE ON CATALOGING PROCEDURES: These case entries are **not** final, complete, scientific investigations. This is a **catalog** not an **encyclopedia**. It is by nature a **synopsis** of AF records (as supplemented with non-AF data) in varying stages and states of completeness and incompleteness, with analytical comments and data corrections where possible. This is a spare-time volunteer effort and I have been unable to completely review all ~270,000 pages of BB and AFOSI files and sanitized/unsanitized duplicates and supplemental AF files (often both the unredacted Maxwell AFB and redacted NARS copies must be reviewed because of legibility problems, missing pages, etc.). Only about 1/3 of the unredacted Maxwell BB copies have been online (may be recoverable on the Wayback Machine), so the other 2/3 are presently unavailable. In many cases these are **placeholder entries** awaiting further documentation and/or time and resources to look up the cases online to see if available and then to digest them.

Bare entries of only a few lines, usually referenced to the “McDonald list” or to the “Berliner” catalog of BB Unknowns, are obvious placeholders for which little or no checking has been done.

In accordance with normal scholarly convention, bracketed [] material is editorial and analytical inserts not contained within the original BB file (usually my own investigation and analysis). Parenthetical () material is obtainable from the BB file or clearly implied. Analysis at the end of the narrative discussing the case briefly should be obvious as my commentary without use of brackets since it’s not an insert comment.

NOTE: The sequential numbering in the 1st column is *not* an identification number for particular cases, and may change from update to update in this BB UNKs Catalog, but is merely an *aid to tallying total numbers*. The BB Case No. is given where convenient (no effort has been made to exhaustively research the numbers), but no guarantee can be made that BB’s own numbering is correct and had not been changed sometime during the course of the Sign/Grudge/BB history.

Abbreviations list is at the end.

No.	BB Case No.	BLUE BOOK UNKNOWN: Date. Location of Witnesses (when given as “at” a certain Lat-Long the actual coordinates have been checked and are not generic coordinates for a city/landmark). Time. Witnesses & Circumstances. (Principal Sources identifying case as found in BB/predecessor files)	Duration	No. of Witnesses	Angular Size (max.) in Full Moons (= 0.5° approx.)	Instruments / Scientists, etc.
1.		Jan. 16, 1947. North Sea, 50 miles from Holland. 10:30 p.m. (GMT). RAF pilot of Mosquito pursued unidentified radar target showing efficient controlled evasive action at 22,000 ft speed equal or greater than Mosquito, headed W? towards Norfolk, Eng. (Sparks; FOIA)		1+		radar
2.		April 1947. Richmond, Virginia (37.55° N, 77.44° W). 11 a.m. (EST). Meteorologist Walter A. Minczewski and Miss Baron saw a silvery disc through a theodolite while tracking a pibal weather balloon, traveling E to W in level flight far to their N at less than 15,000 ft, appearing larger than the balloon. Object was a metallic-like-chrome shape, something like an ellipse with a flat level bottom and a dome-like round top. Disc appeared much larger in size in the theodolite. Miss Baron observed the disc when her balloon was at about 27,000 feet. Minczewski had previous sightings back to Oct 1946. (Sparks; McDonald 1968; FOIA; Saunders/FUFOR Index)		2	[3/4 in theodolite]	theodolite; meteorologist
3.		May 17 [19?], 1947. Oklahoma City, Oklahoma (35.46° N, 97.51° W). 8:30-9 p.m. Field Engineer Savage saw a frosty white round and flat object, with diameter/thickness ratio 10:1, the size of a B-29 [?] (140 ft) traveling N at 350° heading at 10,000-18,000 ft and 3 times speed of a jet [1,800 mph] with a slight swishing sound. (Sparks; FOIA; Saunders/FUFOR Index)	30 mins	1	1 ?	
4.		June 2, 1947. 2-3 miles S [?] of Rehoboth Beach (near Lewes), Delaware. Pilot Horace P. Wenyon in aircraft flying N at 1,400 ft saw a silvery “mayonnaise jar”-shaped object 15 inches [?] in size cross in front of the plane at 1,000-1,200 mph heading W to E on a straight course at same altitude, with a silver-white fire exhaust. Confusion with previous sightings of “same object” in Sept and Oct 1946. [Daytime meteor?] (Sparks; Project 1947; McDonald list; FOIA; Bloecher 1967)		1		
5.		June 12, 1947. Weiser, Idaho (44.25° N, 116.98° W). 6:15 p.m. Mrs. H. Erickson saw 2 high speed round objects glistening in the sun at high altitude headed SE in trail formation moving up and down twice and leaving a vapor trail that persisted for over an hour. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index; Bloecher 1967)	several secs ?	1		
6.		June 14 [23?], 1947. Bakersfield, Calif. (35.37° N, 119.00° W). 12, 2:15 p.m. Veteran pilot Richard Rankin and a young boy saw 10 “almost round” or Flying Flapjack-shaped objects in formation at 9,000 ft and 300-400 mph headed N on a straight level course, then 7 returned on reverse S course at 2:15 p.m. (Sparks; McDonald list; Saunders/FUFOR Index; Bloecher 1967)		2		

7.		June 21, 1947. Spokane, Wash. (47.66° N, 117.44° W). 11:50 [11:55 PST?] a.m. Civilian woman [Mrs. Guy R. ?] Overman saw 8 [shiny silvery and slim-bodied?] disk-shaped objects the size of a house fly at 600 mph [or slower than a 2-engine army plane?] traveling SSW at 7,000 ft one object below an aircraft, then fall with a dead-leaf motion and land before 10 witnesses on the shore of the St. Joe River, Idaho. (Sparks; Vallée Magonia 57; cf. FOIA; Saunders/FUFOR Index; Bloecher 1967)	several mins ?	11		
8.	12	June 24, 1947. Mt. Adams, Wash. Afternoon. Prospector Fred Johnson of Portland, Oregon, was at the 5,000 ft level when he saw a group of 6-7 fast-moving objects [heading SE?], extremely bright on top, with long sharply pointed tails and one waving like a compass needle, flashing when seeming to bank, at perhaps 1° elevation (seemingly 1,000 ft higher and possibly 10 miles away), angular size roughly 0.03° (seeming 30 ft size at 10 miles) viewed through a small pocket telescope, focusing on one object mainly while noting 5-6 others; his compass needle fluctuated. [Same afternoon within a few hours of the Kenneth Arnold sighting, latter not listed here as Arnold case was never evaluated as an Unknown by AAF / AF.] (Sparks; FOIA; BB files; Bloecher 1967)	45-60 secs ?	1	1/15 ? (0.3° equiv in telesc??)	telescope; EM?
9.		June 28, 1947. Rockfield, Wisc. (43.24° N, 88.09° W). 3:43 [3:45 CST?] p.m. Marion Beuschler and her brother a farmer saw 7-10 saucer-shaped objects fly overhead heading S at high speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index; Bloecher 1967)		2		
10.		June 28, 1947. 30 miles NW of Lake Mead, Nevada (37° N, 115° W). 3:15 [1:15 PST?] p.m. AAF pilot Lt. K. B. Armstrong from Brook AAF, San Antonio, Texas, flying F-51 fighter at 6,000 ft saw a tight formation of 5-6 white circular 3 ft objects off his right wing heading 120° [about ESE] at 6,000 ft at 285 mph. (Sparks; Ruppelt p. 19; FOIA; Saunders/FUFOR Index; Bloecher 1967; FBI files)		1		
11.		June 28 [26?], 1947. Maxwell AFB, Montgomery, Alabama (32.37° N, 86.31° W). 9:20-9:45 p.m. 4 AAF officers including 2 pilots and 2 intelligence officers, Capt. W. H. Kayko, Capt. J. H. Cantrell, Capt. Redman, 1st Lt. T. Dewey, saw a bright light just above the SW horizon travel towards them in a zigzag with bursts of high speed, when directly overhead it made a sharp 90° turn and lost to view in the S [SW?]. (Sparks; Ruppelt p. 19; FOIA; Saunders/FUFOR Index; Bloecher 1967)	25 mins	4		
12.		June 29, 1947. Des Moines, Iowa (42.74° N, 93.74° W) [Clarion, Iowa ?]. 3:45 [4:45 CST?] p.m. Bus driver Dale Bays saw a single file line of 4 [18 ?] “dirty white” round objects between circular and oval in shape, inverted saucer shape about 175-250 ft diameter 12 ft thick, at about 1,200 ft height traveling about 300 mph to the SSE, sound of electric motor or dynamo. Another group of 13 objects seen heading SSE to NNW [later?]. (Sparks; Battelle/BBSR14 ?; Mary Castner/CUFOS; Saunders/FUFOR Index; FOIA; Bloecher 1967)	few mins		15-20 ?	

13.		June 29, 1947. About 7 miles ENE of Las Cruces, New Mexico (at 32.3° N, 106.7° W). About 1:15 [1:20?] p.m. Rocket scientist-engineer Dr. Carl J. Zohn, Admin Asst., Rocket Sonde Section, USN Naval Research Lab (NRL) temporarily assigned to White Sands Proving Ground (WSPG), NRL high-altitude spectrograph scientist Curtis C. Rockwood and his wife Nancy, and NRL telemetry supervisor John R. [W.?] Kauke also posted to WSPG, were driving in a car from Las Cruces to WSPG to the V-2 launch site (but not for a launch) on Highway 70 headed NE at 60 mph when they saw to their right front [E] a rotating [?] silvery or shiny disc or sphere with no appendages, wings, tail, propellers, angular size of the sun (0.5°), reflecting sunlight [pulsating?], crossing the sky at high speed heading N right to left at about an estimated 8,000-10,000 ft about 45° elevation which suddenly disappeared in mid-air in a clear cloudless sky (Kauke thought it disappeared by distance). Kauke had stopped the car and briefly saw a short vapor trail at one point not reported by the others. Zohn on the passenger side rolled the window for an unobstructed view. (Sparks; NARA BB Microfilm Roll 1, pp. 648-663, Maxwell Roll 2, pp. 865-878; FOIA; cf. Ruppelt, p. 20; Saunders/FUFOR Index; Randle; Bloecher 1967; etc.)	nearly 60 secs [30-60 secs?]	4	1	Naval Research Lab rocket scientist
14.		June 30, 1947. Near S rim of Grand Canyon, Ariz. 9:10 a.m. (MST?). Navy Lt. William G. [C.?] McGinty flying P-80 from Williams AAF at 30,000 ft heading S saw 2 gray, circular objects about 8 or 10 ft diameter, diving at "unconceivable" speed from about 25,000 ft, which appeared to land 25 miles S of the Grand Canyon. (Sparks; Vallée Magonia 59; cf. Project 1947; FOIA; Saunders/FUFOR Index; Bloecher 1967; FBI files)		1		
15.		July 1, 1947. Chitose AB, Hokkaido, Japan. GCA radar tracked 600+ mph target that made 4 turns with radii of 1-1/2 miles [=30 g's approx.] First detected 16 miles N of Chitose AB heading S at 180° heading then made 180° turn till range of 28 miles. Target then turned left to heading 240° (about WSW) for 6 miles then 180° turn to heading 60° (about ENE), returning to original position at 28 miles N of Chitose AB., then turned to head N at) 0° heading until off scope. (Sparks; TOP SECRET Supp. to Daily Activity Report of AAF Intell, Aug. 8, 1947; FOIA Jan Aldrich)				radar
16.		July 2, 1947. Roswell, New Mexico. 9:50 p.m. (MST). Pharmacist Dan Wilmot, wife, and son Paul, at home in downtown Roswell, 105 S. Pennsylvania Ave. [at SE corner of Pennsylvania Ave. & W. 1st St.?]. Fireball came from SE [directly or almost directly overhead?], heading towards and disappearing over Sixmile Mtn at about azimuth 306° (about NW). Entire object glowed, oval shaped like inverted saucers or washbowls, 15-20 ft in size if at 1,500 ft altitude, estimated speed 400-500 mph. [Speed and altitude indicate angular velocity of ~30°/sec which would be inconsistent with 40-50-sec duration, better fit is with ~10-sec duration. Scaling up to possible terminal meteor fireball altitude ~20 mi thus scales speed to ~36,000 mph, typical slow meteor fireball velocity.] (Sparks; <i>Roswell Daily Record</i> , July 8, 1947)	40-50 secs ? [10? secs]	3	1 ?	

17.	27	July 3, 1947. South Brooksville-Harborside, Maine. 2:30 p.m. (EDT). Astronomer John F. Cole alerted by a roaring noise overhead saw about 10 very light colored 50-100 ft wide objects to the N at about 50° elevation in a formation initially about 1.5° wide, with 2 dark forms to their left or 2 objects had darker projections somewhat like wings, moving like a swarm of bees to the NW at about 600-1,200 mph through about 30° arc [at about 4-20 miles distance?]. (Sparks; Berliner; McDonald 1968; FOIA; Bloecher 1967)	10-15 secs	1	1/4 to 1/2 ?	astronomer
18.		July 4, 1947. Near Redmond, Oregon. 11 a.m. C. J. Bogue of Tigard, Ore., and other witnesses in a car near Redmond saw 4 discs flying past Mt. Jefferson on a straight course at high speed. (Sparks; McDonald list; FOIA; Ruppelt p. 20; Bloecher 1967)		multiple		
19.		July 4, 1947. Portland and Milwaukie, Oregon, and Vancouver, Wash. 1:05 p.m. Radio newsman Frank Cooley of station KOIN, INS wire service employees in the Portland <i>Oregon Journal</i> Building, Clark County Sheriff's Deputy Fred Krives, Deputy Clarence McKay, Sgt. John Sullivan, Portland Police Officer Kenneth A. McDowell, Harbor Patrol Capt. K. A. Prahm, Harbor Patrolmen A. T. Austad and K. C. Hoff, Portland Police Officers Earl J. Patterson [Paterson?], Walter A. Lissy and Robert Ellis, Oregon Highway Patrol Sgt. Claude Cross, and many others over a wide area saw 5 large discs moving at high speed to the E, 2 flying S and 3 to the E, with oscillating or wobbling motion, sudden 90° turns or zigzagging, radio reports alerted other officers who saw the objects, aluminum or chromium color, disc or hubcap or piepan or half-moon shape flashing in the sun, no vapor trail, no noise (except possible humming), some at 10,000-40,000 ft others at about 1,000 ft. McDowell noticed pigeons reacted. Sullivan, McKay and Krives noted low humming sound and reported 20-30 objects. Cooley reported 12 discs at about 20,000 ft. [Further sightings at 2, 4:30, 5 p.m.] Patterson, Lissy and Ellis were pilots. (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)	30-90 secs	many (13+)		
20.		July 4, 1947. Portland, Oregon. 2 p.m. E. A. Evans saw 3 metallic discs glinting sunlight, 1 moving W to E, followed by 2 others heading N. [Other sightings at 1:05, 4:30, 5 p.m.] (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)		1		
21.		July 4, 1947. Portland, Oregon. 4:30 p.m. Mrs. L. J. Hayward saw a silvery disc-shaped object looking like a new dime flipping in an erratic path moving slowly. [Other sightings at 1:05, 2, 5 p.m.] (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)		1		
22.		July 4, 1947. Portland and Milwaukie, Oregon, and Vancouver, Wash. [?] 5 p.m. [Other sightings at 1:05, 2, 4:30 p.m.] (Sparks; Hynek UFO Rpt pp. 100-2; McDonald 1968; FOIA; Bloecher 1967)				

23.	34	July 4, 1947. Near Emmett, Idaho (43.88° N, 116.48° W). 9:12 [8:12?] p.m. (MST). United Air Lines Flight 105 Capt. Emil J. Smith, First Officer Ralph Stevens, Stewardess Marty Morrow who was called in by Smith as a confirming witness, flying NW on heading 300° from Boise to Seattle at about 7,000 ft, saw 5 disc-shaped objects with flat bottoms and rough tops (possibly 100+ ft size) move at varying speeds, in loose formation [or evenly spaced?] roughly 1,000 ft higher in altitude about 10° left of their heading [or at 290°], with one high and to the right of the others in the distance, all disappearing to the W [NW?] in a gradual climb at about 9:20 p.m. as 5 [4?] additional similar objects came into view slightly higher heading W [or took off to the NW; 3 objects in a line with 1 off to the side]. Smith tried to close on the objects at 185 mph as he climbed from 7,000 to 8,000 ft but could not. (Sparks; Berliner; cf. McDonald 1968; Bloecher 1967; FBI files Maury Island)	12-15 mins	3	2 ??	
24.	36	July 6, 1947. Fairfield-Suisan Air Base, Calif. (38.25° N, 121.99° W). Daytime. AAF Capt. and Mrs. James H. Burniston saw a highly reflective round flat object having no wings or tail, the size of a C-54 transport (118 ft) roll from side-to-side 3 times then fly away very fast from NW to the SE [SW?] at 10,000 ft. (Sparks; Berliner; Bloecher 1967)	1 min	2	1 ?	
25.		July 6, 1947. Clay Center (about 100 miles W of Kansas City), Kansas (39.32° N, 97.13° W). 1:45 p.m. AAF pilot Major A. B. Browning and crew flying B-25 E to Kansas City saw a silvery circular object 30-50 ft diameter pacing the aircraft at a little lower altitude then shot off at high speed heading E at 11,000 ft at 210 mph. (Sparks; Project 1947; FOIA; Bloecher 1967)		>2 ?		
26.		July 7, 1947. Lakeland, Florida (28.05° N, 81.94° W). Bet. 1-2 p.m. (EST). Sign painter Griffin saw 5 round shiny objects in the NE climbing at 7,500 ft; shrill noise heard. (Sparks; Battelle/BBSR14 ?; Mary Castner/CUFOS; Saunders/FUFOR Index)		1?		
27.		July 7, 1947. Hickam Field, Hawaii (21.34° N, 157.95° W). 9 a.m. Civil Service employee Saito saw a large silver balloon-like object with silvery disc [attached?] immediately beneath it without attaching cables slowly ascending to the NW at 6,000 ft. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1		
28.		July 7, 1947. 7 miles N of Shreveport, Louisiana. Morning. Military aircraft pilot, enlisted man, saw a bright silver object about the angular size of the moon. [Not to be confused with the prank hoax observed at 6:05 p.m. in downtown Shreveport by F. G. Harston aka Hariston aka Hairston, with recovered hoax object manufactured by M. H. Swor.] (Sparks; Jan Aldrich Project 1947 citing <i>Shreveport Times</i> ; McDonald list)	5 mins	1	1	

29.		July 7, 1947. Muroc Army Air Field, Calif. (34.89° N, 117.88° W). 10:10 a.m. AAF experimental test pilot Major Jowell C. Wise while powering up an XP-84 jet on the 10,000-ft runway at W side of Rogers Dry Lake near Area 1 looked up where others (Oliver Earl Cooper and 2-3 others) were looking and saw to the N [or E] at about 25°-30° elevation, possibly at 10,000 ft, a yellowish-white sphere about 5-10 ft diameter oscillating in a "forward whirling" motion without losing altitude at about 10,000-12,000 ft altitude moving W to E [or E towards ESE] at about 200-225 mph. Stopped at one point then continued in horizontal flight. [Sightings at Muroc next day.] (Sparks; BB files; FOIA; McDonald Papers)	4-5 mins?	4-6	1/10 ?	
30.		July 7, 1947. Elkhorn, Wisc. 11:45 a.m. (CST). Pilot instructor and student took off from Elkhorn Airport in aircraft and immediately, at 800 ft height, sighted saucer-shaped object [in the distance to the WNW] descending vertically on edge through the alto-cumulus clouds at 6,000 ft over Koshkonong, Wisc., stop at 4,000 ft, assume horizontal orientation and fly horizontally for 15 secs, covering 25 miles [23 miles] at 6,000 mph [5,500 mph], [headed straight towards them on a course of about 120°] then stop again [apparently overhead] and disappear. BB (Sign) case file missing but found in FBI (and AAF?) files. (Sparks; Loren Gross July 7-10, 1947, Hist.Supp.; FBI files)	15+ secs	2		
31.		July 7, 1947. East Troy, Wisc. 2:30 p.m. (CST). AAF Capt. R. J. Southey, Wing Supply officer, and a passenger, were in flight at 3,500 ft ASL when they sighted a (saucer-shaped) object in horizontal orientation [to the NNW about 7 mi away about 0.5° below earth's horizon] over Eagle, Wisc., in horizontal flight at 2,500 ft [headed E at about course 85° (see map plot)]. Southey took camera from glove compartment, saw object had disappeared then reappeared for 6 secs later and about 10 miles farther along its course [6,000 mph], disappearing over Muskego, Wisc., after covering a total of 22 miles [17 mi] in 20 secs at a speed of about 3,960 mph [3.060 mph]. BB (Sign) case file missing but found in FBI (and AAF?) files. (Sparks; Loren Gross July 7-10, 1947, Hist.Supp.; BB files; FBI files)	20 secs	2		
32.		July 7, 1947. Arlington, Virginia (38.91° N, 77.09° W). Bet. 10:30 and 11 p.m. (EDT). AAF Lt. Col. Cobb saw a "blob," the size of a small airplane, reflecting white light flying at less than 500 ft above ground to the SE at about 1,350 mph. (Sparks; FOIA; Saunders/FUFOR Index)			6 ?	

33.	50	July 8, 1947. Muroc Army Air Field, Calif. (34.89° N, 117.88° W). 9:30 a.m. (PDT). AAF 1st Lt. Joseph C. McHenry, T/Sgt Joseph Ruvolo, S/Sgt Gerald E. Nauman, and Miss Jannette Marie Scotte, saw 2 disc-shaped or spherical objects, silver and apparently metallic, fly a wide circular pattern [?] at about 7,000-8,000 ft at 300-400 mph heading 320° (about NW) toward Mojave, Calif. Before the first 2 objects disappeared a 3rd similar disc or spherical silver object reflecting sunlight was seen, with additional 5 witnesses, to the N flying tight circles at about 7,000-8,000 ft beyond capability of known aircraft, maintaining altitude. No sound or trails. [See sightings at Muroc later in the day and previous day.] (Sparks; BB files; FOIA; Berliner)	3-4 mins + ?	9		
34.		July 8, 1947. Muroc Army Air Field, Calif. 11:50 a.m.-12 noon. AAF experimental test pilot Capt. John Paul Stapp, Mr. Lenz from Wright Field and 2 others in an observation truck at Area 3 of Rogers Dry Lake for a P-82 ejection seat test saw a round silver or aluminum-white object at first thought to be a parachute, about 25 ft wide, falling from a height below the 20,000 ft of the test aircraft at 3x the rate for an ejection seat test, drifting horizontally toward Mt. Wilson (to the S) at less than 50-80 mph, which when close to horizon appeared to have an oval outline with 2 thick fins or nobs on the upper surface which seemed to rotate or oscillate, no propellers, slowly disappearing below the mountain tops in the distance after 90 secs. Others witnesses independently, including Muroc Commanding Officer Col. Signa A. Gilkey (only momentarily and thought it was piece of paper) and engineer Major Richard R. Shoop and wife [and Capt. Harry D. Black?] saw from a different location 5-8 miles away to the N [?] the apparently same falling object, thin metallic aluminum colored and the size of a pursuit aircraft [50 ft?], reflecting sunlight and oscillating, descend to ground level, then rise again and move slowly off in the distance for a total of 8 mins. No sound or trail. [See sightings at Muroc earlier and later in the day and previous day.] (Sparks; BB files; FOIA; Vallée Magonia 60)	8 mins	7+	1/5 ?	triangulation?
35.		July 8, 1947. 40 miles S of Muroc Army Air Field. 4 p.m. AAF pilot of an F-51 fighter at about 20,000 ft saw a flat reflective object with no vertical fin or wings flying high above him which he could not reach in a climb. [See previous Muroc sightings.] (Sparks; Ruppelt p. 22)		1		

36.		July 9, 1947. Bet. Meridian and Boise, Idaho (at 43.6° N, 116.3° W). 12:17 p.m. (MST?). <i>Idaho Statesman</i> aviation editor and former AAF B-29 pilot Dave Johnson flying E [ESE?] in an 190th Fighter Squadron, Idaho Air National Guard, AT-6 at 14,000 ft ASL (11,000 ft AGL) saw to his left [NE?] a black disc, standing out against the cumulus cloud bank, make a half-roll then a stair-step climb to the right, saw it on edge as a thin black line when it flashed sunlight. Took 10 secs of 8 mm movie film of object while turning AT-6 broadside and opening the canopy to film without distortion, but film did not show UFO apparently because too small in angular size. Object seen against background of cumulus clouds with base at 13,500 to 14,000 ft ASL about 70 miles to the ESE over Camas Prairie near Fairfield, Idaho. 3 ANG personnel and at least one United Airlines person at Gowen Field, Boise, sighted a similar black object maneuvering erratically against the same cumulus cloud formation over Camas Prairie at 2:00 p.m. (Sparks; Berliner)	10-30 secs	1	1/5 to 1/10 ?	
37.		July 10, 1947. Harmon Field, Newfoundland, Canada (48.54° N, 58.56° W). 5:30 p.m. (ADT). Ground crewmen, A. R. Leidy, John N. Mehrman, Supv. of Mechanics, and J. E. Woodruff, Senior Maintenance Supervisor, of Trans World Airways, briefly saw a translucent disc or silvery wheel-shaped object the size of a C-54 transport fly very fast at 10,000 ft from a point estimated at about 6 miles SSW of Harmon headed NNE, leaving a dark bluish-black trail 15 miles long, then ascend and cut a path through the clouds. Photo. Possible meteor (except ascent not explainable). Note similar cloud blowing cases at Ramore, Ontario, May 25, 1953, (in BB see below) and Chicago O'Hare Airport Nov. 7, 2006 (post-BB). (Sparks; NICAP website; BB files; Berliner; FOIA)		3	1	photo
38.		July 10, 1947. Near Ft. Sumner, New Mexico. 4:47 p.m. Dr. Lincoln LaPaz with wife and 2 teenage daughters were driving W on Hwy 60 when they saw a sharply outlined, white ellipsoidal seemingly luminous 200 ft object (±40 ft, major/minor axis ratio 2.45) wobbling in the distance to the W [probably 272° azimuth initially] about 25 miles away (±5 miles; distance from triangulation of the cloud bank by driving around it by about 90° over 50 miles along Hwy 84 and from weather data). Object stayed about 30 secs almost motionless at a low speed of about 150 mph (±30 mph) then disappeared behind a cloud at 273° azimuth elevation 1° but reappeared 5 secs later further to the right, or N, and higher at 275° azimuth 2° elevation, about 1 mile distance traveled thus an average speed of roughly 600-900 mph [peak velocity about 1,400 mph at about 13 g's], but no sound, no trail. Object continued to slowly drift N about 2 mins [in level flight] until disappearing in the cloud bank [at about 287° azimuth]. (Sparks; LIFE Incident 2; Hynek astronomer survey Aug. 1952; etc.)	2 1/2 mins	4	1/6	Lincoln LaPaz, world's leading investigator of aerial phenomena

39.		July 11, 1947. Elmendorf Air Base, Anchorage, Alaska (at 61°10' N, 150° W). 11:00 a.m. (AHST). AAF Col. Bruce H. Perry and Major William E. Geyser, 59th AACS Group, saw a round 2-3 ft or 10 ft aluminum or silver-metallic spherical object travel at great speed to the S at estimated altitude of 3,000 to 4,000 ft, below scattered clouds at 10,000 ft. (Sparks; Lara Elliott/NICAP website; FBI files; BB files; McDonald list; FOIA; Saunders/FUFOR Index)	15-20 secs	2	1/2	
40.		July 12, 1947. Elmendorf Air Base, Anchorage, Alaska (at 61°10' N, 150° W). 6:30 p.m. (AHST). AAF Major Edward Graham 59th AACS Group, plus some members of Alaskan Dept [Alaskan Command?] saw a balloon-like grayish 10 ft object headed NW at 100 mph at 1,500 ft following the contour of mountains 5 miles away and paralleling the course of landing C-47. (Sparks; BB files; NICAP website; McDonald list; FOIA; Saunders/FUFOR Index)		3+	2/3 ??	
41.		July 29, 1947. Canyon Ferry, Montana (Helena? 46.6° N, 112.01° W). 12:05 p.m. Observer Madden saw hovering and fluttering, rising and descending thin 3 ft gleaming and shimmering object heading BE at 3,000 ft height at tremendous speed. (Sparks; McDonald list; Saunders/FUFOR Index)			1/10	
42.	69	July 29, 1947. Hamilton Field, Calif. (38.07° N, 122.51° W). 2:50 p.m. (PDT?). Assistant Base Operations Officer Capt. William H. Ryherd and ex-AAF B-29 pilot 1st Lt. Ward Stewart saw for unknown length of time two round, shiny, white objects with estimated 15-25 foot diameters, fly 3-4 times the apparent speed of a P-80, also in sight, (or at 750 mph), at 6,000-10,000 ft heading S or SE at 120°. One object flew straight and level; the other weaved from side-to-side like an escort fighter. (Sparks; Berliner; FOIA; Saunders/FUFOR Index)		2	1/5 – 2/5	
43.		Aug. 4, 1947. Between Bedford Radio Beacon and Everett, Mass. (42.36° N, 71.06° W) (or 10 miles NW of Boston). 4 p.m. While flying at 265 mph at 8,000 ft, heading 244° Magnetic, Pan Am airliner pilot A. C. Powell and navigator White saw 45° to the left [of their course?] a bright orange or deep-gold colored blunt cigarette-shaped (or elliptical) object the length of a P-40 fuselage [or 15? ft long 2-3 ft wide?] flying at 150 (or 175) mph at 7,800 [7,000?] ft to the S [E?] at about a course of 200° [110°?] magnetic. (Sparks; Sign Microfilm Roll 8, p. 348; Project 1947; McDonald list; FOIA; Saunders/FUFOR Index)	30 secs	2	1/5	

44.		Aug. 4, 1947. 10 miles NW of Bethel, Alaska (60°47' N, 161°50' W). 8:20 p.m. (Bering Standard Time). Pilot Capt. Jack Peck and copilot Vince Daly with Al Jones Flying Service flying a DC-3 saw a smooth surfaced "discus like" (or like rear view of C-54 without motors or lie a Flying Wing) black object as large or larger than a DC-3 with no visible means of propulsion silhouetted against the brilliant sunset sky [sun set at 8:17 PM BST at azimuth 309° in the NW], at about their altitude, which crossed their flight path at right angles at 500-1,000 ft height [or they could not determine its direction of flight and climbed to avoid collision and pulled in behind the object and then were able to see object was moving away from them]. They averted collision by climbing to 1,200 ft [from 1,000 ft ?], then turned in pursuit at IAS 170 mph but the object flew out of sight at 3x their speed maintaining the same altitude [off to the NW at about 500 mph]. (Sparks; Project Sign Microfilm Roll 1, pp. 599-608)	4 mins (5? mins)	2	10 ??	
45.		Aug. 13, 1947. 40 miles SW of Twin Falls [at Salmon Dam?], Idaho. 9:30 a.m. County Commissioner L. W. Hawkins and Mr. Brown while fishing saw 2 disc-shaped objects 6 ft diameter reflecting light and making the echo of a motor, at 4,000-6,000 ft flying at high speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		2	1/6 to 1/10 ?	
46.		Aug. 13, 1947. Snake River 6 miles W of Blue Lake Ranch, 9 miles NW of Twin Falls, Idaho. 1 p.m. A. C. Urie on land and 2 sons Billy and Keith 300 ft away in a boat, all on the S side of the river or river bank looking to the N, saw a squeezed or elongated straw-hat shaped sky-blue object about 10 x 10 x 20 feet, with pods on the side emitting red flames, about 1/2 mile away fly towards them down the canyon at 1,000 mph E-W at 75 ft height, with a contour following motion up and down over uneven terrain, trees swaying underneath with a circular motion, disappearing with a swish sound. Urie was about 300 ft from the object which was about level with him about 75 ft above the river, and silhouetted against the canyon wall 1,200 ft away, disappearing behind a hill about 1 mile away. Object was at about 45° elevation to the boys on the river below him, disappearing behind trees. (Sparks; Maxwell BB Microfilm Roll 3, pp. 73-84; NARA BB Microfilm Roll 2, pp. 198-208; BB PR Microfilm Roll 1, pp. 663-673; Sign Microfilm Roll 8, p. 349-351; Battelle Unknown No. 9; FOIA; Saunders/FUFOR Index)	5 secs ?	3	8	triangulation
47.		Aug. 14, 1947. Harmon Field, Newfoundland, Canada. 10:40 a.m. 3 AAF airmen with the 147th AACS Sq saw 2 small crescent-shaped objects pass over them on a zigzag path at 2x jet speed [1,200 mph?] heading W at about 1,200 ft disappearing into clouds, a few secs later a same or similar object emerged from the clouds and continued to the W. (Sparks; FOIA)		3		
48.		Aug. 14, 1947. 5 miles S of Placerville, Calif. 4 p.m. Insurance adjuster Switzer saw a metallic highly-polished chromium surface object 4-6 ft wide 10-14 inches thick, rounded slightly on top larger in the front, leaving a white trail, at 500-1,000 ft height traveling at high speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)			2/5 - 1	

49.		Aug. 15, 1947. Weaver, Minn. 9:30 p.m. [?] Nocturnal light. (Sparks; Saunders/FUFOR Index)				
50.		Aug. 15-20 (approx.), 1947. Rapid City Air Base [Weaver?], South Dakota. Major Hammer sitting in the parking lot near the flight line shortly after dark saw to the NW about 12 elliptical objects about the span of a B-29 (140 ft) with a yellow-white luminous glow in a tight diamond formation, approaching in a shallow descent, level off at about 5,000 ft altitude [height?] at 300-400 mph, make a gentle 110° turn to its right about 4 miles away climbing to the SW, accelerating rapidly. No sound or trail. (Sparks; FOIA; Saunders/FUFOR Index)	1 min ??	1	3/4	
51.		Aug. 18, 1947. Near Mountain Home, Idaho. 12 p.m. United Airlines Flight 147 pilot and copilot saw 2 "skeet target" shaped objects flying under the plane. (Sparks; Project 1947)		2		
52.		Aug. 19, 1947. Twin Falls, Idaho (42.57° N, 114.46° W). 9:30 p.m. Housing Authority Executive Director Hedstrom saw 55 [?] [luminous?] objects in horizontal flight looking like electric lights headed NE at tremendous speed. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1		
53.		Aug. 28, 1947. Shika Island, Fukuoka, Japan (at 33°41' N, 130°18' E). 4:40 p.m. ("I" Zone = GMT+9). Radar Site No. 1 of 610th ACW Sq tracked target on CPS-1 radar traveling 480 mph at 23° azimuth, range 30 miles, which carried out a 10-mile [5-mile?] diameter "orbit" at 20° to 30° azimuth, range 30 to 35 miles, then headed outbound to fade at 23° 62 miles. (Sparks; McDonald list; FOIA Jan Aldrich)	25 mins	1		
54.	83	Late Aug. 1947. Alamogordo [Holloman] Army Air Field, New Mexico. AMC Watson Labs Project MOGUL engineer P. Rosmovski tracked a stationary target at 200 miles altitude using a modified CPS-4 height-finder radar aimed at 70° elevation. [Normally a CPS-4 requires a crew of 6 operators so there may have been other witnesses.] (Sparks; Sign Microfilm Roll 2, pp. 363, 367-8; FOIA; Loren Gross Aug-Dec 1947 Supp. p. 28; Project 1947)		2+		radar
55.		Late Aug. 1947. Alamogordo [Holloman] Army Air Field, New Mexico. AMC Watson Labs Project MOGUL communications officer 1st Lt. Herbert G. Markley while watching 2 balloons with radar reflector to the SE in 10x binoculars saw traveling at "unprecedented rate of speed" a round white object in horizontal flight S to N several thousand feet over the tops of Sacramento Mtns. [Case falsely explained by AF as "false radar targets" when no radar observation was involved. Possible additional witnesses AMC Watson Labs MOGUL Project Scientist Dr. James W. Peoples, and Joseph Olsen also of same project.] (Sparks; BB Microfilm Roll 2, pp. 931-3; Sign Microfilm Roll 2, pp. 366; FOIA; Castner/CUFOS; Loren Gross Aug-Dec 1947 Supp. p. 28; July-Dec 1949 orig ed p. 25; Project 1947)	secs	1 [3?]		binoculars
56.	85	Sept. 3, 1947. Lake Oswego, Oregon. 12:15 p.m. (PDT). Housewife Mrs. Raymond Dupui saw 12-15 round, silver objects fly an unstated pattern for unknown length of time. (Sparks; Berliner; FOIA)		1		

57.		Sept. 8, 1947. Logan [Salt Lake City?], Utah (41.74° N, 111.84° W). 10:30 or 11 p.m. Anderson and Hall saw 5 groups of a total of 12 [?] white or yellowish objects traveling at high speed to the N at 2,000-3,000 ft height, faster than birds, size of pigeons [?] (Battelle/BBSR14 ?; Mary Castner/CUFOS; Saunders/FUFOR Index)		2		
58.		Sept. 12, 1947. Midway Island to Oahu, Hawaii, [about 90 miles] past Necker Island (23°34' N, 164°42' W). 6:58 p.m. (Bering Standard Time). Capt. Stanley S. Griffin, pilot, and 2nd Officer Edward B. Polhemus on Pan Am airline flight [military air flight?] heading east at 110° True at 9,000 ft and 205 knots (236 mph) saw a bright white light with no blue or red tinge about 60° to the right [2 o'clock position] about 5 miles away, first heading 350° (almost due N), approaching to 1 mile while increasing in apparent brightness still on the right side of the airliner. When pilot switched [or was about to switch?] from autopilot to manual the object "abruptly" changed course to 109° [paralleling course of airliner to within 1° ?] while maintaining altitude at 9,500-10,000 ft then split into 2 reddish objects about a "wing length" (100 ft?) apart then disappeared traveling at 1,000 knots (1,200 mph), burning out about 30 miles ahead of airliner. Possible meteor fireball. (Sparks; McDonald list; Project 1947; FOIA; BB Sign Microfilm Roll 1, pp. 611-7)	6 secs	2		
		Sept. 17, 1947. Ft. Richardson, Alaska. This is a duplicate of July 11, 1947, case with erroneous date of Sept. 17 assigned mistakenly by AMC T-2 Technical Intelligence Division UFO project. [Army officers saw a 2-3 ft silver sphere traveling S at tremendous speed below the 10,000 ft cloud cover.] (Sparks; BB files; McDonald list; Mary Castner/CUFOS)				
59.	91	Oct. 1947. Dodgeville, Wisc. 11 [a.m.?]. Unnamed civilian man saw an undescribed object fly counterclockwise circles. (Sparks; Berliner)	1 hr	1		
60.		Oct. 8/9, 1947. Las Vegas, Nevada (36.17° N, 115.17° W). Daytime. [AAF reserve Capt. Moore saw an object traveling at 700 mph leave an almost white smoke/vapor trail and change direction from SE to W.] (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1?		
61.		Oct. 12, 1947. Guadalupe, Mexico. 9:30 a.m. (CST). Numerous witnesses saw a cigar-shaped, blue and silver color fireball trailing blue flame heading E to W plunge to earth resembling an errant V-2 rocket and appearing to head for impact in the Zamalayuca Mtns. with a billow of smoke and loud explosion. Mexican Army reserve Capt. Aranda saw the fireball from the Hernandez Torres filling station near Caseta and saw it disappear over the sandhills near Colonia Reforma. No meteorites or other remains found in saerches. (Sparks; Loren Gross, Jul-Dec 1947 p. 38; 1947 pp. 69-71; SUPP Aug-Dec 1947 pp. 44-45; Mary Castner/CUFOS; Saunders/FUFOR Index)		many		

62.	95	Oct. 14, 1947. 11 miles NNE of Cave Creek, Ariz. 12:11 p.m. (MDT). Ex-AAF fighter pilot J. L. Clark, civilian pilot Anderson, from the ground saw 3-foot [?] "flying wing," black against the white clouds and red against the blue sky, at about 25° elevation, flying straight at an estimated 350 m.p.h., at 8,000-10,000 ft, from NW to SE. (Sparks; Berliner; Saunders/FUFOR Index)	45-60 secs	2	1/25	
63.		Oct. 20, 1947. Xenia, Ohio (39.69° N, 83.94° W). 11 a.m. Atkinson saw a round 1 ft object at 1,500 ft heading SW on a straight course. (Sparks; McDonald list; FOIA; Mary Castner/CUFOS)				
64.		Oct. 20, 1947. Dayton, Ohio (39.75° N, 84.18° W). 1:20 p.m. Farmer Britton saw 2 cigar-shaped objects reflecting brilliant sunlight traveling W to E on a straight course at high speed about 1 mile height in trail formation about a city block apart emitting a slight vapor trail, disappearing suddenly. (Sparks; McDonald list; FOIA; Mary Castner/CUFOS)				
65.		Nov. 2, 1947. Anderson Rd., Houston, Texas (29.76° N, 95.36° W). Daybreak. Immigration Service [agent?] Brimberry saw an almost round or oval or saucer-shaped object with bright light [?] about 100 ft [?] diameter spinning in its descent. (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1?		
66.		Nov. 12, 1947. 40 miles N [S?] of Cape Blanco, Oregon, 20 miles off coast. Early morning. USS Ticonderoga USN 2nd Officer Williamson saw 2 balls of fire with a fiery trail headed NW at 700-900 mph. [Probable meteors.] (Sparks; McDonald list; FOIA; Saunders/FUFOR Index)		1?		
67.		Dec. 30, 1947. 1 mile W of Pilot Hill, Calif. (at 38°50' N, 121° 2' W). 7:25 p.m. (PST). Crew of McClellan Field C-47 saw a high speed low altitude object trailing red, green and other colored flames headed E over hills. At 7:37 another C-47 crew sent to investigate found the triangular fire area with 2 points emitting bright blue-green flames at the position reported by the first crew at 38°50' N, 120°53' W. At 7:58 the first C-47 crew found this growing ground fire about 7 miles E of Pilot Hill, at 38°50' N, 120°53' W, going out at 9:55 p.m. If flight path data was reversed to E to W this might be the "Green Dragon" Fireball, a possible precursor to the Green Fireballs. (Sparks; Jan Aldrich FOIA; BB files)		multiple		
68.		Dec. 30, 1947. Sawtooth Nat. Forest, Idaho (at 42° 9.3' N, 114°22.2' W). 7:26 p.m. (PST). Pilot AF Lt. Col. W. W. Jones, and copilot Major A. A. Andrae, both of the Air Transport Command (Eastern Pacific Wing, Pacific Division) flying a C-54 from Great Falls to Fairfield-Suisun Field at 13,000 ft saw a high speed object trailing green and blue flames descending vertically at their 2:30 o'clock position, but slowing just above the ground. Possibly the "Green Dragon" Fireball, a possible precursor to the Green Fireballs. (Sparks; Jan Aldrich FOIA; BB files)	2 secs	2		

69.	Jan. 7, 1948. Central and south-central Kentucky, near Ft. Knox and other sites. About 1-3:50 and 4:45-7:06 p.m. (CST). Mantell case. At about 1:00 p.m., Kentucky State Police phoned USAF Godman Field Commanding Officer Col. Guy F. Hix's office reporting an unidentified object near Elizabethtown, Ky. (15 mi S of Godman). Another call to Godman's CO came from State Police at about 1:10 p.m. of observation by civilian in Madisonville (90 mi WSW of Godman) through Finch telescope of cone-shaped object, estimated 100 ft high by 43 ft wide, height 4 miles, speed 10 mph. This was apparently the General mills Skyhook balloon Flight B (Skyhook No. 28), 70 x 30 ft, height 15 miles, speed 27 mph, heading 150° about SE, which passed about 40 miles to SW-SSW of Madisonville at 12-1 p.m. thus was within visibility range. Then still another call came from Lexington (80 mi E of Godman and far beyond visibility of the Skyhook balloon), the first of about 35 calls received by Col. Hix's office at Godman Field. At 1:20 p.m. another report of [another UFO] a 250-300 ft unidentified "circular" object over Mansville [Maysville? 120 mi ENE of Godman?], Ky., moving W at "a pretty good clip" [300 mph??], sighted by State Police first radioed then phoned (at 1:30?) to Ft Knox Military Police and Godman Field CO Col. Hix. Between 1:20 and 2 p.m., Army Flight Service reported to Godman Army Air Field Control Tower, Ft. Knox, Ky. (37°54'23" N, 85°58'00" W, about 725 ft elevation) that the object was over Irvington (15 mi W of Godman) then Owensboro (60 mi W of Godman), Ky. [possibly 130 mi from Maysville to Irvington in 20-30 mins = 260-390 mph or roughly 300 mph]. Godman Tower operator Tech/Sgt Quentin A. Blackwell, Capt James F. Duesler, Jr., base air inspector Lt Col. E. Garrison Wood, and other USAF personnel sighted round white or silver or ice-cream cone-shaped UFO with revolving red streamer, to the S from base [apparently the same object hovering near Elizabethtown 15 mi S of Godman] beginning at 1:50 p.m., including many others such as Ops Ofcr Capt Cary W. Carter at 2:07 p.m.. onward and Col. Hix beginning about 2:10 p.m. Approaching flight of 4 F-51D fighters came from the SSE, led by Kentucky ANG pilot Capt Thomas F. Mantell, Jr., who was overheard by Godman Tower giving radio position report to their home base Standiford Field, Louisville, Ky., at 2:50 p.m. Godman broke in over the radio to request Mantell intercept and identify UFO at about 210° azimuth from Godman Tower (soon corrected to 205°), "slightly lower" than the sun [at about 14° elevation] as reported by Mantell's wingman [thus about 10-12° elevation, altitude about 15,000 ft]. (Continued below)	2 hrs 50 mins + 2 hrs 21 mins	50+	½ to ¼ to 1/10	theodolite + binoculars

		Jan. 7, 1948. Kentucky / Mantell case. (Continued) UFO maintained constant angular position including elevation angle as seen from Godman Tower as it apparently receded on azimuth heading 205°, during most of Mantell's pursuit, which required UFO altitude of 50,000 to 60,000 ft to be reached at 60-70 miles distance at a recession velocity of about 240 mph, increasing to 300 mph when Mantell approached, but otherwise still maintaining constant position in the sky to Godman observers. Flying at 300 mph and gradually climbing to about 22,000 to 23,000 ft, Mantell gradually overtook the UFO from below, past Bowling Green about 70-75 miles from Godman, at about 3:10 p.m. when in one of Mantell's last radio reports to Godman Tower he described UFO as "metallic and tremendous in size." Mantell went into war emergency (combat) maximum climb rate [2,000 ft/min at altitude] to reach UFO nearly overhead, but lost control at about 25,000 ft from hypoxia [?] and began fatal spiral descent at about 3:11 p.m. Mantell was killed in his F-51D fighter, which crashed at about 3:18 p.m. about 4 miles SSW of Franklin, Ky. (at about 36°40.4' N, 86°35' N) about 92 miles S (more exactly 202° average azimuth) from Godman Tower [averaging 205° heading with approx. 4 mile deviation E at end of spin and crash]. UFO disappeared from view of Godman Tower behind a cloud in the distance [at about azimuth 205°] at 3:50 p.m. (CST). From about 4:45 to 7:06 p.m., USAF 1st Lt. Paul I. Orner, Commander, 733-5 Detachment, AACS 103rd Sq, tracked unidentified white light with red coloration (or red cone with green tail) by weather theodolite from Godman Field hangar at 234° azimuth 6° elevation just after sunset [sunset at 4:40 p.m. CST thus roughly at 4:45 p.m.]. Object then at 240° azimuth 8° elevation at 5:35 p.m., (numerous measurements omitted here), 253.0° azimuth 1.2° elevation at 7:02 p.m., and disappeared over the horizon at 250° azimuth 0° elevation at 7:06 p.m. (CST). Illuminated inverted cone-shaped object looked like a sunlit Skyhook balloon except it was nighttime and 2 hours after sunset even for balloons at 80,000 ft (Louisville amateur astronomer Latimer J. Wilson observed and timed disappearance into earth shadow of actual Skyhook balloon Flight B / No. 28 about 180 mi S of Godman at 5:12 p.m.). See later sightings at Lockbourne AFB and Clinton County AFB, Ohio (below). (Sparks; NICAP website; BB files).				

70.		Jan. 7, 1948. Lockbourne AFB, Columbus, Ohio, and Clinton County Air Base, Wilmington, Ohio. 7:15 p.m. (EST). Lockbourne Tower operators, Air Traffic Controller and pilot Alex A. Boudreaux and VHF DF Operator and amateur astronomer Frank M. Eisele, 103rd AACS Sq, sighted an bright object to the SW of the airfield which appeared and disappeared intermittently. Fighter pilot USAF Capt. Charles E. McGee, Asst. Operations Ofcr., Lockbourne AFB, sighted the object on runway 23 landing approach when he was at about 1800 ft and the light seemed to be at about 3,000 ft to the SW about 4-5 miles away, later on the ground sighted it to the W about 6-7 miles away. USAF VHF Direction-Finding (DF) Operator and pilot Albert R. Pickering, Detachment 733, 103rd AACS Sq, Lockbourne AFB, was awakened by the sudden emergence of a lighted amber-color round or oval object about the size of a C-47 or larger [60+ ft] dropping out of the overcast bank 10,000 ft overhead. Lockbourne Control Tower at the same time radioed report of the object, which then maneuvered over to Commercial Point about 3-5 miles away to the WSW, then made 3 full 360° circles over one spot in 30-40 secs per turn diameter about 2 miles [about 600-700 mph at 7 g's centripetal acceleration] over the runway, at a speed of 500+ mph, leaving a luminous amber-colored tail or exhaust about 5x its length. Then the UFO went to another location [?] and did more 360° turns estimated 2 mi turn diameter at 3-5 mi distance [roughly 30° diameter]. Disappeared into the overcast at one point for 1 min then reappeared. Just before departing UFO hovered or "appeared to touch down" on the grass extension past the end of the Lockbourne AFB runway for 10 secs then left at 120° (ESE) heading into the overcast. Also sighted by pilot of USAF 9944 a C-45 at 5,000 ft off right wing at 7:53 p.m. Some observations in the SW possibly planet Venus setting. (Sparks; APRO 1977; BB Sign Microfilm Roll 1, pp. 245-265; NICAP)	40 mins	5+	1/3 to 5?	
71.		Jan. 9, 1948. Near Cartersville, Georgia (at 34°10' N, 84°49' W). 11:30 p.m. Eastern Airlines DC-3 airliner pilot? DuBose saw a blue circular flame pass the plane, turn, then blink [out?]. (Sparks; Project 1947; Saunders/FUFOR Index)				
72.		Jan. 10, 1948. Wildwood, New Jersey. 8 or 10 p.m. Knitting designer saw a "saucer" or "queer light" approach from the ocean then rise and fall slowly, departed at high speed. Previous sightings of the same or similar phenomenon Dec. 27, 1947, Jan. 3, 1948, "all" at 8 p.m. (Sparks; McDonald list; FOIA)		1		
73.		Jan. 11, 1948. Hartford, Conn. (41.77° N, 72.68° W). 4:30 p.m. Pilot USAF Capt. Helton and copilot Pargoe in transport plane saw fast moving disc with bluish center and red edges dive at 45° angle to the E. (Sparks; Project 1947; FOIA; Saunders/FUFOR Index)		2?		
74.		Feb. 1, 1948. Circleville, Ohio. 2 a.m. C. Bruce Stevenson saw a large 60 ft domed disc, with bright orange-amber glow from within, approach slowly to about 100-150 ft away and just above his tool barn and then continue to slowly move away. (Sparks; Project 1947)		1	60	

75.		March 1, 1948. Coast of Sweden. 9:30 a.m. Airline pilot and copilot saw a missile-like object flying at 20,000 ft passing along the coast with a bluish flare [exhaust? trail?]. (Sparks; Project 1947)		2		
76.		April 1, 1948. About 9 miles SE of Sorsogon, SE Luzon Island, Philippines (at 12°52' N, 124° 3' E). 9:55 a.m. USAF Lt. Meyers leading a flight of 4 P-47 fighters of the 67th Fighter Sq was flying S heading 180° at 1,500 ft altitude when he saw a half-moon shaped "flying wing" about 30 ft wide 20 ft long, with a barely perceptible dorsal fin, flying on a N heading 360° at about 1,000 ft about 3 miles to his E [evidently silhouetted against the surface 9 miles away at a depression angle of about 2°]. He immediately made a 270° left turn to identify the object when it made a 90° left turn [banking evidently] leveled out on a W heading 270° accelerating rapidly to disappearance in 5 secs, no trail [assuming 10x distance increase to reduce apparent size below visual resolution limit, and constant acceleration, terminal velocity would be about 11 miles per second or 39,000 mph at about 350 g's]. (Sparks; FOIA; Saunders/FUFOR Index)	5+ secs ? [10 mins?]	1	1/5	
77.	139	April 5, 1948. Holloman AFB, New Mexico (32.86° N, 106.10° W). 2 p.m. [?]. During a balloon launch, Geophysics Lab Section of AMC Watson Labs balloon observers Joseph Olsen, Johnson, Chance, saw 1 to 2 "irregularly rounded," round, gray-white or golden objects, indistinct in outline like a "major's insignia ... slightly concave on top," one [?] estimated 100 ft size. Both were rising straight up then one veered to the right, dropped, made a large loop, went upward again, then disappeared "suddenly" not due to distance. The other object arced off to the W at "terrific" or "tremendous speed," made 3 vertical loops or "violent maneuvers" then disappeared "suddenly" not due to "fading away in the distance." (Sign Microfilm Roll 2, pp. 356-367; Berliner; cf. Ruppelt p. 71; Vallée?; Loren Gross Jan-July 1948 orig ed p. 25; Saunders/FUFOR Index)	30 secs	3	1/4 to 1/6	geophysics balloon observers
78.		April 8, 1948. Ashley, Ohio [Delaware?]. Paines. Night. (Sparks; McDonald list; Saunders/FUFOR Index)		6+		
79.		April 9, 1948. Holloman AFB?, Alamogordo, New Mexico. 2:06 p.m. (MST). (Sparks; Trakowski GRUDGE rpt)				
80.		April 9, 1948. Montgomery, Alabama (32.37° N, 86.31° W). 3:10 p.m. Lt. Col. Robert B. Hughes, Air Tactical School instructor, Tyndall AFB, Panama City, Florida, while flying a P-51E [P-51H?] fighter at 16,000 ft, just before completing a 180° left turn over Montgomery, he spotted a silver parachute-shaped 8 ft disc with a 5 ft long cable or shroud underneath suspending a silver canister or ball, at his 10 o'clock position (to the SE) off his left wing, object heading NW, about 300-500 ft away, 200-300 ft below him, and about 10° below horizontal. He banked sharp left to try to follow the object, at 310 mph IAS, but it disappeared in 5 secs without dropping in altitude. (Sparks; FOIA Army Intell cys of SIGN files; Saunders/FUFOR Index)	5+ secs ?	1	2	

81.		April 11, 1948. Alton, Illinois (38.90° N, 90.17° W). Afternoon. Siegmund. (Sparks; McDonald list; Saunders/FUFOR Index)				
82.		April 18, 1948. N Atlantic bet. Iceland and Greenland (at 62° N, 33° W). (Sparks; McDonald list)				radar
83.		April 18, 1948. 1 mile N of Fairbanks, Alaska (64°50' N, 147°50' W). 1:06 p.m. USAF member Johnson of 375th Recon Sq-Very Long Range, Ladd AFB, in the Chaechako Hotel saw a noiseless object with a flat discus shaped object 8 inches in size [at arm's length??] rapidly oscillating in flight at about 2,000-3,000 ft altitude about 1 mile away traveling NE to SW at about 250-300 mph visible only when the flat side was toward the observer reflecting high intensity sunlight (?). (Sparks; FOIA; Saunders/FUFOR Index)	few mins or 15 secs ?	1	1/15 ??	
84.		April 19, 1948. Greenville AFB, South Carolina (34.84° N, 82.39° W). 4:15 p.m. 1st Lt. Francis W. Hennin Jr. and 1st Lt. Robert G. Loomis, 5th Liaison Sq., Greenville AFB, heard jet fighter(s) and when looking for it saw a stationary white ellipse [sphere?] directly overhead [?] at about 15,000-20,000 ft [to the NE?], which looked like a weather balloon (but none had been launched), and after 1 min it was joined by [or seen to be with?] an identical object also at 15,000+ ft which remained relatively stationary (about 1 min) then both suddenly accelerated to high speed climbing to the NNE (against the winds aloft from the N at 10,000 and 20,000 ft) in N-S trail formation disappearing in about 30 secs [“a few” secs? 1 min?], while the original object drifted N [?]. Size estimated at slightly smaller than a 42 ft AT-6 at the indicated altitude. No weather balloons had been launched. (Sparks; FOIA; Saunders/FUFOR Index; BB Maxwell Microfilm Roll 3, pp. 916-930)	2-3 mins	2	1/5	
85.		April 29 (?), 1948. Hokkaido, Japan. SAC airborne radar interference. (Jan Aldrich; AFOIN files)				radar interference
86.		April 30, 1948. S of Anacostia NAS, Maryland. 10:15 a.m. Pilot USN Lt Cdr Marcus L. Lowe of USN Bruno aircraft flying S at 180° magnetic at 5,500 ft saw yellow or light-colored sphere 25-40 ft diameter on opposite course S to N at constant altitude at 100 mph about 1,000 ft below. (Sparks; Jan Aldrich; Project 1947; Saunders/FUFOR Index; AIR 203 Dec 10, 1948; NICAP)		1		
87.		May 5, 1948. Adapasari [or Adapazari], Turkey (40°45' N, 30°23' E). Rocket? (McDonald list; Saunders/FUFOR Index)				
88.		May 6, 1948. Near Wake Island, bet. Kwajalein and Hickam Field, Hawaii (19°18' N, 166°36' E ?). 9:05 a.m. USAF pilot Barnes of MATS plane saw a ball of fire explode like a shell. [Insufficient data. Probable meteor bolide.] (Sparks; McDonald list; Project 1947; Saunders/FUFOR Index)		1?		
89.		May 7, 1948. Memphis, Tenn. (35.14° N, 90.03° W) Bray and Kaiser. (Sparks; McDonald list; Saunders/FUFOR Index)		2?		
90.		May 31, 1948. Wilmington, North Carolina (34.23° N, 77.94° W). 1:20 p.m. [?] Alspach and Colvin. (Sparks; McDonald list; Saunders/FUFOR Index)		2?		

91.		June 20, 1948. Scott AFB, Belleville, Illinois. Balloon? (McDonald list)				
92.		June 29, 1948. W Uniontown, Penna. 11 p.m. Mrs. Catherine MacDonald and Mrs. Margaret Hollar saw an oval luminous object "rolling" vertically on its edge in level (or climbing) flight at about 5,000 ft, below the clouds, with a short trail (about 1/2 length of object), in the SW moving SW to NE (to the S of witnesses?). 2 similar objects seen at 5-min intervals, the 2nd seeming transparent as lightning could be seen flashing behind it. Police were then called so 2nd/3rd objects were seen by police Sgt. Charles Schulz [Schuh?] and Mrs. MacDonald's daughter Catherine. Another neighbor woman and her daughter were brought out, when a 3rd object was seen, height estimated 6,000-9,000 ft (climbing?), same SW to NE path. (Sparks; FOIA; Saunders/FUFOR Index)	5-10 secs + ? + 6-7 secs	6		
93.		June 30, 1948. S Knoxville, Tenn. (35.98° N, 83.92° W) Whitehouse. (Sparks; McDonald list; Saunders/FUFOR Index)				
94.		June 30, 1948. Hecla, South Dakota. Pfitzenreuter. (Sparks; McDonald list; Saunders/FUFOR Index)				
95.		July 1, 1948. Rapid City AFB, South Dakota. Major Hammer sighted 12 oval-shaped discs, about 100 ft long, flying in excess of 500 mph, descending from 10,000 ft. Discs made 30°-40° climbing turn accelerating very rapidly out of sight. (Sparks; AIR 203 Dec 10, 1948; NICAP)		1?		
96.		July 4, 1948. Dravosburg, Penna. Jannicky. (Sparks; McDonald list; Saunders/FUFOR Index)				
97.		July 8, 1948. McKeesport, Penna. Veway and Geltz. (Sparks; McDonald list; Saunders/FUFOR Index)				
98.		July 9, 1948. Fielding Lake, Wash. Caramia. (McDonald list; Saunders/FUFOR Index)				
99.		July 9, 1948. Osborn, Ohio. 9:47 p.m. AMC Technical Intelligence Division officer and pilot, Lt. C. W. G., of MCIAXO-4, saw to the N about 70° elevation a luminous yellowish-white object traveling E to W at estimated 3,000-4,000 ft about 500-600 mph, illuminated at regular intervals, first 1-2 secs, then dark 3 secs, lit 1-2 secs again, dark 3 secs, then lit 1-2 secs again disappearing to the W slightly above the horizon N of Patterson Field. No sound or trail. Moon 1/4 illuminated seen rising to the WSW (actually setting to the W at 272° azimuth 21° elevation 15% illuminated). (Sparks; FOIA; Saunders/FUFOR Index)	3-6 secs (excluding gaps)	1		
100.		July 17, 1948. 5 miles S of San Acacia Dam, New Mexico. 4:50 p.m. 2 Kirtland AFB Sgts. on a fishing trip with their families saw a group of 7 aluminum circular possibly spherical objects approach from the S at 20,000 ft pass overhead at 1,500 mph if the altitude was correct (5°/sec angular velocity), at first appearing like snub-nosed jet fighters of unknown type, shifting from V formation to L formation to circular formation to no regular formation, at which point a regular pulsating flashing light appeared in the group at 30° from zenith to the N, and at this oblique angle the objects did not appear circular. No noise or trail. (Sparks; FOIA; Saunders/FUFOR Index)	[10-30 secs?]	2		

101.		July 21, 1948. Van Nuys, Calif. (34.18° N, 118.45° W). (McDonald list; Saunders/FUFOR Index)		many		
102.		July 24, 1948. Altoona, Penna. Night. Griebel. Meteor? (McDonald list; Saunders/FUFOR Index)				
103.		July 24, 1948. 20 (25?) miles SW of Montgomery, Alabama (at 32.1° N, 86.7° W). 2:40-2:45 a.m. (EST). Chiles-Whitted case. Probable meteor fireball IFO seen from North Carolina to Georgia to Alabama. (Sparks; Battelle Unknown No. 5; Loren Gross Jan-July 1948 pp. 34-48, 53-55, C-F; L.Gross Supp. 1948 pp. 54-60)	5-10 secs	8+	16 ?	
104.		July 26, 1948. Chamblee (near Atlanta), Georgia. 8:45-9 p.m. 5-15 (?) students outdoors at Georgia Tech at Chamblee, including Mr. and Mrs. Harold Shaw, Robert Sebring, Mrs. Jeanne Hill, Mrs. Myrtle Renfroe, Mrs. John Gall, saw a green light with a silver tail about the size of a football [at arm's length??] in steady flight to [in?] the SE slowly descending as if for a landing [maintaining steady horizontal flight?], completely silent. At 9 p.m. Atlanta Naval Air Base tower observer Doyle L. Avery saw a blue-white object in horizontal level flight at high altitude in the NE heading SE in a few seconds then gain altitude, then suddenly turn to the S, completely noiseless. Independent witnesses include City Editor of Atlanta <i>Chronicle</i> newspaper and 9 others. Possible meteor? (BB Maxwell Microfilm Roll 3, pp. 1201-4; FOIA; Saunders/FUFOR Index)	few secs?	16-26+		
105.		July 27, 1948. Albuquerque, New Mexico (35.1° N, 106.6° W). 8:35-8:45 a.m. Dr. Everton Conger, journalism instructor at Univ. of NM, sighted in the sky a round flat plate-like object like duraluminum metal highly polished and reflective. (Sparks; Hynek Astronomer Survey Aug. 6, 1952; BB NARA Microfilm Roll 86 p. 478, Maxwell Roll 1 p. 973)	10 mins	1		
106.	185	July 29, 1948. Indianapolis, Indiana (39.76° N, 86.15° W). 9:18 [9:55] a.m. James Toney and Robert Huggins, both employees of a rug cleaning firm in a truck headed W, saw a shiny propeller-shaped aluminum object, with 10-12 small cups protruding from either blade, 6-8 ft long, 1.5-2 (or 1-2) ft wide, above trees about 30 ft altitude to the NW about 300 ft away heading S about 170° approaching to about 100 ft at closest. Object glided across the road at 25-30 mph in a slight descent then made a 20° bank to the E, went down in a wooded area; witnesses stopped truck got out to look but object disappeared behind trees; later search found no traces. No sound or trail. (Sparks; Battelle Unknown No. 1; Vallée Magonia 65)	[15 secs]	2	8	

107.	190	July 31, 1948. S central Indianapolis, Indiana. 8:25 a.m. Mr. and Mrs. Vernon Swigert saw a cymbal-shaped or domed disc object or rounded coolie hat to the W, about 20 ft across, 6-8 ft thick, 3:1 ratio noted, white without any shine but shadowing on upper right (sun from the left or E), fly straight and level from horizon to horizon W to E heading 90°, first through window facing W then window facing S, altitude estimated at 2,000 ft covering distance of 5 miles (1,800 mph? distance 2 miles? elevation 10°?), shimmering in the sun as if spinning. No sound or trail. (Sparks; Battelle Unknown No. 8; FOIA; Saunders/FUFOR Index)	10 secs	2	1/5 ?	
108.	191	July 31, 1948. Near Marion, Virginia (36.81° N, 81.52° W). Shortly after sunset. Max Abbott, flying a Bellanca Cruisair four-passenger private airplane, saw a single bright white light [take off?] accelerate [to 300 mph?] and turn up a valley. (Sparks; Berliner; cf. Project 1947; Saunders/FUFOR Index)		1?		
109.		Aug. 2, 1948. Columbus, Ohio (39.98° N, 82.99° W). 7:45 p.m. [?] Saunders. (Sparks; McDonald list; Saunders/FUFOR Index)				
110.		Aug. 3, 1948. 25 km NW of Moscow, USSR (55°45' N, 37°42' E). 8 a.m. [?] Long metallic cylinder with no wings, no sound, at very high altitude flew at high speed to the NE. (Sparks; McDonald list; Saunders/FUFOR Index)				
111.		Aug. 4, 1948. North Powder, Oregon. 0200 & 0300 2 Unk North Powder, Oregon NW to SE 5500' Horizontal line Green Softball 720 mph Extinguished (1) (Sparks; AFOSI-LaPaz Catalog May 1950; McDonald list; Saunders/FUFOR Index)				
112.		Aug. 11, 1948. Near Hamel, Minn. Bet. 12 and 12:15 p.m. (CDT). 2 Leuer boys playing outside saw a round, dull gray or silver object 2 ft diameter, 1 ft thick, like inverted plates approach from the NW drop down between the boys from a height of 12 ft and land 8 ft away from one of the boys like a balloon with a metallic clinking sound and a train whistle noise. It spun once, shot up 20 ft, made the whistle noise again, hovered, shot up to a height of 30 ft maneuvering to avoid phone lines and trees, flew away to the NE. CIC Special Agent Capt. Charles L. Victor, 113th CIC Det., found an area 2 ft in diameter where the ground showed signs of extreme pressure. (Sparks; Vallée Magonia 66; FOIA; Saunders/FUFOR Index)		2	30	
113.		Aug. 29, 1948. Maplewood, Ohio (40.377° N, 84.029° W). 5:03 a.m. Farmer Niswenger saw a large silvery sphere rise from a wooded area and hover above his farm, dropping a silvery substance that disintegrated before touching the ground. (Sparks; Vallée Magonia 67; Saunders/FUFOR Index)		1		

114.		Sept. 18, 1948. SE Shreveport, Louisiana (32.50° N, 93.76° W). 5:00 p.m. Draftsman at home using high-power binoculars to watch an L-6 aircraft at 10,000 ft altitude at 60° elevation to the SE traveling 100 mph, for Air Force Day, saw a bright white-aluminum half-spherical object traveling the opposite direction in level flight at about 20,000 ft altitude 2-1/2 miles away ground distance at 100-150 mph heading S, no trail, lost when he tried to view it without binoculars. Object appeared to be 1/3 size of the L-6 (35.5 ft) but 2x the distance, or about 24 ft. (Sparks; FOIA; Saunders/FUFOR Index)	10-15 secs	1	1/10 (0.5° ? equiv in binocs)	binoculars
115.		Sept. 22, 1948. Near Turner AFB, Albany, Georgia (31.57° N, 84.17° W). 3:30 p.m. (EST). USAF Lt. Martin G. Rubisch, Asst. Combat Ops Ofcr. at Eglin AFB, Flor., the copilot of a C-47 was flying from Eglin heading NE into Turner AFB at 2,000 ft when he saw a shiny metallic object about the size of a radio-controlled target drone, but with no wings or rudder, approaching from about 1,500-2,000 ft away about 35° to the left heading 335° (or 155°?) at about 250 mph at 1,500 ft altitude, no trail. (Sparks; FOIA; Saunders/FUFOR Index)		1	1 ?	
116.	208	Sept. 23, 1948. 4 miles E of San Pablo, 4.1 miles S of Pinole, Calif. Approx. 12:02-12:03 p.m. Retired U.S. Army Col. Horace S. Eakins and Sylvester Bentham saw a 2-engine bomber aircraft pass low overhead to the SE then saw far beyond and high above it, possibly 1 mile higher, a strange fast-flying irregularly shaped translucent white “amoeba” headed E, the size of a 4-engine bomber, with 3 appendages in front 2 trailing with a dark grey spot possibly spherical near the center which remained stable in motion, the arms of the “amoeba” undulating, the object wobbling, disappeared suddenly, no trail. [Another object sighted?: a buff or grey rectangle with vertical lines.] (Sparks; cf. FOIA; Saunders/FUFOR Index)		2	2 ?	
117.		Sept. 23 [25?], 1948. Santa Fe, New Mexico (at 35°41' N, 105°56' W). 9:40 [9:45?] a.m. Civilian pilot A. Ruble Angier and building superintendent and pilot / amateur astronomer John C. Fairchild were near KTRC radio tower while watching a government aircraft landing at Los Alamos airport [about 20 miles to the NW] saw a sun-reflecting glint in the sky from a flat circular metallic (solid white?) object high in the N sky headed SW appearing like a flat dime on-edge slightly tipped as if 50 ft away, estimated 100-150 ft in diameter at 30,000 ft headed S then E then SE, from about 9:45 to 9:50 a.m. then again (stationary?) at about 10:03 a.m. [briefly?]. Fairchild described oblong egg shape, with solid blue tail, overall 100-150 ft in size at 30,000 ft and 7 miles (ground?) range. Fairchild said object moved at about 700-800 mph (Sparks; BB files; Case confused with Los Alamos case, below; Saunders/FUFOR Index.)	1-1/2 to 5+ mins	2	1/10 [1/2]	

118.		Sept. 23, 1948. Los Alamos, New Mexico (35.68° N, 105.94° W ?). [AESS security guard Hanson ?? (possibly other Los Alamos Lab personnel) saw an oval orange luminous object, length/width ratio about 1.5:1, to the E crossing the sky in level flight from right to left, trailing flame, disappearing in a cloud bank to the NE.] (Sparks; Case recounted in unpublished Ruppelt manuscript said to be included in the TOP SECRET AMC Estimate of the Situation, apparently a revised version of the Aug. 5, 1948, initial draft)		1?		
119.		Sept. 28 [18?], 1948. San Simeon, Calif. Patterson. (Sparks; McDonald list; Saunders/FUFOR Index)				

120.	Oct. 1, 1948. Fargo (46.88° N, 96.78° W) to 25 miles SE of Fargo, North Dakota. 9:00-9:27 p.m. (CST). Air National Guard fighter pilot Lt. George F. Gorman, 178th Fighter Sq, plus 4 others including 2 CAA tower controllers, Lloyd D. Jensen and Manuel E. Johnson, saw a small 6-8-inch round white ball-shaped light from all angles but globe shape having a flat disc-like appearance or shading at all angles (leading to bitter arguments within Project Sign). It was blinking off and on at slow speed, continuous light at faster speeds, as bright as Fargo city lights, no surrounding structure when light was seen against bright and dark Fargo city lighting including moments the UFO eclipsed a bright city light. First spotted [at about 9:00 p.m.] by pilot Dr. Arthur E. Cannon and passenger Einar V. Nielsen aboard Piper Cub aircraft at 1600 ft AGL (height above ground level) SE of Hector Field, saw the UFO light SE of the Field moving fast to the W above them at about 250-270 mph, then spotted by Gorman shortly after. Gorman radioed tower again at 9:05 [9:07?] p.m. and began pursuit of the UFO in his F-51 at 9:07 p.m., accelerating to 425 mph, completing a 360° turn over about a 4½ mi diameter ovalish circle, in about 2 mins, a Standard Rate of Turn for aircraft, at about 9:09 p.m. Cannon and Neilson landed, went up into airport tower and with binoculars watched Lt. Gorman attempt to chase the UFO light, both of which they could see, the UFO and Gorman's F-51 fighter, closest approach less than 500 ft distance on his first pass at about 5,000 ft. [Gorman apparently made about 3x circling passes of roughly 10 mi diameter each about 4 mins long, before the UFO allowed a final straight line pursuit to the SE]. CAA asst controller Johnson observed the UFO at about 2,000 ft AGL above and faster than the Piper Cub. At about 9:10 p.m. CAA Senior Airport Traffic Controller Jensen sighted with Bausch & Lomb 6x30 binoculars the UFO pursued by the F-51, the UFO at a high rate of speed outpacing the slower F-51; the UFO perfectly round with sharp edges no fuzzy outline. The UFO light made evasive and aggressive maneuvers, such as seeming to try to ram the F-51, that outperformed the F-51, showing a top speed 650-700+ mph. [About 9:23 p.m., on a straight line heading SE after dropping from 12,000 ft MSL to about 10,000 ft MSL Gorman climbed to 14,000 (or 14,500) ft MSL but stalled out about 25 mi SE of Fargo/Hector Field (thus near Barnesville, Minn.) at 9:27 p.m. unable to intercept light at about 16,000 to 17,000 ft MSL.] Light dropped to 11,000 ft, Gorman attempted to dive on it, light pulled up, rose vertically to 17,000+ ft MSL until it disappeared at 9:27 p.m.	27 mins	5	1/7 – 1/9 (0.06°- 0.08°)	binoculars; oculist; radioactivit y??

		Gorman's F-51 and other F-51's (for comparison) in his ANG squadron were tested for radioactivity by Project SIGN, with minimal or inconclusive results. Gorman was ordered tested for radiation exposure, results unknown. Attempted explanation as weather balloon launched at 8:45 p.m. from Hector Field, was rejected. Recent research uncovered long-overlooked fact in US Weather Bureau balloon tracking records that the 2-foot pilot balloon that was launched at 8:45 was black in color and could not possibly have been seen at night. The planet Jupiter explanation fails too, as Jupiter was in the wrong direction only low on the horizon in the SW (azimuth 236°) over 90° away from Gorman's UFO in the SE (azimuth roughly ~135°), chased to 25 mi SE of Fargo. (Sparks; Loren Gross Hist.; BB files)				
121.		Oct. 11, 1948. Neubiberg AFB, Munich, West Germany. Swap and Ingelido. Balloon? (McDonald list; Saunders/FUFOR Index)				
122.		Oct. 13, 1948. South Bend, Indiana (41.68° N, 86.26° W). Brooke and Thompson. Debris? (McDonald list; Saunders/FUFOR Index)				
123.	218	Oct. 15, 1948. About 50 miles NW (at 330° from) Fukuoka, Japan (at 34°00' N, 130°00' E). 11:05 p.m. (intermittently to 1:30 a.m.?) USAF pilot 1st Lt. Oliver Hemphill Jr. and radar observer 2nd Lt. Barton Halter flying a P-61 "Black Widow" night fighter made 6 interceptions of the same or different objects tracked on airborne radar, only one seen visually (4th intercept). Dull or dark translucent object shaped like a dirigible with a flat bottom and clipped tail end. Speed varied from 200 to about 1,200 mph. Pilot tried to close on visual object, but it dove away fast. Continued search to 1:30 a.m. unsuccessful at finding object again. (Sparks; BB Maxwell Microfilm Roll 4, pp. 363-401; FOIA; Jan Aldrich; Saunders/FUFOR Index)	10 mins (total)	2		RV
124.		Oct. 15, 1948. At 36°42' N, 74°40' W (about 50 miles E of Virginia coast in the Atlantic). 5:20-6:10 p.m. (EST). Ship's observer aboard SS Gulfport, named Keme [?], saw a bright nearly moon-shaped object with distinct bright center about 1/4 moon's angular size at 350° azimuth (nearly N) 40°18' elevation heading SE becoming darker with nightfall, at 5:30 p.m. at 358° azimuth 43°41' elevation, [passing near the North Celestial Pole by about 10°], at 5:54 at 50° azimuth (nearly NE) 57°5' elevation. (Sparks; FOIA; Saunders/FUFOR Index)		1	1/5	marine sextant
125.		Oct. 16, 1948. 1 mile S, 8 [5?] miles E of Sterling, Utah. 11:45 a.m. Airplane mechanic and used car dealer Mr. Nash on a hunting trip on a mountain at 9,000 ft ASL heard a fluttering, throbbing or purring noise and saw a flattened football or lozenge shaped black object with wide silver longitudinal stripe 9 x 6 x 3 inches, with blunted opening in the rear but no exhaust, pass < 500 ft overhead on a NNW path at 300 mph. (Sparks; FOIA; Saunders/FUFOR Index)	4+ secs	1	1-1/2 (0.8°)	

126.		Oct. 17, 1948. Crescent City, Calif. (41.75° N, 124.20° W). 8:10 a.m. (PST) [4:10 p.m. GMT?]. Blimp-like object much too fast and maneuverable for a blimp. [Siler, Haley and 2 other witnesses saw bright silvery oval object heading SE at 6,000+ ft altitude moving faster than an aircraft.] (Sparks; FOIA; Saunders/FUFOR Index)		4		
127.		Oct. 18, 1948. Pacific Heights, Oahu, Hawaii (21.31° N, 157.87° W). 5:05 p.m. (AHST). USAF rated pilot Major Robert C. Drum, wife and daughter, saw a round or elliptical bright silver object 10-15 ft in size [or 4-5 inches at arm's length??] about 10,000-14,000 ft altitude heading NE on a steady course horizontal to the ground about 200 mph, no trail or sound, no markings of any kind seen, observed intermittently for up to 10 secs at a time [due to cumulus clouds?]. (Sparks; FOIA; Saunders/FUFOR Index)	mins	3	1/10 ? 20 ?	
128.		Oct. 24, 1948. 10 miles SW of Junction City, Kansas. Huber. Aircraft? (McDonald list; Saunders/FUFOR Index)				
129.		Oct. 24, 1948. Phoenix, Ariz. (33.45° N, 112.05° W). Night. Peterson. Green point source moved slowly from W to E. Became very bright and fell apart. Balloon? (Sparks; AFOSI-LaPaz Catalog May 1950; BB NARA Microfilm Roll 91 p. 407; McDonald list; Saunders/FUFOR Index)	75 mins	1		
130.		Oct. 24, 1948. 4 miles SE of Moorhead, Minn. 5:45 p.m. Mr. Sanders and his wife while driving NW on Hwy 52 towards Moorhead and Fargo (46.88° N, 96.78° W) saw a brilliant golden-white round object suddenly appear as if a light switched on, about 3 miles away to the NE at 1,000 ft altitude in a gradual climb traveling at high speed, estimated 600-1,000 mph, heading W towards Moorhead, no trail or sound, about 1/2 full moon angular size [moon and sun both below the horizon]. When they reached the N of Moorhead the object, which was slightly to the left of directly ahead, suddenly made a right turn to the N then 1 sec later disappeared by suddenly switching off. (Sparks; FOIA; McDonald list; Saunders/FUFOR Index)	5-7 mins ?	2	1/2	
131.		Oct. 29 [27?], 1948. Goose Bay AFB, Labrador, Canada (53.33° N, 60.41° W). On this date or succeeding dates Oct. 31, and Nov. 1, 1948, slow-moving unidentified targets were radar tracked at low altitude. On one date 2 targets were on a collision course S of base and were radioed a warning, the targets then veered off. High speed radar track on Nov. 1. (Sparks; McDonald list; Saunders/FUFOR Index; Ruppelt manuscript)				radar

132.		Oct. 30, 1948. About 15 (25?) miles WNW of Grays Harbor / Pacific Beach, Wash. (at 47°20-1/2' N, 124°42' W). 4:20?-4:30 p.m. (PST). While flying in an F-82 fighter headed N at 8,000 ft at 240 mph on a GCI intercept mission initially directed by the ADC radar site 634th Aircraft Control Sq., Neah Bay, Wash. (505th AC&W Group, Everett, Wash.) radar observer AF 2nd Lt. Robert L. Kunzman, 318th All Weather Fighter Sq, 325th Fighter Group, McChord AFB, Wash., saw as he headed toward an interception point a single compact group of yellow objects in the WNW at 10 o'clock position which burst into an in-line formation of about 10-20 or 25 white egg-shaped objects that crossed over in front of aircraft to 1 o'clock (in the NNE) heading W to E still in line formation at about 8,000 ft heading S and dropping back to 3 o'clock position in the E, which he first thought might be seagulls. Objects maintained same altitude and horizontal flight throughout. Objects then doubled back heading N paralleling the F-82's course while moving back up to 2:30 o'clock position at high speed, turning translucent part of the time just before disappearing by fading out or dissolving without going far enough to have vanished due to distance (some fog with visibility 5 miles may account for disappearance). [If at 5 miles objects covered 15° from 3 to 2:30 position in possibly 5-10 secs, time assumed not reported, then relative velocity was possibly 500-1,000 mph greater than F-82's 240 mph.] He called attention of the pilot Maj. Homer William Morris who missed seeing the objects. Ground radar lost object at this same time. AFOSI interviewed radar controllers at 635th AC&W Sq at Pacific Beach, who tracked "no unidentified objects at high rate of speed" (leaving unstated what about unidentifieds at <i>moderate</i> speed) but did not interview at 634th AC&W Sq at Neah Bay which did the tracking. (Sparks; McDonald list; BB Maxwell Microfilm Roll 4, pp. 630-657; Sign Roll, pp. 57-58; NARA Roll 88 pp. 144-149)	? (radar) + 20 secs (visual)	2+		RV
133.		Oct. 31, 1948. Goose Bay AFB, Labrador, Canada (53.33° N, 60.41° W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
134.		Oct. 31, 1948. Azores. USAF AFB? Balloon? (McDonald list; Saunders/FUFOR Index)				
135.		Nov. 1, 1948. Goose Bay AFB, Labrador, Canada (53.33° N, 60.41° W). High speed radar track. (Sparks; Ruppelt manuscript; Saunders/FUFOR Index)				radar
136.		Nov. 3/4, 1948. 10 miles E of Vaughn, New Mexico (34.61° N, 105.21° W). About 10 p.m. U.S. Army Col. Hayes. Bright white round light "larger than a basketball" descended slowly vertically until exploding 400-500 ft above ground. Meteor? (Sparks; BB NARA Microfilm Roll 91 p. 407; McDonald list; Saunders/FUFOR Index)	secs?	1		
137.		Nov. 6, 1948. Wakkanai, Japan (45°26' N, 141°43' E). Radar track of 2 UFO's in dogfight. (Sparks; McDonald list; Saunders/FUFOR Index)				radar

138.		Nov. 12, 1948. Clark AFB, Manila, Philippines. Bet. 1 and 2 p.m. Airman Wright with 18th Maint. Sq saw a white speck flying in the distance to the NE, then N, then fly into a cloud bank and emerge to the NNW, approaching closer so that he saw it was a very large 300 ft long 140 ft wingspan snow-white aircraft with low wings darting in and out of clouds much faster than any jet, about 20-30 miles away about 3-6 miles high, leaving an exhaust trail like skywriting and making loud aircraft noise. (Sparks; FOIA; Saunders/FUFOR Index)		1	1/5	
139.		Nov. 17, 1948. Peace River, Alberta, Canada (at 56°10' N, 117°30' W). 6:18 a.m. (PST). Pilot and radio [radar?] operator of military aircraft saw a bright orange flaming egg-shaped object flying on a SW heading. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)		2		
140.		Nov. 18, 1948. Camp Springs, Maryland (38.81° N, 76.88° W ?). 9:45-10:03 p.m. USAF Lts. Jackson and Combs, 2 reserve pilots, aboard an Andrews AFB T-6 aircraft traveling 150 mph and 2 independent ground observers saw a highly maneuverable whitish-grey oval lighted object smaller than the T-6 cross over Andrews AFB from NE to SW and back again in a circular pattern from 4,000 ft dropping to 1,700 ft then climbing to 7,000 ft. T-6 followed object to identify it, made 3-4 passes at the object while climbing, dove on the object at 240 mph but it dropped down and came up behind the T-6 and continued circling the base. T-6 was able with difficulty to put object in front of city lights on the ground to try to make out details, and came within about 300-400 ft turned on landing light and object responded with a dull glow, then sped off to the NE at 8,000+ ft and 500-600 mph disappearing. Object's speed varied from 80 to 600 mph in multi-directional or omnidirectional flight, with vertical maneuverability, highly evasive with high acceleration. Another reserve pilot, a USAF 2nd Lt. in another aircraft over the NE corner of Andrews AFB at 1,000 ft saw the object directly overhead. A further independent witness, USAF Staff Sgt. John J. Kushner, observed object from the ground. (Sparks; FOIA; Ruppelt p. 46; Saunders/FUFOR Index)	18 mins	4	10	triangulation?
141.		Nov. 23, 1948. Furstenfeldbruck AFB, Munich, West Germany (48°10' N, 11°15' E). 10:20 p.m. USAF F-80 jet fighter pilot Capt. Slater, another jet pilot Capt., and a 1st Lt. of 23rd Fighter Sq from the ground saw a reddish star-like object to the E moving S over Munich at 200-500 mph, turning slightly SW then SE. Slater called the Racecard DF Station equipped with radar which tracked an unidentified target at [900 mph] 27,000 ft and 30 miles S of Munich, rapidly climbing to 40,000 [50,000] ft at 40 miles S of Munich then circling around. (Sparks; FOIA; Saunders/FUFOR Index)		3		RV
142.		Nov. 23, 1948. 10 miles E of Vaughn, New Mexico (34.61° N, 105.21° W). About 10 p.m. U.S. Army Col. Hayes. Bright white round light "larger than a basketball" descended slowly vertically until exploding 400-500 ft above ground. Meteor? (Sparks; BB NARA Microfilm Roll 91 p. 407; McDonald list; Saunders/FUFOR Index)	secs?	1		

143.		Nov. 26, 1948. Washington and Oregon. Young. (Sparks; McDonald list; Saunders/FUFOR Index)				
144.	257	Dec. 3, 1948. Fairfield-Suisun AFB, Calif. (38.25° N, 121.99° W). 8:15 p.m. USAF Sgt. control tower operator McFarland saw a round, white light fly with varying speed, bouncing motion, and finally a rapid erratic climb. (Sparks; Berliner; Saunders/FUFOR Index)	25 secs	1		
145.		Dec. 3, 1948. Dayton, Ohio (39.75° N, 84.18° W). S. R. [?] Hoffman. (Sparks; McDonald list; Saunders/FUFOR Index)				
146.		Dec. 5, 1948. ~5 mi SW of Las Vegas (35°36'N, 105°13'W), New Mexico. 9:05 p.m. (MST). AF Air Training Command, Randolph AFB, San Antonio, Tex., copilot Capt. William R. Goade, pilot Major Roger M. Carter, flying a C-47 from Lowry AFB, Denver, to Williams AFB, Chandler, Ariz., at 15,000 ft, on a 230° Mag heading [= 243° True] at 155-160 mph [158 mph IAS], true ground speed ~190 mph, saw a green fireball about 1-1/2 to 2 miles to their right with a parabolic path descent. 2nd green fireball sighting at 9:27 p.m. made from ~20 mi ENE of Albuquerque of bright green flare shooting up from ground level on E slopes of [South] Sandia Peak rising to ~500 ft height above ground, slope location at 35°07' or 09'N, 106°24'W [~5 miles E of Albuquerque]. (Sparks; FOIA; Saunders/FUFOR Index)	?? (1st) + 5-15 secs or 1-2 secs (2nd)	2 + 2	1	
147.		Dec. 5, 1948. NW of Las Vegas near Montezuma Mission (5 mi NW of Las Vegas? at ~35°39'N, ~105°16'W), New Mexico. 9:35 p.m. Pioneer Airlines Flight 63 pilot Capt. Ernest Van Lloyd and copilot James L. Smith, saw a pale green (later said to be white or whitish-orange) fireball with pale green trail coming headon slightly above their altitude, while flying W on 272° heading at 9,000 ft in a C-47 approaching Las Vegas from the E, attempted evasive action but object dropped close to ground level. (Sparks; BB NARA Microfilm Roll 91 p. 407; FOIA)	few secs	2	1 ?	
148.		Dec. 6, 1948. Albuquerque, New Mexico (35°03'N, 106°32'W). 10:55 p.m. AESS officer Joseph Toulouse driving W on D Street stopped at intersection with Main Street saw a green fireball almost directly overhead above Sandia Base nuclear weapons assembly site, slightly to the NW arching slightly downward, traveling from E to W, with a flaming tail. (Sparks; BB NARA Microfilm Roll 91 p. 407; FOIA)	2-3 secs	1	1/3 or 2/5	

149.		Dec. 8, 1948. About 22 miles E of Las Vegas, at 35°31' N, 104°51' W, New Mexico. 6:33 p.m. 2 AFOSI Special Agents, Capts. Melvin E. Neef and John J. Stahl, Jr. (Deputy Commander 17th Dist. AFOSI), returning from investigation of green fireballs in a Beech T-7, heading E at 90° and 190 mph at 11,500 ft altitude and 5,000 ft above ground, saw green fireball 30° to the left of their flight path, to the ENE at 60° azimuth, at an estimated 2,000 ft above their flight altitude of 13,500 ft, which shot past them maintaining almost level flight until the end to the WSW at 240° azimuth when it seemed to burn out and drop suddenly with reddish-orange glowing fragments which lasted less than 1 sec. Later aerial search of the ground site in daylight found nothing. (Sparks; BB NARA Microfilm Roll 91 p. 407; FOIA; Saunders/FUFOR Index)	2 secs	2		
150.		Dec. 8, 1948. Chanute AFB, Illinois. Night? Meteor? (McDonald list; Saunders/FUFOR Index)		many ?		

151.	Dec. 9, 1948. About 12 miles SE of Pittsburgh, Penna. (at 40.3° N, 79.8° W). 3:21 p.m. (EST). USAF Pentagon officers pilot Capt. Eugene G. Mulling, Jr., Instrument Flight Group, USAF Office of DCS/Operations and copilot, with senior pilot rating, Col. John K. Brown, Jr., Guided Missile Group, DCS/O, flying in a C-45 at 6,000 ft heading 300° Mag [295° True] at 180 mph IAS saw “perfectly round” chalky white object, much whiter than the cirrus and alto-stratus clouds, first seen at about 1 o’clock position (about NNW) at about 60° elevation on a straight-line level flight heading initially estimated at SW or 250°, a converging course with the C-45. At 3:24 p.m., C-45 turned left to heading 270° Mag (W) to move away from UFO which had pulled almost directly ahead, to reduce convergent headings and make more nearly parallel the course of the object. UFO estimated to be above cloud bank at 12,000-16,000 ft it later disappeared behind, at about 4-5 miles away at first sight, traveling about 250 mph [a great underestimate, speed actually ~ 700 mph] at constant speed, pulling ahead of C-45 at an increasingly greater distance to about 60 miles [increased relative distance about 55 miles in 1/10 hour or about 550 mph faster than C-45’s 180 mph and probably moved to the left of C-45’s heading by about 15° to 20° thus about 245°-250° True]. Object had horizontal shimmering or jittery motion on edges extending inwards about ¼ of the object’s diameter, “possibly due to ... directed beam of light?” or “extreme speed” and/or “distortion of light waves.” Object repeatedly disappeared and reappeared behind clouds, and when it reappeared it was on the same straight-line flight path. Object seemed to have a physical effect on the clouds, at one point a stratus cloud it disappeared behind seemed to change from long narrow shape to “a series of small strips” of cloud oriented perpendicular to original long axis. Angular size initially about 0.5°, “slightly less than the sun when first seen,” size of quarter coin (0.955 inch) on windshield, diminishing to less than size of BB (0.17 inch) hence <18% of initial, or based on decrease of angular elevation by factor of about 12x SIGN confirmed as a distance increase of about 12x to 15x [thus <0.03°], when it disappeared behind large cloud S of Akron at known distance/location/altitude about 60 miles away [cloud extending about 20 miles S of Akron] at 12,000 to 16,000 ft, at about 5° to 10° elevation, location known becuse C-45 flew over it as they landed at Akron at 3:39-1/2 p.m. [Actual size about 200 ft based on angular size of 0.5° at 4 miles.] (Sparks; McDonald papers; Jan Aldrich; Saunders/FUFOR Index; “9-12” date is 9 Dec not Sept. 12, 1948, which is mistaken)	6 mins	2	1	USAF DCS/O Guided Missile + Instrument Flight officials
152.	Dec. 11, 1948. Hood River, Ore. 7:30 p.m. Blue and white flash of light with noise like thunder. (Sparks; AFOSI-LaPaz Catalog May 1950; BB NARA Microfilm Roll 91 p. 410)				

153.		Dec. 12, 1948. Starvation Peak near Bernal, New Mexico (at 35°23' N, 105° 19' W). 9:02.0 p.m. ±0.5 min (MST). Dr. Lincoln LaPaz, USAF Capt. Charles L. Phillips, and CAP intelligence officer Lt. Allan B. Clark, returning from green fireball investigations while looking to the NW saw a green fireball at least stellar magnitude -4 traveling E to W low above the horizon about 3°-4° elevation in almost perfectly level flight until the last 0.1 to 0.2 sec when it slightly curved downward, disintegrating into 3-4 pieces, no sound. Based on independent witnesses, AESS Inspectors Jeffers and McGuigan at Los Alamos, LaPaz triangulated object's flight path at about 8-10 miles [6-7 miles] height along a 25-mile path from 35°50'N, 106°40'W, to 35°45'N, 107°05'W, speed 39,000 to 43,000 mph. (Sparks; BB NARA Microfilm Roll 88 pp. 740, 745; Roll 91 p. 410; FOIA)	2.1-2.3 secs	3	1/7 (0.08°)	Lincoln LaPaz; triangulation
154.		Dec. 17, 1948. N Ambridge, Penna. 1:30 a.m. 2 witnesses in the railyard, a train conductor Hildebrand and the yardmaster Werner [?], saw a formation of 8 white luminescent rotating spherical objects, like wheels revolving around hubs, approaching from the N high above horizon, 45° elevation, headed S, just before reaching overhead they made a controlled dive and a sharp 90° right turn to the W, with the topmost object leading the others, fading from view while still high above horizon. (Sparks; BB Microfilm Roll 88 pp. 367-372; FOIA; Saunders/FUFOR Index)	30 secs	2	1 (as a group?)	
155.		Dec. 20, 1948. W of Los Alamos, New Mexico (35.89° N, 106.31° W). 8:54 p.m. AESS Physical Security Inspectors Clifford E. Strang and George S. Skipper on jeep patrol on Route 4 north of Bandelier cut-off at Los Alamos South Gate, Station 390 (at 35°48'.9N, 106°18'.4W) sighted pale green or bluish-white round fireball descending from 20° elevation to horizon with a triangulated 7-8-mile W to E flight path on a 45° downward angle from a height of ~10 miles (at 35°56'N, 106°30'W) to ~2.3 miles (at 35°57'N, 106°23'W), calculated by LaPaz based on another independent observation at a different AESS site by Inspectors William D. Wilson and Buford G. Truett (at 35°55'N, 106°23.7'W). Disappeared behind mountain. (Sparks; BB NARA Microfilm Roll 88 p. 745; Roll 91 p. 410; FOIA; Saunders/FUFOR Index)	1-1/2 secs	4	1/4	triangulation
156.		Dec. 28, 1948. Los Alamos, New Mexico (35.89° N, 106.31° W). 4:31 a.m. White point source descended vertically from N to S to 6,000 ft [height above ground? elevation above ASL?] disappeared with green flash. (Sparks; BB NARA Microfilm Roll 91 p. 410)	1-1/2 secs	1		triangulation
157.		Dec. 30, 1948. Sweden. (Sparks; McDonald list)				
158.		Jan. 1, 1949. Jackson, Mississippi (32.30° N, 90.18° W). 5 p.m. Pilot D. [?] Rush flying private plane saw a 60 ft cigar-shaped object cross the sky in front of the plane to the SW, nearly colliding, at 500 mph. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)		1		

159.	275	Jan. 4, 1949. Hickam Field, Hawaii (21.34° N, 157.95° W). 2 p.m. USAF pilot Capt. Paul R. Stoney, on ground at Pacific Command HQ, saw a flat white, elliptical object, with a matte top, blinking once per sec, about the size of a T-6 aircraft, circle at about 3,000 ft while oscillating to the right and left, then speed away to the NE in a climb. (Sparks; Jan Aldrich; Saunders/FUFOR Index)		1	1	
160.		Jan. 6, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 3:10 a.m. Brilliant green light seen traveling horizontally E to W about 3° to 5° above horizontal (mountain line?) disappearing behind mountains. (Sparks; BB NARA Microfilm Roll 91 p. 410)	2 secs	1		
161.		Jan. 6, 1949. Kirtland AFB (Albuquerque), New Mexico. 5:30 p.m. Everitt and Willis. Bright white diamond shaped light in horizontal flight from SE to NW about 1500-2,000 ft height faster than a jet, about 2 ft in size [?]. [Meteor?] (Sparks; BB NARA Microfilm Roll 91 p. 410; McDonald list; Saunders/FUFOR Index)	secs?	2		
162.		Jan. 23, 1949. 4 miles S of Tillamook, Oregon (at 45°22'17" N, 123°48'16" W [elev. 137 ft ASL]). 11:05 a.m. Machinist and former wartime air defense observer Charles E. Leckington and wife Rose C. while driving S on Hwy 101, about 1/4 to 1/2 mile N of Pleasant Valley, saw a shiny, silvery, round stationary object about 10-15 ft size glinting in the sun to the SE at about 35° elevation about 2,000 ft height about 1/2 to 3/4 mile away (in its belated investigation in April, AFOSI claimed a height figure of 500 ft without explaining the discrepancy). When he went inside his shop with Allen Hughes of neighboring Hughes Grocery to get binoculars the object had disappeared. No sound or trail. Burt [Bert?] J. Smith, father-in-law of Leckington, living in house behind the Leckingtons, (at 45°22'04" N, 123°48'07" W ? [elev. 155 ft ASL]) saw for about 1 min the polished silver saucer-shaped object reflecting sunlight [nearly?] overhead at first, about 1,000-2,000 ft [1,400-2,000] altitude, angular size of full moon (0.5°), then moving NE at about 30-50 mph [30-35 mph], for about 1 min to disappearance at 45° angle [elevation]. (Sparks; FOIA; BB files; Saunders/FUFOR Index)	2.5-3 mins	3	~1	triangulation

163.	Jan. 24, 1949. About 250 miles SW of Bermuda Island, Atlantic (at 29°30' N, 67°29' W). 12:00-2:10 a.m. (Z/GMT/UT) USAF pilot Capt. Marsden W. Mattatall and crew (copilot 1st Lt Frank J. Stockton, navigator Lt. Austin, S/Sgt Joseph D. Marx, S/Sgt Leonard G. Lerch, Sgt Sims) of RB-29 bomber no. 44-87750 in the 373rd Recon Sq (Very Long Range – Weather) based at Kindley AFB, Bermuda [on classified Atomic Detection System service] searching for lost BOAC Tudor IV airliner Star Ariel, at 1,500 ft heading 50° True (about NE) [at 200 mph] saw to the left (in the N) a red glow on the ocean 1 to 1-1/2 miles in size extending up to 2,500-3,000 (or 4,000-6,000) ft altitude with 2-4 white searchlight-like beams of light within the red glow. At 12:25 a.m. B-29 turned toward the light on heading 350° True and by 12:40 approached so close, estimated 100-150 ft [?] distance at 6,000 ft altitude at 31°24' N, 67° 8' W, that pilot made a sharp bank to avoid collision. B-29 crew unable to take nuclear fallout sample of air around red glow because in haste to take off on search mission they failed to bring filter paper. B-29 circled the red glow from all directions for 44 mins as the glow slowly moved to 31°25' N, 67° 14' W [at about 10 mph headed W], when they finally departed the area at 1:24 a.m. Red glow still visible on landing in Bermuda [at about 2:10 a.m.]. Crew took 15 (?) photos with K-20 camera set at 1/125th sec and f/4.5 aperture, but none were sensitive enough to show the red light. Later RB-29 (?) flight equipped with fallout filters visited the coordinates of the red glow at 11:00 a.m. but results of air sampling not known or reported. AMC Intell Dept Chief Col. William R. Clingerman ordered references to “filtering” deleted from sighting reports as the would “unnecessarily disclose classified Air Force operations.” (BB Maxwell Microfilm Roll 5 pp. 167-233; Project 1947; Saunders/FUFOR Index)	2 hrs 10 mins	6?	100	nuclear monitor flight

164.	284	Jan. 27, 1949. Cortez-Bradenton, Florida (at 27°28' N, 82° 36' W). 10:20-10:50 p.m. (EST). While driving W on Cortez Rd 1-1/2 miles W of the Hwy 41 intersection, USAF aircraft engineer Capt. Eckerman Sannes, Acting Chief, Aircraft Branch, 3200th Climatic Test Sq, Air Proving Ground, Eglin AFB, formerly AMC Intelligence Dept Air Documents Div Dec 1945-Sept 1948, and his wife Mrs. Dorothy L. Sannes, saw a brilliant (pale red?) light with cigar-shape or cucumber-shape faintly outlined against the sky first seen in the S heading N at 0° heading [thus directly towards them] at 10:20 p.m. (wife reported 11:20 p.m.), estimated distance about 8-11 miles at about 8,000 ft at about 10° elevation gradually descending, stopped car, lost sight behind tree tops. Resumed driving when about 2 miles down the road saw UFO again in the S at about 10:27 p.m., stopped car again, got out. They saw UFO gradually turning towards a W or 270° heading, estimated to be as long as 2 Pullman railroad cars [about 2 x 60-80 ft], with 7 lighted square windows and throwing sparks 4 per sec. UFO climbed erratically in "bounces of approximately 2,000 feet" with occasional rapid drops of about 2,000 ft, with net overall increase in altitude to disappearance due to distance over the Gulf of Mexico at about 40,000 ft. UFO bouncing motion started after W turn, speed estimated at about 400-500 mph. Observed with 7 x 50 binoculars. (Sparks; BB files; Berliner; Saunders/FUFOR Index)	2? + 23 mins	2	1/3 ? (naked eye) (2 in binocs?)	binoculars
165.		Jan. 30, 1949. Near Amarillo (at 34°50' N, 102°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas. 5:54 p.m. (MST). Thousands of witnesses over several states saw spectacular green fireball, N-S trajectory [azimuth heading 186.7°] triangulated by Dr. Lincoln LaPaz as 12 mile altitude over Amarillo area descending slightly on nearly horizontal 143-mile [actually 141 miles] path to near Lamesa disappearing about 8 miles altitude, velocity estimated at 25,000 to 50,000 mph by triangulation and reenactment timings. From numerous AF witnesses at Walker AFB, Roswell, LaPaz measured with transit first appearance at 52° magnetic bearing, elevation 2.2°, disappearing at 87-1/2° magnetic (other witnesses continued the flight path further south). No noise except slight hissing, broke into pieces at the end, no fragments found despite extensive ground search. 100+ witnesses interviewed. Estimated 200 witnesses in El Paso, 10 in Ft. Worth, Texas, 200 in Roswell, 200 in Alamogordo, NM. [Projected radiant of origin along a 1.7° descent angle is at 14.0 hrs Right Ascension +56° Declination.] (Sparks; BB Maxwell Microfilm Roll 5, pp. 279-284, NARA Microfilm Roll 91 pp. 410-1; FOIA; Saunders/FUFOR Index)	10-20 secs	1,000' s	1/3	triangulation
166.		Feb. 14, 1949. Ganado, Ariz. 6:40 p.m. Brilliant white slightly green fireball first stationary then fell with slight curve to the W slightly above the horizon. (Sparks; BB NARA Microfilm Roll 91, p. 411)	secs?	2		

167.		Feb. 17, 1949. SE of Grants (at 35° 7' ±2' N, 107°47' ±2' W), Sandia Base, and near Albuquerque (at 35° 5' N, 106° 35' W), New Mexico. 5:57-6:06 p.m. Green Oil Co. truck driver Herman Wilcox, at Chief's Rancho stop on Hwy 66 SE of Grants, NM, saw oval luminous white light with faint trail of white smoke in the SW at about 225° azimuth moving S in vertical climb then leveled off, then a gradual ascent, disappearing suddenly after several secs, no clouds in the sky to obscure it. Univ. of NM Prof. of Civil Engineering Marvin May, an associate of Dr. Lincoln LaPaz in meteorite tracking, saw a brilliant white object in the W at 6° elevation at 5:57 p.m. for >6 mins total. Object was first round [1/3 Full Moon in size at this point apparently] then shifted to ellipse as it approached then appeared to be elongated like a bent pipe with corners, 1 Full Moon in length and 1/10 in width. Object made slight climbing turn to the N, shifted to peach color [yellow-orange?] as it made rapid sharp turning climb to the S at the end, disappearing in cloudless sky by diminishing in size and brightness. 100 Sandia Base guards including Officer of the Guard saw a yellow-orange cigar or yellow-red cigar-shaped object for 7 minutes from 5:59 to 6:06 p.m. (Sparks; BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index)	9 mins	100+	1	UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)
168.		Feb. 23, 1949. Sandberg Pass 40 miles S of Bakersfield, Calif. 10:30 p.m. USAF pilot of T-11 with 703rd Air Reserve Division saw a sausage-shaped object circle the plane at 10,000 ft in 360° and 180° turns. (Sparks; Project 1947; Saunders/FUFOR Index)	40 secs	1		
169.		Feb. 27, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 7:05 p.m. Green-white fireball seen in horizontal flight parallel to earth from W to E, abruptly disappeared. (Sparks; BB NARA Microfilm Roll 91, p. 412; FOIA; Saunders/FUFOR Index)	2 secs	1		
170.		March 2, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 12:10 a.m. Sewald saw high speed light in horizontal flight low in the sky N to S, disappearing behind trees. [Meteor?] (Sparks; BB NARA Microfilm Roll 91, p. 412; FOIA; Saunders/FUFOR Index)	2 secs	1		
171.		March 3, 1949. 0159 1 R Los Alamos, New Mexico straight down straight down bright green disappeared (1) (3) Sparks; AFOSI-LaPaz Catalog May 1950)		1		
172.		March 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:20 [9?] p.m. Army artillery observers with triangulation equipment, Sgt. Hubert Vickery and PFC John Ransom, on patrol at the AFSWP (Armed Forces Special Weapons Project) national nuclear weapons storage Site B saw a blue-white oblong object about 2 ft x 1 ft in size with a trail travel from 286° to 279° azimuth elevation 5°45' [6°45'? 6°41'? poss. typos] height about 600 ft. No sound. Other sightings by Army patrols from 8:30 p.m. [8:45? 9?], 1:10, 1:15 to 2 a.m. (Sparks; BB NARA Microfilm Roll 91, p. 412, Maxwell Roll 5, p. 627; FOIA)	1 sec	2		

173.		March 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 8:45 p.m. Army artillery observation patrol saw a light-colored round object with trail about 10° long travel S to N from azimuth 189° elevation 21° to azimuth 210° elevation 6° 31'. No sound. Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	1		
174.		March 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 9 [8:20?] p.m. Army artillery observation patrol saw a blue-white ball-like "fixed flash," size of basketball [?], in the NE at azimuth 40° elevation 59°. No sound or trail. Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	2		
175.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 1:15 a.m. Army artillery observation patrol saw a brilliant blue-white flash of light like flash-bulb in the NE at azimuth 40° elevation 66° 15'. No sound. [Meteor?] Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	1		
176.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 1:30 a.m. Army artillery observation patrol saw a blue-white ball-like "fixed flash," size of basketball [?], in the NNE at azimuth 16° elevation 27° 30'. No sound. [Meteor?] Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec	1		
177.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 1:30-2 a.m. Army artillery observation patrol saw a bluish-white ball-like flash of light like flash-bulb in the WSW at azimuth 250° elevation 26°. No sound. Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	1 sec ?	2		
178.		March 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 1:45 a.m. Army artillery observation patrol saw an orange tear-drop shaped object, 2 x 1 ft in size [?], drop vertically to ground, in the ENE at azimuth 60°. No sound. [Meteor?] Other sightings by Army patrols (see above, below). (Sparks; BB NARA Microfilm Roll 91, p. 413, Maxwell Roll 5, p. 627; FOIA)	2 secs	1		
179.		March 7, 1949. Window Rock, Ariz. 6:10 p.m. Sighting of round object fire red in the center shading to blue at edge, 3 ft in diameter [?], traveling estimated 200-300 mph, in the N at elevation 40°-45° disintegrating at the end. No sound. (Sparks; BB NARA Microfilm Roll 91, p. 414)	6-8 secs	1		

180.		March 8, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 1:03 [2?] a.m. Army artillery observation patrols in separate locations 1/2 mile apart sight different [?] lights, one pale white light with roundish head and hazy smoke trail (streak? 900 ft height?) seen by Payne moving in an arc from 122° to 126° azimuth [southward?] from 58° to 54° elevation, the other, by Cpl. Luke Sims, was of a lemon-shaped red light with whitish nose and red trail in level flight about 15° above horizon crossing 60° of sky from 304° to 244° azimuth [WNW to WSW]. (Sparks; BB Maxwell Microfilm Roll 5, p. 627, Roll 91, p. 414; FOIA; Saunders/FUFOR Index)	5 secs ?	2		
181.		March 8, 1949. Los Alamos and Kirtland AFB, New Mexico. 6:35-6:36 p.m. Los Alamos AESS guards Patterson and Lang at guard stations 103 and 106 saw noiseless greenish-white light in the WSW heading SE, descending at 60° [45°] angle. Kirtland Control Tower saw same object to the NW descending vertically. (Sparks; BB Microfilm Roll 88, p. 373, Roll 91, p. 414; AFOSI-LaPaz Catalog May 1950; Saunders/FUFOR Index)	2-4 [1-2?] secs	3+		
182.		March 13, 1949. Albuquerque, New Mexico. 9:53 p.m. 2155 NE to SW or SW to NE 20° above horizon descending slightly bluish or greenish white Yes none length twice diameter of ball (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-4 secs	1	1/2	
183.		March 14, 1949. Aircraft bet. Honolulu and Canton Island. bet. 9 and 9:16 a.m. (GMT). 00-00-16Z 6° - 12° above airplane at 8,000 horizontal none nose like bullet 65° in 9 secs (1) (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	10 secs	1		
184.	319	March 17, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 7:52 [7:47?] p.m. Capt. Horace W. McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, in the "Q" Area [nuclear weapons storage facility] was preparing the test firing of flares in order to prove recent sightings were mistakes when he, his men and CIC Special Agent Raymond Schmiedeke themselves saw aerial phenomena, 7 separate sightings [first 3 were yellow lights then 1 red light] by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (Sparks; BB Maxwell Microfilm Roll 5, p. 627; FOIA)		multiple		real-time triangulations
185.		March 18, 1949. Fort Chimo, Quebec, Canada (46°50' N, 71°15' W). 7:50 p.m. (EST). USAF and RCAF personnel at Detachment Crystal-I, 1227th Air Base Sq, including USAF 1st Lt. and Warrant Officer JG, RCAF Flying Officer/Liaison Officer Brodribb, and a USAF civilian employee, saw a red light like an aircraft light to the S traveling W to E at high altitude estimated 10,000 ft and 200-250 mph silently with stops and starts and flickering, and a turn to the S at the end. (Sparks; FOIA)	2-5 mins	4+		

186.		March 27, 1949. Tucumcari (35°10' N, 103° 44' W), Montoya (35°6' N, 104°4' W), New Mexico. 6-6:30 p.m. Various witnesses, including police officer, postmaster (Montoya, N.M.), newspaper editor (<i>Tucumcari Daily News</i>), saw a contrail-like yellow-amber-orange object, length/width ratio 5:1, 1/6 moon's diameter, slowly moving from S (205° azimuth) to W (254° azimuth) at about 45°-60° elevation (75° at Montoya moving 180° to 260° azimuth), wiggling slightly, at first in a vertical orientation [?], dived steeply-leveled-climbed 2-3 times, reversed course once at top of a climb, a bright glitter of white light at a leveling off. No sound or trail. (Sparks; AFOSI-LaPaz Catalog May 1950; FOIA; BB Microfilm Roll 91, pp. 414ff.)	15-30 mins	5+	1/6	triangulation?
187.		March 29, 1949. Shemya AFB, Aleutian Islands, Alaska (52°45' N, 174° 5' W). 10:05 p.m. USAF crew of B-29 bomber saw a dull yellowish light flying at 2,400 ft. (Sparks; Project 1947)				
188.		March 31, 1949. E of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 11:50 [9:50?] p.m. Army Lt. Frederick Davis on patrol saw a reddish white round ball of fire [size of basketball?] with a trail, at azimuth 112° [?] elevation 70° moving horizontally overhead and over the base airstrip, parallel to road, at estimated height of 2,000 ft heading 240° [?], disappeared (at 123° ? azimuth). David noted severe interference on the field telephone afterward when he reported it. (Sparks; BB Maxwell Microfilm Roll 5, p. 628, Roll 91, pp. 414ff.; FOIA)	10-15 secs	1		EM
189.		April 3, 1949. 1 mile SE of Dillon, Montana. 11:55 [11:50?] a.m. Miller Construction Co. owner Gosta Miller, who was a commercial pilot / aviation engineer, plus 3 other witnesses – an employee, a trucking company owner and a gas station attendant (Lovell, Lessey, Greene) – saw an object like two inverted plates attached face-to-face, matte blue-grey or greenish-grey non-reflective bottom, bright aluminum top reflecting sunlight, 20 ft diameter (others estimated 15-25 ft), 4-5 ft thickness. Object seen over the N end of town at 3,000-5,000 ft height about 4 miles away moving in several directions rocking or rotating in semi-circles 6 times, move E descending rapidly to about 700-1,000 ft height, rock again a few times with upper side now visible reflecting sunlight, fly SW to 2 miles W of Dillon, rock again a few times, then rapidly flew over airport 12 miles NE of Dillon at 1,000 ft departing rapidly to the E disappearing over mountains. No sound or trail. Speed > 1,000 mph so great object seemed blurred. (Sparks; Berliner; cf. FOIA; Jan Aldrich)	several mins	4	1/5	aviation engineer
190.		April 4, 1949. Merced, Calif. 10:20 p.m. Major William Parrott, former Air Force pilot, saw a generally round object with curved bottom and dull coloring, giving off clicking sound until overhead. Parrott's dog reacted. (Sparks; Berliner)	35 secs	1		

191.		April 5, 1949. Los Alamos, New Mexico. 11 [10?] p.m. 2200 S to N app 300' above S slope of Pajarito Mt Arc geen w/red afterglow none tremendous speeddisappeared behind mountain (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	½-1 sec	1		
192.		April 6, 1949. Los Alamos, New Mexico. 12:05 p.m. SE about 15,000' between dk & lt green none very fast (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	3-5 sec	1		
193.		April 7, 1949. Los Alamos, New Mexico. 1-1:35 a.m. W S to N about 200 yds fr top of hillgreen none moved very slowly (1) (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	5-45 secs	2		
194.		April 6-7, 1949. Memphis, Tenn. (35° 8' N, 89°59' W). 12:01 [12:30?], 2, 3:30, 4 a.m. Housewife Mrs. Mike Love Stewart and Dorthy [Dorothy?] Hall (and Helen Howell?), a husband and son, saw 6-9 climbing, diving, whirling yellow or silvery oval objects which avoided 3-4 airplanes, traveling from SW to SE about 45° elevation about 1-2 miles away, 1/4 moon angular size. (Sparks; FOIA)	2-4 hrs	5+	1/4	
195.		April 7, 1949. March AFB, Riverside, Calif. (34.12° N, 117.29° W). Bet. 2:45 and 3:00 p.m. Air National Guard Lts. Reeser and Salter, pilots in a T-6 heading SE over March AFB's radio beacon at 7,000 ft, first saw about 1,000 ft below them for 4-5 secs a tumbling red and grey wingtip-tank-shaped object, smaller than a T-6, and then 4 white domed-disc parachute-shaped objects separated by about 1,000 ft each. They circled around and copilot saw the 4 white parachute shapes, no shroud lines, etc., and climbed to 9,000 ft for a better look but the objects disappeared to the E. (Sparks; FOIA; Saunders/FUFOR Index)		2		
196.		April 12, 1949. Albuquerque, New Mexico. 7:30 p.m. SE to NW 20° above horizon white none none round 15° in 8 secs Extinguished (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	8 secs	1	1/8	

197.		April 15, 1949. Peterson AFB (elev. ~6200 ft), Colorado Springs, Colo. 3:30 p.m. (MST). USAF 15th AF Aircraft Maint Ofcr, Major Joe R. Bullock, MSgt Leonard Fink, Line Chief, and S/Sgt Walter J. Morbeck, Crew Chief, all of 15th AF Hq, on ramp in front of Operations Bld, Peterson AFB. Morbeck first sighted the 2 objects to the S at about 30° elevation (called "10 o'clock" elevation angle not to be confused with bearing), estimated distance about 20 miles, called attention to the others nearby (Bullock sighting for about 15 secs from that point and Fink about 20 secs). Objects were perfectly round, with color of unlighted, frosted electric light bulbs in straight and level course at what seemed to be about 30,000 ft height [20 mi distance at 30° elevation would correspond to about 50,000 ft height]. Angular size estimated as somewhat smaller than B-29 at 30,000 ft [$\approx \frac{1}{2}$ Full Moon approx.]. Object on the left was an apparent distance of [about 4° to 5°] behind the lead object, but with increase of speed when about overhead the trailing object overtook the lead object in about 2 secs and flew in close formation thereafter. Speed estimated at about 1,800 mph by assuming estimate of 40,000 ft distance covered in 12.5 to 15 secs [from overhead to disappearance at apparently about 30° elevation] in the N. [Speed burst over about 4°-5° in 2 secs at 30,000 ft height would roughly double the initial 1,800 mph to an average ~3,600 mph with acceleration to peak velocity ~5,400 mph then deceleration back to 1,800 mph at about 150 g's]. (Sparks; BB files)	25-30 secs	3	1/2	
198.		April 15, 1949. El Paso, Texas. 4:30 p.m. Straight up about 30° grayish Yes none thin smoke trail very thin dissipated (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	15 mins	1		
199.		April 18, 1949. Flagstaff and Williams, Ariz. 1:48 a.m. NW app 12,000' to one. 75 - 100 miles to other observer greenish blue none ball like 100 watt light bulb disappeared behind obstacle (1) (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-2 secs	2		
200.		April 20 [21?], 1949. Ludington, Mich. Afternoon. Paul Timm and Pat O'Connell, high school students, saw a fast moving white "comet with a tail" cross the sky to the W disappearing over Lake Michigan. (Sparks; FOIA; Saunders/FUFOR Index)		2		
201.		April 22, 1949. Cliff, New Mexico. 9:05 a.m. W to E 20° dropping slowly aluminum none none round, flat thin, disc-shape over 15' in diameter disappeared behind mountains (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 mins	1		

202.	358	April 24, 1949. 3 miles N of Arrey, New Mexico (at 32°52.5' N, 107°19.5' W). 10:33 a.m. (MST). General Mills meteorologist and balloon expert Capt USAFR Charles B. Moore and 4 Navy artillery fire-control crew on a balloon launch team (William Akers, Richard G. Davidson, Clifford E. Fitzsimmons, Moorman) saw a white, round ellipsoid, shadowed yellowish or orange on one side, length/width ratio 2.5x, cross the sky from the S (azimuth 210° elevation 45° only reported by Moore; Akers first saw object while watching balloon at 175° azimuth 45° elevation; Fitzsimmons first saw it in the E; Davidson first saw it in the ESE at elevation about 35°). Object moved to the E at about 5°/sec angular velocity (per Moore) possibly representing peak angular velocity, or 2.5°/sec (per Akers), possibly representing roughly the average angular velocity since the latter is more consistent with total azimuth change (about 185° to 190° according to Moore; only roughly 100° to 150° per the crew) in the total duration of azimuthal change (about 50 secs per Moore, about 50-80 secs per the crew). Object passed near the sun (127° azimuth 61° elevation at 10:33 AM), roughly followed by Moore attempting to view it through ML-47 David White theodolite (21x telescope with 2° field of view, and/or 4x wide-angle 10° viewfinder) after it came out of the sun, but because of its speed Davidson had to visually point the theodolite through the naked-eye open sight while Moore tried to catch it in the telescopic view (previously Davidson viewed through the theodolite tracking the slow-moving balloon and was told by Moore to train it on the UFO). Davidson said that Moore could only get the object within the telescopic view of the theodolite for about 1 sec when about in the NE “and could never get on it again” (Akers agreed that it was caught by Moore in theodolite only a “fraction of a second” because of its speed). Object seemed to turn to the N, decreasing elevation to 25° and decreasing in apparent size (due to distance) until reaching and maintaining a constant azimuth at about 20°-25° [about NNE] (or ~5° [almost due N] per Davidson’s diagram) when it suddenly climbed from 25° to 29° elevation in 10 secs (exact numbers only reported by Moore; Davidson said it was lost at about 35° elevation), diminishing “rapidly” in apparent size (possibly by factor of about 3.5x), and disappeared by distance (per Moore) or dust obscuration (per Akers and Davidson; Moore claimed “no dust”). Distance unknown; by assuming 70 miles (Moore map comment), Moore’s estimated angular velocity of 5°/sec translates to transverse horizontal velocity of 6 mi/sec or 22,000 mph (nearly earth escape velocity of 7 mi/sec) but this is pure assumption (at 7 miles slant range the horizontal speed would only have been about 2200 mph, etc.). At Akers’ slower angular velocity of 2.5°/sec the horizontal linear speed at the assumed 70 miles distance would be about 11,000 mph (or 1100 mph at 7 miles). Object size at the larger assumed 70-mi distance would be about 130 ft, or at the smaller 7-mi distance about 13 ft. Arrey case cont’d next page:	~50-90 secs	5	1/20 to 1/25 (0.02° to 0.03° or poss 0.4 to 0.6° equiv in theod)	theodolite

		Arrey case cont'd: Projected target radiant in space at 5° ascent angle to earth (from rough 25° to 30° elevation increase), assuming disappearance by radial distance increase, at 20° azimuth is approximately 9 hrs Right Ascension +55° Declination. Possibility of escaping, tangential grazing meteor fireball that skipped back into space requires discarding some sighting details including theodolite measurements, size, shape, reported curving or circling trajectory, and manner of disappearance. Possible meteor scenario postulates closest ground distance ~35 mi at path midpoint ~100° azimuth (nearly due E), altitude ~30 mi, disappearance at ~130 mi distance at azimuth 20° to 25° (about NNE), altitude ~70 to ~90 mi depending on the angular elevation figure used (25° to 35°), but total azimuth-change duration must be reduced to less than ~40 secs in order to conform to >7 mi/sec escape velocity along ~260 mi path length (excluding the additional 10 secs when the object stayed on the same terminal azimuth but seemed to zoom upwards). (Sparks; Naval Unit WSPG TWX 2121Z Apr 27, 1949, NARA RG 341 NM-15 Entry 173 Box 134; BB Maxwell Microfilm Roll 5, pp. 1451-1499; BB Misc [Strentz] Microfilm Roll 1, pp. 681-748; BB AFOSI Microfilm Roll 88, pp. 630-4, 703-708, Roll 89, pp. 319-320, Roll 90, pp. 997-1004; NICAP website)				
203.		April 25, 1949. 4 mi NW of Springer (at Springer Lake), New Mexico. 6:30-7:30 a.m. Ex-pilot Philip M. Abreu and Nolan Clegg, coffee shop owner, saw silvery white spherical objects like Christmas ornaments fly over the lake at high speed, reappearing repeatedly with a high-pitched whistling sound several secs each time. First group was of 11 objects, at 6:30 a.m. for 10+ secs. 2nd group was of 9 objects heading due W, seen about 5-10 secs at about 6:40 (or about 6:32-6:33) a.m., with one object departing from group to SW when overhead. 3rd group was of 2 objects both heading E, with wider separation from each other than previous groups, at about 7:00 a.m. About 7-9 more groups of 2+ objects passed over witnesses now in a boat on the lake, passing over from W to E. Last group was of 5 objects in a line came from N heading S, at about 7:30 a.m. [or somewhat later]. well above 30,000' silvery white none 4 grps totaling about 20 sec yes round very small very fast well above speed of sound disappeared from view (2) (Sparks; AFOSI-LaPaz Catalog May 1950; FOIA; Saunders/FUFOR Index)	1+ min total ?	2		

204.		April 27, 1949. SE of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9:20 p.m. (CST). 2 Army soldiers [Pillett and Belisandro?] on patrol saw a blinking violet object 1-1/2 inches in diameter, 10-12 ft away in the N hovering, about 6-7 ft above ground, then began moving fast headed W down a road, then began making an arc (curved path) still maintaining same height, passing through branches of a tree before disappearing. (Sparks; BB Maxwell Microfilm Roll 5, p. 628; FOIA; Saunders/FUFOR Index; Jan Aldrich)	1 min	2	1.2 – 1.4 (0.6°-0.7°)	
205.		April 27, 1949. SE of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9:35 [9:25?] p.m. (CST). Army security patrol, Lt. Howard Kitterman, PFC Leslie Lockhart, Pvt. Clement DeAmicis, Pvt. Joseph P. Landry, 6th Tank Battalion, sighted a 4-inch bright light with no glare, with a 3-4-inch metallic cone trailing in the back, 600 ft away 6-7 ft above ground silently approaching from azimuth 40° (about NE) in level flight at 60-70 mph heading directly towards them on heading 220°, starting curving path, disappearing suddenly in the SW at 150 ft away. At 9:37 p.m. the same witnesses saw a 2-inch white light appear 100 ft away to the NNE flying in a zigzag in level flight about 6 ft above ground, disappearing suddenly. At 9:39 p.m. the same witnesses saw a 3rd light in the WSW. (Sparks; BB Maxwell Microfilm Roll 5, p. 628; FOIA; Saunders/FUFOR Index; Jan Aldrich)	30-40 secs + 30 secs + ?	4	1/5 + ? (0.1° + ?)	
206.		April 28, 1949. Homer, Mich. 9:15 a.m. William Sackett and William Gibson pursued 6 flying discs 10 inches diameter by car along Hwy 60 for 5 miles as they flew at low altitude in "wide circles" paralleling the road. (Sparks; FOIA)	5 mins ?	2		
207.	361	April 28, 1949. Tucson, Ariz. (32.23° N, 110.96° W). 5:45 p.m. Howard Hann [Hamm?], Mr. Hubert [Huber?] and Tex Keahey saw a very large bright, sausage-shaped object, with no fins, wings or protuberances, roll and fly fast. NE to SE or SW silver none none cigar or sausage shape from B-29 to a city block 300 - 600 mph faded from view (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.; FOIA; Saunders/FUFOR Index)	12-40 mins	3 + ?		
208.		April 28, 1949. SE of Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:30, 8:37, 8:40, 9:00, 9:10, 9:30 p.m. Several Army security patrols sighted a variety of strange lights, mostly slow-moving changing color from white to red to green, one with a red blinking light, one with a "cone-shaped affair" trailing in the rear similar to one seen the day before. (Sparks; FOIA)	various	12		
209.		April 30, 1949. Albuquerque, New Mexico. 10:15 p.m. E to W 59° above horizon blue green none 2 sec 2° none round went out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 secs	1	1/10	

210.		May 2, 1949. Elko, Nevada. 11:40 a.m. CAA radio operator Mr. Small using field glasses saw 3 flying discs 30 ft diameter at 14,000 ft moving (heading?) SW at 300-400 mph make a left turn and depart ahead of a United airliner taking off from Elko airport. (Sparks; FOIA; Saunders/FUFOR Index)	3-4 mins	1	1/10 ? (0.4°? equiv in binocs)	binoculars
211.		May 3, 1949. Los Alamos, New Mexico. 9:26, 9:43, 10:05 p.m. S to N 10° - 15° above horizon bright white light 10 secs none very fast up to 1,000 mph (1) (3) 60 490503 2126 2143 2205 S to W 10° - 15° above horizon white none large- similar to size of airplane landing lights very fast 2126 - white 2140 - red 5 sec 1st; 2 sec 2nd none 2126-baseball diamond lights. 2140-slightly larger than firebox lights same speed as aircraft landing (1) (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-10 secs; then 3 - 7 secs each time	3 + 1		
212.		May 3, 1949. Sidney, Ohio. 9:00 a.m. Store owner Wilford and Sprague saw bright shiny disc high overhead at about 85° elevation heading NE wavering, climbing and descending slightly on a straight path. (Sparks; FOIA; Saunders/FUFOR Index)	2 mins	2	20 ?	
213.		May 4, 1949. 4-1/2 miles W of Maplewood, Ohio (40.377° N, 84.029° W). 6:30 p.m. Ms. Wical saw bright silver flat circular object to the SE traveling NE with sun glaring off the surface, spinning at high altitude, no sound or trail. (Sparks; FOIA; Saunders/FUFOR Index)	<2 mins	1	30 ?	
214.	376	May 5, 1949. Ft. Bliss, Texas. 11:40 a.m. Army officers Maj. Day [May?], Maj. Olhausen, Capt. Vaughn saw 2 oblong white discs, flying at about 200-250 mph, make a shallow turn. (Sparks; Berliner)	30-50 secs	3		
215.		May 6, 1949. Sidney, Ohio. 8:30 a.m. Stump, Herman and Quinn saw a bright object about 1/2 mile to the W moving S at high speed, no trail or sound, one saying it was too bright to see the shape the other saying it had a flat circular shape. (Sparks; FOIA; Saunders/FUFOR Index; Jan Aldrich)	2 mins	3	20 ?	
216.	379	May 6, 1949. Livermore, Calif. (37.69° N, 121.76° W). 9:35 a.m. C. G. Green saw 2 shiny, disc-like objects rotate around each other and bank, then one shot upwards with a grey trail and rejoined the other. (Sparks; Berliner)	5 mins	1		
217.		May 6, 1949. Los Alamos, New Mexico. 1:05 a.m. N to S 5° above horizon was going down at an angle of 30° - 35° green none round very high rate of speeddisappeared west of Jemez Mts (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB BB Microfilm Roll 91, pp. 414ff.)	<1 sec	1	1/8	

218.		May 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:40-9:30 p.m. (CST). UFO observation network using Army artillery observers, headed by Task Force Commander Lt. Mardell E. Ward, established 2 days earlier after a series of unexplained UFO incidents over the previous 2 months observed by 100+ men and officers, tracks its first object with artillery sighting instruments, field binoculars and Battery Commander 25-40x scope. Brilliant light to the W and N, moving back and forth 900 to 1,200 ft (around?) azimuth 292.5° [WNW], tracked by all 4 Observation Posts at distance 12,000 ft [from main Plotting Center], height 1200 ft dropping to 440 ft, alternating pinkish to green, apparent size 1/2 dollar at arm's length diminishing to quarter coin size, moving very slow, faded from sight by growing smaller [with distance]. Project Grudge claimed UFO was Venus, ignoring the multiple 2-mile triangulations, and the fact Venus set at about 7:37 p.m. CST. (Sparks; AFOSI-LaPaz Catalog May 1950; BB Maxwell Microfilm Roll 5, p. 628, Roll 91, pp. 414ff.; FOIA; Jan Aldrich)	50 mins	4+	4-6 ?	real-time triangulation ?
219.		May 7, 1949. S St. Louis, Missouri (38.63° N, 90.21° W). 7 p.m. (CST). Just after sunset Vaughn saw the sun glinting off a flat reddish-brown object, "somewhat triangular" shaped, oscillating, the size of a private plane but faster. (Sparks; FOIA; Saunders/FUFOR Index)		1		
220.		May 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 7:40 p.m. (CST). Lt. Mardell E. Ward, at the Plotting Center (command post) of the Army's UFO observation and triangulation network established May 4, and an artillery observer at another network observation site, spotted a brilliant white (reddish greenish white?) diamond-shaped object at triangulated location 15,000 ft away at 1,000 ft height to the N and the E headed NW. Object was tracked for 57 seconds as it traveled horizontally 20 mils arc [not miles; about 1.1°] about 300 ft at about 3½ mph while changing color from white to reddish to greenish as it dropped altitude and dimmed then disappeared. Object size measured at about 45 ft, from angular size 3 mils (about 0.17° at 15,000 ft range). Battery Commander scope used, 25x-40x. No sound. [Another sighting 8:25-9:05 p.m.] (Sparks; FOIA; Jan Aldrich; AFOSI-LaPaz Catalog May 1950; Loren Gross Jan-Jun 1949 Supp p. 79, erroneously put at Los Alamos; BB Maxwell Microfilm Roll 5, p. 628)	57 secs	2+	1/3	real-time triangulation, scope

221.		May 7, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:25-9:05 p.m. Lt. Mardell E. Ward, at the Plotting Center (command post) of the Army's UFO observation and triangulation network, and artillery observers at 3 other network observation sites, spotted a brilliant (green-white?) white diamond-shaped object in the SE (and W) at triangulated location 24,000 ft away at 1,300 ft height. Object size measured at about 72 ft (angular width 3 mils or about 0.17°), was tracked for 40 mins as it traveled 15 mils arc [not miles; about 0.8°] about 360 ft at about 0.1 mph. Battery Commander scope used, 25x-40x. No sound. (Sparks; FOIA; Jan Aldrich; AFOSI-LaPaz Catalog May 1950; Loren Gross Jan-Jun 1949 Supp p. 79, erroneously put at Los Alamos; BB Maxwell Microfilm Roll 5, p. 628)	40 mins	4	1/3	real-time triangulation, scope
222.		May 8, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:08-8:17 p.m. Lt. Mardell E. Ward, at the Army's UFO observation post, and 2 other posts sighted brilliant (reddish greenish white?) diamond-shaped object to the W (and N and E) moving NW or NE at about 24,000 ft distance at 1,600 ft height slowly dropping. Object size measured at about 48 ft (angular width 2 mils or about 0.1°), was tracked for 9 mins as it traveled 10 mils arc [not miles; about 0.5°] about 240 ft at 0.3 mph. Severe radio interference during sighting, none afterward. (Sparks; FOIA; Jan Aldrich; AFOSI-LaPaz Catalog May 1950; Loren Gross Jan-Jun 1949 Supp p. 80, erroneously put at Los Alamos; BB Maxwell Microfilm Roll 5, p. 628)	9 mins	3+	1/5	real-time triangulation
223.		May 8, 1949. Tucson, Ariz. (32.23° N, 110.96° W). 9:30-11 a.m. MSgt. Troy Putnam [?] plus 3 other witnesses saw round, flat silvery object, about 40-75 ft diameter, in the W flying faster than a jet, in horizontal flight at 4,000 ft, make 90° turn to the N, then rapid climb at 45° angle until out of sight. (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	10-20 mins	4		
224.		May 9, 1949. Tucson, Ariz. (32.23° N, 110.96° W). About 2:30 p.m. MSgt. Troy Putnam saw two round, flat silvery objects, about 25 ft diameter, flying 750-1,000 mph in a banking but steady manner, from SW to NE, which faded from view. (Saunders/FUFOR Index; Randle)	6-10 secs	1		
225.		May 9, 1949. White Sands Proving Ground. WSPG Naval Unit Commander, Cdr. Robert L. McLaughlin, with several other officers, witnessed UFO near a WAC-B rocket just launched. (McLaughlin ltr to Van Allen, May 12, 1949)				

226.		May 12, 1949 [or 1948?]. Half way bet. Cicero and Westfield, Indiana. 5 p.m. (CDT) [7? p.m.?]. Private pilot William J. McGhee, with WWII aviation experience, was flying a Cessna 120 almost due S at 10,000 ft when he spotted an object at azimuth 150° [near Eden, Ind.] appearing similar in size, shape and appearance to a Zeppelin traveling almost due W in front of his aircraft [at estimated distance ranging from about 10 to 30 miles as plotted on aeronautical chart] traveling faster than a jet [~40 mi path in timed 1m20s = 1,800 mph]. McGhee began timing the sighting when the object appeared near McCordsville until disappearing in the setting sun's glare at azimuth 250° [near Ladoga, Ind.] However sun set at altitude at about 8 p.m. (CDT) at about azimuth 295°. (Sparks; BB files)	1-1/2 mins	1		
227.		May 12, 1949. Holloman AFB, New Mexico (at 32°50' N, 106° 4' W, elev. 4,070 ft). 9:30 p.m. (MST). AF contract solar astronomer, Donald H. Menzel, of Harvard Observatory, was driven by military car from Holloman AFB, on Hwy 70 just outside the base, en route to Alamogordo [and then to Sacramento Peak] [headed ENE on road azimuth 66°], when shortly after leaving the base he saw a bright reddish star Antares about 6°-8° East [to the lower left] of the nearly Full Moon estimated to be 15°-18° above the ridge line [99.3% illuminated Moon at about 19° elevation 136° azimuth, Antares at about 11° elevation 132° azimuth] rising above the Sacramento Mountain ridge. Shortly afterward he noticed first one small round white light low about 3°-4° over the ridge to the lower left of the Moon and star and then another identical light to the right of the first and in horizontal line, about 3° apart [at roughly 122° to 125° azimuth, 5°-6° elevation, seemingly over Moore Ridge, summit 7,264 ft, 32°42'22" N, 105°51'11" W, 15 miles away]. Each light was white possibly slight greenish tinge, about 0 to 1st stellar magnitude, the left one slightly brighter, both increasing in brightness as if possibly rising above a haze layer, both initially "fuzzy" but apparently sharpening in edge contrast. Each light suddenly disappeared one after the other before the car could be stopped. Menzel estimated that as the car traveled 50 mph it created a 3-mile baseline over which he nevertheless noticed no perceptible change in the lights' azimuths, or perhaps no more than 1° to 2°, hence a distance he calculated at 180 miles and object "diameter" about "¾ mile" (4,000 ft) [correct figure 2,300 ft]. Another military staff car filled with scientists preceded Menzel's car by a few minutes also headed to Sac Peak – unknown if they observed the UFO's too. (Sparks; BB NARA Microfilm Roll 88, pp. 904, 920-1; Roll 91, pp. 424-5; Maxwell Roll 6, pp. 241-9)	4 mins	1 (poss. 10+)	1/4	astronomer Donald Menzel
228.		May 16, 1949. Tucson, Arizona. About 5 p.m. E to W 5000' horizontal black none none round solid flat 3-4' in diameter 800-1000 mph behind aircraft hangar (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	8-10 secs	1		

229.		May 18, 1949. New Orleans, Louisiana. Bet. 4:30 and 4:45 p.m. Mrs. Theodore Michel sighted a luminous sun-reflecting silver dinner-plate shaped object in the W rotating end-over-end in a gradual straight climb on an E to NNW heading about 1-1/2 to 2 miles away over Lake Pontchartrain at 45° elevation initially. Estimated size of small single-engine two-seater Naval training aircraft if at 1.5-2 miles distance [$\approx$ 1/2 Full Moon angular size]. No sound. No visible means of propulsion. Speed about that of small training aircraft. (Sparks; BB files)	10 mins	1	1/2	
230.		May 19, 1949. New Orleans, Louisiana. 4:15 p.m. Mrs. Lucien R. Austin, Jr., sighted a luminous sun-reflecting silver dinner-plate shaped object turning end-over-end in straight level flight on an E to NNW heading about 1-1/2 miles away over Lake Pontchartrain at 45° elevation initially, disappeared when view blocked by nearby building. Estimated size of small training aircraft if at 1.5 miles distance [$\approx$ 1/2 Full Moon angular size]. No sound. No visible means of propulsion. Speed estimated at 120-140 (or 150-170 mph) mph. (Sparks; BB files)	5 mins	1	1/2	
231.		May 20, 1949. Pontchartrain Beach, New Orleans, Louisiana. 4:25 p.m. Tulane Univ. Associate Professor of Political Science (USAFR Lt Col) John E. Kieffer of 12th AF, Kelly AFB, San Antonio, Texas, was lying on his back at the beach when he sighted a bright, shiny silver flat spherical object in the ENE headed WSW [towards him] joined by 5 smaller similar objects grouped around the larger object which made a large circle over New Orleans Airport, then [main object] made a rotation around its horizontal axis and disappeared. At 45° to 50° elevation initially. No sound. No visible means of propulsion. (Sparks; BB files)	23 mins	1		
232.		May 21, 1949. Hanford AEC plant, Wash. 1:30 p.m. Hanford ADC radar detachment of 637th ACW Sq detected a stationary object over the East 200 area about 4 mi E of the Hanford Plant, which took off on a SE heading faster than a jet, reported it to the 637th ACW Sq, 505th AC&W Group, Moses Lake AFB, Wash. AF radar crew at 637th ACW (Spokane?) unable to detect object on radar but sighted round white or silver object by telescope (or telescope sighted by Hanford meteorologist Max Segoinns? who estimated altitude at 17,000-20,000 ft), which was heading NE faster than a jet at about 10,000 to 15,000 ft. At 2:20 p.m., USAF F-82 fighter, pilot Gardner, was airborne from Moses Lake AFB, Wash. (47.13° N, 119.29° W), to intercept Track 81 in the ESE from the 637th (Spokane? or Hanford?) detected on radar but target faded from radar scope about 5 mins after F-82 was airborne. (Sparks; BB Maxwell Microfilm Roll 6, pp. 475-9; Hynek UFO Rpt pp. 141-2; Saunders/FUFOR Index; Jan Aldrich; Loren Gross; 505th ACW Group AF History; Todd Lemire)	?	3?		RV, telescope

233.		May 23, 1949. Moses Lake AFB, Wash. 8:45 a.m. (PST). Three USAF pilots, Lt. Col. Walter C. Hearne, Lt. Col. Wallace R. Jordan, and 1st Lt. Gerald B. Blish, sighted from the ground at 325th Fighter Wing, Moses Lake AFB, a small [pinpoint-like] bright silver light traveling at high speed straight and level heading about 15° - 20° course about 5-10 miles away at about 10,000 to 15,000 ft altitude. (Sparks; BB Maxwell Microfilm Roll 6, pp. 565-9)	1 to 1-1/2 mins	3	point?	
234.		May 24, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 12:30 a.m. Round pale-yellow slow-moving light about 6,000 to 9,000 ft away smaller than Full Moon, slightly above horizon. Tracked by Army UFO observation network at Site B nuclear weapons storage stockpile? (BB Maxwell Microfilm Roll 5, p. 630)	60 secs		<1	
235.		May 24, 1949. Rogue River, 2-1/2 miles NE of Gold Beach, Oregon (at 42°26.5' N, 124°23' W). 5:00 p.m. (PST). NACA Ames Research Lab employees Don Heaphy and Gilbert Rivera, pharmacist Roy L. MacBeth with wives Mrs. Rivera and Mrs. Amlyne MacBeth, and Mrs. Oliver Elizabeth McBeth [wife of Standard Oil distributor William McBeth apparently not present, apparently spelled differently from "MacBeth"], were in a fishing boat 700 yards SW of Elephant Rock, Rogue River, when they saw in the E at azimuth 60° a hamburger-shaped metallic disc about 25-35 ft to 100 ft wide with a tail fin and "dirty" surface, rough wrinkled surface in the rear, at about 5,000 ft altitude about 1-4 miles away traveling at about C-47 speed (200 mph?) which accelerated to jet speed (600 mph?) to the S, azimuth 170°, where it disappeared. Observed with 8x binoculars. (Sparks; Maxwell BB Microfilm Roll 5 pp. 863-879, 890-3; Battelle Unknown 10; Bruce Maccabee; FOIA; Saunders/FUFOR Index; Jan Aldrich; CUFOS/Mary Castner)	90 secs-3 mins	6	1/5 - 2	binoculars
236.		May 24, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 7:46 p.m. Security agent [Army CIC?] sighted brilliant stationary incandescent round light [low on the horizon?] then sighted the same about 2 secs later but 1/2 the apparent size. (Sparks; BB Maxwell Microfilm Roll 5, p. 630)	1 sec	1?	2? + 1?	

237.	404	May 27, 1949. Near Hart Mtn., south-central Oregon (at 42° 27' N, 120° W). 2:25 p.m. (PST). Oil company vice-president, USNR pilot, former AAF flight instructor, Joseph C. Shell, flew his lightened-load SNJ Navy aircraft from Red Bluff, Calif, to Burns, Oregon, heading NNE at 212 mph ground speed at 9,000 ft above ASL (about 4,000 to 5,000 ft above ground level), saw to his right (about NE) something metallic in the distance [about 20 miles away] at about 42° 38' N, 119° 43' W, which as he approached resolved into 5-8, most likely 6-7, oval or egg-shaped metallic objects, 2:1 length/width ratio, and 1/5 as thick, each the same size less than 20 ft in diameter, fly in trail formation, with an interval equal to 3-4x their length between the lead object and the 2nd object, and only 1/2 to 2/3 object length spacing between the 2nd and all remaining objects, which separation remained constant almost as if being towed by the lead object. He saw the objects "outlined" against the bluffs of Hart Mtn, and could see the dark ground between each object, and noticed they had slightly changed course from "quartering" path to a path parallel to his course in the opposite direction (heading SSW) at about 230 ±30-40 mph while following the rim of the bluffs (which rim was about 7,000 ft ASL), appeared to be about 1,000 to 1,500 ft below his altitude about 5-1/2 to 7-1/2 miles away at closest approach (to his ESE), but less than the 10-mile distance to the bluffs. Near end of sighting Shell dropped in altitude and then could see the objects at his flight level, at his estimated position 42° 41' N, 119° 49' W, hence his estimate of objects' altitude as about 1,000-1,500 ft below his original 9,000 ft ASL. Objects disappeared on the horizon out of visual range, at estimated position 42° 28' N, 119° 48' W. Visibility being >60 miles. (Sparks; Berliner; Jan Aldrich; Footnote.com / Fold3 images 6313041 ff.)	5 mins	1	1/30 ?	
238.		May 31, 1949. Misawa AFB, Honshu, Japan (at 40°43' N, 141°22' E). 11:10 a.m. USAF pilot Giles flying F-80 saw a circular object moving at high speed and disappearing into cirrus cloud overcast. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
239.		June 1, 1949. Pine Bush, Stewart Field, Newburgh, and Walden, New York. 6:30-9:30 p.m. (EST). S/Sgt Patrick Murphy at Stewart AFB and 6 others in local area: Allen Bates, Mrs. Monte E. Notton, Fred Willis, Arthur J. Gutter) saw yellow oblong soundless object slowly rotate around the crescent moon disappearing 30° NW of the Moon [which was at about 257° azimuth 46° elevation at 6:30 p.m.]. Murphy noticed a second smaller object near the larger object, using binoculars. Bates at 2 mi NW of Stewart Field estimated 4°/min angular rate, covering 70° of arc at about 40° to 50° elevation azimuth 190° to disappear by fading in NW (315°). Also described as chains of balls of fire. GRUDGE explained away as unknown research balloon [=Skyhook] except did not bother to explain how it was possible to be brightly lighted with power for 3+ hours. Moon and Saturn to the NW of Moon did not set until about 11 p.m. (Sparks; FOIA; Saunders/FUFOR Index)	3 hrs	7	1/4 to 1+	binocs

240.		June 2, 1949. Los Alamos, New Mexico. 12:40 a.m. E to N 7000' - 10,000' descending green Yes none ball of light (1) (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1 sec	1		
241.		June 6, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 9:05-9:08 p.m. Williams, Jones and others in the Army UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles. (Sparks; FOIA; Saunders/FUFOR Index)	2 mins 40 secs	multiple	1/4	real-time triangulation
242.		June 10, 1949. 20 miles SW of Boston, Mass. USAF pilot Kirschbaum flying T-6 with 58th FI Sq saw a white tubular 100 ft long flying at 100 mph, chased but lost. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
243.		June 11, 1949. Los Alamos, New Mexico. 8:57 p.m. SW to NE 25° above horizon green then red at end of flight Yes none size of star (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	4-5 secs	1	star	
244.		June 14, 1949. White Sands Proving Ground, New Mexico. 3:35 p.m. (MST). During the test firing of a Navy rocket [actually AF V-2 rocket No. 47 that reached 83 miles altitude] 5 tracking stations observed 2 small circular objects about 1.7 ft in size parallel the 1,500 mph rocket on each side, then the W object passed through the rocket exhaust, joined the E object and both accelerated away. Observed through 20x telescope (theodolite) tracking instrument (with photos? that failed to show UFO's?). 8 mins later a possible 3rd object was sighted. (Sparks; BB Maxwell Microfilm Roll 5, pp. 1466-7, 1470; McLaughlin TRUE article Mar 1950; Saunders/FUFOR Index; LA Times, Aug. 30, 1949)		12+	1/50 ?? (0.25° equiv in theod ??)	missile tracking personnel; telescope (theodolite)
245.		June 19, 1949. Oak Ridge, Tenn. 12:00 p.m. Mr. & Mrs. E. H. Anderson, biologist and schoolteacher at Oak Ridge Nat. Lab (ORNL) and Mrs. John A. White, wife of member of AEC Security Division at ORNL. Sighted 3 objects at about 1,000 ft height traveling at 10-15 mph, 2 identical metallic rectangular objects about 4-10 sq.ft. area, with flat white circular object in between, in the SE headed NW towards them (opposite the wind) (Sparks; BB files)	10-15 mins	3		
246.		June 20, 1949. Los Alamos, New Mexico. 8:10 p.m. W to E green turned orange red before vanishing none none round directly overhead blue green none none vanished as the extinguished (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1.5-3 secs	2		

247.		June 24, 1949. Mesa, Arizona. 3:45-4:30 p.m. No. 1 to SE No. 2 to E No. 3 to NE No. 4 vertical No. 5 to E 4 horizontal 1 vertical steel gray none disc w/2 flanges max of 400 mph faded from view (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	4 for 30 mins + 25 secs	2		
248.		June 27, 1949. Albuquerque, New Mexico. 1:38 a.m. W to E 30° to 90° above horizon similar to star slightly more orange Yes none round slightly larger than brightest star 140° in 2 mins went behind building (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 mins	1		
249.		June 29, 1949. Flagstaff, Arizona. 8:10 p.m. E to W 30° from vertical yellow in front red behind none none bullet shaped 1/2 size of small airplane relatively slow over a hill (1) (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)		1		
250.		June 30, 1949. Seligman, Arizona. 4:30 p.m. N 30° above horizon dull grey none none circle appeared 1 1/2" diameter at 10,000' altitude 2,000 mph or faster disappeared in distance (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	8 secs	1		
251.		July 3, 1949. Longview, Wash. (46.12° N, 122.95° W). 10:40, 10:49, 11:25 a.m. (PDT?). Aeronautical engineer Moulton B. Taylor with experience in USN guided missile and pilotless aircraft development was airport manager at Longview preparing for an air show when someone pointed out an object in the sky to the NW at about 30° elevation. Taylor immediately announced this sighting over the public address system to the crowd of 150-200 observers, including pilots, who watched a metallic disc-shaped object cross the sky from NW to SE (track offset to the W not quite reaching zenith) with an oscillating falling-leaf motion along a straight path and occasional sun glints, estimated altitude 30,000 ft at 300 mph, approx. size of DC-3 [about 100 ft] disappearing in smoke from a wood pulp mill at about 80° elevation after a total duration about 2-1/2 to 3 mins. A 2nd similar object was seen about 6 mins later coming from the N [or NNE] at about the same altitude/distance, at about 45° elevation, heading about due S on slightly curved path (concavity of path away from witness, radius of curvature about 15 miles), disappearing in the sun (about ENE [actually ESE azimuth 116° elevation 53° at 10:51 a.m. assumed PDT]) after total duration about 2 mins (on a possibly 8 mile long path [240 mph]). Then a 3rd sighting at 11:25 a.m. coming from almost due W [or WNW] at about 40° elevation, on a W-E straight line path (passing to the N, not quite reaching zenith) again at about the same altitude/distance at which time the oscillations were precisely timed at 48/min, and again disappeared in the sun (to the ENE [actually ESE azimuth 127° elevation 58° elevation at 11:27 a.m.]) (again on a possibly 8 mile long path [240 mph]). (Sparks; BB Maxwell Microfilm Roll 6, pp. 1227-1240; McDonald 1968)	3 + 2 + 2 mins	150-200	1/5 – 2/5	aeronautical engineer

252.		July 11, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 9:10 p.m. W by SW 30° above horizon pale red none none ball but not a perfect circle twice as large as evening star such as turning off flashlight (3) (Sparks; BB Microfilm Roll 91, pp. 414ff.)	2 secs	1		
253.		July 21, 1949. Mount Pleasant, Utah. 1:13 p.m. (MST). Military aircraft pilot Knight saw 2 white or silver objects on headon course below the nose of his aircraft. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
254.	483	July 24, 1949. Mountain Home, Idaho (at 43°10' N, 115°35' W). 12:03-12:12 p.m. (MST). Harry F. Clark, manager of a flying service, flying a Piper Clipper at 19,000 ft, saw 7 delta-shaped objects, 35-55 ft in span, 20-30 ft long, 2-5 ft thick, light colored except for a 12 ft diameter dark circle at the rear [center?] of each, with a flat top surface and a 2-5 ft high dome, sharp needle nose, flat tail, outer panels oscillated then disappeared. Objects flew in a tight formation of 2's with 1 behind, and made a perfect, but unbanked, right turn about 1,500 ft ahead and 500 ft below with no wake turbulence, displaying decreasing smooth oscillations, then turned right again passing the aircraft at about 450-500 mph. Clark's engine ran rough during the sighting, and on landing was found with all spark plugs burned out. (Sparks; BB Maxwell Microfilm Roll 6, pp. 1487-1509; Berliner; cf. NARCAP)	9 mins	1	2 - 4	EM
255.		July 24, 1949. Near Socorro, New Mexico. Green fireball sighting. Dr. William D. Crozier of the New Mexico School of Mines collected dust samples showing presence of copper particles possibly originating from the fireball. (Sparks; FOIA)				
256.		July 28, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 8:45 p.m. N to S 30° above horizon white w/tint of blue green Yes none round w/tail size of evening star unable to estimate faded out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	3-5 secs	1		
257.		July 28, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 10:58 p.m. N to NW 30° above horizon initially blue turning white none none round 3 times size evening star went out like light (1) (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	15-20 secs	1		
258.		July 28, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3'53" N, 97°49'40" W). 10:59 p.m. S to N 30° above horizon 2 predominately white, 1 had orange glow to tail Yes #1 at 2-3 secs. #2 at 10-12 secs none round w/tail tennis ball faded out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-12 secs	1 ?		

259.	496	July 30, 1949. Mt. Hood, Oregon. 9 p.m. Northwest Airlines Capt. Thrush, 2 Portland control tower operators, and a flying instructor (Henry, Penhallegan, Brasford) saw an object with 1 white light and 2 red lights, maneuver and hover. (Sparks; Berliner; Jan Aldrich)		4		
260.		July 30, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 9:35 p.m. SE to NW 35° to horizon climbed in arc blue-white Yes none like rocket tail 2 - 2 1/2 secs to cover arc of about 15° faded out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-2.5 secs	1 ?		
261.		July 30, 1949. Killeen Base/Site B [Nuclear Weapons National Stockpile], Camp Hood, Texas (31° 3' 53" N, 97° 49' 40" W). 10:04 p.m. SE to SW app 30° above horizon straight flight losing altitude predominantly white w/blue tint Yes none round w/tail evening star or planet very fast gradually faded out (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-3 secs	1 ?		
262.		Aug. 6, 1949. Las Cruces, Alamogordo, New Mexico. 8:00 p.m. Alamogordo: 200° 30° above horizon long slow curve to earth bluish green Yes 1 sec none round tip of thumb at arm's length burned out (1) Las Cruces: E to W bluish green Yes 1-2 secs none round bigger than falling star disappeared behind building (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-2 secs	2		
263.		Aug. 6, 1949. Las Cruces, White Sands, Alamogordo, New Mexico. 8:00 p.m. Las Cruces: E to W 3° 28" to 9° 40" above horizon curve going up then fell in almost vertical direction reddish blue & green Yes 4-5 secs none round app 6" in diameter disappeared gradually (1) White Sands: 40° above horizon straight line to earth observer color blind none 1 sec none round half size of fingernail at arm's length slightly faster than ordinary falling star disappeared behind sand dune (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-5 secs	3		
264.		Aug. 6, 1949. Alamogordo, New Mexico. Bet. 8:00-8:05 p.m. E to W 2° 4" to 12° 7" above horizon 10° off vertical [upwards] white 2 secs none large as auto spotlight at arm's length disappeared behind building (1) vertical 2° 20" to 7° 35" above horizon straight vertical flight [upwards] bright white slight reddish cast none 3 secs none round 1/2 size of moon exploded then pieces died out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-3 secs	2	1/2	

265.		Aug. 6, 1949. Albuquerque, New Mexico. 8:20 p.m. descending to earth vertically 15° above horizon green none none round to pear shape 500 watt bulb about 1/5 mile [?] away 10° in 1 1/2 secs at 2 miles [?] dissipated (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-1½ secs	1	1/10 ?	
266.		Aug. 6, 1949. Alamogordo, New Mexico. 8:30 p.m. N constant slight curve earthward white (bluish) Yes none round app smaller than clenched fist similar to falling star went out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1 sec	1		
267.		Aug. 14, 1949. Alamogordo, New Mexico. 9:35 p.m. appeared 25° disappeared at 12° 10 - 15° off vertical reddish orange Yes none round larger than Venus disappeared (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 secs	1		
268.		Aug. 20, 1949. Douglas, Arizona. 9:35 p.m. N to S 8,000' - 10,000' flat trajectory none none round to oblong like inverted saucer about size of single engine plane 3500 to 4500 mph disappeared in distance (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	6-10 secs	2		
269.		Aug. 20, 1949. Las Cruces, New Mexico (32.22° N, 106.75° W). 10:45 p.m. Astronomer and discoverer of planet Pluto, Clyde W. Tombaugh, with wife and mother-in-law, all saw a rigid formation of faint bluish-green rectangles as if windows on a solid dark object about 1° across, which flew at high speed from zenith SSE to about 35° above the horizon where it disappeared all the while the rectangles foreshortening due to the slant angle. No sound. Wife thought she saw faint interconnecting glow. [If object passed overhead at 1 mile altitude, size might have been about 100 ft, velocity about 1,700 mph.] (Sparks; Saunders/FUFOR Index; etc.)	3 secs	3	2	astronomer Clyde W. Tombaugh
270.		Aug. 21, 1949. Nogales, Arizona. 9:15, 9:50 p.m. 45° at low level 90° at high level horizontal to earth's surface dull orange none none wafer app size of volley ball 10 times speed of jet planes disappeared in space (1) (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	10 secs	5		
271.		Aug. 26, 1949. White Sands Proving Ground, New Mexico. Just after 11 a.m. Just prior to a [planned Navy Viking] rocket launch a senior officer scanning the sky with binoculars sighted an unidentified object from the N which was in a shallow dive then turned W. [Viking no. 2 launch postponed to Sept. 6, 1949.] (Sparks; BB Maxwell Roll 5, p. 1467; LA Times, Aug. 30, 1949)		1+		

272.		Aug. 26, 1949. Davis-Monthan AFB, Tucson, Arizona. 1:45 p.m. SE to NW app 50,000 horizontal at 50,000' brownish-hazy color none similar to triangle with round edges est. to be app 1/4 of inch when observed at 3 ft terrific rate of speed faded from view (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	60 secs	1	2/3	
273.		Aug. 30, 1949. Los Alamos, NM. 11:00 p.m. 90° overhead Almost straight fall bright green w/reddish tail Yes none much larger than meteor burned out (1) (Sparks; AFOSI- LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-2 secs	1		
274.		Sept. 5, 1949. Lebec, Calif. 12:10 p.m. 2 USAF pilots flying military aircraft with 3538th Maintenance Sq saw an oval object climb at tremendous speed to the S. (Sparks; Project 1947)		2		
275.		Sept. 9 [10?], 1949. Goose Bay, Labrador, Canada (53.33° N, 60.41° W). 9:56 p.m. (AST). Military aircraft pilot saw an egg-shaped object disappear into a cloud at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
276.		Sept. 18, 1949. Sandia Base, Albuquerque, NM. 11:00 p.m. W to S 45° above horizon dark yellow none none round size of baseball unknown (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	3-4 secs	1		
277.		Sept. 19, 1949. Tucson, Arizona. 9:00 a.m. N app 4000' grayish white none 2 mts none 2 to 3 ft across 600 mph faded from view (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 mins	2		
278.		Sept. 27, 1949. Sandia Base, Albuquerque, NM. 1:30 a.m. S to N 20° above horizon made a gentle arc toward earth dark blue Yes 2 secs none conical w/tail twice its diameter looked like a sky rocket 50° in 2 secs burnt out (3) (1) 45° above horizon Moving tangent to earth green none none round fist at arm's length 20° in 1 sec burnt out (3) (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-2 secs	2		
279.		Sept. 27, 1949. Sandia Base, Albuquerque, NM. 3:00 a.m. SE to NW 15° - 20° above horizon traveling in arc toward earth bright green none none round same size as perimeter fence light at distance of about 200 yds 45° in 2 secs brightened then went out (1) (Sparks; AFOSI- LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 secs	1		
280.		Sept. 30, 1949. Sandia Base, Albuquerque, NM. 10:57 p.m. S to W 55° above horizon yellow orange none none slightly larger than shooting star 200 - 200 mph (1) (Sparks; AFOSI- LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2-3 secs	1		

281.		Oct. 2, 1949. Los Alamos, NM. 9:10 p.m. 20,000 - 30,000' went up & then down bright green Yes (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	3 secs	1		
282.		Oct. 2, 1949. Los Alamos, NM. 9:10 p.m. 20,000 - 30,000' went up & then down bright green Yes (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	3 secs	1		
283.		Oct. 2, 1949. About 3 mi NE of Holland, Mich. 11:00 a.m. Bill Cooper, former USAAF air engineer, in car traveling N, sighted very bright, shiny flat dinner-plate shaped object about ½ mile distance head E [ESE?] into a cloud at 5,000 to 10,000 ft and reversed course to exit the cloud where it entered, retraced its route and disappeared in the E [WNW?].	30-60 secs	1		
284.		Oct. 6, 1949. Mescalero, NM. 5:45 p.m. 15½° above horizon descended in slight arc dark green none none round big ball disappeared behind hills (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	30 secs	1		
285.		Oct. 6, 1949. Albuquerque, Alamogordo, and Wagon Mound, NM. 5:58 p.m. Albuquerque: E to W curved descent approaching vertical greenish white none 1 sec none similar to very flare 1/2 size of thumb at arm's length abrupt (1) Wagon Mound: E to W horizontal greenish white none 3 - 4 secs none round 1½" - 2" in diameter app that of meteor went out like electric light (1) Alamogordo: E to W straight angular descent bluish white possibly lt. Green tinge none 4 secs none circular 3 times the size of Jupiter or Venus 5° per sec. (1) Albuquerque,: NE to SW at tail end of its course it arched over and fell brilliant green none 10 secs none tear drop seemed to burn out (1) Alamogordo: 4°20' to 7°5' green none 5 - 8 secs none round size of baseball at arm's length (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-10 secs	5+		
286.		Oct. 6, 1949. Mescalero, NM. 6:00-6:45 [?] p.m. 18° above horizon green none none round ½ size of thumb at arm's length moving slowly disappeared behind a hill (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	7-9 secs	1	1 ??	
287.		Oct. 7, 1949. Sandia Base, NM. 1:07 a.m. W to E 45° above horizon bluish green Yes 15 secs none round size of fist at arm's length slow died out (1) SW to NE 45° above horizon executed dives greenish blue w/red sparks trailing Yes 4 secs none round size of fist at arm's length slow faded out (1) N to NE 45° above horizon green none 15 secs none round size of fist at arm's length slow burned out (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	4-15 secs	3		

288.		Oct. 7, 1949. Sandia Base, Albuquerque, NM. 9:20 p.m. Army 1st Lt. John W. Bloomfield, 8456th MP Co., Sandia Base, while traveling in car headed E sighted round yellow-green object about ½ Full Moon angular size about 35° elevation 120° azimuth drop 15° straight vertically over Sandia Mtns to disappearance in 1 sec. Green fireball? (Sparks; BB files)	1 sec	1	½	
289.		Oct. 11, 1949. Holloman AFB, NM. Bet. 10:45-11:00 a.m. (MST). USAF M/Sgt. Ralph M. Stevens, Tech Aide in Lower Atmospheric Research, Elec & Atm Res Section, Holloman AFB, and Sgt. Marion H. Graves were at Ryan Site #4 tracking a balloon launch by theodolite when they spotted a high speed round white dish-shaped object in the NW at 60° in straight flight pass overhead to disappearance at 60° elevation in the SE. Size compared to B-29 [141 ft] at 150,000 ft range [1/10 full Moon]. (Sparks; BB files)	10-15 secs	2	1/10	
290.		Oct. 12, 1949. Alamogordo, NM. 11:15 a.m. Flight engineer-private pilot SSgt Clifford B. Hart, 3089th Experimental Gp, 2754th Exp. Wing, and aircraft mechanics SSgt J. D. Denning and SSgt Harry A. Boggs, all of Holloman AFB, sighted a high speed white or aluminum round ball in the S at 45° elevation about 5-10 miles ground distance at about 8,000 to 10,000 ft height traveling about 1,500 mph which smoothly veered off to the NE after approaching to about 80° elevation [in the SE at about 2 mi distance] [Denning est closest distance 8-10 mi]. Appeared the size of a B-29 [141 ft wingspan] at 35,000 ft [1/3 Full Moon]. No sound, no visible means of propulsion, no exhaust, faded from view [due to distance]. (Sparks; BB files; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	45-60 secs	3		
291.		Oct. 12, 1949. Davis-Monthan AFB, Tucson, Ariz (at 32°10'N, 110°54'W). 1:40 p.m. (MST). USAF 1st Lt. David J. Latz, Bombardier, 65th Bomb Sq, 43rd Bomb Gp., Davis-Monthan AFB, sighted a round white or silver object at azimuth 20° [about NNE] elevation about 75° estimated distance 5 miles about 50-100 ft diameter traveling high speed at estimated as up to 1,000 mph at about 25,000 to 30,000 ft altitude disappearing at an estimated distance of 6 miles about 240° azimuth (SW) when he looked at a weather balloon just launched. No exhaust, no sound, no visible means of propulsion. No aircraft missions in flight. (Sparks; BB files)	15 secs	1 [+3?]	1/6 to 1/3	
292.		Oct. 12, 1949. Near Downs, Kansas. 2:45 p.m. (CST). Farmers George R. Verhage and Elwin (or Elward) Latham sighted a high-speed 500-600 mph shiny aluminum object about 10-20 ft long and 8-16 ft wide, first appearing crescent shaped then oval, nearly overhead at about 80° elevation moving SE to NW. Object was headed on collision course with B-29 at 6,000 to 7,000 ft altitude traveling E to almost due W, but banked out flat to avoid collision and passed under by about 500 ft and to rear of B-29, when it appeared oval. No exhaust, no sound except B-29's, no clouds in path of disc which disappeared due to distance. Verhage was Army Reserve, field experience in anti-aircraft artillery in aircraft identification and speed-altitude-distance estimation. (Sparks; BB files)	20-30 secs	2	1/6 to 1/3	

293.	Oct. 14, 1949. Mt. Palomar Observatory, Calif. 1:15 p.m. Observatory Manager of Public Relations, weather observer and instrumentation assistant Harley C. Marshall was driving away from Observatory towards the Observatory Power House about 800 ft N of the Observatory when he saw a perfect "V of V's" (or triangular) formation of about 9 [or 16-18 if doubled] round silver objects without tails or wings overhead traveling at high speed, faster than any jet, headed to the NW in level flight. After driving about 350 ft while observing the UFO's [if driving about 20-30 mph then duration ~8 to 12 secs]. Marshall stopped the pickup truck, got out, heard the objects emitting a sound like jets but not quite the same, which sound noticeably lagged behind visual location of objects in the sky by about 35°-40°, and observed objects disappear [behind?] cloud cover that extended from horizon to about 45° elevation at about 5,000 ft height (10,500 ft ASL). [If disappeared at ~30° elevation, then distance ~2 miles and speed ~600-900 mph.] Marshall checked the Naval Electronics Lab (NEL) cosmic-ray Geiger counter at the instrument room in the Observatory Power House and saw it had just spiked off-scale on radiation levels [off-scale does not indicate extreme radiation exposure, it is meaningless as Geiger counters amplify signals off-scale beyond a low threshold and are only useful for low-level activity]. He phoned Asst. Superintendent-Electrical Benjamin B. Traxler on duty at the Observatory (who then drove over to Marshall). Traxler confirmed the 1:15 p.m. off-scale recording at about 1:20 p.m. then saw UFO and the cosmic-ray Geiger counter jump off-scale [again] (see next entry). For the next 10 days another 22 incidents of off-scale cosmic-ray detector incidents occurred at scattered times fitting a periodic 1.5-hour or 3-hour time schedule, a phenomenon not seen before or after, and unexplainable by equipment failure or radio interference from aircraft. Several Navy aircraft of differing prop and jet types were flown near Palomar Observatory using radio, radio altimeter and radars on Oct. 21 and Nov. 2 in an unsuccessful effort to trigger the Geiger counter. Jan 1950 "further reports" evidently included that of Palomar Observatory engineer Bruce H. Rule who had daytime sighting of multiple UFO's when radiation instruments showed an excursion. (Sparks; Jan Aldrich; McDonald files; BB files)	[8-12 secs]	1		EM effects on cosmic ray detector

294.		Oct. 14, 1949. Mt. Palomar Observatory, Calif. 1:20 p.m. Following sighting by Observatory Manager of Public Relations and instrumentation assistant Harley C. Marshall (see above) who phoned Asst. Superintendent-Electrical Benjamin B. Traxler on duty at the Observatory. Traxler then drove over to Marshall in the instrument room at the Observatory Power House. Traxler confirmed the 1:15 p.m. off-scale recording at about 1:20 p.m. then saw one dark unidentified object traveling to the SW then saw that the needle had jumped off scale [again] on the cosmic-ray Geiger counter for several secs. For the next 10 days another 21 incidents of off-scale cosmic-ray detector incidents occurred at scattered times fitting a periodic 1.5-hour or 3-hour time schedule, a phenomenon not seen before or after, and unexplainable by equipment failure or radio interference from aircraft. (See subsequent Palomar sightings on Oct. 17 and 21, 1949.) Several Navy aircraft of differing prop and jet types were flown near Palomar Observatory using radio, radio altimeter and radars on Oct. 21 and Nov. 2 in an unsuccessful effort to trigger the Geiger counter. (Sparks; Jan Aldrich; McDonald files; BB files)	several secs?	1		EM effects on cosmic ray detector
295.		Oct. 14, 1949. Los Alamos, NM. Bet. 2:10-2:15 and 2:20 p.m. Jackson K. Hillogos, Zia Co., sighted luminous object in the W traveling S to N at 500 mph depending on actual distance. Object's front 2/3 was green and silver, rear 1/3 pale blue, tail also pale blue. Object 1/8 Full Moon angular size with tail 1/8 Full Moon long. [2nd or nearly simultaneous sighting with likely clock time error:] W to E 20,000' level flight just above horizon greenish blue - white trail Yes 2 secs none round appeared a 12" disc burned out (1) (Sparks; BB files; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	3-4 secs (2 secs)	1 + 3	2/8 (1/4)	
296.		Oct. 16, 1949. About 1 mi S of Moses Lake AFB, Wash. 2:40 p.m. Two barbers, Elkins and Libby, sighted dull aluminum disk-shaped object on a straight course at about 10,000 ft traveling 2-3 times jet fighter speed until disappearing on the horizon. (Sparks; BB files)	30-60 secs	2		
297.		Oct. 17, 1949. Mt. Palomar Observatory, Calif. 7:20 a.m. Observatory Asst. Superintendent-Electrical Benjamin B. Traxler saw a small black object without apparent projections moving at high speed to the SW, below cloud cover at height of 1,500 ft (7,000 ft ASL), at the same time the cosmic-ray Geiger counter went off-scale again (see incidents of Oct. 14 and 21, 1949). (Sparks; Jan Aldrich; McDonald files; BB files)	several ? secs	1		EM effects on cosmic ray detector
298.		Oct. 21, 1949. Mt. Palomar Observatory and Palomar Gardens (Oak Knoll Campground), Calif. 2:30 p.m. Observatory Asst. Superintendent-Electrical Benjamin B. Traxler saw an elongated slightly curved or banana shaped object traveling to the E or SE for about 3 secs. Independently and without knowledge of Traxler's sighting, George Adamski of Palomar Gardens, about 5 air miles to the S of Traxler (11 road miles), saw the dark cigar-shaped object. See prior Palomar sightings on Oct. 17 and 21, 1949. (Sparks; Jan Aldrich; McDonald files; BB files)	3+ secs	2		

299.		Oct. 21, 1949. Roswell, NM. 9:30 p.m. SE to NW 30° above horizon very bright white none none unknown (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	20-30 mins	1		
300.		Oct. 22, 1949. Los Alamos, NM. 2:20 or 2:28 a.m. vertical 50 - 100 ft green 1 sec none like flare small went out (1) NW to SE on horizon bright green 2 secs none 4 times size of a flare 150 mph disappeared behind a hill (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1-2 secs	2		
301.		Oct. 23, 1949. Wilson, North Carolina. 4:38 p.m. (EST). US Naval Reserve Lt Cdr Frederick L. Carr and 4 children sighted a round white shiny object in the SW, to the S of the setting sun in the western sky, traveling at much greater speed than the P-47 fighter at 5,000 to 7,500 ft altitude seen N of the sun about 45°-60° in azimuth away from the UFO, which was estimated at 20,000 to 30,000 ft altitude. UFO estimated ½ apparent length of P-47 fuselage. (Sparks; BB files)		5	[1/7?]	
302.		Oct. 28, 1949. Napa, Calif. About 12:50 p.m. (PST). Melvin C. Shanks and Robert Largent sighted a round silver or aluminum object about the size of a fighter [50 ft] directly overhead at about 4,000 to 5,000 ft traveling N at high speed. No exhaust, no sound, no visible means of support. (Sparks; BB files)	30 secs	2	1	
303.		Oct. 30, 1949. 2 mi N of Novato, Calif. (38°07'N, 122°35'W). 12:30 p.m. (PST). USAF Major Lee W. Wright of San Bernardino AFB, and MSgt Cayus P. Peterson, 78th Fighter Wing, Hamilton AFB, sighted a white flat solid round disc about 50 ft diameter traveling 500 mph at 5,000 ft heading 270° (W) on a straight and level course. (Sparks; BB files)		2		
304.		Oct. 31, 1949. Mint Canyon, Calif. 12:15 a.m. (PST). Aircraft engineer-pilot and former AAF AMC test pilot, Joseph J. Hanley, was flying a Grumman Mallard from Burbank to Palmdale, Calif., at 1,500 ft AGL 4,500 ft ASL at 140 mph in a climb on heading 350° True, when he spotted a high speed dark or black box-shaped object emitting a blue-gray exhaust about ¼ mile long, which was heading SE about 50 miles away at about 30,000 ft and traveling 1,500 mph. Hanley called attention of his two passengers and began a running radio report to Burbank CAA Tower. UFO slowed to make a turn over a 3,000 ft arc then headed N, then at a distance of about 20 miles. (Sparks; BB files)	35 secs	3		
305.		Nov. 16, 1949. Los Alamos, NM. 7:50 p.m. disappeared to N 2 objects bluish green none stationary but disappeared with speed of meteor disappeared from view (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)		1		
306.		Nov. 19, 1949. Los Alamos, NM. 9:52 p.m. vertical green then yellow (or green) none (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 secs	2		

307.		Nov. 21, 1949. Akita, Honshu, Japan (39°44' N, 140° 5' E). USAF pilot flying F-80 fighter saw a rectangular object flying at 500 mph. (Sparks; Weinstein)		1		
308.		Nov. 25, 1949. Los Alamos, NM. 8:00 p.m. E to W 15° - 10° above horizon downward 10° from the horizontal yellowish green none disappeared behind mt. (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2 secs	5		
309.		Nov. 27, 1949. McIntosh, NM. 6:00 p.m. vertical less than 2,000' vertical descent green none none shaped like a flare same as signal flare same as falling signal flaresame as signal flare (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1 sec	1		
310.		Dec. 4, 1949. Bet. Covington and Hammond, Louisiana (at 30°30' N, 90°15' W). 4:35-4:38 p.m. (CST). USAF pilot of C-47 transport Flight AF 5566, Maj. F. E. Whitaker, Base Legal Officer of Walker AFB, Roswell, N.M., copilot 1st Lt. P. H. McDavid and crew chief engineer Staff Sgt. C. Thomas also from Walker AFB, while flying from Carswell AFB, Dallas, to Keesler AFB, Miss., at 180 mph at 5,500 ft heading 90° (E), saw a bright silver sphere about the size of a jet fighter [50 ft?] come towards their aircraft heading about 300° or about W nearly headon at 1 o'clock position [from about 120° ENE] at about the same altitude, 5,500 ft, at high speed in excess of 600 mph or faster than a jet then after about 30 secs object turned abruptly to the S, then stopped, bobbed up and down. Object made several accelerations and decelerations and sharp direction and altitude changes during sighting, very maneuverable in all directions, Whitker describing as appearing to "bounce all over the sky." Object disappeared by sudden burst of speed crossing field of vision in about 1 sec. No vapor trail, exhaust, distinguishing features, or sound noticeable above the C-47's noise. Apparent size half-dollar on windshield. (Sparks; Jan Aldrich)	3 mins	3	2 ?	
311.		Dec. 4, 1949. Albuquerque and Los Alamos, NM. 7:35 p.m. Albuquerque: E to W nearly horizontal green none 2 - 3 secs none round marble at arm's length went out like a candle (1) (3) Los Alamos: E to NE sloping descent green 1/5 sec yes round disappeared behind mt. (1) (3) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	1/5 to 3 secs	3		
312.		Dec. 9, 1949. Farmington, NM. 1:30 p.m. dropping vertically 500 ft vertically down none char-red parachute or cargo net disappeared (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)		1		

313.		Dec. 13, 1949. Alamogordo, NM. 8:05 p.m. stationary then began to move downward slowly and to right 5,000' white amber red green none none circular 1 - 1 1/2 times size of average st. light at a distance of 8 miles object took on brilliant green color picked up speed and faded from view (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	9 mins	3		
314.		Dec. 29 [28?], 1949. Bet. Hamlet and Greenwood, North Carolina. 5 p.m. James and 3 other pilots of military light training planes saw a blimp-shaped object outdistance the [4?] planes at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)		4		
315.		Dec. 31, 1949. Andrews AFB, Washington, D.C. Daytime. Wash DC Air National Guard 113th Aircraft Control Squadron Corporal Robert E. Guinn happened to look overhead during a jet takeoff and noticed an object like a "huge stack of tinfoil" when it tilted toward the sun, floating in and out of the clouds, the size of an ANG hangar, then suddenly headed SE at high speed. (Sparks; BB Maxwell Microfilm Roll 7, p. 1053-5)		1		
316.		Jan. 2, 1950. Brooklyn, NY (at 40°41' N, 73°58' W). About 10:00 p.m. (EST). Capt. Charles E. Umstead, Principal of Merchant Marine School, Seamen's Church Institute, with wife Emma, saw bluish light hoveing in the clouds at about 35° elevation and 340° True azimuth, brighter during first 50 secs. (Sparks)	3 mins	2		
317.		Jan. 6, 1950. 7 mi W of Howard, Kansas (at 37°28' N, 96°27' W). 2:10 p.m. (CST). Pilots Capt. Frederick E. Howard and Capt. Robert E. Zimmerman, and crewman 1st Lt. Harold G. Simpson, aboard USAF 8th AF C-47 transport at 5,500 ft flying N from 8th AF HQ, Carswell AFB, Ft. Worth, Texas, to SAC HQ, Offutt AFB, Omaha, Neb., saw a 30-60 ft silver football-shaped object (with red nose per Howard) flying 300-500 mph at 2,000 ft on heading 90° to 100° Mag (thus crossing the C-47's flight path or projected path) in straight level flight about 2 miles away (per Zimmerman and Simpson) or 5-10 miles away (per Howard). (Sparks; Project 1947; Saunders/FUFOR Index)	<2 mins	3	½ to 1/10	
318.		Jan. 7, 1950. S of Corona, New Mexico (at 34°13' N, 105°35' W). 10:15 p.m. (MST). Holloman AFB Asst. Motor Maintenance Officer Capt. Robert H. R. Risley while driving S in automobile saw a yellowish-white ball of light at about 45° elevation descending at a 60° angle from SW to SE, changing color to orange with trailing flame, to just above a mountain range where it leveled off becoming bright blue-green traveling 10° to the E until it dropped behind the mountain. (Sparks; FOIA; Saunders/FUFOR Index)	10 secs	1		

319.		Jan. 9, 1950. Los Alamos, NM. 10:25 or 10:26 p.m. 75° - 80° above horizon straight line greenish-white none 3 secs none round -4 to -5 compared to Jupiter 25° per second behind horizon (1) 80° - 40° above horizon horizontal incandescent green Yes 2 secs none oval with trail disappeared behind trees (1) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Microfilm Roll 91, pp. 414ff.)	2- 3 secs	2		
320.		Jan. 10, 1950. 8 mi [NE?] of Las Vegas AFB [later renamed Nellis AFB] (on Hwy 93) [at about 36.4°, 114.6° ?], Nevada. 10:10 a.m. Civilian pilots, father and son, observed 2 F-80 jet fighters approaching for landing at elevation angle of about 45° into the sun [in the SE at about 21° elevation 141° azimuth] and saw an object at an altitude of approximately 1500-2000 feet, about 25-30 ft in size. Object appeared "pure silver," round "like a balloon" (AFOSI found no balloons launched) and solid material like "a metal," with no external fittings, air ducts, antenna, supports, or exhaust trail, seeming no noise audible above that of F-80's. Direction of flight [heading?] was NNE with no tactical movement, or maneuver, motion was smooth, at first slow and then a very rapid acceleration in a horizontal ascent [shallow climb], disappearing over mountains to the E. (Sparks; BB AFOSI files; NICAP website)	25 secs	2	1 ?	
321.		Jan. 12, 1950. Gulf of Mexico SW of Florida at 24°00' N, 85°20' W. 11:25 p.m. (EST). B-29 aircraft on a course of 260° at 10,000 ft detected 3 objects on radar scope orbiting the B-29 from all quadrants. Objects noticed by B-29 Radar Operator, Aircraft Commander, Navigator, and Bombardier. One object was first sighted at azimuth 330° heading S, crossing the radar scope in approximately 15 to 20 secs on the 100-mile range setting. In a few minutes this object was joined by 2 others, which disappeared in a few minutes. At short ranges the object was large and well defined on the radar scope. The object would go off for about 100 miles, turn and come in as if for an attack, pass through the center of the scope [=vicinity of B-29] and emerge on the other side [which is impossible for radar interference]. Estimated speed 2,500 to 3,000 mph. One object remained on the radar scope for approximately 30 minutes, following the B-29. The radar operator switched ranges on the scope and picked up the object on the 20 and 50 mile settings. Twice the object came within 20 miles then apparently had the ability to hover motionless for 5 to 15 secs. After altering course the object disappeared, but the radar was jammed for approximately 10 minutes. See similar incidents on March 14 and April 14, 1953; also RB-47 case July 17, 1957. (Sparks; BB files; NICAP website; McDonald list)	40 mins	4		EM radar interference

322.		Jan. 12, 1950. Holloman AFB, NM. 7:00-7:05 and 9:00 p.m. (MST). Airman John M. Gusich, 3024th Air Police Sq, file clerk in Air Provost Marshal's office, Holloman AFB, sighted bright white light similar to Venus, with erratically changing color to green and red, erratic left-right, up-down small motions, at about 10° to 15° above horizon in the N, at azimuth 353° to 355° moving level to the W. Sighted again briefly at 9:00 p.m. and had moved W to about 325° azimuth. Extremely cloudy in the W, S and E, clear only in the N, hence could not be Venus setting in the WSW, azimuth 252° elevation 5° (at 7:00 p.m.), setting at about 7:27 p.m. and well below horizon and totally invisible at 9 p.m. Similar sighting of star-like light in the N by Gusich next morning disappeared at 6:05 a.m. due to approaching sunrise was probably star Capella at azimuth 325° (about NW to NNW) elevation 3°. (Sparks)	5 mins + 1? min	1 [3?]		
323.		Jan. 18, 1950. Denver, Colo. 6:19 p.m. USAF pilots of T-6 saw a round reddish-white object tapered aft flying at 15,000 ft. (Sparks; Project 1947)		2		
324.		Jan. 22, 1950. Near Kodiak NAS, Alaska. 2:40-4:40 a.m. USN P2V3 patrol plane pilot Lt. Smith and radar officer A. L. C. Gaskey briefly detected a radar target 20 miles N, then another target S of Kodiak at 2:48 a.m., possibly the same target traveling 225 mph in between. Smith radioed Kodiak NAS to look for other air traffic but none was reported. Gaskey then noticed strong radar interference preventing him from tracking the target. At 3 a.m. watch officers Morgan and Carver on the USS Tillamook S of Kodiak island saw a maneuvering red exhaust-like or orange ball of fire circle the Kodiak area in 30 secs clockwise beginning and ending in the SE. At 4:40 a.m., P2V3 radar picked up fast moving target at 5 miles which closed that distance in 10 secs (1,800 mph) to dead ahead position, where it was seen as "two orange lights rotating about a common center like two jet aircraft making slow rolls in tight formation." Smith tried to pursue but object came at him in a "highly threatening gesture." Smith turned off all aircraft lights to reduce visibility, object flew off to the SE disappearing in 4 mins. (Sparks; Maccabee; Project 1947; BB files??)	? + 30 secs + 4 mins	4+ (8+?)		radar; EM

325.		Jan. 24, 1950. Near Blackstone, Virginia (37° 5' N, 78° 1' W). 4:50-5:05 p.m. (EST). 3 Pentagon officials, including 2 USAF combat flying officers, pilot Capt. G. B. Edwards and copilot Capt. Theron C. Fehrevach flying C-45 transport plane heading 26° at 5,000 ft, saw a dark 200-250 ft diameter hemispherical parachute-shaped or B-35 flying wing shaped object at about 20° azimuth at about 7,000 ft about 5-10 miles away with a large black smoke region below it almost looking like a large suspended black object about 3x the object's diameter, possibly obscuring a lower portion of a sphere instead of the object being just an upper hemisphere. UFO was darker than the 50% cloud cover and “easy to distinguish as not being cloud.” Object moved smoothly horizontally to the right to about 32° azimuth at about 300+ mph then back again without any noticeable turn radius. Edwards put the C-45 into a climb to 7,000 ft so they would be on the same height level as the UFO and turned left slightly to 20° to head directly toward it. Army Courier Service passenger 1st Lt. John H. Van Santen was alerted by Fehrevach and now also saw the object move right then left by 12° again, then they all saw the object recede at high speed radially away and disappear [at possibly 6,000 mph to reduce angular size below visual resolution by increasing distance at least 200 miles in <2 mins at about 4:55 p.m.]. About 1-1/2 mins later object reappeared about 30°-45° to the right of their heading at the same level but at greater distance, stationary in position, then oscillating or “wiggling” about that position horizontally right-left about 1-1.5x object’s width. Object moved horizontally to dead ahead again and disappeared by receding in the distance at high speed. (Sparks; BB Maxwell Microfilm Roll 7, pp. 1160-6; Jan Aldrich)	15 mins	3	1/2 - 1	
326.		Jan. 31, 1950. N of Aleutian Islands, Alaska (at 53° N, 171°11' W). 6:55 p.m. USAF pilot saw 3 ft red and white elliptical object flying E. (Sparks; Project 1947)		1		
327.		Feb. 2 [1?], 1950. Davis-Monthan AFB, Tucson, Ariz. USAF bomber pilot saw object trailing smoke [heading W]. [Thousands of witnesses??] (Sparks; Weinstein; BB files??; Keyhoe 1953 pp. 43-44)		1? thous ands?		
328.		Feb. 5, 1950. Teaticket, Mass. 5:10 p.m. Marvin Odom, former U.S. Navy fighter pilot, USAF pilot from Otis AFB Lt. Philip Foushee, and 2 others saw 2 thin, illuminated cylinders, one dropped a fireball, both maneuvered together then disappeared high and fast. (Sparks; Berliner)	5 mins	4		
329.		Feb. 8, 1950. Tampa, Florida (27.98° N, 82.44° W). 11:45 p.m. USAF crew of B-29 bomber saw 300 ft long 30 ft wide rocket-shaped object flying at 2,000+ mph. [Eastern Airlines??] (Sparks; Project 1947; Saunders/FUFOR Index)		multi ple?		
330.		Feb. 22?, 1950. Key West NAS, Florida. USN radar tracking of object at 50 miles altitude. [Beyond radar altitude limit?] (Sparks; Keyhoe 1953 pp. 43-44; BB??)				radar

331.		Feb. 24, 1950. Los Alamos, New Mexico. 1:15-2:00 p.m. At various locations around Los Alamos, AEC Atomic Energy Security Service (AESS) security personnel, including Philip C. Mackey AESS Inspector and another AESS inspector, and 2 Los Alamos Lab chemical operators, sighted shiny metallic or bright white, silver white, saucer or sphere hovering to the NW at azimuth 310° elevation about 30°, estimated distance possibly 20,000 to 30,000 ft, size estimated at about 100 ft if at 20,000-30,000 ft range, then moving erratically, flashing bright sunlight at times, heading E or NE, then suddenly climbing vertically at possibly supersonic speed straight up out of sight at about 70° elevation. One witness reported object dispersed nearby clouds as it passed, and emitted an intermittent vapor trail, no trail reported by others; no sound noted by anyone. (Sparks; BB Microfilm Roll 91, pp. 365-9)	2 to 45 mins	4+	1/3 to 1/2	
332.	642	Feb. 24, 1950. Albuquerque, New Mexico (35.10° N, 106.64° W). 1:55 p.m. While tracking a weather balloon from atop TWA Bld. at the Municipal Airport, Weather Observer Luther B. McDonald saw crossing the field of view in the theodolite a white, round object not quite as elongated as an egg, darkened on the top-left side, flying straight and level from about 20° to 23° elevation at about 110° azimuth in the E apparently on a trajectory towards them on about a 240° to 270° heading, covering 2° in 1-1/2 mins [probable roundoff in angles so that elevation may have changed from about 20.5° to 22.5° and azimuth from about 109° to 111°]. Object's angular size about that of the upper part of the moon as seen through theodolite [probable 21x telescope sight of David White pibal theodolite]. Lost sight when shifted to weather balloon (and back). Weather Observer Harrison S. Manson also observed object with the naked eye, for about 20-30 secs, appearing to be brilliant white like metal reflecting sunlight the apparent size of a weather balloon about to disappear in the distance, impression of flight heading to ESE [actually from ESE]. (Sparks; BB NARA Microfilm Roll 91 pp. 334-7, 372-3; Berliner; Jan Aldrich)	1.5 mins (theod) 20-30 secs (unaided)	2	1/20	theodolite
333.		Feb. 24, 1950. Datil, New Mexico (34° 8' N, 107°45' W). 7:30-10 p.m. (MST). USAF Corporal Lertis E. Stanfield, 3024th Air Police Sq., Holloman AFB, and other Holloman AFB Photographic Branch project staff for tracking aerial phenomena at the Datil observation post saw due S at about 30° elevation and took 5 photos of a circular luminous white object changing to red and green 15.31 arcmins (0.2552°) in diameter with a 3.785° long trail, using 1-5 Cineflex camera with 3-inch focal length lens. Angular velocity > 0.5°/min in azimuth calculated by LaPaz. Object appeared brighter and closer, in smooth straight-line motion from about 8 to 9:30 p.m. to the W, blinking red and green. Disappeared high in the sky. Note 2nd sighting that night on Feb. 25, 1950. (Sparks; BB NARA Microfilm Roll 91, pp. 400, 463-4; Maxwell Microfilm Roll 7 pp. 1226-52; Saunders/FUFOR Index)	2 hrs 30 mins	2 ?	1/2 (0.2552° diam)	observation post photo

334.		Feb. 25, 1950. Datil, New Mexico (34° 8' N, 107°45' W). 2-2:30 a.m. White round light reappeared in the same position in the sky from 4 hours earlier, changing to red and green, moving slightly towards the NW, then disappeared behind mountain. Angular velocity >0.5°/min calculated by LaPaz and said to be 2x greater than earth's diurnal rotation rate. Note this is 2nd sighting of the same night by this Holloman AFB UFO observation post at Datil [possible confusion of details between two sightings numbered Sightings 175 and 179 in LaPaz's AFOSI Catalog Summary May 23, 1950]. (Sparks; BB NARA Microfilm Roll 91, pp. 465-6; Maxwell Microfilm Roll 7 pp. 1226-52; Holloman AFB Report of Aerial Ph., July 25, 1951)	30 mins	1	1/2 ? (1/4° ? diam)	observation post photo?
335.		Feb. 25, 1950. Albuquerque, New Mexico. 9:15 p.m. (Sparks; BB Microfilm Roll 91 pp. 465-6)	1.5 secs	1		
336.	645	Feb. 25, 1950. Los Alamos, New Mexico (35.89° N, 106.31° W). 3:45-3:55 p.m. [time uncertainty not 10 min duration]. 12 to 14 AEC Atomic Energy Security Service (AESS) inspectors saw a cylinder with tapered ends, silver and flashing reflected sunlight, size of small aircraft, emerge from clouds 4 to 20 mi away at about 30° to 35° elevation, flying slow then fast at estimated speed 500 to 1500 mph, flutter and oscillate, change course on general NE to SW path, heading downwards. One AESS observer sighted 2nd object 1 min later for 30 secs with similar appearance. (Sparks; BB NARA Microfilm Roll 91 pp. 355-8, 370, 465-8; AFOSI files; Berliner)	3 secs to 2 mins + 30 secs	12 to 14	1?	
337.	650	Feb. 27, 1950. Coulterville, Illinois. 7 a.m. Pilot and aircraft mechanic Richard Lemmon was flying [SE] from Wood River to Du Quoin, Illinois, in a PT-19 light training aircraft with his wife, at 2,000 ft when he noticed an object near Coulterville, and he alerted Mrs. Lemmon who then saw the object. He climbed to 5,000 feet at 140-150 mph where he appeared to be at the same level with the object, reaching as close as 1/2 mile away. Object was in the shape of a discus about 60 feet in diameter, 10 feet thick in the middle and thinner at the edges, with a high metallic shine. Lemmon flew above, below and to side of object to be sure it was real and no reflection or illusion. No markings or breaks in the metal for windows or rotors, etc., but had impression of "cuts of a piece of a pie." No flames, smoke or vapor trails. Object was highly maneuverable and made several turns, right and left, up and down. Object tilted in the direction of motion with no distinguishable front or rear. No visible means of propulsion. Lemmon tried to buzz people on the ground to look up at the object. Object picked up speed to disappear at "great speed" [near Pinckneyville/ Du Quoin?]. (Sparks; BB files; Project 1947 website; NICAP website; UP, Du Quoin, Ill., March 14, 1950; Loren Gross Jan-March 1950, pp. 26, 93)	15 mins	2	2	
338.	650	March 3, 1950. Selfridge AFB, Mich. 11:05 p.m. USAF 1st Lt. Frank Mattson saw an intense, dull yellowish light descend vertically, then fly straight and level at high speed. (Sparks; Berliner)	4 mins	1		
339.		March 4, 1950. Los Alamos, New Mexico. (Sparks; BB Microfilm Roll 91 pp. 370)		1		

340.		March 5, 1950. Vaughn, New Mexico (34°35' N, 105°13' W). 11:35 a.m. – 1:00 p.m. (MST). Holloman AFB Air Provost Marshal Major William J. Haynor, Holloman AFB Photo Section professional photographers M/Sgt Gerald E. Holmes, Sgt Harold L. Brooks, and Sgt Calvin R. Porter, plus Air Policeman Sgt Martin K. Boone and Glenn Martin Aircraft employee David W. Smith. Very bright white round object like ping pong ball at about 190° azimuth 75° elevation in straight flight toward 195° azimuth (moving almost directly away?) at 180-200 mph at 75 to 100 mi distance (thus about 72 to 97 mi altitude if distance could actually be estimated which is doubtful), diminished in size until observers stopped watching. Object (reflection?) crossed 4-inch face of Mitchell movie camera lens in 2 mins 55 secs, assuming camera was at 2 to 3 ft distance (nothing was stated) this might be an angle of roughly 6° to 10° and angular velocity 2° to 3° per minute (not consistent with azimuth and motion data given in the incomplete AFOSI report which did not give azimuth last viewed). (Sparks; AFOSI rpt; BB Microfilm Roll 91 pp. 467-8)	1 hr 25 mins	6	8?	movie film
341.		March 9, 1950. Selfridge AFB, Mich. 7:45-9 p.m. (EST). USAF 1st Lt. Francis E. Parker, 1st Lt. Frank Mattson, Sgt. McCarthy, Cpl. Melton, made multiple air defense ground radar trackings of an object erratically varying height, position and speed from 25,000 to 47,000 ft altitude, 0 to 1,500 mph [calculation from figures given are actually 1,200 mph]. High speeds were partially disputed. Despite claims of “evident correlation” or agreement between the two radars, height-finder CPS-4 and CPS-5 search radar, at 8:52 p.m. the former showed the target at 79 miles range but the latter at 110 miles. F-80's were vectored but results not stated. Possible MOGUL-type high-altitude constant-level balloon? (Hynek UFO Rpt. pp. 123-5, 295-7; Todd Lemire)	75 mins + ?	4+		multiple radars (CPS-4 and CPS-5)
342.		March 10, 1950. Phoenix, Ariz. About 6-6:30 p.m. Object about 200 ft by 30 ft to SSE azimuth 160° at about 40,000-50,000 ft seen by 7 witnesses from moving car. (Sparks; BB Microfilm Roll 91 pp. 338-340, 467-8)	10 mins	7	½ or 1	
343.		March 11, 1950. Holloman AFB, New Mexico. 1:00 a.m. USAF Air Provost Marshal Major William J. Haynor. app 270° about 30° above horizon at distance of 50 miles straight flight changed from light orange to blood red to amber to light green none 5 mts none ping pong ball ping pong ball held at arm's length disappeared from view (1) (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB Record Card; BB Microfilm Roll 91 pp. 381-3, 469-470)	5 mins	1	8?	Videon camera photo
344.		March 11, 1950. Punta Arenas, Chile (53° 6' S, 70°53' W). 12 p.m. Many witnesses saw a silver ping-pong-shaped object at extreme altitude in the NE traveling toward the SW. (Sparks; Jan Aldrich)		many		
345.		March 16, 1950. Farmington, New Mexico. 10-11 a.m. 2 USNR pilots plus many others. (Sparks; BB Microfilm Roll 91 pp. 385-6, 392-3, 469-470; McDonald 1968)	30 mins, 3-5 mins	10-20+	¼ to 1/2	

346.		March 17, 1950. Los Alamos, New Mexico. 3:07-3:08 a.m. 5 AESS inspectors. straight down straight down orange & green Yes 2 - 2 1/2 secs none tremendous explosion on impact with earth or disintegration seemed to climb, change color, start down & disappear green turning to yellow none 5 secs none spherical 1/4 size of moon moderate suddenly earthward earthward Yes 3 secs none round 1/4 size of full moon extremely fast plunged to earth & 2 explosions were noted prior to disappearance (3) (Sparks; BB NARA Microfilm Roll 91 pp. 359-364, 469-472)	1-5 secs	5	1/4	
347.		March 17, 1950. Los Alamos, New Mexico. 4:45 a.m. AESS inspectors. formed an arc formed an arc green none 5 secs none round quite small free fall fell toward earth (3) (Sparks; BB NARA Microfilm Roll 91 pp. 359-364, 471-2)	5 secs	1	1/4	
348.		March 20, 1950. 35 miles SE of Clovis, New Mexico. 1:16 a.m. USAF pilot of T-6 saw a white spherical then elongated object flying at 2,000 mph. (Sparks; Project 1947; BB NARA Microfilm Roll 91 pp. 471-2)	1-2 secs	1		
349.	671	March 20 [22? 31?], 1950. 40 miles E of Little Rock, N of Stuttgart, Ark. 9:26 [9:29?] p.m. Chicago & Southern Airlines Capt. Jack Adams and First Officer G. W. Anderson, Jr., flying a DC-3 at 2,000 ft heading W from Memphis to Little Rock, saw a 100 ft flat cylinder-section circular disc [or body of object not visible?], width/diameter ratio about 1:4.5, with 9-12 [or 7?] bright white lights or "portholes" along the lower side emitting a soft purple [?] light, and a blinding blue-white center light at the top which flashed 3 times in 9 secs [or 3/sec ??], fly at 700-1,000 mph [or 1,000+ mph?] from the S headed N, passing to their right at about 1/2 mile distance about 1,000 ft higher altitude. (Sparks; Battelle Unknown No. 11; Project 1947; Ruppelt)	25-35 secs	2	4	

350.		March 21, 1950. Kirtland AFB (Albuquerque), New Mexico. 1-1:30 p.m. 4 members 4925th Special Weapons Group. Sandia Base witnesses 1:15 and 1:20 p.m. E to SW app 45° above horizon 2 objects silver none 10 mts none round app size of dime at arm's length excessive to jet flight gradually faded from view (2) NE to SE 40,000-60,000' varied from shiny silver to shady gray none 30 mts none round size of end of thumb at arm's length about same as jet aircraft disappeared (2) E 75° above horizon white none 5 mts none round smaller than fist at arm's length app 600 - 700 mph disappeared from range of vision (2) SE to S 40° to 50° above horizon zig-zag motion up & down bright silver none 1 mt none round size of dime at arm's length about same as fast jet aircraft disappeared from range of vision (2) (Sparks; AFOSI-LaPaz Catalog May 1950; BB NARA Microfilm Roll 91 pp. 342-5, 473-4)	5 mins + 30 mins	4 + 3		
351.		March 22, 1950. Kirtland AFB (Albuquerque), New Mexico. 12:10 a.m. Sandia Base, New Mexico SE to NW line parallel w/line tangent to the earth blue center with orange exterior none 1 round like ball from roman candle 30° azimuth burned out (Sparks; BB Microfilm Roll 91 pp. 373-4, 475-6)	1.5-3 secs	2 [3?]		
352.		March 22, 1950. Kirtland AFB (Albuquerque), New Mexico. 11 a.m. 11 members 4925th Special Weapons Group. NW changing to N 25,000 to 30,000' horizontal tan to brown none none flying wing about size of golf ball held at arm's length extremely high speed disappeared (2) (Sparks; BB Microfilm Roll 91 pp. 351-4, 473-4)	5-6 secs++ ??	11	10 ?	
353.	678	March 27, 1950. Motubu Peninsula, Okinawa. 10:30 a.m. USAF antiaircraft radar operator Cpl. Bolfango tracked stationary target on radar at 18 miles range for 10 mins at 13,000 ft. Object then moved on 220° heading for 16.9 miles in 2 mins or about 500 mph to a point over a mountain apparently still at 13,000 ft, where it was lost. Visual observation not detailed, only mentioned in summary. (Sparks; Berliner; Jan Aldrich)	12 mins	2+ ?		RV
354.	680	March 28, 1950. Santiago, Chile (33°30' S, 70°40' W). 3:15 p.m. M/Sgt. Prince Patterson, U.S. Air Attache's office, saw a white object through binoculars flying at extreme altitude and speed, crossing 30° of sky in the WNW about 300° azimuth at one point briefly lost in sun's glare [at 296° azimuth 29° elevation] then reappearing [and crossing the sky to about 330° azimuth]. Patterson left roof of U.S. Embassy to retrieve camera with telephoto lens but object was gone when he returned. (Sparks; Berliner; Jan Aldrich)	5-10 secs	1		binoculars

355.	682	March 29 [30?], 1950. Marrowbone Lake, Tenn. 7 a.m. Real estate salesmen Whiteside and Williams saw 6-12 dark objects shaped like 300-lb. bombs, estimated 5 ft long, flying 500 mph in descent, making a noise like wind blowing through the trees. (Sparks; Berliner)		2		
356.		April 1, 1950. Los Alamos, New Mexico. 4:20 a.m. (MST) White light seen about 75° above horizon. (Sparks; BB Microfilm Roll 91 pp. 374-5, 475-6)	<1 sec	1		
357.		April 7, 1950. Logan Airport, Boston, Mass. (42.36° N, 71.06° W). CAA Watch Supv. Connelly and 3 controllers saw a deep-blue ellipsoid object in the W at 15° elevation moving SW-NE opposite the winds, changing back to blue, split into 2 blue lights revolving around each other then separate, change to white then cherry-red, increasing to 45° elevation, disappearing in NE. Overcast at 16,000 ft. (Sparks; Hynek UFO Rpt pp. 65-68; Saunders/FUFOR Index)	10 mins	4		binoculars
358.	706	April 8, 1950. Kokomo, Indiana (40.50° N, 86.13° W). 2 a.m. Earl Baker saw a grey metallic disc, 50 ft in diameter, 15 ft thick, top-shaped with a “conning tower” at the top and three ports on the rim giving off a blue light. Hovered for 2 mins about 200 ft away, slowly spinning and oscillating, then flew away to the N. Baker aroused from sleep by his dog. (Sparks; Berliner; cf. Vallée Magonia 75)	2+ mins	1?	30	
359.		April 10, 1950. Brookley AFB (30°38' N, 88° 3' W) and Bates Field, Mobile, Alabama. 2 p.m. USAF control tower operator, civilian tower operator and pilots of 2 aircraft saw an object flying to the NE or E over Brookley AFB at 3,500 ft altitude about 45° elevation from Brookley tower. (Sparks; Willy Smith files)	30 secs	4		
360.	711	April 14, 1950. Ft. Monmouth, New Jersey (40°31' N, 74°05' W). 2:30 p.m. Army M/Sgt. James saw 4 rectangular, amber objects, about 3 ft by 4 ft, change speed and direction rapidly, rising and falling as a group. (Sparks; Berliner)	3-4 min	1		
361.		April 17, 1950. Los Alamos, New Mexico. 3:30 p.m. Univ. Calif. / Los Alamos physicist W. L. Buck and 2 other scientists, plus 10 ? other witnesses, sighted in the NE at 70° elevation from outside Los Alamos Security Office bright metallic, circular, flat 9 ft object headed SE at about 2,000 ft height, using Bausch & Lomb telescope. Object rotating or forward tumbling at a variable rate about 1 per sec, when on edge no visible thickness. Disappeared behind a tree. (Sparks; BB Microfilm Roll 91 pp. 376-9, 475-6)	20-30 secs to 15-30 mins	3 to 13	1/5 to 1/4	UC scientist, telescope

362.		April 18, 1950. Near Memphis, Texas. 9 a.m.-12:40 p.m. (CST). CAA observers in Clarendon, Texas, saw unidentified object to the SE while [CAA?] observers in Childress about 60 miles SE saw object to NW and triangulated stationary object midway in between near Memphis, for 3+ hrs beginning at 9 a.m., which did not move significantly despite winds aloft. Northrop engineering test pilot Max Stanley and observers Lloyd Balsam and Sam F. West were asked to intercept object as they were about to take off in F-61C (AF 8357) from Amarillo on an MX-775 test (Navaho cruise missile celestial guidance test), and a B-36 also took off from Ft. Worth to intercept. [At about 12:20 p.m. after flying ESE from Amarillo] F-61 crew reached 20,000 ft near Memphis and saw a translucent silver spherical shaped object ahead of them to the SE at "considerable distance" at 30,000+ ft with "prominent detents" top and bottom with a dark vertical streak or shadow, and streak tilted occasionally resulting in object moving laterally slowly and briefly, with no visible means of propulsion. Object was visible only when sunlight intermittently reflected on it. Contact with CAA Amarillo Range Station revealed no other aircraft in area at high altitude. F-61 crew flew 10 mins at 200+ mph (150 mph IAS) toward object heading SE but could not overtake it though apparently closed distance so that object was better observed, appearing as if possibly a weather balloon, however CAA Amarillo denied the possibility due to winds aloft and extreme length of CAA observation. Object then disappeared behind or into a deck of high altitude cirrus clouds. F-61 continued on SE heading for about 5 mins at 30,000 ft [at about 20 mi SE of Clarendon] and UFO reappeared slightly to the right and higher, very close to the base of the cirrus cloud deck, and much closer than when it had disappeared. UFO angular size 1/2 of Full Moon. F-61 made radio contact with B-36 crew at 46,000 ft, above the cloud layer who could not see object. UFO then disappeared again behind or into a cloud [probably after < 1 min], F-61 circled for about 5 mins [about 30 mi SE of Childress], then regained object for about 30 secs in a break between 2 clouds before losing sight of it for the last time. F-61 had to descend due to depletion of oxygen supply, 2-3 mins later B-36 broke off attempted intercept too. Possible Skyhook balloon but no record of a launch; Insufficient Data to identify. (Sparks; Jan Aldrich; Herb Taylor; BB Maxwell Microfilm Reel 7, pp. 1592-8)	3hrs40m	5+	1/2	triangulation; test pilot
		500420 1530 Los Alamos, New Mexico maneuvered up & down bright metallic none 15-30 mts none roughly circular est 9' in diameter faster than conventional aircraft lost sight of object (2) (Sparks; AFOSI-LaPaz Catalog May 1950) THIS LOOKS LIKE MISDATED DUPLICATE OF APRIL 17, 1950, CASE (ABOVE)	15-30 mins			
363.		April 23, 1950. Red Bud, Illinois. 3:58 p.m. Photographer Dean Morgan, Mr. and Mrs. Greene, and Donald Gene, saw and Morgan photographed hovering object that shot away. (Sparks; Randle)		4		photo

364.	April 27, 1950. 10 miles NE of Camp Haugen, near Hachinohe, Japan (at 40.6° N, 141.7° E). 2:45 p.m. Misawa AFB 7th Fighter Bomber Sq USAF pilot 2nd Lt. James Henry Petty was flying F-80C jet fighter in a slight turn to the left at 25,000 ft at 320 mph [IAS?] heading NE about 45° azimuth to meet up with a lead aircraft [apparently another F-80C] piloted by Lt. Sofbom of 7th Fighter Bomber Sq, also heading NE at 45° at this point in a sharper gradual left turn, when he saw an unidentified object about 3 miles away at his 2 o'clock position (about ESE) following the lead aircraft in a tracking position about 1,000 ft below and to the right-rear [about 5 o'clock position roughly 1 mile away] from the lead aircraft traveling about 275-300 mph, silhouetted against clouds. During the lead aircraft's wide left turn that eventually resulted in a 260° heading, the UFO "accelerated" and pulled up to level position [at 3 o'clock] and climbed to the lead plane's altitude while the trailing Lt Petty's F-80C rapidly approached and overflow both the lead aircraft and UFO, having to climb (slightly) to avoid collision [now heading about NW about 315°], but getting "a very good look from the top and both sides" of the UFO. Petty saw that it was a rectangular cream-colored flat object appearing to be made of "muslin" about 20 ft high, 60 ft long, but only about 2 inches thick, oriented vertically, not reflecting sunlight despite bright sun, no exhaust, no apparent means of propulsion, not wavering or fluttering. Petty first thought it was an aerial tow target but knew there was no aerial gunnery scheduled. After being overflown, UFO pulled away from lead aircraft, accelerated to 600 mph on a 330° heading [climbed to 28,000 ft?], overtook and crossed in front of Petty's F-80C from behind from left to right [from about Petty's 7 o'clock to 1 o'clock positions] and disappeared in the distance against a clear sky. Similar incident next day near Wakkanai. (Sparks; Jan Aldrich; Weinstein)	2.5-3 mins	1	6	
365.	April 27, 1950. Plymouth, Mass. 9 a.m. USAF pilot flying F-86 jet fighter saw a light-brown flat oval object that climbed to 28,000 ft and turned. (Sparks; Weinstein; BB files??)		1		
366.	April 27, 1950. Holloman AFB, Alamogordo, New Mexico. While preparing for an MX-776A Shrike air-to-ground missile test at White Sands Proving Ground, Charles Riggs and other members of USAF contractor Land-Air, Inc., Askania theodolite crews saw, tracked, filmed 4 high flying objects on a cinetheodolite at station P-10 and a theodolite at station M-7. Triangulation resulted in 30 ft size and 150,000 ft altitude for the "high speed" objects located between Holloman AFB and Tularosa Peak. (Sparks)		several	1/50 (0.25° equiv in theod)	cinetheodolite triangulation

367.		April 27, 1950. Near South Bend (or Goshen?), Indiana. 8:24 p.m. (CST). Trans World Airlines Flight 117 pilot Capt. Robert Adickes and FO Robert F. Manning heading W en route to Chicago in a DC-3 at about 200 mph and 2,000 ft altitude saw off to the right well to the rear a bright red disc-shaped object, 5:1 to 10:1 width/height ratio, no trail, angular size of an orange at 20 ft, rolling on edge vertically on a parallel course to their plane overtaking it gradually in about 2 mins at slightly below 2,000 ft altitude until it reached about 100° relative bearing about 1/2 mile away. Adickes and stewardess Gloria Henshaw were then called in to watch, as well as at least 11 passengers including Boeing engineers C. H. Jenkins and D. C. Bourland, executives E. J. Fitzgerald, S. N. Miller, et al. When airliner was turned toward the object it veered off at 400 mph dropping down to about 1,500 ft headed N (or NNW), presenting edge-on view, disappearing in a few mins. (Sparks; McDonald 1968; Project 1947; Keyhoe 1953; NICAP)	6-7 mins	14	2	Boeing aero? engineers
368.		April 28, 1950. About 2 miles W of Wakkanai, Japan (at 45°23' N, 141°38'E). 11:30 a.m., 12:30 p.m. Misawa AFB 9th Fighter Bomber Sq USAF pilot 1st Lt. James H. Harvey flew an F-80C jet to attempt to intercept unidentified target tracked by Radar Site #18, but without success. After 1 hr, at 12:30 p.m., while flying due N 360° about 2 miles W of Wakkanai at 300 mph [IAS?] at 30,000 ft Harvey saw an object about 7 miles to his left in the W on a S 180° heading at 600-650 mph and lost it in the clouds or over the top of the clouds after about 5 secs. Object apparently circled around at high speed in about 10 secs [roughly 8 miles or about 3,000 mph] reappearing on Harvey's right [at around 2 o'clock position] and continued to circle from right to left in front of the F-80C apparently still at 10,000 ft and closer [now roughly 1 mile away], was seen "clearly" contrasted against the ocean. Object was a white square 12 x 12 ft (height x length) thin, appearing somewhat like an aerial tow target, oriented vertically, with no evidence of propulsion, exhaust, control surfaces or lights. Object was lost after about 5 secs when it blended in with the lower overcast clouds on about 270° W heading [roughly 10 o'clock from F-80C possibly 3 miles range]. F-80C had been in continuous radio contact with Radar Site #18 during UFO sightings but radar was unable to track either the UFO or the F-80C. Harvey had another F-80 in sight the entire time. Harvey descended to 18,000 ft and searched for the UFO for 15 mins without success. Similar incident previous day near Camp Haugen, Japan. (Sparks; Jan Aldrich)	? + 5 secs + 5 secs	1 + 1	1/4 ?	radar
369.		May 1, 1950. Kirtland AFB (Albuquerque), New Mexico. 3:10 p.m. 2 members 690th ACW Sq. saw metallic object angling downwards headed SW to NE. (Sparks; BB Microfilm Roll 91 pp. 388-390, 475-6)	1 sec	2		
370.		May 5, 1950. Elmendorf AFB, Alaska. Several witnesses reported to 57th FIS seeing hovering intense reddish-orange light overhaed above Elemendorf AFB beneath overcast cloud layer at 7,000 ft. Hovered for 5 mins then departed at high speed. No noise or acrobatic maneuvers. (Sparks; AFHRA index for 57th FIS History)	5 mins	several		

371.	721	May 7, 1950. 9 miles S of Ely, Nevada. 6:45 p.m. Mr. and Mrs. George Smith and their grandson saw a silvery white object hover at 100 ft altitude, move back and forth then fly up out of sight at high speed. Note in case file: "No investigation." (Vallée Magonia 79; Randle)	10 mins	3		
372.		May 11, 1950. About 9 miles SW of McMinnville, Oregon (UFO at 45.103° N, 123.337° W). About 7:20 p.m. (PST). Evelyn Trent was feeding the rabbits in her backyard just before sunset when she spotted an object to the N in the distance and called out to her husband Paul Trent, who was in the house at the back door, asking him to retrieve their camera. She went into the garage to look for the camera but Paul found it in the house, ran out into the yard toward where his wife had been standing, then he saw the rapidly approaching large metallic object to the N heading almost directly towards them, "tipped up" its flat underside towards them, felt a gust of wind seemingly from the object, snapped a photo of the object at azimuth 334.8° (about NNW) elevation 14°, angular size 1.67°. Paul Trent was at 45.1007° N, 123.3344° W, in his back yard between the house and garage. Then as the object turned on a W heading he walked ~5 ft to his right to compensate for object's motion to the left, snapped a 2nd photo about 30 secs after the 1st, which shows a metallic pie-pan shaped object 1.46° angular size with a large off-center tilted antenna or pole projecting from the top, at azimuth ~317.5° (about NW) 12° elevation. Evelyn had joined Paul by the time he started taking pictures and later described the arc covered between photos (determined by a reporter as about 15° – close to actual figure ~17°). Distance and size of object estimated by the witnesses as about 1/4 mile distance and 20-30 ft diameter, or "parachute-sized" (about 24-28 ft in perfect agreement with "20-30 ft"), which size/distance figures translate to a maximum angular size 1.3° (close to the photographically measured 1.46°-1.67°). AF Colorado Project and Bruce Maccabee estimated distance about 1 mile and object diameter about 100 ft but methodology is mistakenly based on excess brightness of what was supposed to be dark shadow of the bottom of the object (in fact the bottom was not in shadow but caught bright nearly-direct sunlight at sunset from bright sky illumination at near grazing angle ~2° off of direct sunlight). Several other witnesses reportedly saw the object. (Sparks; Condon Report pp. 396-407; Bruce Maccabee; Hynek UFO Rpt pp. 244-5; etc.)	2-3 mins	2+	3 (1.67°)	stereo photo pair
373.		May 19, 1950. 100 miles E of Honshu, Japan. 2 military aircraft pilots saw stationary kite-like object tracked by ground radar. (Sparks; Project 1947; McDonald list)		3+ ?		radar

374.		May 24, 1950. Holloman AFB, Alamogordo, New Mexico. During an MX-674 Tarzon controllable vertical bomb test at White Sands Proving Ground, Floyd Fannon and other USAF contract Land-Air, Inc., Askania theodolite crew members saw 8 unidentified objects then separately tracked and filmed 2 of the objects down the North American Aviation missile firing range. Cinetheodolite station P-8 filmed one object to the NE for 6 frames (1.0 sec) moving uniformly to the S from azimuth 38°26'59.2" to 38°33'59.2" and elevation 47°32'20" to 47°25'50". Cinetheodolite station P-10, located 5.6781 miles down range to the N (to azimuth 347.07723°) from P-8 and 7 ft higher, filmed another object, hence no triangulation possible, viewed to the E for 74 frames (14.6 secs) moving uniformly to the N from azimuth 86° 9' 9.2" to 85°47' 9.2" and elevation 25°48' 0" to 25° 7'50". (Sparks)	15+ secs	multiple		films by cinetheodolites
375.		May 29, 1950. About 7 miles W of Mt. Vernon, Virginia (at about 38°42.5' N, 77°13' W). 9:20 p.m. Capt. Willis T. Sperry with about 10,000 flying hours, copilot Bill Gates, flight engineer Robert Arnholt, a stewardess and 2-3 or 8 passengers on a DC-6 airliner headed 230° (about SW) out of Washington, D.C., en route to Nashville, at 7,500 ft at 250 mph, saw a spindle-shaped 150 ft long metallic object with intense blue light (about mag. -6) on the tail, beginning with Gates who sighted blue light from their DC-6 airliner on headon collision course. Sperry made evasive 45° turn to the right (to 275° heading), object passed from 11 o'clock to 7 o'clock position (about 125° or SE) to the left at slightly higher altitude meanwhile crossing in front of upper part of full moon to the S (at 145° or 159° azimuth 22° or 27° elevation, depending on whether EST or EDT time, 97% full) where submarine-like silhouette clearly seen, about 5 miles away. Sperry turned left back onto original course to get the object back in view, object may have stayed stationary about 30 secs at this point. Gates then noticed object circled around to the right side, Sperry banked right again, while the object paced the airliner about 20-30 secs before climbing to the E at a 30° angle at "fantastic" speed and disappearing. (Sparks, Tom Tulien)	2-3 mins	6-12 ?	2/3 – 3/4	
376.		June 16, 1950. E of Tucson, Ariz. (at 32° N, 110°35' W). 8:25 p.m. Air National Guard C-47 pilot Santini saw a triangular object pass the aircraft at 700 mph. (Sparks; Project 1947; Saunders/FUFOR Index)		1		

377.		June 17, 1950. Hasselbach, East Germany. 2:30 a.m. Central Europe Time. Town mayor Oscar Linke and daughter Gabriele [Gabiella?] spotted landed 40-50 ft frying pan-shaped object with two rows of 1 ft holes on the periphery, a 10 ft tall black conical tower on top, about 450 ft away, walked towards it until at about 130 ft away saw two "men" in shiny metallic one-piece suits stooped over, and approached to within 30 ft of the "men," when Gabriele called out, the "men" were alarmed and jumped on the conical tower and went inside [object about 80 ft from witnesses?]. The tower retracted, a cylindrical support column shifted position, object turned from green to red, a slight hum was heard, it lifted off the ground and started spinning, sound turned to a whistling as it accelerated and headed off toward Stockholm. Linke found a round dug impression in the ground seeming to match the support column of the object. [Case frequently misdated to June-July 1952 when first published in the press after Linke escaped to the West.] (Sparks; Hynek UFO Rpt pp. 204-6; Davis-Bloecher 1978; Loren Gross June-July 20, 1952, pp. 39-41)		2+	60 - 70 ?	
378.		June 21, 1950. Hamilton AFB, Calif. 1:35 a.m. Cpl. Garland Pryor and S/Sgt. Ellis Lorimer saw a disc-shaped object shooting a blue flame, traveling at over 1,000 mph. Case missing. (Sparks; Randle)		2		
379.		June 23, 1950. Gulf of Mexico (at 26°50' N, 86° 5' W). 7:40 p.m. (CST). USAF 308th Recon Group, Tinker AFB, Okla., "Pelican" weather recon flight at 10,000 ft heading about 30° (about NNE turned to 326° or about NW at 7:44 p.m.) ground speed 173 knots (199 mph) with crew navigator 1st Lt. Donald D. Sherr, scanner Sgt. Elbert C. Bishop, engineer Tech. Sgt. John W. Horn, radio operator Sgt. Claudio S. Gonzales, saw at relative bearing 80° [to the right to the ESE?, contra other data to the left or NW?] a huge ball of fire descend slowly in 1-1/2 mins in a wavy spiral or erratic elongated "S" shaped path from at least 50,000 ft to 20,000 ft (or from 50-70 miles down to 30 miles per one witness) at estimated position 28°45' N, 89°45' W [apparently estimated by triangulating vapor trail as aircraft flew along a baseline of about 60 miles from a distance of about 270 miles] where it faded, leaving an extremely bright glowing bluish or blue-white smoke or vapor trail that persisted for 20 mins without dimming for 15 mins then finally fading into a soft blur at about 8:00 p.m. Bright object with extremely bright trail flying erratically. Numerous other witnesses in Alabama, Texas, Mississippi [?], including National Airlines pilot Capt. James L. Hansen flying near Mobile, Ala., J. A. Ellis of Rosedale, Ala. (Sparks; Jan Aldrich; Saunders/FUFOR Index)	1.5 mins	> 4 + many		triangulation

380.		June 24, 1950. Daggett, Calif. 8:08 p.m. (PST). Numerous observers over Nevada and Calif. United Airlines Capt. E. L. Remlin, First Officer David Stewart, observer Capt. Sam B. Wiper, and crew of 2, plus about 25 of 50 passengers on an airliner at 290 mph at 14,000 ft saw a brilliant bluish-center cylindrical or dirigible-shaped object with orange-tint fly a parallel course with the airliner for 20 miles [3-4 mins duration] at about 20-30 miles distance at 20,000 or 60,000 or 80,000 ft then fade in the distance. Navy transport pilot sighted dark gray or gunmetal cigar-shaped object 1/8 Full Moon angular size, with faint radiant exhaust at estimated speed 1,000-1,500 mph, altitude 50,000-100,000 ft, 3 mins, traveling N then turned W to disappearance. Lovelock, Nev., airport 30 pilots sighted vapor trail persisting for 20 mins. Witnesses in Ely, Pioche, and Briston Silver Mine, Nev., sighted vapor trail or smoke in a "3" shape to the W for 1/2 hour. (Jan Aldrich; David Rudiak; Weinstein; UFO Evid.)	3 mins (1/2 hr duration of contrail)	100's	1/8	
381.	738	June 27, 1950. Texarkana, Texas (33.43° N, 94.05° W). 7:50 a.m. Red River Arsenal employees Terrell and Yates saw a bright object shaped like two dishpans face-to-face, fly straight and level at high speed. (Sparks; Berliner)	4-5 secs	2		
382.		June 27 ?, 1950. Louisville, Kentucky (38.24° N, 85.77° W). Movie film of UFO taken by newspaper reporter Al Hixenbaugh. Clandestine investigations initiated by AF Intelligence and AF R&D. (Sparks; Saunders/FUFOR Index)				film
383.		June 29, 1950. Phoenix to Blythe, Calif. 5:45-8:35 p.m. B-29 pilot. (BB NARA Microfilm Roll 91 pp. 482)		1		
384.		July 1950. Holloman AFB, NM. ca. 12-1 p.m. Cliff Booth, a Holloman AFB contractor Land-Air, Inc., investigates reports of a White Sands Proving Ground missile test range station sighting a UFO. Booth and a camera operator film a cigar shaped metallic object. The men turn the film over to the Data Reduction Division at Holloman AFB. (Sparks; Lorenzen 1966)	[several mins]	2+	[1/3 ?]	cinetheodolite
385.		July 11, 1950. Near Osceola, Ark. USN pilots of 2 planes saw a domed disc. (Sparks; Weinstein; BB files??)		2		
386.		July 13, 1950. Fort Peck, Montana. 11:50 a.m. USAF Weather Recon flight crew saw 4 groups of round metallic silver objects. (Sparks; Weinstein)		2+ ?		
387.	758	July 13, 1950. Huntsville, Alabama. 5 p.m. 2 Redstone Arsenal employees including Mr. Washburn, saw a polished aluminum object, shaped like a bowtie fly straight and level, then one triangle rotated 1/4 turn in the opposite direction and returned to its original position. Object then made a right-angle turn and accelerated away. (Sparks; Berliner; Saunders/FUFOR Index)	30 secs +	2		
388.		July 15, 1950. Los Alamos, NM. 2:15 p.m. Sighting from Gamma Bld., LANL, of bright metallic aluminum-colored flying-wing-shaped object, no fuselage, with transparent section in middle, 15° above the horizon, heading E to W over mountain range at estimated distance of 15 miles, size about 35 ft, speed about 300 mph, yawing motion in straight flight, seen from window which blocked view of disappearance. (Sparks; BB NARA Microfilm Roll 91, pp. 489-492)	1 min	1	1/20 ?	

389.		July 31, 1950. 12-15 miles NW of Bernalillo, NM (35°22' N, 106°40' W). 11:54 a.m.–12:20 p.m. (MST). NM Air National Guard 188th Fighter Sq, 1st Lt. James F. Savage, in F-51 fighter aircraft at 14,500 ft saw a flash of light about 2,200 ft below his aircraft level about 10° below his horizontal, object at about 3,000 ft slant range gradually descended to 9,800 ft as pilot increased speed to 340 (mph?) and descended to 12,200 ft to chase bronze-to-amber colored smooth tear-drop shaped object, slightly smaller than F-51, heading 60° gradually turning right to the E, for 26 mins until it disappeared in clouds, at about 34°35' N, 105°35' W. (Sparks; BB NARA Microfilm Roll 91, pp. 493-5)	26 mins	1	1	
390.	773	Aug. 4, 1950. Approx. 100 miles SE of New York City (39°35' N, 72°24.5' W). 10 a.m. (EDT). Master Nils Lewring, Chief Mate Jacob Koelwyn, and the Third Mate, of M/V Marcala saw a 10 ft elliptical half-egg or cylindrical object, with shiny aluminum or metallic white surface sparkling in sunlight, approach from the SW heading NE at 50-100 ft altitude, approaching to within 1,000 ft or 10 miles (depending on witness) at 25 to 500 mph (depending on witness), flying with a churning or rotary motion, accelerating at end of sighting. (Sparks; CIA Office of Operation OO doc; Carl Feindt Water UFO Catalog; Berliner; Tony Rullan; NICAP website)	15 secs to 1.5 mins	3		
391.		Aug. 7, 1950. Near Santa Fe, New Mexico (35.68° N, 105.94° W). 4:50 a.m. USAF fighter pilot 1st Lt. Henry W. Frazier with 93rd FI Sq saw black object first thought to be a C-47 or C-54, at 20,000 ft on heading 20° outpace his 620 mph [F-86A] fighter (at 30,000 ft) and disappear in the distance, at about 15 miles range straight and level flight, as he descended to pursue. (Sparks; NARA BB Microfilm Roll 91, pp. 497-9; Project 1947; Saunders/FUFOR Index)	5 mins	1	1/10 ?	

392.	Aug. 14, 1950. 10 miles N of Cromer, England (52°56' N, 1°19' E). 1:22 p.m. (GMT). RAF Fighter Command Control at Neatishead radar (52°44' N, 1°28' E) tracked an unidentified aircraft designated "85N" at 55° azimuth range 90 miles, located near Cromer at 15,000 ft traveling about 325 knots (375 mph). After 2 mins radar tracking, Neatishead GCI controller scrambled 257 Squadron Red Section leader Flight Lt. Kartley and a wingman at 1:24 p.m. in 2 RAF Meteor jet fighters from RAF Horsham St. Faith (52°40' N, 1°17' E), airborne 1:27 p.m. At 1:28 p.m. Neatishead Type 13 radar tracked target at 40,000 ft and height was radioed to jets which leveled off at 15,000 ft. At 1:35 p.m. jets reached 10 miles N of Cromer climbing in altitude to 25,000 and 30,000 ft where the pilots saw two vapor trails suggesting to them widely spaced engines on a single aircraft to their right at great distance and higher altitude on a heading of 280° on a parallel course to the jets. Jets got "slightly ahead" of the contrails while keeping them in sight, at a radar track range of 5 miles to the target. At 1:41 p.m. Neatishead radar plotted unidentified target and Meteors at 7 miles due N of Hunstanton (52°56' N, 0°29' E) heading WNW. At 1:42-1/2 p.m. pilots saw contrails change heading to the right and they did the same, heading NW or N, all confirmed by Neatishead GCI radar controller. At 1:45 p.m. radar tracked jets and target 5 miles S of Mablethorpe (53°20' N, 0°15' E), when blips faded; at this time pilots were at 38,000 [or 38,800] ft with contrails still above them and behind on the left at 7 o'clock position, estimated visually at 30 miles distance when contrails turned to the right heading due N 360° then disappeared. Jets made 360° right turn while still climbing to 39,500 ft but were unable to see contrails or aircraft. Object always remained too far to be seen. At 1:49 p.m. blips reappeared on GCI Neatishead radar which tracked the jets 10-15 miles E of Grimsby (53°48' N, 0° 8' W), but no unidentified target, and GCI ordered jets to turn right to the S to verify target identity on scope. Two USAF F-84's from Manston (51°21' N, 1°21' E) in the area independently saw the Meteors at about 36,500 ft and also the two unidentified contrails higher above. [Apparently not reported to the USAF, two hours earlier at 11:27 a.m., about 150 miles to the SSW of Cromer area, Flight Lt. David Hubbard at the Royal Aircraft Establishment, Farnborough, Eng., after hearing a subdued humming noise like a "model" (?) diesel motor, looked around for the source then sighted a light pearl gray disc almost directly overhead estimated 50 ft diameter at about 5,000 ft altitude (= about 1 Full Moon angular size) heading on course 100° (almost due E) at 800-1,000 mph making S-turn oscillations which reflected sunlight off different parts of the disc, seen for 30 secs.] (Sparks; Jan Aldrich; [UK JTIC/DSI FSWP Report 7, June 1951])	23 mins	5+		RV

393.	793 [783?]	Aug. 20, 1950. Nicosia, Cyprus (35°11' N, 33°23' E). 1:30 p.m. USAF MATS liaison officer Lt. William G. Ghormley, Col. William V. Brown, Lt. Col. Lloyd W. Brauer heard an aircraft overhead (a Turkish C-47 at 9,500 ft heading SE to Beirut) and looked for it but saw a small, round or elliptical, bright object directly overhead traveling W at terrific speed and high altitude moving somewhat erratically passing through the glare of the sun about 15° below zenith with no change in brightness [sun then at 58° elevation 231° azimuth to the SW], until disappearing about 30°-35° above the [W?] horizon, clear weather visibility 50+ miles. Brown called Brauer's attention to object the last 2-3 secs. (Sparks; Jan Aldrich)	15-20 secs	3		
394.		Aug. 21, 1950. Echterdingen Air Base (48°41' N, 9°13' E elev 396 m), Stuttgart, W Ger. 9:54, 9:58-9:59 a.m. USAF Cpl. George P. Scarlett, 18th Weather Sq, Det 18-32, Echterdingen AB (Army Air Field), launched a 100-gram pilot balloon tracked by theodolite at 9:30 a.m., briefly noticed a small white object pass across his field of view at about 9:54 a.m., just before the balloon burst at 9:55 a.m. He followed a broken balloon fragment in the theodolite for 3 mins after the balloon burst, when at 9:58 a.m. he spotted a small white object again crossing his 2° field of view of the theodolite, at azimuth 80° (almost due E) 25° elevation headed S for 1 min, appearing as a white oval 15 arcmins in size [1/2 Full Moon with naked eye but possibly 10 Full Moons in theodolite] increasing in size to 50 arcmins [1.5 Full Moons or perhaps 30 Full Moons in optics] then appearing grayish-white with several small lines or shadows on its surface with indistinct outline, when it abruptly changed direction to WSW at high speed and disappeared into the sun [at 99° azimuth 25° elevation]. (Sparks; BB Maxwell Microfilm Roll 8, pp. 161-2)	? + 1+ min	1	1.5 [in optics equiv to 30 ?]	theodolite
395.		Aug. 23, 1950. Philadelphia, Penn. (at 39°57.2' N, 75°10.0' W elev. 40 ft) 9:05 p.m. (EDT). Retired USAF Col. D. Moreau Barringer and mother-in-law Mrs. Albert Newcombe sighted a white point of light 15 to 45 arcsecs in diameter (?) with sharp leading edge, flickering trailing edge with short yellowish flame exhaust trail, to the NNE (?) coming up from the tree-lined horizon S (?) towards zenith, getting a little brighter, passed near bright stars including Vega [at 103° azimuth 85° elevation] so its brightness could be estimated at about 0 mag., passing 2° to 3° W of zenith, but noiseless, without altering course, disappeared in the trees on the S (?) horizon, where the 3/4 Moon was visible [at azimuth 167° elevation 20° illuminated 85%]. Speed possibly 300 mph if at 6,000 ft or 1,500 mph if at 25,000 ft [angular velocity about 4°/sec]. (Sparks; BB Maxwell Microfilm Roll 8, pp. 164-7)	30-40 secs	2	1/40	

396.	787	Aug. 24, 1950. About 250 miles SW of Bermuda (at 29° 40' N, 67° 28' W). 8:04-8:24, 8:27 p.m. (AST). USAF 373rd Recon Sq (Very Long Range) B-29 from Kindley AFB, Bermuda, piloted by 1st Lt. Frank J. Stockton was flying at 192 knots (221 mph) at 10,000 ft heading 27° (about NNE) when radarman S/Sgt. William W. Shaffer turned on his APQ-13-A radar and tracked a distinct bright unidentified target appearing to travel at same speed and heading as B-29 but about 1,000 ft lower and at 10° left of dead ahead 12 o'clock position about 1-1/2 miles away. Shaffer alerted pilot Stockton who alerted crew to look for visual, without success, possibly due to 50% cumulus cloud coverage; two officers verified Shaffer's radar scope readings. Radar target maintained position for several mins then started to fall behind gradually until overtaken by B-29 passing about 1/4 mile to the left, then holding a trailing position behind the B-29 for about 5 mins, then increased speed passing B-29 on the right at about 1/4 mile, drawing slightly ahead of B-29 then gradually turning away to the right and accelerating rapidly. Pilot turned away 20° left to see if target would follow, but it didn't, instead continuing its gradual right turn until it disappeared off scope at about 400 knots (460 mph) at 8:24 p.m. at 30°15' N, 67°12' W [about 30 miles to the SSW when B-29 was at about 30°37' N, 66°54' W]. At about 8:27 p.m. B-29 crew member saw a bluish streak flash past the left wing from headon position about 1,000 ft below, appearing like a meteor but less bright than lightning. (Sparks; Jan Aldrich)	20 mins + ?	3 + 1		radar
397.		Aug. 27, 1950. Near Brockton, Mass. 6:30 p.m. USN radio mechanic John T. Early from Quonset NAS, Rhode Is., who was a licensed civilian pilot, was flying with a passenger Russell Des-Jardins at 1,300 ft when they spotted a shiny white spherical object with no projections or irregularities on its surface about 20 ft diameter at least 1,000 ft below their aircraft flying at high speed, jet speed [600 mph?], to the E cross wind. No exhaust smoke or unusual noise. (Sparks; Jan Aldrich)		2	2 ?	

398.	790	Aug. 30, 1950. S of Sandy Point/Indian Head, Newfoundland, Canada. 1:30-1:50 p.m. (ADT). 3 civilian Harmon AFB Water Transportation Section employees, John Kaeel, Fred Messervy and John Smith, located [in a boat] about 2 miles S of Indian Head (48°29' N, 58°30' W) saw a black or dark round object the size [shape?] of a barrel resembling a "large balloon" located about 3 miles SW of Indian Head (at 48°27' N, 58°33' W) about 1-1.5 [?] miles offshore [apparently about 2 miles to the W of the observers]. The object was hovering just above the water and after a few mins began to slowly ascend to about 15-20 ft above water, then descended again to just above water, in about a 40-60-sec cycle each time which occurred 3 times. On the last cycle the object remained near the surface about 3-4 mins when it ascended vertically until disappearance at 1:50 p.m. [See similar sighting at 2 p.m. near Kippens.] Helicopter search at 4:20 p.m. negative. [No unidentified ground radar returns were reported yet false explanation of "WX Returns" (weather returns) inserted into BB file listings.] (Sparks; Jan Aldrich)	20 mins	3	1/10 – 1/4 ??	
399.	790	Aug. 30, 1950. S of Kippens, Newfoundland, Canada. 2 and 4? p.m. (ADT). William Alexander, son Bill Alexander and nephew Austin Alexander, fishing in a dory boat about 1-1/2 miles offshore from Kippens, saw a black or yellowish-brown object thought to be a submarine, the size of a dory [about 20 ft] about 1-1/2 to 2 miles away [to the S?], about 3 miles offshore about 15-20 ft above the water, the shape of a large aerial gunnery target balloon or a barrel with a pole or periscope trailing from its center line into the water, moving at 3-5 mph to the NNE [towards shore?]. Object disappeared over the horizon; briefly resighted from high ground ashore sometime later [about 4 p.m.?]. Reported to the USAF at 4:10 p.m. No smoke, exhaust, noise or markings. Helicopter search at 4:20 p.m. negative. [See earlier similar sighting from Sandy Point/Indian Head.] (Sparks; Jan Aldrich)	5 mins + ?	3	1/5 to 1/4	
400.		Aug. 30, 1950. Holloman AFB, Alamogordo, New Mexico. 10:45 a.m. During a Bell Aircraft MX-776 Shrike missile test at White Sands Proving Ground (for the later Rascal air-to-ground strategic missile) USAF M/Sgt and 8 Bell Aircraft employees on base saw two glaringly bright circular to elliptical unidentified objects maintaining relative position to each other following the B-50 launch aircraft from above on both the dry run and hot run prior to missile release. Objects gave "strong glare at all times" not reflected sunlight, maneuvered at high estimated speeds up to 10x the B-50 or roughly 2,500 mph for short distances, appeared to be higher or above the B-50, left no vapor trails, hovered, accelerated rapidly, made abrupt "square" turns with apparent size changing to indicate ascent and descent, shape changed from round to elliptical. (Sparks; Jan Aldrich; McDonald files; Holloman AFB Quarterly Rpt Guided Missile Test Activities July-Sept 1951; Twinkle Final Rpt)	30 mins	9		theodolite?

401.		Aug. 31, 1950. Holloman AFB, Alamogordo, New Mexico. 10 a.m. – 1 p.m. (MST). After V-2 missile launch no. 51 at White Sands Proving Ground, Project TWINKLE Askania theodolite crews tracked and filmed multiple objects sporadically several times from several different directions at very high speeds over the course of 3 hrs. Askania cinetheodolite station P-5 filmed object with major axis varying from 8.65 to 13.243 arcmins (0.1442° to 0.22072°), minor axis 3.493 arcmins (0.05822°), 1 frame per second on 60 cm focal length camera, 35 mm color film. Tape recording of audio reporting. Frames 593 and 595 (2 secs out of nearly 10 mins? of film of object) show elevation angle changing from 53°44' to 52°38' at a rate of 0.37°/sec. Attempted interception by 4 F-86 jets from 93rd FIS, Kirtland AFB, for 1 hr failed to locate objects, which apparently returned only after jets left. Cinetheodolite observers noted object with definite shape and 3-D depth but indistinct or not sharp edges, no smoke or trail, object seemed to “rock or oscillate,” lost when observer looked away to get angle reading. (Sparks; McDonald files; Jan Aldrich; Holloman AFB Quarterly Rpt Guided Missile Test Activities July-Sept 1951; Twinkle Final Rpt)	3 hrs intermittent	multiple	2/5 (0.22072° major axis)	cinetheodolite
402.		Sept. 1, 1950. McKorryuk, Nunivak Island, Aleutians, Alaska (60° N, 166° W). 7:30-7:35 p.m. Nunivak Island CAA Airways Observer Timothy J. Kenick, George Williams and others saw a strange deep red ball of fire near the horizon to the N towards Siberia “hundreds of feet” high which slowly faded out, followed by sudden appearance of another round red ball of fire above the first slowly fading out repeated another 2 times or so gradually becoming oval shaped and moving toward Siberia, finally disappearing behind clouds. (Sparks; Jan Aldrich)	5 mins	2+		
403.	797	Sept. 3, 1950. Spokane, Wash. (47.66° N, 117.44° W). 2 p.m. Major R. J. Gardiner saw 3 metallic bronze discs, 20-30 ft long, 2-6 ft thick, moving independently and erratically; his wife and neighbor [Fortney?] saw 1 object. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	3		
404.		Sept. 8, 1950. Germany. (Sparks; McDonald list)				
405.		Sept. 13, 1950. 5 miles SW of Effingham, Illinois (at 39° 3' N, 88°36' W). 7:30 to 7:40 p.m. (CST). Cessna test pilot D. D. Frye and passenger at 8,000 ft saw 3 dim rosey red lights in triangle formation on collision course, flashed landing lights several times then made sharp right turn to avoid collision, then made climbing turn to the left to observe observe object and saw the triangular arrangement of 3 red lights. Object disappeared before full turn could be completed. Investigated by AFOIN Technical Capabilities Branch (TCB) Lt Col Milton D. Willis and Maj. Aaron Jeremiah Boggs. (Sparks; Project 1947; Saunders/FUFOR Index)		2		
406.		Sept. 18, 1950. Poplar [Poplar Bluff?], Montana (36.76° N, 90.41° W). 4 p.m. Air National Guard pilot James and another flying F-51's, CAA tower personnel and other ground witnesses saw a round object moving erratically at high speed then hover. (Sparks; Project 1947; Saunders/FUFOR Index)		4+		

407.	807	Sept. 20, 1950. Various locations Kit Carson to Akron, Colo., Idaho, Wyoming, Utah, Arizona, NM, etc. 10:43 or 10:45 or 10:49 p.m. (MST). Multiple fireball-like sightings in central Colorado. Driver between Kit Carson and Cheyenne Wells, Colo., sighted luminous objects reportedly at 500 ft altitude, below cloud cover: 2 larger 3-7 ft saucer or spherical shaped, glowing objects and 3 smaller, internally lit objects; the 2 hovered for 1 min, then moved at 200 mph across the road [in front of the driver], then the 3 smaller objects came from behind or within the 2 larger objects and aligned themselves with the first 2. All sped upward vertically and away at 2,000 mph disappearing by distance or by turning lighting off. USAF B-25 crew with 3416th Training Sq flying at 241° Mag at 8,000 ft aboit 10 mi S of Akron, Colo., at 39°55' N, 103°05' W, saw brilliant white star-like object accelerate and decelerate, emitting sparks, traveling (N to S?) across path missing aircraft by 500 yards (?) 10-30 secs at 10:43 p.m. At least 17+ observers in 6 states. Probable meteor fireball. (Sparks; Berliner; cf. Project 1947)	20-30 secs ? to 1 min + ?	17+		
408.	809	Sept. 21, 1950. Bet. Provincetown and Isle of Shoals, Mass. 9:53-9:55 a.m. (EST). MIT research associate/Air National Guard Maj. Myron Herbert Ligda and Joseph V. Connelly tracked on SCR-615B radar at Cambridge, Mass., an unidentified object heading N, during MIT Weather Radar Research Group tracking of USAF flight of 2 Otis AFB F-86 jet fighters at 30,000 ft which were heading 329° True Ground Course straight and level course at 419 mph True Ground Speed (IAS 250 mph) positioned at range 45 miles 105° azimuth initially, at 9:50 a.m. Object detected at 9:53 a.m. at about 55° azimuth at about 21 miles range on a nearly intersecting straight line course heading about 358° at about 1,320 mph, at about 25,000 to 35,000 ft. F-86 pilots were warned by VHF-1 radio but could not see object due to poor visibility haze and uncertain UFO altitude when ground radar showed object crossed about 3 miles [actually plotted about 1-1.5 miles ahead and blips "nearly merged"] in front of jets at 9:54:00 a.m. at about 70° azimuth range 25 miles. Object speed about 1,500 mph as it made a sharp right turn and 5-mile diameter loop of about 270° about 15 g's [~11.5 g's] centripetal acceleration for ½ min, centered about 34 miles range at 57° azimuth, back to the W headed towards MIT at 60° azimuth disappearing at about 22 miles range. (Sparks; BB files; Jan Aldrich; Hynek UFO Rpt pp. 139-141; etc.)	2+ mins	3		MIT radar
409.		Oct. 12, 1950. Knoxville/Oak Ridge, Tenn. (35.98° N, 83.92° W). (Sparks; McDonald list)				radar
410.		Oct. 12, 1950. Oak Ridge, Tenn. Saucer-looking object observed over K-25 area near NEPA Project area. Round, as big as four room house, silver in color, with a blister at the top of the saucer, and windows. Object rose slowly for about 100 feet, moved forward, rose again about 100 ft and then disappeared at a high rate of speed. (Sparks; BB files; NICAP website; Knoxville Journal, Oct. 26, 1950).				

411.	819	Oct. 15, 1950. Oak Ridge AEC site, Tenn. (Solway Gate near Kerr Hollow 35°59.0' N, 84°13.7' W). 3:25 p.m. AESS (Atomic Energy Security Service) Trooper Edward D. Rymer and John Moneymaker of Univ. of Tenn. Research Farm, saw a strange diving object shaped like bullet with a smoke trail (Moneymaker saw a double pear-shape), the bullet or pear shape turned into a flat 2x5-inch grayish card shape with the smoke trail turning into a 20-ft long flat shimmering light gray ribbon-like streamer with small black line running down middle, which streamer had a pulsating glow on the end 15-ft section which was also partly transparent, which maneuvered at 3 mph to within 210 feet of witnesses, Rymer approached to 50 ft (but object did not seem larger), object at 6-ft height above ground maneuvered over road at Solway Gate to Oak Ridge, jumped over a 9-ft chain link fence with a terrain-following maneuver (object turned vertical to follow the fence), then rose sharply to negotiate a 30-ft willow tree similarly, card shape changed to pear shape with same tail while en route to disappearing at increased speed over top of a ridge to the SE about 1 mile away. Rymer called attention of Hightower, employee of Maxon Construction Co., who was driving up to Solway Gate, who then saw object disappearing. AESS Capt. Joe Zarzecki arrived just after disappearance of first object but saw 2nd and 3rd. Second similar object appeared shortly afterward seen by all 4 witnesses for about 30 secs at 300 ft height with similar shape and maneuvers disappearing over same ridge to SE. Then about 5 mins later a third object with similar shapes and maneuvers, seen for 10 secs at 500 ft height by all witnesses disappeared over same ridge to SE. One object had a double pear shape. (Sparks; Berliner; FBI files; BB AFOSI Microfilm Roll 90, pp. 636-637; Hynek UFO Rpt pp. 142-3)	? mins + 30 secs + 10 secs	4	3/4 ?	
412.	821	Oct. 15, 1950. Near Pope AFB, North Carolina. 4:20 p.m. (EST). Miami Airlines DC-4 pilot Capt George A. Woodward and copilot Williams Bradsley (Bardsley?) en route from Raleigh, NC, to Miami, Florida, saw 4 round shiny domed-disc 100 ft objects about 5 miles away, about 25 ft apart from each other in a line, which they pursued. Objects backed away while descending slowly then took off in a "burst of speed." Ground observer Army Capt Harvey W. Daniel (ret.) ~47 miles away in Chapel Hill, NC, may have seen one aluminum-like object, oblate spheroid, at 4:25:40 p.m. (EST) heading NW in straight flight for 10-12 secs. (Sparks; BB files; Berliner; Saunders/FUFOR Index)	3 mins ?	3?		
413.		Oct. 16, 1950. Oak Ridge (Blair Gate), Tenn. 1:30 and 2:55 p.m. (at 36.0° N, 84.2° W) (Sparks; BB Microfilm Roll 90, pp. 638-9; NICAP)	several mins	1 + 7 + radar crew		

414.	824	Oct. 23, 1950. 2 mi W of Bonlee, North Carolina (at 35°39' N, 79°25' W). 12:42 p.m. Ex-USAF pilot Frank M. Risher driving SE on Hwy 421 saw an aluminum object about 2 miles away, below overcast clouds at 600-800 ft altitude, shaped like a dirigible, size of B-36 stacked double thickness, with 3-4 dark portholes, move from SE to SSE, hover 35 secs and fly away to the SSE disappearing into overcast. (Sparks; BB files; Berliner)	40 secs	1	2?	
415.		Nov. 5, 1950. Between Great Falls and Raynesford, Montana. 6:00 a.m. (MST). Mr and Mrs Morrisette. Disc came within 100 ft while driving. (Sparks; see BB Great Falls-Ennis July 29, 1952, case)		2		
416.	829	Nov. 5, 1950. Oak Ridge, Tenn. 11:55 a.m. Fairchild Aircraft Project NEPA (Nuclear Energy Propulsion for Aircraft) illustrator Don Patrick saw a semi-translucent object, light grey with dark core, shaped like a pear or bean, flying with rapid darting movements in and out of a cloud over a mountain range, Waldron Ridge, about 6 miles away at 305° magnetic or NW. (Sparks; BB Microfilm Roll 90, pp. 643-5; Berliner)	5-10 mins	1	½ ?	
417.		Nov. 7, 1950. E of Lakehurst, New Jersey (40.01° N, 74.31° W). 7:15 p.m. USN pilot Lt. jg Robert Haven flying AD-4Q at 3,500 ft heading W saw a steady white 10-12 inch light to his right at about 4,000 ft 5 miles away heading SE, made a slight climbing turn to the left to get on the tail of the object but it responded by making a headon pass about 100-200 ft over the AD-4Q in a slight dive at high speed. Haven made a tight turn to pursue, noted no wash or slipstream from the object traveling at about 900 mph, which made 5-6 headon passes at the AD-4Q, climb rate >2,000 ft/min, chase abandoned at 11,500 ft., as object outmaneuvered aircraft. When jets arrived object reached about 25,000 ft and disappeared. (Sparks; Hynek UFO Rpt pp. 68-70; NARCAP)		3	1/2 - 1	
418.		Nov. 10, 1950. South Ruislip, England, UK. (Sparks; McDonald list)				
419.		Nov. 14-15, 1950. Key West, Florida (24.58° N, 81.80° W). (Sparks; McDonald list)				
420.		Nov. 23, 1950. Maxwell AFB, Alabama (32.37° N, 86.36° W). Thompson. (Sparks; McDonald list; Saunders/FUFOR Index)				
421.		Nov. 29-30, 1950. Knoxville & Oak Ridge, Tenn. (35.98° N, 83.92° W). Alpha and gamma radiation unexplainably increased in the Oak Ridge Labs Restricted Zone at 7:00 p.m. Nov. 29 during period of slow-moving radar targets tracked in the same Restricted Zone from 5 to 11 p.m. possibly due to anomalous propagation. (Sparks; BB files; McDonald list)				radioactivity
422.	845	Dec. 2, 1950. Nanyika [Nanyuki?], Kenya, Africa (0° 1' N, 37° 5' E). 10:50 a.m. Mr. and Mrs. L. Scott saw a pearly, iridescent object with a flattened top, spin while hovering, making a sound like bees buzzing. Only data in files from East African <i>Standard</i> newspaper. (Sparks; Berliner)		2		

423.		Dec. 6, 1950. NE of Limestone AFB, Maine. 10:30-11:04 a.m. (EST). National air defense alert. Search radar CPS-5 and height-finding radar TPS-10A at ADC Lashup radar site L-1, 128th AC&W Sq, Dow AFB, Bangor, Maine, and ADC Lashup radar site L-50 at Limestone AFB, tracked 40 unidentified radar targets like enemy bombers NE of Limestone on a 200° heading at 32,000 ft, which disappeared [near Dow AFB? in the radar blind zone above the site?]. White House notified at 10:32 a.m. President Truman discussed reports in meeting with British Prime Minister Clement Attlee. (Sparks; AF records)				
424.	848	Dec. 6, 1950. Ft. Myers, Florida (26.64° N, 81.87° W). 5 p.m. Former aircraft purchasing agent Harry Lamp and 4 boys, using 10x binoculars saw a 75 ft object, 3-4 ft thick, bubble on top, silver with a red rim having two white and two orange jets along it and a center that revolved when the object hovered. Object flew away at very high speed. (Sparks; Berliner)		5		binoculars
425.	849	Dec. 11 [18?], 1950. 10 miles NW of Gulkana, Alaska. 10:13 p.m. Crew of Northwest Air Lines flight 802 [and military ?] saw 2 white flashes, followed by a dark cloud which rose and split in 2. (Sparks; Berliner)		2+ ?		
426.		Dec. 14, 1950. Fairbanks, Alaska. 2:26-2:33 p.m. (AHST). Two F-80 jet pilots flying over Weeks International Airport, Fairbanks, at 8,000 ft at 380 mph IAS heading 90° [?] (Mag) sighted smoky contrail or column about 50 miles away near Mt McKinley, apparently emitted by a cigar-shaped or fuselage-shaped object, at estimated height 20,000 to 30,000 ft climbing to 55,000 to 60,000 ft. They turned to 210° Mag and climbed to pursue but could not intercept object clearly seen silhouetted against the sun [low on the horizon about 210° True azimuth], and abandoned chase near Clear, Alaska (at 64°19' N, 149°10' W). (Sparks; AFOSI rpt)	7 mins	2		
427.		Dec. 18, 1950. Oak Ridge, Tenn. (36.05° N, 84.20° W). Calkins. (Sparks; McDonald list; Saunders/FUFOR Index)				
428.		Dec. 27, 1950. Lakehurst, New Jersey (40.01° N, 74.31° W). Folean. (Sparks; McDonald list; Saunders/FUFOR Index)				
429.	864	Jan. 8, 1951. S of Ft. Worth, Texas (32.75° N, 97.32° W). 10:45 p.m. Mr. and Mrs. W. J. Boggus, plus unidentified drivers and passengers in other cars stopped to watch 2 stationary groups of red and green lights in triangular formations which then moved. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	4+		
430.		Jan. 12, 1951. Los Alamos, NM. 5 a.m. 10 Los Alamos Lab employees saw tear-drop shaped brilliant light with small tail descend slowly, sky lit up for 1 sec. (Sparks; BB NARA Microfilm Roll 85, p. 504; Maxwell Roll 1, p. 904)	1 sec+	10		
431.	868	Jan. 12, 1951. Fort Benning, Georgia. 10 (11:01?) p.m. U.S. Army 2nd Lt. A. C. Hale saw a light with a fan-shaped wake remain motionless like a star then speed away. (Sparks; Berliner; Saunders/FUFOR Index)	20 mins	9 ?		

432.		Jan. 14, 1951. Jolon [S of King City or near Salinas?], Calif. 11:40 a.m. Private pilot Rosenburg of Navion 4582K saw 3 rectangular objects with flat tops. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
433.		Jan. 14, 1951. Big Bear Lake, Calif. (34°15' N, 116°53' W). 12:38 p.m. Private pilot K. D. Hillman flying Navion aircraft with 3 passengers saw 40-50 ft [150? ft] circular object at 30,000 ft moving W towards Los Angeles. George AFB unable to scramble fighters because of a crashed aircraft on the runway. (Sparks; Project 1947; Saunders/FUFOR Index; NICAP)		4		
434.	1037	Jan 16, 1951. Artesia, New Mexico (32.84° N, 104.40° W). 11 a.m. A. V. Swearingen, photographer Raymond Dugan, pilot Raymond E. Stiles, and Alvin H. Hazel, members of a balloon project of General Mills Aeronautical Research Laboratory, while observing the project's 110 ft balloon at an altitude of 112,000 ft spotted a motionless dull white, round object 5/3 larger than the balloon, apparently higher than the balloon, which then flew off at high speed covering 45° in 3 secs [5+ miles/sec]. Other observers included 6 pilots on the ground and a newspaper reporter from Artesia. Shortly thereafter, the balloon crew, the manager of Artesia Airport, 3 pilots and 2 newspaper reporters saw 2 gray flat elliptical objects from the NW flying side-by-side, then circle the balloon and fly away to the NE. Note: In May 1952 AFOSI re-interviewed the witnesses to clarify a 1951/1952 date ambiguity. Vallee reports a still earlier sighting at 9:30 a.m. and that some witnesses to the initial 11 a.m. sighting reported 2 objects not one, which scattered then regrouped. (Sparks; BB Maxwell Microfilm Roll 9, pp. 743 etc.; Berliner; BB Rpt 6; cf. Hynek UFO Exp ch. 6, case DD-8; Vallee 1966; Loren Gross 1951 p. 4; Saunders/FUFOR Index; Joel Carpenter)	? + 40 secs	10+ + 7+	1/6 ?	
435.		Jan. 20, 1951. Sioux City, Iowa. 9:20-9:26 p.m. (CST). Capt. Lawrence W. Vinther, copilot James F. Bachmeier, passengers AF Colonel and aide, and CAA tower controller John M. Williams. At 9:20 the 2 CAA tower controllers sighted light in the W [NW?]. After Vinther's Mid-Continent Airlines DC-3 took off he was asked by the tower to look for light, then while still in a climbing 360° turn at about 1,000 ft they spotted object to the NNW at about 8,000 ft and 4 miles away that looked like a B-29 fuselage with wings but no engines, which blinked some lights like running lights. Object came at the DC-3, flew across the nose within 200 ft, they had to turn their heads to follow it then suddenly found it instantly appeared on the other side again, paralleled them for 2-3 secs, then flew under them and disappeared in 2-3 secs to the NW. (Sparks; Battelle Unknown No. 3; cf. NARCAP)	6 mins + [3 mins?]	6	60 ?	
436.		Jan. 21, 1951. Oak Ridge, Tenn. (36.06° N, 84.20° W). 6:20 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				

437.		Jan. 22, 1951. 50 miles SE [ESE?] of Holloman AFB, New Mexico. 10 a.m. (EST [sic; PST?] 11 ? a.m.). Pilots Capt. Ernest W. Spradley of Aerial Photo Lab and Capt. James E. Cocker of All-Weather Flying Division both AMC, Wright-Patterson AFB, Ohio, a General Mills Aeronautical lab project engineer Mr. McAleese and an airman, were flying in a C-47 heading E [ESE?] at about 11,000 ft [10,000-12,000 ft] and tracking a Project GOPHER plastic balloon at about 50,000-70,000 ft [70,000-100,000 ft] when they saw a bright star-like object hovering seemingly next to the pear-shaped balloon or above and to the side. As they approached and flew under the balloon they noticed the object descend to the balloon's level and grow larger in apparent size until about 1/4 to 1/2 the 70 ft balloon, when it appeared to be round and flat like a dime, milky white or silvery in color with a clear outline. Cocker and McAleese left the cockpit, went to the astrodome to observe the object. After 3 mins they saw the object separate from the balloon and head W at high speed, after about 1 min it emitted a series of 3 bright flashes like photo flashes at 1 sec intervals and disappeared from sight. (Sparks; BB Maxwell Microfilm Roll 8 pp. 956-9; Jan Aldrich; Saunders/FUFOR Index)	3-5 mins	4	1/20 – 1/10	
438.		Jan. 24, 1951. Westover AFB, Mass. 10:45 a.m. (Sparks; McDonald list; Saunders/FUFOR Index)	15+ mins			
439.		Jan. 26, 1951. Sea of Japan off coast of South Korea (at 36°40' N, 130°50' E). 2:05 p.m. Radar tracking of unidentified target at 3,000 knots (3,500 mph). (Sparks; Jan Aldrich; Saunders/FUFOR Index)				radar
440.	886	Feb. 1 [2?], 1951. Johnson AFB, Japan. 5:10 p.m. [?] Pilot and radar operator of F-82 night fighter saw an amber light make 3-4 360° turns to the right, reverse towards the F-82 then climb out of sight. (Sparks; Berliner)		2		
441.		Feb. 15, 1951. Sea of Japan off coast of South Korea (at 38°30' N, 130° 0' E). Early afternoon. Radar tracking of unidentified target at 12,000-14,000 mph. (Sparks; Jan Aldrich; BB files)				radar
442.		Feb. 19, 1951. Near Mt. Kilimanjaro, Kenya. 7:20 a.m. East African Airways Lodestar crew and several passengers saw stationary silvery elongated object. (Sparks; Project 1947; Saunders/FUFOR Index)	17 mins	several		
443.		Feb. 19, 1951. Rodeo, New Mexico. USAF? C-54 pilot saw a green flare [fireball?] pass his plane at 9,000 ft moving vertically [up?]. [Meteor?] (Sparks; BB NARA Microfilm Roll 85, p. 504; Maxwell Roll 1, p. 904; Project 1947; Saunders/FUFOR Index)		1		
444.	896	Feb. 21 [26?], 1951. Durban, South Africa (29°53' S, 31° 0' E). 4:55 a.m. 3 men in a truck and several other persons, none named, saw a dark red, torpedo-shaped object with darker center, fly straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	5+		
445.	897	Feb. 26 [25?], 1951. Ladd AFB, Alaska. 7:10 a.m. USAF Sgt. J. B. Sells saw a dull grey, metallic object, about 120 ft long 10-12 ft thick, hover, puff smoke and speed away. (Sparks; Berliner)	1-1.5 mins	1		
446.		March 9, 1951. About 20 miles SE of Tsushima Island, Japan (at 34° 5' N, 129°31' E). 2:25 p.m. Radar tracking of unidentified target at 3,350 mph. (Sparks; Jan Aldrich)				radar

447.		March 10, 1951. Chinnampo, Korea. 9:51 a.m. Crews of USAF B-29 bombers, including scanners and tail gunner, saw a large red-yellow glow burst and become blue-white. (Sparks; Berliner)	1 sec	9		
448.		March 12, 1951. Albuquerque, NM. Two witnesses saw a shining white ball-shaped object descend rapidly to the horizon. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)		2		
449.	907	March 13, 1951. McClellan AFB, Sacramento, Calif. (38.74° N, 121.35° W). 3:20 p.m. USAF 1st Lt. B. J. Hastie and Mrs. Rafferty saw a cylinder with twin tails, 200 ft long and 90 ft wide, turn N at incredible speed. (Sparks; Berliner)	2 mins	2		
450.	908	March 15, 1951. New Delhi, India (28°37' N, 77°13' E). 10:20 (9:50?) a.m. 25 members of a flying club, including the chief aerial engineer (Floats?) and his two assistants saw a metallic cigar-shaped object with white exhaust which turned black when it accelerated to about 1,000 mph and made a large loop. (Sparks; Berliner; Saunders/FUFOR Index)	7 mins	25		
451.		March 24, 1951. Holloman AFB, Alamogordo, New Mexico. 5:55-6:00 a.m. (MST). Project TWINKLE personnel photographed with a Leica 3c 50 mm camera an unidentified elliptical object with major axis 8.31 arcmins minor axis 6.343 arcmins (0.1385° and 0.1057°). (Sparks)	5 mins ?		1/4 (0.1385° major axis)	photo by observer network
452.		April 1, 1951. Los Alamos, NM. Los Alamos Lab employee saw bright oblong object moving slowly horizontally and vertically. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)		1		
453.		April 14, 1951. Yellow Sea (at 37° 9' N, 123°20' E). 1:22 p.m. Radar tracking of unidentified target at 3,755 mph. (Sparks; Jan Aldrich)				radar
454.	925	June 1 [May 31?], 1951. Niagara Falls, New York. 4:20 a.m. [GMT?] M/Sgt H. E. Sweeney and 2 enlisted men saw a glowing yellow-orange, saucer-shaped object with arc-shaped wings, fly straight up. (Sparks; Berliner)	30-40 secs	3		
455.		June 7, 1951. Los Alamos area?, NM. 11:10 a.m. Los Alamos Lab employee sighted pointed cylinder with cloth-like construction in vertical orientation fall into a canyon. Search party unable to find traces. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)		1		
456.		June 8, 1951. Los Alamos, NM. Los Alamos Lab employee sighted large reddish dot that turned bright green. (Sparks; BB NARA Microfilm Roll 85, p. 505; Maxwell Roll 1, p. 905)	3 secs	1		
457.		July 1, 1951. Seoul, South Korea (37°30' N, 127° 0' E). 10:50 [10:20?] p.m. USMC pilots flying 4 F4U-5N fighters with 1st Marine Air Wing saw several bright green spheres [fireballs?]. Ground radar confirmation [?]. (Sparks; Project 1947; Saunders/FUFOR Index)		4+ ?		radar?

458.		July 9, 1951. Near Dearing (25 mi W of Augusta) (at 33°28'N, 82°25'W), Georgia. 1:40-1:50 p.m. (EST). 1st Lt. George H. Kinmon, Jr., 160th Tactical Recon Wing, Lawson AFB, Columbus, Ga., flying F-51 fighter at 250-270 mph at 8,000-8,500 ft on heading 247° saw high speed white oval disc about twice size of his plane [or about 75 ft] [or 10-15 ft?] in headon collision from the direction of the sun [sun at about 237° azimuth 72° elevation] suddenly dive underneath narrowly missing his plane. He turned to pursue but couldn't find object, then 15 secs later the object made another headon dive at him, repeated it several times, on last pass climbed upward out of sight. [Conflicting account to AFOSI states after first dive object continued to barrel-roll around the plane for 10 mins, then disappeared under the plane. Pilot states object was 300 to 400 feet from plane and appeared to be 10 - 15 ft diameter.] Object flat on top and bottom, white not aluminum. Front view with rounded edges slightly beveled, and small crater-like spots. Top view as it dived, object appeared round and spinning clockwise. From front view as object dived observer noted no vapor trails or exhaust or visible system of propulsion. Speed that of jet plane. Pilot felt turbulent wake "bump" when object passed under plane. Object left the plane a few miles S of Milledgeville, and 15-20 miles from Macon. (Sparks; Weinstein; NICAP Hall UFO Evid p. 20; Uninvited Guests pp. 328-330; AFOSI files)	10 mins	1	5? 25?	
459.		July 9, 1951. Corona, New Mexico. 10:30 p.m. USAF Sgt. Meadows, security guard at Corona Experimental Radar Site, saw red glowing ball about size of full moon to the W descending into the tree line for 30 secs and afterglow seen another 10 secs. [Crescent moon was setting in the W about 268°-272° azimuth about 10-10:30 p.m. depending on height of mountains and tree line to the W. Probable IFO.] (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	40 secs	1	1	
460.		July 14, 1951. Holloman AFB, New Mexico. (Sparks; McDonald list; Saunders/FUFOR Index; UFO Evid I, pp. 77, 84)				film
461.	943	July 24, 1951. Portsmouth, New Hampshire. 7:10 p.m.? Hanscom AFB Operations Officer Capt. Cobb and Cpl. Fein saw a greyish 100-200 ft tubular object with many black spots, 5:1 length/width ratio, with fins at one end, fly 800-1,000 mph at 1,000-2,000 ft altitude, leaving a faint trail. (Sparks; Berliner)	20 secs	2	12 ?	
462.		July 30, 1951. Selfridge AFB, Mich. 5:14 a.m. (Sparks; McDonald list; Saunders/FUFOR Index)	18 mins			
463.		Aug. 8, 1951. NE of Port Clinton, Ohio. 2:10 p.m. USAF pilot Skelops (?) in flight and ground witnesses saw a 20 ft dark cigar-shaped object flying at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)		3+ ?		
464.		Aug. 21, 1951. Sea of Japan (at 41°55' N, 133°52' E). 12:05 p.m. Radar tracking of unidentified target. (Sparks; Jan Aldrich)				radar

465.	955	Aug. 25, 1951. Albuquerque, New Mexico. 9:58 p.m. (MST). Sandia Base Security guard Hugh R. Young and wife saw a flying wing-shaped craft pass overhead at about 800-1,000 ft altitude and 300-400 mph heading about 160° to 170° True, with no sound. Size estimated at 1.5x wingspan of B-36 bomber, or 350 ft. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of “wing.” (Maxwell BB Microfilm Roll 8 pp. 1324-1358; Berliner; Ruppelt; Grudge Status Rpt 1)	30 secs	2	40	
466.		Aug. 26, 1951. Larson AFB, Wash. (at 47°12' N, 119°18' W). 8:28-8:36 a.m. USAF Capt. Ernest W. Rees, senior radar controller, and other operators of two radars at USAF AC&W 637th Sq, Detachment 1, search radar CPS-1 and height-finder CPS-4 tracked 948 mph unidentified target at 13,000 ft heading N on course 340° Magnetic [= 362° or 002° True approx.] headed into the radar site [evidently from the S]. Tracked 95 miles in 6 mins [=950 mph] evidently the total duration was 8 mins, the accurate time plotting following an initial 2 mins of surprise from 8:28-8:30 a.m. (probably about 30 miles covered in the 2 mins for a total of about 125 miles in 8 mins). Object transmitted IFF Mode 1 signal in response to radar transponder interrogations from Larson AFB's TPX-22 interrogation set (possibly using KY-95 or KY-97 encrypted (?) signal generator) which appeared to be emitted twice by an APX-6 transponder or something simulating it on the UFO, at about 115 miles range and again at about 80 miles range, consistent with 10 sweeps (9 intervals) of the 4 RPM CPS-1 radar or 933 mph (whereas 9 sweeps would be 1,050 mph and 11 sweeps 840 mph). Height-finder CPS-4 briefly detected UFO, which was determined to be at 13,000 ft. CPS-1 low beam tracked the object but not the high beam. The 2-1/2° to 25° high beam only covered down to about 30,000 ft at 80 miles range and thus could not have detected the target at the much lower altitude of 13,000 ft. Object apparently left radar low beam between about 50 and 35 miles from radar station and was lost. Attempted scramble of F-86 interceptor too late, no contact from 17,000 to 25,000 ft [but this was wrong altitude, too high]. BB/Grudge listed case as “possible” electronic interference from another radar – an impossibility since two different radars tracked the same target on different frequencies, and the target was confirmed by IFF Mode 1 transponder signal response. The CPS-1 search radar transmitted between 2700 and 2900 MHz and the CPS-4 height-finder radar at 3200 MHz. (Sparks; Maxwell BB Microfilm Roll 8 pp. 1382-9; McDonald list; Saunders/FUFOR Index; Grudge Rpt 1; cf. Ruppelt pp. 96-98, 108-109)	8 mins	2+		IFF transmission, multiple radars

467.		Aug. 27, 1951. Vandalia, Illinois. Approx. 8-8:30 p.m. Private pilot Raymond Williams was on the runway about to take off when he saw a large blinding orange light to the SW, radioed the CAA tower but light went out. After takeoff he saw the object again, noticing it was not an airplane, the light was at one end of the object and had a small red light on top, and it came directly at him, circled his plane twice, then headed to W to Greenville. Williams followed, saw object circle Greenville twice then return E towards Vandalia. Commercial pilot at 20,000 ft radioed he also saw the object. (Sparks; Maxwell BB Microfilm Roll 8 pp. 1396-1401; NARCAP; Saunders/FUFOR Index; Grudge Rpt 2)		2		
468.	962	Aug. 31, 1951. Near Matador, Texas (34.01° N, 100.79° W). 12:45 p.m. (CST). Mrs. Tom Tilson, daughter Mrs. Eugenia T. Bethard were driving N on Hwy U.S. 70 from White Flatt to Matador, all apparently of excellent reputations, saw to the W a pear-shaped object the length of a B-29 fuselage (100 ft) or the size of a Matador railway freight shed (48 ft), aluminum or silver-yellow reflecting brightly in sunlight with a port or some type of aperture on the side, move with smaller end forward, drifting slowly at about 150 ft altitude about 200 ft (Bethard said 375-450 ft) in front of their car, then shot up in a circular fashion and out of sight to the E after a few secs. (Sparks; Maxwell BB Microfilm Roll 8 pp. 1408-29; Berliner; McDonald files; Jan Aldrich; Grudge Rpt 2)	few secs +	2		
469.	964	Sept. 6, 1951. Claremont, Calif. (E of Hwy 66?). 7:20 p.m. (GMT?). S/Sgt W. T. Smith and M/Sgt L. L. Deuel (?) saw 6 orange lights in an irregular formation, fly straight and level into a coastal fog bank. (Sparks; Berliner; Saunders/FUFOR Index)	3-4 mins	2		
470.		Sept. 9, 1951. About 50 miles off coast of North Korea (at 39° 5' N, 128°40' E). 6:50 p.m. Radar tracking of multiple unidentified targets at 900 mph. (Sparks; Jan Aldrich)				radar

471.		Sept. 10, 1951. 3 miles NE of Asbury Park, New Jersey. 11:35-11:37 a.m. (EDT) USAF pilots Lt. Wilbert S. Rogers and Major Ezra S. Ballard flying in a T-33 at 20,000 ft from Dover AFB, Delaware, to Mitchel AFB, New York, on a NNE course at 450 mph saw a silvery metallic discus-shaped 30-50 ft object (or up to B-17 size ~100 ft) to their left at the 11 o'clock position below their altitude viewed against the Sandy Point area and silhouetted against the ground. Rogers turned gradually left and descended to intercept the object which then banked, revealing its flat round "discus" shaped profile, no appendages, no trail. UFO sped faster on the turn than the T-33, on the outside of the T-33's turn but accelerating ahead of it, covering an estimated 30-50 n.mi. in 2 minutes (about 1,000-1,500 mph), and seen projected against the ground near Red Bank and Freehold, New Jersey, as the T-33 descended to 17,000 ft, accelerated to 550 mph, covering about 120° of its 360° turn during the sighting. The object passed within about 8,000 ft distance of the T-33, descending from about 12,000 to 5,000 ft and headed at high speed out to sea near Pt. Pleasant at about 120° heading until disappearance. Radar sightings earlier in the morning at Ft. Monmouth Army Signal Corps Labs, ending about 11:18 a.m., were inconclusive. (Sparks)	2 mins	2	2/5 – 2/3	
472.	969	Sept. 13, 1951. Goose Bay, Labrador, Canada (53.33° N, 60.41° W). 9 and 9:15 p.m. (9:30?) (AST). 1932nd AACS Sq, Goose AFB, T/Sgt Warner B. Maupin, Cpl. John W. Green operators of GCA radar tracked 2 objects on a collision course, then one evaded to the right upon the request, by radio, of one of the radar operators (!). No aircraft were known to be in the area except the C-54 en route to landing at Goose AB which arrived during the second radar tracking (the 3rd object at 10:15). First target strong and steady radar return at 4,000 ft and 140 mph covering 7 miles in 3 mins. About 3 mins later 2nd target observed with weak intermittent return above 5,000 ft level of GCA radar, 3rd target similar and with similar speed appeared after first 2 disappeared. No visuals despite efforts by radar crew, tower crew and C-54 crew. (Berliner; McDonald files; Jan Aldrich; NICAP; NARA BB-AFOSI Microfilm Roll 89, pp. 1202-6)	3+ mins + ?	2		radar
473.		Sept. 17 [16?], 1951. 3 miles NE of Marion, Ohio (40.58° N, 83.13° W). 12:17 p.m. Cessna pilot Grover saw a black swept-wing object at 2,800 ft in near collision with his aircraft. (Sparks; Project 1947; Saunders/FUFOR Index)		1		

474.		Sept. 17, 1951. Hudson Strait (at 61°30' N, 68°50' W) to Baffin Island, Canada. 10:20-11:55 p.m. (EST). USAF B-36 radar operator Major Paul E. Gerhart and navigator Major Charles J. Cheever on a flight from Goose Bay, Labrador, to Resolute, North West Territories, heading NW at 208 knots (239 mph) over Hudson Strait, picked up radar interference which came from an unidentified aircraft at relative bearing 130° (to the E) at 28 nmi (32 miles) heading away. Anti-jamming device on the APQ-24 radar was turned on at 11:20 p.m. but did not affect the jamming on the radar scope. At 11:35 jamming covered 120° of the right side of the radar scope and then an unidentified aircraft was seen visually on the right side of the B-36, which was then at 18,000 ft (at 65°40' N, 71°40' W) (over SW Baffin Island). Object had "unconventional running lights" all white instead of red-green, with twin white flashing tail lights, traveling about 30 knots faster than the B-36, crossed the front from right to left heading 334° true towards the NNW, and was in view about 20 mins [to a distance of about 12 miles]. While object was still visible, at 11:50 p.m. the B-36 autopilot and APQ-24 radar set went out, the latter returning after a few mins about when the object disappeared. ECM operators S/Sgt. Donald E. Jenkins and S/Sgt. Doty T. Larimore on 2 B-36 flights from Goose to Resolute while still over Labrador the next day detected carrier wave signals at several frequencies and some radar-like pulses at other frequencies, all below 1,000 MHz. (Sparks; Jan Aldrich; USAF AIIR AIR-17-51, Oct. 10, 1951; NARCAP Case 13; cf. Hynek UFO Exp ch. 7, case RV-11)	1 hr 35 mins			RV, radar jamming
475.		Sept. 18, 1951. ADC radar sites P-34 (Empire AFS, Mich.), P-31 (Elkhorn AFS, Wisc.), P-69 (Finland AFS, Minn.) 4:35-5:31, 7:10 a.m. USAF CPS-6B and CPS-5 radar tracks of 6,000 mph (intermittent?) targets. (Sparks; McDonald files; Jan Aldrich; Grudge Rpt 1; Saunders/FUFOR Index)	1 hr +	multiple		multiple radar

476.		Sept. 23, 1951. About 30 miles W of Long Beach Airport to Camp Pendleton, and March AFB, Calif. 6:55-9:25 a.m. (PST? PDT?). 2 F-86 jet interceptors were scrambled [launched?] from George AFB, near Victorville, Calif., on a routine mission then vectored by air defense GCI radar [KILL DEER?] to [a target?] at 33°50' N, 118°40' W (off the coast about 30 miles W of Long Beach Airport), where the jets circled and headed E toward Long Beach when an object was seen at 12 o'clock high position at 7:15 [7:55?] a.m. in a left orbit at about 50,000 ft, above the F-86's, appearing to be a bright silvery aircraft with highly swept back 45° wings. The F-86's tried to climb to intercept the object but it climbed away in response. Another 2 F-86's were scrambled from George AFB at about 8:00 a.m. as the first 2 were running low on fuel and were released to return at 8:10-15 a.m. when the 2nd flight arrived. The 2nd pair of F-86's was vectored by GCI radar to 33°20' N, 117°30' W (Camp Pendleton), arrived there at 8:10 a.m. at 43,000 ft [and circled?], spotted the object at 1 o'clock high back to the N toward Muroc/Edwards AFB appearing at about 50,000-55,000 ft in a controlled orbit right and left, appearing as a swept wing aircraft that sped up when the F-86's tried to close and the object was found near March AFB, Riverside, to the NNW but they broke off intercept because of low fuel at about 8:20-25 a.m., landing at 8:45 a.m. 3rd flight of 2 F-86's scrambled [at about 8:45 a.m.??] from George AFB [?] saw the object shortly after takeoff seeming to be heading S as F-86's made climbing turns up to 43,500 ft under the swept-wing object (per one pilot) or round silvery object (per the other pilot) (at 55,000? ft over the San Bernardino Mtns. ?) until breaking off intercept at about 9:25 a.m. [A 7th F-86 was scrambled to the S toward Long Beach but the UFO was gone.] (Sparks; GRUDGE Rpts. 1 and 2; Ruppelt pp. 94-95)	1.5+ hrs	7+ ?	1/2 ?	RV?
477.	980	Oct. 2, 1951. Columbus, Ohio (39.98° N, 82.99° W). 6 p.m. Battelle Memorial Institute physicist Howard Cross was in his car parked at Ohio State Univ. when he heard a loud noise from a DC-3 and looked in the sky to where it was coming from. He noticed what he first thought (as he escalated hypotheses) was a light flash like “sun reflecting from mirror,” then tried to explain it as a balloon, then a parachute (but object was not falling). The object was in the SE [?], above and to the W of the DC- 3, which was at roughly 1,000 ft height heading E, size “somewhat smaller” than the DC-3 fuselage, flying away from him in straight and level flight at “high speed” to the W into the wind (as checked with weather reporting), appearing as a bright oval with a clipped tail [or a shield or half-moon shape] with curved side always up as it traveled with the flat face forward, changing to an orange color as it faded into the distance. (Sparks; BB Maxwell Microfilm Roll 9 pp. 231-7; Berliner)	1 min	1	[2-10??]	Battelle physicist Howard Cross

478.	984	Oct. 3, 1951. N of Kadena AFB, Okinawa (radar at 26°24' 55" N, 127°47' 49" E elev. 750 ft). 10:27-10:30 p.m. (1327-1330Z). USAF 529th AC&W Group, GCI Station Site #51 "A" Radar operators Sgt. Melvin W. Watson, Pvt. Manuel M. Gonzales and Senior Radar Mechanic Sgt. James E. Biscanto radar tracked a large, sausage-shaped blip (apparent echo size 4 miles x 2 miles), enlarged possibly due to effects of the blip being a transponder signal from the UFO, logged as Air Defense Control Center (ADCC) Track No. 86, tracked at about 2,520 to 4,800 mph [varying from about 2,400 mph to 4,800 mph] from azimuth 14° (almost NNE) slant range 90 statute miles at 27°42' N, 128°10'E, to 340° azimuth (almost NNW) slant range 152 statute miles at 29°59' N, 127°25' E, [a distance of 60 miles on a heading of 331°] in 7 sweeps of the CPS-1 radar (15-sec sweep rate) high beam (transmitting at 2860 MHz, covering about 3-1/2° to 25° elevation). Watson missed detection on 6th sweep due to adjusting range setting. Then Gonzales tracked target, apparently at about 45,000-49,000 ft transition altitude from high to low radar beams, brighter than average echo and very large in size (3x the size of a B-29 echo, measuring apparent echo size 2-1/2 to 3 miles x 6-8 miles) in about 5-6 sweeps of the low beam (2700 MHz apparently covering 0° to 2-1/2° elevation) swerving to a due N heading disappearing suddenly in the middle of the 2nd pulse in the last sweep, without fading on any sweep, at azimuth 355° slant range 247 statute miles. Gonzales missed about 1-2 sweeps while adjusting range setting. CPS-1 PRF rate 350 pulses/sec, pulse duration 1 microsec, horizontal beam width 0.8° to half power. FEAF (Far East AF) and Philco radar experts believed UFO was amplifying radar echoes by transponder (non-encrypted non-IFF), but only on the CPS-1's frequencies of 2700 and 2860 MHz and not on the allocated beacon frequency of 2907 MHz or in the L-band and P-band frequencies of other nearby radars, types CPS-4, TPS-1B, and SCR-270DA, which did not detect the UFO. Radar site attempted to radio report of tracking to Itazuke ADCC at 10:35 and 10:50 p.m. but was blocked by "heavy CW [continuous wave] (code) interference" on HF at 5.85 MHz. (Sparks; BB Maxwell Microfilm Roll 9 pp. 257-332; Berliner; Saunders/FUFOR Index; Joel Carpenter)	3 mins	3		radar; possible UFO transponder transmissio ns
479.		Oct. 7, 1951. A few miles off coast of Honshu, Japan (at 37°37' N, 137°15' E). 7:37 p.m. Radar tracking of unidentified target at 420 mph. (Sparks; Jan Aldrich)				radar

480.	985	Oct. 9, 1951 5 miles E of Terre Haute, Indiana (39.48° N, 87.42° W). 1:42 [1:43?] p.m. (CST). CAA Chief Aircraft Communicator Roy Messmore at Holman Municipal Airport saw a flash on the distant SE horizon then a growing pinpoint of a rapidly approaching object appearing as a silvery "flattened tennis ball" when directly overhead disappearing to the NW [or SE??] after traveling from horizon to horizon in 15 secs, no sound or trail. Pilot Charles Warren at 5,000 ft flying W from Greencastle, Ind., to Paris, Ill., at location E of Paris (about 15 miles NW of Terre Haute) at 1:45 p.m. CST saw silvery "flattened orange" appearing stationary at first to the left rear (SE? or E? towards Holman Airport?) for a few secs (or longer?) then Warren banked in a tight left turn to pursue the object when it suddenly picked up speed and headed off NE towards the S of Newport, Ind. (Berliner; cf. Ruppelt pp. 112-3; Grudge Rpt 1)	15 secs + ?	3?	4 + ?	
481.		Oct. 10, 1951. 10 miles E of St. Croix Falls, Wisc. (at 45°24' N, 92°28' W). About 10:10 a.m. Private pilot Jack Donaghue and aero engineer Joseph J. Kaliszewski, Supv. of Balloon Manufacture, both with General Mills Aero Labs, were flying in a light plane at 6,000 ft heading 230° climbing toward a large balloon their team had launched, which was at about 20,000 ft and 6 miles to their SE, when they saw a strange object traveling E to W much higher than the balloon, about 1/4 apparent size of balloon [which itself was about 80 ft??] first at a slight dive, leveling off about 1 min, slowing down, then making sharp left turn and climbing at an ascent angle of 50°- 60° into the SE with a "terrific acceleration," having covered about 45° (or 40°-50°) of sky total. No vapor trail. See next day's sightings (below). (Sparks; Project 1947; Saunders/FUFOR Index)	2 mins	2	1/15 ?	aero engr
482.	989	Oct. 11, 1951. Few miles N of Minneapolis, Minn. (44.97° N, 93.27° W). About 6:30 and 8:30 a.m. General Mills Aeronautical Labs balloon researchers during Project GRAB BAG balloon launch, including aeronautical engineer Joseph J. Kaliszewski, aerologist Charles B. Moore, pilot Richard Reilly in the air heading E at 10,000 ft, and Douglas Smith and Richard Dorian on the ground at Univ. of Minnesota Airport (also Zuckert). Flight crew saw the first object, brightly glowing with a dark underside and halo around it appearing to be SE of UM Airport. Object arrived high and fast traveling E to W at about 5°/sec angular velocity (using fix point of windshield divider for stable reference), then slowed and made slow climbing circles "like falling oak leaf inverted" for about 2 mins, and finally sped away to the E with rapid acceleration. Reported by radio to and confirmed by ground observers Smith and Dorian at Univ. of Minn. Airport using a theodolite, of a cigar-shaped object seen only in brief glimpses due to high angular speed as it sped across the sky. Soon they saw 2nd object (about 8:30 a.m.), traveling W to E. See previous day's sightings (above). (Sparks; Berliner; Saunders/FUFOR Index; McDonald)	5 mins + few secs	6		theodolite C. B. Moore

483.		Oct. 16, 1951. W of Whidbey Island NAS [S of Port Angeles?], Wash. (at 47°45' N, 123°30' W). 11:01 a.m. USAF pilots flying 3 F-94 fighters and USN ground personnel saw a round medium-grey object at high speed and high altitude, no sound. (Sparks; Project 1947; Saunders/FUFOR Index)	50 mins	4+		
484.		Oct. 18, 1951. 140 miles from Tsingtao, China over Yellow Sea (at 35°48' 38°48' N, 123°16' E). 3 a.m. [2:33 a.m.?] Gregory and other USN crew of PBM Mariner type BD-5 saw long orange-red conical flame change to white-orange. Airborne radar tracking [?]. (Sparks; Project 1947; Saunders/FUFOR Index)	16 mins			radar
485.		Oct. 21, 1951. 20 miles E of Battle Creek, Mich. (at 42°19' N, 84°55' W). 12:50 p.m. [10:25 a.m. CST?] Private pilot N. Manteris flying Navion aircraft (s/n N21424) at 4,000 ft saw a silver oval domed disc-shaped highly polished object closing at high speed on collision course at about 3,000 ft, pass underneath his plane, he turned 180° to pursue but it was gone. No trail or vents, upper surface had an indentation for a crown or dome. (Sparks; Project 1947; McDonald list; GRUDGE Rpt 1; NARCAP)	3-5 secs	1		
486.		Oct. 21, 1951. North Truro, Mass. 11:18-11:22 p.m. (EST) [1:30 and 9:30 p.m.?] (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	4 mins + 2 mins			
487.		Nov. 2, 1951. E of Abilene, Texas. 7:15 a.m. Crew of American Airlines DC-4 flying Los Angeles to Dallas, at 4,500 ft, saw a bright green projectile-shaped object, about same size as DC-4, streak past at about same altitude and same E heading. Object left trail then exploded, shooting red balls of fire in all directions. Green fireball sighted in Ariz., NM, Texas, Okla. Radiant about 3.5 hrs RA, 0° Dec (Taurid fireball? 3.5-4 hrs RA, +13° to +22° Dec.). (Sparks; LIFE Incident 10?; Saunders/ FUFOR Index?; Keyhoe 1955, pp. 92-93)		165+		
488.		Nov. 2, 1951. 30 (35?) miles N of Mojave, Calif. (35.06° N, 118.16° W). 11 p.m. Bromley and another forest observer in a canyon saw a 30 ft disk-shaped flying object in the SW, 10 ft thick, blue-green, well-defined, surrounded with a glow of same color. Stopping their jeep, they signaled to the object, which approached within 10 [?] ft, flew away, seemed to play with them, vanished "like a magician's trick." (Vallée Magonia 85; Saunders/FUFOR Index)		2	120 ?	
489.		Nov. 18, 1951. Washington, D.C. 3:20 a.m. Crew of Capital Airlines Flight 610 and Andrews AFB senior air traffic controller Thomas E. Selby, and Wash National Tower personnel, saw a brilliant object with several lights, follow the DC-4 for about 20 miles then turn back, with no ground radar tracking [?], airborne F-94 callsign Redman 22 vectored S of Andrews but saw nothing. Selby refuted suggestion it was planet Venus (or a star) because "I saw it pass under Venus, headed south." (Sparks; Fold3 BB; Berliner; Saunders/FUFOR Index)	7? mins	3+		

490.		Nov. 24, 1951. Mankato, Minn. (44.16° N, 93.98° W). 3:53 p.m. One of 2 USAF pilots flying P-51 fighters flying W at 25,000 ft, 210 knots IAS, Capt. William Fairbrother, saw a white 8 ft flying-wing-shaped object hovering then pass 100 ft over and 100 ft to the left of his fighter, he immediately turned 180° to follow but could not find object. (Sparks; Project 1947; NARCAP; Saunders/FUFOR Index)	6 secs?	1	8	
491.		Nov. 24, 1951. Coopersville, Grand Rapids, Battle Creek and Selfridge AFB, Mich. 6:24 p.m. (EST). Capital Airlines Flight 94 pilot and several control tower and other ground observer(s) saw a large round object flying at 500-1,000 ft height at about 1,000 mph in the ESE headed W. Possible meteor fireball. (Sparks; BB files; Grudge Status Rpt 2; Project 1947; Saunders/FUFOR Index)	5-6 secs	7+		
492.		Nov. 26, 1951. 25 miles E of Milwaukee, Wisc. (43.03° N, 87.93° W). 4:23 a.m. (CST). Capital Airlines DC-3 pilot Larry Schroeder and copilot, and another pilot and copilot on a different Capital flight, saw an orange ball of fire with blue tail flying on a level trajectory. (Sparks; Project 1947; Saunders/FUFOR Index)	10-35 secs	4		
493.		Dec. 1951. NW of Peru, Nebraska. 3 a.m. Mr. Barry from Lincoln driving to Indiana saw a blue light in the NW, vanish to the SE. He missed a turn, went back toward Auburn, when NW of Peru he saw an orange glow in the sky from a cauldron-shaped object on the ground, about 40 ft from the road. He stopped to examine the 30 ft diameter cast-iron object, with a row of 10-inch round windows 1 ft from the top, glowing orange; on the other side a blue flamelike glow. No noise, no sign of life or activity, no antenna or protrusion. Witness drove away. (Sparks; Vallée Magonia 86; Saunders/FUFOR Index)		1	80	
494.	1021	Dec. 7, 1951. Oak Ridge, Tenn. (at 35°56' N, 84°25' W). 8:15 a.m. AESS guard J. H. Collins in Tower #14 W of K-25 Gaseous Diffusion Plant, ORNL, [at about 700-800 ft ASL] saw a 20 ft square object, white-grey but not shiny, like a piece of canvas with no markings, to the NNW about 300 ft above ridge about 1 mile away [Blackoak Ridge, height about 1,000-1,100 ft ASL], fly vertically into the clouds at about 6,000 ft ASL and back again 300 ft above ridge, taking 30-40 seconds each time traveling at constant speed like that of conventional aircraft [roughly 100 mph at about 4,600 ft in 30-40 secs]. On second rise object climbed at 45° angle to the left and into the clouds then emerged out of the clouds diving straight down to 300 ft above ridge. Object circled slowly as it rose a third time at a 20° angle into the clouds again finally disappearing. Always kept broadside to witness. No sound or smoke. Report mistakenly treated as ground intrusion, thus GCI radar not alerted until 10:02 a.m., and F-47 fighters dispatched found nothing. (Sparks; BB Maxwell Microfilm Roll 9, pp. 640-4; Berliner; Saunders/FUFOR Index)	2 mins	1		
495.	1023	Dec. 7, 1951. Sunbury, Ohio. 4:30 p.m. Amateur astronomer Carl Loar saw a silvery sphere through telescope; 2 specks sighted at sides, object seemed to explode was then replaced by a dark cloud and many specks. (Sparks; Berliner)	30 mins	1		telescope

496.		Dec. 12, 1951. 5 mi SE of Hastings, Minn. 3:50 p.m. (CST). USAF 133rd FI Wing pilot Donald K. "Deke" Slayton [future NASA astronaut] flying F-51 fighter at 10,000 ft at 280-300 mph heading [NW] back to Wold-Chamberlain Field, Minneapolis, Minn., saw a 1-1/2 to 2 ft white (or gray) object off his left wing about 1 mile away and 1,000 ft below flight level [about 10° below local horizon or 8° below earth's horizon] at (about 8 o'clock position) looking like a kite at first, then like a weather balloon then 2 rapidly counterclockwise revolving discs overlapping with centers about 1 ft apart. He went into left 180° turn to intercept, approached to about 1,500 ft [heading SE] with object at about 1 o'clock (level ?) position, object accelerated to about 380-400 mph turning to the left, Slayton made 30° bank to turn left with object, but object outpaced him on the outside of turn [heading roughly SW at end of turn], changed appearance to look like a single object, then it made a sudden 45° climbing left turn, accelerated and disappeared. In 1980 Slayton estimated angular size as grapefruit at arm's length or about 11° but size/distance data indicate about 0.1°. Wing Intell officers told Slayton a balloon research team [General Mills] sighted the same or similar UFO traveling 4,000 mph near a large balloon [Skyhook?] launch. (Sparks; Maxwell Microfilm Roll 1, pp. 537-8, 563-4, Roll 9, pp. 660-5; BB Grudge Status Rpt. 2, pp. 3-4, Rpt. 3, pp. 5-6; Project 1947; Richard Haines; Slayton autobiography; etc.)	3-4 mins	1 [several?]	1/6	future astronaut Deke Slayton; possible independent sighting by research balloon crew
497.	1011	Dec. 18, 1951. Andrews AFB, Washington, D.C. Civilian pilot. [Nov. 18, 1951, case??] (Sparks; NARA)		1?		
498.		Dec. 22, 1951. Near Reynoldsburg (near Port Columbus), Ohio. 10:30 a.m. (EST). USAF F-84C pilot Capt Walter J. Koby, 166th FI Sq, Lockbourne AFB, at 15,000 ft 225 knots (260 mph) heading W at 270° saw an aircraft like an F-84 but without a tail rotating on its longitudinal axis and flashing in the sun at a rate of about once every 5 secs, 10+ rolls in 1 min. Object was at 2 o'clock position high, to the WNW on a reciprocal heading about 100° (about ESE) at estimated speed 300+ mph over initial spot 5 mi E of Columbus at 82°50' W, 39°59' N near Port Columbus, at about 20,000+ to 25,000 ft [distance about 5-6 miles] if the size of an F-84. Koby turned to intercept object but lost it in sun's glare (in the SE) still "rolling" or "tumbling." Koby conducted a search but could not find object. Koby had radioed his squadron but none of their aircraft were in his area. Weather balloon launched at 10:00 a.m. from Columbus Airport evidently burst at about 9,000 ft at about 10:09 a.m. and would have been on the ground for about 20 mins when sighting occurred. (Sparks; BB files; McDonald list; GRUDGE Rpt 3; Project 1947; Saunders/FUFOR Index)	1 to 1-1/2 mins	1		
499.	1013	Dec. 24, 1951. Mankato, Minn. Military witness(es). [Nov. 24, 1951, case??] (Sparks; NARA)				

500.		Jan. 1952. Weston, Wyoming. 10:30 p.m. 38-year-old rancher saw a "shooting star" suddenly stop in mid-air between him and a mountain, spinning clockwise, with one red window periodically facing the observer, went down toward the Little Powder River, come up again. He turned his car to send light signals, object seemed to respond by stopping its red window to face witness. Spinning resumed, object rose and came down. Similar object arrived, then both went into the deep valley out of sight. (Sparks; Vallée Magonia 88)		1		
501.		Jan. 20, 1952. Fairchild AFB, near Spokane, Wash (at 47.62° N, 117.67° W). 7:20 p.m. 2 M/Sgts. in Intelligence saw a large bluish-white spherical object with long blue tail in the E about 2 miles away traveling N on a horizontal path below and seen against solid overcast cloud cover at 4,700 ft, speed later estimated at 1,400 mph, no sound, disappearing in the W. (Sparks; Ruppelt pp. 12-3; Saunders/FUFOR Index)	15 secs	2 [3?]		
502.		Jan. 21, 1952. 3 miles ESE of Mitchel AFB runway 30, New York (40.73° N, 73.59° W). 9:50 a.m. (EST). USN pilot Lt. James R. Zeitvogel, USN Special Devices Center, Long Island, flew USN TBM-3W bomber heading 45° (NE) at 160 knots (200 mph) at 6,000 ft shortly after takeoff from Mitchel AFB, sighted a 20-30 ft white circular domed or parachute-shaped, with parachute-like segmentation and dark underside, about 1/3 ratio thickness to diameter, which appeared to be about 1-1/2 miles to the WNW or half way between TBM and end of runway 30 at Mitchel AFB, silhouetted against the ground at a depression angle of about 45° at a very low altitude of 200-300 ft (consistent with ground range of 1-1/2 miles from TBM at 6,000 ft height). Pilot then chased object which was at first traveling about 300 knots (350 mph), by turning left in the TBM in a sharp 2-3 g turn, having to bank at almost 90° to see the low altitude object about 1-1/2 mins into sighting when TBM about completed 360° turn, object cutting on inside of TBM's turn apparently accelerating. Object at about 2 mins into sighting started climbing in altitude while still accelerating, disappearing suddenly not due to distance about 7 miles to the SW at 500+ knots (600+ mph) and about 10° above TBM's horizontal level. (Sparks; GRUDGE Rpts. No. 3, p. 8, No. 4, pp. 9-11ff.; Project 1947; NICAP)	2-1/2 mins	1	1/3 to 1	

503.	Jan. 22, 1952. S of Nenana, Alaska (64°35' N, 149°05' W). 12:18-2:03 a.m. (AHST). USAF Lt. Arthur L. Boyd, Jr., and 2nd Lt. John G. Frost, CPS-6B radar operators at ADC radar site F-2 Murphy Dome AFS (at 64°57'07" N, 148°21'24.5" W, elev. 2,900 ft, about 19 miles WNW of Fairbanks, Alaska), tracked an outbound target at 210° (True) [209°] azimuth at 62°22'N, 151°25'W [about 202 mi range] traveling at about 1,500 to 2,400 mph, and after 10-12 radar sweeps 12 secs each [actually after 7 mins or ~35 sweeps], urgently called twice (at 12:25 and 12:26 a.m.) for interception, and a USAF F-94A jet, pilot Lt. Clyde E. Garrett and radar observer Capt. Verl D. Ramey, call sign "Concrete Red," was scrambled from 449th Fighter Interceptor Sq, Ladd AFB, airborne at 12:33, and directed by Murphy Dome radar site GCI to head towards Nenana (Point J or Jig) at 215° Mag [~240°-245° True depending on exact location]. Unidentified target reversed direction to inbound at about same azimuth at maximum range reached at 12:20 a.m. [at ~61°56'N, ~151°57'W, range ~237 mi, azimuth 210°] at high speed [average velocity 12:18 to 12:25, about 205-210 mi in 7 mins = 1757 to 1800 mph], reversing direction multiple times, reaching minimum azimuth 207° azimuth at 12:45 a.m., till disappearing at 12:47 a.m. at 212° azimuth at 63°25'N, 150° [24'] W [~123 mi range]. There were two intervening periods of target disappearance from 12:25 to 12:32 then from 12:35 to 12:40 a.m. [when the target possibly moved at 1500+ mph to S of Nenana closer to the F-94], with target reappearing each time within a few miles of the disappearance points. Possible confirmation by Fire Island CPS-6B radar site F-1 (at 61°08.5' N, 150°13' W, elev. 300 ft). At about 12:37-12:39/41 a.m., a separate and more local unidentified target was tracked by Murphy Dome which vectored the F-94 along F-94 heading of about 255° to 260° [this was possibly the distant target during its seeming disappearance from about 30 mi NE of Mt McKinley, which may have moved at 1500+ mph to the S of Nenana then back again to 30 mi NE of McKinley]. At about 12:41 the F-94 was vectored to a 2nd local target by Murphy Dome. F-94 turned S and then onto a heading of 150° (about SSE) to attempt to intercept until about 12:45 when target was lost and also F-94 itself was lost from Murphy Dome radar. (Continued in next entry)	1 hr 45 mins	4+		ground and airborne radars

		Jan. 22, 1952. S of Nenana, Alaska (Continued) At 12:52 to 12:53 a.m., unidentified target was tracked inbound heading N [NNE] towards Murphy Dome radar from 210° [±5°] azimuth at 45 miles range for about 1 min [48 secs], shortly confirmed by F-94's APG-33 airborne fire-control radar as F-94 flew on heading of about 18° (about NNE), including one brief lockon. On a counterclockwise sweep, the UFO target reversed course with 180° turn over an 8-mile radius [actually diameter chord of circle] of turn [roughly 11 to 17 g's] and headed outbound at 1,500+ mph heading 210° [±5°] and away from radar site. [Diameter chord of 8 mi hence with circle arc of ≈25 mi in two radar sweeps of 24 secs would mean target speed ≈1900 mph, better fits UFO target speeds, whereas quarter-circle chord of 8 mi with circular arc of ≈18 mi would mean a speed ≈2700 mph.] At same time, 12:52-12:53 a.m., F-94 at 30,000 ft altitude, detected at range 24,000 yards (≈13.6 mi) 2 UFO targets at about 25,000 ft, one faint the other very bright on airborne radar scopes, immediately to rear of main blip was the "ghost like image" of the main blip of identical size, both sharp and well-defined [only the bright target was detectable on the Murphy Dome radar], at 40° to the right [~58° azimuth about ENE at about 12:52:20 a.m.] rapidly crossing over to the left to disappear at range 200 yards 55° left of heading [thus ~323° azimuth, about NW, at about 12:52:48 a.m.], in exact agreement with Murphy Dome radar at the same time. F-94 closure rate with UFO was too rapid to follow by hand control of F-94 radar antenna hence was unable to lock on except at one point briefly. UFO disappeared at about the same time on both Murphy Dome and F-94 radars. An hour later, after patrolling the area pursuing vectors from Murphy Dome radar control, F-94 headed NE about 35 miles SSW of Nenana to return to base when both pilot and radar observer picked up a target on their radar scopes [at about 1:59-2:03 a.m.] at 12 o'clock low (10° below) position at 24,000 yards (≈13.6 mi). Radar observer immediately obtained lock-on, pilot dropped F-94 to 25,000 ft with 100-knot closure rate [at about 450 mph], no visual contact, slowed F-94 at range 2,000-3,000 yards (≈1.1 to 1.7 mi) to try to reduce closure rate, but unsuccessfully. At 800 yards (≈0.5 mi) pilot pulled up slightly and UFO was at 5° low, dead ahead 12 o'clock position. Pilot then had to pull up abruptly at 200 yards (≈0.1 mi) distance to avoid collision, UFO still at 5° below, dead ahead, broke radar lock-on, about 15 miles S of Nenana [at about 12:52:48 a.m.], and target vanished. F-94 circled area twice then released to return to Ladd AFB at 2:13 a.m., landing at 2:29 a.m (Sparks; Pages mostly illegible: Maxwell BB Microfilm Roll 9, pp 817-9; AFOSI report NARA-PBB92-520 to 526; BB Status Rpts 6+7; McDonald files; Jan Aldrich; Saunders/FUFOR Index; cf. Ruppelt)	1 hr 45 mins	4+		ground and airborne radars

504.		Jan. 29, 1952. 30 miles SW of Wonsan, South Korea. 11 p.m. USAF crew of B-29 flying at above 20,000 ft and 148 knots (170 mph) ground speed saw an orange luminous rotating and pulsating 3 ft sphere [or disc?], with blue flame halo, follow the B-29 at a distance of about 600 ft at the 8 o'clock position advancing forward to 9 o'clock then falling back to 8 o'clock [at one point almost withdrawing from view then returning?]. (Sparks; LIFE Incident 9; Project 1947; Loren Gross)	5 mins [1 min?]	3	1/2	
505.		Jan. 29-30, 1952. Sunchon, South Korea. 11:24 p.m. USAF crew of B-29 at 20,000 ft and 125 knots (144 mph) ground speed saw an orange sphere follow the B-29 at their level or slightly below [sun-like in brightness and 600 ft away?]. (Sparks; LIFE Incident 9; Project 1947; Loren Gross)	1 min [5 mins]	2+		
506.		Feb. 1, 1952. 10 miles W of Terre Haute, Indiana. 9:30 p.m. Military aircraft pilot saw a close group of moving lights changing color from blue to green to yellow. (Sparks; Project 1947; BB files??)		1		
507.		Feb. 2, 1952. About 40 miles E of Pusan, South Korea (at 35° 0' N, 129°40' E). 10:30 and 10:40 a.m. Radar track of 767 mph unidentified target. 2nd track from position 35°30' N, 129°40' E, at 10:40 of 1,257 mph unidentified target. (Sparks; Jan Aldrich)				radar
508.		Feb. 2, 1952. E of South Korea (at 37°44' N, 130°30' E). 7:35 p.m. USS Philippine Sea heading S 180° at 13 knots (15 mph) tracked approaching radar target from the N 0° azimuth at 25 miles, veered off in a wide left turn to the E radius about 12 miles (when visual observers spotted exhaust trails), reversing course on radar away from the aircraft carrier accelerating from 600 mph to 1800 mph at 52,000 ft altitude, split into 2 targets 5-12 miles apart on a slightly zigzag wavy course headed due N 0° to disappearance at about 110 miles. Visual observers sighted 3 exhaust flames at 30° azimuth [?]. (Sparks; Hynek UFO Rpt pp. 126-8)	10 mins ?	4+		RV
509.	1052	Feb. 11, 1952. Pittsburgh, Penna. (40.44° N, 79.97° W). 3 a.m. USAF Capt. G. P. Arns and Maj. R. J. Gedson flying a Beech AT-11 trainer saw a yellow-orange comet-shaped object pulsing flame for 1-2 secs in straight and level flight. (Sparks; Berliner)	1 min	2		
510.		Feb. 12, 1952. Bet. Friendship Airfield and Baltimore, Maryland. 9:30 p.m. USAF MATS C-47 pilot and copilot saw a bright white object move slowly then speed away. Then at 10 p.m. they saw 10 miles S of Baltimore a similar object. (Sparks; GRUDGE/BB Rpt; Saunders/FUFOR Index)	2+ mins	2		
511.		Feb. 13, 1952. Granite City, Illinois (38.73° N, 90.14° W). 10:30 p.m. Radar. (Sparks; McDonald list; BB Rpt 6)				radar

512.		Feb. 16, 1952. About 60 miles E of Pusan, South Korea (at 35° N, 130° E). 2:40 and 3:50 p.m. USMC GCI Sq 3 at Yongil (36° N, 129° E) CPS-5 radar tracking of unidentified target traveling at 4,320 knots (5,000 mph). 2nd track at 3:50 at position 36°30' N, 129°30' E (a few miles off the coast of South Korea) of large target equivalent of 6-8 jet aircraft, traveling 1,380 knots (1,600 mph) target heading 170°, faded momentarily, then continued on 120° heading until lost. Visual sighting of contrail in direction of radar track. (Sparks; Jan Aldrich; McDonald files; Saunders/FUFOR Index)				radar
513.		Feb. 17, 1952. 25 miles SE of Roswell, New Mexico (at 33°15' N, 104°10' W). 1:45 a.m. (MST). USAF crew of B-29 bomber saw 3 ft [?] greenish-blue ball of fire flying straight at 15,000 ft. (Sparks; Project 1947)				
514.		Feb. 20, 1952. Mt. Diablo, Calif. 11:30 p.m. USAF pilot Montgomery and copilot of B-25 bomber saw bright yellow light on collision course climb and accelerate. (Sparks; Project 1947; Saunders/FUFOR Index)		2		
515.	1061	Feb. 23 [24?], 1952. Sinuiju [Antung?], North Korea (40° 4' N, 124° 25' E). 10:15 [11:15?] p.m. USAF 345th Bomber Sq Captain/B-29 navigator saw a bluish cylinder, 3x long as wide, with a tail and rapid pulsations, come in high and fast, make several turns and level out under B-29 which was evading mild antiaircraft fire. (Sparks; Berliner; Saunders/FUFOR Index)	45 secs	1?		[radar?]
516.		Feb. 27, 1952. Ft. Stockton, Texas. B-29 and radar. (Sparks; McDonald list; BB Rpt 5)				radar
517.		March 1, 1952. Goose Air Base, Newfoundland. Two officers of Goose AB flying in C-47 observed vapor trails high overhead formed at high rate of speed developing in NE direction. No known aircraft. (Sparks; NICAP; NEAC History; Jan Aldrich)		2		
518.		March 4, 1952. 15 miles W of Ashiya AFB, Japan (at 33°53' N, 130°40' E). 10:35 a.m. USAF C-54 crew with 53rd Troop Carrier Sq saw a bright orange oval object at 10,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)	< 2 mins ?			
519.		March 7, 1952. Bet. Claremore and Tulsa, Okla. 1 a.m. USAF copilot of C-54 transport saw a bright light pass from right to left, lose altitude and blink out 3 times. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
520.		March 15, 1952. Sandia Mtns. [Kirtland AFB?], New Mexico. 4:30 p.m. (MST). USAF 1st Lt. sighted a dull aluminum metal, flat, oval-shaped object the size of a B-29 fuselage in horizontal flight at 10,000 feet [altitude? or height above ground?] at 330° azimuth from [observer's location?] at 35°03' N, 106°37' W (Kirtland AFB), would stop with a vertical motion or "maneuver," then continue in level flight at about 150-200 mph. (Sparks; McDonald list; BB Rpt 7)	5 mins [15 mins]	1		

521.	1074	March 20, 1952. Centerville (Queen Anne's County), Maryland. 10:42 p.m. CIA clandestine employee [OPC?] who was WW1/WW2 Army veteran and pilot with extensive flight experience, A. D. Hutchinson, and son (Hutchinson Jr.), saw a dull orange-yellow saucer-shaped light, lighting looking like that of old-fashion light-bulb and about 2-3x size of aircraft wing light [or about 4-6 ft?], fly straight and level very fast from SW to SE about half way between horizon and zenith [or roughly 30° to 45° elevation], possibly about 5 miles away [better estimate about 1 mile], then made 2 sudden vertical jumps on order of 2° upwards each jump, jumps being like a "basketball bounce," before disappearing behind trees. No sound. (Sparks; BB Maxwell Roll 9, pp. 1097 to 1100; Berliner; Randle)	30 secs	2	1/3 ??	CIA
522.	1076	March 23 [22?], 1952. 20 miles S of Yakima, Wash. 6:56 and 7 [6:05? 6:33?] p.m. USAF pilot and radar operator of F-94 jet interceptor made 2 sightings of a stationary red fireball that increased in brightness then faded over 45 secs. Note: Project Blue Book Status Report #7 (May 31, 1952) says target was also tracked by ground radar at 78 knots (90 mph) at 22,500 ft and 25,000 ft altitude. (Sparks; Berliner)	45 secs x 2	3+ ?		RV ground and air radars
523.	1077	March 24, 1952. 60 miles W of Pt. Conception, Calif. 8:45 a.m. [p.m.?] B-29 navigator and radar operator Hancock tracked unidentified target on airborne radar at about 3,000 mph. (Sparks; Berliner; Shough; Randle)	20-30 secs	2		radar
524.	1082	March 29, 1952. 20 miles N of Misawa AFB, Japan (40°42' N, 141°23' E). 11:20 a.m. Lt. David C. Brigham, pilot of AT-6 trainer flying at 150-160 mph at 6,000 ft, with two F-84 fighters in training mission pursuit with AT-6 as target, saw [on his left?] a small, very thin, shiny metallic 8-inch diameter disc with no vapor trail or exhaust fly alongside the F-84 gaining from behind, then make a pass at the F-84 suddenly decelerating instantly to match F-84's velocity, flip on edge 90°, flutter 20 ft [not 2 ft] from the F-84's right fuselage for 2-3 secs and flip in the slipstream, then cross in front of the F-84, pulling up in a steep almost vertical climb to disappearance. Object generally 30-60 mph faster than the F-84 and AT-6 (thus 180-220 mph) and 30-50 ft distant from AT-6 Lt. Brigham except on disappearance. Made slow fluttering motions with 40° banking maneuvers every 1 sec. No exhaust or protrusions, but a "ripple" in the apparently metallic skin around edge of disc. (Sparks; Aldrich/Project 1947; NICAP; Berliner; Saunders/FUFOR Index)	10 secs	1? (2-3?)	1½-2 ½ Full Moons (0.8°- 1.3°)	
525.		March 29, 1952. Elizabethville, Belgian Congo. Two fiery discs were seen over uranium mines gliding in curves, changing orientation many times thus appearing as plates, ovals and lines. Discs suddenly hovered then took off in a zigzag to the NE. Commander Pierre of Elizabethville airfield took off in a fighter aircraft in pursuit and came within 120 meters (400 ft) of one disc. (Sparks; McDonald files; Jan Aldrich)		many		

526.		March 29 [April 24?], 1952. Glen Burnie, Maryland. 10:45 p.m. Donald F. Stewart [Steward?] and George Tyler III saw 50 ft flat silver disc with cupola/dome to one side, a porthole and hatch on the dome, neon-like lighting around the edges [strangely pulsating?], approaching car from ahead to the NE about 60° elevation, then hovered and "wavered slightly" for 3 [2?] mins several hundred feet off the ground, whirring sound like a vacuum cleaner, car engine died while object hovered. Witness got out of car with Thompson submachine gun considering whether to shoot the disc, companion urged him not to. Object suddenly turned up on edge seeming to "roll across the sky" faster than a jet to the SW disappearing about 3-1/2 miles away. Witness claimed car wires "magnetized" and paint cracked. Secy. AF Finletter interest, AFOSI investigation. Hoax? (Hynek UFO Rpt pp. 196-8; Jan Aldrich; Saunders/FUFOR Index; Loren Gross Jan-May 52 p. 75)	3 mins +	4	10-20 ?	EM
527.		April 3, 1952. Marana, Ariz. 8:15 [8:23-9:15? MST] a.m. Pilot of T-6 aircraft and 6 pilots on ground saw a bright aluminum shiny oblong object above 54,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)	52 mins	7 [4?]		
528.	1095	April 4, 1952. Duncanville, Texas (32°38.8' N, 96°54.3' W). 8:30 p.m. (CST) USAF Cpl. Billy D. Greer and PFC John W. Harrington of the Radar Maintenance Section, 147th AC&W Sq, tracked unidentified target by FPS-10 radar first to the NW at 310°-315° azimuth at about 70 nautical miles (80 miles) moving at high speed of about 2,160 knots (2,500 mph) until it disappeared off scope at maximum range of 260 n.mi. (300 miles). Height-finder reading not taken, estimated at 42,000+ ft due to radar beam coverage at max range. (Sparks; BB Maxwell Microfilm Roll 9, pp. 1288-9; BB Rpt 71 Jan Aldrich; Saunders/FUFOR Index)	5+ mins	2		radar; radar maint personnel
529.	1096?	April 5, 1952. Phoenix [Glendale?], Ariz. (33.45° N, 112.05° W). 10:40 a.m. Mr. and Mrs. L. G. Ryan, R. L. Stokes, and D. Schook saw a large, dull grey circular object, followed by 2 more, fly straight and level at high speed. (Sparks; Berliner)		4		
530.	1097	April 5, 1952. Miami, Florida (25.78° N, 80.21° W). 9:15 p.m. L. E. VanDercar and 9 year old son saw 4 dark circular objects with mostly fuzzy edges, cross the face of the Moon [in the S at 175° azimuth 77° elevation, 83% illuminated or almost full], each 1/2 the angular size of Moon [one with a sharp leading edge and more plainly seen?]. (Sparks; Berliner; Randle)		2	1/2 (crossed face of moon)	
531.	1144	April 5-6, 1952. Kadena AFB, Okinawa. 2400 hrs [just past 11:59 p.m. = April 5, 12:00 a.m. April 6]. Crew of B-29 bomber, on ground saw erratic maneuvers at estimated speed 1,000 kts. (Sparks; NICAP website/Dan Wilson; BB files – BB Record Card / File wrongly conflates 2 cases April 5 & 22 as one; Berliner; Randle)	10 mins	4		

532.	1099	April 6, 1952. Temple (Draughan-Miller AFB), Texas (at 31°09'N, 97°24'30"W). 2:59 p.m. Herman L. Russell saw 50-75 greyish-white metallic disc-like shapes to the NNW about 30° – 40° elevation in random arrangement within a circular formation covering area of only 1 Full Moon [hence each object probably <3 arcmins would have been too small to resolve disc-like details]. Objects would flash in unison every 12-15 secs for a period of 2 secs as if tilting on horizontal axis. After 2 mins cluster became less dense in the center and more dense at the outer rim. Formation estimated at distance of 15-25 miles [hence height about 50,000 ft] moved upwards in elevation by about 5° and laterally by 10° to 15° (direction not specified) until disappearing by fading into distance. [Possible shattered plastic fragments of Skyhook balloon fluttering in the sunlight.] (Sparks; BB Maxwell Microfilm Roll 9, pp. 1303-4; Berliner)	3.5 mins	1	1 (whole formation)	
533.		April 9, 1952. Bet. Shreveport and Barksdale AFB, Louisiana. 2:30 p.m. (CST). USAF C-46 crew [pilot and copilot] flying E at 90° heading at 9,000 ft saw a 30-40 ft cream color disc-shaped object ahead of the plane at about 4,000 ft, object reversed course heading E [but was overtaken by C-46 and passed under it ??], C-46 and object both [?] made 360° turns, object climbing into clouds at 12,000 ft at 200-400 mph. Similar sighting at 2:45 p.m. by another C-46 5-6 miles N of Barksdale AFB of an object disappearing on a N heading at 11,000 ft. (Sparks; BB Status Rpt 6; cf. NARCAP)		2?	1/2 ?	
534.		April 9-10, 1952. 6 miles W of Pecos [near Lackland AFB? 29.39° N, 98.61° W], Texas. 10:40 p.m. (CST). Bethune. (Sparks; Hynek UFO Rpt p. 43; Saunders/FUFOR Index)	5 mins (+ ?)			
535.	1108	April 12, 1952. North Bay CFS, Ontario, Canada (46.30° N, 79.46° W). 9:30 [11:30?] p.m. RCAF Warrant Officer E. H. Rossell, Flight Sgt. R. McRae saw a round amber object fly in from the S at 2x speed of F-86 at low level, stop, reverse direction, climb away at 30° angle. (Sparks; Berliner; Randle)	2 mins	2		
536.	1109	April 13, 1952. Moriarty AFS, New Mexico (35° 1'50" N, 105°49' 0" W, 6,700 ft ASL). 4:45 p.m. (MST). 4 USAF airmen of the 768th AC&W Sq ADC radar station, Staff Sgt. John R. O'Neal, A/1c David C. Miller, A/2c Earl O. Cormier, Airman Basic Charles E. Baker, saw silver disc-shaped (or egg-shaped) object to the E estimated altitude 40,000+ ft traveling very erratically at high speed, disappeared making a turn to the N due to its flatness in profile, then reappeared further N, then disappeared again in vertical dive, reappeared further S, and finally disappeared heading S. No trail, exhaust or sound. [Possible CPS-5D radar tracking denied but uncertain?] (Sparks; BB Maxwell Microfilm Roll 9, pp. 1368-1405; McDonald files; Jan Aldrich; BB Rpt 6; Saunders/FUFOR Index)	3-5 mins	4?		
537.	1113	April 14, 1952. La Crosse, Wisc. 12:35 p.m. Unidentified CAL (Central Air Lines) pilot saw several light colored objects fly in V-formation [and change position?]. No further details in files. (Sparks; Berliner; Randle)				

538.	1112	April 14, 1952. Memphis, Tenn. (35.14° N, 90.03° W). 6:34 p.m. U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil flying on 18° (about NNE) heading at 2,000 ft over NAS Range Station saw to their left an inverted bowl glowing bright red, 3 ft long and 1 ft high, with vertical slots, approaching at high speed on 300° heading, straight and level at 2,000 ft, passing 300 ft from their aircraft and below overcast at 4,200 ft. [Red glowing exhaust trail?] (Sparks; Berliner; McDonald files; Jan Aldrich; cf. NARCAP; Randle)	45-60 secs	2	1	
539.	1115	April 15, 1952. Santa Cruz, Calif. (36.97° N, 122.04° W). 7:40 p.m. Mr. Hayes [Hays?], brother of Master Sgt., saw 2 faint circular objects flying fast along the horizon through 20x spotting telescope. (Sparks; Berliner; Randle)	6-8 secs	1		telescope
540.		April 16, 1952. Shreveport, Louisiana (32.50° N, 93.76° W). 9:28 p.m. (CST). Senior USAF pilot Capt. Eugene R. Mathis, and Jack Touchstone, saw a brilliant circular object flying overhead at high speed on a heading of 100°. Object suddenly made a 180° turn, and passed over the entire city of Shreveport. Object appeared flat, no sound, no exhaust. (Sparks; NICAP website; Willy Smith pp. 25-29; Saunders/FUFOR Index)	70 secs	2		
541.	1127	April 17, 1952. 3 mi S [SW] of Yuma Test Station (now Yuma Proving Ground), Ariz. (at approx. 32.83° N, 114.5° W). 3:05-3:10 p.m. (MST). Large group of 9575th Test Station Unit, Yuma Test Station, 6th Army, consisting of Army and ex-USAF meteorological observers, including several graduate engineers, while on a hiking trip on the E bank of the Colorado River, saw a flat-white, non-shiny, circular object fly from nearly overhead about 80°-90° elevation heading 60° (about ENE), with an erratic non-perfectly-linear trajectory emitting an intermittent non-persistent thin contrail or vapor trail about 1-2 object diameters in length [thus about 0.5° to 1° long]. No sound. Weather CAVU. 2nd Lt. Bernard J. Gudenkauf with 11 years' experience in military meteorology, development of weather equipment, and upper air observation and balloon launches of different types and sizes, led the group on the hike. Cpl. Weiss spotted object overhead and called attention of the group (including Lt Gudenkauf), all of whom immediately spotted the object without difficulty, including former USAF flight engineer MSgt Lowell, graduate engineer with propeller design experience Cpl. McDowell, and graduate engineer PFC Slater, plus Sgt Linden, Cpl Bailey, Cpl Cannon, Cpl Wuerderman, Cpl Jones, Cpl Ueberroth, PFC Alfonso, and PFC Davis. Disappeared at or beyond horizon at about 6°-8° elevation (canal bank terrain obstacle). Moved too fast and erratically to use theodolite tracking had one been available on the hike. See next sighting April 18, 1952, by 2 of the same group. (Sparks; BB files; BB Rpt 6 wrongly conflates 2 cases April 17 & 18 as one; Berliner)	7 secs	13	1	meteorological observers
542.	1124	April 17 [13?], 1952. Longmeadow, Mass. 8:30 p.m. S. B. Brooks and chemical engineer J. A. Eaton saw a round, deep orange object fly fast and erratic, occasionally emitting a shaft of light to the rear. [Star color and shape??] (Sparks; Berliner; cf. Randle)	40 mins	2		

543.		April 17, 1952. Nunivak Island, Alaska, and Newfoundland-New Brunswick, Canada. 12:58 a.m. (EST). Four high-altitude contrails heading ESE toward Alaska and Continental U.S. were seen by defense observers at Nunivak Island. At 5:10 a.m. (EST) Presque Isle, Maine, ADC radar (Caswell Air Force Station FPS-10) tracked 5 Unknowns headed SW into the U.S. (3 were later identified as off-course civilian airliners, 2 remained unidentified, 2 additional Unknowns were detected later but identified). Nationwide Air Defense Readiness Alert was declared at 5:11 a.m. and cancelled 7:40 a.m. EST. SAC was notified to prepare launch of nuclear bomb-carrying bombers. Not in BB files or not yet found. (Sparks; ADC History Jan-June 1952; Schaffel 1991 pp. 169-171; Loren Gross Jan-May 1952 Supp.; NICAP website; R. Todd/Jan Aldrich; etc.)	hours			multiple radars
544.	1127	April 18, 1952. Yuma Test Station (now Yuma Proving Ground), Ariz. (at airfield ? approx. 32.87° N, 114.4° W ?). Daytime. Cpl. McDowell, graduate engineer with propeller design experience, and graduate engineer PFC Slater, Army meteorological observers at 9575th Test Station Unit, Yuma Test Station, 6th Army (from among group in preceding Yuma sighting) saw a similar dull-white, circular object fly an irregular trajectory heading E, but with no contrail. Attempted to track with theodolite but object moved too fast and erratically. See previous sighting. (Sparks; BB files; BB Rpt 6 wrongly conflates 2 cases April 17 & 18 as one; Berliner)	5-10 secs	2	1 ?	meteorological observers
545.	1128	April 18, 1952. Bethesda, Maryland (38.99° N, 77.09° W). 11:30 [1:30?] a.m. (EST). R. Poerstal [Parstel?], Mrage, Watkins and another man [Young?] saw 7-9 circular, orange-yellow lights in a 40° V-formation fly overhead silently from S to N in straight and level flight. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	4-8 secs	4		
546.	1129	April 18, 1952. Corner Brook, Newfoundland, Canada (48.95° N, 57.96° W). 4 [3:30?] a.m. Janitor C. Hamilton saw a yellow-gold object make a sharp turn, leaving a short, dark trail. 2nd sighting 18-1/2 hours later. Described as round or elliptical objects, yellow-gold in color, at estimated altitude of 2,000 ft, speed about 500 mph heading NE. (Sparks; NEAC History; NICAP, Jan Aldrich; Berliner; Saunders/FUFOR Index)	1 min + ?	1? (2?)		
547.	1131	April 18, 1952. Corner Brook, Newfoundland, Canada (48.95° N, 57.96° W). 10:10 [9:40?] p.m. Reporter Chic Shave saw a round, yellow-gold object fly S [disappearing?] then return. Reporter had published article debunking subject of UFO's the day before. (Berliner; Saunders/FUFOR Index; Randle)	1.5 mins	1		
548.	1130	April 18, 1952. 50 miles NW of Kyushu, Japan (at 34°19' N, 129°51' E [34°30' N ?, 129°30'E ?]). 12:07 p.m. [9:07 p.m.?] A radar operator tracked unidentified target at 2,700 [2,100?] mph. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	1		radar

549.		April 20, 1952. [Flint, Mich.?? 43.0° N, 83.7° W??] 9:15-9:40 p.m. (EST?) Naval aviation student [Kohut ? Choot?], wife and several others at a drive-in movie saw about 20 groups of 2-9 aircraft-shaped objects fly over enveloped in a red glow, mostly on straight-line course, except for occasional standard aircraft-like turns. (If this is the Flint case, BB explanation on Monthly Index list is birds.) (Sparks; Battelle Unknown No. 2; Saunders/FUFOR Index)	25 mins [80 mins??]	several		
550.		April 22, 1952. Condon, Oregon. 12:15 p.m. Housewife saw 3 fast-moving saucer-shaped objects moving E, to the N of Condon, in formation with the largest in the lead and “revolving” (rotating). Gray-brown on the underside and shiny metallic on all other sides. (Sparks; Loren Gross UFO History; BB files; NICAP website/Rich Vitello)	2 mins	1		
551.	1144	April 22, 1952. Naha AFB, Okinawa. Bet. 9 and 10 p.m. Crew of B-29 bomber, on ground, saw an elliptical object, about 2-3 ft long [?] heading E to W passing over the base at about 1,000 to 1,500 ft underneath overcast clouds at 2,000 ft, crossing sky in about 5-10 secs, followed 1 min later by another 2 objects on same course then 5 mins later another 2 objects on same course, each with a white light that blinked every 1-2 secs as they performed erratic maneuvers at estimated speed 1,000 kts. (Sparks; NICAP website/Dan Wilson; BB files – BB Record Card / File wrongly conflates 2 cases April 5 & 22 as one; Berliner; Randle)	6 mins	7		
552.	1147	April 24, 1952. Bellevue Hill, Vermont (at 40°30' ?? N, 72°15' ?? W [Atlantic]). 5 a.m. Crew of USAF C-124 transport plane from Biggs AFB, Texas, saw 3 circular, bluish objects in loose “fingertip” formation, 2 flying parallel to the plane, all straight and level flight. C-124 at 11,000 feet heading 73° Mag. Crew noticed the 3 objects 20° degrees to the right, just above the horizon, for 2-3 mins. Immediately thereafter off to the left of the C-124 more objects were seen for another 1 minute before disappearing; round blue objects. Objects capable of very high speed since they disappeared due to distance at estimated distance of 50 miles. (Sparks; NICAP website/Rich Vitello; Loren Gross UFO History; BB files; Berliner; Project 1947; Randle)	3-4 mins [2+ mins?]	2+		

553.	1148	April 24, 1952. Great Blue Hill near Milton, Mass. (at 42°12.7' N, 71° 7.0'W, elev. 635 ft). 2:30 p.m. (EST) AF Cambridge Research Center, Radar Systems Lsb, Electronics Research Div, electronics engineers, Alfred P. Furnish and Herbert J. Brun, and MIT electrical engineering senior Joseph Page, were in an observation tower on top of Great Blue Hill and saw to the NW 2 very thin flat, dull reddish orange squarish objects with no corners or “ovals pulled in at the waist” about 10-15 ft wide, with a lip around outer edges, fly wobbly in consistently undulating “swooping” motion in horizontal flight at about 2,000 ft altitude. Objects then climbed about 15° elevation at an estimated 240 mph, then flew away and disappeared due to distance. No trail or exhaust, no sound, visibility 70+ miles. [Unclear whether observers used 6x aircraft tracking telescope.] (Sparks; Berliner; Saunders/FUFOR Index; Loren Gross Jan-May 1952 p. 57)	1.5 mins	3		AFCRL-MIT elect engrs; telescope?
554.	1151	April 24, 1952. Clovis, New Mexico (34.40° N, 103.21° W). 8:10 p.m. USAF Flight Surgeon Maj. E. L. Ellis saw many orange-amber lights in a “blob” formation, sometimes separate, sometimes fused, behave erratically, varying speed from motionless to very fast. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	5 mins	1		flight surgeon
555.		April 25, 1952. Thule Air Base, Greenland. 1 a.m. (AST). USAF Lt. Kenneth R. Boyle, Thule Air Base Operations, and a civilian USAF Arctic Rescue expert, Jorgen Busch, sighted vapor trail estimated at 30,000 ft above the base, emitted by an unseen object which could not be resolved in binoculars by Busch. Arctic daylight CAVU conditions. No known aircraft in area capable of generating vapor trail. NEAC C-54 was in the area at the time, but below the 12,000 ft minimum altitude for vapor trail formation. (Sparks; BB files; NICAP; NEAC History; Jan Aldrich)		2		
556.		April 25, 1952. Rheim-Main AFB, [Darmstadt ?], West Germany. 9:20 [9:15?] p.m. 2 USAF C-47 pilots [Wisnieski ?] had near-collision with white circular object heading NW. (Sparks; Weinstein; Jan Aldrich; Saunders/FUFOR Index)	2 mins	2+ ?		
557.	1160	April 27, 1952. Roseville, Mich. (42.49° N, 82.93° W). 4:15 p.m. H. A. Freytag [Freitag?] and 3 male relatives, including a minister, saw an silver oval roll, [change shape?], descend and stop. 2 silver cigar-shaped objects appeared, one departing to the E, one to the W; 3rd silver cigar flew by at high speed. (Sparks; Berliner; Saunders/FUFOR Index; cf. Randle)	45 mins	4		
558.		April 27, 1952. Waskish, Minnesota. 7:20 p.m. (CST). Ground Observer Corps Area Coordinator Roy Aune sighted cigar-shaped object with no wings, no sound, reflecting sunlight like polished aluminum. Object traveled about 30 miles due N at estimated altitude of 10,000 ft [apparently below the 25,000 ft scattered cloud layer] during 1-minute period of sighting [= ~1,800 mph]. (Sparks; NICAP / Rich Vitello; BB files; Loren Gross History Jan-May 1952)	1 min	1		

559.		April 27, 1952. Selfridge AFB. 8 p.m. (EST). USAF Asst. Intelligence Officer, 4508th Defense Wing, Capt. Anthony W. Rosinia, sighted a kelly green fireball at about 45° elevation angle move horizontally and “trailed to a point” to disappear in the N. (Sparks; BB files)	3-4 secs	3		
560.	1163	April 27, 1952. Yuma, Ariz. (32.72° N, 114.62° W). 8:30 p.m. Off-duty control tower operator M/Sgt. G. S. Porter and wife saw bright red or flame-colored discs, appearing as large as fighter planes; 7 sightings of one disc, one of 2 in formation. All seen below 11,000 ft overcast. (Sparks; Berliner)	2 hrs total	2		
561.		April 27, 1952. 4 miles E of Birmingham (NW of Detroit near Pontiac) (at 42.55° N, 83.07° W), Mich. 10:45-11:15 p.m. (EST). Family of 4 of John C. Hoffman in a car saw a brilliant white round-flat object with 2 tiers of windows descend from the NE, hover with rocking motion at about 15° elevation, stop and start at 100 mph drifting to NW. Witnesses pursued in car, lights went off and on 4 times changed color to white-orange, got 4 other witnesses, called police, <i>Detroit Times</i> newspaper and at 11:06 p.m. Selfridge AFB. Followed object in his car on 15 Mile Rd. (runs almost due W) to a point about 6.5 miles W of Birmingham (at about 42.54° N, 83.34° W) when it disappeared over treetops to NW. Moon was seen in the sky separately and did not set until about 11:38 p.m. yet sighting ended about 23 mins too soon if it had been the moon: Hoffman could have followed the moon if it had been the moon, for an additional 7 miles on 15 Mile Rd until about 11:25 p.m. when road would have curved S and away from object, yet that did not happen. [Same witness(es) or relative as in May 25, June 18, 1952, cases.] (Sparks; Hynek UFO Rpt pp. 70-73; Saunders/FUFOR Index)	30 mins	8	2 ?	
562.	1167	April 29, 1952. Marshall, Texas (32.54° N, 94.36° W). 3:30 p.m. (CST). Private pilot R. R. Weidman [Weedman?] saw a round, white object fly straight, with a side-to-side oscillation. (Sparks; Berliner; Saunders/FUFOR Index)	1.5 mins	1		
563.	1168	April 29 [28?], 1952. N of Goodland, Kansas (at 39°38' N, 101°40' W). 10 p.m. (CST). B-29 bombardier Lt. R. H. Bauer saw a white fan-shaped light pulsing 3-4 times per second. (Sparks; Berliner; Project 1947)	2 secs	1		

564.		April 30, 1952. Moriarty AFS, New Mexico (35° 1'50" N, 105°49' 0" W). 7:40 and 7:46 a.m. (MST). Radar Controller Capt. Guy N. Hunter, Crew Chief A/1c William T. Pennington, Radar Operator Francis X. Bohn, and Airman Basic Larry L. Harper, at 768th AC&W Sq, tracked on CPS-5D radar targets at 4,000 mph. First target at 230° azimuth (about SW) at 149 miles range moving 11 miles per 10-sec sweep for 4 total sweeps heading into the radar site at slightly curving azimuths 228° (139 mi), 225° (129 mi), 223° (119 mi). 2nd track at 7:46 a.m. of 4,000 mph target at 280° azimuth (about W) at 140 miles moving 11 miles per 10-sec sweep for 6 total sweeps toward the radar until disappearing at about 74 miles range. Possible deliberate (hostile?) ECM spurious target generation, thus IFO's of non-real targets, radially moving targets that do not cross to other side of scope, no visual or other radar confirmation. (Sparks; McDonald files; Jan Aldrich; Saunders/FUFOR Index; BB files)	30 secs + 50 secs	3		
565.		May? 1952. North Atlantic. Airborne radio interference. (Jan Aldrich; AFOIN files)				radio interferenc e
566.		Early May 1952 (two days). NAS Willow Grove, Penn. (at 40.2° N, 75.15° W). Naval Air Station Ground Controlled Approach radar picked up extremely high speed unidentified targets in very bad weather on two successive days; very bad; ceiling 250 feet; visibility less than 1 mile. USN Lt. Thomas A. Featherstone, was first director operating the GCA Channel A radar when he noticed a target near the center of the scope. By the next sweep of the antenna (in 1.875 secs or 32 RPM), the target had moved "almost" 5 miles (NM? stat.mi.?) (or almost 9,600 mph or almost ~11,040 mph if NM used). Target blip seemed to move [smear?] as the trace swept past it [blip smeared due to velocity covering full beam width]. Not "3600 mph." By 4th sweep (another 3.75 secs), object moved beyond 10-mi scope limit (thus 4,800 mph or ~5,520 mph if NM used), following precisely the NE leg of the NAS range, disappearing on course 060°. Again not "3600 mph." Between 2nd and 4th sweeps, Featherstone checked the second director's Channel B radar scope (different frequency different equipment), found same target moving on both scopes, thus eliminating radar equipment malfunction and radar interference. Next morning, weather conditions were the same, bad. Fast-moving target was picked up on GCA (Channel A presumably) radar bearing 120°, heading toward the range station [?]. When it reached the SW leg of the range, the target changed course to 060° and followed the range to the 10-mi limit of the scope. (Sparks; Fournet Operation Interloper Incident 28, Jan Aldrich; Fran Ridge/NICAP)	5.6 secs + ?	2+?		multi radar
567.	1174	May 1, 1952. Moses Lake, Wash. (47.13° N, 119.29° W). 5:32 a.m. (PST). AEC employees Eggan and Shipley saw a silver object without wings fly straight and level. (Sparks; Berliner)	1.5 mins	2		

568.		May 1, 1952. Davis-Monthan AFB, Tucson, Ariz. (at 32°10'52" N, 110°52'33" W). 9:10 a.m. (MST). Base Intelligence Officer Major Rudolph H. Pestalozzi, M/Sgt. Edmund L. Bouton, Jr., and several others saw 2 shiny round 20-28-foot objects rapidly overtake then pace a B-36 in E-W flight (heading NW) at 20,000 ft at about 50° ±10° elevation, estimated altitude 35,000+ ft, slowed to the B-36 speed of 300 mph, then depart at high speed, one object stopping to hover briefly, before disappearing. No sound, no trail, no protruding surfaces. B-36 crew also saw objects and were interrogated on landing. (Case file was not missing, McDonald had trouble tracking down the BB file because of confusion Pestalozzi caused.) (Sparks; BB files -- Maxwell BB Microfilm Roll 10, pp. 332-341; Hynek UFO Rpt pp. 109-112; Saunders/FUFOR Index)	3 mins	10+	1/10	
569.	1176	May 1, 1952. George AFB and Apple Valley, Calif. 10:50 a.m. (PDT?). 3 men on the arms range, plus Lt. Col. Lyle Albert Silvernail 4 miles away in Apple Valley saw 5 flat-white discs about the diameter of a C-47's wingspan [95 ft] or length of P-51 [32 ft] fly fast about 1,000 mph at about 4,000 ft height, make a 90° turn in a formation of 3 in front and 2 behind, and dart around. Silvernail reported the sighting and was told radar was tracking the object(s) and fighters were being scrambled. (Sparks; Berliner; NICAP)	15-30 secs	5+	2 ?	RV?
570.	1183	May 5, 1952. Tenafly, New Jersey. 10:45 p.m. Mrs. M. M. Judson saw 6-7 translucent, cream-yellow objects, one moved in an ellipse, others moved in and out. (Sparks; Berliner)		1		
571.	1185	May 7, 1952. Keesler AFB, Mississippi (30.42° N, 88.94° W). 12:15 p.m. (CST). Capt. Morris, a M/Sgt., a S/Sgt., and an Airman 1/c saw an aluminum or silver cylindrical object dart in and out of the clouds 10 times. (Sparks; Berliner)	5-10 mins	4		
572.		May 8, 1952. Atlantic, 600 miles E of Jacksonville, Florida (at 31°20' N, 70° W). 2:27 a.m. (EST?) Pilot Capt. Cent and copilot 1st Ofcr Gallagher of Pan Am Flight 203 flying DC-4 airliner at 8,000 ft on 180° heading from NYC to San Juan, Puerto Rico, saw brilliant white approaching from the left below the solid overcast at 10,000 ft. and streak by the left [?] wing at 1/8 to 1/4 mile, followed by 2 smaller orange balls of fire. (Sparks; NARCAP; McDonald list; Project 1947; Ruppelt pp. 133-4)	secs	2		
573.	1194	May 9, 1952. George AFB, Calif. 10:30 a.m. 2 USAF F-86 pilots (Crown and another) in the air and a witness on the ground saw a round silver object. (Sparks; Berliner; Saunders/FUFOR Index)		3		
574.	1194	May 9, 1952. George AFB, Calif. 5:20 [12:50?] p.m. USAF A/1c G. C. Grindeland saw a dull white, arrowhead-shaped object fly straight and level. (Sparks; Berliner; cf. Saunders/FUFOR Index)	10 secs [4 mins?]	1		

575.		May 10, 1952. Albuquerque, New Mexico (at 35°03.6' N, 106°36.3'W). 3:00 p.m. (MST). USAF Lt. Col. Maurice G. Bechtol and wife in the yard of their home saw 2 silvery disc-shaped objects one after the other in the SW of Kirtland AFB heading to NE at above 20,000 ft, first object seeming to waver on axis or “flop over,” was about size of B-36 bomber [230 ft] at 25,000 ft [about Full Moon], 2nd object followed similar path but at higher altitude appearing 10 mins after the 1st disappeared [thus at about 3:15? p.m.]. Bechtol alerted Lt Wagner of 135th AC&W Sq radar station but which was unable to track the 2nd object. 2 F-86's were in the air at 35,000 ft, unknown if they spotted UFO's; 2nd UFO much higher than 35,000 ft. (Sparks; BB files; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	5 mins + 5-10 mins	2	1	
576.		May 10, 1952. Paphos, SW Cyprus. 8:30 p.m. British scientist and others saw a luminous circular object rise from sea level, waver back and forth for an interval before fading from sight directly overhead. (Sparks; Jan Aldrich)				
577.	1198	May 10 [12?], 1952. New Ellenton, South Carolina. 10:45 [11:45?] p.m. 4 DuPont employees at the Savannah River AEC nuclear plant saw up to 4 yellow, disc-shaped objects on 5 occasions between 10:45 and shortly after 11:15. One object pulled up to avoid hitting ground objects [terrain?]. (Sparks; Berliner; Randle; Bruce Maccabee)	5 x ? [4 mins?]	4		
578.		May 11, 1952. George AFB, Calif. Grendilund. (Sparks; McDonald list; Saunders/FUFOR Index)				
579.		May 12, 1952. Roswell, New Mexico (at 33.3975° N, 104.5262° W). 8:45 p.m. (MST). Walker AFB USAF Tech Sgt Raymond Bare was in a car in downtown Roswell when he saw a blue-green light, first star-like then apparently round, at an estimated altitude of 20,000 to 30,000 feet and estimated distance of 40-50 miles over some [low] mountains E of Ruidosa at about 270° due W of Sgt Bare. The object traveled three times over approximately the same S-N, E-W “swaying” triangular course at a speed that seemed faster than a jet. Object ascended vertically to about 40,000 to 50,000 ft then back again to 20,000-30,000 ft [elevation angles ~10° to ~5°] at a descent angle of about 25° from horizontal. Contrary to BB's explanation of “PROB VENUS,” Venus was on the other side of the Earth. (Sparks; Fran Ridge/NICAP; BB files)	25 mins	1		
580.		May 13, 1952. George AFB, Calif. 1:55 p.m. (PST). T-6 case. [Same as May 14?] (McDonald list; Saunders/FUFOR Index)	30 mins	2		
581.		May 13, 1952. Greenville, So. Carolina. 10:33 p.m. (EST). Richardson and 3 other amateur astronomers set up telescopes at dark area of Furman University when they saw a diamond formation of 4 oval reddish-yellow or reddish-brown luminous objects nearly overhead and disappeared after 3 secs motion through 12° arc [or at 12° elevation?]. Apparent size of half dollar at arm's length, 1/4 turned and wobbling in flight. (Sparks; BB Status Report 8, Dec 1952, p. 25; Saunders/FUFOR Index)	3 secs	4	4	

582.		May 14, 1952. George AFB, Calif. 1:05 p.m. (PST). [Same as May 13?] (Sparks; McDonald list; Saunders/FUFOR Index)	25 mins	2		
583.	1213	May 14, 1952. Mayaguez, Puerto Rico. 7 p.m. Attorney and ex-USAF pilot Mr. Stipes and Sr. Garcia-Mendez saw 2 shining orange spheres: one was stationary, while the other darted away and back for 30 mins. (Sparks; Berliner)	30 mins	2		
584.		May 15, 1952. S of Changsong-ni and N of Nangnim Mountain, North Korea. 11 a.m. USAF Lt. McCarthy and another pilot flying two F-86E jets, 51st Fighter Interceptor Wing, 25th FI Sq, at 30,000 ft, airspeed 500 knots, on 280° heading. Sighted a silvery oval-shaped object larger than a MiG jet airplane at 9 o'clock position below, to the S, at estimated altitude of 8,000-10,000 ft, about 1,200-1,500 mph, and about 20 miles away. Object on S to N straight flight path in a "rolling maneuver," disappeared at about 3 o'clock position to N. (Sparks; Jan Aldrich)	3-5 secs	2		
585.		May 15, 1952. S of Changsong-ni and N of Nangnim Mountain, North Korea. 6:35 p.m. USAF F-51 fighter pilot of 18th Fighter Bomber Group flying F-51 at 9,000 ft on 180° heading at 240 mph sighted 50 ft diameter silver object at 1 o'clock position moving to 3 o'clock at 1,000 mph at about the same altitude, which then started a steep climb, but at the top of the loop the object resumed a horizontal course (heading 360° or N) wavered momentarily, descended and disappeared into the haze which reached an altitude of about 7,000-8,000 feet. (Sparks; Jan Aldrich)	15-25 secs	1	4 - 6 ?	
586.		May 15, 1952. Georgetown, Washington, D.C. 9:35 p.m. (EDT). USN Ens. H. W. Taylor, Ens. Paul G. Russell, civilian employee of AF Intelligence Kathleen O'Donnell, and WAF assigned to HQ USAF Joan Farrell saw soft golden glowing oval object possibly 5-6 ft in size on straight level path heading S moved through 70° arc, suddenly disappearing at about 20° to 30° above horizon. (Sparks; McDonald files; BB files; Jan Aldrich; Saunders/FUFOR Index)	10-15 secs	5+		
587.		May 19, 1952. 30 miles SW of San Angelo, Texas (at 30°37' N, 100°47' W). 8:05 [7:46?] p.m. (CST). USAF 31st Strategic Recon Sq pilot and crew of RB-36 flying at 18,000 ft on a 301° heading at 214 mph TAS, Capt. Gerard A. Sharrock, Capt. Jack L. Bailey, Capt. Bernice O. Bowers, 1st Lt. Constantine G. Kollinzas, 2nd Lt. Norman V. Stewart, S/Sgt. John J. Fisher, S/Sgt. William O. Warr, A/1c Robert Schick, saw 7 bright white circular or doughnut shaped white contrails, like lenticular clouds, stacked vertically about 10°-20° elevation estimated distance 50-75 miles height ranging from 25,000 to 60,000 ft about 1 mile wide. Sighted through 6x binoculars and photographed in 6 frames with 35 mm camera by Bailey, also seen by radar station ground observer alerted by radio. Contrails persisted for at least 15-20 mins possibly 1 hr. Last seen when RB-36 was at 30°53' N, 101°20' W. (Sparks; Jan Aldrich)	15-20 mins	9		
588.		May 20, 1952. George AFB, Calif. 1:25 p.m. (PST). (McDonald list; Saunders/FUFOR Index)	5 mins			

589.	1219	May 20, 1952. Houston, Texas. 10:10 p.m. USAF pilots Capt. J. Spurgin and Capt. B. Stephan [Steven?] saw a bright or white [orange-white?] oval object move from side-to-side while making a gradual turn [towards them?]. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	90 secs	2		
590.		May 22, 1952. Falls Church [or Alexandria], Virginia, (at 38°52' N, 77°10' W). Bet. 1 and 2 a.m. Top CIA official and several dinner guests, including a retired general, noticed noiseless red light approach from W at about 5,000 ft then suddenly climb almost vertically in the SE, stop, level out for a few secs, go into near vertical dive, level off, disappear to the E. (Sparks; Ruppelt pp. 135-6; BB Status Rpt 7; Jan Aldrich).		6+		CIA
591.		May 23, 1952. Kirtland AFB, Albuquerque, New Mexico, at 35° 2.9' N, 106°32.6' W. 4:00-4:45 p.m. (MST). USAF CO of 135th AC&W Sq ADC radar site, Lt. Col. Orlando W. Stephenson Jr., and other staff of radar site, Senior Director Lt. William J. Hopkins, Capt. Clarence R. Holloway, Lt. Edwin G. Kenyon, Philco radar tech rep John B. Cooper, and at least one other witness (door guard), saw a silvery or aluminum color flat on the bottom, slightly rounded on top, the highest part off center to the left, in the W at 268° azimuth 2° elevation at an estimated height of about 1,000-3,000 ft at 10-20 miles distance, seen through transit telescope, 7x 50mm binoculars and possibly theodolite [?]. Object reflected sunlight at varying irregular intervals of brightness for 3 secs to 2-3 mins and then dark or invisible for similar periods, headed to the right descending below the horizon at 271° azimuth about 0° elevation. Radar and 93rd FI Sq F-86D fighter interception unsuccessful. (Sparks; Jan Aldrich)	45 mins	6+	1/50 ? (0.1° equiv in binocs, telescope ?)	transit telescope, binoculars, (theodolite ?)
592.		May 24, 1952. Zuni, New Mexico. 1:27 a.m. Pilot of TWA airliner Brass saw 2 reddish torpedo-shaped objects appear in front of the aircraft. (Sparks; Project 1947; Saunders/FUFOR Index)	18 secs	1		
593.		May 25, 1952. Randolph AFB, Texas. 9:27 p.m. (CST). USAF navigator in charge of navigation section of Combat Crew Training School, Capt. J. S. J., his wife, and pilot Lt. P. H., saw a group of about 12 orange-white tear-drop shaped lights, points forward, in 3 groups of 4 objects moving from W to E at high speed 2,000 mph at 10,000 ft at 70° elevation. Heard deep soft intermittent noise. (Sparks; McDonald files; Jan Aldrich; cf. Ruppelt p. 140; Saunders/FUFOR Index)	3 secs	3		
594.	1227	May 25, 1952. Walnut Lake, Mich. 9:15 p.m. John Hoffman, family, friends [and others?] saw and followed in their car a large white [white-yellow-orange?] circular object having dark sections on its rim, fly straight and level, appearing red when behind a cloud. [Same witness(es) as in April 27, June 18, 1952, cases??] (Sparks; Berliner; Randle)	30 mins	7		

595.		May 26, 1952. W or NW North Korea. 3:20 a.m. (local). USAF 319th FI Squadron pilot 1st Lt. John W. Martin and radar observer 1st Lt. Edward A. Monard, flying N to S from an intercept mission near the front lines of the Korean War in an F-94C jet fighter at 2,500 ft altitude saw an unidentified brilliant white or blue light above them and in front. F-94 made about 7 passes in an attempt to identify the light, first to within 600 ft distance and then succeeding passes at different cardinal directions to within 50 ft range but could not see a shape due to the brightness of the light and airborne radar could not detect object. [Possible balloon since passes occurred over 5 mins as altitude increased to about 7,000-7,500 ft or at roughly standard weather balloon rise rate of 1,000 ft/min.] At 3:25 a.m. ground radar site “Bromide” [apparently USAF 607th AC&W Sq radar site, Chorwon, S Korea, 37°55' N, 129° 7' E] told F-94 there was an unknown target on their tail, and F-94 radar observer visually sighted an aircraft behind them, while pilot saw that the original bright light was still visible too. Pilot turned right to come around behind the new target and radar observer detected on airborne APG-33 radar and locked on the object nearly dead ahead and slightly above at about 5°-10° elevation, range 7,000 yards, overtake speed 50 [500?] knots, F-94 at 250 knots and 7,000-7,500 ft altitude now heading NE [after ~50 secs of sharp turn]. Pilot went into shallow climb, closing range to object to 6,000 yards [after ~35? secs] when object started to rapidly pull away. F-94 went on afterburner [to ~500 knots] while object steadily accelerated in shallow climb to high speed [peak velocity of ~6,700 mph at about 21 g's] in 14 secs increasing range from 6,000 yards to 24,000 to 26,000 yards, till breaking radar lock, while F-94 accelerated on afterburner from 250 knots [to roughly 500? Knots], and object evidently still being tracked by ground radar site “Bromide.” No visual contact made with object, no exhaust observed, no evasive maneuvers other than high acceleration. Flight crew timing was calibrated afterwards and found to be about ±2 secs in 60 secs or about ±0.5 sec in 14 secs. (Sparks; BB files; Weinstein; Saunders/FUFOR Index; NICAP)	~7 mins	3+		RV ground and air radars
596.	1232	May 28, 1952. Saigon, French Indo-China (10°46' N, 106°43' E). 10:30 a.m. Many in crowd watching a ceremony saw a white-silver disc-shaped object fly straight and fast. (Sparks; Berliner; Randle)	2 mins	many		
597.	1233	May 28, 1952. Albuquerque, New Mexico. 1:45-2:40 [1:30?] p.m. (PST). City fire department employees Romero and Atterbury saw 2 circular objects, one shiny silver and the other orange or light brown, come in from the NE at high speed, stop to circle, 3 times performing fast maneuvers, then climb out of sight. (Sparks; Berliner; Randle)	55 mins	2		
598.	1233	May 28, 1952. E of Albuquerque, New Mexico [and Okla. ?]. 8:10 [8:20? 8:40?] p.m. (MST). USAF crews of 5 B-29 bombers saw green spherical objects [fireballs?]. (Sparks; Project 1947; Saunders/FUFOR Index)		5+		

599.		May 29, 1952. S of Florida Keys, U.S. 5-5:30 p.m. Vickers electronics engineer aboard USS Oriskany aircraft carrier CV-34 headed S to Cuba was alerted by radar officer that there were two saucers in the sky. Using the ship's telescope on the navigation deck he observed the two elliptical outlines with a bubble on top of each, leaving white vapor trails, estimated at 10,000-15,000 ft altitude in the W about 30°-40° above horizon traveling supersonic headed S, larger than jet fighters (50 ft) possibly as large as flying wings (200 ft). AFOSI report sent to BB but not found in BB files. (Sparks; AFOSI BB NARA Microfilm Roll 90, pp. 1166-7)	15-20 secs	2+	½ ?	RV, telescope
600.	1236	May 29, 1952. San Antonio, Texas. 7 p.m. USAF pilot Maj. D. W. Feuerstein [Weinstein?], on ground, saw a bright tubular object tilt from horizontal to vertical for 8 mins, then slowly return to horizontal, again tilt vertically, accelerate, appear to lengthen and turn red. (Sparks; Berliner; Saunders/FUFOR Index; Randle)	14 [8?] mins	1		
601.		May 30, 1952. Japan Sea, S of Oshima island, Japan (at 34°15' N, 139°30' E). 7 p.m. 3 USAF crew members of C-54 transport plane saw a round black object first motionless then moving rapidly to the W. (Sparks; Project 1947; Saunders/FUFOR Index)	5+ mins	3		
602.		May 31, 1952. S of Chorwon, South Korea (at 37°55' N, 129° 7' E). 3:45-55 a.m. USAF 607th AC&W Sq radar site, Chorwon, S Korea, guard at Post No. 4 sighted bright object to NE falling from about 3,500-3,600 ft to 2,000-2,600 ft height then ascended to 3,000-4,000 ft, headed E about 1/2 mile with jerky motion, stopped, reversed coursed to NE again at a speed of about 100-150 mph, reversed again heading E, climbed at 25° angle increasing to 45° angle away in 3-4 secs accelerating with jerky motion to disappearance. Second guard at different location Post No. 6 saw same but also heard "pulsating sound" and saw disc shape. Duration 2 mins. At about 3:50 a.m. 319th FI Sq F-94 interception of white-bluish round object on airborne radar for 9 mins at 500 mph [radar operator in 2005 later said UFO's speed was not 400 knots but 2500 knots or 2900 mph] at 6,000 ft height heading 90° initially, maneuvering down to 1,000 ft then up to 28,000 ft. disappearing on 45° heading. (Sparks; Patrick Gross Ufologie; Hynek UFO Rpt pp. 87-90; Project 1947)	9 mins	3+		RV
603.	1243	June 1, 1952. Rapid City, South Dakota. 6 p.m. USAF A/1c Beatty and two civilians. At least 5 long silver objects flew in a neat box formation with a leader. (Sparks; Berliner)	15-20 secs	3		
604.	1245	June 1, 1952. Walla Walla, Wash. 1 p.m. Ex-military pilot Reserve Maj. W. C. Vollendorf saw an oval object with a "definite airfoil" perform a fast climb. (Sparks; Berliner)	7 secs	1		
605.	1246	June 1, 1952. Soap Lake, Wash. >3 p.m. [?] Ray Lottman saw 3 glimmering objects fly straight and level. (Sparks; Berliner)	10 mins	1		
606.	1249	June 2, 1952. Bayview, Wash. 5:02 p.m. Larry McWade saw a purple object for unknown length of time. No further information in files. (Sparks; Berliner)		1		

607.	1250	June 2, 1952. Fulda, West Germany. Time unknown. 1st Lt. John Hendry, photo-navigator on an RB-26C recon bomber, saw a porcelain-white object fly very fast for an unknown length of time. (Sparks; Berliner)		1		
608.		June 4, 1952. Stuttgart Radio Range Station, West Germany (near 48°47' N, 9°12' E). 9:04 p.m. (GMT). USAF pilot Lt Col E. D. [G?] Whitman, Jr., AFOIN Pentagon, and an (unnamed) copilot, in C-47 transport heading 345° saw a white light at about 75° azimuth crossing in front in 3 secs about 2,000 ft higher than the C-47 at about 7,000 ft on a heading of about 270° (W), speed as great or greater than jet fighter at cruise speed. Object then estimated at 1-2 miles W of the C-47 when it made fairly tight turn of about 145° [right turn, heading about 55° roughly NE]. Pilot Jones turned to intercept the object, which approached rapidly, changing from brilliant (steady) white light to blinking red to blinking green back to (steady) white light. At this time directly over city of Stuttgart, Jones briefly observed silhouette of object against city lights as circular with white lights on the leading edge, with shimmering haze on trailing edge that "fogged" city lights seen through it. Object made a sharp turn to the left heading 270° and disappeared under the nose of C-47 at 2107Z. (Sparks; BB files; NICAP website; Weinstein)	3 mins	2		
609.	1255	June 5, 1952. Lubbock, Texas. 11 p.m. Dan Benson and Mr. Bacon saw a total of 8 yellow circular objects, like large stars, the first 2 in a trail formation, the others seen singly. (Sparks; Berliner)	45 mins	2		
610.	1256	June 5, 1952. Albuquerque, New Mexico. 6:45 p.m. S/Sgt T. H. Shorey saw a shiny round object fly 5-6x as fast as an F-86 jet fighter. (Sparks; Berliner)	6 secs			
611.	1257	June 5, 1952. Offutt AFB, Omaha, Nebraska. 11 p.m. 2nd Lt. W. R. Soper, a Strategic Air Command TOP SECRET Control Officer, former AFOSI agent; and 2 others saw a bright red stationary object for 4.5 mins before speeding away with a short tail. (Sparks; Berliner)	4.5 mins	3		
612.	missing	June 6, 1952. Kimpo AFB, Korea. 8:42 a.m. RAAF (Royal Australian AF) combat pilot Flight Sergeant Kenneth D. Smith and Flt Sgt Kenneth Fawner, 77th RAAF Sq, on ground saw cylinder-section flat (dull) silver disc-shaped object, like a coin shape about 50-60 ft diameter, width/diameter ratio 1:7, dark blue edges (2x as dark as blue sky), with several dark or black concentric lines on top flat surface, doing a series of erratic 12-second spinning and 7-second tumbling motions. Approached from the N at about 8,000 to 10,000 ft, spinning clockwise, then tumbled end over end spinning like a top, in level flight at 350 mph increasing speed, hovering, shooting straight up, level flight, tumbling, changing course, disappearing into the sun in the E, reappearing back and forth across the sun. At one point an F-86 fighter passed in front of object. Case file missing (Hynek's copy found 2016). (Sparks; CUFOS/Mary Castner; Battelle Unknown No. 7; Randle)	4 mins	2+		

613.	1260	June 7, 1952. Albuquerque, New Mexico. 11:18 a.m. Crew of B-25 bomber #8840 at 11,500 ft saw a rectangular aluminum object, about 6 ft x 4 ft, fly 250-300 ft below them. (Sparks; Berliner)			2	
614.	1263	June 8, 1952. Albuquerque, New Mexico. 10:50 a.m. Mr. and Mrs. J. D. Markland saw 4 shiny objects fly straight and level in a diamond formation. (Sparks; Berliner)		2		
615.	missi ng	June 9, 1952. Minneapolis, Minn. Case file missing. (Sparks; Berliner; Randle)				
616.	1269	June 12, 1952. Ft. Smith, Ark. 7:30 p.m. U.S. Army Major and Lt. Colonel using binoculars saw an orange ball with a tail fly with a low angular velocity. (Sparks; Berliner)		2		binoculars
617.	1270	June 12, 1952. Marrakech, Morocco. 11:26 a.m. T/Sgt. H. D. Adams, using an SCR-584 radar set, tracked an unidentified target at 650 knots (750 mph) at 60,000+ ft altitude. (Sparks; Berliner)		1		radar
618.	1273	June 13, 1952. Middletown, Penna. 8:45 p.m. (EST). R. S. Thomas, Olmstead AFB employee and former control tower operator, saw a round orange object travel S, stop for 1 sec, turn E, stop 1 sec, and drop down. (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	1		
619.	1285	June 15 [16?], 1952. Louisville [Boundsville?], Kentucky. 11:50 p.m. Edward Duke, ex-U.S. Navy radar technician, saw a large, cigar-shaped object with a blunt front, lit sides and a red stern, maneuver in a leisurely fashion. (Sparks; Berliner; Saunders/FUFOR Index)	15 mins	1		
620.	1295	June 16, 1952. Walker AFB, Roswell, New Mexico. 8:30 p.m. (MST). USAF B-29 maintenance specialist S/Sgt. James C. Sparks, 6th Bomb Wing (Heavy), Walker AFB, walking between buildings #590 and T-588 saw first 1 object in the SE about 1 mile distance resembling the shadow of a landing B-29 or B-50 then as it passed overhead noticed 5-7 silverish-grey round objects, in a half-moon formation, fly at estimated 500-600 mph at about 5,000 ft in a line heading to the NW disappearing at about 1-2 miles. When nearly overhead, the object on right or E broke formation by 10° further to the right. No engine or other noise and no aircraft on flight line to obscure sound. No visible means of propulsion. (Sparks; BB files; NICAP website; Berliner)	30 secs	1	1-2?	
621.	1299	June 17, 1952. Cape Cod, Mass. 1:28 a.m. USAF pilot of F-94 jet interceptor saw a light like a bright star cross the nose of the jet. No further information in the files. (Sparks; Berliner)	15 secs	1		
622.	1298	June 17, 1952. McChord AFB, Wash. Between 7:30 and 10:20 p.m. Many witnesses saw 1-5 large silver-yellow objects flying erratically, stop and start. (Sparks; Berliner)	15 mins	many		
623.	1302	June 18, 1952. Columbus, Wisc. 9 a.m. R. A. Finger saw a crescent-shaped object hover then speed away. (Sparks; Berliner)	several secs	1		
624.	1305	June 18, 1952. Walnut Lake [Pontiac], Mich. 10 p.m. Marron [Marion ?] Hoffman and 4 relatives, using 4x binoculars, saw an orange light zigzag then hover for an unspecified length of time. [Same witness(es) as in April 27, May 25, 1952, cases??] (Sparks; Berliner)		5		binoculars

625.		June 18, 1952. 100 miles E of March AFB, Calif. UFO paced a USAF B-25 bomber. (Sparks; Ruppelt p. 146; etc.)	30 mins			
626.	1308	June 19, 1952. 3-4 mi N of Goose Air Base, Labrador, Canada. 2:07 a.m. (AST). USAF? 373rd Signal Section [and 373rd Transportation Major Port?] 2nd Lt. A'Gostino saw a red light in the ENE about 5 miles away at 60° azimuth heading NE to SW [towards observer?], which turned white while wobbling. Estimated apparent size that of planet Venus. Goose AB GCA radar tracked a probably unrelated stationary target in the E at 5 miles range, size of return similar to that of C-54 aircraft, altitude under 4,000 ft (based on radar beam elevation coverage ? [presumably 0°-9° vertical width of a PAR Precision Approach Radar such as MPN-11 or CPN-4, but unexplained why no height-finding]) for nearly 2 hours from 12:25 a.m. to 2:18 a.m., which suddenly enlarged then returned to previous size. Uninvestigated by BB or the AF. [Unrelated radar return possibly spurious stationary anchored boat, perhaps in the mouth of Churchill River near village of Mudd Lake 5 mi E of Goose AB, or to the NE in Goose Bay ??]. (Sparks; BB files; NICAP; NEAC History; Jan Aldrich; Berliner)	1 min (1hr53m ??)	2		
627.	1310	June 19, 1952. Yuma AFB, Ariz. (32°40' N, 114°36' W). 2:30 p.m. (MST). USAF pilot John E. Lane in a base swimming pool sighted a white, round object traveling in a straight line from W to E heading aboiy 70° True, initially at 45° elevation, then passed across the face of the Sun [at 64° elevation, azimuth 256°], lost to sight at about 30° elevation. (Sparks; Basterfield/NICAP; BB files; Berliner)	10 secs	1	1/5	
628.	1313	June 20, 1952. Central Korea. 3:03 p.m. 4 USMC Cpts. and pilots of F4U-4B Corsair fighters with 7302nd Sq saw a 10-20 ft white or silver oval object make a left-hand orbit at terrific speed. (Sparks; Berliner)	60 secs	4		
629.		June 20, 1952. Near Paulette, Mississippi (at 33° 2' N, 88°26' W). 8:26 p.m. USAF pilot Lt. Milo Roberts and bombardier Lt. Julius Prottengeier with 308th Bomb Sq, 310th Bomb Wing, Forbes AFB, Kansas, flying a B-29 bomber (s/n 44-62204) at 190 mph at 17,000 ft saw a cone-shaped object approach on collision course from the 2 o'clock position, before evasive action object made sharp left left and disappeared, followed by a 2nd object [?]. Object's length/width ratio 3:1, about 8-10 ft long at 1,200-1,500 ft away or 100 ft if at 15 miles away. (Sparks; NARCAP; BB files??)		2	1/10 – 1/2	

630.		June 20, 1952 (June 21 GMT Z-time). 10 mi NNE of Maryville, Tenn. 10:58-11:15 p.m. (EST). Oak Ridge GOC post spotted target at very high altitude, reportedly confirmed by ADC 663rd AC&W radar but soon lost [CPS-6B? radar at P-42, Permanent-42, ADC Site, Lake City, Tenn., or by TPS-1B radar at L-47, Lashup-47, ADC radar site at McGhee-Tyson Airport, Maryville ?]. F-47 fighter on combat air patrol protecting Oak Ridge AEC base (USAF pilot Lt James W. Wilson) sighted blinking (6-8-inch ?? 6-8-foot ??) white light on what was assumed to be a larger highly maneuverable jet-like aircraft though no silhouette could be seen around the light. UFO made ramming attacks on the F-47 at 10,000 or 15,000 ft (?) to 22,000 ft by dropping down 4,000-5,000 ft, able to “outmaneuver and outclimb” F-47 flying at the F-47’s indicated air speed ~290 mph. Radar controller notified ADC Air Defense Control Center and obtained permission to fire on UFO but F-47 unable to get into firing position. UFO’s white blinking light became steady when doing power maneuvers. Final attack run from UFO came from estimated 28,000 ft down to F-47 at 22,000 ft, then UFO pulled back up to 25,000 ft while F-47 continued climb to 23,000 ft, UFO disappearing by blinking out or fading due to distance [through broken cloud layer at 23,000 ft]. Attempted BB explanation of lighted weather balloon “dog-fight” failed as the lighted 100-gram pilot balloon was launched from McGhee-Tyson Airport near Maryville at 10:00 p.m. and was tracked by weather observers, until light failed at 10:13-10:15 p.m. at 14,000-16,000 ft, who saw no F-47 or UFO or “dog-fight” since it happened 45 mins later at 10:58-11:15 p.m. (Sparks; 30th Air Div Hist., Apr-June 52, Robert Powell / Jan Aldrich Project 1947; NICAP website/Fran Ridge; BB Maxwell Microfilm Roll 10, pp. 1481-1497; Ruppelt pp. 43-44; Menzel 1963)	17 mins	4+		radar
631.		June 21, 1952. Goose Air Base, Newfoundland (53°19’ N, 60°25’ W). Officer of the 373rd Transportation Major Port [Signal Service?] saw disk shaped object traveling at a very slow rate of speed at about 1,000 ft moving N to S. No sound as it gradually gained altitude. Object appeared white in color with light radiating from it. (Sparks; NICAP; NEAC History; Jan Aldrich)	5 mins	1?		
632.	1319	June 21, 1952. Kelly AFB, Texas. 12:30 p.m. T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000 ft altitude, saw a flat object with a sharply pointed front and rounded rear, white with a dark blue center and red rim, trailing sparks as it dove past the B-29 at a distance of 500 ft, in 1 sec. (Sparks; Berliner)	1 sec ?	1		

633.	1323	June 22, 1952. Pyunghthek, South Korea. 10:45 p.m. 2 U.S. Marine Sgts. saw a 4 ft diameter orange object dive at a runway from the N dropping from 800 ft to 100 ft altitude over W end of runway, shooting 2-5 ft red flames, then head W at about 300-450 mph for 2-3 secs, hover briefly over a hill, turn 180° in 45-60 secs, flash, head E 1/2 mile, flash again and blink out. No sound. (Sparks; Hynek UFO Rpt pp. 82-83)	60 secs +	2	1/2	
634.	1331	June 23, 1952. Spokane, Wash. 4:05 p.m. Airport weather observer Rex Thompson saw a round disc with a metallic shine flash, and flutter like a flipped coin. (Sparks; Berliner)	5-7 mins	1		
635.	1332	June 23, 1952. McChord AFB, Wash. 9 p.m. 2nd Lt. K. Thompson saw a very large light fly straight and level. No further information. (Sparks; Berliner)	10 mins	1		
636.		June 23, 1952. Kirksville AFS, Missouri Kirksville, Missouri (at 40°17'52"N, 92°34'34"W). 1:30 and 1:35 a.m. (CST). USAF ADC 790th AC&W Sq FPS-10 radar (=CPS-6B minus early-warning search beam) radar operators Lt. A. N. Robinson, Jr., and Airman Ray H. Foote, plus 5 other controllers, officers and maintenance technicians, tracked single unidentified targets with a clear sharp return about the size of a B-29's (or B-50 or B-36). First target suddenly appeared 88 NM (101 stat. miles) at azimuth 357° (almost due N) of radar site, and continued outward from the radar site on an approximately straight line with blips appearing on 15-second sweeps of the rotating radar beam at 88, 100, 114, 132, 146, 158, 174, 180, and 205 NM from radar site (intervals in jumps of 12, 14, 18, 14, 12, 16, 6, and 15 NM), thus moving at a highly variable speed of about 1,650 to 5,000 mph, or about an overall average of 4,000 mph. Second target suddenly appeared at 1:35 a.m. at 94 NM (108 stat. miles) again at azimuth 357° (almost due N) of radar site, and continued outward from the radar site on an approximately straight line with blips appearing on 15-second sweeps of the rotating radar beam at 94, 109, 124, 141, 154, 168, and 187 NM from radar site (intervals in jumps of 15, 15, 17, 13, 14, 19 NM), thus moving at a variable speed of about 3,600 to 5,200 mph, or about an overall average of 4,300 mph. Possible radar interference with radial outward high-speed tracks on identical azimuths not crossing to other side of scope. But identity of interfering radar is unknown, the failure of tracks to extend into center of scope and to the outer edge (contrary to erroneous initial teletype report claiming the latter) is unexplained, failure to appear for 3 minutes between tracks (1:32 to 1:35 a.m.) is unexplained, and great variability of apparent speed (contrary to one erroneous report) is also unexplained. No other ADC radar site reported interference, which should have been mutual and equal, and none again from the 357° azimuth despite new incidents at all compass directions on July 12, 1952. Missing BB case file was in Hynek's files at CUFOs. (Sparks; Hynek-CUFOs files)	2 + 1.5 mins	7		radar
637.	1334	June 23, 1952. Oak Ridge, Tenn. 3:30 a.m. Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Sparks; Berliner)	30-60 secs			

638.		June 23, 1952. Location unknown, but information came via Japan Hq "CV 4359." 6:08 a.m. USAF pilot Wermack of the 18th Fighter-Bomber Group saw a black coin-shaped object, 15-20 ft in diameter, at 6,000 ft approach to within 1,500 ft, then make an irregular descent. (Sparks; Berliner; Project 1947)		1	1 – 1.3	
639.	1335	June 23, 1952. Near Owensboro, Kentucky. 10 a.m. National Guard Lt. Col. O. L. Depp heard sound, saw 2 objects looking like "giant soap bubbles" reflecting yellow and lavender colors, fly in trail. (Sparks; Berliner; Randle)	5 secs	1		
640.	1340	June 25, 1952. Tokyo, Japan. (Sparks; Berliner)				
641.	1344	June 25, 1952. Chicago, Illinois. 8:30 p.m. Mrs. Norbury and Mr. Matheis saw a bright yellow-white, egg-shaped object, sometimes with a red tail, make 7 circles. (Sparks; Berliner)	1-1/2 hrs	2		
642.		June 25, 1952. Michigan. (Saunders/FUFOR Index)				
643.	1347	June 25, 1952. Japan-Korea area. Military witness(es). Case missing [?]. (Sparks; NARA; Randle)				
644.	1348	June 26, 1952. Terre Haute, Indiana. 2:45 a.m. USAF 2nd Lt. C. W. Povelites saw an undescribed object fly at 600 mph then stop. No further information in files. (Sparks; Berliner)		1		
645.		June 26, 1952. Padloping Island Weather Station, Baffin Island, Canada (at 67°06'N, 62°45'W). 0343Z. Object noticed when it entered first weather observer's field of vision of theodolite while tracking a pibal weather balloon at azimuth 162° (about SSE) moving to the SSW at the same altitude. Object bright silver or silver blue of peculiar shape, elliptical shaped or pear-shaped, or oblong and flat object. 2nd weather observer and a maintenance airman confirmed sighting through theodolite. Object picked up speed and faded from sight during last minute of sighting about 0347-0348Z. (Sparks; BB files; NICAP; NEAC History; Jan Aldrich)	5 mins	3		theodolite
646.	1351	June 26, 1952. Pottstown, Penna. 11:50 p.m. Assistant manager of airport Mr. Wells made 3 sightings of flashing lights: (1) 2 lights separated by 2 miles, with the leader flashing steadily and the other irregularly; (2) 2 similarly flashing lights, but with 1 mile separation; (3) Finally a single light. Speed estimated at 150-250 mph. (Sparks; Berliner)	1/2 hr total	1		
647.	1355	June 27, 1952. Topeka, Kansas. 6:50 p.m. Forbes AFB USAF pilot 2nd Lt. K. P. Kelly and wife saw a pulsating red object change shape from circular to a vertical oval as it pulsed, first stationary then moving. (Sparks; Berliner)	5 mins	2		
648.		June 28, 1952. Kirtland AFB, Albuquerque, New Mexico. 1:20 p.m. 2 observers with CARCO air service saw 2 silvery disc-like objects high in the sky moving slowly to the S, noiseless, suddenly climbed nearly vertically at high speed, one going SSE the other almost due E. (Sparks; Hynek UFO Exp ch. 6, case DD-7)	30 secs	2		
649.	1361	June 28, 1952. Lake Koshkonong, Wisc. 6 p.m. G. Metcalfe saw a silver-white sphere over the lake become an ellipse as it turned 180° and climbed away very fast. (Sparks; Berliner; Randle)	10 secs	1		

650.	1363	June 28, 1952. Nagoya, Japan. 4:10 p.m. Capt. T. W. Barger, USAF Electronics Counter Measures officer, saw a dark blue elliptical-shaped object with a pulsing border fly straight and level at 700-800 mph. (Sparks; Berliner)		1		ECM officer
651.		June 28, 1952. Pacific bet. Hawaii and Calif. (at 29° 0' N, 145°20' W). 10:50 p.m. USAF C-47 pilot saw a very bright light pass across the flight path from left to right. (Sparks; Project 1947)		1		
652.	1364	June 29, 1952. O'Hare Airport, Chicago, Illinois. 5:45-6:30 p.m. (CDT). 3 USAF air policemen, 83rd Air Base Sq, Air Police Detachment, S/Sgt. Lopez, A/1c Weber, and A/3c Korkowski, saw a bright silver, smooth surfaced, flat oval 30 ft [150? ft] object estimated at about 500 to 1,000 ft height about 7 miles [2-3 mi?] away to the WSW reflecting sunlight surrounded by a blue circle of haze for the first 20-25 mins, hovering. Object appeared between or just above radio towers for stations WGN and WBBN 7 miles away and about 1 mile apart [at 42° 0' 42" N, 88° 2' 7" W, and 41° 59' 32" N, 88° 1' 36" W] to the WSW at about 2° elevation and to the left and S of the setting sun (which was at 284° azimuth, 20° elevation, at 6:30). Then move very fast [about 3 mi or 20°] to the right and left, and up and down relative to the radio towers, moving almost instantaneously and much faster than any jet fighter. Object rocked on its longitudinal axis, appeared oval (major/minor axis ratio about 2.2) when oriented vertically, thin and difficult to see when horizontal. Object receded at high speed then disappeared "like shutting off a light." No trail, no noise. Independently witnessed by Chicago firemen several miles away. (Sparks; Jan Aldrich; Maxwell BB Microfilm Roll 11, pp. 260-265; unpublished Ruppelt manuscript).	45 mins	3+	1/5 – 1/3 (~0.4 from drawing)	triangulation?
653.		June 30, 1952. Columbia, Missouri. 1:46-3:54 a.m. (CST). U.S. Weather Bureau observer tracked by theodolite an object at extreme distance irregularly changing color from red to green, seeming to move away, to the NNE making only "small" angular movement in the 14 recorded measurements of position in 2 hrs. (Sparks; Jan Aldrich)	2 hrs 8 mins	1		theodolite
654.		June 30 [July 1?], 1952. Phoenix, Ariz. Gaudet [and Wolf?]. (Sparks; Jan Aldrich; Saunders/FUFOR Index)		2?		
655.		June 30, 1952. Sea of Japan. 7 p.m. 3 USAF crew members of C-54 transport saw circular object flattened on top and bottom. (Sparks; Weinstein; BB files??)		3		

656.	July 1, 1952. Boston, Lynn and Bedford, Mass. 7:25/7:30 a.m. (EDT). 2 F-94's scrambled (at 7:25?) to intercept UFO that a GOC spotter saw heading SW over Boston, no radar contact and F-94's searched area found nothing. Erwin W. Nelson and wife at Lynn (9 mi NE of Boston) at 7:31-7:34 noticed two vapor trails from the climbing jets, looked around, saw in the W a bright silver "cigar shaped object about six times as long as it was wide" heading SW over Boston at a very high altitude, speed a little faster than the two jets. An identical UFO was following the first some distance back. No vapor trails. Witnesses watched the F-94's search back and forth far below the UFO's. At 7:30 AF Capt. Robert E. Metcalf, Petroleum Officer, 6520th Supply Sq, 6520th Test Support Wing, and USAF air policemen MSgt James Stiner and MSgt Joseph R. Bosh, 6520th Air Police Sq., near Hangar B, Hanscom Field, Bedford, Mass. (15 mi NW of Boston, W of Lynn) saw the two jets, looked for what they were intercepting and saw to the E [?] a 100 ft long silvery ellipse "fatter than a cigar" traveling SW but did not spot the 2nd UFO. At two points object seemed to hover for a few secs, then continued at about 40,000 ft. Object path intersected contrails of the two jets heading SE. Metcalf lost sight of object on his way to the Tower after a few (2-3?) mins then caught sight again at about 7:40, noting it had increased distance "considerably," but lost it at the Tower and unable to see it with unaided eye or 7x50mm binoculars. (Sparks; Maxwell BB Microfilm Roll 11, pp. 485ff.; Ruppelt)	15+ mins	7+		

657.		July 1, 1952. Ft. Monmouth, New Jersey (40°31' N, 74°05' W). 8:40, 9:07, 9:10, 9:15, 9:30, 10:06 a.m. (EDT) Various radar, radar-visual and visual sightings: 3 radar instructors and 12 Army Signal Corps radar students tracked 2 slow-moving UFO targets in the NE heading SW on SCR-584 radar while tracking 9 military jets [evidently a SAC exercise of 9 B-36's from 7th Bomb Wing, Carswell AFB, Ft. Worth, Texas, a high-altitude formation radar-camera flight to conduct simulated attack on NYC after circling around Cape St. Francis, Newfoundland]. UFO radar targets were much slower than the jets [400 mph B-36's] then hovered near Ft. Monmouth at 50,000 ft for about 5 mins then took off in a "terrific burst of speed" to the SW. Various radar operators tracked objects at 81,000 to 87,000 ft and visually (non-radar) estimated altitudes later at 120,000 to 150,000 ft. Some speeds estimated at 2 to 4 jet speed or ~1,200 to ~2,400 mph. Radar instructor and some radar students went outside shortly after the UFO targets appeared, searched sky for about 1 min and spotted 2 shiny objects in the same location painted by the radar, watched the objects for several minutes and saw them disappear in the SW with a burst of speed at same time radar showed the acceleration. Various visual sightings of large numbers of objects (up to 20) at 1:35, 2-5 p.m. not tracked for certain on radar, one witness claimed large silvery bugs (floating in the air?) could be seen reflecting sunlight. BB chief Ruppelt plotted prior Boston incident (see above) and a Long Island case on a map and thought they were same 2 objects on a rough SW trajectory that reached Ft. Monmouth. (Sparks; NICAP/Ridge; McDonald list; Saunders/FUFOR Index; Ruppelt; Gross, June-July 20, 1952 UFO Hist.)	5 secs? + ? + ? + ? + 5+ mins + few secs? + ? + hours?	15		radar + radar- visual + binoculars
658.		July 1, 1952. Washington, DC. George Washington Univ. Physics Professor saw "dull, gray, smoky colored" object in the NNW sky hovering motionless about 30°-40° above horizon, which occasionally moved through arc of about 15° right or left, and gradually descended from the sky until hidden by buildings on skyline. Angular size ½ of a quarter (coin) at arm's length [=1°]. He estimated at least 500 other witnesses in the streets, confirmed by brief newspaper reporting. (Sparks; Ruppelt; Gross, June-July 20, 1952 UFO Hist.)	8 mins	500+ ?	2	physics prof
659.	1380	July 3, 1952. Selfridge AFB, Mich. 4:15 a.m. Witnesses not identified (civilians?) saw 2 big lights, about 20 ft diameter, fly straight and level at tremendous speed. (Sparks; Berliner)		2+ ?		
660.	1382	July 3, 1952. Chicago, Illinois. 11:50 p.m. Mrs. J. D. Arbuckle saw 2 bright pastel green discs fly straight and level very fast. (Sparks; Berliner)	6 secs			
661.		July 5, 1952. Elmendorf AFB, Alaska. (Saunders/FUFOR Index)				radar

662.		July 5, 1952. Bet. Yakima and Ellensburg, Wash. [Hanford Atomic Works?, Wash.] 5:45-5:53 [or 6?] a.m. (PST). Conner Air Lines C-46 pilot John Baldwin, another pilot George Robertson, and 2 copilots H. D. Shenkel and Steven Summers, while flying at 9,000 ft saw a hovering round object just below a wispy cloud layer at 19,000 to 24,000 ft, which object they flew past, then object sped away, flattening in shape [to a disc?], disappearing rapidly. Unable to pick up on airborne radar, unable to retrieve camera in time for photo, reported by radio to CAA Ellensburg which relayed report to McChord AFB / 25th Air Division ADC but no interceptor scrambled. C-46 reversed course to find object but found nothing [if object sped away there was no reason to return to its prior hovering location]. [News account of perfect circular white disc above the Hanford site, is inconsistent with Yakima-Ellensburg location 50+ miles from Hanford.] Possibly 2 separate sightings per BB assumption. (Sparks; Loren Gross, June-July 20, 1952, Hist., p. 42; Project 1947; BB files, Ruppelt memo, July 6, 1952; Saunders/FUFOR Index)		4		
663.	1390	July 5, 1952. SSE of Norman, Okla. 7:58 p.m. Oklahoma State Patrolman Hamilton in State Patrol airplane saw 3 dark discs [at 4,000 ft?] hover then fly away, silhouetted against a dark cloud. (Sparks; Berliner)	15 secs	1		
664.		July 6, 1952. Berkeley, Calif. (elevation 925 ft, near Claremont Hotel). 9:30 a.m. (PDT). Dr. Henry Ehrenberg saw an elliptical object the size of the Full Moon hovering in midair with no sound, about 40° elevation in the West about 5,000 ft over Golden Gate Race Track about 5 miles away. Object faded away without apparent motion. (Sparks; Maxwell BB Microfilm Roll 11, pp. 567-570)	30 secs	1	1	scientist
665.	1397	July 6-12, 1952. Governors Island, New York [Elizabeth, NJ?]. 11:00 p.m. Charles Muhr [and Neff?] took 4 photos of some indistinct light admittedly not seen visually, not known until film was developed. (Sparks; Berliner; Saunders/FUFOR Index; Randle)				photos
666.	1405	July 9, 1952. 1 mi N of Ent AFB, Colorado Springs, Colo. (at 38°52'N, 104°48'W). 12:45 p.m. (MST). USAF senior pilot Maj. Claude K. Griffin, Budget Office, Hq ADC, saw an object shaped like an airfoil less its trailing edge, luminous white, move slowly and erratically like a corkscrew, estimated 100 ft size at 15-20 miles away at 30,000 ft, at about 45° [20°] elevation heading NW. Griffin stopped car and got out. USAF senior pilot, Major E. R. Hayden, ADC Personnel Services Office, and wife came out of their house and observed object in 4x rifle scope, described as rectangular, silver on one side black on the other. fluttering as it moved, heading slowly NNW above 20,000 ft at about 20 miles distance, then steadied while gaining altitude, gradually diminished to a black dot, then accelerated to high speed and disappeared. (Sparks; NICAP website; BB files; Berliner)	12 mins	3	1/10 [4/10 in 4x scope]	rifle scope
667.	1409	July 9, 1952. Kutztown, Penna. 6:30 p.m. Farmer John Mittl saw an aluminum, oval-shaped object change direction and attitude, finally tipping on end then departing. Case file includes three vague photographs. (Sparks; Berliner)	20 secs			photos

668.		July 9, 1952. Rapid City AFB, South Dakota. 3:30 p.m. (MST). USAF Airman/1 Howard W. Hoff and another airman of 717th Strategic Reconnaissance Squadron, 28th Strategic Reconnaissance Wing, at E end of the E-W runway sighted grayish-white disc at 20,000+ ft, traveling faster than any jet, in the SW headed N, crossed over the NW corner of airfield. Object stopped, hovered N of the E-W runway taxiway. The airmen were located just S of the E end of the E-W runway thus object hovered about 2/3 mile distance to their NNW, "arcing" curved motion up and down "very steep and violent." Disappeared when airmen looked away for a moment. (Sparks; BB files; Saunders/FUFOR Index)	3-4 mins	2		
669.		July 9, 1952. Rapid City AFB, South Dakota. 3:35 p.m. (MST). USAF S/Sgt. Daniel P. Foster, Jr., and 3 airmen of the 717th Strategic Reconnaissance Squadron, 28th Strategic Reconnaissance Wing, reported 3 separate milky white discs at 30,000 to 40,000 ft. The 3 airmen were lying on their backs off the edge of the East-West runway when they saw the first object moving faster than a jet in the S heading N, passing overhead. Objects seen one at a time about 1 min between sightings about 5 secs duration each, with same appearance and motion. (Sparks; BB files; Saunders/FUFOR Index)	5 + 5 + 5 secs	4		
670.		July 10, 1952. Near Quantico, Virginia. 8:18 p.m. Pilot of National Airlines Flight 42, a C-60 aircraft, saw a very bright amber glow, stationary then climbing slowly till disappearance. (Sparks; Project 1947)		1?		
671.	1431	July 12, 1952. Annapolis, Maryland. 3:30 p.m. Insurance company president William Washburn saw 4 large, elliptical-shaped objects fly very fast, stop, turn 90° and fly away. (Sparks; Berliner)	7-8 secs			
672.		July 12, 1952. Montrose Beach, Chicago, Illinois. 8:42 p.m. (CDT). O'Hare AFB weather observer AF Capt. W. J. Shea and a civilian Jane Morrison sighted 3 lights, main red light with smaller white lights on each side, traveling 500 mph at 40,000 to 50,000 ft from the WNW, accelerate and to the S make a 180° turn, heading NNW when disappeared. Sighted by 400+ people, with 14 others making reports to 4706th Defense Wing. (Sparks; BB files)	several mins	nume rous		

673.		July 12, 1952. Arlington Heights, Illinois. 9:04 p.m. (CDT). USAF pilot Capt. Robert W. Casey, Jr., of F-86 fighter leading flight of 2 F-86's, with wingman 1st Lt. Richard C. Panter, both with 62nd FI Sq, 4706th Defense Wing, O'Hare AFB, Chicago, leveled out of a right turn, heading 200° at 18,000-19,000 ft, saw an oblong yellowish lighted object larger than a fighter but smaller than a C-54 [thus about 100 ft] with a trail separated from main object and 1-1/2 its length, flying in a straight course heading 240° about 20 miles away estimated at 15 miles S of Elgin at 22,000 ft traveling 700 knots, passed from port (left) to starboard (right) side of jet. F-86 turned slightly to the right [to 240° heading] to pursue UFO at max speed [700 mph] but object pulled away. Both pilots heard a strange radio transmission on their restricted "Foxtrot" comm channel (133.20 MHz) during the pursuit saying the name of the lead pursuit pilot, "Casey" in "ethereal" "ghost-like" "monotone." Foxtrot channel only monitored by Casey's own unit, 62nd FIS, and by two fighter squadrons at Truax AFB, Wisc. Apparently this was a prank by Casey's fighter pilot buddies at the 62nd evidently monitoring his channel, though later officially denied by the 62nd. Numerous long-duration level-flight fireball-like sightings over Illinois-Ohio. (Sparks; Project 1947; BB files)	20 secs	2	1/10 to 1/4	unexplained radio message; radar?
674.		July 12, 1952. Near Greenfield, Indiana. 9:05 p.m. American Airlines Flight 395 Convair pilot and copilot saw an object paralleling the plane heading 300° then dropping down 15°. (Sparks; BB files; Project 1947)		2+ ?		
675.		July 12, 1952. SE edge of Dayton, Ohio. 9:13 p.m. (EST). USAF pilots of 2 F-86's flying at 20,000 ft heading 180° at 250 knots, Capt. Clifford Winters and 1st Lt. A. W. Sanders, both with 97th FI Sq, Wright-Patterson AFB, Dayton, saw 2 extremely brilliant round white lights hovering at 21,000 ft about 2 miles away to their 2 o'clock position which then disappeared like "somebody turned out a light." (Sparks; BB files; Project 1947)	20 secs	2		

676.	1436	July 12, 1952. Kirksville, Missouri (at 40°17'52"N, 92°34'34"W). 9:00 + 9:15 + 9:20 + 9:30 + 11:04 + 11:07 p.m. (CST). Many FPS-10 radar controllers at 790th AC&W Sq tracked large radar blips at 1,500+ knots (>1,700 mph) to 4,800 knots (5,600 mph) [actual speeds about 5,000 to 6,000 mph in all 6 tracks] inbound and outbound on nearly identical straight-line azimuths in about the 124-293 mile range [suggestive of real objects below about 20,000 ft within the Vertical-Lower beam of FPS-10 but not caught within higher-aimed Vertical-Center or Vertical-Upper beams limited to >2° elevation angle]. 6 single targets each tracked at following azimuths (at times listed above) coming to/from 142°-134°, 001°-354°, 220°-202°, 321°-320°, 320°, and 004°, with none crossing to other side of scope, a classic interference pattern except none extended to center of scope or to outer edge but disappeared like a real object in and out of radar blind zones. Checks with regional radar stations found none with antennas "in opposition" (matching direction of Kirksville radar antenna at the same moment). No visual sighting, or other confirmation of targets by other radars [apparently not even by the other component radars within the FPS-10 operating on different frequencies, such as the Slant-Lower beam which would have given height data, none reported, which suggests interference or selective radar emissions or ECM]. Radar targets registered only every other sweep (every 30 secs of the 4 RPM sweep rate) suggesting interference by a 2 or 6 RPM sweep rate radar. Possible IFO non-real radar interference. (Sparks; Berliner; BB files)	ca 2 mins each	14+		radar-only (scope photos)
677.		July 13, 1952. 60 miles SW of Washington, D.C. 4 a.m. (EDT). National Airline Flight 611 Capt. William Bruen piloting airliner heading N from Jacksonville, Flor., saw round ball of bluish-white light hovering to the W then ascend to airliner altitude of 11,000 ft, then parallel course off left wing at about 2 miles distance, took off upwards at 1,000 mph when Bruen turned on all aircraft lights. (Sparks; Hynek UFO Rpt pp. 90-91; NARCAP)		2+ ?		

678.	July 14, 1952. White Sands / Holloman AFB. 10:20-10:55 (MST). Land-Air Inc. radar-visual tracking of UFO's over the missile test range at Holloman AFB, during a Hughes Aircraft project mission. UFO's were sighted over the AF Missile Test Center range at Holloman AFB, 6540th Missile Test Wing. At about 10:20 a.m., H. R. Morris and Floyd Fannon of Land-Air Inc. site X-Ray-1 (1.8 mi NNW of center of Holloman runways) tracked an object on their S-band Modified SCR-584 tracking radar on the A scope at 30° elevation and 340° azimuth about 3 mi N of radar site near the B-29, which appeared like a jet in size and speed if at 35,000 ft, going in opposite direction from the B-29, but no such aircraft should have been in the vicinity. After a few mins they continued tracking the Hughes mission. At 10:30 a.m., cameraman Marion D. Richmond at the Mike 9 optical tracking site (4.3 mi NW of center of Holloman runways) saw a maneuvering UFO to the W with vapor trail about ¼ mile long if at 35,000 ft (actual distance not determinable) [balloons have no vapor trails]. At about 10:40 a.m. Richmond used Mitchell camera using 35 mm Plus X film (at F-8 in 40-in focal length lens) to take about 200 ft of 35 mm film of one maneuvering object at high elevation angle to the NNE, and of 2 other UFO's for a few feet of film, until about 10:45 a.m. All objects were like flat-top spheres, with one of the 2 smaller objects highly reflective. At about 10:40 a.m., R. S. King saw a bright circular metallic object passing through his field of view in the optical tracking 20x monocular scope at Site P-3 near the X-Ray-1 radar site. Object was above the B-29 and going the same general direction but much faster. At 10:55 a.m., at the Hughes Blockhouse (2.9 mi NNW of center of Holloman runways) Hughes technician Allen L. Gruber watched the B-29 aircraft on the mission with 6x binoculars, then saw a round white metallic object cross in front of the B-29 nearly overhead, heading ENE, with the same image size and apparent speed as an F-86 jet as if at 35,000 ft [about Full Moon equivalent in binoculars] but was not the F-86 that overtook the B-29 soon thereafter. Gruber lost the object after a few secs to continue watching the B-29 mission. Nothing was seen by the crews of the B-29 or the F-86. The meteorological balloon was launched from Holloman at 10:30 a.m. and went W for the first 20 mins then rapidly towards the E in the winds above 25,000 feet but the UFO's were seen in addition and separate from the balloon. Note Holloman incident soon after (see below). (Sparks; BB files; NICAP website/Dan Wilson)	25 mins	4+	1 [equiv. in 6x binocs]	radar-visual

679.		July 14, 1952. White Sands / Holloman AFB. 11:30 a.m. (MST). Soon after Land-Air Inc. radar-visual tracking of UFO's over the missile test range (see incident above), Captain J. J. Binkley, Holloman AFB Asst. Operations Officer, at N end of Base Operations Office, saw object like a (flat) round (disc) tilted to appear oval, to the NNW at about 75° elevation emitting a light vapor trail [thus impossible to be a balloon] with a (small) gap between UFO and trail. Object moved at rapid angular rate until faded from view, before F-86 jet interceptor could take off. (Sparks; BB files; NICAP website/Dan Wilson)	few mins	1		
680.	1444	July 14, 1952. 20-25 miles N of Norfolk, Virginia. 9:12 p.m. (EDT). Pan American Airways FO William B. Nash, Second Officer William H. Fortenberry, in a DC-4 airliner at 8,000 ft heading 200° magnetic, sighted a total of 8 large, round, glowing red coin-shaped objects, 100 ft diameter 15 ft thick, maneuvering in two groups of 3 then joined slightly after by another 2. Objects approached headon at high speed estimated at about 12,000 [27,000] mph at about 2,000 ft altitude [about 2° depression angle] silhouetted against the ground, to a position almost directly below their airliner, in a stack formation then suddenly making a 150° hairpin turn like balls bouncing off a wall, joined by 2 more identical but much brighter red objects which came from behind on the right under the aircraft at about the same 2,000 ft altitude as the first 6 objects joining formation by falling in behind, all silhouetted against the black background of bay water, with one moment when all 8 objects blacked out then reappeared. At about 10 miles S of Newport News objects ascended as a group in fixed formation in an arc to the right towards Newport News to about 10,000 ft altitude [about 0.4° above level or about 2° above horizon line] out to disappearance by blinking out randomly, after covering a total distance of roughly 90 miles from start to finish (35 miles on approach, 55 miles to departure). Possibly 7 ground observers. (Sparks; McDonald; Tom Tulien; Joel Carpenter; etc.)	12 secs	2 + 7?	2	
681.		July 15 [16?], 1952. 20 miles S of McChord AFB, Wash. 12:50 [7:50?] a.m. (PDT). USAF pilots of 2 fighters from 318th FI Sq saw a strange object with red and green lights slowly rolling between the aircraft. (Sparks; Project 1947)		2?		
682.	1451	July 15, 1952. West Palm Beach, Florida. 10:10 p.m. J. Antoneff and 2 others saw a discus-shaped object, greyish, except when hovering, when it appeared muddy. Hovered over Palm Beach International Airport, then followed an SA-16 twin-engined amphibious aircraft and flew away. (Sparks; Berliner)	40-60 secs + ?	3		
683.		July 16, 1952. Hampton Roads, Virginia. 8 p.m. NACA aeronautical engineer Paul R. Hill saw 2 amber-colored objects approach from the S, turn W, reach overhead, begin a maneuver to revolve around a common center, change to a vertical plane [?] after a few orbits, were joined by 2 more objects and flew off to the S. (Sparks; McDonald list; Tom Tulien)				NACA aero engineer

684.	1501	July 16, 1952. Beverly, Mass. 9:35 a.m. U.S. Coast Guard photographer Seaman Shell R. Alpert saw several bright lights through a window screen (no glass) from his position inside the air station photo lab while cleaning a camera, watched them for 5-6 secs, called out to another Coast Guardsman, Hospitalman 1st Class Thomas E. Flaherty from sick bay to see. Objects dimmed then brightened suddenly, Alpert grabbed a camera and filmed 4 roughly elliptical irregular blobs of light in formation through the screen, on Super XX cut film 4 x 5 inch format, lens set at infinity, aperture f/4.7, 1/30 sec exposure. (Sparks; Berliner; etc.)	5-6+ secs	2		photo
685.	1502	July 17, 1952. White Plains, New York. 3:10 p.m. Mrs. Florence Daley saw 2 round objects, bluish-white with brighter rims, fly in formation, making a sound like bombers, only softer (witness later said she heard many feminine voices coming from the objects). (Sparks; Berliner)		1		
686.	1476	July 18 [17?], 1952. Lockbourne, Ohio. 9:10 p.m. T/Sgt. Mahone and A/3c Jennings saw an amber-colored, elliptical-shaped object with a small flame at the rear, periodically increasing in brightness, move very fast giving off a resonant beat sound. (Sparks; Berliner)	1-1/2 mins	2		
687.	1479	July 17, 1952. Rapid City, South Dakota. Military (USAF?) witness(es).				
688.	1482	July 18 [17?], 1952. Lockbourne AFB, Ohio. 11 a.m. Air National Guard employees saw a light like a big star that disappeared when an aircraft approached. Also seen the night[s?] of July 20, 22 and 23. (Sparks; Berliner)	3 hrs	multi ple		
689.	1483	July 18, 1952. Miami, Florida. 11 a.m. E. R. Raymer and daughter saw an opaque, silvery bubble fly very fast at a right-angle to the wind direction. (Sparks; Berliner)	10 secs	2		
690.	1485	July 18, 1952. Patrick AFB, Florida. 9:45 [10:45 ?] p.m. (EST). 3 USAF officers and 4 enlisted men saw a series of hovering and maneuvering red-orange lights moving in a variety of directions. (Sparks; BB Status Report 8, Dec 1952, p. 26; Berliner; Saunders/FUFOR Index)	1 hr	7		
691.		July 19, 1952. Centerville, Va. 12 midnight. Part-time farmer Constatine (Constantine?) and hired hand Davis saw 2 cigar-shaped objects, one hovering the other moving to the E then come back, both ascending vertically until disappearing. Both objects transparent (translucent?), lit from within, and emitted an exhaust from one end. Object shapes possibly more like elongated footballs. (Sparks; Battelle Unknown No. 4; BB Index Maxwell Microfilm Roll 2, p. 293)	3-4 mins	2		
692.	1492	July 19, 1952. Williston, North Dakota. 2:55 a.m. Experienced civilian pilot saw an elliptical-shaped object with a light fringe, descend fast, make a 360° then a 180° turn. (Sparks; Berliner)	5 mins	1		
693.	1494	July 19, 1952. Elkins Park, Penna. 11:35 p.m. USAF pilot Capt. C. J. Powley and wife saw 2 star-like lights maneuver, hover and speed. (Sparks; Berliner)	5-7 mins	2		
694.		July 19-20, 1952. Andrews AFB and Washington National Airport, Washington, D.C. 11:40 p.m.-6 a.m. (EDT). Numerous visual, radar and radar-visual sightings by ground observers and pilots in the air. (Sparks)	6 hrs 20 mins	many		RV

695.	1504	July 20, 1952. Lavalette, New Jersey; yacht at 40°N, 75°W (Delaware River near Philadelphia) and Elk Park, Penna. 12:20-12:25 a.m. 3 independent groups of witnesses, including Seton Hall Univ. chemistry professor Dr. A. B. Spooner, saw 2 large orange-yellow lights with some dull red color fly in trail, turn and circle observers. First seen to the S at about 40° elevation, then E, N, W, and S again but at elevation 80°. Stellar magnitude about -3 to -5. AF pilot in Elk Park estimated 10°/min angular velocity accelerating up to 2°/sec. No sound. (Sparks; Hynek UFO Rpt pp. 73-77)	5-6 mins	10	1/2 ?	Seton Hall Univ Chem Prof
696.		July 21, 1952. Dobbins AFB, Georgia. (Sparks; McDonald list)				
697.	1514	July 21, 1952. Wiesbaden, West Germany (50° 5' N, 8°15' E). 7:25 p.m. (GMT). USAF pilot Capt. Edward E. Dougher and WAF Lt. Josephine J. Stong, separated by 1 mile on the ground in Wiesbaden. Dougher saw 4 bright yellowish lights in the NNW at about 15° elevation heading SSE (towards him) seemingly climbing [but could simply be effect of approaching and in level flight]. The lights "burst" apart to Dougher, with 2 climbing and disappearing behind tree branches, and the other 2 flying away level flight in opposite directions E and W. The light headed E disappeared in about 1 minute behind a small hill. Dougher saw the W-heading light for a total of about 15 mins and was able to drive home about 2 miles [to the W ??] and was joined by Mrs. Dougher as they watched the light get very dim and disappear behind small hills to the E. [At about 7:28 p.m. and after 2 of Dougher's 4 lights had already disappeared] Stong first saw 2 reddish lights flying in opposite directions E and W at about 30° elevation from a position about 1 mile closer to the objects than Dougher's downtown Wiesbaden position [hence a vertical triangulation of about ½ mile altitude about 1 mile from Stong and 2 miles from Dougher]. The E-heading light disappeared behind building in about 2 mins [about 7:30 p.m.]. The W-heading light was seen for about 10 mins, covering about 45° arc in 5 mins (3°/min angular velocity) and then [in the NW or WNW?] nose-dived and disappeared in clouds as seen from her vantage point [now almost 3 miles from Dougher's home and new position unbeknownst to Stong]. No noise or unusual features. (Sparks; BB files; Berliner)	15 mins	3		triangulation
698.	1522	July 21, 1952. Randolph AFB - Converse, Texas. 4:30 p.m. Wife of USAF Capt. J. B. Neal saw an elongated, fuselage-shaped object fly straight and level, make a right-angle turn, fly out of sight at 300+ mph. (Sparks; Berliner)	3-5 secs	1		

699.	1533	July 21, 1952. Rockville AFS, Indiana (at 39°46'29" N, 87°15'16" W). 8:10 p.m. (CST). USAF officer and 2 enlisted men at 782nd ACW Sq radar station saw an aluminum or silver, trinagular object with triangular fin or "rudder," fly straight and level, about the size of a C-47 aircraft. Speed 0 to 60 mph, stopped at 1/2 mile from NW corner of radar station and hovered about 1/2 minute before disappearing in haze to the N. UFO probably too slow to be picked up by the radar if running MTI (moving target indication) equipment. (Sparks; NICAP website; Berliner)	3 min	3		
700.	1516	July 21, 1952. San Marcos AFB, Texas. 10:40 p.m. Lt., 2 Staff Sgts. and 3 Airmen saw a blue circle with a blue trail hover then accelerate to near-sonic speed (700+ mph) after 1 min. (Sparks; Berliner)	1 min	6		
701.	1524	July 21 [22?], 1952. Holyoke, Mass. After midnight. Mrs. A. Burgess saw a round, yellow, flashing light fly downward. No further information in files. (Sparks; Berliner)				
702.	1538	July 22, 1952. Los Alamos, New Mexico. 10:50 [11:05] a.m. Control tower operator Don R. Wiens and 2 CARCO pilots, Jack E. Chinn and F. Dew, and fireman I. V. Rowland, saw 8-10 large, round or bell-shaped, bright aluminum objects fly straight and level, then dart around erratically. First overhead then headed SW where one object disappeared into or behind a cumulus cloud about 10-15 miles away over James Mtns. (Sparks; Berliner; BB Maxwell Microfilm Roll 12, pp. 1012-6, etc., Misc Roll 1, pp. 506-8)	25 mins	4		binoculars
703.	1654	July 22 [?], 1952. Stafford, Virginia. 12 p.m. USAF pilot of C-54 transport saw a bright ovoid object hover then move in stops and starts, first approaching the plane then paralleling it. (Sparks; Berliner; Loren Gross)				
704.		July 22, 1952. Brookley AFB (30°40' N, 88° 5' W), Mobile, Alabama. 2 p.m. USAF Tech Sgt. and a civilian employee saw a barrel-shaped black object 3.5-4 ft diameter, emitting black smoke trail and a black puff of smoke flying about 5,000 ft above ground 1 mile away heading E then flying "perpendicular" (vertical?). (Sparks; Hynek-CUFOS-Willy Smith files)	2 mins	2	1/15	
705.	1536	July 22, 1952. Uvalde, Texas. 2:46 p.m. Don Epperly, Trans Texas Airlines station manager and weather observer, saw a large, round, silver object fly at 1,000+ mph while gyrating. (Sparks; Berliner)	45 secs	1		
706.		July 22, 1952. 12 miles E of Peterson Field, Colo. 6:45 p.m. USAF ADC personnel in Cessna 140 and the pilot saw a round silver object disappear into clouds. (Sparks; Project 1947)		several		

707.	1556	July 22, 1952. Near Braintree, bet. Boston and Provincetown, Mass. (at 42°10' N, 71°01' W) 8:47 p.m. (EST) [?]. USAF F-94 with pilot Lt George N. Leitner and radar observer Lt Wintford L. Bazzell [sp??] intercepted for 24 mins white blinking or flashing light with something hanging below with a cord [like a balloon?] slowly ascending from 12,000 to 22,000 ft while F-94 orbited in an attempt to identify object, then object descended from 22,000 to 8,000 ft where it was lost in undercast. Closest range 200 yards [determined by airborne radar?]. [Same or different?] F-94 intercepted 2 objects with flickering white light and swishing circling blue light which passed the jet, with airborne radar tracking and ground visual observation. [See cases below.] (Sparks; BB files; Berliner; cf. Weinstein)	24 mins	2		RV ?
708.	1556	July 22, 1952. Near Braintree, bet. Boston and Provincetown, Mass. (at 42°10' N, 71°01' W) [?]. 10:20-10:30 p.m. (EST). 3 F-94 crews at 15,000 ft, all 5 men aboard saw a large round spinning white flickering object at estimated 26,000 ft throwing off a swishing circling blue light, or considered to be 2 objects. One F-94 climbed to 35,000 ft at 250 knots with afterburner obtained radar contact for about 1 min at 10:47 p.m. Lt. Emil Lemieux and radar operator Lt Richard A. Schaffer of F-94B jet interceptor at 10:20 p.m., at 42°10' N, 71° W, heading 90° at 200 knots at 20,000 ft sighted object at same height or slightly higher on the left heading 270°, which passed at about 1 mile distance. F-94 made 180° turn to pursue and kicked in afterburner, but UFO also made 180° turn and passed immediately above F-94 when it was seen to be a large white spinning object throwing off a blue light. F-94 went into extremely loose Lufbery ("Luftberry") defensive air combat maneuver, but UFO was above and flying faster and climbed and turned out of sight (at 38,000 ft?) at 10:30 p.m. Lt Schaffer unable to detect object on APG-33 radar. U.S. Weather Bureau Observer Guy M. Bailey at Balloon Observation Tower, Logan Airport, Boston, tracked object at estimated 7-10+ miles distance by theodolite from 10:15 to 10:26 p.m. (EST) remaining at relatively constant elevation 22° and moving 22° arc from azimuth 118° to 140° at about 25,000 ft climbing to 35,000 ft, changing color from bluish-white to red when decelerating then back to bluish-white when extremely rapidly accelerating, making 3 separate 360° elliptical circling movements near pibal balloon at about 200 mph between 20.0° to 20.5° and 23.0° elevation and between 118° and 130° azimuth. Not visible with naked eye, first seen while tracking weather balloon using theodolite telescope, and had to abandon UFO to continue weather duties. Single object consisted of 4 small red and green rounded-rectangular lights at times completely enveloped by single bkuish-white light brighter than +1 magnitude star. [See previous cases above, next case below, and July 23 case.] (Sparks; BB & AFOSI files; Berliner; cf. Weinstein)	10 mins + 11+ mins ?	6+ ?		RV ?

709.	1556	July 22, 1952. Quincy, Mass. (42° N, 71° W). From 10:45 to 10:48 p.m. (EST) Officer of the Day, Navy Lt Cdr W. J. Adams, with Marine Air Detachment S/Sgt Anthony Di Nallo, at Squantum Naval Air Station, Quincy (and Navy Seaman Rolf Hellum 1 mile to S and possibly 1-2 other base personnel) received calls from 6 civilians in area (total duration 7-8 mins apparently beginning about 10:40 p.m.) then looked and saw 2 blue-green lights brighter than magnitude +1 stars maneuvering and passing over base, possibly at 800-900 mph at 40,000 to 50,000 ft, first seen in SE at 45° elevation then moved directly overhead [90°] reversed course back to SE to 45° elevation without noticeable turning, then again passed overhead this making wide arc to NE without changing altitude. Not dimmed by distance, disappeared suddenly as if switched turned off one light then the other at 10:48 p.m. (EST). At 10:47 p.m. (EST) 2nd UFO sighting by USAF pilot Lt Charles R. Hearn and radar observer Lt Charles E. West in F-94B jet fighter at 35,000 ft and 210 knots IAS heading 180° (at 42°10' N, 71° W) sighted green object with visual for about 30 secs then pilot kept eyes on instrument panel, kicked in afterburner to chase, got airborne radar tracking of F-94-sized target for 4 mins starting at about 10,000 to 12,000 yards range (about 6-7 mi) with 50 knot closure rate keeping UFO at 5° high and 5° to left then got radar lockon but at 3,000 yards (about 2 mi) UFO broke lock with hard right downward turn and disappeared. [See previous cases above, next case below, and July 23 case.] (Sparks; BB & AFOSI files; Berliner; cf. Weinstein)	7-8 mins + 24 mins?	9 + 2 ?		RV ?

710.		July 22, 1952. MacDill AFB, Florida. 10:30 p.m. (EST). MacDill AFB air traffic control tower operator sighted for ½ hour a red-greenish-blue object to the WSW at about 45° elevation with 2 other [similar?] objects to the N of it, smaller and/or farther away and lower in elevation angle (?). Tower operator sighted another object to the SSE about 30° elevation at 11:30 p.m. MacDill AFB Detachment 21, 3944th Radar Bomb-scoring Sq (RBS), radar tracked object at 12:03 a.m. (July 23) at azimuth 160° range 65,000 yards (37 mi) at 41,200 ft altitude on a heading of 310° True [almost directly towards MacDill AFB] speed 462 knots [532 mph]. Tampa Radar Bomb-scoring Sq also tracked object at 160° azimuth [about SSE] altitude 41,000 ft [reportedly, in 1998 account, Navy and CAA radars also tracked object]. At 12:08 a.m. USAF pilot and copilot of B-29 bomber with 364th Bomb Sq on landing approach were vectored by MacDill tower operator to investigate, saw high speed object at 40,000 ft heading towards MacDill AFB on a heading of 308° traveling faster than the B-29. 4 airmen at MacDill AFB radar site sighted object as it passed close [nearly overhead?]. (According to 1998 report of B-29 pilot, an AF Lt Col, they were flying at 20,000 ft; the B-29 fire control radar locked on to object at 40,000 ft and prepared to fire when UFO changed course and disappeared at 4,000 knots speed.) MacDill RBS lost object on radar at range 145,000 yards [82 mi] azimuth 310° (about NW) [at about 12:15 a.m.]. Civilians near base sighted object(s) visually. (Sparks; Robert Klinn; Project 1947; McDonald list; BB files; NICAP; NUFORC)	1-3/4 hrs	10+		RV
711.	1572	July 22-23, 1952. Trenton, New Jersey. 10:50 p.m. - 12:45, 1:28-3:47 a.m. Crews of several USAF F-94 jet interceptors from Dover AFB, Del., made 13 visual sightings and one radar tracking of blue-white [orange?] lights. White, green and blue lights were seen by ground observers and F-94 pilots moving in arcs and blinking out suddenly. F-94 crew got radar lock on at 30,000 ft away of object the size of an F-94, at 9,000 ft away the object made a sharp right turn, suddenly dropped in height and disappeared. Other sightings in the Dover-Trenton area. (Sparks; Berliner; Loren Gross)	2 hrs + 2 hrs	several		RV
712.		July 23, 1952. Near Boston, Mass. 1:15-1:18 a.m. (EST). Watch duty CG Seaman Henry Arnpriester, Nahant Coast Guard Station, sighted 2 bluish flat disc-shaped objects side-by-side estimated 5 ft in diameter (at 1,100 to 2,000 ft altitude?) in the SE at about 45° elevation descending and headed NW towards him until reaching distance of about 1-1/2 miles when suddenly reversed direction like “a ball bouncing off a wall” returning to SE and climbing without any change in apparent speed until gradually disappearing due to distance. [See July 22 sightings near Boston / Braintree, Mass.] (Sparks; AFOSI files; Saunders/FUFOR Index)	3 mins	1	1/6 to 1/3 ?	
713.		July 23, 1952. Jamestown, Rhode Island. 7:36 a.m. USN radar tracked high speed target heading N at 42,000 ft and confirmed by ADC radar at Camp Hero, N.Y. F-94's and F-86's scrambled unsuccessfully. (Sparks; McDonald list; Loren Gross)				radar

714.		July 23, 1952. E of Misawa AFB, Japan. 8:20 p.m. USAF pilot flying F-94 jet fighter chased blue-green fireball. (Sparks; Weinstein)		2?		
715.	1554	July 23, 1952. Pottstown, Penna. 8:40 a.m. 2-man crews of 3 USAF F-94 jet on training mission saw a large silver object 50-300 ft in size, shaped like a long pear with 2-3 squares beneath it, flying at 150-180 knots (170-210 mph) headed W, while a smaller object, delta-shaped or swept back, flew around it at 1,000-1,500 knots (1,150-1,700 mph) for 1-4 mins. Possible Skyhook balloon with high-speed UFO. (Sparks; BB Maxwell files, roll 12, pp. 1173-1175; Berliner)	35-40 mins	6		
716.	1567	July 23, 1952. Altoona, Penna. 12:50 p.m. 2-man crews of 2 USAF F-94 jet interceptors at 35,000-46,000 ft altitude saw 3 cylindrical objects in a vertical stack formation fly at an altitude of 50,000-80,000 ft. (Sparks; Berliner)	20 mins	4		
717.	1578	July 23, 1952. South Bend, Indiana. 11:35 p.m. USAF pilot Capt. H. W. Kloth saw 2 bright blue-white objects flying together, then the rear one veered off. (Sparks; Berliner)	9 mins	1		
718.	1584	July 24, 1952. Carson Sink, Nevada. 3:40 p.m. (MST). USAF HQ Directorate of Operations Lt. Cols. John L. McGinn (Deputy of Ops, Fighter Br) and John R. Barton (AFOOP-OP-D) flying E in a B-25 bomber at 11,000 ft and 185 knots airspeed saw 3 silver white, delta-shaped or arrowhead-shaped objects at their 1 o'clock position slightly larger than the size of F-86's (40 ft), each with a ridge along the top, in V-formation, cross in front of and above the B-25 from right to left (S to N) at about 1,200 to 2,400 ft away at about 1,800+ mph. (Sparks; Berliner; NARCAP; cf. Ruppelt pp. 10-1; NICAP)	3-4 secs	2	2 - 4	
719.	1588	July 24, 1952. Travis AFB, Calif. (Sparks; NARA)				
720.		July 25, 1952. Elmendorf AFB, Alaska. (Saunders/FUFOR Index)				radar
721.		July 25, 1952. Wilmington, Delaware. Afternoon. VA employee saw 2 discs reflecting light in a climb.		1		
722.		July 26, 1952. Hampton, and bet. Newport News and Langley AFB, Virginia. 12:15-12:45? a.m. Ground observers saw a brilliant luminous alternately bright silver, red and green object hovering over the James River Bridge at about 1,500 ft for 1/2 hour, then ascend towards the E where seen by Langley AFB tower. USAF crews of 2 F-94's and ground observers saw 4 round silver/bluish objects in V-formation shoot straight up and disappear at 5,000 ft, one tracked by USN ground radar at Norfolk and by airborne radars. (Sparks; Weinstein; Project 1947? Condon project?)				RV ground and air radars
723.	1628	July 26, 1952. Kansas City, Missouri. 12:15 a.m. USAF Capt. H. A. Stone, men in control towers at Fairfax Field and Municipal Airport, saw a greenish light with red-orange flashes descend in the NW from 40° to 10° elevation. (Sparks; Berliner)	1 hr	3+		
724.	1637	July 26, 1952. Kirtland AFB, New Mexico. 12:05 a.m. Airman 1st Class J. M. Donaldson saw 8-10 orange balls in triangular or V-formation flying fast. (Sparks; Berliner)	3-4 secs	1		

725.	1732	July 26, 1952. Langley AFB, Virginia. 2:30 p.m. USAF Capt Daniel G. Moore, military air traffic controller with 1909-7 AACS Detachment, and Tech Sgt. Edward N. Rosner [Roaner?], tracked on MPN-1C radar an unidentified object from about 15 miles [probably NM] S to disappearance 8 miles [probably NM] S of site, speed about 2,600 mph [7 mi in 0.2 min is 2,100 knots or 2,400 mph], below 5,000 ft altitude, headed towards the air base. Duration of 2 mins in report must be typo for 0.2 min. No visual. Possible radar interference (high-speed target moving radially inward towards radar not crossing center of scope). See similar case below. (Sparks; Berliner; Randle; NICAP)	0.2 min	2		radar
726.		July 26, 1952. Langley AFB, Virginia. 2:50 p.m. Capt Daniel G. Moore, military air traffic controller with 1909-7 AACS Detachment, and Gilfillan electronics technician William Yhope [Thorpe?] tracked a radar target moving E away from radar site at an unstated initial distance [possibly 8 NM if like case above], stopping for 2 mins [probably 0.2 min] at 12 miles [probably NM] E, again moving extremely fast, speed not estimated, disappearing at 15 miles [probably NM] E. Possible radar interference (high-speed target moving radially outward away from radar not having crossed center of scope). See similar case above. (Sparks; Berliner; NICAP)	4 mins ? [0.4 min??]	2		radar
727.	missi ng	July 26, 1952. Williams, Calif. 5:15 p.m. (PST). Case file missing. (Sparks; Randle) [N Calif. F-94C intercept case involving large orange-yellow object moving fast and slow, tracked by airborne and ground radars?? (Weinstein)]		[3?]		RV ground and air radars
728.		July 26, 1952. Plainview, Texas. 7:17 p.m. USAF pilot and copilot of T-33 saw a stationary object move in a slight descent changing color from white to blue. (Sparks; Project 1947)		2		
729.		July 26, 1952. Atlantic 200 miles S of New York City, New York. 8:30 p.m. USAF B-29 gunner, 301st Bomb Wing, saw 3 amber edged [?] white flashing objects traveling at Mach 1. (Sparks; Project 1947)		1		
730.		July 26, 1952. Florence, South Carolina. 10:04 [10:10?] p.m. Eastern Airlines Flight 606 Constellation pilot and 2 crew members saw a steady white light traveling at high speed in a straight line at 22,000 ft. (Sparks; Project 1947)		3		
731.	1661	July 26-27, 1952. Andrews AFB and Washington National Airport, Wash., D.C. 8 p.m. [9:50? p.m. EDT] until after 12 midnight [1:00? a.m. EDT]. Radar operators at several airports, airline and F-94 fighter pilots, sighted and tracked many unidentified blips and/or lights all over Washington area, at varying speeds. (Sparks; Berliner)	3 hrs 10 mins	20+		RV
732.	1664	July 27, 1952. Wilmington, Delaware. 7 p.m. (EDT)?). James R. Thomas saw a cylindrical object with domed top and bottom moving NW to SE in an upright position, disappearing suddenly. (NARA; NICAP)	90 secs	1?		
733.		July 27, 1952. 10 miles SSW of Columbus, Ohio. 12:05 a.m. USAF pilot of B-25 with 3 Pentagon Colonels on board saw a white light with 4 flashing lights stationary then move. (Sparks; Project 1947)		4		

734.	1680	July 27, 1952. Selfridge AFB, Mich. 10:05 a.m. 3 B-29 bomber crewmen on ground saw many round, white objects fly straight and level, very fast. Two at 10:05, one each at 10:10, 10:15, 10:20. [Possible Exercise SIGNPOST SAC B-36's from Carswell AFB en route to simulated attack run on Detroit, Mich.??] (Sparks; Berliner)	4 x 30 secs	3		
735.	1684	July 27, 1952. Wichita Falls, Texas. 8:30 p.m. Mr. and Mrs. Adrian Ellis saw 2 disc-shaped objects, illuminated by a phosphorus light, fly at an estimated 1,000 mph. [Possible returning B-36's of Exercise SIGNPOST??] (Sparks; Berliner)	15 secs			
736.		July 27, 1952. Manhattan Beach, Calif. (Saunders/FUFOR Index)				
737.	1708	July 28, 1952. McChord AFB, Wash. 2:15 a.m. T/Sgt. Walstead and S/Sgt. Calkins of the 635th AC&W Sq ADC radar site saw a dull, glowing, blue-green ball, size of a dime at arms' length, fly very fast, straight and level. (Sparks; Berliner)		2	2	radar? RV?
738.		July 28, 1952. Hallock, Minn. (Saunders/FUFOR Index)				
739.	1707	July 28, 1952. McGuire AFB, New Jersey. 6 a.m. GCA radar operator M/Sgt. W. F. Dees, and persons in the base control tower. Radar tracked a large cluster of very distinct blips. Visual observation was of oblong objects having neither wings nor tail, which made a very fast turn, at one time in echelon formation. (Sparks; Berliner)	55 mins	3+		RV
740.	1700	July 28, 1952. Heidelberg, West Germany (49°25' N, 8°42' E). 10:20 p.m. Sgt. B. C. Grassmoen and WAC PFC A.P. Turner saw a saucer-shaped object having appearance of light metal giving off shafts of white light, flying slow, make 90° turn and climb away fast. (Sparks; Berliner)	4-5 mins	2		

741.	July 29 [28?], 1952. 20 miles W of Port Huron, Mich (at 43.0° N, 82.8° W). 9:40-10 p.m. (EST). One of 3 USAF F-94B's on an ECM exercise at 9,000-9,500 ft from 61st FIS at Selfridge AFB climbed to 20,000 ft on a 270° heading when it was vectored to a UFO headed S [or SE?] at 625 mph from Saginaw Bay by GCI air defense radar [apparently FPS-3, Port Austin AFS, Mich.] (callsign "Avenger") [tracked about 7 mins evidently]. Ground radar told pilot Capt. Edward J. Slowinski (Sloan) to look at his 3 o'clock low position for a target (to the N), but found nothing, then told to look at 3 o'clock high (radar man recalled "low" then "high," pilot said he was told "high" then "low"). F-94 turned right to pursue [~9:47 p.m.]. Object suddenly reversed course with a tight 180° turn back N on ground radar scope [evidently at 300 mph to match F-94's speed, in a visible loop on the radar scope on a right turn paralleling the F-94's right turn but tighter]. As the F-94 continued right turn, radar observer Lt. Victor Helfenbein picked up target at 4 miles range on APG-33 airborne radar, level with jet altitude, at 60° relative or 2 o'clock (about 330° to 360° azimuth depending on how far into the turn) (pilot said Helfenbein reported 2:30 o'clock). Airborne radar contact made [for possibly 20 secs during the turn] then at dead ahead 12 o'clock position radar got lockon for 30 secs until target "jumped lock" when it apparently almost doubled its 4-mile [or 4-5 mi] distance in one sweep of the ground radar accelerating to 1,400 mph average speed [4-mile jump in 10-sec sweep of radar, thus reaching peak 2,600 mph at about 20 g's]. Jet briefly put on afterburner to try to close distance with object on 360° heading at 21,000 ft increasing speed with afterburner to about 350 knots IAS (about 490 knots TAS or 560 mph) [for about 3 mins?], but object would put on a burst of speed and pull away from the jet. F-94 pilot first saw multiple lights ahead as if from a jet aircraft, but no exhaust or trail, and followed the GCI vectoring to target ahead between 12 o'clock and 1 o'clock positions. Object appeared "many times larger than a star" then "took on a reddish tinge, and slowly began to get smaller, as if it were moving away," and changed color from reddish then bluish-green then white then red again in sequence (both crew members in agreement) low on the horizon to the N (possibly the star Capella and unrelated to radar target, though Helfenbein was an expert celestial navigator since 1943 with 1,400 flying hours and had never seen anything "like this before"; also another F-94 followed same N route about 10:30 p.m. with Capella still visible but did not see it as unusual or anything else). F-94 continued N heading [for about 5 mins] at about 300 mph as object maintained lead at 6-10 miles range, with GCI telling F-94 crew they were not gaining on the target on scope. Chase ended with F-94 about 5 miles N of peninsula (map shows 10 mi ENE of Burnt Cabin Point at 44°07' N, 82°45' W) return due to low fuel, object then slowed to 200-300 mph before disappearing after another 1-2 mins. (Sparks; McDonald 1968 & papers; Mary Castner / CUFOS; Loren Gross July 21-31, 1952 Supp pp. 71-77; Ruppelt pp. 171-172, 190; BB Status Rpt 8, pp. 27-28, in NARA Roll 85, pp. 701-2, Maxwell Roll 1, pp. 674-5; Todd Lemire)	20 mins	3+		RV

742.	1731	July 29, 1952. Osceola, Wisc. 1:30 a.m. Radar operators on ground and pilot of F-51 Mustang in flight. Several clusters of up to 10 small radar targets and one large target. Small targets moved from SW to E at 50-60 knots (60-70 mph), following each other. Large target moved at 600 knots (700 mph). Pilot confirmed one target. (Sparks; Berliner)	1 hr	3+		RV (scope photos in Steiger book)
743.		July 29, 1952. Walker AFB, Roswell, New Mexico. 4 weather observers including base weather officer sighted several high-speed discs through theodolite. (Sparks; Hynek UFO Rpt. pp. 114-5)		4		theodolite
744.		July 29, 1952. Los Alamos, New Mexico. 9:49 a.m. (MST). Several Los Alamos Scientific Lab employees, AESS guards and pilots on ground saw white or metallic object moving E to W to the N of the Los Alamos landing field, about 1.8°/sec [18°/min ?] angular velocity, with gyrating or fluttering motion. 2 F-86 jet interceptors from Kirtland AFB already in air were diverted and arrived about 3 mins later at 40,000 ft, object was in front of F-86's but was not seen by pilots, the UFO disappeared then reappeared having made 360° turn trailing behind fighters for 2 mins, then disappeared again. See sighting soon afterward (below). (Sparks; Hynek UFO Rpt pp. 61-64; BB Misc Microfilm Roll 1, pp. 506-8; BB Status Report 8, Dec 1952, p. 29; etc.)	3-5 + 2 mins	7+	1/10 + ?	field glasses
745.		July 29, 1952. Los Alamos, New Mexico. 9:57 [10:57?] a.m. (MST). Several Los Alamos Scientific Lab employees, AESS guards and pilots on ground [?] saw light-brown or white egg-shaped object with wings hovering then shot off to the NW disappearing in 3 secs. (Sparks; Hynek UFO Rpt pp. 61-64; BB Misc Microfilm Roll 1, pp. 506-8; BB Status Report 8, Dec 1952, p. 29; etc.)	? + 3 secs			
746.	1739	July 29, 1952. Wichita, Kansas. 12:35 p.m. USAF shop employees Douglas and Hess at Municipal Airport saw a bright white circular object with a flat bottom fly very fast then hover 10-15 secs over the Cessna Aircraft Co. plant. (Sparks; Berliner)	5 min	2		

747.	1747	July 29, 1952. 8 mi S of Ennis, Montana (at 45°14' N, 111°40.7' W, elev. 5300 ft). Between 2 and 3 p.m. [12:30?] (MST). US Army (res.) Maj. Ben Shaffer with wife and 3 children sighted and filmed objects with Bell & Howell color movie camera and Kodak Retina b&w still camera, and sighted with 8x binoculars, for 30+ mins between 3 and 4 p.m. (MST). Shaffer saw an object hovering about 1,000 ft over a mountain or hills [to the E] about 3-4 [7 ?] miles away, reportedly at 45°13' N, 111°32' W [Cedar Mtn, elev. 10,718 ft], while driving N, stopped the car, and stopped two other cars, for a total of about 12 witnesses, one of whom used 50x binoculars. The object formed a cloud around itself, then three smaller disc-like objects possibly jet fighter-sized (50 ft) burst out of the cloud from different angles at about 200 mph, forming an arc then disappeared. Another 5 small objects appeared on the right side of the cloud in V formation traveling slowly, then each of the small objects formed clouds around themselves, then re-entered the large cloud one behind the other. No other clouds in the sky. Near end of Shaffer's sighting another cloud suddenly appeared to the left of highway about 6 [13 ?] miles away [to the W] over Hill 9572 (9572 ft elev.) [Baldy Mtn?] at 45°11' N, 111°57' W, with same phenomenon of objects emerging and re-entering the cloud. ADC 29th Air Div, AACS (1906-5 Sq Detachment) and CAA checked for radar tracks, none reported. (Sparks; Martin Shough; NICAP; Berliner)	30+ mins	12	1/4 ?	color movie and still photos, 8x and 50x binoculars
748.	1747	July 29, 1952. Great Falls AFB, Montana (47°30' N, 111°13' W). 3:25-4:48 p.m. (MST). 17+ military and civilian USAF personnel (possibly totaling 50) at AACS Sq, and 1701st Air Traffic Sq and 1701st Air Transport Wing and Wing Intelligence, Great Falls AFB were alerted by a Plan 62/Plan 113 inter-base intercom alert at 3:20 p.m. MST from McChord AFB, Seattle, Wash., of a possible incoming UFO, including USAF Maj. John J. LeGrand, Maj. Raymond L. Kolman, Capt. Roy J. Jackson, S/Sgt Donald M. Manchester, Lt Hilton D. Logan, Capt. Orin G. Harman, Lt John Macgill, Mrs Anne L. Macgill (off base 8 mi from Great Falls alerted by husband Lt Macgill), Miss Virginia Walbon, Airman Charles Hooks, Mrs Anne E. Mihalik, Mrs Margaret Evans (Western Union at GFAFB), Mrs Forrester, Airman William Cole, Airman Harold Bennett, S/Sgt Charles C. Boden, Jr., M/Sgt Clarence R. Stotesbury, T/Sgt Fernandez. McChord AFB transmission was cut off in mid-sentence right after the words "flying saucer" and base personnel later falsely denied ever making the alert (though heard by multiple GFAFB personnel). Some GFAFB personnel had sightings possibly as early as 2:30 p.m. Disc-shaped object. ADC 29th Air Div, AACS (1906-5 Sq Detachment) and CAA checked for radar tracks, none reported. (Sparks; NICAP; Berliner)	2 hr period non-continuous	18+ [50+]	1/3?	binoculars
749.	1738	July 29, 1952. Merced, Calif. 3:44 or 4:35 p.m. Herbert Mitchell and employee saw a dark, discus-shaped object, trailed by a silvery light 2 lengths behind, tipped on its side, dive, hesitate then circle very fast. (Sparks; Berliner; Saunders/FUFOR Index)	2 min	2 [3?]		

750.		July 29, 1952. Albuquerque, NM. 10:30 p.m. (MST). Los Alamos Lab AEC employee pilot USAF Reserve Lt Col Robert G. LeCompte sighted from home a yellow luminous fattened ellipse 4° in length at 225° azimuth (SW) at 20°-25° elevation, which began rapidly shrinking in size and changing color to yellowish-white then white after 45-60 secs while in the same motionless position, disappeared after another 15 secs. LeCompte noted setting half moon [52% illumination] set at 10:57 p.m. MST [at azimuth 246°]. No sound. (Sparks; BB files; BB Status Report 8, Dec 1952, p. 30)	1-1¼ mins	1	8	
751.	1755	July 29 [not 30], 1952. Kirtland AFB, Albuquerque, New Mexico. 11:02 p.m. (MST). USAF 1st Lt. George E. Funk Jr., [Radar] Duty Controller, 135th AC&W Sq, Kirtland AFB, saw an almost stationary yellow-orange light at 240° azimuth (about WSW) at about 3,000 ft altitude, seen through a surveyor's transit [theodolite] for 3 mins, [naked eye 7 mins], along with Airman/1C K. D. Peebles, Airman/1C W. M. Stamps [sp?], and Airman 2/C C. D. Bolts Jr. Object faded, no radar contact. (Sparks; BB files; Berliner)	10 mins	4		
752.	1755	July 30, 1952. Continental Divide AFS (35°21'N, 107°55' W) & Kirtland AFB, Albuquerque, New Mexico. 12:14 a.m. (MST). USAF 1st Lt. George E. Funk Jr., [Radar] Duty Controller, 135th AC&W Sq, Kirtland AFB, notified ADC radar station at Continental Divide AFS, 769th AC&W Sq, of a UFO. At the 769th, radar contact was made with UFO then several station personnel went outside to spot object: USAF Capt. Thomas B. Benton, and several others, saw a hovering bent-sausage-shaped light in the E hovering beneath and casting light onto an overcast cloud layer that was at 12,000 ft [thus eliminating astronomical bodies and balloons]. Object at an initial 14° elevation [at 10 mi distance?]. At about 12:25 a.m., estimated distance [had increased to?] about 20 miles for a few mins, increasing to 30-40 miles as it began moving in a slow flat horizontal orbit at 200 knots (230 mph) about 4 miles diameter over several orbits as it moved N. At 12:35 a.m., Capt Benton observed UFO with 7x50 binoculars and estimated apparent size as about that of a Lockheed Constellation (126 ft) at 25 miles (an actual Constellation was 30 mi to the S). At one point several small lights appeared beneath main object, then light went out and disappeared. Sighted along with Airman/1C Max G. Hancey, Airman/1C Raymond L. Welch and Airman/2C William E. Fuqua, and (civilian) [radar tech?] Richard L. Feldman. F-86 scrambled from 93rd FIS, Kirtland AFB, unable to sight object. (Sparks; BB files; Berliner)	21+ mins	5	1/10 [2/3 equiv. in binocs]	radar-visual
753.	1758	July 30, 1952. San Antonio, Texas. 10 a.m. E. E. Nye and another saw a round, white object fly slow then speed away. (Sparks; Berliner)	20-30 mins	2		
754.		July 30, 1952. Atlanta, Georgia. (Saunders/FUFOR Index)				

755.		July 30, 1952. Holloman AFB, Alamogordo, New Mexico. (Saunders/FUFOR Index)				
756.		July 30, 1952. Keesler AFB, Mississippi (30°20' N, 88°57' W). 11:55 p.m. (CST). Capt. Eugene P. Daspit, Supv., Ground Ops Branch, Electronics Observer Dept, 3398th Tech Training Sq, Keesler AFB, and Tech Sgt. James E. Hansen, CPS-5 Team Chief, 3381st Tech Training Sq, Keesler AFB, detected a slow-moving radar target on CPS-5 radar about size of C-54 radar blip, about 43 miles (40 miles according to Hansen) N at 335° azimuth, first (stationary for 2 mins according to Hansen) moving slowly S about 1 mile in 2 mins [30 mph] (or 2 miles per Hansen [60 mph?]), that stopped for 4 mins, then slowly headed N for 3 mins, stopped 2 mins (at its original position per Hansen), disappeared for 3 mins, then reappeared traveling at higher speed of 40-45 mph, heading NE to range of 50 miles [6-1/2 miles traveled] in 3 mins [130 mph?] at 345° before disappearing at 12:12 a.m. (Sparks; BB Maxwell Roll 13, pp. 1151-1163)	17 mins	2		radar
757.		July 31, 1952. 15 miles E of Yokota AFB, Japan (at 38°30' N, 139°57' E ??). 10:10 p.m. USAF pilot Leach and copilot Kato of C-47 with 548th Tech Recon Sq saw an object at 7,000 ft off their left wing. (Sparks; Project 1947; Saunders/FUFOR Index)		2		
758.		Aug. 1952. Skylight Mtn., Washington County, Ark. 3:30 p.m. Inverted tin colored saucers, 4:1 width/thickness ratio, darted in and out of cloud bank, in 5 mile circles in 5 secs [3,600 mph]. (Sparks; Berliner)	5 secs x ?	2		photo
759.	1771	Aug. 1, 1952. Lancaster, Calif. 1:14 a.m. Sheriff's deputies and others, one named Mallette, saw 2 brilliant red lights hovering and maneuvering. (Sparks; Berliner)	5 mins	2+		
760.	1771	Aug. 1, 1952. 3 mi S of Vincennes, Ind. 10:38 a.m. (EDT?). Hilary, Charles & Larry Vieck heard sound of 3-4 jets though saw no jets, but sighted a silvery flat-bottomed saucer-shaped object zigzagging across the sky in a path from N to SW, stopped in midair 20 secs then descended like helicopter then rose back up to original height and continued zigzag path at about 15,000 ft at closest distance 3 miles about 20°-25° above horizon [15,000 ft alt at 3 mi distance is about 45°]. Loud sonic booms with zigzags. (Sparks; Fran Ridge/NICAP; BB)	20+ secs	3		

761.		Aug. 1, 1952. Near Piqua (radar at Bellefontaine), Ohio. 10:51-11:13 a.m. (EST). Lt. James Lott, radar controller at USAF ADC radar site 664th AC&W Sq at Bellefontaine atop Campbell Hill at 1549 ft elevation (40°22'20" N, 83°43'10" W). tracked target from 25 miles at 230° azimuth from radar site or approximately at 20 miles NNW of Wright-Patterson AFB (WPAFB), Dayton, Ohio, [at about 40°08' N, 84°10' W, which is 24 NM at 235° azimuth from Bellefontaine radar and 19 NM NNW-N at 343° azimuth from WPAFB]. Altitude within FPS-3 search radar (1290 MHz 3.3 RPM) high beam or above 10,000 ft, traveling 400-450 knots (~460-520 mph) on a heading of 240° about WSW and [at 10:54 a.m. ?]. Bellefontaine radar site vectored 2 F-86's piloted by Major James B. Smith and Lt. Donald J. Hemer, from 97th FIS, Wright-Patterson AFB, Dayton, Ohio, at 30,000 ft, located 10 miles SE of the UFO. Jets made visual contact at 10:55 a.m., climbed to 48,000 ft, fell off, climbed again to 48,000 ft and Smith got a weak return on his radar gunsight, shot gun camera film of the white round object or silver-colored sphere or disc estimated at 60,000-68,000 ft based on range limit of airborne radar (or 60,000 to 70,000 ft) [which then took off at high speed ?]. Size calculated at 24-40 ft based on measured 2 mil (~2 milliradian) angular size and 12,000 to 20,000 ft slant range. F-86's broke off intercept at 11:13 a.m., at 5 miles NW of Springfield, Ohio (~10 mi NE of WPAFB). Film reportedly shows UFO image in the upper right of the frames with noticeable motion to the lower left. (Sparks; BB Microfilm Maxwell Roll 14, pp. 51-72, BB Misc Roll 1, pp. 563-580; BB Status Rpt 8, p. 32; cf. Ruppelt pp. 174-6; Keyhoe 1953 p. 107; CR pp. 161-3)	22 mins	3+	2 mils measured in gunsight (1/5 Full Moon)	RV, gun camera film
762.	1783	Aug. 2, 1952. Lake Charles, Louisiana. 3 a.m. USAF 1st Lt. W. A. Theil and enlisted man Edwards saw a red ball with blue flame tail fly straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	3-4 secs	2		
763.		Aug. 2, 1952. Houlton, Maine. Smart and another witness on a wharf saw 21 objects traveling 200-600 mph. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	35 mins	2		
764.		Aug. 3, 1952. Hamilton AFB, Calif. 4:15-5:30 p.m. (PDT). 2 AF pilots Capt. L. R. Hadley and Lt. D. A. Swimley, and AF Capt. W. T. Perske, saw visually and with binoculars 2 circular or spherical silvery objects 60-100 ft diameter at 12,000 and 18,000 ft drifting E to W on a 15-mile track passing overhead, darting and dogfighting at estimated 400-450 mph, the upper object dropping from 18,000 to 12,000 ft, at the end replaced by 8 more similar objects appearing in pairs in the W about 15-20 miles distant. No sound. (Sparks; BB Microfilm Misc Roll 1, pp. 538-541)	1 hr 15 mins + ?	3	1/3 to 1	binocs
765.		Aug. 3, 1952. Truth or Consequences, New Mexico. 10:20 p.m. Civilian engineer Anderson saw 3 light-green cylindrical objects hovering at 45° elevation in inverted-V formation, switching to echelon when one object moved, with a rolling motion along its long axis. Disappeared by rapidly rising vertically. (Sparks; BB Status Report 8, Dec 1952, p. 33; Saunders/FUFOR Index)	9 mins	1	4	engineer

766.	1812	Aug. 4, 1952. Phoenix, Ariz. 2:20 a.m. USAF A/3c W. F. Vain [and Parker?] saw a yellow ball at about 3,000 ft and traveling about 200 mph, heading from NNE to SW, which lengthened and narrowed to plate shape, flying straight and level. (Sparks; NICAP website; Berliner; Saunders/FUFOR Index)	5 mins	2+ (?)	3/4	
767.	1813	Aug. 4, 1952. Mt. Vernon, New York. 11:37 a.m. Woman and 2 children saw an object, shaped like a lifesaver or donut, emitting black smoke from its top and making a 15° [?] [reciprocating?] arc in 1.5 mins. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	2 hrs	3		
768.		Aug. 5, 1952. Bet. Lima (12° 6' S, 77° 3' W) and Huacho, Peru. 5:13 a.m. Panagra DC-3 pilot Sullivan and crew saw 3 saucer-shaped objects in a V-formation maneuver around the plane. (Sparks; Project 1947; Saunders/FUFOR Index)		multiple		
769.	1827	Aug 5-6, 1952. Haneda AFB, Japan (35°33' N, 139°46' E). 11:30 p.m. USAF F-94 jet interceptor pilots 1st Lt. W. R. Holder, 1st Lt. A. M. Jones, and Haneda control tower operators. Airborne radar tracked a target for 90 secs. Control tower operators watched 50-60 mins while a dark shape with a light flew as fast as 330 knots (380 mph), hover, fly curves and perform a variety of maneuvers, at one point splitting into 3 targets [?]. (Sparks; Berliner; BB Status Report 8, Dec 1952, pp. 34-35)	50-60 mins	4+		RV
770.	1841	Aug. 6, 1952. Tokyo, Japan. Continuation of Haneda AFB sightings. (Sparks; NARA)				
771.	1843	Aug. 6, 1952. Belleville, Mich. Military witness(es). (Sparks; NARA)				
772.	1845	Aug. 6, 1952. Port Austin, Mich. Case missing. (Sparks; NARA)				
773.		Aug. 6-7 [?], 1952. Port Lyautey [Mina Hassam Tani?], French Morocco (34°20' N, 6°34' W). 7:51 p.m. Control tower personnel and 3 USN officer pilots [one named Dobos?] while flying R5-D saw a brilliant white disc-shaped luminous object with red blinking light, leaving a smoke trail, traveling straight and level at high speed then shot up vertically to 15,000 ft at high speed, then hovered, descended. When aircraft tried to climb towards object it started moving at high speed and chase was abandoned. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)		4+		
774.	1855	Aug. 7, 1952. San Antonio, Texas. 9:08 a.m. Mrs. Susan Pfuhl [Pzuhl?] saw 4 glowing white discs, one made a 180° turn, one flew straight and level, one veered off, and one circled. (Sparks; Berliner; Saunders/FUFOR Index)	70 mins	1		
775.		Aug. 8, 1952. Warren AFB, Wyoming. 7:48 p.m. Pollack and another witness saw an object immediately stop without appearing to decelerate. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	2-1/2 mins	2		
776.		Aug. 9, 1952. K-3 area E of Pohang, Korea (at 38° N, 127° E). 8:57 p.m. Pilot Nagrodsky of 1st Naval Air Wing aircraft a fireball with stream of flame pass the aircraft at 1,500 mph, tracked on airborne and ground radars. (Sparks; Project 1947; Saunders/FUFOR Index)		2+ ?		ground and air radars

777.	1870	Aug. 9, 1952. Lake Charles AFB, Louisiana. 10:50 a.m. USAF A/3c J. P. Raley while walking to work saw a disc-shaped object fly S at 5,000 ft at high speed, turn W then [?] hover for 2 secs. (Sparks; cf. Hynek-CUFOS re-eval; Jan Aldrich)	5-6 mins [1 min?]	1		
778.		Aug. 11, 1952. Hampton, Virginia. 9/10 p.m. USAF Capt. and wife driving to town saw a series of 7 yellowish-orange low-flying objects climb away. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	5 mins [7 x secs?]	2		
779.		Aug. 12, 1952. Near Cape May, New Jersey. 5:43 a.m. USAF pilot of F-94B saw stationary glowing object lose brightness and diminish in size. [Star?] (Sparks; Weinstein; BB files??)		1?		
780.		Aug. 12, 1952. Big Spring, Texas. 4:49 p.m. USAF pilot of T-6 saw a light flying at 500 mph and 15,000 ft pass his aircraft. (Sparks; Project 1947)		1		
781.		Aug. 12, 1952. 70 miles W of Wink, Texas. 10:48 p.m. [?] USN? pilot and copilot of SNB aircraft saw several pie-pan-shaped aluminum colored objects pass ahead of their aircraft and ascend. (Sparks; Project 1947)		2		
782.	1889	Aug. 13 [10?], 1952. Tokyo, Japan. 9:45 p.m. USMC pilot Maj. D. McGough saw an orange light fly a left orbit at 8,000 ft and 230 mph, spiral down to no more than 1,500 ft, remain stationary f or 2-3 mins and blinked out. Attempted interception unsuccessful. (Sparks; Berliner; Hynek-CUFOS re-eval; Jan Aldrich)	2-3 mins +	1		
783.		Aug. 17, 1952. W of Athens, Alabama (at 34°49'30" N, 87°11'30" W). 12:47 p.m. USAF pilot of T-6G saw an intensely bright bright white round object hovering then disappear suddenly. (Sparks; Project 1947)		1		
784.		Aug. 17, 1952. E of Abilene, Texas (at 32°35' N, 99°13' W). 4:49 p.m. USAF pilot of T-6D [from Webb AFB?] saw an oblong polished metal object climbing at 500 mph. (Sparks; Project 1947; Saunders/FUFOR Index)		1		
785.	1920	Aug. 18, 1952. Fairfield, Calif. 12:50 a.m. 3 policemen saw an object change color from red-green-orange-blue, shaped like a diamond, and change directions [?] traveling in a straight line "sideways" [?] gaining altitude. Military witnesses [?]. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	30 min	3		
786.	1928	Aug. 19, 1952. Red Bluff, Calif. 2:38 p.m. GOC observer Albert Lathrop saw 2 objects, shaped like fat bullets, fly straight and level, very fast. (Sparks; Berliner)	25 secs			
787.	1928	Aug. 19, 1952. Boron, Calif. 8 p.m. (PDT). Pilot of USAF aircraft saw tailless object greatly accelerate away to the E and disappear, with airborne radar tracking [?]. No ground radar tracking due to ground clutter. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)		1		radar?
788.	1938	Aug. 20 [19?], 1952. Neffsville [Lancaster?], Penna. 3:10 a.m. Bill Ford and 2 others saw an undescribed object flying at 500 ft altitude. No further data in files. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	several mins	3		
789.		Aug. 20, 1952. W Fresno, Calif. (at 36°47'N, 119°49'W). 6:30 p.m. (PDT). Aeronautical engineer DeMay and civilian pilot Paxton, commercial artist, heard loud jet-like sound, saw object at relatively high speed approach from S with fast "jerky" motions. Sparks; BB files)	1 min	3		aero engr

790.	1944	Aug. 21, 1952. Dallas, Texas. 11:54 p.m. Jack Rossen, ex-artillery observer, saw 3 blue-white lights hover then descend, 1.5 mins [30 secs?] later one [2?] of them descended further. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	1.5 mins +	1		
791.		Aug. 22, 1952. Ontario, Calif. 3 p.m. Pilot Irvin of aircraft saw 2 teardrop shaped objects cross his flight path 1/2 mile away in high speed straight level flight creating severe turbulence that rocked his aircraft. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	2 secs	1?		
792.		Aug. 23, 1952. Sinuiju, North Korea. 1:04 a.m. USAF 19th Bomber Group weather recon B-29 crew saw an orange-red cigar-shaped object. (Sparks; Weinstein; BB files??)				
793.	1956	Aug. 23, 1952. Akron, Ohio. 4:10 a.m. USAF 2nd Lt. H. K. Funseth, a ground radar observer, and 2 U.S. Navy men saw a pulsing amber light fly straight and level. (Sparks; Berliner)	7 mins	3		RV ?
794.	1961	Aug. 24, 1952. Bet. Hermanas, New Mexico, and El Paso, Texas. 10:15 [10:20?] a.m. Georgia Air National Guard F-84G jet fighter pilot Col. G. W. Johnson saw two 6 ft silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. (Sparks; Berliner)	10 mins			
795.	1964	Aug. 24, 1952. Tucson, Ariz. 5:40 p.m. Mr. and Mrs. George White saw a large round, metallic, white light with a vague lower surface, fly slowly, then fast with a dancing, wavering motion. (Sparks; Berliner)	1 min	2		
796.	1969	Aug. 24, 1952. Levelland, Texas. 9:30-9:53? p.m., 10:30 p.m. Mr. and Mrs. Elmer Sharp saw an object, shaped like a spinning top, changing color from red to yellow to blue, with a fiery tail, hover for 20 mins with whistling [shrill?] sound, then fly away on a NNW course in 3 mins. Same or similar object returned 1 hr later repeating maneuvers. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	23 mins +	2		
797.	1972	Aug. 25, 1952. Frontenac-Pittsburg, Kansas. 5:35 a.m. (CST). Radio station musician William Squyres saw 70-75 ft inverted platter-shaped dull aluminum color object to right side of road about 40° elevation and 750 ft away with head and shoulders of a "man" inside visible in a window, midsection had many windows in which regular motion of some kind could be seen. He stopped the car and got out to look from 300 ft away, object had "rocking motion" and deep throbbing sound, series of 6-7-inch rapidly rotating "propellers," then after 1/2 min rose vertically at high speed from 10 ft height, with the sound like a mass of quail suddenly aflight, and disappeared in a gap of broken clouds but not behind clouds. Later found 60 ft circle of grass matted down in the field. (Sparks; Hynek UFO Rpt pp. 200-3; Battelle Unknown No. 12; Vallée Magonia 98; Randle)	1/2 min. +	1	25	
798.	1915	Aug. 25, 1952. Delaware, Ohio. Stanger. (Sparks; NARA; Saunders/FUFOR Index)				
799.	1979	Aug. 25, 1952. Holloman AFB, New Mexico. 3:40 p.m. Civilian supervisor Fred Lee and foreman L. A. Aquilar saw a round silver object fly S, turn and fly N, make a 360° turn, fly away vertically. (Sparks; Berliner)	3-5 mins	2		

800.	1986	Aug. 26, 1952. Lathrop Wells, Nevada. 12:10 a.m. USAF Capt. D. A. Woods saw a large spherical very bright object with a V-shaped contrail, a dark cone in the center, approach at 1,000 mph, hover briefly, make an instant 90°-180° turn, then a gentle climb and final sudden acceleration leaving blue-white contrail which evaporated immediately. No sound. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)		1		
801.	1987	Aug. 26, 1952. Biloxi, Miss. (Sparks; NARA)				
802.	1994	Aug. 26-27, 1952. Veracruz, Mexico. 2:15 a.m. Many witnesses of object traveling in straight line out to sea with buzzing noise. Sighting on Aug. 30. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	8 secs	many		
803.	2006	Aug. 28, 1952. Chickasaw (30°45' N, 88°4' W) and Brookley AFB (30°38' N, 88°5' W), Mobile, Alabama. 9:30-10:20 p.m. 3 civilians in Chickasaw reported to duty officer USAF Capt. at Brookley AFB seeing multiple red stationary and maneuvering objects to the S and one moving from S to W, all over the direction of Brookley. AFOSI agent arrived in Chickasaw at 9:50 to investigate and saw the same 4 objects to the S and SW estimated 8-12 miles distance, one fiery red object stationary for 15 mins then drifted 15°-20° to the right then stationary again. Radar operator visually spotted red-green object over Chickasaw to the N. USAF duty officer and control tower operators saw one object to the SW at 240° azimuth to the right and lower than the moon [which was at about 214° azimuth 22° elevation], and another object to the W at 280° azimuth at 10°-20° elevation the latter was confirmed by GCA's MPN-1 radar as a stationary target at 280° azimuth 4 miles range 4,000 ft altitude [= 11° elevation]. AFOSI officer, and others saw one object explode, one do a figure-8 maneuver, etc., 4-6 objects larger than a star or planet varying from fiery red, red-blue, red-green and sparkling diamond appearance, a civilian AF employee saw a flat oval shape. (Sparks; Berliner; cf. Hynek-CUFOS-Willy Smith files)	50 mins	10+		RV, binoculars, triangulation
804.	2013	Aug. 29, 1952. Colorado Springs, Colo. 8:35 p.m. Military [? USAF?] pilot C. A. Magruder saw 3 objects, 50 ft in diameter, 10 ft high, aluminum with red-yellow exhaust, fly in trail about 1,500 mph. (Sparks; Berliner)	4-5 secs	1		

805.		Aug. 29, 1952. WNW of Thule, Greenland (at 77° N., 75°15' W). 10:50 a.m. (EST). US Navy Atlantic Fleet Patrol Squadron VP-23, Thule, aircraft P4Y-2 at 10,000 ft heading 000° True at 150 knots (173 mph) in a half standard rate left turn (4-min 360° turn), copilot acting as pilot Lt JG William A. O'Flaherty, and navigator LtJG R. S. Moore in the aircraft astrodome, were following an 85 ft diameter Skyhook balloon launched from an icebreaker US Coast Guard Cutter <i>Eastwind</i> when upon release of the parachute instrument package from the balloon they sighted 3 white discs or globes, about ½ to almost the full apparent size of the balloon, in triangle formation slightly W of N [NNW?], clustered to the right of the Skyhook instrument package at 74,000 ft for some 2-3 minutes. [Discrepancy in 2004 account claiming that pilot Lt. John C. Callahan and aircraft commander Merchant (navigator Moore?) also observed UFO's, though denied by the copilot report of O'Flaherty in 1952.] O'Flaherty lost the objects in the sun [in the SSE] but Moore then [flying very fast in triangular formation with a vertical banking] climbed to disappearance in 5 secs [3? secs] with no trail or exhaust or visible means of propulsion. (Sparks; <i>Naval History</i> magazine Oct 2004, web version; Jan Aldrich; NICAP Dan Wilson; Berliner)	2-3 mins	2 [4?]	[1/10 ?]	
806.		Aug. 30, 1952. Santa Monica, Calif. 8, 11:30 p.m. Hehr and another witness sitting in a park saw many horizontal bar-shaped objects appearing and disappearing, forming a formation, traveling laterally at 1,500 mph. 2nd sighting of light near moon. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	10 mins + ?	2		
807.		Sept. 1, 1952. Atlanta, Georgia. 9:43 p.m. Mrs. William Davis and 9 others saw a light, similar to the evening star, move up and down for a long period of time. (Sparks; Berliner)		10		
808.	2022	Sept. 1, 1952. Marietta, Georgia. 10:30 p.m. Mr. Bowman (ex-artillery officer) and 24 others saw a red, white, and blue-green object which spun and shot off sparks. An unidentified witness using binoculars saw 2 large objects shaped like spinning tops with red, blue and green colors, fly side by side, leaving a sparkling trail for 30 mins. (Sparks; Berliner)	15-30 mins	26		binoculars
809.		Sept. 1, 1952. Marietta, Georgia. 10:50 p.m. Ex-AAF B-25 gunner saw 2 large white disc-shaped objects with green vapor trails fly in trail formation, merge, fly away very fast. (Sparks; Berliner)		1		
810.	2023	Sept. 1, 1952. Yaak, Montana. 4:45 a.m. Visual sighting by 2 USAF enlisted men, radar tracking by 3 men using FPS-3 radar set. 2 small, varicolored lights became black silhouettes [of "dark, cigar-shaped object"?] at dawn, flew erratically. (Sparks; Berliner; cf. Ruppelt p. 194)	1 hr	5		RV
811.		Sept. 2, 1952. Tokyo, Japan. (Sparks; McDonald list)				

812.	2025	Sept. 2, 1952. Midway Airport, Chicago, Illinois (41°47' N, 87°45' W). 12:01-7 a.m. (CST). CAA radar controllers Robert L. Terneuzen (GCA), Ralph L. Frick, Dale E. Warner, Warren J. Weber, and Radar Maintenance Technician Gordon R. Copenad, at Midway Airport tracked as many as 30 UFO targets simultaneously, flying in various directions, "average" speed of 175 mph at about 2,000 ft ASL. ADC 755th AC&W radar station, Williams Bay / Elkhorn, Wisc., claimed Midway Airport Tower Supervisor called at 2:50 a.m. saying there were 40 UFO targets plotted by Midway Airport radar from 3,000 to 6,000 ft, speed 120-150 mph, azimuths 180° to 300° (Midway Tower claimed the 755th was not alerted by Midway until 5:14 a.m., and that it was indirect, through Chicago ARTC). UFO target blips were size of "light planes" or larger (best target quality in the 6-10 mi distance range) and moved in no particular pattern except, sometimes "erratic" and sometimes in straight lines up to 15 miles long and in at least one instance of "flying formation" with an aircraft. At about 4 a.m. [CST], 2 UFO targets flew in formation with an inbound DC-4 airliner, one on each wing of the DC-4 about ½ mi away (the precise minimum distance for the PAR-1 elevation / height-finder radar beam's 3.6° azimuth resolution, 0.50 mi at 8 mi distance, to prevent the 3 blips merging into one blip). Wing formation started from near Lake Shore [about 8 miles away] until 1 mile out on final approach when each target flew off from the DC-4 at the same time, in opposite directions, as if controlled [possible hoax prank by ADC 4706th fighters??]. Two F-86 jet fighters, piloted by Capt. (later Col.) William W. Maitland and Lt. Beverly J. Dunjill (latter returned from 100 combat missions in Korea as a combat flight instructor, test pilot, and 62nd FIS Ops Ofcr), 62nd FIS, 4706th Defense Wing, O'Hare AFB / Airport, Chicago, scrambled by ADC from O'Hare AFB at 5:30 a.m. [CST], took off at 5:50 a.m., were under Midway Airport control searching the area from 5:55 to 6:19 a.m. F-86s were repeatedly vectored "through" targets at 800 to 4,000 ft altitude attempting to "ram" or "hit" the UFOs without seeing anything visually [apparently the F-86s carried no airborne radar]. In fact this is misleading since all targets including the 37-foot wingspan F-86 jets and the UFOs were physically much smaller than the roughly ½ mile area for each painted as a blip on the Midway radar screens. Thus the F-86s could not possibly be located and "directed" to a UFO more precisely than each jet's or object's ½ mile region represented as blips on Midway's radar scopes. Overcast cloud layer at 4,700 ft, sunrise at ground level about 5:18 a.m. CST. ADC 755th AC&W air defense radar in Elkhorn / Williams Bay, Wisc. (42°37'01"N, 88°32'19"W) did not detect targets on its CPS-6B, but from ~70 miles away the earth's curvature, beam elevation and ground clutter would block radar detection of targets below about 5,000 ft near Midway Airport. Note: Teletype report by 4706th Defense Wing on Sept 10-11 apparently reports all event times erroneously as "CDST" that should be "CST." (Sparks; BB files; Martin Shough; Berliner)	7 hrs	5 ?		radar

813.		Sept. 3, 1952. Tucson, Ariz. 9 a.m. Civilian pilots McCraven and Thomas saw a shiny, dark ellipse make three broad, curving sweeps. (Sparks; Berliner)	1.5 mins	2		
814.	2045	Sept. 6, 1952. Lake Charles AFB, Louisiana. 1:30 a.m. T/Sgt. J. E. Wilson and 2 enlisted men saw a bright star-like light move about the sky. (Sparks; Berliner)	2 hrs	3		
815.	2048	Sept. 6, 1952. Tucson, Ariz. 4:55 p.m. Ex-Congresswoman Mrs. Isabella King and Bill McClain saw an orange teardrop-shaped object whirl on its vertical axis, descend very fast, stop, retrace its path upwards, while whirling in the opposite direction. (Sparks; Berliner)	1.5 mins	2		
816.	2049	Sept. 7, 1952. San Antonio, Texas. 10:30 p.m. Chemist J. W. Gibson and others saw an orange object or light (color temperature 2,000° F.) explode into view. (Sparks; Berliner)	3-20 secs	3+		
817.	2052	Sept. 7, 1952. San Antonio, Texas. (Sparks; NARA)				
818.	2062	Sept. 9, 1952. Rabat, French Morocco. 9 p.m. USAF Intelligence civilian illustrator E. J. Colisimo saw a disc with lights along part of its circumference, fly twice as fast as a T-33 jet trainer, in a slightly curved path. (Sparks; Berliner)	5 secs	1		
819.	2077	Sept. 12, 1952. Allen, Maryland. 9:30 p.m. GOC observers Mr. and Mrs. David Kolb using binoculars saw a white light with red trim and streamers fly NE. (Sparks; Berliner)	35 mins	2		binoculars
820.	2085	Sept. 13, 1952. Near Allentown, Penna. 7:40 p.m. Private pilot W. A. Hobler, flying a Beech Bonanza at 10,000 ft from Allentown to the Caldwell-Bright Omni station, saw a 3 ft object, shaped like a fat football, flaming orange-red color, at his 11 o'clock high position about 450-600 ft away descend at a 30° angle on a collision course, Hobler made a sharp climb to avoid it, object then pulled up in a 65° climb in front of Hobler's airplane, Hobler made a rapid 180° right turn but lost the object traveling at about 700 mph. (Sparks; Berliner; NARCAP)	< 15 secs ?	1	1/2 – 2/3	
821.	2093	Sept. 13, 1952. SW of Enterprise, Utah (37°34' N, 113°43' W). 9:35 p.m. (MST). Pilot of Flying Tiger Airlines airplane N67977 saw a blue light fly very fast on a collision course with the airliner. (Sparks; BB files; Berliner)		1		
822.		Sept. 14, 1952. 40 mi SSW of Goose Air Base, Newfoundland (53°19' N, 60°25' W). Vapor trails were sighted by an observer in aircraft, formed by aircraft flying SW. Visibility unlimited. (Sparks; NICAP; NEAC History; Jan Aldrich)		1?		
823.	2093	Sept. 14, 1952. Olmstead AFB, Penna. 3:35 a.m. (EST). Civilian guards at Olmstead AFB saw blue watermelon-shaped object maneuvering like a helicopter, headed S. (Sparks; BB files)	3 mins	2 or 2+		
824.	2086	Sept. 14, 1952. Santa Barbara, Calif. 8:40 p.m. USAF C-54 transport pilot Tarbutton saw a blue-white light travel straight and level, then fly up. (Sparks; Berliner)	30 secs	1		
825.	2089	Sept. 14, 1952. White Lake, South Dakota. 7 p.m. GOC observer L. W. Barnes, using binoculars saw a red, cigar-shaped object, with three puffs behind it, fly W, then S, then was gone. (Sparks; Berliner)	30-40 mins	1		binoculars

826.	2087	Sept. 14, 1952. 10:13 p.m. (CET). 55°29' N, 14°52.5' E (Baltic Sea N of Bornholm island). Danish Navy personnel in NATO Operation/Exercise MAINBRACE, Lt Cdr Schmidt-Jensen, 2nd in command of Danish destroyer Willemoes and some crew, sighted 3 objects [bluish?] in rapid level flight in triangular formation [or triangle shaped single object?], apex pointed in direction of travel to S, giving off white light exhaust at 1,500 kph (900 mph), no noise, no smoke. First seen at 320° True azimuth [NW] moving rapidly to 240° True azimuth [WSW], heading S, in 5-10 secs at 1,000 meters altitude (3,000 ft) elevation angle 40°-50°. [Slant range 4,500-6,000 ft if altitude and elevation correct, thus motion from 320° to 240° in 5-10 secs represents speed of only about 300 to 800 mph depending on exact course. If at typical meteor altitude of 60-80 miles, slant range = 80-120 mi, velocity about 8 to 16 mi/sec or about 30,000 to 60,000 mph, typical meteor velocities. Likely meteor fireball.] (Sparks; BB files; NICAP website; Berliner)	5-10 secs	multiple		
827.	2092	Sept. 14, 1952. El Paso, Texas. (Sparks; NARA)		multiple		
828.		Sept. 14-15, 1952. Ciudad Juarez, Mexico. 11:30 p.m. - 1:20 a.m. Consulting engineer R. J. Portis and 3 others saw 6 groups of 12-15 luminous spheres or discs, which flew in high speed formations varying from arcs to inverted-Y's. (Sparks; Berliner)	1 hr 50 mins	4		
829.	2099	Sept. 16, 1952. Portland, Maine. 6:22 p.m. Crew of U.S. Navy P2V Neptune patrol plane saw a group of 5 lights in circular formation at the same time a long, thin blip was tracked on radar. Note: Possible USAF KC-97 airplanes involved in a refueling operation. (Sparks; Berliner)	20 mins	2+ ?		RV
830.	2100	Sept. 16, 1952. Warner Robins AFB, Georgia. 7:30 p.m. 3 USAF officers and 2 civilians saw white lights fly abreast at 100 mph. (Sparks; Berliner)	15 mins	5		
831.	2105	Sept. 17, 1952. Tucson, Ariz. 11:40 a.m. Mr. and Mrs. Ted Hollingsworth saw 2 groups of 3 large, flat, shiny objects fly in tight formations, the first group slow, the second faster. (Sparks; Berliner)	2 mins	2		
832.		Sept. 20 [19? 21?], 1952. Topcliffe RAF Station, Yorkshire, England, UK. 10:53 a.m. [4:14 p.m.?] Operation MAINBRACE Meteor jet fighter (flown by Flight Lt. John W. Kilburn and Flight Lt. Cybulski ?) was descending to land at 5,000 ft when they saw a slow-moving circular silver [or white?] object about 5 miles behind them at about 15,000 ft following a similar course then swinging like a "falling sycamore leaf" or pendulum and began descending. As the Meteor turned towards Dishforth the object followed, then stopped falling leaf motion and descent, began rotation on its axis, suddenly accelerated at "incredible speed" faster than a meteor to the W then turned to SE [and disappeared]. Ground ? observers included Flying Officer Paris, Master Signaller Thompson, Higgins ? and 5 other aircrew [on the ground?]. (Sparks; Jan Aldrich; Ruppelt pp. 195-6; NICAP; Saunders/FUFOR Index)	15-20 secs +	10 ?		

833.		Sept. 21?, 1952. North Sea near England, UK. Operation MAINBRACE sighting by 6 British pilots [including Higgins?] in a formation of Meteor jets who pursued shiny spherical object but lost it in 1-2 mins then it reappeared following one of the jets which turned to pursue but the object outmaneuvered the jet. (Sparks; Ruppelt p. 196; BB files??; Saunders/FUFOR Index ?)	several mins	6		
834.	2119	Sept. 23, 1952. Gander Lake, Newfoundland, Canada. No time shown. Pepperrell AFB operations officer and 7 other campers saw bright white light, which reflected on the lake, fly straight and level at 100 mph. (Sparks; Berliner)	10 mins	8		
835.	2124	Sept. 24, 1952. Charleston, West Virginia. 3:30 p.m. Crew of USAF B-29 bomber saw a lot of bright, metallic particles or flashes, up to 3 ft in length, stream past the B-29. (Sparks; Berliner)	15 mins	2+		
836.		Sept. 24, 1952. Guantanamo Bay, Cuba. 7:45-8:10 p.m. (EDT). USN crew of TBM bomber, pilot William N. Straughan, and G. W. Turnbow and Alan Morris, chased a maneuvering white light with greenish tail, changed color to red on rapid ascent from 25,000 to 35,000 ft, appearing as “brilliant white light” 15 ft diameter at closest approach [less than ½ mile?] when it was “so close that the bright light blanked out all view of the lights on McCalla Field.” At 8-10 miles distance appeared to be size of SNB aircraft (48 ft wingspan). (Sparks; BB Maxwell Microfilm Roll 16, pp. 150ff.; Weinstein; Ruppelt pp. 43-44; Menzel 1963)	~25 mins	3	1/3 to 1 ?	
837.	2126	Sept. 26, 1952. 400 miles NNW of Azores Islands, at 41° N, 35° W. 11:16 p.m. Pilot, copilot, engineer and aircraft commander of USAF C-124 transport plane saw 2 distinct green lights to the right and slightly above the C-124, at one time seemed to turn toward it, the lights alternated leading each other. (Sparks; Berliner; BB Status Report 8, Dec 1952, p. 36)	1 hr+	4		
838.		Sept. 27, 1952. Hempstead, Texas. 2 USAF T-33 pilots saw a white-silver circular flat disc flying erratically at 600-700 mph. (Sparks; Weinstein)		2		
839.	2128	Sept. 27, 1952. Inyokern, Calif. 10 p.m. 2 couples, using a 5x telescope saw a large, round object, which went through the color spectrum every 2 secs, fly straight and level. (Sparks; Berliner)	15 mins	4		telescope
840.		Sept. 28, 1952. Tsushima Island, Japan (35°11' N, 136°45' E). (Sparks; McDonald list)				
841.		Sept. 28, 1952. Goose Bay, Labrador, Canada (53.33° N, 60.41° W). (Sparks; McDonald list)				
842.	2136	Sept. 29, 1952. Rochester, England, UK [NY?]. 3:55 p.m. Witnesses unknown, but report came via the Rochester Police Dept., of 2 flat objects hovering then speeding away. (Sparks; Berliner; Randle; Saunders/FUFOR Index)	3 mins			
843.		Sept. 29 [?], 1952. Aurora [Denver?], Colo. 3:15 p.m. USAF T/Sgt. B. R. Hughes saw 5-6 circular objects, bright white but not shiny, circle in trail formation. [Same as Denver Sept. 30 case?] (Sparks; Berliner)	5-6 mins	1		
844.	2140	Sept. 29, 1952. Southern Pines, North Carolina. 8:15 p.m. U.S. Army Res. 1st Lt. C. H. Stevens and 2 others saw a green ellipse. with a long tail, orbiting. (Sparks; Berliner)	15 mins	3		

845.	2138	Sept. 30, 1952. Denver, Colo. [Same as Sept. 29 Aurora case?] (Sparks; NARA)				
846.	2142	Oct. 1, 1952. Shaw AFB, South Carolina. 6:57 p.m. USAF 1st Lt. T. J. Pointek, pilot of RF-80 recon jet, saw a bright white light fly straight, then vertical, then hover, then make abrupt turn during attempted intercept. (Sparks; Berliner)	23 mins	1		
847.	2143	Oct. 1, 1952. Pascagoula, Mississippi. 7:40 p.m. Mr. and Mrs. C. C. McLean and another heard a loud blast and saw a round, milky-white object, shaped like a powder puff, hover for 5-10 mins then fly away very fast in an arc. (Sparks; Berliner)	22 mins	3		
848.	2150	Oct. 7, 1952. Alamogordo, New Mexico. 8:30 p.m. USAF Lt. Bagnell saw a pale blue oval, with its long axis vertical, fly straight and level covering 30° of sky. (Sparks; Berliner)	4-5 secs	1		
		Oct. 7, 1952. Provence near Draguignan, France. 7:28 p.m. Air France pilots Francis Cavasse and in flight sighted white egg-shaped object, larger than transport aircraft [200 ft?] in level flight traveling NE to SW in 230° heading pass about 3 km above traveling estimated 2,000 to 3,000 kph (1200 to 1800 mph) with bluish-white exhaust trail about 25x length of object.	30 secs	2		
849.	2155	Oct. 10, 1952. Otis AFB, Mass. 6:30 p.m. USAF S/Sgt and 2 other enlisted men saw a blinking white light move like a pendulum then shoot straight up. (Sparks; Berliner)	20 mins	3		
		Oct. 14, 1952. Zuni, New Mexico, to Winslow, Ariz. 9:50 p.m. (MST). Pilot Col. [deleted], Deputy Director, Office of Legislative Liaison, Office of Secretary of Defense, pilot Col. [deleted], USAF HQ, Chief, Senate and White House Liaison, and copilot Lt. Col. Albert L. Cox, USAFR contract pilot with Travis AFB, while flying in B-25 at 190 knots TAS (~220 mph) at 10,000 ft heading 260° sighted bright white-metallic dirigible shaped luminous object ~30° to the left (at 230° azimuth [or 30° right at 290° azimuth]) elevation 40° above aircraft level, possibly 500 ft in size with 2 red lights attached, at 50-500 miles distance possibly 30,000 to 60,000 ft altitude, making zigzag flight path at high speed 1000-2000 mph, forcing aircraft to change course to 200°. Object disappeared in NW at 320° azimuth 20° elevation above flight level. (Sparks)	35 mins	3	~9°	
850.		Oct. 15, 1952. Ashiya, Japan (34°42' N, 135°16' E). (Sparks; McDonald list)				
851.	2171	Oct. 17, 1952. 10 mi S of Taos, New Mexico. 9:10 or 9:15 p.m. (MST). Kirtland AFB officer Major Charles R. Coble, 4910th Air Base Group, in Jeep traveling N on Hwy 85 saw a round, bright blue light move from N to NE at a [descending?] angle of 45° about 25 miles away at estimated 10,000 ft altitude, speed 2500 mph [25,000 to 35,000 ?? mph], then burn out suddenly in the SE. While at football stadium at half-time in Albuquerque (at 35°N ?, 106°35' W ?) Kirtland AFB officers 1st Lt. Richard D. Volk (34th Air Division ADC), 2nd Lt. William J. Arrowood (4910th ABG), and 2nd Lt. Warren J. Eljenholm (34th AD), sighted bluish-green light falling rapidly in a "near vertical path." [Meteor fireball IFO.] (Sparks)	2-3 secs	4		

852.	2172	Oct. 17, 1952. Killeen, Texas. 10:15 p.m. Ministers Greenwalt and Kluck saw 10 lights, or a rectangle of lights, move more or less straight and level over arc of ~110° at about 50° to 60° elevation. (Sparks; Berliner)	5 secs	2		
853.	2173	Oct. 17, 1952. Tierra Amarilla AFS, New Mexico (36°37'25" N, 106°39'50" W). 11 p.m. Military witness [at USAF radar site] saw a white streamer move at an estimated 3,000 mph in an arc. No further details in files. (Sparks; Berliner)	20 secs	1		
854.	2177	Oct. 19, 1952. San Antonio, Texas. 1:30 p.m. (CST). [Ex-USAF aircrewman??] deputy sheriff Woolsey and wife Lillian saw 3 circular or oblong aluminum objects in the N in rough V-formation heading S at about 25° elevation, the two higher objects at estimated ~20,000 ft altitude. One lower object at ~15,000 ft altitude, appearing more than 2x the size of the other objects, “flipping” slowly on its side exposing aluminum side and olive-drab color of other side, showing flattened biconvex disc profile, flying at estimated ~200-350 mph until almost overhead ~70° elevation when it stopped and hovered briefly and witness lost track of other objects. Object rapidly diminished in size till it disappeared [in place due to radial distance?]. (Sparks; Berliner)	3-4 mins	1	3° + 5°	
855.	2175	Oct. 19, 1952. 12°17' N, 155°35' W (Pacific) 500 miles S of Hawaii. 6:58 p.m. Crew of USAF C-50 transport plane saw a 100 ft diameter round yellow light, with a red glowing edge, fly at 300-400 knots (350-450 mph). (Sparks; Berliner)	20 secs	2+		
856.	2179	Oct. 21, 1952. Knoxville, Tenn. Daytime (no time given). Weather observer at airport weather station tracked 6 round or nearly round white or whitish objects (white color near the shade of white balloon about the same apparent size of [6 ft] balloon) fly in very loose formation of 2-3-1 objects, visible within the [2°] field of view of standard US Weather Bureau theodolite [David White 6061 or Army ML-47 with 21x magnification] aimed at rising 100-gram balloon (launched 57 minutes earlier) then at 54,347 ft above ASL (16,565 m) in the West at azimuth 267.6° elevation 36.5° [slant range ~17 miles]. Objects made a long shallow dive at the balloon “as if to investigate it” then passed balloon and pulled up in a sharper climb than the dive at increased speed [disappeared by passing out of field of view of theodolite]. Balloon burst at 58,022 ft [about 2 mins after objects disappeared]. (Sparks; BB files)	1-1/2 to 1-3/4 mins	1 ?	1/7 in theodolite	theodolite tracking
		Oct. 22, 1952. Laurinburg-Maxton AFB, North Carolina. 10:10 p.m. Air policeman Airman 2nd Class Bernard F. DeMonte sighted large 100-150 ft football-shaped object with 2 steady red lights in front, 8-12 steady green lights in rear, approaching from the S then pass overhead as DeMonte guarded height-finder radar of 757th AC&W Sq (no detection) then circle around for another pass [map shows distances of ~1-2 miles], heard loud unfamiliar droning noise of “ear-splitting pitch.” Object disappeared in SW [SE?] at “terrific speed.” Two other airmen, A/1C [deleted] and A/2C Frank L. Donnelly, heard unfamiliar noise and saw red/green lights from about 2 miles away. (Sparks)	few mins	3?		

857.	2184	Oct. 24, 1952. Elberton [Elberta?], Alabama. 8:26 p.m. USAF Lt. Rau and Capt. Marcinko, flying a Beech T-11 trainer, saw an object, shaped like a plate, with a brilliant front and vague trail, fly with its concave surface forward. (Sparks; Berliner; Saunders/FUFOR Index)	5 secs	2		
		Oct. 26, 1952. 2 mi S of Roanoke, Texas (~18 mi N of Ft. Worth). 4:18 p.m. (CST). Civilian witnesses traveling by car on Hwy 77 sighted bright silver cigar-shaped object, with “very brilliant blue reflection” (?) in the E at ~30°-35° elevation ~2-3 miles away traveling straight up then S while losing altitude. Object turned to SE and climbed “like a top” covering 60° in ~80-90 secs when it faded from sight to SE. (Sparks)	3 mins	3	2/3	
858.	2196	Oct. 29, 1952. Erding Air Depot, Germany. 7:50 a.m. USAF S/Sgt. Anderson and A/2c Max Handy saw a round object, silhouetted against a cloud, fly straight, level and smooth at 400 mph. (Sparks; Berliner)	20 secs	2		
859.		Oct. 29, 1952. Hempstead, Long Island, New York. 5:10 a.m. (EST). 2 USAF F-94 jet fighter crews saw a white luminous object maneuvering at high speed. (Sparks; Weinstein; BB files)	20 mins	4		
860.	2200	Oct. 31, 1952. 4 miles S of Fayetteville, Georgia. 7:40 p.m. USAF Lt. James Allen saw an orange, blimp-shaped object, 80 ft long 20 ft wide, appear to the N at treetop level about 600 ft away, traveling towards him about 60-70 mph, cross over his car (when his radio faded out) at about 500 ft height. He got out of the car and watched object linger overhead about 20 secs, then point its nose at 45° angle, accelerate and climb to disappearance in 30-40 secs to the E and slightly to right of the full moon (96° azimuth 35° elevation) at tremendous speed. Similar EM effect and UFO sighting by Lt Col Charles Smith, Jr., in Fayetteville at same time 7:40 p.m. (Sparks; NICAP website; Hynek UFO Rpt pp. 191-2)	1 min	2	17	EM
861.	2202	Nov. 3, 1952. Laredo AFB, Texas (at 27°32'N, 99°28'W). 6:29 p.m. AF 1923-9 AACS Detachment Control Tower Supervisor A/1c William R. Malloy and Tower Operator A/2c Charles A. LeMaster, viewing through open tower window, saw a long, elliptical or rounded football shape, about size of medium bomber [150 ft], shiny metallic or bluish-white-gray light with fuzzy/blurred edges at an estimated altitude of 4,000 ft approach very fast from the SW or 200°-210° azimuth (about SSW) elevation about 10°-20° possibly 10-20 miles away. LeMaster saw it first, in front of a dark cloud bank. Object slowed and paused to the S at about 180° azimuth 5°-10° elevation, and then increased speed to disappear in the SE or 140° to 175° (155°-165° in diagrams) azimuth (about SSE) elevation about 10°-20°. (Sparks; BB Files; Berliner)	3-4 secs	2	1/3?	
862.		Nov. [Dec.] 4, 1952. Congaree AFB, Columbia, South Carolina. 1:42 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)				

863.		Nov. 4, 1952. W Hokkaido, Japan. 10:25, 11:05, and 11:25 a.m. Sightings of 1 or 2 single-engine Soviet La-11 piston-engine fighter aircraft W of Wakkanai, 10 mi NNE of Teshio flying N to S at 1,000 ft, and 1,000 ft over Teshio flying N to S. No radar tracks [allegedly]. Interceptions by 2 F-84 jets escorting B-26 bomber, cut short for low fuel; 2 more F-84's launched but not in time before La-11 departed Japan air space. IFO aircraft. (Sparks; RAND Overflights Rpt TS Supp RM-1349, pp. 66-67; Saunders/FUFOR Index)	5+ mins	3+?		
864.		Nov. 4, 1952. 10 mi E of Caribou, Maine (at 46.9° N, 67.8° W). 5:28 p.m. (EST). USAF pilot of T-6G at 2,500 ft heading 360° Mag, 1st Lt. Charles E. Young, rear cockpit pilot Capt Leon H. Pagan, both of 74th FIS, Presque Isle AFB, Maine, saw a slow moving light changing colors behind them. Young sighted light in the W above low bank of clouds at about 10° elevation, changing colors from red to blue to white, notified Pagan in the back who also saw it, and described it as a white light like aircraft navigation light or star or planet, about 25° elevation. T-6 was turned into direction of light for about 40 miles and pilots noted 250° Mag azimuth from Limestone AFB and 245° Mag azimuth from Presque Isle AFB, before they returned course. Senior Control Tower Operator, A/2c Earl S. Goldsen, 1974th AACCS Sq Detachment 1, notified at 5:36 p.m. and sighted light in the W that stopped and moved to the NW. Northwest Airlines Flight 12 landing at Presque Isle AFB also reported seeing the "star." (Sparks; BB files; Project 1947)	35 mins	4		
865.	2206	Nov. 4, 1952. Vineland, New Jersey. 5:40 p.m. Housewife Mrs. Sprague saw 2 groups of 2-3 whirling discs of light fly toward the SE. (Sparks; Berliner)	30 secs	1		
866.		Nov. 8, 1952. Tierra Amarilla (El Vado) AFS, New Mexico (36°37'25" N, 106°39'50" W). 6:05 p.m. (MST). Frederick O. Edgar, Philco Tech Rep to 34th Air Div ADC Air Defense Direction Center, and 767th AC&W Sq Radar Crew Chief S/Sgt James A. McCutchin Jr. and A/1C Albert F. Radford, radar scope operator, tracked large 15° wide target on FPS-3 radar at 600 to 1500 mph (5-6 miles movement per 12-second sweep = 1500 to 1800 mph) at 40,000+ ft altitude (height estimated based on 2° masking of lowest beam, at 130 miles range), moving from 130 miles distance inward towards station to 45 miles distance, always at 143° to 145° azimuth (±1°-2°) then moving to 97 miles where it disappeared then reappeared moving back in to 65 miles then stopped 2 mins then moved out again and was lost at 100 [66?] miles. Philco Tech Rep lowered frequency of the low beam radar transmitter and receiver by ~20 MHz to eliminate interference but target remained, though weakened and narrowed in size from 10° wide to 2° wide. FPS-3 lower beam transmitting at 1319 MHz, upper beam at 1274 MHz. Possible deliberate (hostile Soviet?) ECM spurious target generation, of non-real targets (non-real IFO's), radially moving targets that do not cross to other side of scope, no visual or other radar confirmation. (Sparks; BB files; McDonald list; Saunders/FUFOR Index)	10 mins	3		radar

867.	2219	Nov. 12, 1952. Los Alamos, New Mexico (at 35°52'N, 106°17'W). 10:23 p.m. AESS Security Inspector saw 4 red-white-green lights fly slowly to the N over Los Alamos Labs prohibited area. Winds to the E not N, can't be balloon. Too slow for aircraft, and would not fly over prohibited area. Fighter alert, no ground radar contact. (Sparks; BB files)	16 mins	1		
868.	2220	Nov. 13, 1952. Opheim AFS, Montana (48°51'45"N, 106°28'31"W, elev. 3300 ft). 2:20 a.m. (MST). Crew of USAF 779th AC&W station tracked an unidentified target on FPS-3 search radar at altitude 15,000 ft [typo in teletype reading 158,000 ft was not caught by BB which did not investigate] at distance 85 NM (98 miles) at 47°48'N, 108°05'W [to the SW from the radar station] traveling at 210 knots (240 mph) heading straight ESE [actually closer to E] until disappearance at 47°38'N, 105°05'W [also about 100 mi range] at 2:48 a.m. [not the 3:48 a.m. and mistaken 1+ hr duration that BB did not catch as another major typo in the Opheim AFS teletype]. Apparently was an unscheduled civil aircraft (IFO) flying from Kalispell, Mont., to Fargo, ND, or Duluth, Minn. (flight path is a close match to the radar target). (Sparks; BB files)	28 mins	2+ ?		
869.	2220	Nov. 13, 1952. Glasgow, Montana (at 48°10'N, 106°39'W). 2:43 a.m. U.S. Weather Bureau observer Earl Oksendahl looked away from the theodolite tracking a weather balloon and saw 5 bluish-white oval-shaped objects 30-50 ft diameter, with lights all around them, fly in a V-formation, at about 2,000 to 3,000 ft altitude, towards him from NW till about 1 mile distant at edge of town then made sharp 90-degree turn nearly overhead to head SW, with 2 objects banking slightly out of formation on turn. Each object seemed to be changing position vertically by climbing or diving as if to hold formation. No noise, no exhaust or trail. (Sparks; BB files)	20 secs +	1		
870.		Nov. 15, 1952. Near Pyongyang, North Korea. USAF pilot flying T-6 aircraft was circled 3 times by a 10 ft silvery sphere. (Sparks; Weinstein)		1		
871.		Nov. 15, 1952. Washington, DC (at 38.88° N, 76.94° W). 2:40 a.m. (EST). AFOSI Special Agent, 4th Dist., pilot Capt. Martin J. Dawson, and wife, Frances C. Dawson, heard the sound of what seemed to be a flight of a half dozen jets at very low altitude, but when looking out the window they saw a much higher altitude single white / pale-blue light at an estimated 4,000 ft heading S [SW?] which passed nearly over their home slightly offset path to the E at high speed, faster than ever seen before, with none of the green, red or white running lights or wing lights required on night flights. After 7-8 secs, the light made a normal left turn to the S then an "abnormal" climb at about a 45 angle then the light went out. (Sparks; BB files)	7-8+ secs [10 secs?]	2		

872.	2224	Nov. 15, 1952. Wichita, Kansas (at approx. 37°37'N, 97°16'W). 8:25-8:33 p.m. (CST). USAF senior pilot Maj. Robert L. Wallander, CO of B-47 Transition Section, 3520th Flying Training Sq, Air Training Command, and Capt. Ammon L. [G?] Belleman, B-47 airborne observer, A/3c Dewey J. Phipps, were standing near the Kansas National Guard Hangar, Wichita Municipal Airport, when they saw an elliptical object, blue-white when stationary, moving erratically from 290°-295° True azimuth 20° elevation, traveling on a heading of about 45° (NE) to disappear at 360° azimuth 50° elevation, about 1 mile away, red-orange-glow trailing end of object when moving. Phipps estimated object was about 3 ft size at about 1,400 to 1,500 ft above center of runway, as it made jerky 40 ft upward sweeps with 10-15 sec pauses; with each leap an orange trail appeared behind the object. Moved at high speed then stopped, reversed direction then stopped again NNW of Wichita at azimuth 350° elevation 40°, for 2 mins, then moved 10° to North 360°-005° then climbed to disappearance at 50° elevation. (Sparks; BB files; Berliner)	8 min	3		
dup		Nov. 15, 1952. Wichita, Texas [Kansas?]. 8:25 p.m. USAF B-47 crew and passengers saw an elliptical blue-white object with orange or red tail, moving erratically. (Sparks; BB Status Rpt?; Saunders/FUFOR Index) [Same case as above??] [2015 Note: This is a duplicate of the above case, with some erroneous details.]		multiple		
873.		Nov. 15, 1952. McAndrew AFB, Newfoundland (47°18' N, 53° 59' W). 9:15 p.m. (AST). Officer-of-the-Day (OD) Lt and Tech Sgt sighted brilliant white egg-shaped object approach rapidly from the SW, then make a sharp flat 90° degree turn when nearly overhead, with no noise, then an “angling” turn climbing back to the SW while making a rapidly undulating, bouncing or skipping motion “like a bobbing cork,” until disappearing. Tech Sgt covered his face at one point to brace for impact (according to Ruppelt also the OD “ducked”). (Ruppelt papers; BB files)	5-6 secs	2+		
874.		Nov. 16, 1952. McAndrew AFB, Newfoundland (47°18' N, 53° 59' W). 1:15 a.m. (AST). Air Police Airman/3C Smith on guard duty at the AF Dock at McAndrew AFB sighted bright green oval object moving N to S then made a sharp turn to the E and dropped from sight. (BB files)		1		
875.		Nov. 7, 1952. Florence, So. Carolina. 5:15 p.m. (EST). (Sparks; BB files; BB Rept 9)		5+		
876.		Nov. 20, 1952. 10 mi E of Salton Sea, Calif. (at about 33.3° N, 115.6° W). 7:05 p.m. (PST). USAF pilot Lockhard (Maney?) of B-50 from Davis-Monthan AFB, Tucson, Ariz., at 16,000 ft heading 275° sighted at his 11 o'clock position [about 245° azimuth] a stationary light that changed color from white to red to green, which then moved heading NW, suddenly “disappeared like turning out a light.” Possibly Venus (IFO) setting at about 241° azimuth (setting time at 16,000 ft corrected for refraction and added flight towards the W, setting at about 7:16 p.m. PST). (Sparks; BB files; Martin Shough; Project 1947)		1?		

877.	2246	Nov. 24, 1952. Annandale, Virginia. 6:30 p.m. L. L. Brettner saw a round, glowing object fly very fast, make right angle turns and reverse course. (Sparks; Berliner)	1 hr	1		
878.		Nov. 25, 1952. White Sands, New Mexico. (Sparks; McDonald list)				
879.		Nov. 26, 1952. Goose Bay, Labrador, Canada (53.3°N, 60.4°W). 5:56 p.m. (AST) USAF 59th FIS, Goose Air Base, F-94B chased maneuverable object that changed color from white [orange?] to red, heading 180° (S) to SW. Brief F-94 radar lock-on. (Sparks; BB files; BB Report 9, p. 45; McDonald list; NICAP; Project 1947)	15 mins	2		
880.	2249	Nov. 27, 1952. Albuquerque, New Mexico [S of Prescott, Ariz. ?]. 12:10 p.m. Pilot and crew chief of USAF B-26 bomber saw a series of 20 ft black smoke bursts (4-3-3-4-3), similar to antiaircraft fire. (Sparks; Berliner)	20 min	2		
881.	2253	Nov. 30, 1952. Washington, D.C. 12:30 a.m. (EST). CAA Senior Airways Specialist Austin M. Stapf (not a radar operator or controller) at Washington National Airport CAA Air Route Traffic Control Center (ARTCC) claimed that numerous slow-moving 90-100 mph radar targets appeared on the MEW VG-2 radar. Suggestive of anomalous propagation, but contrary to Stapf and BB, were not “similar” to the July 19/26, 1952, unexplained radar targets: They were unlike the July 1952 cases since there was no visual confirmation, no other radars confirming, and no fighters scrambled. Pilot at 6,000 ft at 12:30 a.m. saw nothing. Stapf claimed “same” thing was observed at same time previous night (12:30 a.m. Nov. 29??) and that Andrews AFB watch supervisor could not visually confirm targets over Andrews displayed on the ARTCC radar scope. Military witness(es) [?]. (Sparks; Berliner; Saunders/FUFOR Index; BB files)	5 hrs??	multi ple		radar
882.		Dec. 4, 1952. Colorado Springs, Colo. Bet. 11 a.m. and 12 p.m. USAF Sgt and civilian sighted round aluminum colored object traveling E to W, made several right-angle turns while overhead without slowing, then changed shape as it disappeared in the W. (Sparks; BB Status Report 10, Feb 1953, p. 13; McDonald list; Saunders/FUFOR Index)	1 min	2		

883.		Dec. 4, 1952. 2 miles SE of Laredo AFB, Texas (27°33'N, 99°27'W). 8:46-8:56 p.m. (CST). USAF pilot Lt. Robert O. Arnold, 3640th Pilot Training Wing, Laredo AFB, flying T-28 trainer aircraft at 6,000 ft and 180 knots air speed saw a bright bluish-white glowing object below him at about 1,500-2,000 ft rapidly climbing to his level, showing no navigation lights. Arnold tightened his left turn to keep object in view, object suddenly climbed to 9,000 ft in several secs then dropped down to his altitude again headed E to 6 miles SE of AFB where it stopped and hovered. Arnold pursued on SE heading but after 2 secs object suddenly headed towards him on collision course at high speed at 8:53 p.m., wavering slightly at about 300 ft as if determining which side to pass the aircraft then heading off Arnold's left wing at 150 ft distance, at which point he could see object as a blurred reddish-bluish haze smaller than his T-28, all of which happened too fast for evasive action. Object rapidly ascended to 15,000 ft then circled left as if positioning for another pass at T-28. Arnold in fear turned off running lights, spiraled down to 1,500 ft while keeping object in sight as object continued to head towards him in a dive then pulled up and climbed S out of sight. Lighted weather balloon launched at 8:53 p.m. from Laredo AFB but was not observed by US Weather Bureau observers near any aircraft. (Sparks; BB files; NARCAP; BB Report 10, Feb 1953, p. 15 [BB date error Dec. 5]; Project 1947)	8 mins	1	< 30 ??	
dup		Dec. 5, 1952. Lackland AFB, Texas. 8:48 p.m. USAF pilot of T-28 saw a blue light maneuver in a counterclockwise orbit then climb. BB date and location error; case is duplicate of Laredo AFB case above. (Sparks; Project 1947)		1		

884.	Dec. 6, 1952. About 100 miles S of Louisiana coast in Gulf of Mexico, at 28°10' N, 92°04' W. 5:25-5:35 [5:37?] a.m. (CST). USAF crew of B-29 bomber, based at 3510th Flight Training Wing (Medium Bomber), Randolph AFB, Texas, radar observer 1st Lt Norman Karas, radar observer/Instructor Navigator 1st Lt. William W. Naumann, Jr., Staff Sgt B. R. Purcell, Staff Sgt. William J. De Rause, 2nd Lt. Robert J. Eckert, Staff Sgt. Harry D. Shogren. B-29 flying at 20,000 ft, course 320° true ground track (315° heading with wind from 276° 24 knots), 186 knots (214 mph) ground speed, 204 knots true air speed, tracked on radar one or a few high speed targets at a time moving in a straight line at about 5,240 stat. mph, followed by more targets [one or one new group about every minute for 5 minutes] also moving SE [ESE] typically at about 5,000+ mph. Initial targets, about 4 small blips in a group, approached from 330° true on a SE [ESE] heading moving 12-14 NM per 2.25 sec radar sweep [about 22,000 to 26,000 mph] passed B-29 at 15-20 (naut.) miles range at 70° true azimuth when stopwatch timing began, and disappeared at true azimuth 150° at a timed speed of 5,240 mph [apparently slowed]. Karas alerted the crew to the radar targets over the intercom. Twice radar observer Naumann called out a radar target in 3 or 4 o'clock position then visual observers Purcell and de Rause sighted corresponding blue-white flashes moving at high speed from left to right, front to rear on the right side of B-29, for 3 secs till disappearing [at roughly 5 o'clock position based on drawing in BB file] (estimated at 18,000 ft and 25 miles away). Naumann saw a group of radar targets move from 330° to 150° heading SE then "swing" around behind B-29 maintaining constant 30 (naut.) miles range for 10 secs then disappeared. Eckert saw radar targets on the left side of the B-29 move rapidly from 10 to 9 o'clock position closing in distance. Karas said up to 20 radar targets 1 or 2-3 at a time were seen mostly small round targets except one which was larger and shaped like an upright semi-circle arc open to the right moving to the right. Karas also tracked a "large" target approach from behind to 40 miles then disappear. Shogren sighted radar target moving from 10 to 9 o'clock position on scope [to the W]. At 5:35 a.m. (CST) Naumann tracked several (5?) blips merging into a ½-inch arc about 30 nautical miles away (on 5-inch diameter radar scope set to 50 n.mi. radius thus about 10 nm arc) at 320° [true] bearing and crossed the scope moving out of range at 9,000+ mph. (Sparks; NICAP; McDonald; cf. Condon Rpt pp. 148-150; etc.)	10 mins [12? mins]	6		radar- visual

885.		Dec. 6, 1952. Angoon, Alaska (57°30' N, 134°35' W). 9:15 a.m. (AHST). Air National Guard pilot named Spain saw 2 shiny spheres connected by a solid rod heading S at about 2,000 ft 150 knots, changing shape, and accelerated to disappearance. About 50 ft in size, comparable to a Grumman Goose aircraft [wingspan 49 ft]. At times object assumed flattened shape. No lights, no vapor trail, no exhaust smoke. Pilot chased object at distance of 1-2 miles until it accelerated and disappeared in the Sun [at 8° elevation 158° azimuth in about the SSE]. (Basterfield; Sparks; BB files; McDonald list; BB Report 10, Feb 1953, p. 17)	3 mins	1	1	
886.	2266	Dec. 8, 1952. Ladd AFB, Alaska. 8:16 p.m. Pilot 1st Lt. D. Dickman and radar operator 1st Lt. T. Davies in USAF F-94 jet interceptor (s/n 49-2522) saw a white, oval light which changed to red at higher altitude, fly straight and level for 2 mins on 240° course, then climb at phenomenal speed on an erratic flight path. After landing object could still be seen moving erratically, no noise, for 3 mins then took up 160° heading gaining speed while descending, becoming brighter red. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)	10 mins	3-4		RV?
887.	2267	Dec. 9, 1952. About 10 miles S of Madison, Wisc. (at 42°57' N, 89°20' W). 5:45 p.m. Capt. Bridges and 1st Lt. Johnson in USAF T-33 jet trainer saw 4 bright lights, in diamond formation, fly at 400 mph heading 130° or about SW at about 8,000 ft. They followed objects at 450 mph until passing (overtaking) them near 10 miles NE of Janesville, Wisc. (at 42°47' N, 88° 55' W) at 5:50 p.m., at which time they radioed the ADC 755th AC&W radar site "Soapberry," which could not detect objects, only the T-33. Objects continued on 90° E heading and T-33 followed until breaking off due to low fuel at 5:55 about 10 miles W of Racine, Wisc. (at 42°45' N, 88° 0' W). No silhouette visible even when objects seen against Milwaukee city lights. (Sparks; Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich; BB Report 10, Feb 1953, p. 18)	10 mins	2		
888.		Dec. 10, 1952. Sondrestrom Air Base, Greenland (67°01' N, 50°43' W). Contrails seen at estimated 50,000 ft on a heading of 019° with a definite point of origin seen forming. (Sparks; NEAC History; NICAP; Jan Aldrich)				
889.		Dec. 10, 1952. Pope AFB, South Carolina (at 35°01' N, 75°01' W). 9:20 a.m. (EST). USAF Capt Albert F. Perna, Chief Controller, controller Capt Duane Ulstad, and radar operators MSgt R. DeGordin, Capt Ralph E. Coburn, and Capt Stephen Lesko, at 728th AC&W Sq using CPS-5D (1250 MHz) search radar, and height-finding MSQ-1 (2730 MHz) and MPQ-10 radars tracked almost stationary target of ordinary aircraft shape and size on the scopes, at 8,700 ft slowly descending to 4,400 ft and 8½ miles S of station (or at 155° azimuth?) not eliminated by moving-target indicator (MTI). F-51 and 3 other aircraft investigated but found nothing; 8 transient flights saw nothing. Same (?) target observed on Dec. 11; also on Dec. 9 but at about 7 miles range ~170° azimuth. (Sparks; BB files; McDonald list; Saunders/FUFOR Index; BB Report 10, Feb 1953, p. 20)	7 hrs 55 mins	5		

890.		Dec. 10, 1952. Hungnam, Korea. USN pilot flying aircraft in near-collision with orange fireball. (Sparks; Weinstein; BB files??)				
891.		Dec. 10, 1952. Odessa-Hanford, Wash. (at 47°20' N, 118°40' W). 7:15-7:30 p.m. (PST). F-94B crew on combat air patrol protecting Hanford AEC plant, pilot Lt. Harsh and radar-navigator Lt. Batison, spotted a light while flying 265 mph at 26,000-27,000 ft and approached to identify it, UFO performed Chandelle maneuver as in an aerial dog-fight. Object appeared large, round and white with dim reddish light coming from two "windows," came at F-94 on collision course, F-94 banked to avoid impact, lost visual contact. Simultaneous radar-visual with radar contact from 150 yards to 18,000 yards (10.2 mi) range from level 0° elevation to -20° and azimuth 0° (N) to 90° (E) with lockon once [?] on airborne APG-33 radar, lost contact when UFO went out of range. Alleged Skyhook balloon explanation refuted by no record of launch and 280+ mph speed and maneuvers. Star Sirius explanation is refuted as not risen yet (rising time at F-94's altitude and nearest location at end of sighting was after 8:10 p.m.), thus not visible, and would have been in wrong direction (in ESE instead of N, etc.). (Sparks; BB Maxwell Microfilm Roll 17, pp. 244-248; BB Report 10, Feb 1953, p. 19; Ruppelt pp. 43-44; NARCAP; Menzel 1963)	15 mins	2		radar-visual
892.		Dec. 11, 1952. Leonardo, NJ (40°25'N, 74°04'W). 11:43 p.m. (EST). Two schoolteachers with military backgrounds at Croydon Hall Academy, Francis J. Auermuller and Elmer W. Inglesby, were observing the constellation Orion in the S and sighted a red metallic sphere from the right of Orion headed left into the sword of Orion at about 45° elevation about due S at 180° azimuth, pass through to about 135° azimuth then reverse course with almost no turn radius then gradually lower elevation to 35° till reaching 180° azimuth and disappearing due to distance. Estimated size possibly 200 ft at 25,000 ft distance traveling 2,000 mph [45° azimuth or about 30° arc at 45° elevation, at 25,000 ft range in 15 secs, is about 600 mph]. (Sparks; BB files)	30 secs	2	4/5	
893.		Dec. 12, 1952. Narsarsuak (Narsarsuaq) Air Base, Greenland (61°10' N, 45°25' W). "U" shaped contrails seen forming in a SSE direction. Both ends of the contrail visible and "clear cut." (Sparks; NEAC History; NICAP; Jan Aldrich)		1?		
894.		Dec. 12, 1952. McGuire AFB, Trenton, NJ. 12:25-12:31 a.m. (EST). Two airmen in the 568th Motor Vehicle Sq, McGuire AFB, sighted object to the ESE heading WSW towards the base until passing overhead then change course heading S, observed 1+ min until it disappeared, then regained it at 12:30 a.m. in the ENE headed towards base course to WSW, observed 40-50 secs. (Sparks; BB files)	>1 min + 40-50 secs	2		

895.		Dec. 14, 1952. Charlottesville, Virginia. 11:45 a.m. (EST). Aeronautical engineer former test pilot saw a light orange elliptical shaped object, hovering then move NE at extreme speed, 1,000+ mph estimated. Object gave off discharge that changed brightness when object moved; debris lofted in the air apparently by the object. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	55 secs	3		aeronautical engineer
896.		Dec. 15, 1952. 10-20 mi W of Goose AB, Goose Bay, Labrador, Canada. 7:15-7:40 p.m. (AST). After alert by Goose Bay GCA radar, USAF 59th FIS, Goose Air Base, F-94B pilot Capt. E. T. Johnson and radar observer Lt. H. S. Norris, chased maneuverable object at a speed of 375 knots [430 mph] on a heading of 270° to 280°, altitude of 14,000 to 24,000 ft. Object changed color from white to red, was tracked on airborne radar 1 minute with momentary lock-on. Unable to overtake object. T-33 crew also sighted it. (Sparks; BB files; BB Report 10, Feb 1953, p. 27; NICAP; Saunders/FUFOR Index; Condn Report)	25 mins	3+		radar-visual
897.		Dec. 15, 1952. Honshu, Japan. Radar tracking. (Sparks; McDonald list; Saunders/FUFOR Index)				
898.		Dec. 15, 1952. Hartsville, South Carolina. 9:15 a.m. (EST). Major Ruffin W. Gray, USAF pilot of RF-80, 363rd Tactical Recon Group, Shaw AFB, headed W at 300 mph at 15,000 ft saw a bright circular or spherical silvery object about 10+ miles away at 11 o'clock High position, at 30,000+ ft, losing and gaining 3,000 ft altitude at rate of about 5,000 ft/min [ft/sec]. (Sparks; BB files; BB Report 10, Feb 1953, p. 25; Project 1947; Saunders/FUFOR Index)	10-15 secs	1		
899.		Dec. 15, 1952. Greensboro, North Carolina. 9:25 a.m. (EST). Lt. Robert H. Williams, USAF pilot of RF-80, 363rd Tactical Recon Group, Shaw AFB, plus flight leader of the other RF-80, heading N at 300 mph at 25,000 ft saw a bright circular or spherical silvery object with 2 projections on top, which circled around them from 11 o'clock to 6 o'clock position. (Sparks; BB files; BB Report 10, Feb 1953, p. 26; Project 1947; Saunders/FUFOR Index)	45 secs	2		
900.		Dec. 19, 1952. Andersen AFB, Guam. 6:50 a.m. USAF Major Robert K. McKown and Capt Donald C. MacDonald, pilots of B-17 bomber headed 150° Mag about 130 miles NNW of Guam, and 2 ground witnesses of 54th Strategic Recon Wing, A/2c Lorne A. Anderson, A/3c Merlin T. Johnson, and a Navy Cdr. witness, saw a silvery cylindrical object emitting exhaust. (Sparks; BB Report 10, Feb 1953, p. 30; Saunders/FUFOR Index)	6-45 secs + 45 secs [?]	5+		
901.		Dec. 22, 1952. Larson AFB, Moses Lake, Wash. [??] 7:30 p.m. Instrument technician stopped his car to watch a hat-shaped glowing object rising vertically in odd spurts right and left, then level off at high speed, glowing white with a red side when rotated, and halfway through a roll no light, then held stationary in the sky with jumpy movements, S of Jupiter (which was to the SSE at about 151° azimuth 53° elevation). Case file missing? (Battelle Unknown No. 6)	15 mins	1		

902.		Dec. 24, 1952. Camp Carson, Colo. 4:17 p.m. (MST). 3 airmen of 3924th Air Police Sq, Camp Carson, sighted silver circular object hovered 2-3 mins to the S about 4 miles away at 2,000 ft, emitting intermittent white lights, no exhaust, no trail, then changed to tear-shape and disappeared at high speed. (Sparks; BB files; BB Report 10, Feb 1953, p. 32; McDonald list; Saunders/FUFOR Index)	2-3 mins	3		
903.		Dec. 27, 1952. Albuquerque, NM & Amarillo, Texas. 10:09 p.m. (MST). Military pilot saw an elongated cigar-like object the size of a medium bomber traveling E to W. Probable near-simultaneous meteor IFO with several-minute clock time errors. (Sparks; BB files; BB Report 10, Feb 1953, p. 34 [erroneous BB date Dec. 28]; Saunders/FUFOR Index)	4-20 secs	several		
904.	2302	Dec. 28, 1952. Marysville, Calif. Civilian witness(es). Case missing. (Sparks; NARA; Saunders/FUFOR Index)				
905.		Dec. 29 [28?], 1952. Chitose AFB, Hokkaido, Japan. 7:30 [7:39? 7:48?] p.m. USAF crews of B-26 (Ashley and Wood) and F-84G (Col. Howard Blakeslee) saw object emitting 3 beams of light and tracked on airborne radar. (Sparks; Weinstein; Saunders/FUFOR Index)	7 mins	several		radar?
906.		Dec. 29, 1952. About 35 miles W of Amarillo near Vega, Texas (at 35°15' N, 102°25' W) and ESE of Tucumcari, New Mexico. 9:05 p.m. (CST). USAF Capt. William T. Bowley and Capt. Herbert T. Lange, both of Perrin AFB, Texas, piloting a B-26 on a training flight headed W at 257° at 6,000 ft altitude and 250 knots (300 mph) saw a extremely large and intense bright round bluish-white light with frequent green tints, no trail or exhaust or aerodynamic features, about 3x the size of a C-54 (or about 350 ft) at a distance of possibly 40 miles at their 11 o'clock position paralleling their course at about the same altitude 6,000 ft heading forward but closing with the B-26. After 5 mins object suddenly climbed vertically 7,000 ft in 5 secs [1,400 ft/sec average, or peak velocity about 2,000 mph at about 17 g's] to disappear in thin broken overcast clouds at 13,000 ft and causing the clouds to glow as if lit by searchlight. Bowley radioed the CAA controller in Tucumcari, N.Mex. Shortly after, the object reappeared under the clouds, the CAA controller was told to look for it but couldn't see it [probably because he was told to look in the wrong direction, to the SW, or it was obscured by clouds], after 2 mins it climbed to the W and disappeared. (Sparks; Jan Aldrich)	7-10 mins	2	1/6	
907.		Dec. 30, 1952. Terrigal, New South Wales, Australia (at 33°26' S, 151°27' E). 12 noon. RAAF Wing Commander Tomkins and wife and child [Alexander?] saw an extremely brilliant carbon-arc bright object to the E about 7.5° elevation in very slow level flight to the left or N for about 1 min over about 8° of arc, estimated at about 2,000 ft height and 2 miles away. Object suddenly turned E and departed away from the observers at high speed disappearing in about 20 secs. (Sparks; Jan Aldrich; Saunders/FUFOR Index)	1 min 20 secs	3		

908.		Dec. 31, 1952. NE of Ramey AFB, Puerto Rico. 4:50 [4:45?] a.m. USAF crew of RB-36 saw a large red-orange ball of light pass the plane. (Sparks; Weinstein; Saunders/FUFOR Index)		3		
909.		Jan. 1, 1953. Mobile, Alabama (at 30°38' N, 88°7' W). Brookley AFB USAF Capt. and senior pilot saw to the W from a drive-in theater a bluish-white object 1-2 ft size with a short exhaust trail in rapid level flight left to right through 80° arc about 2,000-3,000 ft altitude, 1 mile distance, 250-300 knots speed, started climbing turn at the end and suddenly disappeared like turning off a light. (Sparks; Hynek-CUFOS-Willy Smith files)	30 secs	1	1/50 – 1/25	
910.	2315	Jan. 1, 1953. Bet. Wolf Creek and Craig (or 10 mi SW of Cascade), Montana (47.0° N, 112.0° W; or 47.2° N, 111.8° W). 8:45 p.m. (MST). While diving in car on Hwy 91 about 10 [20?] miles SW of Cascade, Warner E. Anderson, manager of photo shop with wartime air spotter experience, Mrs. Greta C. Wills, manager of women's apparel store, and teenager Marlene Wills, saw saucer-shaped object above horizon about 5 miles away to the SW. Object estimated 25-40 ft long and 6-8 or 18-25 ft thick, like two soup bowls joined at rims with a red glowing bottom, portholes or windows, silver with red glow increasing as UFO climbed, haze around the middle. Anderson stopped the car and got out when UFO dove low at varying 10-50 or 100-200 ft height over Missouri River to within 150-300 ft distance. UFO then climbed fast in a horizontal attitude to disappear 5 miles to the NE, thus 10 miles in 10 secs or 3,600 mph per witness calculation. (Sparks; BB files; BB Report 10, Feb 1953, p. 37 [BB date error of Jan. 3]; Berliner)	10 secs	3	[20]	

911.		Jan. 6, 1953. Paris, Tex., & 50 miles N of Dallas, Texas [and Oklahoma City, Okla.?]. 1:05-2:00 a.m. (CST). Disreput details between 2 AF reports and UP dispatch need to be untangled. Alleged 600+ mph radar tracking at Oklahoma City Municipal Airport ~180 mi N of Dallas Love Field. Alleged car chase of object at 3,500 feet. First [?] sighting Paris, Tex., ~93 mi NE of Dallas. Hundreds of telephone reports to police, Dallas Love Field Control Tower (32°50'N, 96°50'W), newspapers press services, many police radio calls. Amateur astronomer sighting with 40-power telescope, 7x50 binoculars by Dallas Love Tower controllers who gave varying accounts of light to N then NNE then ENE and covering 90° arc in 3 minutes at estimated 50 miles distance at only 2,000-2,500 ft altitude, as told to AF (which would be only 0.4° to 0.5° above horizon and subject to possible distorted refraction effects) but same controller Wyle Moore told UP object first sighted at 30,000 ft then 80,000 ft then disappeared at 100,000 ft (controller did say at one point object “went practically straight up and disappeared by blending in with stars”) but unspecified distance, hence indeterminable elevation angle. Pilots in Love Field Tower allegedly estimated 2,000 mph speed but controllers unable to estimate. No data on angular size inferrable. (Sparks; McDonald list; UAP Register Sept 5, 2024; Loren Gross Hist. Jan-Feb 1953; UP dispatch w/drawing Dallas Times-Herald, Jan. 6, 1953; Saunders/FUFOR Index)	2 hours	many		telescope, binoculars, radar?
912.	2323	Jan. 8, 1953. Larson AFB, Moses Lake, Wash. (47.1° N, 119° W). 7:15-7:30 a.m. (PST). USAF ADC 82nd Fighter Interceptor Sq personnel, including Lt Col squadron commander, all on the ground, saw a green, disc-shaped or round object about the size of large weather balloon, flying to the SW, with a vertical bobbing motion and sideways movements, at about 8,000 ft, below scattered clouds at 9,000 ft and overcast at 12,000 ft, moving away against the wind from 240° until disappearance due to distance not entering clouds. Also observed by base personnel at Ephrata, Wash., about 10 miles WNW of Larson AFB, driving to work at the base. F-94 airborne at 7:43 a.m. searched for 30 mins but UFO had already disappeared at 7:30 a.m. No radar tracks. (Sparks; BB files; Berliner; McDonald 1968)	15 mins	60+		

913.		Jan. 9, 1953. Misawa AFB, Japan (40.7° N, 141.4°E). 6:50 p.m. F-94 flying 220 knots (~250 mph) at 35,000 ft heading 360° Mag (about N) tracked object at 24,000 yards (~14 mi) 20° to the left, 10° below aircraft horizon [thus UFO at about 22,500 ft]. Pilot sighted object visually (after about 1 min) [at about 335° Mag], seen as light changing color from red to white to green, with no apparent size, shape, aerodynamic features, means of propulsion, exhaust or trail, or apparent motion. Pilot turned F-94 to head straight towards object at 335° Mag maintaining 35,000 ft at all times, but object continued to remain visual position 20° left of F-94 heading [thus ~315° Mag and impossible to be a motionless star; as well as appearing below earth horizon]. F-94 radar lockon at 5,000 yards (3 mi). F-94 overtook and flew over object in 2 mins [indicating UFO traveling about 150 mph towards F-94 on intersecting path] with UFO radar tracked at range 200 yards (600 ft) at 20° left and 40° below horizon [thus UFO at about 34,600 ft, having climbed about 6,000 ft/min or 6x faster than standard weather balloon, contrary to BB's "possible" balloon explanation]. The F-94 reported radar interference with radar otherwise functioning normally. (Sparks; BB files; NICAP website; McDonald list)	2 mins	2+		radar; radar interference
914.		Jan. 9, 1953. Misawa AFB, Japan. 6:50 p.m. (Sparks; McDonald list)	2 mins			
915.	2326	Jan. 10, 1953. 8 miles NW of Sonoma, Calif. 3:45 or 4 p.m. [4:45 p.m. PST?] Retired AF Col. Robert McNab, and Mr. Hunter of the Federal Security Agency saw a flat object to the NW at 45° elevation traveling about 2,400 mph make three 360° right turns in 2-3 secs each in about 1/8 radius required for jets [i.e., about 1/4 mile radius and 300 g's], two abrupt 90° turns to the right and left, each turn 5 secs apart, almost stop, accelerate to original high speed, almost stop again, speed up again and finally fly out of sight vertically. Sound similar to F-86 at high altitude. (Sparks; Hynek UFO Rpt pp. 115-6)	60-75 secs	2	1/2	
916.	2337	Jan. 17, 1953. Near Guatemala City, Guatemala. 3:55 p.m. Geologist/salesman J. J. Sackett saw a brilliant green-gold object, shaped like the Goodyear blimp with length/height ratio 2:1, fly 400 mph straight and level, stop, then fly straight up with one stop. (Sparks; Berliner)	22 secs	1		
917.		Jan. 23, 1953. Bergstrom AFB, Texas. 3:40 p.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)	19 mins	1?		radar

918.		Jan. 27, 1953. 4 mi S of Hanford, Calif. (at about 36°15' N, 119°40' W). 10:44 a.m. (PST). 3535th Observer Training Wing, Mather AFB, pilots USAF Capt. Ronald W. Madley and 1st Lt. Frank L. Cukar in T-29 aircraft at 8,000 ft, 170 kts IAS, 200 kts TAS [230 mph], heading 161° true course 164° [about SSE], saw a round flat object like a pie tin, very bright, a brilliant silver. After 1 to 1-1/2 mins and 3 or 4 more objects appeared. Original object moved N towards the aircraft then away, then towards them again; Capt. Madley thought they were going to have a midair collision. The 3-4 new objects appeared to be tumbling within themselves not in an ordered formation; a barrel-roll effect, passing inside of each other's orbit, within about a 5° of sky, estimated at 12,000 to 15,000 ft (or 15,000 to 20,000 ft) and 30-60 miles away over Bakersfield (at about 35°10 to 35°N 119°10 to 20°W). (Sparks; BB files; NICAP website)	5 mins	2		
919.	2361	Jan. 28, 1953. S of Point Mugu, Calif. 1:06 p.m. R.W. Love, owner of Love Diving Co., and Mr. Ferrenti, while engaged in retrieving radio-controlled drones on a boat 1,100 yards offshore S of the Pt. Mugu Naval Air Missile Training Center (NAMTC), saw an 18-20-inch [15-20 ft?] white, flat disc with fuzzy or shimmering edges, first thought to be the expected return of their [12.6 ft long] KD2R-3 Quail drone launched at 1:00 p.m., but immediately seen to be much faster than the drone and differing in appearance. UFO rapidly approached from about 290° Mag (305° True) azimuth (about NW) fly straight and level overtaking a [landing?] jet aircraft at Arnold Rd. western boundary of NAMTC [near the beach at about 34.12° N, 119.16° W] flying at 150-200 knots in 3 secs directly over the jet on the same course, then pass overhead of Love, disappearing in haze to the E. Altitude "seemed well above" mountains near Mugu Rock (Mugu Peak 1266 ft) [possibly 1500 ft]. Angular size too small at 18 inches size at closest overhead 1500 ft (3 arcmins) to see details including lack of "dark marks" like would appear on the Moon; witness compared "shimmering outline" to the Moon, hence possibly Moon's angular size (30 arcmins) and possible actual size on the order of 15-20 ft, size of the drones. (Sparks; BB files; NICAP website; Berliner; cf. Jan Aldrich; Randle)	3+ secs	2-3		
920.	2364	Jan. 28, 1953. Corona, Calif. 6:05 p.m. USAF T/Sgt. George Beyer saw five 25 ft green spheres fly in V-formation, then change to trail formation at which time the end objects turned red. (Sparks; Berliner)	12 mins	1		

921.	2365	Jan. 28, 1953. Turner AFB (31°36' N, 84° 6' W), Dobbins, Georgia. 9:40-10:00 p.m. (EST). USAF senior pilot at Moody AFB, Major Hal W. Lamb, apparently saw the setting planet Venus changing color and shape (at 267°-270° azimuth 3° elevation dropping below horizon, his estimates varying from 250° to 295°-310° azimuth) while flying a T-33, also seen by Turner AFB tower operators (with time errors of about 10 mins). At about 9:40-9:48 (reported as 9:50-9:58) 2 GCA radar maintenance men at Turner AFB radar tracked 3 moving targets and a stationary target (at due W 270° azimuth, range 26 miles?). At 10:00 (reported as 10:10), the GCA reported 2 stationary targets at 17 and 27 (or 23-27?) miles both 300° azimuth. No visual confirmation though binoculars used. (Sparks; Jan Aldrich; Saunders/FUFOR Index)	12-20 mins [25 mins?]	2		radar
922.		Jan. 28, 1953. St. Georges, Delaware. 5:18 p.m. (EST). 4 witnesses driving S on St. Georges Bridge, 3 of whom were members of UFO investigation group, Mrs. Gene Thropp, Mrs. Lucille T. Nichols and Mrs. W. Forman, saw a rose-orange 7-inch [?] shiny disc-shaped object with a "white tail" at their 8 o'clock position heading S at about 10° above the horizon traveling about 100 mph, no sound no trail. Object seen through binoculars reversed course to the N then continued alternating heading N to S. (Sparks; Jan Aldrich)	10 mins	4		binoculars
923.		Jan. 29, 1953. Houlton, Maine. 9:55 a.m. (EST). USAF pilot 2nd Lt. Fred T. Goetting Jr. and radar observer 2nd Lt Howard C. Kelley, in F-94B fighter at 23,000 ft 470 knots TAS from 74th Fighter Interceptor Squadron, Presque Isle AFB, Maine, heading 70° Mag [=48° True azimuth] from Houlton to Chatham, New Brunswicks. Sighted dark gray oval object dead ahead 12 o'clock position heading away at same 70° Mag [48° True] heading. Lost when F-94B was approx. over Chatham or at 46°30' N, 67°23' W. Also seen by at least 2 other fighters from other squadrons. No radar tracking by Air Defense Direction Center. BB first evaluated as Unknown later as Venus, but which was about 56° away from UFO, at 104° azimuth, 12° elevation local to F-94B or 15° above earth horizon. (Sparks; BB files; Hynek UFO Rpt p. 58)	8 mins	4+		RV
924.		Jan. 29, 1953. Conway, So. Carolina. 10:45 p.m. Mr. Boothe heard commotion of animals, grabbed gun, saw oblong-shaped lighted object 10 ft above trees slowly moving or stationary, low humming sound. Boothe shot at the object 2x, first bullet bounced off with metallic sound, at 2 nd shot object tilted slightly went up at 65° angle to the W at 600-700 mph and disappeared. Cattle deaths claimed connected by townspeople. (Sparks; Jan Aldrich/CUFOS files)	20-30 mins	1		RV?
925.		Feb. [deleted], 1953. Finland AFS, Minn. 6:29 a.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
926.	2384	Feb. 3, 1953. Keflavik Airport, Iceland. 5:25 p.m. Radar operators tracked 4 unidentified targets. No further data. (Sparks; Berliner)	24 mins	2+		radar

927.	2388	Feb. 4, 1953. Yuma, Ariz. 1:50-55 p.m. U.S. Weather Bureau observer Stanley H. Brown, using a theodolite, tracked in the SSE at 157.2° azimuth 53.3° elevation a white, oblong object almost round, with a solid dull pure white color and a thin white mist completely edging it, flying straight up, leveling off. After 20 secs 1st object was joined by a 2nd similar object that twice flew away and returned to the 1st. Both lost to sight simultaneously behind 25,000 ft altitude cirrus clouds to the SSW at 204.1° azimuth 29.1° elevation after 5 mins timed with stopwatch. Angular size 1 arcminute [1.3 arcmins?]. (Sparks; BB Status Rpt 10; Berliner; McDonald 1968)	5 mins	1	1/25 (0.5° equiv in theodolite?)	theodolite; weather observer
928.		Feb. 6, 1953. Rosalia, Wash. 1:37 a.m. (PST). USAF pilot of B-36 saw a blinking white light turn and disappear. (Sparks; Project 1947; McDonald list)		1		
929.		Feb. 7, 1953. Okinawa. 9:22 p.m. USAF F-94 crew and other witnesses saw a bright orange object change color to red and green at intervals, disappear behind a cloud, ground radar tracking. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	15-35 mins?	5+ [?]		RV
930.		Feb. 8, 1953. Barter Island, Alaska (70° 7' N, 143° 40' W). 4:50 a.m. (AHST). Military pilot [and another witness?] working at airstrip heard a deep heavy sound and saw brilliant round white object with small ray-like appendages descending in a falling-leaf motion but without the upward swings, then hovered, moved about 50 ft against the wind to original position, after 45 secs began to climb using reverse falling-leaf maneuver, picked up speed changing color to orange tint. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	10 mins	2		
931.		Feb. 10, 1953. Misawa AFB, Japan (40.7° N, 141.4° E). 6:45 p.m. GCA radar operators of 1953rd AACS Sq, Misawa AFB, detected unidentified radar targets spotted on GCA scope at 1½ mile range on both 2- and 10 mile azimuth scopes, flying at 50 knots. An F-94 was scrambled at 7:13 p.m. Objects not radar tracked or seen visually by F-94 crew. The F-94 reported radar interference; ground GCA, Tower and radio operators all reported VHF radio interference. (Sparks; BB files; NICAP website; McDonald list; Saunders/FUFOR Index)	½ hr+	6+		radar; radar + radio interference
932.		Feb. 11, 1953. Bet. Tunis, Tunisia, and Tripoli, Libya. 8:45 p.m. (GMT). USAF C-119 transport crew saw a disc pass the plane. Possibly Venus or Jupiter IFO? (Sparks; Project 1947; Saunders/FUFOR Index; Printy)	55 mins	6		
933.		Feb. 13, 1953. Carswell AFB, Ft. Worth, Texas. 2:35 a.m. (CST). Pilots and crew of B-36 aircraft (one named Ruth) saw 3 bright lights of equal intensity in stacked vertical echelon formation approaching at moderately high speed (cruise speed of F-86), one object suddenly accelerated then came to complete halt and the other 2 objects did the same, then returned to original formation and repeated the maneuver, ending in a horizontal echelon with center object the pivot, then all climbed steeply in "swinging" motion at high speed. Possible ground radar contact. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich; Saunders/FUFOR Index)	10-15 mins	9		RV?

934.		Feb. 13 [12?], 1953. Vichy, Missouri. 8:30 p.m. USAF Capt. Robert Bailey, his FO, and crew chief of C-47 transport at 7,000 ft, 170 knots (200 mph) airspeed, heading 43° (NE), saw a small round light as they neared the Vichy Radio Range Station. Light changed intensity and looked like it was on collision course at 238° bearing [heading? from behind or in front?]. Bailey turned on landing lights to try to signal it, light then stopped its approach, flew off their left wing at about 1 mile while changing color from red to amber to green. After 5-10 mins the light dropped back, increased speed, made 3 dives and zooms on a parallel course before disappearing. (Sparks; NARCAP; Saunders/FUFOR Index)	5-10+ mins [1 hr?]	3		
935.		Feb. 16, 1953. Ramer, Alabama. 5:30 [4:30?] p.m. (EST). Hawk and Stern. (Sparks; McDonald list; BB Status Rpt 10; Saunders/FUFOR Index)	20 mins	2		
936.		Feb. 16, 1953. Turnagain Arm (S of Anchorage) [Willow? (61°42' N, 150° 8' W)], Alaska. 11:50 p.m.-12:05 a.m. [11:45 p.m. (AHST) ?]. C-47 crew pursued nocturnal light which was below horizon, then ascended, hovered, maneuvered, disappeared. Initially to the E, after hovering, C-47 turned to pursue on 345° heading, object accelerated, brightened and decreased in size, C-47 chased at 270°-290° heading to disappearance in 45 secs. (Sparks; Willy Smith pp. 43-48; Saunders/FUFOR Index)	15 mins	2		
937.		Feb. 17, 1953. Elmendorf AFB, Alaska. 6:55 p.m. (AHST). Ground observers and fighter interception. Nocturnal light with rapid vertical takeoff. (Sparks; Berliner; Saunders/FUFOR Index)	5+ mins	6		
938.	2419	Feb. 17, 1953. Wurtsmith AFB, Port Austin, Mich. (at 44°02'22" N, 83°00'06" W, elev. 647 ft). 10:04-10:25 p.m. (EST). 2 officers and 3 airmen of USAF 754th AC&W squadron saw an object larger and brighter than a star in the W or WNW, changing color, moving slowly until fading out at 10:09. Venus was setting on the horizon at about 10:10 at azimuth ~280°. Radar tracked a target at 10:08 at 9-10 nm range on upper beam only (1297 MHz) of FPS-3 search radar at 300° azimuth moving S for 22 mins, at 55-60 knots (63-69 mph), approaching to ~9 nm range, until disappearing in ground clutter at 10 nm range at 210° azimuth at 10:30. Possible helicopter (?) but ADC found no helicopters were flying in the area of sighting. (Sparks; Berliner)	~22 mins	5		
939.	2426	Feb. 20, 1953. Pittsburg-Stockton, Calif. Sighting #1 time unknown; #2, 10:30 [11:30 PST?] p.m. USAF B-25 bomber pilots. Sighting #1, a bright yellow light seen for 8 mins. Sighting #2, a bright light flew on a collision course, dimmed and climbed away fast. (Sparks; Berliner; Saunders/FUFOR Index)	8 mins + ?	2+		
940.	2441	Feb. 24, 1953. Sherman, Texas. 7:43 p.m. Warrant Officer and Mrs. Alden saw 2 bright red, round objects with big halos fly in small circles, climb and fade. (Sparks; Berliner)	3-7 secs	2		
941.		Feb. 25, 1953. Charleston, West Virginia. 3:30 p.m. (EST). (Sparks; McDonald list; Saunders/FUFOR Index)	15 mins			radar
942.		Feb. 27, 1953. Great Falls AFB, Montana. 3:16 a.m. (MST). (Sparks; McDonald list; Saunders/FUFOR Index)	11 mins			

943.	2543	Feb. 27, 1953. Shreveport, Louisiana. 11:58 a.m.- 12:02 p.m. USAF airman/private pilot saw 5 yellow discs make circular turns, flutter, 3 vanished first, then the other 2 flew erratic square turns. (Sparks; Berliner)	4 mins total	1		
944.		March 3, 1953. 130 miles W of Luke AFB, Phoenix, Ariz., near Blythe, Calif. 1:25-1:32 p.m. (MST). USAF Capt. Roderick D. Thompson, 3600th Fighter Training Group, Luke AFB, instructor pilot in an F-84 at 25,000 ft 500 mph TAS heading 305° Mag spotted 300-500 ft wide aircraft leaving contrail crossing his path at 10 o'clock high position from left to right at about 35,000 to 45,000 ft and about 400 mph TAS, visible only by condensation vapor emitted from manta-ray shape flat surface. Student pilots of two F-84's, Lt. Jack E. Brasher and Lt. Thomas W. Hale, saw the object but did not follow the pursuit. When Thompson turned to pursue object climbing at full power at about 560 mph, object made slight dipping turn to NW and began climbing at about 20° angle and object appeared to be very thin, and immediately began to form a heavy condensation trail behind it for roughly 1,000 ft and split in two for about 1,000 ft but which ended abruptly and moved with the object, the trail not being left behind. Thompson reached 30,000 ft and closed to within roughly 5-10 miles of object to a point over Colorado River N of Parker Dam, about 70 miles N of Blythe, when he took 151 frames or about 30 ft [6 ft?] of gun camera film of object, 16 mm N-9 camera, apparently at 16 fps 1/40 sec exposure setting [9.4 secs]. (Sparks; BB Rpt 11; NICAP website; McDonald list; Ruppelt pp. 229-230; Saunders/FUFOR Index)	7 mins	3	1/2 to 1	gun camera film
945.		March 5, 1953. Congaree AFB, South Carolina. 3:45 p.m. (EST). (Sparks; McDonald list)	18 mins			
946.		March 5, 1953. Shaw AFB, South Carolina. 5:07 [3:45?] p.m. (EST). (Sparks; McDonald list)	1 hr?			radar
947.		March 8, 1953. Ashiya AB, Kyushu, Japan (at 33°54' N, 130°39' E). 9:37-10:12 p.m. 1955-1 AACS Det. MPN-1 GCA Unit #20 Precision Approach Radar. Visual white light seen 8 mins at 9:37-9:45 p.m. at end of runway 12 to NW at 300° Mag azimuth, estimated 1,000 ft altitude, changed color to yellowish (then red, green, back to yellow), moved down, up, then disappeared. Visual confirmed by radar, one stationary radar target at 6 miles 1,000 ft, dropped to 500 ft, then climbed to 800 ft and disappeared. Moving radar target traveling 240-360 mph off approach end of Runway 12 at ¼ to ¾ mile NW of Ashiya at 200-1,000 ft altitude, moving NW to SE and E to NW. F-94 intercept 9:50-10:10 p.m. unsuccessful. Crash boat search 10:00-10:30 p.m. unsuccessful. (Sparks; McDonald files; Saunders/FUFOR Index)	35 mins	8		radar-visual
948.	2490	March 10-11, 1953. Hackettstown, New Jersey. 4 [2?] a.m. (EST). Mrs. Nina Cook, an experienced private pilot and wife of a Pan Am flight engineer, saw a large light, blinking at 10-15 times per minute, move up and down along a mountain range. Earlier sighting at 9 p.m.? (Berliner; Saunders/FUFOR Index)	1 min+ [10 mins?]	1		

949.	2496	March 14, 1953. N of Hiroshima, Japan (at 37°25' N, 132°25' E, Sea of Japan). 11:43 p.m. (Japan time UTC+9). USN pilot Lt. (later Capt.) Robert J. Wooten, copilot Lt.JG J. A. Rose, navigator Lt.JG D. W. Carey, AD3 Gibert R. Truelove, radarmen AT2(T) George F. Deimel and ATAN Richard D. Kelly, radiomen AL3(CA) Jimmy Schaefer and AL3 Jerry L. Chavers, fire controlman AO3 Lewis B. Brown and mechanic AN(CA) George E. Noiseux, crew aboard U.S. Navy Pacific Fleet P2V-5 anti-submarine patrol plane, based at Patrol Sq 29, NAS Atsugi, Japan, running ASW patrol for Task Force 77 at 160 kts IAS at 10,000 ft [traveling about 200 mph to ESE] saw “electrifying display” of groups of 5-10 colored lights, totaling 90-100, slowly move aft of the left side of the airplane at a range of 3-7 miles as estimated by copilot, maintaining “extreme precision” in formation with no relative motion. Pilot alerted turret gun crews. Unidentified target tracked at 7 miles range by airborne APS-20 radar from 45° to 250° relative bearing. Attention drawn by IFF signals from 2-3 unidentified aircraft (about 35 mins prior to sighting), one of which was radar tracked yet not visible at less than 4 miles, unclear if these or other IFF aircraft were connected to subsequent UFO’s. Unclear why IFF did not identify specific aircraft by code numbers. See similar incident on April 14, 1953. (Sparks; McDonald files; Jan Aldrich; NICAP; Saunders/FUFOR Index)	5+ mins	10		RV
		March 20, 1953. Pork Chop Hill [Old Baldy?], Korea. 11 p.m. Mistaken date and time by BB and AF. See April 19, 1953, entry. (Sparks; Barry Greenwood / NICAP; BB files; McDonald list; Saunders/FUFOR Index)				radar
950.	2511	March 21, 1953. Elmira, New York. 3:05 p.m. (EST). 4 GOC observers at GOC observation post saw 6 discs in a group fly high and fast. (Sparks; Berliner; Saunders/FUFOR Index)	few secs	4		
951.		March 23, 1953. Pasadena, Texas. 10:12 p.m. (CST). (Sparks; McDonald list; Saunders/FUFOR Index)	30 mins			RV
952.	2521	March 25, 1953. San Antonio, Texas. 3:05 [11:15 CST ?] p.m. USAF Capt. and Mrs. D. E. Cox saw several lights, some moving straight, others making 360° turns. (Sparks; Berliner; Saunders/FUFOR Index)	1.5 hrs	2		
953.		March 25, 1953. Nouasseur AFB, Rabat, French Morocco. 9:23-10:15 p.m. (GMT). Majors Radin and Rend plus 1+ crew of C-47 at 5,000 ft saw white light above at 7,000 to 8,000 ft maneuvering in spiral pattern over airfield, descend and land on airbase S of runways at 9:28 p.m. visible until suddenly blinked out on the ground at about 10:15. (Sparks; Hynek UFO Rpt pp. 83-87; Saunders/FUFOR Index)	52 mins	4+		RV
954.	2524	March 27, 1953. Mount Taylor, New Mexico. 7:25 p.m. (MST). Pilot of USAF F-86 jet fighter at 600 knots (700 mph) saw and chased a bright orange circle flying at 800 knots (900 mph), and executing three fast rolls. (Sparks; Berliner; Saunders/FUFOR Index)	4 mins	1		

955.		March 28, 1953. 5 mi E of Mascoutah, Illinois (at 38.48° N, 89.7° W). 2:30 p.m. (CST). Mr. (William?) Davis, civilian employee of Scott AFB and former AAF crew chief and air engineer, was driving E on County Highway 15 when he sighted a dull silver dirigible-shaped object, surrounded by obscuring mist or haze, about 600 ft across, traveling slowly S to N just above the tree tops about 5 mi away at 1 o'clock (azimuth [about 120°]). At 12 o'clock (azimuth [about 90°]) object crossed [E-W Hwy 15] road directly ahead, then came toward at "terrific" speed to about ¼ mi in "seconds" then hovered a few secs 100-200 ft above ground. Object began changing color to darker grey as it began to move away at "terrific" speed until disappearing about 20 mi away in "seconds," still in the E at about 12 o'clock (azimuth [about 90°]) slowly rolling to the left, without turning or gaining altitude [?] but in a 45° "bank," disappearing into "some white clouds," made by the object as possible "exhaust." BB explained it as mirage or balloon but found "no correlation" with weather balloon tracks. Mirages form in stable stratified atmospheric layers at remote horizon, typically ~50 mi distant which would not be visible if visibility was 7 mi (BB info Scott AFB). Also mirage must be within about ½° of horizon (UFO here above tree tops, possibly 100 ft at ¼ mi would be ~4° elevation) and mirages cannot move horizontally 30° (1 to 12 o'clock azimuth). Winds were gusty (16 to 24 kts at surface Scott AFB) which would prevent mirage formation, which require large areas of stable atmospheric layering. (Sparks; Fran Ridge/NICAP; BB files)		1		
956.	2526	March 29, 1953. 6½ mi E of Spooner, Wisc. 3:45 p.m. (CST). Robert C. Gillette, George Reigel (sp?) and 2 others saw an aluminum or silver, circular biconvex disc-shaped object in the S at about 60° elevation fly high and fast to the N at about 60° elevation then back to the S then to the N fading in mid-flight, having twice reversed its course. Note: Gillette saw a similar object Sept. 24, 1938. (Sparks; BB files; Berliner; Saunders/FUFOR Index)	15 secs	4	½	

957.		March 31, 1953. Bet. Matsushima (38°24' N, 141°15' E) and Niigata Air Base (37°57' N, 139°08' E), Honshu, Japan. 7:35 p.m. (Japan local UTC+9hrs). USAF F-84 jet pilot Major Eugene S. Williams on training flight, flying at 30,000 feet 540 mph ground speed, observed a very bright round white light about 20° above the horizon at 330° Mag. Red "leg" seemed to protrude from the lower left side and a blue leg from the lower right. UFO "legs" or "beams" seemed to "swivel around." F-84 radio compass oscillating [possible EM effect?]. During first 15 mins object seemed to drop to lower altitude and grow bigger and brighter. Over Niigata at 7:55 p.m., Williams turned to pursue UFO at 330° Mag and increased speed to 350 mph IAS [630 mph], UFO seemed to "pull off and leave" when the pilot pursued object about 7:55-8:05 p.m., gradually moving from 330° to 290° Mag [323° to 283° True]. [At about 39°00' N, 138°07' E], Williams turned back to Niigata and radio compass worked normally. Visibility unlimited, broken clouds below 8,000 ft. Moon rise 6:57 p.m. noted. "Setting" Venus at 289°-292° True azimuth (the AF explanation) cannot be seen at 323° True and Venus not setting to aircraft at 30,000 ft (height extends visibility over the horizon by ~350 mi and flying ~105 mi towards object extends Venus visibility by $\sim \cos [323^\circ - 292^\circ = 31^\circ] \times 105 \approx 90$ mi). Venus set ~8:20 p.m. at F-84 position 30,000 ft 39°00' N, 138°07' E, Venus tangency point ~41°45' N, 134°00' E with refraction (8:18 p.m. if including clouds, if any, at 8,000 ft at horizon ~350 mi away). (Sparks; BB files; McDonald list; Saunders/FUFOR Index)	30 mins	1		EM ?
958.	2535	April 8, 1953. Fukuoka, Japan. 7:55 p.m. 1st Lt. D. J. Pichon, pilot of USAF F-94B jet interceptor, saw a bright blue light descend, accelerate, fly parallel to the F-94, increase its speed and blink out. (Sparks; Berliner; Saunders/FUFOR Index)	45 secs [18 secs?]	1		
959.		April 8, 1953. Bet. Goose Bay, Labrador, and Sondrestrom AFB, Greenland (at 66°00' N, 53°30' W). 7 p.m. (AST). USAF MATS transport pilot Swenson and copilot saw a white light at 15,000 ft on a steady course in a shallow descending turn. (Sparks; Project 1947; Saunders/FUFOR Index)	6 secs?	2		
960.		April 12, 1953. Sweetwater, Nevada. 3:10 p.m. (PST). USAF crew of C-47 en route to Stead AFB, Nev., observed 10 round flat metallic objects changing formation traveling at high speed on 110° heading at about 7,500 ft [objects' altitude or C-47's?]. No trail, sound, or exhaust. Objects passed under right nacelle of C-47, now observed by copilot who took control of the C-47, and made tight 300° right turn for a better view, then 2 more crew sighted the UFO's. Objects then made a right turn of greater radius than the C-47's turn, at a lower altitude. Objects seen for about 120° of their turn, disappeared on 300° heading. (Sparks; NICAP; McDonald list; Saunders/FUFOR Index; BB Rpt 11, p. 12)	2 mins?	4		radar?

961.	April 14, 1953. Sea of Japan (at 43°07' N, 135°40' E, about 200 mi E of Vladivostok, USSR). 9:23-11:50 p.m. (Japan time UTC+9). Navy Pacific Fleet P2V Neptune [probably P2V-3W electronic ferret ELINT spy] aircraft flying at 9,000 ft [and ~200 mph] course 245° observed 2 bright lights flashing in [Morse?] code letter "D" [evidently dash-dot-dot]. The 2 unidentified aircraft paced the P2V from a position [radar-tracked] about 12 miles away to a point 170 NM (~195 mi) along its flight path, at 41°45' N, 132°20' E (heading towards N Korea [along course 242° at approx. 10:20 p.m.]), where 3 additional unidentified aircraft joined. All unidentified aircraft closed to 3 miles when the P2V descended to 2,000 ft. P2V continued along [great-circle course, bearing now 240°, additional ~76 mi to approx. 41°12' N, 131°04' E]. At 10:43 p.m. the P2V turned [ESE at 115° initial bearing and away from N Korea and the pursuing UFOs] and flew towards [Niigata] Japan to 39°05' N, 136°33' E [latter point ~160 mi from Niigata Air Base, Japan, 37°57' N, 139°08' E, further along ~118° great-circle course], descending to 400 ft above the ocean. At least 5 more unidentified aircraft joined making a minimum total of 10 UFOs. Night was extremely dark with ceiling and visibility unlimited. No recognition features seen [no wings, tails, etc.] on the unidentified aircraft despite 100+ separate aircraft Close Encounters to within 400 ft (except what was interpreted as an occasional jet glow). From 10:43 p.m. until about 11:50 p.m. the P2V was the target of at least "70 aggressive non-firing passes" or "attacks." UFO "tactics" were to have one UFO on the P2V's quarter at about 7 miles away. The other UFOs made "high speed runs," some from abeam of the P2V but most from astern (behind the P2V) all 70 "attacks" passing under the P2V still flying at 400 feet [but now increasing to ~300 mph near max speed to escape attacks]. At least 10 passes were made by 4 UFOs in formation with runs from astern all passing below the P2V that was at 400 ft. Unidentified aircraft formed a group and departed when the P2V was about 100 NM (115 mi) off Niigata, Japan [thus at about 38°43' N, 137°15' E and about 400 miles from N Korea and Vladivostok]. The P2V was on an ECM mission [=ELINT mission] at the time of the interception [and unarmed]. Five cuts [=ELINT Direction-Finding D/F intercepts] were obtained with at least 3 of these emanating from UFO's with positions confirmed by radar. Radar from one UFO possibly used to position and control the other UFOs for attacks. UFO Signal characteristics: frequency 2790 MHz, PRF 500 - 550 Hz (or pulses per second) and PW (pulse width or duration) 1-1.5 microseconds. See similar incidents on Jan. 12, 1950, March 14, 1953; also RB-47 case July 17, 1957. (Sparks; Jan Aldrich NARA 1st Marine Air Wing Weekly Combat Summary April 16-23, 1953; McDonald files; BB files)	2 hrs 27 mins	~10		ELINT radar emission; visual coded signal; RV

962.		April 14, 19, 21, 23, 1953. Antung, Manchuria, China. (Sparks; McDonald list; Saunders/FUFOR Index)				RV
963.	2542	April 15, 1953. Tucson, Ariz. 5:45 [5:50?] p.m. (MST). S/Sgt. V. A. Locey saw 3 orange lights. (Sparks; Berliner)	3 mins 30 secs	1		
964.		April 19, 1953. N of Pork Chop Hill (Hill 255) and Old Baldy Hill (Hill 266), Korea (at about 38.25°N, 127.0° E). 1 p.m. (local). US Army reconnaissance observers in 2 Army light aircraft, sighted “white, rounded, delta-shaped object” about 5-7 ft in diameter, with no impression of depth or thickness, traveling at about 60-80 mph with a “vibrating motion” in a NNW to SSW direction over enemy territory near the Korean Western Front. Observers included pilot Lt. Julius Morgan, and observers Lt. James O. Rymus and Lt. Jack E. Myers. (See erroneously dated March 20, 1953, entry.) (Sparks; Barry Greenwood / NICAP; BB files; McDonald list; Saunders/FUFOR Index)		4		radar
965.		April 19, 1953. Calumet AFS, Mich.-Lake Superior area. 7:18 p.m. (CST) [?]. (Sparks; McDonald list; Saunders/FUFOR Index)	57 mins			radar
966.		April 29, 1953. Pacific at 28 14’N, 166 05’W. 5:05-5:12 p.m. Army and AF officers on a ship <i>Brewster</i> en route San Francisco to FFAF Hq, Japan, sighted metallic silver round object size of F-80 fighter but lacking jet control surfaces flying in jagged path, distance ½ mile at 2,000 ft. (Sparks; Loren Gross)	60 secs	3?	1/2	
967.	2555	May 1, 1953. 10 miles S of Goose Bay AFB, Labrador, Canada. 11:35 [11:20?] p.m. (AST). USAF 59th FIS pilot Capt. R. L. Emberry and radar operator 1st Lt. J. R. Morin of F-94 jet interceptor flying at 24,000 ft, and control tower operator, saw a white light or unidentified aircraft with afterburner but unlike any known aircraft, about 10,000 ft below the jet, evaded interception by F-94. Both object and F-94 climbed to 40,000 ft but object outpaced the jet and continued climb until out of sight. (Sparks; Berliner; Joel Carpenter; Saunders/FUFOR Index)	30 mins	3		triangulation?
968.		May 4, 1953. Goose Bay AFB? Harmon AFB?, Labrador, Canada. 1:50 a.m. [?] Canadian civilian woman saw a football-shaped light metal colored object reflected in a rotating beacon traveling S at high speed, low altitude, disappearing in stratus cloud over the base. Sound like tins striking together. (Sparks; Joel Carpenter; Saunders/FUFOR Index)		1		
969.		May 12 [2? 13?], 1953. [39 miles NW of?] Goose Bay AFB, Labrador, Canada. 3:20 a.m. [?] [Unidentified radar tracking by USAF F-94 pilot Lt. D. C. Rogers and radar operator Lt. J. A. Lane who attempted interception but unable to make visual contact.] (Sparks; McDonald list; Joel Carpenter; Saunders/FUFOR Index)	30 mins?	2 ?		radar?

970.		May 12, 1953. W coast of Washington State. 8:15 p.m. (PST). Using FPS-3 search radar and FPS-5 height-finder radar, USAF Capt. D. V. Jensen, GCI Director [and other radar operators], Naselle AFS, Wash., ADC 759th AC&W Sq, 46°25'20"N, 123°47'53"W, elev. 1,926 ft) tracked 2 UFO targets separated by about 80 miles at overlapping times. Other stations detected 500 kHz radio signals possibly emitted by UFO's. First UFO radar track on Naselle's radars from 8:15 p.m. to 9:14 p.m. on both search and height-finder radars, were of target at 90 knots (104 mph) at 6,000 ft approximately straight course heading 340° throughout. Jet interceptor and two non-radar-equipped aircraft unable to locate UFO. 2nd UFO tracked at 8:56-9:36 p.m. at 80 knots (92 mph) at 6,000 ft initial heading 340° then zigzagged to about 40° (about NE) at about 9:00 p.m.] then 300° (about WNW) [at 9:04 p.m.] until disappearance. Jet interceptor unable to reach within about 150 miles of UFO before it disappeared. Coast Guard radio station Westport, Wash., detected 500 kHz CW (continuous wave) weak intermittent signals for 30 secs to 1-1/2 mins at a time seemingly from 3 transmitters operating as homing beams for rendezvous, from just before 9 p.m. until shortly after 10 p.m. Confirmed by radio signal detection by Port Hardy Radio Range Station, Vancouver Island, Canadian Dept of Transport. ADC radar site Maka AFS, Neah Bay, Wash., unable to detect targets. (Sparks; BB files; NICAP wesbite)	2 hrs 21 mins	5+		radio signals; ground & air radar
971.	2577	May 25, 1953. E of Ramore, Ont., Canada (48°26' N, 80°14' W). 4:15 AM (EDT). USAF radar site personnel of 912th AC&W Sq sighted orange ball-shaped UFO [that could not possibly have been the moon which set almost a hour earlier at about 3:26 AM EDT in the West (WSW)]. UFO was in the NE [opposite direction from the long gone moon] and at one point seemed to move about 50-60 miles at about 1500 mph, and disappeared in a rapid steep climb through the overcast. UFO left a break in the clouds which had a glow to it. No radar contact. Note similar cases of UFO's blowing holes in clouds: Newfoundland, July 10, 1947 (in BB, see above) and Chicago O'Hare Airport Nov. 7, 2006 (post-BB). (Sparks; BB files; Berliner)	20 min	5	[1?]	
972.	2577	May 27, 1953. San Antonio, Texas. 8:30 p.m. Many unidentified civilians, including Jacobson, saw 9 separate meandering lights. (Sparks; Berliner)	15 min	many		
973.		June 10-11, 1953. Goose Bay AFB, Labrador, Canada. 11:34 p.m.-2 a.m. (AST). GCA eadar tracking of 25 separate unidentified objects near base traveling about 30-100 knots (35-115 mph) in no specific pattern. [Anomalous propagation?] (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs 26 [2 hrs 15 mins?] mins			radar
974.		June 16, 1953. Kelly AFB, San Antonio, Texas. 7:45 p.m. (Sparks; McDonald list; Saunders/FUFOR Index)	5 mins ?			

975.		June 17-18, 1953. 15 miles from Iwo Jima. 11:30 + 11:40 + 11:50 p.m. (GMT+10). Crew of USAF KB-29 aerial tanker plane. Radar tracked an unidentified target that twice approached to within 0.5 mile of KB-29, and once to within 6 miles. Radar contacts to 0006 "K" time (GMT+10) June 18. BB confused dates and doubled the files with some material under mkistaken June 24, 1953, date. (Sparks; BB files; Berliner; cf. Saunders/FUFOR Index; McDonald list)		2+		radar
976.		June 21, 1953. Naha, Okinawa. 7 p.m. 9 Japanese and Okinawan weather observers saw an unidentified light move slowly. No further data in files. (Sparks; Berliner)	20 mins	9		9 weather observers
977.	2601	June 22, 1953. Goose Bay AFB, Labrador, Canada. 2:10 [5:40?] a.m. Pilot and radar operator of USAF F-94 jet interceptor saw a red light, flying at 1,000 knots (1,100 mph) elude the chasing F-94. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	2		RV?
978.		June 24, 1953. Hampton Bays, Long Island, New York. 12:18-12:21 a.m. Civilian woman Madelaine Ward saw "a large aircraft" of exotic design with a lighted red band around the middle, 100 ft diameter, flying very slowly and low, coming straight toward her house with an oscillating motion, then stop near her, 80 ft above ground, fly backward over the water, hover, making the noise of a swarm of bees. Object's top section supported a series of red lights and a cabin with 4 portholes through which a control panel was visible, no occupant seen. The cabin rose above the object, rotated, then glided back. Object tilted toward the W, rose toward the SE, disappearing within 3 secs at an 80° angle of climb. 2 days later a yellowish moss was found at the site. (Sparks; Vallée Magonia 112; McDonald files; Jan Aldrich; Saunders/FUFOR Index)	3 mins	1	80 ?	
979.	2606	June 24, 1953. Simiutak (Simiutaq) Weather Station BW-3, Greenland (60°41' N, 46°34' W). 11:45 a.m. USAF weather observer USAF Airman/2nd Richard A. Hill, 8/13th Weather Detachment, saw through a theodolite a rotating red delta-shaped or circular object 2-3x the size of the 4 ft 100-gram weather balloon [launched about 11:30 a.m.] being tracked at 18,000 ft at 3-1/2 miles ground distance in the W [object size 8-12 ft] collide with and disintegrate or explode the balloon as the object traveled SE to NW. After hitting the balloon it hovered and rotated for 15 secs, then climbed for 5 mins into the wind at 301° (about WNW) in corkscrew loops. (Sparks; BB files; Loren Gross; Berliner; Joel Carpenter; Saunders/FUFOR Index)	5 mins	1	½ (in theodolite)	theodolite; weather observer
	2605	June 24, 1953. Iwo Jima, Bonin Islands. Apparently a BB date error for the June 17 incident (see above).	2 mins	2+		radar

980.		July 3, 1953. Tipp City, Ohio (39°57' N, 84°10' W). 6:45 p.m. (EST). Wright-Patterson AFB civilian industrial specialist Wilbur H. Focht saw a solid, brilliant silver, soundless object about 30-40 ft in size emitting irregular "rays," stationary in the S, at 75° elevation, azimuth 200°, above 1,000 ft altitude, ahead of a passing aircraft. Last seen to the S at 70° elevation, azimuth 210°, after it ascended at high speed then turned S [W?] disappearing due to distance or in clouds. (Sparks; Basterfield; BB files; McDonald list; Saunders/FUFOR Index)	4 mins	4		
981.		July 20, 1953. Offutt AFB, Omaha, Nebraska. 9:35 p.m. (CST). Lt. Dupray and Airman Smith. Possible IFO debris of RAWIN balloon tracked by SCR-584 radar. (Basterfield; Sparks; BB files; McDonald list; Saunders/FUFOR Index)	9 mins	2		
982.		Aug. 2, 1953. Saraland, Alabama (at 30°48' N, 88°4' W). Between 4:30 and 5:30 [6?] p.m. Woman named Hughes in her backyard looking to the NE saw a highly polished spinning top or cone-shaped object reflecting the sun at low altitude traveling from NW to SE. (Sparks; Hynek-CUFOS-Willy Smith files; Saunders/FUFOR Index)	< 1 min [6 secs?]	1		
983.	2663	Aug. 3, 1953. Amarillo, Texas. 12:04 p.m. Airport control tower chief C. S. Brown saw a round and reflective or translucent object fly straight, stop for 7 secs, speed along, stop again, joined by a similar object, then both fly off in different directions. (Sparks; Berliner)	56 mins	1		

984.		Aug. 5-6, 1953. Near Rapid City, South Dakota, and Bismarck, North Dakota. 9:05 p.m. – 1:23? a.m. (CST). GOC observer Miss Phyllis Killian in Black Hawk, S.D., (about 8 miles NW of Rapid City), reported to Ellsworth AFB bright red object first stationary 4 miles estimated distance to the SE [NE?] low on the horizon then rapidly heading S [SSE?] 30° to the right at roughly 2°/sec angular velocity (estimated by Hynek in interview), toward Rapid City, changing color from red to green becoming “greener” as speed increased. Object then returned to original location to SE of Black Hawk but at a greater distance about 7 miles, disappearing behind hills. ADC radar controller found 2 targets heading S, had difficulty tracking due to ground clutter, 3 airmen sent outside to look saw a high speed light heading S. A few minutes later GOC observer reported the object had returned. An F-84 was vectored and made visual contact then directed to stationary radar target about 15 miles NE of Black Hawk, target started moving 320° Mag out to 70 miles range and F-84 intercept was called off. F-84 pilot was about to land in Rapid City when he noticed silvery object like the brightest star he'd ever seen, to the NW, which he pursued on 350° Mag keeping it at 11 o'clock high, 30°-45° elevation, it disappeared after 30 secs, reappeared for 30 secs then faded from sight. A 2nd F-84 was scrambled from Ellsworth AFB, and on a N 360° Mag heading at 15,000 ft he saw a target 30°-40° to his right and at level elevation which "jumped" in elevation to 15°-30°, changed color from white to green, was much brighter than a star and was moving in relation to the stars (3 specific stars he picked out for reference). Pilot turned on radar gunsight which showed possible target beyond maximum range of 4,000 yards (2.3 miles) and GCI ground radar tracked target 5-10 miles ahead of the F-84 out to 80 miles for 5 mins [960 mph?] when intercept was broken off and target went off scope [about 11:42 p.m.?]. About 20 miles from base F-84 pilot, now at 12,000-14,000 ft, saw a red and white pair of lights 10° below the horizon at 180° Mag and height-finder ground radar showed a target at 8,000 ft. Lights visible for 30 sec periods. Radar scope photos and gun camera photos reportedly malfunctioned. (Sparks; NICAP; Ruppelt pp. 232-5; CR pp. 132-6; Saunders/FUFOR Index; NICAP; BB Misc Microfilm Roll 1, pp. 123-151)	4 hrs intermittent	many		RV, triangulations
985.	2686	Aug. 20, 1953. Near Castle AFB, Calif. 9:05 p.m. [GMT?] Crew of TB-29 bomber/trainer plane saw a greyish oval object make 4 passes at the airplane (3 times at 10-20 miles distance), then dive vertically as if two objects [?]. (Berliner; Saunders/FUFOR Index)		2+		

986.		Aug. 23, 1953. Port Moresby, New Guinea (9.5° S, 147.2° E). 12 p.m. Australian Regional Deputy Director of Civil Aviation for Air Navigation, New Guinea District, T. P. (Thomas Peel) Drury, wife Marjorie and children (including 8-year-old son Paul), near home near Marine Base Workshops on Coast Road sighted cloud forming to the SW at about 50° elevation as if by vapor trails building up for “several” mins [?], out of which a silvery object emerged flashing reflected sunlight, like a tiny brilliant sun [?] and leaving a vapor trail, climbing fast vertically, then leveling off [?] with another flash [?], in a NW direction towards Napa Napa [in the WNW] at about a 45° apparent ascent angle. Object slightly larger than a pinhead [point source] to the naked eye or bullet shaped [?]. Drury put a telescopic lens on his camera and filmed the high-speed object, estimated Mach 5+ (4,000+ mph), for about 12 [?] seconds on 94 [?] frames of 16 mm film [film type is exposed separately on left and right sides then split down the middle; these frames seem to be from right-hand side] on French Berthiot EMEL C.93 camera until object disappeared at high altitude. No sound. No unusual aircraft in flight per Air Traffic Control. Vapor trail persisted for at least ½ hour. Possible daytime meteor IFO with meteor train. (Basterfield/Paul Dean; Sparks; BB files; McDonald list; Saunders/FUFOR Index)	mins ?	4+		film
987.	2692	Aug. 27, 1953. Greenville AFB, Mississippi. 9:45 p.m. USAF pilot, M/Sgt., others, all on the ground, saw a meandering light. No further details in file. (Sparks; Berliner; Saunders/FUFOR Index)	50 mins	2+		
988.		Sept. 2, 1953. Sidi Slimane AFB, French Morocco. 9:14 p.m. Lt. Col. William Moore and 1st Lt. J. H. McInnis [in USAF C-47?]. (Sparks; Berliner; Saunders/FUFOR Index)	3 mins?	2		
989.		Sept. 28, 1953. Palmdale, Calif. 7:10 p.m. [PST?] Radar observer of USAF F-94C jet interceptor. Visual observation of 1 orange ball traveling 600-700 mph. (Sparks; Berliner; McDonald list; Saunders/FUFOR Index)	6 secs?	2?		radar
990.		Oct. 12, 1953. Offutt AFB, Omaha, Nebraska. 9:05 p.m. (CST). S/Sgt Harold A. Washington and Airman 2nd Harold M. [o W?] Napier, 1st Weather Group, Base Weather Station, Offutt AFB. Target appeared in SCR-584 radar “A” scope in NE, 54° elevation, height 22,500 ft [~4 miles ground range] on a 250° heading for 10 minutes. Gradually changed heading to 70°, height increasing to 37,000 ft [~7 miles], disappearing at 10,000 yards slant [ground?] range [~6 miles] at azimuth 70°. Possible weather balloon IFO (radar size similar) drifting at about 10-17 [?] mph and rising at about 400 ft/min (very slow for normal 100 ft/min standard ascent rate). Initial heading opposite of wind direction from 190° to 240° at 20,000 to 30,000 ft (5-19 knots). (Sparks; McDonald list; Saunders/FUFOR Index)	36 mins	3+		radar

991.		Oct. 15, 1953. Minneapolis, Minn. 10:10 a.m. (CST). General Mills Aeronautical Lab research engineers James A. Winker, Fletcher L. Bartholomew (MIT meteorologist-engineer and former AF pilot), and Richard J. Reilly (private pilot with degree in aeronautical engineering and supersonic aerodynamics). During tracking of Project GRAB BAG 79-foot long tear-drop shaped Skyhook balloon at 73,000-74,000 ft [about 40 miles away if at about 20°-25° elevation], a 40-50 ft object was spotted, appearing to be over Ft. Snelling 12 to 14 miles SE of observers, at about 130°-140° azimuth, 23°-25° elevation, about 5° below balloon, leaving vapor or smoke trail. Object traveling S in horizontal flight 10° in 9 secs at about 40,000 (to 50,000) ft altitude, roughly 900 to 1,100 mph, passed below the sun [at 31° to 32° elevation, 148° to 149° azimuth]. Object left white vapor trail that immediately dissipated so as to keep constant 5° to 8° length during travel of emitting object. Went into "dangerous" vertical dive at about 175°-180° (or 160°-170°) azimuth for about 10-15 secs dropping about 10° to about 15°-20° (or 18°-20°) elevation, object leveled out in a curve 3°-5° azimuth back to the left and vapor trail ceased to be emitted, then object glowed or flashed in the sun 2-3 times for 1 sec each as if metallic and reflective, seen as a gray mass in the theodolite. Disappeared suddenly with flash of light. Angular size about same as GRAB BAG balloon [that was about 40 miles away, thus about 1.3 arcmins]. (Sparks; Hynek UFO Rpt pp. 113-4; Hynek UFO Exp ch. 6, case DD-9; Saunders/FUFOR Index; Project BB Microfilm Roll 19, pp. 1225-1264)	40-55 secs	3	1/20 (0.5° ? equiv. in theodolite)	aeronautical research engineers; theodolite
992.		Oct. 16, 1953. Presque Isle AFB, Maine. 9:30 p.m. (EST) [?]. (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs 15 mins			radar
993.		Dec. 3, 1953. North Truro, Mass. (Sparks; McDonald list)				
994.		Dec. 3, 1953. Holloman AFB, New Mexico. (Sparks; McDonald list)				
995.		Dec. 3, 1953. Newark, New Jersey. 12:15-12:45 a.m. Amateur astronomer watching for meteors saw a tiny reddish-brown oval luminous object flying steady from N to S at high altitude without sound or trail, also observed through binoculars. Half the brightness of Jupiter [mag. – 1 ?]. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	60-90 secs	1		binoculars
996.		Dec. 3, 1953. Ellington AFB, Houston, Texas. 5:12 p.m. (CST). Civilian ground observers saw a silver grey bright light with "skipping" motion, like a stone skipping on the water, with red trail, same or similar objects seen 3x. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	5 secs + 10 secs + 15 mins	multiple		
997.		Dec. 5, 1953. Houston, Texas. 8:15 p.m. Children saw yellow-orange ellipse with 40x telescope. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	5 mins	multiple		telescope
998.		Dec. 16, 1953. Mediterranean. (Sparks; McDonald list)				

999.		Dec. 16, 1953. Ground site 3 miles WNW of Agoura, Calif., (at 34° 9.75' N, 118° 47' W) and aircraft SW of Long Beach, Calif. (initially ≈33.7° N, ≈118.3° W) at 4:58-5:05 p.m. (PST). Lockheed “Skunk Works” Chief Engineer (Designer) Clarence L. “Kelly” Johnson and wife Althea Johnson, near Agoura, and top Lockheed crew aboard WV-2 aircraft serial no. LAC-4310, Lockheed “Skunk Works” Flight Test Group test pilot Roy Wimmer (acting pilot), test pilot Chief Flight Test Engineer Rudy L. Thoren (acting co-pilot), Flight Engineer Charles Grugan, Flight Test Section Supv. / Engineer Joseph F. Ware, Jr., and Lockheed Chief Aerodynamics Engineer Philip A. Colman. WV-2 crew were at about 16,000 ft, climbing ≈500 ft/min, near Long Beach about 30 miles away from the Johnsons. Independently of each other, the WV-2 crew first at 4:58 p.m. then Johnsons beginning at 5:00 p.m., saw black flying-wing or ellipse or crescent-shaped object about 170-230 ft wide at about 15,000 ±2,000 ft altitude to the W hovering about 30-60 miles away against the bright sky of the immediate post-sunset background: To Johnson initially at ≈30 mi distance at 255° ±1° True, gradually swerving [right] by ≈20° Initially to WV-2 crew at ≈60 mi distance approached by WV-2 at ≈225 mph to ≈40 mi distance at 285°-290° True to WV-2 crew (270°-275° Magnetic) At 5:04 p.m. after 4 mins to the Johnsons (6 mins to WV-2 crew) object suddenly took off in a shallow climb accelerating [at about 13 g's to approximately earth escape velocity ≈25,000 mph to ≈640 mi distance of disappearance at limits of human vision in 8x binoculars at 1/8 of unaided Minimum Angle of Resolution] to the W over the Pacific, disappearing in ~10-13 secs (to WV-2 crew) or 90 secs to Johnson using 8x binoculars [after reaching ≈60+ miles altitude] [not the typoed figures of 130 g's and 90+ mi in earlier editions of Catalog]. Projected target radiant in deep space at ascent angle of about 5° at about azimuth 270° is at 17 hrs Right Ascension +2° Declination. (Sparks)	7 mins	7+	1/8 to 1/10 (2/3 to 1 Full Moon, or 0.3° to 0.5°, equiv. in 8x binocs)	world's leading aircraft designer, Cal Tech trained Lockheed chief aerodynamicist, chief test pilots; binoculars
1000.	2838	Dec. 17, 1953. Hassleholm, Sweden. Ulf Christiernsson, pilot of the DC-3 aircraft, and flight mechanic Olof Johansson, saw a brilliant metallic sphere at about 2,000 ft [or at 5,000 ft, above a cloud bank?], below their aircraft [?], traveling 700 mph (?) heading S. Balloon? (NARA; Clas Svahn)	4-5 secs [6 secs?]			
1001.		Dec. 19, 1953. Lajes, Azores. Radio interference. (Jan Aldrich; AFOIN files)				radio interference
1002.		Dec. 23, 1953. Bismarck, North Dakota [?]. 3:20 a.m. Ground observer saw 4 yellowish-white oval objects in trail formation with pulsating light the main part of the object and a short ragged red streamer exhaust about 1/4 the size of the object, heading SSW. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	1-2 mins			

1003.	2840	Dec. 24, 1953. El Cajon, Calif. 8:04 a.m. U.S. Navy Lts. J. B. Howard and L. D. Linhard, flying F9F-2 jet fighters, saw 10 silver oval objects flying at 400+ knots (450+ mph), straight and level. (Sparks; Berliner)	5 mins	2		
1004.		Dec. 24, 1953. Scott AFB, Illinois. 10:00-10:14 a.m. (CST). Ground observers using binoculars saw 2 oval extremely brilliant silver objects with mirror-like reflections hovering stationary until F-51's were vectored in and the objects disappeared. (Sparks; Hynek-CUFOS re-eval; Jan Aldrich)	14 mins	many ?		binoculars
1005.	2844	Dec. 28, 1953. Marysville, Calif. 11:55 a.m. Yuba County Airport Manager Dick Brandt saw a saucer, with a brilliant blue light, reflecting on a nearby building, hovering briefly at one point. (Sparks; Berliner)	1.5 min	1		
1006.		Jan. 1, 1954. Toms River, Marlton, Woodbury, and Surf City (39°40' N, 74°10' W), New Jersey. 10:35 p.m – 12:05 a.m. (Jan. 2). Navy pilot Lt. JG George G. Morgan of Lakehurst NAS, police chief (or captain?) Richard Clement, police officer Oliver G. Osborne and other officers, and 20+ other witnesses, saw 3-12 round or oval white objects with fuzzy edges slightly smaller than Full Moon angular size hovering in the sky to the S for 1.5 hours as 2 objects circled around one (in 2-4 secs) (seen to the ESE from Woodbury, SW from Surf City at higher elevation), then switched places with each other. Some witnesses (such as Mrs. Worthington and son Norton in Woodbury) attempted to drive towards the objects to investigate. Objects suddenly departed to the SW at extremely high speed growing smaller until disappearance in 1-2 secs covering about 60° of sky. Multiple independent witnesses across a baseline of at least 12 miles resulted in triangulation of UFO location near Beach Haven, NJ, seen from distances of about 15 to 40 miles. At least 5 witnesses used binoculars including 7x50 Bausch & Lomb. Hynek calculated speed of 90,000 mph, hovering altitude 4 miles, object diameter 1,500 ft [based on distance of 40 miles; or 500-600 ft based on 15-mi distance]. Projected target radiant at assumed nominal ascent angle of about 5° at about azimuth 225° is at 22 hrs Right Ascension -30° Declination. (Sparks; Mary Castner/CUFOS; BB Maxwell Microfilm Roll 19, pp. 1807-1821)	1.5 hrs	25	3/4	multiple binoculars; multiple triangulations
1007.		Jan. 10, 1954. 5 mi N of Sonoita (about 25 mi SSE of Tucson), Ariz. (at 31° 45' N, 110° 41' W, elev. 4800 ft). 5:25-5:40 p.m. (MST). James E. McDonald, two other Univ. of Chicago meteorologists, and another passenger in a car were driving N on Hwy 83 when McDonald spotted a brilliant white stationary object, stellar magnitude about -5 to -7, in the SW at about 238° azimuth about 1° to 2° above the Santa Rita Mtns. (elev. about 9,400 ft) about 10 miles away, or at a total elevation about 6° to 8° above horizontal. Sun had set below mountains at 243° azimuth, +2° apparent elevation (refraction included), to the right of the UFO. No noticeable parallax with mountains as they drove 8-10 miles further N (with wide swerves W and E by about 1.5 mi), thus distance estimated at >10 miles (size possibly about >15 ft). Lost sight due to mountains as they drove on. (Sparks; Mary Castner/CUFOS)	15 mins	4	1/30 ?	McDonald + 2 other Univ. Chicago meteorologists

1008.		Jan. 14, 1954. Kelly AFB, Texas. (Sparks; McDonald list)				
1009.		Jan. 14, 1954. Keflavik Airport, Iceland. GCI radar interference. (Jan Aldrich; AFOIN files)				radar interference
1010.		Jan. 14, 1954. New York City, New York. 5:30 p.m. USAF crew of B-47 and passengers saw a fiery object hit the aircraft wing without any damage. (Sparks; Weinstein; BB files??)				
1011.		Jan. 28 [26?], 1954. Cold Bay, Alaska. [10 p.m.?] USAF crew of C-54 transport saw a red fireball that stopped then passed the plane. (Sparks; Weinstein; BB files??)	11 mins?			
1012.		Feb. 1, 1954. 35 miles SW of Tuscaloosa, Alabama [E of Palestine, Texas?]. 2 or 3:15 p.m. (CST). Electronics engineer Verne Baumgartner of Winzen Research and pilot Glenn Hovland, crew of USN Office of Naval Research (ONR) aircraft at 6,000 or 12,000 ft heading E at 80 [?] or 120 mph towards a Skyhook cosmic-ray balloon at 90,000-100,000 ft and 15-30 [20?] miles away from the balloon saw 2 then 4 objects for a total of 6 very bright or deep white or gray circular objects about 20 ft in size [had to be at least 100 ft for shape to be visible to naked eye if 15 miles away] in evenly spaced V-formation (or trail formation?) at about 80,000 or 85,000 ft about 15 miles away at about 45° (or 60°) above horizontal fly over [in between aircraft and balloon] to the left or N of the balloon and around the balloon [??], hover [?] under the balloon in level flight headed ENE then vertically ascend at right angles to level flight out of sight at about 70° elevation in several seconds, estimated speed 1,000 mph. Movie film taken by Bolex camera with 6-inch telephoto lens. Observed through binoculars. Balloon camera took one photo which captured some of the UFOs, which reportedly were translucent (terrain could be seen through them). (Sparks; Hynek-CUFOS-Willy Smith files; BB files; Austin, Minn., Daily Herald, July 22, 1954; Joel Carpenter)	1-1/2 to 5 mins	2		[triangulating photos from instrumented balloon and chase aircraft; binoculars]
1013.		Feb. 4, 1954. Carswell AFB, Ft. Worth, Texas. 11:00-11:06 p.m. (CST). GCA radar operators with 1921st AACS Sq, Det 3, tracked on CPN-4 radar and beginning at 11:01 p.m. sighted visually a dark gray object 225 ft long, as large or larger than B-36 [200+ ft] with long fuselage, “elliptical wings,” stabilizer, but with no engines, no sound, no exhaust, about 13-15 miles to SW at about 3,000 to 4,000 ft at 200-250 mph. UFO refused radio contact repeatedly attempted on 4 VHF channels and one UHF channel. Odd colored and arranged navigation lights seen. Passed directly over Carswell Tower at about 70° elevation at same 30° heading and all tower operators saw object and watched it until disappeared in NE [ENE?]. Tower operator Airman McConnell watched UFO continuously and throughout entire sighting using binoculars. ADC CPS-6B radar at Duncanville confirmed target traveling 240 knots (~280 mph). Carswell AFB radar also confirmed target. (Sparks; BB files; Shough)	6 mins	7+		radar-visual, binoculars

1014.		Feb. 4, 1954. Carswell AFB, Ft. Worth, Texas. 11:20 p.m. (CST). GCA radar operators with 1921st AACS Sq, Det 3, tracked 2 targets on CPN-4 radar maneuvering 17 miles to SW at 5,000 ft. Targets merged on scope to <1/4 mile separation at one point then separated again. Trailing target reversed course twice in 3 secs each case between radar sweeps, straight course 1-1/2 miles in between, with no noticeable turn in the 180° reversals – about 4 g's if at 200 mph over <1/8 mile radius. (Sparks; BB files; Shough)	10? mins			radar-visual?
1015.		Feb. 15, 1954. Near Savannah River AEC site, South Carolina. 10:15-10:36 p.m. (EST). USAF ADC radar operator S/Sgt. K. A. Payne, 728th AC&W Sq, Donaldson AFB, Greenville, South Carolina, using MPS-7 radar tracked high speed unidentified target the size of about 2 normal aircraft to the S at 203° azimuth at roughly 100 miles range (at about 33.5° N, 83.0° W, near Siloam, Ga.) heading E about 100° true at about 360 knots (400 mph) and 20,000 ft altitude as of 10:18 p.m. (when near Crawfordville). At 10:21 p.m. at about 33°28' N, 82° 5' W (near Augusta) the target had reached 22,000 ft and turned slightly right to about a 110° heading straight toward the Savannah River AEC plant and accelerating to operator estimated speed of 900 knots (1,000 mph) average speed (or as recalculated from mapped positions about 750 mph, probable peak speed about 1,000 mph at 1 g at 10:21:30 p.m.), then it violated the prohibited AEC airspace at 10:22 p.m. at about 33°24' N, 81°53' W. Pope AFB radar also tracked the target violating AEC airspace and notified Payne at Donaldson AFB. At that point at 10:22:30 (?) p.m. object had made a left turn to about a 75° heading, slowing to about 600 mph and continued turning to about 55° heading. At 10:23 p.m. at about 33°30' N, 81°39' W (near New Ellenton, S.C.), target made a sharp 75° turn to the N at about 340° heading having accelerated again to about 1,200 mph average speed (probable peak speed about 1,800 mph at 1.5 g's at 10:22:45 p.m.) heading out of the AEC prohibited zone. Target slowed to about 600 mph again by 10:24 p.m. near Aiken when it sharply turned to the E on a heading of about 70° then 50° then 45° while passing to the S of Columbia, then turned N to a heading of about 20° where it faded near Kershaw at 10:36 p.m. (Sparks; Jan Aldrich)	21 mins	2+		multiple radars
1016.		Feb. 22, 1954. York, Penna. (39.96° N, 76.72° W) Several pilots of fighters in the air and GOC observers on ground saw 14 discs climb when the fighters approached. Ground radar tracking. Should be in BB files but apparently is not. (Sparks; Weinstein; Keyhoe 1955)		several		
1017.	2913	Feb. 26, 1954. Newburyport, Mass. 2:30 p.m. Architect R. M. Pierce, marine engineer George Avery and another, saw a silver disc, with a white trail, make a loud roar. (Sparks; Berliner)	30-60 secs	3		
1018.	2923	March 2, 1954. Near Harrisburg [Middletown and York], Penna. 10 p.m. Research engineer R. C. Swengel saw 3 objects, each with two lights, fly straight and level at medium speed. Military and civilian witnesses? (Berliner; Saunders/FUFOR Index)	30 mins?	1+ ?		research engineer

1019.	2926	March 5, 1954. Nouasseur AFB (33°22' N, 7°35' W), French Morocco. 7:15, 7:38, 9:55 p.m. Crews of USAF KC-97 aerial tanker planes and a C-54 transport saw 1-2 white or amber objects or lights make passes at the aircraft on collision courses as they practiced GCA landings. At 7:15 p.m., KC-97 pilots Capt. G. E. Brown, 1st Lt. L. B. Gordon and 1st Lt. J. P. Glover, 301st Air Refueling Sq, 301st Bomb Wing, while flying KC-97 to practice landing on 180° heading at 1,500 ft about 5-8 miles SW of Nouasseur base saw 2 white lights to the right at about the same altitude, with one light slightly lower than the other, appearing to be 2 aircraft in formation on collision course or "making a pass" forcing an evasive turn away by the KC-97. Later [at 8:20? 9:20?], after landing and takeoff they saw the same or similar 2 white lights on the same course from the S at 180° on a collision course and they made an evasive 360° turn. At 7:38 p.m. another KC-97 flown by pilots Capt. Robert R. Zadnick, Lt. Paul R. Fisher and Lt. George A. Kerr, also 301st ARS, 301st BW, on GCA landing at 180° heading at 1,500 ft about 5 miles SW of Nouasseur base saw a light at about the same altitude and to the left of course appearing to be headed W on a cross path or collision course, as it crossed it was seen to be 2 lights as if 2 jets in formation, no aircraft running lights. One light passed over and one under the KC-97. At 9:55 p.m., C-54 from Lagos, Nigeria, based at Kelly AFB, Texas, senior pilot Capt. William M. Pond, copilot Lt. I. W. Gilchrist and navigator Capt. James F. Pullen while flying at 2,000 ft on 170° heading on GCA landing at Nouasseur base saw white or amber light like an aircraft landing light at about the same altitude approaching on a collision course heading W 2-3 miles away, then turned onto a direct headon course, passing within 2 miles, then suddenly disappeared like turning off a light for 10-15 secs, then reappeared hovering, descended to ground then rose, and disappeared behind the C-54 after completing its turn onto final landing approach. No radar or other visual contact made. (Sparks; Jan Aldrich)	mins	9		
1020.		March 9, 1954. Cincinnati, Ohio. 3:57-4:05? a.m. Civilian-military pilot John H. Stewart while driving N saw a pulsating bluish-white luminous halo surrounding a dark ellipsoidal object that may have been larger than a DC-6 (117 ft) slowly moving S at about 2,000-3,000 ft height, then hovered for 7-8 mins over the General Electric plant, the last 4 mins of which Stewart observed after stopping his car. Object accelerated and suddenly changed color to yellow then red, changed course to the E, then disappeared in an almost vertical climb in secs. (Sparks; Jan Aldrich)	7-8+ mins ?	1	4	
1021.		March 11-12, 1954. Pittsburgh, Penna. (Sparks; McDonald list)				
1022.	2937	March 12, 1954. Nouasseur AFB, French Morocco. 9:35 a.m. USAF 1st Lt. Robert Johnson, flying an F-86 jet fighter, chased an object at more than 530 mph for 30 secs, but was unable to catch it. Object appeared to be the size of a fighter plane but had neither tanks nor trails [tail?]. (Sparks; Berliner)	30 secs +	1		

1023.		March 24, 1954. Fresno, Calif. Afternoon. While en route to Palm Springs, Calif., by aircraft, Secretary of the AF Harold E. Talbott and aides and flight crew allegedly saw a large, silvery disc-shaped or metallic-looking object following them about 1,000 ft below and 1,000 ft behind. Talbott ordered pilot to turn around to pursue, but when the plane banked, the UFO made a tight turn and streaked away at high speed. Publicly denied by Talbott. Case should be in BB files but apparently is not. (Sparks; Loren Gross Jan-May 1955 History; CRIFO June 4, 1954; Chicago Sun-Times, May 14, 1954)	several mins	3+ ?		
1024.		March 25, 1954. Cape Canaveral [Ft. Lauderdale?], Florida. 3:30 [3:20?] p.m. USMC pilot Capt. Dan Holland flying one of 3 jets with the 3rd Marine Air Wing on an E heading at Ft. Lauderdale at about 26,000 ft and 400+ mph saw a gleaming white ball-shaped object with a gold ring around the lower 1/3, about 2x size of his jet, descend vertically on a collision course, took evasive action, radioed the other jet pilots to look. Object suddenly stopped 3,000-4,000 ft above, he banked toward it and activated gun camera but object then accelerated and disappeared to the E at tremendous speed in about 15 secs. The other 2 pilots flying ahead of him did not see object. (Sparks; Weinstein; NARCAP; BB files??)	15+ secs	1	1/2	gun camera film?
1025.		March 28, 1954. 12 mi E of Cherokee, Wyo. 1:25 a.m. (MST). Capt. Sperry and co-pilot of United Air Lines Flight 600 flying E at 19,000 ft ASL sighted bright green glowing object at 12° to 15° above horizon at 100° True azimuth coming downward at slant angle of 30° to left of vertical [moving to the left?] disappearing behind cloud bank. Also sighted by pilot of DC-3 at 5 miles W of Sinclair, Wyo., at 13,000 ft ASL. (Sparks; BB files)	5 secs	3		
1026.		April 7, 1954. 3 miles SW of Fentress, Virginia. 3 p.m. USN pilot C. R. Allen flying F-6F for Fleet Training Center, Norfolk, Virginia, at 3,000 ft heading W near Fentress saw 2 strange saucer-shaped discs in close formation at 3,500 ft height about 15 miles away at about 2 miles NW of Lake Drummond heading NE, seen below and against cloud base of scattered cumulus clouds at 3,000-3,500 ft. Allen turned right to follow objects as they covered about 140° of arc maintaining about the same distance, disappearing near Cape Henry to the NE about 20 miles, covering 30 miles total in about 25-30 secs [3,600-4,300 mph]. (Sparks; Jan Aldrich)	25-30 secs	1		
1027.	2962	April 8, 1954. Chicago, Illinois. 4:30-5 p.m. Lelah H. Stoker saw a brilliant white round-topped disc, parachute-shaped, with a humanoid suspended beneath it, skim back and forth over the water. Stoker called the Coast Guard, a CG cutter appeared after 10 mins, then the UFO approached shore. Stoker saw a short human-like occupant in a green tight one-piece suit and suspended below the object who got out in undergrowth along the shore then walked around. When CG cutter gave up searching the occupant returned to the object which moved back over the lake then took off at high speed to the E. (Sparks; Berliner; Davis-Bloecher 1978)	30 mins	1		

1028.		April 22, 1954. San Nicholas Island, Calif. 2 p.m. USN Seaman Apprentice James B. Stephens, Jr., and Seaman Bernard G. Klein, Jr., while driving a Navy vehicle on base saw a 4-6 ft long gray cigar-shaped object with pointed nose traveling just above the ground on a near parallel course that would not cross the road until far ahead. The object suddenly impacted the ground sending up a cloud of dirt or dust and disappeared from sight. They stopped and searched for 20+ mins but found nothing. Further USN investigations and radioactivity surveying found no traces. (Sparks; Jan Aldrich)		2		
1029.	2974	April 23, 1954. Pittsfield, Maine (at 44°53' N, 69°35'W). 9:30 a.m. Mr. and Mrs. Floyd E. and Rose Belle Robinson saw a silver circular saucer-shaped object with a dome 1/2 the size of the base that was the source of constantly flashing brilliant light, making a loud sound like a swarm of bees, which hovered at about 70° azimuth without tilting, flew horizontally with a whirlwind effect and cold air that moved stones underneath its path, then it rose vertically at 30° azimuth without tilting until out of sight. (Sparks; Jan Aldrich)	4 mins	2	6	
1030.	2976	April 24, 1954. Hartland, Maine. 6:10 p.m. (EST). GOC observer Dean Robinson saw a very large, silver, oblong object with a dome on top and flashing light inside the dome, no sound or exhaust trail, stationary on the horizon for 15 mins then climbed straight up to disappearance. (Sparks; Jan Aldrich)	15 mins	1		
1031.	2983	April 26, 1954. Athens, Georgia. 8:35 p.m. (EDT). Cecil M. Cartey, Howard and Mabel Hopkins and their daughter Betty, saw 15-20 yellow objects in a V-shaped or check-mark-shaped formation, fly at tremendous speed from low elevation in the S in smooth motion to high elevation in the N where they disappeared, no sound. (Sparks; Jan Aldrich)	10 secs	4	20	
1032.	2997	May 11, 1954. Washington, D.C. 10:45 p.m. 3 USAF air policemen at Washington National Airport saw 2 bright lights on 3 occasions fly straight and level, make 90° degree turns and fade. (Sparks; Berliner)	3 x 45 secs	3		
1033.		May 13, 1954. Pacific bet. Hawaii and Calif. (at 26° 5' N, 146°12' W). 1:45 a.m. (AHST). USAF pilot Capt. D. B. Mautner, 32nd Air Transport Sq, McChord AFB, Wash., and crew (?) of C-124 transport en route from Hickam AFB, Hawaii, to Travis AFB, Calif., saw bright light moving parallel with them on the left, object signaled back in response to aircraft blinking lights, departed to NE at very high speed climbing. (Sparks; Jan Aldrich)	5 mins	2+ ?		

1034.		May 14, 1954. 10 miles NNW of Great Yarmouth, England, UK. 3:40 p.m. 3 USAF F-86 jets flown at 40,000 ft Mach 0.85 (560 mph) by Capt. Kenneth J. Scott, Jr., 2nd Lt. Harry Joseph Ickes and 2nd Lt. David B. Clardy, 91st Fighter Sq, were vectored by GCI radar Type 7 at RAF Bawdsey to unidentified object at 8 miles at 1 o'clock to their course taveling at 240 knots IAS, to the S [N?] at 10° azimuth, sighted visually as about 30 ft silver or gray round object as seen from below, showing thin silhouette while turning, at 50,000-60,000 ft. Fighters unable to close on object which made 180° turn and disappeared at high speed beyond conventional aircraft capability, climbing high above ground radar range. (Sparks; Jan Aldrich)	90 secs	3	30 ??	RV
1035.		May 14, 1954. Dallas, Texas. USMC pilots of 4 fighter planes saw 4 formations of 4 round objects changing color from orange to white. (Sparks; Weinstein; BB files??)				
1036.	2994	May 18, 1954. 10-15 (or 6-7) miles SE of Lake Elsinore (at 33°36' N, 117°20' W, which is 3 mi S of Lake Elsinore), Calif. 12:48 p.m. (PST). RAF Squadron Leader Donald R. Higgin, assigned to USMC All Weather Fighter Sq, El Toro MCAS, Calif., while flying an F3D-2 jet fighter at 15,000-16,000 ft on a heading of 240° magnetic [255° true] at 300 knots IAS and descending, saw a dark blue almost black gun-metal "glint" delta-shaped object, about 22-23 ft long and 20 ft wide, with 3 fins of equal size and shape, at his 11 o'clock position just above the cockpit of his wingman flying another F3D-2 about 250 ft away. Object was on a headon collision course but before Higgin could give radio warning it passed under his wingman faster than 300 knots and between their aircraft, descending at a 25°-30° angle on a course of about 30° [about NNE]. (Sparks; BB files; Jan Aldrich)	few secs	1	10	
1037.		May 18, 1954. Cannon AFB, New Mexico. 7 p.m. 2 witnesses saw a house-size lens-shaped object land near railroad tracks, kicking up a small sand storm in the desert. One witness approached it, then ran away in fear. Should have been reported to BB but apparently is not in BB files. (Sparks; Vallée Magonia 129; Hynek 1972)		2		
1038.	3009	May 22, 1954 LaPorte, Indiana. 9:15 p.m. Highway engineer R. W. Dring and engineer Geert Tibma saw a bright light make a shallow climb. (Sparks; Berliner)	45 secs	2		
1039.		May 24, 1954. 10 miles WNW of Richmond, Ind. (39°49' N, 85°00' W). 12:25 p.m. (EST). USAF Major Leo N. Brubaker and crew members of B-17 saw and photographed with aerial mapping camera a circular fuzzy brilliant object below the plane. (Sparks; BB files; McDonald files; NICAP website; Weinstein)	45 secs	2		aerial recon mapping photos
1040.	3020	May 31, 1954. Concord, New Hampshire. 10:15 a.m. Mrs. L. K. Stevens saw a very white, elongated object fly extremely fast then blink out. (Sparks; Berliner)	8-10 secs			

1041.		June 1, 1954. Near Boston, Mass. 9:30-9:40 a.m. TWA pilot Capt. Charles J. Kratovil, copilot W. R. Davis, and flight engineer Harold Raney, on a Paris-New York TWA Constellation heading SW, spotted "a large, white-colored disc-like object" overhead, occasionally lost behind overlying clouds. Flying into WSW headwinds at 300 mph, they concluded it could not be a balloon, and radioed Boston airport control tower, which said jets were scrambled and then saw the object at about 10,000 ft higher than their 10,000 ft altitude, but could not close with it. (Sparks; McDonald list)	10 mins	3		
1042.	3029	June 1, 1954. From 400 miles S to Minneapolis, Minn. 9 p.m. Crew of USAF B-47 jet bomber at 34,000 ft altitude saw object with running lights fly at 24,000-44,000 ft altitude, pacing the B-47 within 10,000 feet of its 34,000 foot cruising altitude as it flew 400 miles north to Minneapolis, varying its height both below and above the aircraft. (Sparks; Berliner; Sparks)	1 hr	2+		RV?
1043.		June 7, 1954. West Germany. 2 Germans saw 2 glowing discs descend vertically then rise rapidly. (Sparks; Jan Aldrich)	10 secs	2		
1044.	3037	June 8 [9?], 1954. Texarkana, Texas. 1 a.m. or 2:30 a.m. (file not clear). L. T. Prewitt, employee of Red River Arsenal, saw a golden yellow light fly over his house, making a "shhh" or buzzing sound. (Sparks; Berliner)	2 mins	1		
1045.	3042	June 10, 1954. Estacado Plain [or Llano?], Texas. 9:09 p.m. USAF pilot Capt. Bill McDonald, in flight, saw a white light descend at 45° from great altitude, pass under his aircraft, make two 360° turns and blink out. (Sparks; Berliner)	30 secs			
1046.		June 21, 1954. Delray Beach, Florida. 9:30 p.m. (EDT). Anne Nekel Brown and John Thomas Brown saw bright round disc-shaped object with dome-like structure on top seen when tilted toward the witnesses after hovering stationary to the S at 45° elevation. Object was spinning and then started moving very slowly E over the ocean with an erratic wobbly motion, straightened out then disappeared at high speed to the E at 8° elevation. (Sparks; Jan Aldrich)	12 secs	2		

1047.		June 22, 1954. NW Washington State. 8:14 p.m. (PDT). 3 ground radars at 2 ADC sites and 2 airborne radars tracked unidentified target at Georef LE 1604 [49°16' N, 124°56' W, central Vancouver Island] traveling at 200 knots (230 mph) at 15,000 ft intermittently until 8:24 p.m. and picked up coded IFF Mode 1 transponder signal from UFO in response to radar transponder interrogations from Naselle AFS's [TPX-22?] interrogation set [possibly using KY-95 or KY-97 (?) encrypted signal generator] which appeared to be emitted by an [APX-6] transponder or something simulating it on the UFO. Radars were: FPS-3 search radar and FPS-5 height-finder radar at USAF ADC radar GCI site Naselle AFS, Wash., callsign TIMOTHY (ADC 759th AC&W Sq 46°25'20" N, 123°47'53" W, elev. 1,926 ft). ADC Direction Center [search and height-finder CPS-6B] radar callsign MERCURY at 25th Air Division, ADC, McChord AFB [47°07'23.37" N, 122°29'32.73" W], Tacoma, Wash. McChord AFB ADDC vectored 2 F-86D jet interceptors on an existing Combat Air Patrol [CAP mission unknown, possible earlier UFO intercept?] at 9:00 p.m. F-86D callsign Pronto Blue #2 picked up target at 28 miles at 25,000 ft, then UFO target split into two "clear distinct" blips at 9:35 p.m. [does not necessarily mean object physically split into two; two objects in close formation within about 1 to 1/2 mile separation would appear as single blip, then moving apart would make separate targets resolvable]. F-86D turned 30° left to attempt to center the blip on his airborne radar scope [APG-30?] and descended from 25,000 to 6,000 ft to put target high [out of sea clutter apparently], increasing speed from Mach 0.85 to 0.9 (560 to 590 mph), closed distance to 6 miles but unable to identify. UFO outmaneuvered F-86D and moved downscope from 30° to 60° on left side. F-86D callsign Pronto Blue #1 picked up target at about 9:36 p.m. at 20,000 ft and tracked the multiple blips on parallel downscoping from 30° to 60° left on his airborne radar scope in 20 secs or 3 sweeps of radar [possibly 6 g velocity reversal if it approx. 6 miles nominal distance]. 25th Air Division ADC pilot in T-33 heard ground-air communications between all sites and aircraft. Case sent to ATIC but not in BB files. Possible visual sightings in NW Washington reported to sheriff's offices and news media. (Sparks; FBI-AFOSI files; NICAP website; Jan Aldrich; CUFOS/Mary Castner; Paul Dean)	1 hr 22+ mins	8+		IFF, multiple air-ground radars
1048.	3062	June 22, 1954. Miami Beach, Florida. 9 p.m. USMC Maj. E. Buchser and Maj. J. V. Wilkins saw a meteor-like object descend, stop, and become extremely bright. (Sparks; Berliner)	7 mins	2		

1049.		June 23, 1954. 10 miles SE of Columbus, Ohio. 8 [9?] p.m. Pilot Capt. Harry Roe, Jr., flying Ohio Air National Guard F-51 fighter at 240 mph from Dayton to Columbus saw round white object with no exhaust trailing the fighter in the same position a little above and behind him at close range, detected on airborne radar [?]. Roe maneuvered to try to lose the object or collide with it but it remained in relatively the same position to the aircraft until it departed to the SE. Ground controller radar tracked object [?]. (Sparks; Project 1947; NARCAP)	30+ mins	2?		RV?
1050.	3067	June 24, 1954. Danvers, Mass. 12:45 p.m. (EDT). Robert B. Tomer, Director of Commercial Engineering for CBS-Hytron, saw a very white, elliptical-shaped object cover 45° of sky from SW to NE in a straight line at 50° elevation. Object was sharp and distinct against clear blue sky; appeared somewhat less distinct when he removed his Polaroid glasses. No noise, no vapor trail, no glistening. No weather balloons in the area. (Sparks; Berliner; BB files Maxwell Microfilm Roll 20, pp. 1146-1151)	30 secs	1	1/3 [2/3?]	engineer?
1051.	3072	June 25, 1954. Indian Lake, Ohio. 5:05 p.m. Experienced private pilot John Mark, flying Navion lightplane, saw a 60 ft silver or aluminum round object with a flat bottom, raised front edge, inverted cone on top, fly horizontally, hover, make a high-g pull up and then a steep climb into an overcast. Radar at Dayton, Ohio, airport, tracked very fast target at same location. (Sparks; Berliner)	3-5 mins	2 ?		RV
1052.		June 29-30, 1954. NE of Seven Isles, Quebec, Canada (at 51°53' N, 63°10' W initial position). 8:05-8:23 p.m. (AST). Capt. James Howard, FO Lee Boyd, navigator George Allen, radio officer Doug Cox, engineering officers Dan Godfrey and Bill Stewart, stewardess Daphne Webster, and passengers of BOAC airliner flying at 230 knots (265 mph) at 19,000 ft heading 49° (about NE) to Goose Bay, Labrador, saw a large opaque or black object with six smaller satellite objects on a horizontal line, constantly shifting in shape like a mirage, but first seen at roughly 20°-45° depression angle below horizon, seemingly at about 8,000 ft and below a cloud level. Object azimuth about 5° left or S of sun low on horizon, or at about 300° to 305° True as sighting progressed. Satellite objects merged with main object which disappeared within seconds (within 3 mins according to Capt Howard's log) by growing smaller about time when F-94 interceptor approached at 8:20. Possibly mass flock of millions of birds (Arctic tern?) seen against bright sunset sun, <i>sorta sol</i> "Black Sun" effect, where the flocking creates complex shapes against the sunset sky. (Sparks; AP dispatch, July 1, 1954; NICAP website)	18 mins	12		
1053.		June 30, 1954. Mobile (at 30°40' N, 88°5' W) and Brookley AFB, Alabama. 6:50 p.m. 4 civilians and a number of military personnel saw a brilliant silver or white object with short stubby wings approach from the S, circle over Mobile, then depart to the NE. Radar contact at 6:30 p.m. with stationary 8-mile object at 55 miles at 60° azimuth is evidently unrelated anomalous propagation. (Sparks; Hynek-CUFOS-Willy Smith files)	60 secs	6+		

1054.		July 3, 1954. Near Bermuda (at 35° 27' to 33' N, 40°44' to 41°04' W at 1:54-1:55 a.m. GMT ~1200 miles E of Bermuda, ~770 miles WSW of Azores). 1:40-2:00 a.m. (GMT) B-36H heading 255° True at 171 kts [197 mph] TAS at 14,000 [15,200? ft] ft, heading from Nouasseur AFB, French Morocco, to Carswell AFB via Azores and Bermuda, received radar returns on APS-23 radar set (in a K-3A combined radar bombing-navigation system) of a clear and well-defined geometric formation of 6, 7 and at times 8 round or oval objects (e.g., 8 objects at 1:45:43 a.m. then back to 7 objects again) about 15 NM to right of B-36's course. Objects estimated to be metallic 20 to 200 ft in size projecting radar images appearing 1000-3000 ft in size on scope display (blooming). One object in the center surrounded by 6 objects in circular formation, resembling "World War II convoy pattern," about 6 mi diameter, at 80° depression angle initially at 294° azimuth, last seen at 83° depression angle at azimuth 60° apparently stationary [perhaps ~20 mph] relative to speed of B-36, and located on or near the water surface at about 35°38' N, 40°26' W. Observed by Capt. Charles C. Spahn, Radar Observer, 98th Bomb Sq, 11th Bomb Wing, 8th AF, SAC, Carswell AFB, Ft. Worth, Texas, who was monitoring thunderstorm activity, started the radar scope camera, then called in navigator and pilot to observe radar scope. IFO's (Identified Floating Objects) were identified as escort aircraft carrier <i>USS Mindoro</i> (CVE-120) accompanied by 6 destroyers and 1 submarine [thus accounting for occasional disappearance and reappearance], returning from the Mediterranean (Naples, Italy) to Norfolk, Va. (Sparks; BB files; NICAP website)	20 mins	3		
1055.		July 5, 1954. West Berlin, Germany. (Sparks; Jan Aldrich)				
1056.		July 11, 1954. Hunterdon County, New Jersey. USAF crews of 4 bombers saw a disc-shaped object pace their planes. (Sparks; Weinstein; BB files??)		4+		
1057.		July 14, 1954. St. Louis, Missouri. 7:50 a.m. (CDT). McDonnell Aircraft Propulsion Lab employees sighted 1.5-foot sheet-like object maneuvering in company parking lot from distances varying from 4 to 200 feet, first descending from the E at 30 ft altitude, stopped on the ground, rose to 4 ft height, made right-angle turn to N, traveled 75 ft and climbed above 8-ft fence to disappear in the overcast sky, under light almost calm wind conditions. One observer followed at 5-ft distance. (Sparks; Hynek UFO Rpt pp. 150-1)	3-5 mins	10	40	aeronautica 1 lab employees
1058.	3116	July 18, 1954. Normandy, Missouri. 8:40 p.m. A. T. Chamblin saw a greenish-white disc. (Sparks; Berliner)	30 mins	1		
1059.		July 19, 1954. French Equatorial Africa. (Sparks; Jan Aldrich)				
1060.		July 25, 1954. Middle Sister Island, U.S.-Canadian border W Lake Erie. 7:12 p.m. Attorney L. B. Tussing saw a black cylinder, 12:1 length/width ratio, moving fast along the surface of the lake. (Sparks; Berliner)		1		
1061.		July 27, 1954. Pepperrell AFB, Newfoundland, Canada. (Sparks; McDonald list)				
1062.		July 29, 1954. Korea. (Sparks; McDonald list)				

1063.		July 29, 1954. About 3 miles SSE of Carysfort Reef Lighthouse, Key Largo, Florida (at about 25°10' N, 80°12' W). 3:40 a.m. Key West Naval Base USN Chief Quartermaster Milbert James Brown and Helmsman Seaman Sydney J. Martin aboard USS YTB-543 sailing S on 205° true course at 6.5 knots saw a huge, bright pale blue or whitish-blue egg or blimp-shaped 300-500 ft object with 4 pointed cones of light, major/minor axis about 3:1 oriented horizontally, angular size 3x sun, traveling at tremendous speed estimated at about 7,200 mph (better estimate about 5,000 mph) in level horizontal flight from the W through S then E then NE, at 10°-12° above the horizon passing in front of mostly cumulus clouds covering 30% up to 15° elevation. Brown first saw the object at about 243° azimuth 10° elevation about 4 miles away moving to the left heading E viewed across the bow of the ship to the SSW at which point he began stopwatch timing (6.3 secs at disappearance, azimuths measured immediately after sighting by reference to 5 ships and a landmark used as sighting fix points). Object passed through point of closest approach at about 160° azimuth 12° elevation 1-1/2 miles away, moving to the left through a gradual-arc flight path of about 8 miles radius of curvature (about 40 g's centripetal acceleration), passed through E along a now straightened path headed to the NE, reaching maximum N position at 70° azimuth about 8 miles away when it curved slightly back as if veering off sharply to the right to head E, disappearing at about 68° azimuth 10° elevation 9 miles away behind a cloud bank. No sound or trail. (Sparks; Jan Aldrich)	6.3 – 8 secs	2	1.5° (3 Full Moons)	binoculars, stopwatch
1064.	3140	July 30, 1954. About 15 miles SE of Los Angeles, Calif. 11:15 a.m. (PDT). Hughes Aircraft test pilots Englert and Peterson, flying a B-25 bomber on a maintenance test hop heading ESE airspeed 170 mph [true airspeed about 200 mph] at 7,000 ft, saw a metallic, pencil-shaped object in horizontal orientation hover at above 30,000 ft for an unstated length of time while they climbed to 11,000 ft and made 30° turns to try to get a better view of object [over 4+ mins at max climb rate of about 1,000 ft/min]. Peterson, also a National Guard F-86 jet pilot, attempted to scramble jet intercept from Van Nuys National Guard Ops but could not establish radio contact (EM??). USN aircraft from the S seemed to pass under object without noticing it. (Sparks; Jan Aldrich)	4+ mins	2		Hughes test pilots; EM ?
1065.	3149	Aug. 2, 1954. Westlake, Ohio. 5:17 p.m. (EST). Ex-AAF B-17 gunner (19 missions) and amateur astronomer N. E. Schroeder saw a thin, bright ellipse, like polished metal, hover for 5-8 secs at 5,000 ft at azimuth 260° located SW of Lorain, Ohio, drop down 3,000 ft in 3 secs, hover again for 10 secs, then fade out. Distance 6 miles. (Sparks; BB files; NICAP website; Berliner)	20 secs	1		
1066.	3155	Aug. 6, 1954. San Antonio, Texas. 6 p.m. Mechanical engineer L. H. Horner saw an intensely white elliptical light change to yellow, orange, pink, 4-5 times while flying straight and level. (Sparks; Berliner)	5 mins	1		mech engineer
1067.		Aug. 7, 1954. West Germany. (Sparks; Jan Aldrich)				

1068.	3162	Aug. 11, 1954. Yoron Jima, near Okinawa. 8:55 p.m. P. L. Percharde, electrical engineer and assistant manager of Moeller Shipwrecker Co., of Okinawa, saw a line of blue lights underneath a blue circle with a black center fly over ship and climb, illuminating and agitating the clouds. (Sparks; Berliner)		1		elec engineer
1069.		Aug. 11, 1954. Lawson AFB and Columbus Airport, Columbus, Georgia [not Maxwell AFB, which was reporting agency] (at 32° 20'N, 85°00' W). 8:54 p.m. (EST). Lawson AFB Tower Operator AFC Chase E. Lewis, 1926-3 Det. AACS, observed strange stationary object in the W at azimuth 270° at about 2500 ft, varying in brightness, changing color from white to red to orange to white again, with seeming high speed motions [due to autokinesis]. Army helicopter 267 piloted by WO-JG R. T. Wade (506th Helicopter Co., Ft. Benning, Ga.) sent to investigate, heading 270° at 2,500 ft, located object at 20 miles W of Lawson AFB Tower (Ft. Benning) at 2,000 ft, abandoned pursuit due to low fuel after less than 2 mins, at about 8:54-8:56 p.m. AFC Lewis reported to Base Operations Dispatcher A/2c O. A. Register, Hqs Sq, Lawson AFB. At 8:56 p.m. Airdrome Officer and driver sighted object at Lawson AFB. At 9:05 p.m., two additional Lawson Tower operators included AFC William N. Watson, 1926-3 Det AACS. Second Army helicopter, no. 294, on mission piloted by WO-JG G. [U.?] S. Tarma (506th Helicopter Co., Ft. Benning, Ga.) diverted to object at 9:27 p.m., sighted it then it disappeared still at 270° azimuth (due W) at 9:29 p.m. Seen again next night in the W at 8:15 p.m. for 6 mins lost in two layers of scattered clouds. [Probable Venus IFO, as Venus was low on W horizon at azimuth 264°-268° and elevation 7° to 0° until setting at about 9:30 p.m. time of object's disappearance. BB conclusion of Mars grossly in error, with erroneous astro calc of SW at 20° elevation when Mars in fact was in the S at azimuth 177°-186° elevation 30°-25°, rising not setting, during time of sighting.] (Sparks; NICAP website; BB files; Weinstein; Saunders/FUFOR Index)	35 mins	appx. 7-9+		
1070.	3166	Aug. 15, 1954. San Marcos, Texas. 10:20 p.m. USAF Maj. W. J. Davis and Capt. R. D. Sauers, flying a C-47 transport plane, saw a dark blue oblong object pace the C-47, veer away, then cross in front of it. (Sparks; Berliner)	5 mins	2		
1071.		Aug. 23, 1954. W Germany. Night. Family observed reddish round object surrounded by [red?] light, about 3x size of star, no sound [motionless?]. Later, 12 Germans observed greenish light about 3x size of star hovering for 5 mins then took off to the SW disappearing "faster than a jet." (Sparks; BB files; Jan Aldrich; Robert Powell/Fran Ridge)	15? mins + 15 mins	14+		
1072.	3180	Aug. 24, 1954. Egilstadir [Lagarfiot or Lagarfljot River?], Iceland. 8:30 p.m. An unnamed farmer saw a flat cylinder, 2-2.5 ft long, 4-5 ft in diameter, make a loud whizzing sound, fly straight and level, fast, then slow, then fall into sandbar. (Sparks; Berliner)		multiple?		
1073.	3182	Aug. 26, 1954. Danville, Virginia. 6:15 a.m. Rev. W. L. Shelton saw 2 domed ellipses, 20 ft long, 8 ft thick, 10 ft at ends, glowing silver or orange, hover, then climb side-by-side while getting brighter. (Sparks; Berliner)	2 mins	1		

1074.	3185	Aug. 27, 1954. Dorchester, Mass. (at ~42.3° N, 71.0° W). 1:00 p.m. (EDT). Edward A. Srazdes with 20-20 vision and another [wife?], one wearing Polaroid glasses, saw about 7 large high-flying bomber size [100? ft], white, teardrop-shaped objects in the E at 45° elevation flying in-line formation, leader in front, no exhaust or trail. Objects first slow then increased speed and turned blue as disappeared towards NW. (Sparks; Berliner)	2 mins	2		
1075.		Aug. 28, 1954. Tinker AFB, Okla. (35.42° N, 97.37° W). 8:30 p.m. Several USAF pilots flying fighters saw a triangular formation of 15 objects, tracked by ground radar. (Sparks; Weinstein)		several		
1076.	3189	Aug. 29, 1954. Prince Christian, Greenland. 11:05 a.m. 1st Officer H. G. Gardner and engineer J. V. D. Whitisy [and another witness Namely?] flying on Royal Dutch Airlines DC-4 (PH-DBZ), saw 3-4 dark, lens-shaped objects veer N and change position in formation. (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	2 [3?]		
1077.		Aug. 30, 1954. Paris, France. Luminous circular sighted flying over the city. ATIC Evaluation “UNKNOWN – Insufficient data.” (Sparks; BB files; Jan Aldrich; Robert Powell/Fran Ridge)		1		
1078.	3196	Sept. 4, 1954. Butler, Missouri (38.26° N, 94.34° W). 3 a.m. [CST?] CAA communications specialist J. Faltemeier saw 20-30 lights, as if on a string, fly straight and level. (Sparks; Berliner)	1.5 mins	1		
1079.	3198	Sept. 5, 1954. Butler, Missouri (38.26° N, 94.34° W). 12:23 a.m. [CST?] CAA communications specialist J. Faltemeier saw a silver or white object with a slightly swept-back leading edge and a following exhaust, fly straight and level, then veer SW to S. (Sparks; Berliner)	30 secs [24? secs]	1		
1080.	3213	Sept. 18, 1954. Kimpo Air Base, Japan. 5:55 a.m. 2 control tower operators, a weather forecaster and a weather observer, saw a round object, like polished aluminum, fly straight and level. (Sparks; Berliner)	11-13 mins	4		weather forecaster & observers
1081.		Sept. 18, 1954. Near Denver, Colo., Santa Fe, Las Cruces, New Mexico, to Enid, Okla. (36.39° N, 97.88° W). 8:40 p.m. Green fireball seen by thousands of witnesses heading SE, noiseless, angular size of full moon. (Sparks; Ruppelt p. 47)		1,000' s	1	
1082.	3222	Sept. 21, 1954. Barstow, Calif. (34.90° N, 117.02° W). 1 a.m. (PST) 2 local policemen, 4 USMC police, and a highway patrolman saw a red-orange ball giving off sparks, and a smaller light, making a zigzag descent then hover. (Sparks; Berliner)	20 mins	7		
1083.	3224	Sept. 21, 1954. Santa Maria Airport, Azores (36°58' N, 25°10' W). 9:45 p.m. Airport guard saw a 10 ft x 5 ft light metallic blue, pecan-shaped object with a clear glass or plastic nose and door, poles or arials on the nose, humming or whining as it hovered, then land vertically 50 ft away. A blond man, 5 ft 10 in tall appeared, spoke in a strange language, patted the guard on the shoulder, got in the object, hooked up his harness, pushed a button, took off with the object's nose pointed up, then levelled off and climbed vertically. (Sparks; Berliner)	2-3 mins	1+ ?	20	

1084.	3226	Sept. 22, 1954. 3 miles E of Marshfield, Missouri. 9 [11?] a.m. Private pilot Jack N. Williams and Ernest J. Ash saw a thin, translucent, tan asymmetrical boomerang-shaped object about 6-7 ft wide revolving as it hovered to the SW about 600 ft height and 600 ft distance, ascended to 1500 ft in 20 secs, descended, then tumbled down behind some trees after emitting white puff of smoke or vapor. Marks were found in the ground "pulverized." (Berliner)	15 mins	2	1	
1085.	3227	Sept. 23, 1954. Gatlinburg, Tenn. 9:45 a.m. (EST) Dave Owenby and Mrs. Ethel Trainer saw 2 bright silver, bicycle wheel-shaped objects, size of small children's bicycle fly N to S in trail in level flight, disappearing over horizon. (Sparks; Berliner; Saunders/FUFOR Index; NICAP website)	2 mins	s2		
1086.		Sept. 26, 1954. Altoona, Penna. 9:04 p.m. (EST) Capt. Picune and crew of United Airlines DC-6 Flight 606 at 19,000 ft and ground speed 382 mph saw a fire-colored object, flat on bottom rounded on top, approaching, flying parallel for about 1 min, then pulling forward at tremendous speed, disappearing in the E. (Sparks; NARCAP; Saunders/FUFOR Index)	3 mins	2+ ?		
1087.		Oct. 5, 1954. Houston, Texas. [Smith?] [6:45 p.m. CST?] (Sparks; McDonald list; Mary Castner/CUFOS)	15 mins? 45 mins?			radar?
1088.	3260	Oct. 13, 1954. Nouasseur, French Morocco. 10:05 a.m. Weather observer following a balloon in his theodolite saw a round, flat, silver object fly straight and level. (Sparks; Berliner)	30 secs	1		theodolite
1089.	3269	Oct. 15, 16, 17, 1954. Kingfisher, Okla. 8:45 p.m. 50 objects with illuminated bottoms were seen flying in a V-formation, high speed, on successive nights. Only data is on summary card. (Sparks; Berliner)				
1090.		Oct. 23, 1954. Tinker AFB, Okla. (35.42° N, 97.37° W). 9:23 p.m. (CST) (McDonald list)				
1091.	3281	Oct. 28, 1954. Miho Air Base, Japan. 5:32 p.m. USAF pilots Lt. Col. O. C. Cook and Lt. J. W. Brown, on ground using 7x50 binoculars, saw a brilliant white, round-oval object climb in front of clouds, brighten, turn 90° to the N. (Sparks; Berliner)	45 secs	2		binoculars
1092.		Oct. 29, 1954. SE of Taiwan (at 21°50' N, 123°30' E). 6 p.m. USAF crew of C-47D transport plane saw a long narrow bright blue object emitting deep-orange sparks from front and rear. (Sparks; Project 1947)				
1093.	3287	Oct. 29, 1954. Terceira Islands, Azores (38.7° N, 27.2°). 9 p.m. 4 Portuguese nationals saw a grey object, shaped like a stovepipe with a center bulge and short wings (10 ft long, 3 ft in diameter, 3 ft wings) having concave wingtips, make a gargling sound when hovering, then disappear in the glare of airplane landing lights. (Sparks; Berliner)	4-5 mins	4		
1094.	3326	Nov. 15, 1954. Augusta, Maine. 4 p.m. N. Gallant, manager of radio station WFAV, saw 10 gold, circular objects fly in vertical V-formation, straight and level. (Sparks; Berliner)	3 mins	1		

1095.		Nov. 19 [16?], 1954. 130 miles ESE of New Orleans, Louisiana. 9:04 p.m. Crew of National Airlines Flight 918 at 17,500 ft en route from New Orleans to Tampa, Flor., heading about 105°, saw a light flashing blue and white moving up and down directly in front at an unknown distance for 3-5 mins when it moved to the NE out of sight. (Sparks; NARCAP; McDonald list; Mary Castner/CUFOS)	3-5 mins			radar?
1096.	3331	Nov. 19, 1954. Corvallis, Oregon. 4:15 p.m. P. J. Gunn, assistant professor of art at Oregon State University and ex-USN aviation cadet, saw a bright white light hover 8.5-9 mins, then cross 20° of sky in 3-3.5 mins. (Sparks; Berliner)	12 mins	1		prof
1097.	3341	Nov. 28, 1954. Manila, Philippines. 10:50 a.m. An anonymous medical doctor saw a flat-bottomed, domed object 65-70 ft across, 18-20 ft high, bright orange with yellow discs attached and an exhaust trail, which flew N, stopped, reversed its course. (Sparks; Berliner)	4 mins	1		
1098.		Dec. 2, 1954. Spanish Morocco. (Sparks; McDonald list)				
1099.	3352	Dec. 3, 1954. Gulfport, Mississippi. 12:12 p.m. Mr. and Mrs. S. P. Mellen saw a translucent grey, round, flat object rotating on its vertical axis at high rate. (Sparks; Berliner)	30 secs	2		
1100.	3356	Dec. 7, 1954. Cape Province, South Africa. 1:15 p.m. Weather officer, using a theodolite, saw a white, semi-circular, flat object with a dome fly from W to E, then turned N. (Sparks; Berliner)	7 mins	1		theodolite; weather officer
1101.		Dec. 23, 1954. NE of Nogales, Ariz. Pilot flying F-86 fighter chased a light emitting red and green flashes. (Sparks; Weinstein)		1		
1102.		Dec. 29, 1954. San Diego, Calif. Daytime. Crew flying B-47 saw 2 objects pass the plane. (Sparks; Weinstein; BB files??)		1+ ?		
	3382	[Jan, 1, 1955]. [20] 30 miles E of Cochise [County, Ariz., not NM]. 6:44 or 6:55 a.m. (MST). BB mistakenly filled out BB Record Cards with the wrong date (correct date Feb. 1 not Jan. 1), wrong time and wrong location. (Sparks; Greenwood; NICAP/Ridge; Berliner; cf. NARCAP)				
1103.		Jan. 14, 1955. Bet. Virginia and Kansas. 6 p.m. Airliner pilot saw a dark object leaving a contrail. (Sparks; Project 1947)		1?		
1104.		Jan. 19, 1955. Near Hawaii, Pacific Ocean. 8:10 a.m. U.S. MATS military pilot saw a white-reddish globular object flying level with the aircraft. Light swinging back and forth like beacon (?), flew level alongside observer's aircraft. (Sparks; Project 1947; Ryan Cusick/Jan Aldrich NARA)		1?		
1105.	3401	Jan. 26, 1955. Lakeland, Florida. 6:15 p.m. J. M. Holland saw a black smoke trail make a circle. There was an explosion and some objects fell. No further information in file. (Sparks; Berliner)		1		

1106.		Jan. 29, 1955. Winterset near Des Moines, Iowa. 9:07 p.m. (CST). Iowa Air National Guard pilots, Major A. Packer and Lt. D. Myers with 132nd Fighter Bomber Group flying a T-33A jet (s/n 52-9590) heading 30° at 290 knots (330 mph) saw a white light flashing at a set rate, no trail, on a direct head-on collision course in level flight at 20,000 ft. At the last instant the object rose and flew over the jet, climbing rapidly to 35,000 ft. When the pilot tried to chase the object it out climbed and out turned him, seemingly using radar or similar means to track the T-33A so as to employ highly maneuverable tactics at "excess" speed and altitude. (Sparks; Project 1947; NARCAP)	25 secs	2	3	
1107.		Jan. 31, 1955. Fujii [?], Japan. 1:33 p.m. U.S. military pilots saw a white circular object, no trail, moving against the wind. (Sparks; Project 1947)		2?		
1108.	3414	Feb. 1, 1955. 20 naut. miles (23 mi) E of Cochise radio navigation beacon, Ariz. (at 32°02' N, 109°25' W). 7:55 p.m. (MST). Instructor pilot Capt. Delwyn F. Ritzdorf, student pilot aviation cadets Richard B. Short and Frederick W. Miller, Jr., 3500th Pilot Training Wing, Reese AFB, Lubbock, Texas, flying TB-25 bomber/trainer (s/n 44-86894) at 13,000 ft, heading 80°, ground track about 90° [85°?], ground speed 238 (or 240) mph, on Airway Green 5, from Williams AFB, Mesa / Phoenix, Ariz., to Reese AFB, saw a very bright round object with red-blue-white hues, a metallic disc with aluminum color, shaped like two pie pans face-to-face seen edge-on, 120-130 (or 100-125) ft diameter, pacing the TB-25 off the left wing for 5 mins, about 5° above horizon at about 5 (to 10) mi estimated distance to the N at about 13,500 to 14,000 ft. UFO passed in front of a star as it climbed rapidly on a parallel flight track to disappearance at about 25° above horizon at azimuth 80-85°, in 3 mins dimming "momentarily" as it pulled away at about 600-700 mph. Possible radio interference as Capt Ritzdorf was unable to reach 3 radio stations during sighting, at Tucson and Douglas, Ariz., and Columbus, NM, but reached Columbus radio right after UFO departed, making a CIRVIS report. [See entry for (nonexistent) Jan. 1, 1955, case created by a BB misdating that duplicates this Feb. 1 incident.] (Sparks; 4602nd AISS files/ Greenwood; NICAP/Ridge; BB files; Berliner; NARCAP)	8 mins	3	½ to 1	USAF instructor pilot; poss. radio interference
1109.	3416	Feb. 2, 1955. Miramar NAS, Calif. 11:50 a.m. USN Cdr. John L. Ingersoll saw a highly polished sphere with reddish-brown coloring about 3-5 miles to the S falling erratically about 300-500 ft/min. Object off-white in color with highly polished surface reflecting sunlight, at 10,000-20,000 feet. Object stopped about 5 to 10 seconds at about 3,000-5,000 feet, suddenly changed from white to reddish brown and instantly accelerated to an estimated 1,000-1,500 mph on a heading of 170° leaving short brown vapor trail. Estimated size 25-35 feet diameter possibly as large as 100 ft. (Sparks; Berliner; NICAP website)	15-27 + secs	1	1/5 to 1/2 ??	

1110.		Feb. 3 (or 7), 1955. Knights Landing, Calif. 4:30 p.m. (PST). Electronic technician and civilian pilot George M. Allender sighted from the ground a large 350 to 500 ft size delta-wing or flying wing type aircraft in the NW headed towards him at about 2,500 to 4,000 ft altitude and about 2,500 ft ground distance. No exhaust, no smoke, no markings, no visible means of propulsion. Object climbed vertically about 34,000 ft in 20 secs to 38,000 ft, then accelerated ahead of a flight of about 7 jets (possibly F-86's) flying SE from his NW at about 600 mph, then object dove about 37,000 ft in 12 secs to about 1,000 ft altitude. Object could almost hover motionless and reach speeds of 2,000 mph. (Sparks)	4-5 mins	1	[10 ?]	
1111.		Feb. 7, 1955. Harrisburg, Penna. 10:18 a.m. Flying Tiger pilot saw a brilliant object flash off to the S. (Sparks; Project 1947)		1?		
1112.		Feb. 7, 1955. Ft. Wayne, Indiana. 7:55 p.m. American Airlines Flight 266 crew saw 5 star-like objects appear intermittently motionless then moving. (Sparks; Project 1947)		1+ ?		
1113.	3427	Feb. 10, 1955. Bethesda, Maryland. 10:03 p.m. E. J. Stein, model maker at U.S. Navy ship design facility, saw an object, shaped like a small portion of the bottom of the Moon, with a radiant yellow color, hover for 30 seconds. The bottom changed to a funnel shape. (Sparks; Berliner)	1.5-2 mins	1		
1114.		Feb. 11, 1955. Ryukyu Islands, S Japan. 10:15 a.m. USAF MATS crew flying C-124 transport saw a yellow or amber object shaped like a Jack o lantern flying 1,000 mph. (Sparks; Project 1947)		1+ ?		
1115.		Feb. 17, 1955. Blackstone, Virginia. USAF pilot in flight saw an extremely large light-blue object at 35,000 ft. (Sparks; Project 1947)		1 ?		
1116.		March 2, 1955. Huntley, Illinois. 5:00 p.m. Car was followed by 3 elongated "balloons," each showing 8 red lights and about 20 ft long. (Sparks; Vallée Magonia 362)	10 mins			
1117.		March 16 [17?], 1955. 35 miles N of Salton Sea [or Ripley?], Calif. 9:24 a.m. USAF SAC pilot flying B-47 saw a silver circular object on a steady course S fading in the distance. (Sparks; Project 1947)		1 ?		

1118.		March 20, 1955. Johnson AFB, Tokyo, Japan. 4:21 p.m. CPS-1 air traffic control radar of the USAF 1954th AACCS Sq, Johnson AFB, Tokyo RATCC, detected 4 unidentified targets due N at about 32 miles, then after adjusting manual scan found 16 unidentified targets in 6 separate formations N of base at ranges of about 20 to 28 miles, which slowly moved [about 50 mph] from radar scope azimuth 0° to 20° while heading about 145° over 10 mins until 4:31 p.m. F-86D was scrambled from Yokota AFB (about 30 mi ENE of Tokyo airport and RATCC) at 4:32, piloted by USAF 1st Lt. G. D. Merrick, takeoff at 4:36, heading N (350°) at 10,000 ft then W then S then N on a search pattern [roughly around the Yokota AFB] since ADC control site “Butterfly” at Chiba Peninsula did not detect targets on radar. Meanwhile targets on CPS-1 ground radar had become erratic, leaving trails on radar scope like jet aircraft, then became almost stationary at 4:35. USAF 5th AF went on Yellow Alert due to radar tracks. About 4:51 the F-86D pilot while heading N on the search pattern detected on airborne radar 2 unidentified targets at 45° azimuth (NE), then turned towards them but lost the targets. The F-86D radar then picked up another target at 30° at 22 miles and headed towards it on afterburner at about 560 mph, with closure rate 100-175 knots. F-86D got radar lock-on at 15 miles, closed on UFO to closest range 2.5 to 3 miles, was within 15 secs of firing position, dropped afterburner to not overtake too quickly, but UFO began to accelerate to 50 knots faster than the F-86D despite the pilot going on afterburner again. When the UFO pulled out to 7 miles range it made a left turn, the F-86D turned to follow, then the UFO made 90° right turn and F-86D followed, back onto 20° (~N) heading. ADC site “Butterfly” cleared F-86D pilot to fire on the UFO. UFO began climbing while F-86D closed to 5 miles and climbed to 16,000 ft on afterburner to follow, overshoot the UFO, leveled off altitude of 15,000 ft then went into a shallow dive back to 15,000 ft reaching Mach 0.98 (~650 mph). UFO then began to pull away to 9 miles range, increasing speed to 200 knots faster than the F-86D [or ~880 mph supersonic], then gradually turning left 45° while pulling away to 15 miles range, breaking the F-86D’s radar lock, and pilot broke pursuit at ~5:05 p.m. No visual confirmations, and no direct correlation of specific ground and air radar targets due to lack of specific reporting. (Sparks; Project 1947; NICAP)	~44 mins	2+		ground and air radar
1119.		March 24, 1955. Ryukyu Islands, S Japan. 2:30 [2:13?] p.m. Beechcraft pilot instructor and student pilot saw a hat-shaped object with 3 windows on top section, change color from white to orange, fly under and around their plane. Instruments failed and engine sputtered, pilot dove the plane to evade the object but it kept pace. 2 jets scrambled from Kadena AFB. (Sparks; NARCAP; Project 1947)		2		EM; pilot instructor
1120.		March 29, 1955. Sonoma and Soledad, Calif. 7:35/7:38 p.m. (PST) McGrath (GOC observer) and Brown. (Sparks; McDonald list)	30 secs			

1121.		March 30, 1955. 4:13 p.m. (Japan time). Nikko, Japan. CPS-1 radar tracked 16 unidentified targets N / NE of radar 20-28 miles range, moving slowly SE.				
1122.		April 6, 1955. Beaumont, Calif. 7:45 p.m. (PST) Briggs. (Sparks; Hynek UFO Rpt p. 44; Saunders/FUFOR Index)	2 mins	1	8	
1123.		April 19 ?, 1955. Japan? Radar interference. (Jan Aldrich; AFOIN files)				
1124.		April 21, 1955. 3 miles NE of Moisant Airport, New Orleans, Louisiana. 10 [4?] p.m. Air National Guard pilot Ponticelli flying L-19 aircraft saw a bright silver delta-shaped object. (Sparks; Project 1947; Saunders/FUFOR Index)	1+ min	1?		
1125.		April 28, 1955. Dahlgren, Virginia (at 38°20' N, 77°01' W). 2:20 p.m. (EDT). Naval petty officers William A. Conlon and David F. Robinson, aerographers (weather observers), Naval Proving Ground, Dahlgren, Va. Conlon was observing pibal pilot weather balloon when he noticed pinpoint white object in his 20x theodolite in the SW (at 240° azimuth 31.8° elevation) and called out to Robinson who took looks in the telescope theodolite. Both thought it was an unusual balloon or Skyhook balloon. They heard there was some radar tracking of the target from a local (not identified) air traffic control radar but no direct reports by the radar site and no investigation by BB or the 4602nd AISS of the radar. This case was never a BB Unknown, but was absurdly dismissed by BB and 4602nd AISS as either a radiosonde weather balloon launched some 4 hours earlier 100+ miles to the S from Norfolk naval base, and undoubtedly burst within an hour of launch, or that it was purportedly Jupiter in “approximate position reported.” In fact Jupiter was in the E at 89° azimuth rising the sky. The object was in the W at 240° azimuth (approx WSW) descending. It was in fact Venus at 242° azimuth 31.4° elevation setting in the sky, an IFO. Case was listed here because McDonald listed it but no data available on whether McDonald investigated. (Sparks; BB files; NICAP website; McDonald list)	1 hr 56 mins	2		
1126.	3517	April 30, 1955. Travis County, Texas. 7:30 a.m. USAF Wing Intelligence Officer Maj. L. J. Pagozalski saw 4 black objects in a cluster make a whooshing sound like a zephyr. (Sparks; Berliner)	2-3 secs	1		
1127.	3523	May 4, 1955. Keflavik Airport, Iceland (63°58.7' N, 22°35.8' W ?). 12:38 p.m. USAF Lt. Col. E. J. Stealy and 1st Lt. J. W. Burt saw about 10 round, white objects, one of which left a brief smoke trail, flying in an irregular formation, some of them making erratic movements. (Sparks; Berliner; Saunders/FUFOR Index)	5-8 secs	2		
1128.		May 12 [11?], 1955. Thurmon, Colo. 1:06 a.m. [6:06 p.m. MST?] Crew of American Airlines DC-7 saw an object flying on a SE course at 20,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)				
1129.		May 13, 1955. Duluth, Minn. 8:30 p.m. (CST) (McDonald list)				
1130.		May 14, 1955. USSR coast Sea of Japan. HF jamming and SIGINT (?). (Jan Aldrich; AFOIN files)				

1131.	3565	May 23, 1955. 5-10 mi S of Cheyenne, Wyoming (41.13° N, 104.80° W). Bet. 12:00 and 1:00 a.m. [or bet. 11:45 p.m. May 22 and 12:30 a.m. May 23] (MST). While stopped in a car on Hwy 85 due to running out of gas, USAF Airman/Basic A/3c Irwin J. Shapiro and A/3c Edward C. Ingber, 3457th Student Sq, 3450th Tech Training Wing, F.E. Warren AFB, Cheyenne, saw (to the E ?) a slender, vertical rectangle (or pencil-shape or cylinder) low on the horizon surrounded by white light which disappeared after about 10 secs [or 5-6 secs], which reappeared after about 1 min, then a flash of light with a 2nd vertical rectangle, both then moved upwards and disappeared after 5 mins. Two cone-shaped or hat-shaped objects with bright lights on left and right of hat brim, appeared a few mins later in the place the rectangles had first appeared, white then bluish-purple, which moved upwards, brightening and glittering, headed to the S then disappeared after 10 mins. (Sparks; BB files; CUFOS/Aldrich; Berliner; Saunders/FUFOR Index)	10 secs + 5+ mins + 10 mins	2		
1132.		June 1, 1955. N Canada. RB-47 onboard APG-32 gun-control radar and/or radar jamming case. (Sparks)				radar
1133.		June 2, 1955. N Canada. RB-47 onboard APG-32 gun-control radar and/or radar jamming case. (Sparks)				
1134.		June 4, 1955. Melville Sound, N Canada. 0030 (GMT). RB-47 crew sighted "glistening silver metallic" object "obscured by contrails" confirmed by onboard APG-32 gun-control radar tracking of target at 7,000 yards range (4 miles) from 0030 to 0039 GMT. Object stayed "low and to the rear of the RB-47" until the UFO "broke off contact to the north with an increase in speed." Gun camera photos. (Sparks)	9+ mins	several		RV + photos
1135.		June 4, 1955. Parker, Ariz. (34.15° N, 114.3° W) & near Vidal, Calif. (34.1° N, 114.5° W). 7:50 p.m. (PDT). GOC observation post observer in Parker, Ariz., sighted round object in the W traveling to the W, using binoculars, appeared red on bottom, white or pale yellow in middle, blue or green on top, disappeared suddenly after 3 mins. Near Vidal, Calif. (about 13 mi W or about 260° from Parker, Ariz.) USAF flight instructor 1st Lt. B. E. Beecroft, Laredo AFB, flying T-33 trainer, with student cadet, heading 260° at 20,000 ft at 350 knots (400 mph), saw an "extremely large" white star-like stationary object high in the W that suddenly disappeared after 3 mins. Noted extreme variations in magnetic compass and slave gyro as they approached UFO location, with precession of 20° per 12 miles of flight when nearing Vidal, Calif., reaching 320° apparent (but false heading) when 30-40 miles W of Vidal, and continued until landing at Norton AFB, San Bernardino, Calif. Radar station 751st ACWRON, Mt. Laguna, Calif., noted that on nights of June 2 and 3, 1955, other aircraft approaching Vidal, Calif., experienced severe compass problems requiring radar control directions to avoid serious accidents. (Sparks; BB files; NICAP website; Project 1947)	3 mins	3		EM, binoculars
1136.		June 7, 1955. N Canada. RB-47 onboard APG-32 gun-control radar (jamming?) case. (Sparks)				

1137.		June 8, 1955. S of Bathurst Island, N Canada. 2044 (GMT). RB-47 crew detected UFO briefly on the onboard APG-32 gun-control radar, visual contact was made for 20 minutes from 2044 to 2104 GMT, object trailing behind RB-47 at about 5-10 miles range. Second RB-47 some 80 miles behind the first spotted the contrail left behind as the UFO disappeared. (Sparks)	20+ mins	several		RV
1138.		June 26, 1955. Holt, Florida. Civilian and military witnesses. (Sparks; Hynek UFO Rpt p. 45)		several		
1139.		July 1, 1955. China Lake, Calif. (Sparks; McDonald list)				

1140.	July 6 [not 5], 1955. Newfoundland, Canada. 3:00-3:56 a.m. (AST). At 3:00 a.m., USAF 97th Air Refueling Sq pilot Lt. Homer H. Speer and copilot Lt Paul Daily of KC-97 callsign Archie 29, and pilot Lt. Robert W. Schneck and copilot Lt. David Gueldner of KC-97 Archie 91, both planes at 20,000 ft [or 16,000? or 18,000? ft] on a refueling mission [evidently running about NE-SW over Gulf of St Lawrence] out of and returning to Harmon AFB (radar at 48°32.7'N, 58°33.0'W), both crews saw 2 bright objects at 49°10' N, 59°50' W [= about 66 mi NW of Harmon radar], at 20,000 ft appearing stationary. [This Lat-Long 49°10' N, 59°50' W was KC-97 Archie 29's roughly approx position as well as gen vicinity of the UFO(s), as backtracked effectively 6½ mins flight time or 35 mi at 316 mph from Harmon radar's tracking of KC-97s at 0707z, when Archie 29 was about 100 mi at 280° from Harmon radar, thus at 0700z about 65 mi from Harmon radar]. They reported sighting to Harmon at 3:05, made contact with radar site, 2nd Lt. Charles H. Denney, Senior Director, USAF ADC site N-23 (Air Defense Direction Center, 640th AC&W Sq, Harmon AFB, Stephenville, Newf., CPS-6B search and height-finder radar, TPS-502 backup height-finder, at 48°35.3' Ne, 58°40' W). ADC radar painted object at 3:07 with intermittent contact till 3:56 (also 4-5 additional objects). Archie 29 KC-97 in best position to close on object ordered to do so by Harmon, position 290° [306° from lat-long coords] from radar site at about 80 miles [72 mi from lat-long coords], 10 o'clock to KC-97. Objects started moving to NE at 50° True Heading accelerating to 275 knots (300 mph) faster than Archie 29 KC-97. After object reversed course to S heading, pilot Lt. Speer of Archie 29 reached closest approach to 18 miles distance, maintained visual contact with object calling direction changes of object to radar site by radio, changes correlated exactly with those painted on scope by controller. Brief height-finder radar contact at 35,000 ft. Object began climbing at 3:38 a.m. and fighter (or fighters) scrambled, no radar or visual contact made, one fighter had "bent weapon" [apparently inoperative]. Harmon ADC radar painted object at 3:40 a.m. at 50°10'N, 57°50'W and last position [3:56? a.m.] at 50°18'N, 57°42'W. Speer on Archie 29 KC-97 lost sight of object at 3:51 am. at about 50°13'N, 56°32'W at 40,000-50,000 ft. Harmon ADC radar then tracked object accelerating to 1,600 knots (1,800 mph) moving off to NE.	56 mins	11+		RV

		Cont'd: At same times radar also painted 5 smaller objects at 5,000-10,000 ft (briefly detected on height-finder) and thus below the KC-97's at 30° true [heading??], 60 miles from radar, [inconsistent with other coords] moving very fast, changing direction and azimuth, jumping on and off scopes, forming circular pattern, changing to line abreast, traveling 10-20 miles then changing direction, speed 1,500+ knots (1,700+ mph). Radar tracked about 4 objects at point of initial sighting on 40° true heading, speed 300 knots (350 mph). One C-119 aircraft en route from Goose Bay passed within 5 miles of the objects, not known if seen. Radar targets confirmed by 1st Lt. Anthony G. Scarpace (sp?), Ground Electronics Officer of 670th ACW Sq, who found radar operating properly and no inversion effects present. Investigated by NEAC AFSSO (AF Special Security Office), reported to AFSS (NSA subunit not to be confused with AFSSO compartmented security agency), NSA, CIA, 64th Air Div ADC. (Sparks; CIA, AF, NSA FOIA; Jan Aldrich/Project 1947; Ryan Cusick)				
1141.		July 11, 1955. Toulon, France. Daytime. Military pilot of C-47 transport saw a round reddish-orange light changing color to bright white, no trail. (Sparks; Project 1947)		1?		
1142.		July 20, 1955. Portland, Oregon. 2 fighter pilots and GOC ground observers saw a round object with a silver lower part climb when fighters approached. (Sparks; Weinstein; BB files??)		2?		
1143.		July 25, 1955. Near Syracuse, New York (43.05° N, 76.15° W). 5:22 a.m. [12:22 a.m. EST ?] Pilot flying F-86 fighter saw an orange object. (Sparks; Project 1947; Saunders/FUFOR Index)		1?		
1144.		July 26, 1955. Kansas City, Kansas. 9:34 p.m. [3:34 p.m. CST ?] USAF pilot flying B-47 bomber saw a round object, no trail. (Sparks; Project 1947; Saunders/FUFOR Index)	1 min	1?		
1145.	3673	July 29, 1955. Columbus, Nebraska. 10:45 p.m. (CST) Morrice Raymond saw 4 orange flashing lights and a white flashing light move up and down like yo-yos. (Sparks; Berliner; Saunders/FUFOR Index)	5-6 mins	1		
1146.		Aug. 2, 1955. NW Fresno, Calif. 1:30 p.m. (PST). US Weather Bureau observer Langer at Fresno Airport sighted a bright, silvery metallic circular UFO sharply outlined against the blue sky, with no shadows or markings, crossing the field of view of his balloon-tracking theodolite, which he then trained on the UFO to track its steady motion. UFO was brighter than the white 5 ft pilot balloon he had been tracking at 27,000 ft in the theodolite, with about ¼ to 1/5 the apparent size of the balloon. Langer's impression was that UFO was farther and higher than the balloon but he could not be sure, possibly moving from the NE (in a different direction than the balloon) at 80-130 knots if at 40,000 ft ASL or 120-200 knots if at 60,000 ft ASL. Lost UFO after ½ minute when he had to return to tracking the balloon. (Sparks; BB files)	½ min +	1	1/3 (equiv in theod.)	theodolite

1147.	3699	Aug. 11, 1955. Iceland. 11:45 a.m. USAF 2nd Lt. E. J. Marlow saw 12 grey objects, from cigar to egg-shaped, vary formation from elliptical to wavy line to scattered to straight line to trail formation. Speed varied from hovering to 1,000 mph. (Sparks; Berliner)	3-4 mins			
1148.		Aug. 21-22, 1955. Kelly, 7 miles N of Hopkinsville, Kentucky (at 36.97° N, 87.477° W). 7, 8-11 p.m., 2:30-4:45 a.m. At about 7 p.m. Billy Ray Taylor went into the backyard of the Sutton farmhouse and saw a bright object from the SW [or actually about SSW about 210° azimuth from the direction of Fort Campbell U.S. Army base] then pass over and descend into a gully about 500 [300-600?] ft N of the farmhouse and about 35-40 ft lower elevation. Mrs. Glennie Lankford and 6 other adults [most Sutton family], plus 3 children (Charlton, Lonnie and Mary Lankford), saw two or more 3 ft tall gremlin-like creatures float down from trees and approach the house from the dark, which were shot at by rifle and shotgun fire without effect. At about 11 p.m. the entire group fled in terror in their two cars and drove at high speed into Hopkinsville to report the incident to the Police Dept. A state police officer leaving the Shady Oaks restaurant 3 miles N of Hopkinsville in a car to respond to the call heard several meteor-like objects streaking over him sounding like artillery shells, and was able to see 2 in a series looking like meteors from the SW [or actually about S, from about 190° azimuth, headed towards Kelly from the direction of Fort Campbell and the TOP SECRET Armed Forces Special Weapons Project Site C, Clarksville Base, 36.665° N, 87.487° W, National Stockpile Site for nuclear weapons storage apparently recently including multi-megaton yield H-bombs]. City, county, state and military police and reporters drove out to the Sutton farm to investigate from around 11:30 p.m. to 2 a.m. UFO entities returned at about 2:30 a.m. and were again shot at without effect, finally disappearing at about 4:45 a.m. (Sparks; Davis-Bloecher 1978; Hynek UFO Exp; Hynek UFO Rpt pp. 212-6; Vallée Magonia 372; Saunders/FUFOR Index)	brief + 3 hrs + brief + 2-1/4 hrs	1 + 12 + 1 + 10		
1149.		Aug. 23, 1955. Cincinnati, Ohio. 11:50 p.m. Several USAF fighter pilots saw 3 round disc-shaped objects making evasive maneuvers. Ground radar tracking. (Sparks; Weinstein; BB files??)		several		radar
1150.	3720	Aug. 23, 1955. Arlington, Virginia (38.91° N, 77.09° W). 10:45 a.m. G. M. Park, using a 400x telescope saw several (6+) orange lights moving singly or in groups, circling and stopping. (Sparks; Berliner; Saunders/FUFOR Index)	30 mins	1		telescope
1151.		Aug. 25, 1955. Fordland, Missouri. 7:56 p.m. (CST) (McDonald list; Saunders/FUFOR Index)				radar?
1152.	3743	Sept. 3, 1955. Bellingham, Wash. 9:30 p.m. (PST) GOC observer Saunders saw white pinpoint move slowly across 30° of sky. No further information. (Sparks; Berliner)	15 mins	1		
1153.	3750	Sept. 7, 1955. Washington, D.C. (38.89° N, 76.95° W). 6:30 a.m. (EST) 2 photographers, one plate maker for the Army Map Service, one named Smith, saw a glowing round object fly an arc. (Sparks; Berliner)	1 min	2?		

1154.	3757	Sept. 9, 1955. Near Alcoa [Rock Garden?], Tenn. 12 noon. M. N. Dawkins, using binoculars, saw a brown, almost square object fly with a circular motion. (Sparks; Berliner)	10-15 mins	1		binoculars
1155.		Oct. 4, 1955. SW of Baku (near Atjaty / Alyat, at 40.0° N, 49.3° E), USSR. 7:10 p.m. US Sen. Richard B. Russell, Senate Armed Service Com. staff officer US Army Col. E. U. Hathaway, CIA Clandestine Service Foreign Intelligence (FI) Staff officer Reuben (misspelled "Ruben") Efron (under cover as a "translator" or "interpreter"), and an accompanying Calif. businessman named Robert R. Gros (one "s"), VP of Public Relations of PG&E (Pacific Gas & Electric), sighted to the S two separate nearly vertical ascents possibly to 6,000 ft height of a lighted domed-disc saucer-shaped object, possibly size of jet fighter [50 ft] near two near-vertical searchlights about 1-2 miles (or 1 to just over 1 mi) from 20 (or 25-30) mph train to the S, seen about 1 minute apart, while traveling by train (Sen. Russell was the first witness to the 1st ascent and alerted the others; Hathaway in time to see 1st object, Efron barely caught end of 1st; all saw 2nd object). Hathaway and Efron said object increased speed (much faster than jet in a flyby said Efron) as it shifted to horizontal flight (Efron estimated at 10°-15° elevation above horizon and had to stoop to see out the window) while maintaining level aspect angle, rotating clockwise [as seen from below]. Hathaway said objects first seen about 600-800 ft above ground and didn't level off flight. Some sparks or flames emitted from bottom, no protrusions seen. Efron's drawing indicates flattened disc shape about 1:17 thickness to diameter ratio. Efron saw object that appeared like 2 bright white "eyes" that remained fixed to each other (stationary, not rotating; Efron and Hathaway agreed), which ascended at an angle that seemed to come towards the train and cross over but Efron did not see it continue on the other (North) side of train. Another account by Efron (?) claims he saw equilateral triangle object on ground with lights at each of 3 points, launch like missile ejection upwards, make 3-7 spiral rotations climbing at 45° angle with searchlight following it (nbi mention of changing to horizontal flight). Ascent speed rising 6,000 ft in 6-7 secs would be 600+ mph. (Sparks; Joel Carpenter; FOIA docs from CIA, FBI, BB files; Haines CIA UFO history; Ryan Cusick; etc.)	? + 6-7 secs	4	1?	
1156.	3800	Oct. 8, 1955. Loogootee, Indiana. 4:38 [5:38?] p.m. R. D. Prather and H. Ahern saw a round, silver or white object fly straight and level at more than 1,000 mph. (Sparks; Berliner; Saunders/FUFOR Index)	12 secs ?	2		
1157.	3810	Oct. 11, 1955. Pt. Lookout, Maryland. 4 p.m. B. Hale and A. Ostrom saw round object, white in daylight and turning red with sparks near end of sighting, with a deep roar unlike an aircraft. (Sparks; Berliner)	2.5 hrs	2		
1158.		Oct. 19, 1955. 40 miles NW of Knoxville, Tenn. [Tex.?]. 8:30 p.m. (EST) F-86 case. (Sparks; McDonald list; Saunders/FUFOR Index)	2+ mins	1?		

1159.		Oct. 20 [21? 26?], 1955. Minneapolis, Minn. 7:40, 8 p.m. CST [2:21 a.m.?] USAF F-89D fighter pilot Steck saw a white luminous oval-shaped object making 90° turns at 1,000 mph, tracked on airborne radar. Ground observer(s). [Same as Oct. 26, 1955, case?] (Sparks; Weinstein; Saunders/FUFOR Index)	18 secs ?	2?		radar
1160.		Oct. 26 [30? 21?], 1955. Minneapolis, Minn. [Same as Oct. 21, 1955, case?] (Sparks; McDonald list)				
1161.		Nov. 14, 1955. Deming, New Mexico. 1 a.m. Commercial airline pilot in flight saw a fast moving object, with a light on the rear, come from the SW. (Sparks; Project 1947)		1?		
1162.	3860	Nov. 17, 1955. St. Louis, Missouri. 6:10 a.m. J. A. Mapes saw 12 round, flat objects, silver on top and dark on the bottom, fly in 4-deep formation, tipping in pitch and roll angles. (Sparks; Berliner)	45 secs	1		
1163.	3862	Nov. 20, 1955. Lake City, Tenn. (36°N, 84°W). 5:20 to 6:00 p.m. (EST). Operations Officer Capt. Edward G. Denkler and 5 men of the USAF 663rd AC&W Sq saw 2 oblong, bright orange, semi-transparent objects fly at terrific speed and erratically, toward and away from each other, in the S to W depending on location of observer. Possibly IFO's: Venus at about 230° azimuth about 10° elevation (set about 6:30-6:40 p.m. EST) and Antares at about 235° low on horizon about 4° to 0° elevation setting at about 5:50 p.m. EST. (Sun set at about 5:25 p.m. EST at about 245° azimuth.) Additional witnesses at Oak Ridge National Lab and in Alexandria, Tenn. Two F-86D fighters scrambled with no success. (Sparks; Berliner; NICAP)	1/2 -20 mins (individually)	12		
1164.	3869	Nov. 25, 1955. LaVeta, Colo. 10:30 a.m. State Senator S. T. Taylor saw a dirigible-shaped object, fat front, tapered toward the tail, luminous green-blue and jellylike, appear overhead diving at a 45° angle, reducing to 30°. (Sparks; Berliner)	5 secs	1		
1165.		Dec. 6, 1955. Marianna, Florida. 6 [1?] a.m. USAF pilot flying MATS transport radar tracked unidentified target. (Sparks; Project 1947; Saunders/FUFOR Index)	< 5 mins	1?		radar
1166.		Dec. 11, 1955. Near Jacksonville, Florida. 9 p.m. 2 airliner pilots [and crews?] and ground observers saw fast maneuvering orange-red round object, with ground radar tracking. 2 USN jets on a practice night-flying mission were vectored to the object by a Jacksonville NAS controller, on approach the object suddenly rose up to 30,000 ft then dove back down in a circle, buzzing the jets. (Weinstein; NARCAP; BB files??)		several		RV

1167.		Dec. 13, 1955. Arlington, Virginia. 10:09 p.m. (EST). Intelligence management engineer and amateur astronomer with Army G-2 Comptroller, Pentagon, sighted maneuvering reddish (?) light, about stellar magnitude of Sirius, starting mag -1 and diminishing to +4 to+4.5 mag when it disappeared. Sighted in the sky above his home, which made ~200° turn to right passed near star Capella [azimuth 253° elevation 71°] and disappeared in the NNE into horizon [??] haze approaching star Gamma Leonis [azimuth 79° elevation 42°]. No sound despite complete quiet, speed fluctuating. Clear sky and visibility down to 6th stellar magnitude. Observer plotted course on star map.	2 mins 12 secs	1	point source	amateur astronomer
1168.		Dec. 14, 1955. Caddo Lake, Louisiana. 2:45 a.m. USAF pilot flying B-47 in 513th Bomber Sq saw and radar tracked oblong object. (Sparks; Project 1947)		2?		radar
1169.		Dec. 17, 1955. Laguna [Mt. Laguna ?], Calif. 9:45 a.m. (PST) (McDonald list)	13 mins			
1170.	3893	Dec. 21, 1955. Caribou, Maine. 11 p.m. Roberta V. Jacobs saw a round, very bright gold, domed disc in a short climb, then rotate, hover and accelerate. (Sparks; Berliner)	6-8 mins	1		
1171.		Jan. 11, 1956. Wurtsmith AFB, Mich. (at 44°27'N, 83°23'W). 6:40 p.m. (EST) F-89D. F-89D pilot 1/Lt. Culpepper and radar observer 1st Lt William H. Freeland. Wurtsmith AFN Control Tower operators S/Sgt Compeau, Airman/3C Kenneth James Seger, GCA radar operator S/Sgt Paul D. Porter sighted reddish light like jet aircraft exhaust from behind, not quite round, estimated at 6,500-7,000 ft at 240° azimuth 15°-20° elevation (probably Venus at 235° az 11° elev though normally not reddish). Radar airborne tracking of UFO by F-89D at 7,000 ft heading 230° then radar lockon for 2 mins at 6:50 p.m. by Lt Freeland at 11 miles range, 5° right, level, with F-89D's overtake speed of 50 knots (57 mph) (thus UFO at 400 knots TAS) lockon broken by UFO's rapid 40° climb at 6:52 p.m. outclimbed pursuing F-89D which was in 450 knot TAS climb to 11,000 ft, but no visual except from the ground with 7x50 field binoculars. (Sparks; BB files; McDonald list; Saunders/FUFOR Index)	2-15 mins			binoculars, RV?
1172.		Jan. 18, 1956. Itazuke AFB, Japan. 1 [10?] a.m. Air crew sighting of white round balloon-shaped object traveling at high speed, no trail. (Project 1947; Saunders/FUFOR Index)	42 secs			
1173.		Jan. 24, 1956. Wheelus AFB, Tripoli, Libya. 1:52 p.m. (GMT) (McDonald list; Saunders/FUFOR Index)	12 mins			
1174.		Feb. 2, 9, 21, 1956. Camp Irwin, Calif. (Sparks; McDonald list)				
1175.		Feb. 7, 1956. Keesler AFB, Biloxi, Mississippi (30.42° N, 88.94° W). 8 a.m. (CST). Identified as 3 tethered large plastic balloons IFO. (Basterfield; McDonald list; Saunders/FUFOR Index)	1+ hr			
1176.		Feb. 11, 1956. S of Japan (at 28°53' N, 131°30' E) 7:15 p.m. MATS C-124 air crew sighting of a yellow or amber object at 1,000 knots (1,150 mph). (Sparks; Project 1947)		1?		

1177.	3969	Feb. 12, 1956. 38 miles SW of Goose Bay, Labrador, Canada. 11:25 [10:55? 11:10?] p.m. (AST). USAF F-89D pilot Bowen and radar observer Crawford saw a green and red object rapidly circle the jet, and tracked on radar. No further details. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	2		RV
1178.		Feb. 15, 1956. Riverside, Calif. (33.98° N, 117.38° W). 8:40 [12:40?] p.m. USN pilot Taylor flying aircraft saw a cigar-shaped brown object on a straight level course. (Project 1947; Saunders/FUFOR Index)	8 mins	1?		
1179.		Feb. 18, 1956. N of Montelimar Airdrome, France. 8:20 p.m. 3 USAF C-119 crew, 780th Troop Carrier Sq, saw a round dot change color every 30 secs from white to red to green. (Sparks; Project 1947; Saunders/FUFOR Index)	4 hrs?	3		
1180.		Feb. 18 [17?], 1956. Orly Airport, Paris, France (54.16° N, 0.05° E). 10:50 [8:20?] p.m. Air France pilot De Vaux of DC-3 and radio operator saw large red blinking light flying erratically, tracked by ground radar. (Sparks; Project 1947; Saunders/FUFOR Index)	30 mins? 4 hrs ?	3+ ?		radar
1181.	3977	Feb. 19, 1956. Houston, Texas. 6:07 a.m. (CST). Crew of Eastern Airlines Super Constellation saw intense white light, moving 4-5 times the speed of the airplane, evaded by the pilot. (Sparks; Berliner; Saunders/FUFOR Index)	28 mins	2+		
1182.		March 2 [5?], 1956. Spokane, Wash. (47.66° N, 117.44° W). 4:40 p.m. (PST). Stoner. (Sparks; McDonald list; Saunders/FUFOR Index)	30+ secs			

1183.	4050	April 4, 1956. McKinney Municipal Airport, Texas (33°10' N, 96°36' W). 3:15-9:00 p.m. (CST). Weather Bureau observer Capt. Roy F. Hall, U.S. Army (Ret.) [at McKinney Airport] spotted bright object at 80° elevation in the NW, using a 4x rifle scope at times. Hall contacted amateur astronomer Charles Anderson about 3 miles to Hall's NNW [at 33°12.00' N, 96°37.44' W] at 4:00 p.m. who used a 6-inch 55-200x telescope to see (as did Hall) an oblong bar-bell or double-sphere-shaped object with "no appendage whatever," "translucent, silvery rubber" in appearance with a central raised band or double line around its middle oriented vertically, looking like a balloon moving W against the upper winds blowing E, viewed through their telescopes. Ft Worth Weather Bureau told Hall no weather balloons were in the vicinity. [At about 6:45? p.m.] <i>Denton Record-Chronicle</i> newspaper correspondent Mrs. E. E. Love, in Aubrey, Texas [33°18' N, 96°59' W] about 9 miles NE of Denton and 23 miles WNW of McKinney Airport, sighted the bright UFO, like a "star," in the E at "high altitude" [consistent with Hall observing UFO hovering to the NW near his zenith]. Object then headed W / WSW towards Denton where it stopped and hovered overhead above / near town of Krum, Texas, [W to WNW of Hall in McKinney] during which time sun set [~6:50 p.m.] and cirrus clouds at 11,000 ft came in at about 7:00 p.m., sometimes obscuring the UFO before it started moving to W as if following the sun, setting lower and becoming brighter, "too bright for a weather balloon." People phoned in reports to the <i>Denton Record-Chronicle</i> which "swamped" phone lines; staff photographer took photo. Venus evidently appeared around sunset [which was at about 6:50 p.m.] and after getting "dark" (sometime after sunset) Hall noticed UFO was located about 7° due N of Venus [apparently at about 7 p.m. when Venus was at 42° elevation 273° azimuth, thus UFO at about 45° elevation 282° azimuth in the W to WNW, the direction of Denton from Hall at McKinney Airport and the direction Hall observed the UFO]. UFO was apparently not moving relative to Venus as UFO set in the W and disappeared at about 9:00 p.m. from darkness. Hall established a 3-mile triangulation baseline with Anderson that did not work, then another 3-mile baseline that resulted in about a 3° convergence angle [thus about 300,000 ft slant range] and estimated a 100,000 ft altitude [hence roughly 20° elevation apparently at about 9 p.m. in the WNW at about 293° when Venus was at 17° elevation 287° azimuth]. Hall estimated a 1 arcminute angular size and thus a 200+ ft [actually ~90 ft] diameter. [Cont'd next:]	5-3/4 hrs	5+ (many)	1/30 [7 in 200x telescope]	real-time triangulation by Weather Bureau observer; 2 telescopes; newspaper staff photo

		<i>Denton Record-Chronicle</i> phoned Carswell AFB officer-of-the-day who could not identify UFO. Later, Carswell AFB reported that a C-47 at 45,000 ft had identified light as a weather balloon, and Perrin AFB scrambled fighters which confirmed identification as weather balloon [however weather balloon would be in darkness by 7-7:10 p.m.]. Hall found other observers 100 miles W and 50 miles N who sighted object as “overhead” [meaning anywhere from about 30°-45° to 90° elevation], thus Hall thought object might have been at altitude of 100 miles. (See April 6 and 13, 1956, sightings near McKinney, Texas.) (See Hall’s April 13, 1956, sighting.) (Sparks; Berliner; Printy/Taylor; CUFOS; Denton, Texas, <i>Record-Chronicle</i> , April 5, 1956, p. 1; BB files)				
1184.		April 5, 1956. Almy Pond, Newport, Rhode Island (at 41°30’ N, 71°18’ W). 12:30-12:35 p.m. (EST). USN Underwater Ordnance Test Station physicist Mrs. Genevieve Mathison and her 3 children from the front door of their home saw a circular silver object with no trail or sound descending from 45° elevation in the N down to 0° elevation on an approaching path, with a receding 135° maneuver [?] and disappearing by whirling into the haze. (Sparks; Jan Aldrich)	5 mins	4	20 (? binoc equiv ?)	USN physicist; binoculars
1185.		April 6, 1956. 5 miles E of McKinney, Texas (at 33°11’ N, 96°32’ W). Royce Mitchell and a companion saw a 5-8 ft silvery, balloon-shaped craft land in a field 300 ft away from them. They stopped the car to investigate, but the object took off at terrific speed. (See April 4 and 13, 1956, sightings near McKinney, Texas.) (Sparks; Vallée Magonia 379; Saunders/FUFOR Index; CUFOS; BB files)		2		

1186.		April 8, 1956. N of Schenectady to W of Syracuse, New York. 10:15 p.m. (EST) Capt. Raymond E. Ryan, First Officer William Neff, flight attendant Phyllis Reynolds, and passengers, took off in an American Flight 775 Convair airliner from Albany heading N then turned nearly due W (about 280° True) at 260 mph [207? mph] and 6,000 ft N of Schenectady when a brilliant white light about 2-3 miles away was spotted about 90° to the left appearing like an airliner heading in to land at Albany. The white light rapidly moved about 90° to dead-ahead position about 8-10 miles away at high speed estimated at about 800-1,000 mph where it changed color to orange and seemed to block the airliner's path or risk collision, disappeared briefly, reappeared as an orange light again but standing still ahead of the airliner to the W. Airliner contacted Griffiss AFB, Rome, NY, where controllers asked pilot to turn lights off and on to help identify aircraft and was told airliner was seen and the orange UFO leading it, both to the S. Airliner was ordered to follow the UFO to the W, skipping its scheduled landing at Syracuse after nearly 30 mins of following the object until interceptors could arrive. Promised fighter jet interception was not seen (scrambled at 10:48 p.m., takeoff at 10:52). Object disappeared at high speed to the NW (or N) towards Oswego, NY. Final BB file missing many key documents (indicated in summaries). Official denials of AF-ordered course deviation to pursue UFO are contradicted within AF documents in the BB file including a surviving teletype from Watertown, NY, AF radar station (655th AC&W Sq) stating that airliner flew from Schenectady to Oswego, NY, instead of to Syracuse/Rochester, NY. AF theories of planet Venus required a major 20°-25° course deviation by the airliner in order to place airliner heading towards Venus roughly over Oswego. (Sparks; McDonald list; NICAP website)	30+ mins	6+ (?)		
1187.		April 13, 1956. McKinney, Texas (at 33°12.00' N, 96°37.44' W). 9:15 p.m. (CST). At Charles Anderson's house, Weather Bureau observer Capt. Roy F. Hall, U.S. Army (Ret.) sighted 2 rapidly moving red lights pass low over house tops to the S disappearing in the W. Later obtained independent report from another observer, Tully B. Lucas, Jr., [about 0.57 mile to the SSW at 33°11.55' N, 96°37.69' W] who had sighted objects passing directly overhead, though seeing 3 pale blue lights, and Hall used the data to triangulate objects as passing over at about 150 ft height [~3° elevation?] and covering 40° of arc [~2,000 ft traveled?], thus estimating speed at about 1,800 mph [incorrect; actual speed ~700 mph if at ~3,000 ft distance]. Possible meteor IFO? (See April 4 and 6, 1956, sightings near McKinney, Texas.) (Sparks; CUFOS; BB files)	2 secs	2		triangulation
1188.		April 16, 1956. Henderson, North Carolina. 5:00 a.m. FBI agents Richards and another, driving on Route 1, just before dawn, saw a top-shaped object as large as the road pass over their car, no sound. (Sparks; Vallée Magonia 381)	few secs	2		

1189.		April 28, 1956. Near Newport (?), England, UK. 8:30 p.m. Lockheed/Curtis-Wright technical rep and JCS scientific consultant and his wife saw bright white star increase in brightness in the E for 10+ secs at "high altitude," dim to medium dull red, then move from E to W roughly 3°/sec, dimming after 30 secs of travel to dull red, accelerating to "enormous speed," wobbling as it disappeared. (Sparks; Hynek UFO Rpt pp. 91-92)	3 mins	2		aeronautica 1 scientist
1190.		May 8, 1956. Aliquippa, Penna. (40.62° N, 80.26° W). 9:48 a.m. (EST) (McDonald list)	10 mins			
1191.		May 22, 1956. 58 miles NW of Monroe, Louisiana. 11:05 p.m. (CST) USAF officer 1st Lt. Earl D. Holwadel, piloting T-33 jet, and an accident investigation officer 1st Lt. Curtis Carley in the back seat during a night flight heading 50°-55° at 18,000-19,000 ft at 240 knots, saw a bright light due E, then saw it again in the E at 11:15 p.m. Holwadel banked right to the SE somewhat behind the object now seen in the SE at great distance. Object suddenly came straight at them at high speed passing in front of the T-33 at about 225 ft away under the "nose" of the object, no jet wash, on a heading of 330° when the object flashed an intensely bright white light from a "greenhouse-shaped dome" or cockpit window at its front end that lit up the canopy of the T-33. Object about 30-40 ft long, elliptical in shape, shorter than a C-47 but wider, a small steady red running light in the center, with no wings, only stubby protrusions extending 3-4 ft and 25 ft long on each side, bottom surface like steel with ribs extending down 2-4 ft with a wave-like appearance. Object moved away then returned at high speed on a W course with "fantastic" maneuverability never changing flight attitude at any time, disappeared at estimated distance of about 60 miles. (Sparks; BB Misc Microfilm Roll 1, pp. 173-182; NARCAP; McDonald list; Hynek-CUFOS files)	10-15 mins	2	20	
1192.		June 2, 1956. Newton, Mississippi. 10:51 p.m. Military pilot of Convair T-29 saw white-green light on parallel course at 5-7 miles [distance?]. (Sparks; Project 1947)				
1193.	4127	June 6, 1956. Banning, Calif. (33.93° N, 116.88° W). 5:30 [4:30?] a.m. Mr. Bierman saw a thin disc with a small dome, shimmering silver, hover about 300 ft away at 100 ft height then zoom up. [Crossed the road slowly, turned, crossed the road again behind the car and vanished suddenly. ??] (Sparks; Vallée Magonia 383; Saunders/FUFOR Index)	8-10 secs	1		
1194.		June 29, 1956. Los Angeles to San Diego, Calif. 5:10 p.m. (PST). (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs			
1195.		July 6, 1956. Euclid, Ohio. 9:37 a.m. (EST). (Sparks; McDonald list; Saunders/FUFOR Index)				
1196.		July 17, 1956. Otis AFB, Westover, Mass. 11:42 p.m. (EDT). USAF jet fighter pilot saw a white-yellow circular object that reversed course. (Sparks; McDonald list; Weinstein; Saunders/FUFOR Index)	40 mins	1		
1197.	4270	Aug. 8, 1956. 20 miles S of Quartzsite, Ariz. 11 p.m. (MST). Attorneys W. B. Buttermore and J. W. Smith saw a blue-white pulsating light fly fast, straight and level. (Sparks; Berliner; Saunders/FUFOR Index)	5-7 mins	2		

1198.		Aug. 10-11, 1956. Duncanville AFS near Dallas, Texas. 12:05/12:20 p.m. (CST). McConnell. (Sparks; Jan Aldrich; McDonald list; Saunders/FUFOR Index)	4 hrs			
1199.		Aug. 13, 1956. RAF Bentwaters, England, UK. 9:55 p.m. Extremely high speed radar-visual approximately 18,000 mph E-W radar track of brilliant white light, from about 30 miles E to 30 miles W passing directly over the radar site, "streaked under" C-47 at 4,000 ft near base. Radar track provides height-finding data from closest blips just outside radar blind zone directly above radar, thus confirming extremely low altitude, roughly 2,000 ft, also estimated by ground visual observers. See Lakenheath case (below). (Sparks)	30 secs	several		RV
1200.		Aug. 13-14, 1956. RAF Lakenheath, England, UK. 11 p.m. to 12:30 a.m. Radar-visual of hovering-darting objects that outmaneuvered Venom NF-3 jet interceptor flown by Wing Commander (later Air Commodore) Anthony N. Davis, CO of 23 Squadron, beginning at 12:01 a.m. Later attempted intercepts at about 2-3 a.m. were unsuccessful. See Bentwaters case (above). (Sparks; Shough/Clarke)	1-1/2 hrs	several		RV
1201.		Aug. 16, 1956. Near Azores [41.41° N, 95° W ?]. 1:45 a.m. [2:30 a.m. GMT?]. Capt. Dennis and crew of Eastern Airlines DC-4 Flight 49, flying at 4,000 ft en route to New York heading W, saw a bright white light to the W pass within 40 ft from above and below [multiple passes?]. Pilot took evasive action. (Sparks; NARCAP; Weinstein; Saunders/FUFOR Index)	20-25 mins	multiple		
1202.		Aug. 17, 1956. SSW [of] Spragueville, Maine. (Sparks; McDonald list)				
1203.		Aug. 20, 1956. North Bend, Oregon. 10:15 p.m. (PST). Camillo. (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs			
1204.		Aug. 22, 1956. Bornholm, Denmark. 8:50 p.m. (GMT). (Sparks; McDonald list; Saunders/FUFOR Index)	3 hrs			radar
1205.	4348	Aug. 27, 1956. Juniata, Penna. 9:55 p.m. Mrs. R. S. Pope saw a bright disc with a clear dome fly vertically, then N. A very cold breeze seemed to emanate from the object. (Sparks; Berliner)	3 mins	1		
1206.	4379	Sept. 4, 1956. Dallas, Texas. 9 p.m. USMC T/Sgt. R. D. Rogers and family saw a large star, changing to red color, remain stationary for 20 mins, then move W at 200 knots (230 mph). (Sparks; Berliner)	23 mins	3+		
1207.		Sept. 13, 1956. S Calif. (at 34°32' N, 119°48' W, near Santa Barbara). 9:35 [9:34?] p.m. United Airlines Flight 459 crew saw a star-like object stationary then moving. (Sparks; Project 1947; Saunders/FUFOR Index)	1 min	2+ ?		
1208.	4399	Sept. 14, 1956. Highland, North Carolina. 1 a.m. Scaly, N. Car., policeman O. S. Gryman saw 14 yellow-to-red round objects with tremendous exhaust fly in a vague formation from SW to E to NE and back again, while swooping up and down. (Sparks; Berliner)	1.5 hrs	2 ?		
1209.		Sept. 25, 1956. Grand Rapids, Mich. 4 p.m. Cessna pilot Marcus saw 2 delta-shaped objects flying S under the right wing. (Sparks; Weinstein; CUFOS files; Saunders/FUFOR Index)		1		

1210.		Oct. 7, 1956. Castle AFB area, Calif. 10:45 p.m. (PST). 2-3 USAF F-86D pilots, Lt Jerry Owen Robinett, Lt Alvin A. Akins, and possibly Lt. Donata Correa, Intelligence Officer, [on ground?] from 456th FIS, Castle AFB, were scrambled or redirected already in air about 11:10 p.m. to intercept a UFO reported by ground witnesses [Thomas Salazar and police officers in Merced, and another in Merced]. Football-shaped or dome-shaped UFO estimated at 100-120 ft diameter and 50-60 ft high, dipped up and down vertically into an overcast cloud bank layer at 11,000 to 21,000 ft, playing “cat and mouse” with F-86 pilots stationed above and below cloud layer to catch the object. Akins got brief airborne radar contacts that immediately terminated as if the UFO was monitoring the radar beam (by ELINT). (Sparks; Jan Aldrich; Loren Gross Sept-Oct 1956, Nov-Dec 1956 Supp.; McDonald papers; BB files)	3-4 secs + 45-60 Secs + ?	5+		
1211.		Oct. 9, 1956. Little Easton, Essex, England (51°54' N, 0°19' E). 6:55 p.m. (GMT). USAF witness Pollock. (Sparks; McDonald list; Saunders/FUFOR Index)	hrs	4		
1212.		Oct. 17 [18?], 1956. Wheelus AFB, Tripoli, Libya. 10:17 p.m. (GMT). Radar only. 2 radar targets on multiple radar systems and E-4 weapons system. (McDonald list; Saunders/FUFOR Index; Ryan Cusick/Jan Aldrich NARA)				radar
1213.	4489	Nov. 1, 1956. 60 miles E of St. Louis, Missouri, near Mt. Vernon and Sandoval, Illinois. 5:30 p.m. [11:30 a.m. CST?] USAF Capt. W. M. Lyons, Intelligence Division Chief (Aerial Weather Recon Officer) [and Daniel?], flying a T-33 jet trainer, saw an orange light with a blue tinge, fly across the sky. (Sparks; Berliner; Saunders/FUFOR Index; etc.)	2 mins	2?		
1214.		Nov. 4, 1956, Point Arena, Calif. 8:22 p.m. (PST). (Sparks; McDonald list; Saunders/FUFOR Index)	2 hrs 40 mins ?			radar
1215.		Nov. 9 [?], 1956. Destin, Florida. 7 p.m. (EST). USAF pilot flying RF-84F with 3242nd Test Group saw a long narrow object with a series of bright orange lights. (Project 1947; Saunders/FUFOR Index)	4 mins	1?		
1216.		Nov. 11, 1956. El Toro Marine Corps Air Station, Calif. 9:30 p.m. (PST). USMC pilot flying helicopter and ground witnesses saw a flashing red light with ground radar tracking. (Sparks; Weinstein; Saunders/FUFOR Index)	2 hrs 45 mins	3+ ?		radar

1217.		Nov. 14, 1956. Near Jackson, Alabama (at 31.5° N, 87.9° W). 10:10-10:12 p.m. (CST). Capital Airlines Flight 77 pilot Capt. William J. Hull with 3 million miles, 15,000 hours and 16 years' flight experience and author of anti-UFO skeptical article "The Obituary of the Flying Saucer" in <i>The Airline Pilot</i> magazine (Sept. 1953), was with copilot FO Peter H. McIntosh flying from New York to Mobile, Ala., in a Viscount airliner at 300 mph descending at 10,000 ft, headed SSW. They saw a brilliant bluish-white light (mag. -7) descend in a steep downward angle diagonally [about 45°?] from left to right [from S to SSW?] to dead ahead in the SSW where it stopped at the same or slightly higher altitude. Hull radioed Bates tower near Mobile to look for object, then at that moment the object began a series of maneuvers for 30 secs, rising and falling, darting back and forth, instant 90° turns, then hovered motionless again at same/slightly higher level [?]. When Bates Field radioed again the object began another series of "crazy gyrations, lazy 8's, square chandelles" with undulating motion, then shot out over the Gulf of Mexico in a steep climb at "fantastic speed" until it disappeared. AF radar at Brookley AFB in Mobile was not turned on. See Aug. 30, 1957, case. (Sparks; Condon project Unexplained case, CR pp. 127-9; McDonald critique of CR Jan 1969; Hynek-CUFOS-Willy Smith files; Hull letter June 5, 1957; NARCAP; Herb Taylor; Printy; van Utrecht)	2+ mins	2	1/10	
1218.	4543	Nov. 30, 1956. Charleston AFB, South Carolina. 12:48 p.m. USAF aerial navigator Maj. D. D. Grimes saw an unspecified object fly at an estimated 100 ft altitude over water. No further details. (Sparks; Berliner)	10 mins	1+ ?		
1219.		Dec. 17, 1956. Near 34° N, 131° E (Japan). 3:20 p.m. [?] USAF pilot, Lt., 68th FIS intelligence officer, Itazuke AFB, Japan, flying F-86D interceptor at 25,000 ft heading 330° then 270°, initially at 340-350 knots IAS (400 mph IAS) tracked UFO on radar at 20 NM range at 30° left (11 o'clock) [12? o'clock?] level, turned to pursue [at 270°? 300°?] radar lockon at 15 NM, closed at steady overtake, saw a golden brown round object accelerate to 1,500 to 1,800 knots (1,700 to 2,100 mph) at disappearance at 5 NM range. Strong ECM interference on airborne radar and that of F-86D wingman's radar 6 NM behind lead plane; wingman did not see or track UFO but did receive ECM interference. Radar interference anti-jamming device (frequency change) worked for 10 secs at a time but interference would return again. Ground GCI radar did not skin-track either the F-86's or the UFO but had to use IFF transponders on F-86's. (Sparks; BB files; NICAP; Shough; Weinstein; Saunders/FUFOR Index)	7-8 mins	2		radar, ECM

1220.	4577	Jan. 1, 1957. Guam. 2:10 a.m. (Guam Time UTC+10). USAF 1st Lt. Ted Brunson, 41st Fighter Interceptor Sq, Andersen AFB, flying an F-86D jet interceptor at 26,000 ft, 230 mph, heading 242°, in holding pattern over Guam Radio Range saw a round, blinking white object fly under the jet from W at 30° to his right (about due W), at 25° dip angle below horizon. Pilot turned left with object and downward to UFO's 20,000 ft altitude but jet was unable to turn as sharply as the object. Blinked off and on then steady for 4 secs, repeated pattern. No silhouette when viewed against Agana, Guam, city lights. UFO continued S about 10 mi [for about 2½ ? mins] then climbed to 30,000 ft and turned back passing directly over F-86D. Pilot turned to keep UFO in sight but object began turning with the jet in a "circling" maneuver. Pilot put jet on afterburner [600? mph] to turn into UFO's path to head it off, but UFO out-turned around jet which was unable to gain or close on it. UFO then headed W at F-86D's altitude (20,000 ft?) then turned back at the F-86D passing over at 10,000-15,000 ft higher altitude (30,000-35,000? ft). Jet again turned to keep UFO in sight, UFO again began circling jet, but F-86D had to break off intercept as low on fuel, returning to Andersen AFB. No other air traffic. Possible ground witnesses, Cdr. Wilson H. Cranford and son. (Sparks; BB files; Berliner; Saunders/FUFOR Index; Jim Klotz/Pat McNally)	10 mins	1+		(radar?, EM?)
1221.		Jan. 16, 1957. Bet. Ft. Worth and Lubbock, Texas (at 33°15'N, 99°15'W). 8:00 p.m. USAF crews of 2 B-25's flying from Maxwell AFB, Birmingham, Ala., to Reese AFB, Lubbock, Texas, including passenger Lt. Col. Howard T. Wright, Capt. [illegible] W. Davis, pilot Lt. Robert I. Kaplan, and Lt. [illegible] Daniel, saw a round white object make rapid maneuvers, with effects on radio compass. B-25 sent on 4-hour search of vicinity with no results. (Sparks; McDonald files; BB files; Weinstein; Jan Aldrich)	1 hr	4+ ?		radar, EM
1222.		Feb. 7, 1957. Las Cruces, New Mexico. 3:53 a.m. (MST). 54 radar targets? (McDonald list; Saunders/FUFOR Index)	1 hr 39 mins			radar
1223.		Feb. 13, 1957. Marrero, Louisiana. 8 p.m. Martin. (Sparks; McDonald list; Saunders/FUFOR Index)	1 hr 40 mins			
1224.		Feb. 13, 1957. Tierra Amarilla AFS, New Mexico (36°37'25" N, 106°39'50" W). 4:40 a.m. (MST). 1st Lt Sidney Meyer, radar controller of FPS-3 search radar at 767th AC&W Sq, Tierra Amarilla AFS, tracked and with FPS-5 height-finder painted UFO at 24,300 ft at azimuth 310° at 25 NM distance. 2nd UFO [?] at 26,500 ft orbited around 1st UFO which was stationary. Interceptor trailed by one UFO for 25 NM before breaking off. Visual of red, yellow and green blinking lights. Missing documents not forwarded to BB by 4602nd AISS. (Sparks; BB files; McDonald list; Saunders/FUFOR Index)	2 hrs			

1225.		Feb. 13, 1957. Lincoln AFB, Lincoln, Nebraska. 2:30 a.m. USAF SAC (98th Bomb Wing?) Director of Operations and 3 tower controllers at 2 radar sites, and the GCA's NCOIC, tracked several targets flying behind an airliner at a distance of 5-6 miles traveling 2x as fast. No IFF response. Objects could hover and move at high speed, one split into 2 objects, another did 180° turn. Blips the size of a B-47. (Sparks; Hynek UFO Exp ch. 7, case RV-7)	3-5 mins [25 mins?]	5		RV multiple radars
1226.		Feb. 27, 1957. Castle AFB, Calif. 9:45 p.m. (PST). 9 radar targets. (Sparks; McDonald list; Saunders/FUFOR Index)	24 secs			radar
1227.		March 6, 1957. Great Meadows-Hope, New Jersey. 2 p.m. Mrs. Martin's attention drawn by barking dogs looking up at white derby-hat-shaped object 50+ ft wide hovering low over a field about 450 ft away with a gentle rocking motion and streamers underneath like tinsel. Object suddenly took off almost vertically to the NE without sound disappearing into cloud bank. (Sparks; Hynek UFO Rpt pp. 151-4; Saunders/FUFOR Index)	1+ min	1	12	
1228.		March 22, 1957. Point Mugu, Calif. 12:10 p.m. (PST). (Sparks; McDonald list)				
1229.		March 22, 1957. Long Beach-Los Angeles Airport, Calif. 11:55 p.m. (PST). CAA airport surveillance radar operated by Norman Johnson [at Los Angeles or Long Beach?] picked up 2 high speed 3600 mph targets in trail with each other (later just one blip) in the NW at 300° Mag at 10 miles range headed outward radially from radar at about course 320° Mag [probably 4 blips 10 miles apart for 30 secs] until stopping abruptly at 40 miles range [for 10 secs?]. Target reversed course heading radially inward to station going 30 miles in reverse direction [in 10 secs?] then a 2nd stop at 10 miles range [for a 10-sec sweep?]. Target reversed direction going 40 miles [in 40 secs?] on 320° Mag heading beyond radar range last blip at 50 miles at 315° Mag azimuth. High speed radar targets traveling radially inward and outward from station only on one side of scope with probably slight curvature of path (i.e., 300°, 315° and 320° Mag azimuths or headings) is suggestive of mutual interference with another radar at almost exactly the same frequency (thus IFO's of non-real targets). 2 F-89 jets scrambled from Oxnard AFB found nothing. No visuals at any time. (Sparks; McDonald list; Saunders/FUFOR Index; NICAP)	120 secs	1		radar only
1230.		March 23 [22?], 1957. Oxnard AFB, Calif. 11:15 p.m. (PST). Beaudoin and several independent witnesses saw maneuvering lights. (Sparks; Hynek UFO Rpt pp. 53-54; Saunders/FUFOR Index)	5 hrs 45 mins ?	several		
1231.		March 27, 1957. Roswell, New Mexico. 8:35 p.m. USAF pilot Lt. Sontheimer flying C-45 transport saw to the left 3 bright white circular objects in tight formation on collision course. He immediately flashed his taxi lights, one object shot straight up above him the other 2 continued on passing in front. When he flashed his taxi lights (again?) the objects instantly blinked out and disappeared. (Sparks; Weinstein; NARCAP; Saunders/FUFOR Index)	6 secs	1?		

1232.		April 14, 1957. 1/2 mile E of Vins sur Caramy, France (at 43°25.7' N, 6°10' E). 3 p.m. Mrs. Marie Garcin and Mrs. Julia Rami walking NE on Road D24 heard a loud deafening noise and saw about 300 ft ahead of them a 5 ft tall 3 ft wide metallic top-shaped object covered with vibrating sharp spines landing near a road sign which started to vibrate loudly, then the object hopped over the road at a height of about 15-30 ft, the women cried out and another witness Mr. Jules Boglio about 1,000 ft away looked and with the women saw the object land (a 2nd time) in the next road, then jump over another road sign which then vibrated with loud noise. 2 other witnesses reportedly saw the object at a much greater distance. (Sparks; Hynek UFO Exp ch. 9, case CEII-16; Mark Cashman)	1-2 mins	3	2	
1233.	4706	April 25, 1957. Ringgold, Louisiana. 2:30 a.m. (CST). Military witness Robertson. Case missing. (Sparks; NARA; Saunders/FUFOR Index)	25 mins	1		
1234.	4715	May 2, 1957. Edwards AFB, Calif. (at 34°53'30" N, 117°40'30" W). 7:55-8:20 a.m. [6:55-7:20 a.m.?] (PDT). James D. Bittick and John R. Gettys, Jr., civilian phototheodolite operators, were driving by truck to Askania Site #4 when they sighted an object above them about 500 yards away. They radioed a report to their supervisor Frank Baker who told them to set up the camera and try to film the object, which they did after about 10 mins. They photographed what they described as a golden luminous domed-saucer shaped object with holes or ports around the dome about 100 ft in diameter about 1 mile in the distance to the N headed E (photos show multiple? objects). Available phototheodolite frames 614, 620 and 651 (609 too blurred, data cut off on edge) show azimuth 10°28' elevation 2°24' shifting E to azimuth 40°30' elevation 1°0'. Frames 600 to 643 were taken at 2 frames/sec at about 8:07 a.m., frames 645 to 653 were taken at 4 frames/sec at about 8:15 a.m. Disappeared at about 5 miles estimated distance. Possible jet fighter interception. [Possible explanation as weather balloon (with slow leak and hugging the ground) denied by Edwards AFB records proving balloon was not leaking and hugging the ground but rising at about 1,000 to 1,200 ft/min as normal. Balloon explanation denied by Lt. Col. Raymond Klein (and Lt. Col. Harold Russell), Acting DCS/Operations and Asst, AF Flight Test Center, Edwards AFB, analyzing actual tracking of balloon and wind direction, which proves UFO and balloon to be different objects in different locations. Balloon was at about 39,300 ft at 8:15 a.m., launched at 7:40 a.m. from Edwards AFB at 34°54'30" N, 117°52'00" W.] (Sparks; BB files; McDonald files; Tom Tulien; Jan Aldrich; McDonald 1968 pp. 75, 85; Loren Gross Mar-May 1957 pp. 67-68; IUR Oct 2005)	25 mins	2	8?	photo-theodolite
1235.		May 4 [5?], 1957. Near Calif. coast (at 33°52' N, 127°?33' W?). 3:25 a.m. (PDT) [4 a.m. PDT?]. USAF copilot of radar patrol aircraft with 552nd AEW&C Wing saw a yellowish-red light at 10,000 ft pass in front of aircraft. (Sparks; Weinstein; Saunders/FUFOR Index)	30 secs	1?		

1236.		May 29, 1957. Houma, Louisiana. 3:03 p.m. (CST). (Sparks; McDonald list)	14 mins			radar
1237.		May 30, 1957. Detroit, Mich. 9:01 a.m. (CST). (Sparks; McDonald list)	30 secs			radar
1238.		June 3, 1957. Shreveport to Converse, Louisiana. 8:30 [9:35?] -9:30? p.m. (CST). Shortly after takeoff from Shreveport Airport, heading for Lake Charles, La., and climbing, Capt. Lynn Kern and FO Abbey Zimmerman flying Trans-Texas Airlines Flight 103 were told by the control tower that a small light was visible nearby. They saw the star-like blue-green pulsating [?] object hovering (approaching?) at their 10 [2?] o'clock position at about 400 ft then climbing rapidly to 1,000 ft paralleling the airliner then at 110 knots speed (130 mph later 165 mph) but at higher altitude and 1/2 mile away. Kern flashed landing lights and object responded with a beam [?] of light. 2nd blue-green pulsating object joined the first on the opposite side of the airliner (then at 9,000 ft), air crew confirmed from tower that it had both objects on radar and visually through binoculars, objects headed S at 170° climbing to about 10,000 ft and followed airliner to Converse, La., (about 45 miles S of Shreveport) where pilot queried ADC radar site, England AFS, Alexandria, La., which confirmed the 2 targets in the airliner's vicinity at 9,700 ft. Objects disappeared from sight in a cloud deck to the SW. (Sparks; Hynek UFO Exp ch. 7, case RV-6; NARCAP)	1 hr ?	4+		RV, multiple radars, binoculars
1239.	4760	June 12, 1957. Milan, Italy. 7:30 p.m. G. U. Donadio, translator for export-import firm, saw an object "big as a hen's egg" [at arm's length?] fly very fast, zigzag, hover and revolve, then shoot up. (Sparks; Berliner)	17 mins	1		
1240.		July 16, 1957. Las Vegas, Nevada/N Arizona. 1:56-1:58 p.m. (MST). USAF ADC radar station 865th ACWRON, Las Vegas AFS, Angel Peak (36°19.1'N, 115°34.4'W), Nevada, Senior Director 1st Lt. Clifford E. Pocock, scope operator A/2c Walter Lyons, and control technician A/1c Armand Therrien, using the FPS-3A L-band search radar tracked an inbound target at average speed of about 6,200 mph for 48 secs [?] when it "stopped abruptly" and "remained stationary" for 12 secs to the ENE at 75° azimuth 85 miles range, N of Grand Canyon, then target headed outbound at about 7,000 mph on 85° heading over the last 72 secs before disappearing at the radar's maximum range at 81° azimuth 224 miles range (near Marble Canyon, Ariz.). Target responded to encrypted (?) military IFF transponder signals and transmitted encrypted (?) responses. Similar occurrence 2 days earlier noted by night crew but none others in 2 years. See July 17 and 18 radar-emitting and/or IFF-transmitting UFO incidents in Mississippi and Arizona. (Sparks; Jan Aldrich)	2 mins 12 secs	3		radar and IFF

1241.		July 17, 1957. Gulfport, Mississippi, E Texas to Ft. Worth and to E of Oklahoma City. 4:30-6:40 a.m. (CDT). Electronic Intelligence (ELINT) RB-47 jet on training mission repeatedly encountered maneuvering radar-transmitting UFO which correlated with visual of brilliant white-red light tracked at 10 nautical miles from RB-47 by Dallas/Duncanville AFS 647th ACWRON air defense FPS-10 radar (32°38.8' N, 96°54.3' W), with same motions outpacing jet, simultaneous blink outs on Duncanville radar, ELINT monitors, visually and on airborne APS-20 navigation radar. (Sparks in Jerome Clark, <i>The UFO Encyclopedia</i> , 3rd ed. 2018, vol. 2, pp. 953-1001)	~5 mins +1 hr 10 mins	6+		RV and ELINT
1242.		July 18, 1957. Mt. Lemmon, Ariz. (32°26.5'N, 110°47.4'W). 10:46-11:20 p.m. (MST). USAF ADC radar station 684th ACWRON, Mt. Lemmon AFS, Senior Director Capt. Claiborne F. Bickham and crew using both MPS-7 L-band search and MPS-14 S-band height-finder radars tracked a stationary target at 42,000 ft to the NW at 308° azimuth 82 miles range (S of Chandler, Ariz.). Target responded to encrypted (?) military IFF Mode 3 transponder signals, transmitted encrypted (?) responses resulting in "normal Mode 3 paint" on radar scopes, and "a very slight strobe came from object appearing like ECM jamming." See similar incident on July 16, 1957, in Arizona (Las Vegas radar station) and RB-47 case on July 17. (Sparks; Jan Aldrich)	34 mins	3+ ?		radar and IFF
1243.		July 24, 1957. Nemuro Strait, Japan. 10 a.m. 2 USAF pilots flying F-86 jet fighters scrambled to intercept disc-shaped object, tracked by ground radar and seen by ground witnesses. (Sparks; Weinstein; BB files??)		3+ ?		RV
1244.		July 25, 1957. Niagara Falls, New York. 12:25 a.m. (EST). USAF pilot 1st Lt. Robert S. Hipkins and alert center operator S/Sgt Raymond C. Henry, both 47th Fighter Interceptor Sq on the ground, saw a circular brilliant white object with smaller 6? pale green lights on its perimeter move slowly at constant altitude at first then make fast pivoting turns, maneuvering radically SE to NE (from azimuth 150° elevation 45° to azimuth 75° elevation 65°), disappearing in a rapid steep climb. Radar tracked for 3 mins by CPS-6 ground ADC site. (Sparks; McDonald list; Jan Aldrich)	8 mins	2+ ?		RV
1245.	4841	July 27 or 29, 1957. Longmont, Colo. Early morning. J. L. Siverly saw a thick disc, ice blue, with a top like honeycomb (interconnected hexagons), hover and rock below the hill tops. Middle band was scalloped, bottom had four kidney-shaped forms. (Sparks; Berliner)	10 mins	1		
1246.	4847	July 29, 1957. Cleveland, Ohio. 10:31 p.m. Capital Airlines Capt. R. L. Stimley and First Officer F. J. Downing saw a large, round, yellow-white object dim once, cross the bow of the airliner, which then gave chase but was unable to catch it. (Sparks; Berliner)	8 mins	2		
1247.	4848	July 29, 1957. Oldsmar, Florida. 11:45 a.m. E. E. Henkins saw a pale yellow fireball glide into the water and exploded. (Sparks; Berliner)	1 min	1		

1248.		Aug. 3, 1957. About 175 miles SW of San Francisco, Calif. (at 35°30' N, 124°30' W). 7:45-8:24 a.m. (PDT). USAF 965th Aircraft Early Warning & Control Sq (552nd AEW&C Wing), pilot 1st Lt. Robert J. Springer, Jr., Tech. Sgt. Herman L. Giles, and 16 other air crewmen, while on routine Airborne Operations Center radar early warning patrol over the Pacific aboard RC-121D aircraft (s/n 53-3400) detected a target on IFF Mode 2 transponder only. At 7:56 the IFF target became a direct radar "skinpaint," at 8:02 the IFF equipment APX-6/APX-7 was turned off but target was still tracked on airborne radar. At 8:15 target was at 2 o'clock position 10 miles range when aircraft started a right turn to reverse course putting target at dead ahead and target "suddenly" took off to the NW at "very high" speed, disappearing at 58 miles range (within 1-2 mins? at 1,800-3,600 mph?). Regained radar contact at 8:18 at 1 o'clock position 22 miles range moving right to left, crossed in front of aircraft again, closing distance to 8 miles at 11 o'clock position at 8:20 when target turned to head on parallel path. Lost contact at 8:24 at 7 o'clock position behind the plane at 15 miles, IFF remaining off, no visuals. (Sparks; Jan Aldrich)	37-39 mins	2+		radar and IFF
1249.		Aug. 22, 1957 Cecil NAS, Florida. 3:40 p.m. Sheetz and another civilian in a car chased a 50 ft black, bell shaped object bearing two bright, white lights at the top until the engine stalled when object hovered 10 ft away. Underside resembled a disk with fins. When a jet took off from the airfield, the object went out of sight almost instantly. Car battery was found completely dead. Noise from the object compared to helicopter though no helicopter in the area. (Sparks; Vallée Magonia 399; Saunders/FUFOR Index)		2	140 ?	EM

1250.		Aug. 21 and 22, 1957. Cambria AFS, Cambria, Calif. (at 35°31'22"N, 121°03'51"W, elev. ~680 ft ASL). 7:58 p.m. (Aug. 21) + 7:35 p.m. (Aug. 22) (PST). USAF radar operator S/Sgt William H. Miller at 775th ACWRON sighted 3 [2?] round red and orange objects in "stacked" formation to the SW (at 15° elevation?), observed in binoculars. Apparently unrelated radar target (2 targets?) in WSW at 240° altitude 12,000 and 17,000 ft at 12 mi range at 15° elevation [11° and 15°] due to anomalous propagation (?); disappeared at 7 mi range and 12,000 and 17,000 ft [elevations 18° and 25°]. Fighters scrambled from Moffett Field NAS and North Island NAS (F3D fighters) apparently unsuccessful. USAF personnel at 775th ACWRON, Major Joseph S. Anderson (Exec Ofcr), 1st Lt. Thomas E. Brinton (Director), and radar operator Miller, sighted 2 round white (later orange) objects in stack formation to the SW at 15° elevation, observed in binoculars. FPS-6 height-finder radar detected object(s) in the same direction at 40,000 and 41,000 ft range 13 miles dropping to 36,000 ft 13 miles, unclear whether azimuths 258° (initial) 263° (final) elevation 20° (initial) 18° (final) applied to radar or visual targets; unclear whether FPS-3 search radar detected objects. Observers at radar station saw 2 unrelated objects in the W, the planets Venus and Jupiter in conjunction less than 1° apart, which disappeared at the exact time, 8:22 p.m. (PST), that Venus and Jupiter set below the horizon at 269° and 270° azimuth (corrected for radar station elevation and refraction). Two F2H Navy fighters from Moffett Field NAS were sent to the area and made visual contact with what they considered to be a stars [apparently Venus and Jupiter in conjunction setting in the W]. Anomalous radar propagation indicated by the blanking out of both fighters' IFF transponder signals on FPS-3 search radar scope when between ranges of about 50 to 70 miles from the objects. IFO's and false radar targets. (NICAP; Sparks; McDonald list; Saunders/FUFOR Index; BB files)	1 hr 10 mins + 47 mins	1 + 4		
1251.		Aug. 27, 1957. Dry Tortugas, Florida. 4:45 p.m. (EDT?). Crew of military aircraft saw an object with bright red to reddish-yellow pulsating light, tracked by ground radar. (Sparks; Project 1947)				RV
1252.		Aug. 29, 1957. Paso Robles, Calif. Daytime? Taylor and Bunting saw silver circular object flying N to W. (Sparks; Hynek UFO Rpt p. 44; Saunders/FUFOR Index)	4 mins	2		

1253.		Aug. 30, 1957. Chesapeake Bay nearing Norfolk, Va. [N or NNE of Norfolk]. Night [ca. 11:30 p.m. (EST)]. Capital Airlines pilot Capt. William J. Hull with 3 million miles, 15,000 hours and 17 years' flight experience and author of anti-UFO skeptical article "The Obituary of the Flying Saucer" in <i>The Airline Pilot</i> magazine (Sept. 1953), in a Viscount airliner [at 300 mph ? descending?] at 12,000 ft, with co-pilot, [on Capital Flight 875? from NY Newark airport to Norfolk] saw a fast-moving brilliant object stop motionless directly in front of their aircraft and remain there for several minutes. Pilot of Northeast Airlines DC-6 [DC-6B on Flight 89? from NY Idlewild airport to Miami] at 20,000 ft directly above the Viscount radioed Hull that he detected UFO on his radar at 20 [nautical?] miles [horizontal?] range only when antenna was tilted up at 15° [thus at altitude of about 53,000 ft vs. Hull's estimate of 60,000 ft]. UFO disappeared visually and from radar at same time by "dissolving" or "fading." At 15° elevation above aircraft local horizontal the UFO would have been difficult for DC-6B pilot to see, whereas the better vertical field of view in the Viscount would have enable Hull to see it at about 18° elevation. See Nov. 14, 1956, case. (Sparks; Condon project Unexplained case, CR pp. 127-9; McDonald critique of CR Jan 1969; Hynek-CUFOS-Willy Smith files; Hull letter Oct. 26, 1957)	several mins	3+		RV
1254.		Sept. 20, 1957. Point Pleasant, New Jersey. 12:40 a.m. (EDT). Mrs. Connell while walking their dog saw landing 30 yards away in a vacant lot of a glowing white boomerang-shaped object bigger than a house. Called to husband to watch. Grass flattened with wagon tracks. Mrs. Connell heard a voice, husband did not. Object took off straight up, above tree line reaching 15,000-20,000 [10,000-15,000] ft heading N to S at high speed and disappeared. BB calls case "hallucination" (by 2 people??). (Sparks; BB files; Vallée Magonia 403; Saunders/FUFOR Index)	25 mins	2		
1255.	4959	Sept. 20, 1957. Kadena AFB, Okinawa. 8 p.m. S/Sgt. H. T. O'Connor and S/Sgt. H. D. Bridgeman saw an object, shaped like a coke bottle without the neck, translucent and fluorescent, make four 5-10 second passes from N to S, with 4-5 mins between passes. (Sparks; Berliner)	4 x 5-10 secs ?	2		

1256.	Sept. 20, 1957. Montauk AFS, New York – Benton AFS, Penna. 3:05:48 p.m. (EDT). National air defense UFO alert (previous cases on Dec. 6, 1950, Apr. 17, 1952, not in BB files apparently; see subsequent alert of Apr. 18, 1962, in BB files). Radar track data corrected from detailed NORAD map plot (with supplemental data): At 3:05:48 p.m. Montauk Point AFS (773rd Sq ACWRON) began tracking on NORAD-ADC radar FPS-20 (modified FPS-3) high-speed 4,000 mph (claimed) or 7,000 mph (actual) radar target, beginning about range 210 nmi (242 mi) at azimuth 110° over the Atlantic, on ESE-WNW path at [low-ball estimate] 50,000 ft altitude [probably closer to 100,000 ft]. Next sweep of radar at 3:06:00 p.m. painted target UFO at range 190 nmi (219 mi) [thus traveled 23 mi / 12 secs = 1.92 mi/sec = ~7,000 mph average speed, rounding to nearest 1,000]. (Average speeds in parens.) 3:05:48 p.m. initial pickup 210 nmi from Montauk 3:06:00 p.m. 20 nmi (23 mi) from last (~7,000 mph) (3:06:36) p.m. 33 nmi (38 mi) from last (~4,000 mph) 3:07:00 p.m. 29 nmi (33 mi) from last (~5,000 mph) (3:07:24) p.m. 40 nmi (46 mi) from last (~7,000 mph) (3:07:36) p.m. 34 nmi (40 mi) from last (~12,000 mph) 3:07:48 p.m. (7) nmi (8 mi) from last (2,300 mph) located about 63 mi from Montauk (3:08:00) p.m. (6 mi) from last (1,800 mph): (faded about 50 nmi (57 mi) from Montauk) Plotted by Montauk site at initial track 3,600 knots (4,100 mph) speed, average about 5,400 knots (~6,300 mph), during 2 mins tracking until disappearance at 3:08:00 p.m., about 50 nmi (57 mi) SE of Montauk. Falsely claimed by AF to be only 1 minute, or (inconsistently) 95 secs (~1.6 mins), of tracking, to downplay and minimize incident. Montauk interrogated target with IFF Mark X, received confirmation radio response from UFO target at same location shown on radar for several 12-sec sweeps thus verifying initial 7,000 mph track and eliminating interference and equipment malfunction explanations, refuting AF debunking which omitted fact of IFF. UFO target was projected to head about 289° [or initially WNW at about 302°] at 2,000 knots (2,300 mph) and Montauk alerted Benton AFS (648th ACWRON). [Initial heading seemed aimed toward President Eisenhower's new Summer White House at Newport Naval Base.] [But UFO turned slightly left at 3:07:24 p.m. to course about 272° no longer towards Montauk, covering about 40-41 nmi (46-48 mi) in two 12-sec radar sweeps or ~7,000 mph.] In one sweep 3:07:24-36 p.m. UFO covered 34 nmi (40 mi) in 12 secs, or ~12,000 mph (avg), the max (avg) speed in the case. Acceleration ~100 g's from ~8,000 mph at 3:07:24 to estimated ~19,000 mph peak (not average) velocity at about 3:07:29, deceleration ~100 g's to ~2,800 mph at 3:07:36 p.m. (Cont'd next entry:)	2 + 16 mins	multiple		IFF, multiple radars

	Interception by two F-102 jets at 3:10 p.m. from Kinross AFB, Mich., roughly 600-700 miles farther to the WNW from the Montauk track or projection, and later two more F-102's from Truax AFB, Wisc., 500-700 miles W of Benton tracks, was attempted but UFOs disappeared. At 3:17 (or 3:18) p.m. Benton AFS, Penn., radar tracked a 920 knot (~1060 mph) target, considered "correlated" with Montauk track BB-6 as one and same object, for 10 (to 11) mins, tracked successively by two overlapping separate radar beams at differing frequencies (VU and VC beams) of multi-beamed CPS-6B (FPS-10) search/height radar (but not on FPS-6 height-finder radar). Beginning at about 90 miles NNW of Benton, UFO headed W almost transverse to Benton [hence cannot be interference which moves radially inward or outward] ending 3:28 p.m. ~220 miles at azimuth 305° (about NW) of Benton ~70 miles W of Buffalo, NY, in Ontario, Canada, heading ~266°. Latter 266° UFO heading was straight towards SAC HQ in Omaha, Nebraska, about 800 miles further on track if extended (miss distance about the size of the map plotting error for headings). [Between 3:23 and 3:24 p.m., UFO target transitioned from Benton's VU to VC radar beams at 6° elevation at about 135 nmi (155 mi) NW of Benton, which is an impossibility for radar interference since the VU and VC beams are at different frequencies, and can only be a real object at an altitude of about 100,000 ft. Speed ~1,200 mph at this transition.] While 1st Benton UFO target was still being tracked, at 3:24 p.m., a 2nd Benton radar target, given separate track number BE-111, was picked up by Benton CPS-6B along a roughly parallel path shifted 10-20 miles farther N of the 1st Benton UFO track, heading W, starting about 90 miles NNE of Benton, heading 290° at 1,200 knots (1380 mph). At 3:30 p.m., 2nd Benton UFO faded out of VU Benton radar beam about 145 nmi NW of Benton, at 3:32 p.m., then entered VC Benton radar beam about 160 nmi NW [thus a pattern indicating the UFO varied altitude from about 110,000 to 125,000 ft]. Benton radar site interrogated target with IFF Mark X, received no response (unlike Montauk which did). Track ended at 3:34 p.m. about 200 miles WNW of Benton and about 70 miles W of Buffalo, New York, in Ontario, Canada, heading ~265°. Again, UFO headed straight towards SAC HQ in Omaha, Nebraska, about 800 m further on track if extended (miss distance about size of heading error). Both Benton tracks on projected course ~265°-266° headed towards Omaha SAC HQ about 800 mi away, which was put on alert, along with NORAD, AF Command Post, AD Divisions. Other radar stations alerted did not pick up UFO tracks apparently because of their extreme speed and altitude (100,000 to 120,000+ ft). NORAD analysis suggested 135,000 ft altitude. (Cont'd next entry:)	2 + 16 mins	multiple		IFF, multiple radars

		No temperature inversions. Triggered White House-NORAD-SAC alert, high level CIA, USAF Intelligence, IAC Watch Committee, IAC Executive Session meetings (Intelligence Advisory Committee, IAC, was board of directors of US Intelligence now called National Foreign Intelligence Board, NFIB). President Eisenhower and military aide briefed. (Sparks UFOE4; FOIA; BB/CIA/FBI files; Senate Hearings Jan. 1958)				
1257.	5003	Oct. 8, 1957. Seattle, Wash. 9:17 a.m. 2 U.S. Army sergeants saw 2 flat, round, white objects fly in trail formation along an irregular path, frequently banking. (Sparks; Berliner)	25-30 secs	2		

1258.	Oct. 14, 1957. North Island NAS, San Diego, Calif. (32.7° N, 117.2° W). 6:55 p.m. (PST). Navy Air Traffic Control Tower operators Vyril E Ewing (Ac/3), Douglas Cowen (MM1), and Margaret Davis (Ac/c), Air Control Section No 3, North Island NAS, saw a bright, round, white light at 210° True azimuth, which remained stationary at about 300 ft altitude for about 2 mins, then became “smaller and smaller” [to disappearance?]. After 1-2 minutes the same or similar object reappeared slightly to the N and a bit lower than before, slightly brighter, remaining stationary about 2 mins then faded away. A light appeared about 1 min later, again slightly to the N and lower, but varying in intensity, wobbling slightly, with a halo encircling the upper half, white with bluish tinge on one side. Visible 1-2 mins. Ewing directed an S2F-1 Grumman Tracker aircraft towards the object at about 7:00 p.m., with crew of pilot USN Lt Allen L. Ries, [co-pilot] LtJG Glenn T Conrad, Jr., radar operator William E. Standley, and ECM operator William “P” Cooley, Air Anti-Submarine Sq 21 (VS-21). Ries and Conrad had already been alerted to the UFO while warming up the S2F-1 aircraft on the runway. Tower requested the crew fly at 200 ft and check object over Point Loma at 210° Mag (tower said 210° True), which flew seawards of the light to silhouette it against the lights of San Diego [unclear if successful]. When abreast of the light off right wingtip it rapidly accelerated away from them to the W [right]. Lt Ries saw relative motion between UFO and the lights of San Diego. Light began to vary in intensity and from bright red and blue-white, at irregular intervals. Ries turned W [right] heading 230° Mag with light dead ahead. After S2F-1’s airborne radar warmed up for 4-5 mins, radar operator found target dead ahead at 17 miles and above them. UFO climbed steadily, pilot followed in gradual ascent at 140 knots IAS, closing irregularly. At 4,500 feet, the object levelled out 12 miles ahead, then moved right 10° in about 5 secs [1,700+ mph avg speed, 3,500 mph peak, 60 g’s acceleration]. Pilot turned [right] to 240° Mag, levelled off, increased speed to 160 knots. Range to UFO closed to 10 miles [nmi] stabilized. After 3 mins pursuit at 10 miles range, pilot dropped speed to 120 knots but no range increase on radar, then sped up to 180 knots, still no change in UFO distance. Object moved 20° left (220° Mag) in no more than 10 secs [1,500 mph avg, 3,000 mph peak velocity], then closed range to 8 miles in one radar antenna sweep (7.5 secs) [avg relative speed to S2F-1 1,100 mph, peak relative 2,200 mph, peak absolute ground speed 2,400 mph]. UFO range stabilized at 8 mile. Aircraft gradually climbed to 8,000 feet, at about 40 miles from Point Loma the object levelled out and disappeared visually and from radar. Then 15 secs later it reappeared visually but not on radar. Visual UFO continued until aircraft was 50 miles from Point Loma, fading from view at 230° Mag. BB explanation of star Arcturus at 220° azimuth is nonsense, azimuth was 290°, or 70° away from the UFO. (Basterfield; Sparks; BB files; McDonald list)	25 mins	7		RV, binoculars

1259.		Oct. 19, 1957. Mildenhall RAF Station, England, UK (at 52°22' N, 0°29' E). 5:40 p.m. (GMT). USAF 1979-2 AACS Detachment air traffic controller Airman 2nd Class Harold R. Pringle, watch supervisor Airman 2nd Class Allen B. Warsewich, and GCA radar (CPN-4) operator Airman 2nd Class William H. Conn. Visual sightings of slow-moving circular object, light-yellow gradually changing to orange, low on horizon in the SW, at 5:40 p.m. at 5° elevation 230° azimuth, disappeared in clouds at 6:09 p.m. at 3° elevation 250° azimuth, after moving an estimated 15°-18° (rounded off to 20°). Mildenhall RAF Station Weather Observer sighted object at 5:55 p.m. Lakenheath AFB RAPCON sighted stationary object changing colors from yellow to orange at 7:28 p.m. to the SW of Mildenhall [thus about SSW of Lakenheath]. Initial visual sightings at Mildenhall possibly Venus though discrepancies in position (Venus was at about 220° to 225° azimuth moving only 5.9°, and at elevation 4° to 1°) and Venus set at about 6:21 p.m. thus cannot have been seen at Lakenheath at 7:28 p.m. Weather was "haze" [about 1-3 miles visibility] or clouds with only 6 miles visibility, making it unlikely that Venus or other astronomical bodies could be seen. Ghost radar UFO followed RAF Meteor jet ca. 10:40 p.m. Radar targets correlated with some visual sightings. (Sparks; McDonald list; NICAP website)	29+ mins (visual)	6+	1 ?	RV, EM, binoculars
1260.		Oct. 21, 1957. RAF Gaydon [North Luffenham?], Warwickshire, England. 9:18 p.m. RAF pilot flying Meteor fighter had near collision with object, 6 lights emerged when fighter approached, object disappeared suddenly, ground radar tracking confirmed sighting. (Sparks; Project 1947; Saunders/FUFOR Index; Mary Castner/CUFOS)		2+ [?]		RV
1261.		Oct. 22, 1957. Wiesbaden, West Germany. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1262.		Nov. 2, 1957. 3 miles W of Canadian, Texas. 3:30 a.m. Calvin and other military/civilian witnesses saw a submarine-shaped object, red and white, 2-3x car length (40-60 ft) and about 10 ft high, at ground level. A figure was seen near the object, compared to a white flag [?]. When a car stopped nearby, a flash of light from the object coincided with the sudden failure of the headlights. (Sparks; Vallée Magonia 418; Saunders/FUFOR Index)		2+ ?		EM
1263.		Nov. 2, 1957. 4 miles W of Levelland, Texas. 10:50 p.m. Pedro Saucedo and Jose Salaz driving W saw a flash of light to the right of the road then a large 200 ft long 6 ft wide blue torpedo-shaped object, with yellow flame and white smoke emitted from the rear, rose up out of the field, headed straight toward their truck, passed directly overhead at about 200 ft with a loud thundering roar, a rush of wind and great heat, causing the truck engine to die and headlights to go out, then disappeared in the E towards Levelland, and the lights came back on spontaneously and the engine was able to be restarted. (Sparks; Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)	2-3 mins	2	100	EM

1264.		Nov. 3, 1957. 9 miles E of Levelland, 1 mile W of Smyer, Texas. 12:05 a.m. Texas Tech college student Newell H. Wright was driving W when the ammeter on his car dashboard started fluctuating widely, car motor gradually went out then headlights and radio died. He got out to check and saw a white or aluminum-colored oval-shaped object flat on the bottom like a loaf of bread, with a greenish tint, about 75-125 ft long. After a few mins object suddenly rise up from the road ahead and ascend almost vertically at great speed, slightly to the N, disappearing in secs. Afterward car was able to be restarted. (Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)	4 mins	1		EM
1265.		Nov. 3, 1957. White Sands Proving Ground (WSPG), New Mexico. 2:30-3 a.m. (MST). Army Cpl. Glenn H. Toy and PFC James E. Wilbanks, Army Garrison Detachment 5, WSPG, in a jeep patrol driving N, located S of Stallion Site, saw an orange or fire-like, "apparently controlled," egg-shaped luminous object about 120 ft (PFC estimate) 225-300 ft (Cpl. estimate) in size, first high in the sky descending to 60-80 ft (PFC estimate) or 150 ft (Cpl. estimate) above ground, hovering for 3 mins (then disappeared for a few mins and reappeared almost as bright as the sun, then fell at about a 40° angle to the ground as if landing and light went out, about 2-3 miles away at the N end of the test grounds. Possibly the nearly Full Moon which set about 3:30 a.m. (MST) in the W. (Sparks; BB files; Magonia 420; Saunders/FUFOR Index)	10 mins	2	2 ?	
1266.		Nov. 3, 1957. White Sands Proving Ground, New Mexico. 8 p.m. (MST). Army Spec-3 Henry R. Barlow and Spec-3 Forest R. Oakes, Army Garrison Detachment 5, WSPG, in a jeep patrol driving W near the site of the first A-bomb explosion, Trinity Site, saw a pulsating red then white light, possibly 200-300 ft in size about 4-5 miles away, brightening and dimming sometimes going out, rising in the sky from the ground (per Spec-3 A) or from about 50 ft over the bunker (per Spec-3 Z) up to about 45° elevation until it looked like a star or point source then disappeared. Possibly Venus in the SW setting at about 8:30 p.m. (MST). (Sparks; BB files; Magonia 420; Saunders/FUFOR Index)	25 mins	2	1?	

1267.	Nov. 4, 1957. About 8-10 [4?] miles SSW of Orogrande, New Mexico (at about 32° 18' N, 106° 8' W, elev. 4100 ft). 1:10 p.m. (MST). James Stokes, electronics instrumentation technician, Rocketsonde Branch, High Altitude Test Division, AF Missile Development Center, Holloman AFB, NM, a Mr. Duncan of Las Cruces, NM, and Allan Baker of Holloman AFB. Stokes was driving S down Hwy 54 when his radio faded and the car slowed [stopped?] as if the battery was failing then he noticed 6-12 cars ahead of him had stopped and drivers were out looking at the sky (looking behind him to the NE), including Duncan and Baker. Stokes stopped and got out, saw pearl-white oval or egg-shaped object about 500 ft wide with slight purplish tinge heading S at high speed estimated 1500-2000 mph from the NE below elevation angle of Sacramento Mtns ridgeline (about 1°), descending from about 5,000 ft above ground level in shallow dive to about 1,500-2,500 ft AGL as it swerved to the W to pass to the S of Stokes and the other stopped cars about 2 or 3-5 miles at closest, then circling around headed W and disappearing. The same or another object appeared in the NE (as if the object had completely circled) and performed same rounded course but passing farther to the S of the parked cars [about 5 miles?] and disappeared in the W. Duncan took 35 mm film of the object. Stokes noticed a wave of heat from the object at closest approach, later that evening was sunburned, but it cleared up the next day. (Sparks; APRO; BB files; McDonald list; Saunders/FUFOR Index; etc.)	2+ 2 mins [~1.5 + 1.5 mins]	7+	2-1/2	EM
1268.	Nov. 4, 1957. Elmwood Park, Illinois (at 41°56.3' N, 87°49' W). 3:12-3:22 [3?] [3:15?] a.m. (CST). Police officers Joseph Lukasek and Clifford Schau and fireman Daniel De Giovanni on patrol noticed unexplained dimming of their spotlight and headlights, saw setting-sun-like orange globe straight ahead down the street to the W [street oriented to 268° azimuth], various maneuvers as they pursued it over 1-1/2 miles and U-turns, seen to N, passing over their car behind them to E and again W, approaching to within 150-300 ft [?]. Noiseless, changed to cigar shape at one point. Disappeared high up in the sky like a black shade pulled up from the bottom. Moon reportedly seen to the E [East of the UFO?] in clear sky. Moon at ~274° was to the right, or E of UFO at 268° (Moon at about 274°-275° setting at 276° at about 3:30 a.m., 90% full). Street oriented to 268° so Moon not visible through ½ mile of buildings lining alleyway of W. Wellington Ave. Independent witness Helmut Reuter saw the red-orange cigar-shaped object to the W at 3:15 a.m. from 73rd Ave., Elmwood Park. (Sparks; Hynek UFO Rpt pp. 172-6; Vallée Magonia 421; Loren Gross Nov. 3-5, 1957, pp. 22-27; Herb Taylor)	10-15 mins	4	1	EM

1269.		Nov. 4, 1957. 3 miles SE of El Paso Airport, Texas. 7:30 p.m. Border Patrol inspector Burton saw egg-shaped object with bluish glow approaching from the SW at 30° elevation with whirring sound like artillery shell after car stalled and headlights dimmed and blacked out. Object passed over car at 100 ft height headed W, changing altitude at irregular intervals, rose vertically at Franklin Mtns. (Sparks; Hynek UFO Rpt p. 181; Saunders/FUFOR Index)		1		EM
1270.		Nov. 4, 1957. Kirtland AFB (at 35° 3' N, 106°38' W) and Manzano Base/Site A National Nuclear Stockpile, Albuquerque, New Mexico. 10:45 p.m. (MST). CAA air traffic controllers R. M. Kaser and E. G. Brink saw a highly maneuverable 15-20 ft egg-shaped object with a white light at its base circle over the W [E?] end of the base at 150-200 mph and come down in a steep 30° dive as if landing on Runway 26, to the N or NW of the tower at about 1500 ft. Radar tracked part of this maneuver. Object then crossed flight line, runways and taxiways heading towards the tower at about 50 mph and 20-30 ft above ground, observed through 7x binoculars till it reached about 3,000 ft to the ENE near the NE corner of the floodlit restricted nuclear Weapons Storage Area / Area D/Drumhead Area (Manzano Base/Site A National Nuclear Stockpile), and a B-58 bomber service site, where it hovered for 20 secs-1 min then headed E again, at about 200-300 ft height, then suddenly shot up at a steep climb at about 45,000 [4,500?] ft/min. Controllers contacted RAPCON which tracked object on CPN-18 radar traveling E then turning S, circling the Albuquerque Low Frequency Range Station then headed N [disappearing at 10 miles and reappearing 20 mins later to circle around ?] to follow 1/2 mile behind a USAF C-46 that had just taken off to the S for 14 miles until both went off scope. Hovering radar target then appeared to the N over outer marker for 1-1/2 mins before fading. (Sparks; McDonald 1968, 1972; Hynek UFO Exp ch. 7, case RV-3)	25 mins ?	3+	1/2 ? (2° ? equiv in binocs)	RV, binoculars
1271.		Nov. 5, 1957. Long Beach Airport, Calif. Zibello. (Sparks; McDonald list; Saunders/FUFOR Index)				
1272.		Nov. 5, 1957. Eglin AFB, Florida. (Sparks; McDonald list)				radar
1273.		Nov. 5, 1957. About 200 [350?] miles S of Mobile (at 25° [27°?] 47' N, 89°24' W) and near Selma, Alabama. 5:16-5:23? a.m. US Coast Guard cutter Sebago heading NNE at 23° azimuth tracked radar target to the S at 188° azimuth range 22 miles traveling at 650 mph disappearing at 190° azimuth at 55 miles range. Visual object like a brilliant planet was seen at 5:21 for 5 secs traveling left to right from W to NW from 270° to 310° azimuth at about 31° elevation. A radar target seemingly stationary for 1 min at 5:20-21 to the N at 350° azimuth range 7 miles moved slowly towards the NE then accelerated rapidly off the scope at 15° azimuth (about NNE) at 175 miles. 3 USAF pilots at Selma saw a bright object flash from S to N, time uncertain. (Sparks; Hynek-CUFOS-Willy Smith files; cf. CR p. 165)	7 mins ?	5+ ?		RV

1274.		Nov. 5, 1957. Scotia, Nebraska (41.46° N, 98.68° W). 5:30 p.m. Winslow heard helicopter-like noise, smelled "burning" odor, saw a balloon-like, elongated object coming to ground level, without touching down, emanating thick smoke, then object rose again and disappeared. Witness was "paralyzed" during sighting. (Sparks; Vallée Magonia 424; Saunders/FUFOR Index)		1		
1275.		Nov. 6, 1957. Kagoshima, Japan (31°37' N, 130°32' E). (Sparks; McDonald list)				radar
1276.		Nov. 6, 1957. Laredo AFB, Texas. (Sparks; McDonald list)				radar
1277.		Nov. 6, 1957. Whiteman AFB, Missouri. (Sparks; McDonald list)				radar
1278.		Nov. 6, 1957. N of Seoul, South Korea (at 37°30' N, 127° E ?). Morning. A luminous bluish-white barrel-shaped object was seen close to the ground, reflected in a pool of water. It rose and vanished "like a light switched off." (Vallée Magonia 426)				
1279.		Nov. 6, 1957. Santa Fe, New Mexico. 12:10 a.m. J. Martinez and A. Gallegos saw an egg-shaped object slowly coming toward them at low altitude, illuminating their car, producing a humming sound. Car engine, clock and a wristwatch stopped. Object shot away to the SW. (Sparks; Vallée Magonia 425; BB files??)		2		EM
1280.	5205	Nov. 6, 1957. Boerne, Texas. 6 p.m. McGregor saw an oval object, about 15 ft long, bright orange similar to glowing coals, hovering 12 ft above ground. He went to call his family but the object had vanished when he returned. Tape [?]. (Sparks; cf. Vallée Magonia 431; Saunders/FUFOR Index)		1		
1281.		Nov. 6, 1957. Lake County, Ohio. 6:30 a.m. Markell saw an unbearably bright round object, much larger than a plane, landing on a ridge, then taking off again. Object had an "odd color," left no trail, made no noise. (Sparks; Vallée Magonia 428; Saunders/FUFOR Index)		1		
1282.		Nov. 6, 1957. Montville, Ohio (41.62° N, 81.06° W). 11:30 [11:20] p.m. (EST). Olden J. Moore, 28, a plasterer, while driving home suddenly saw an object like a bright meteor split into two pieces, one going straight up, the other getting larger while color changing from bright white to blue-green. Object hovered 200 ft above a field close to ground, 500 ft away, with a soft whirring sound. After 15 mins, Moore walked to the object, which was shaped like "a covered dish" 50 ft in diameter, 15 ft high, with a cone on top about 10 ft high, surrounded by haze or fog, pulsating slowly. Holes, footprints and decaying radioactivity found at the site by Civil Defense Director Kenneth Locke about 12 (?) hours later, a maximum of 150 microroentgens/hour at the center of a 100-foot UFO hovering/landing site area, decaying to 20 microR/hr 3 hours later, suggestive of an approximately 1-hour radionuclide half-life or less (e.g., if background level was 10 microR/hr then 140 decreased to 10 in 3 hours, or about $\frac{3}{4}$ hour half-life). Initial radioactivity level might have been $2^{12} \approx 4,000\times$ greater, for a 1 hr half-life, or about 0.6 R/hr. (Sparks; Vallée Magonia 433; Michel-Mebane 1958; BB files)	15 mins +	1	12 +	radioactivity

1283.	5227	Nov. 6, 1957. Radium Springs, New Mexico. 10:50 p.m. Las Cruces policeman [Barela?] and a Dona Ana County Deputy Sheriff saw a round object changing from red to green to blue to white rising vertically from a mountain top. Astronomical IFO? (Sparks; Berliner; Saunders/FUFOR Index)	10 mins	2		
1284.		Nov. 7, 1957. Harlingen AFB, Texas (26.18° N, 97.69° W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1285.		Nov. 7, 1957. Amarillo, Texas. 7:45 p.m. AEC security guards and a Texas highway patrolman at the Pantex plutonium nuclear weapons assembly plant sighted 3 flashing objects that hovered for 30 mins over the plant only 50 ft in the air. The highway patrolman said the guards were "all shook up" when he got there. One object reportedly landed offsite. The guards attempted to approach it, but every time they got near, the object would slip away. BB case? (Sparks; David Rudiak; Amarillo Globe-Times, Nov. 8, 1957)	30 mins	3+		
1286.	5254	Nov. 8, 1957. Merrick, Long Island, New York. 10:10 a.m. Mrs. L. Dinner saw a bar-shaped object, 3.5 ft long, giving off blue flashes and a swishing sound. No further data. (Sparks; Berliner)		1		
1287.		Nov. 9, 1957. Lake City, Missouri. 1 a.m. Boardman driving home from work saw a hovering object 50 ft long. Car engine died as he approached, restarted again after object's departure. (Sparks; Vallée Magonia 439; Saunders/FUFOR Index)		1		EM
1288.		Nov. 12, 1957. Houma, Louisiana. (Sparks; McDonald list)				
1289.		Nov. 14, 1957. Rothwesten, West Germany. [601st AC&W Sq ?] (Sparks; McDonald list; Saunders/FUFOR Index)				radar

1290.		Nov. 14, 1957. 23 miles NE of Hill City [airport], Kansas (at 39°37' N, 99°32' W). 5:34 p.m. (CST). USAF pilot Major William B. Taft and co-pilot 1st Lt. Joshua M. Hinson, flying B-47E bomber based at SAC 339th Bomb Squadron (Medium), Dyess AFB, Abilene, Texas, at 36,000 ft true heading 183° at 410 knots TAS true air speed (=true course ~173° and true ground speed ~412 knots with 270° ~70 knot wind). Sighted oval metallic silver gray object shaped like a football but with rounder ends, and with a brighter Saturn-like horizontal ring not extending beyond the edges of the oval. Object was first seen about 25° above the aircraft nose [~20° above aircraft horizontal] and about 70° to the right (~253° true azimuth or nearly W) at about “2 o’clock high,” stationary for about 4 minutes [8 mins?] 5,000 to 10,000 higher altitude (41,000 to 46,000 ft), then followed another B-47 headed in the opposite direction at same flight altitude (36,000 ft) north-bound true heading 360°, about 20 NM to the W, remaining stationary above the other B-47 for about 1 minute as UFO and other B-47 fell behind to about “4 o’clock high” at 120° relative bearing (~303° true azimuth or about WNW) about 25° above nose level [about same relative 20° local aircraft horizontal level] then rose vertically “very rapidly” accelerating until disappearing, brighter while in motion. [B-47E final position about 38°42' to 35' N, 99°25' to 24' W at 5:42 to 5:43 p.m. CST.] Dyess AFB ground observers suggested Venus was bright in the sky. However the sun had not set yet at the B-47E’s altitude (upper limb ~1° to ~0.1° above earth’s apparent horizon in about 248° to 249° (about WSW) corrected for refraction and aircraft altitude / geometric depression angle, gradually setting) and Venus’ position was at 206° to 208° azimuth, elevation 19° to local aircraft horizontal, in the SSW not W/WNW about 47° to 95° away. If UFO was about 1-2 miles higher, thus 3-6 miles distant, and angular size roughly pea at arm’s length (about 1 Full Moon), then actual size ~100-200 ft. (Sparks; BB files)	8-9 mins	2	~1	
1291.		Nov. 22, 1957. 10 miles SE of Tarakly, Turkey (at 40°15' N, 30°32' E). Daytime. Turkish Air Force pilot saw a 10 ft regular-hexagon-shaped object. (Sparks; Project 1947)		1		
1292.		Nov. 23, 1957. Joliet, Illinois. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1293.		Nov. 23, 1957. 30 miles W of Tonopah, Nevada. 6:10-30 a.m. (PST). 1st Lt. Joseph F. Long, fighter pilot. Car engine stalled, he heard high-pitched whining noise, saw 4 landed 50-foot saucer-shaped UFO's to the right of the road at 900-1200 ft away. He approached on foot to 50 ft distance, objects lifted off, flew north over highway, disappeared behind hills 1/2 mile away. Ground impressions at the landing site. (Sparks; Hynek UFO Rpt pp. 182-6; Willy Smith pp. 71-79; Vallée Magonia 445)	20 mins	1	72	
1294.		Nov. 25, 1957. Eglin AFB [S of Hurlburt Field?], Florida. 10 p.m. USAF B-66 crew saw 3 objects, tracked by ground radar. (Sparks; McDonald list; Project 1947)				RV

1295.		Nov. 26, 1957. West Mesa AFS, New Mexico. 8:41 p.m. (MST). Airmen Montoya, Bazinette and Scott at 687th ACWRON Squadron ADC radar site M-94 with MPS-7 radar tracked unknown target at 3,000 knots (3,500 mph) at 315° azimuth 170 NM range decreasing range to 115 NM at 315° azimuth then disappearing at 63 NM, still at 315° azimuth, in 6 additional sweeps of radar antenna in 1 min 24 secs. Elevation angles unknown. Target correlated with IFF Mode 3 transponder signals emitted by UFO radar target. (McDonald list; Saunders/FUFOR Index)	1 mins 24 secs	3		radar IFF
1296.		Nov. 26, 1957. Sea of Okhotsk, W of Kamchatka, USSR (at 53°30' N, 154°28' E). 11:04 p.m. USAF crew of RB-50, 6091st Recon Sq, saw a brilliant red object with bluish-green tail in level trajectory. (Sparks; Project 1947)				
1297.		Nov. 26, 1957. Joliet, Illinois. 6:30 a.m. Air National Guard F-86A pilot saw a stationary yellowish object disappear slightly [?] to the N. (Sparks; Project 1947)		1		
1298.	5419	Nov. 26, 1957. Robins AFB, Georgia. 10:07 a.m. 3 control tower operators, 1 weather observer and 4 others saw a silver, cigar-shaped object, which suddenly vanished. (Sparks; Berliner)	8 mins	8		
1299.		Nov. 27, 1957. Yakima, Wash. 1:25 a.m. (PST). Northwest Airlines Flight 535 pilot in the air and control tower operator on the ground saw a bright red glow turning to white smoke moving S. (Sparks; Project 1947)		2		
1300.		Nov. 27, 1957. Toledo, Ohio. 7:35 p.m. (EST). Pilots of Eastern and Northwest Airlines airliners saw an object flying straight at about 4,800 knots (5,500 mph). (Sparks; Project 1947)		2+ ?		
1301.		Nov. 30, 1957. Minot, North Dakota. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1302.	5445	Nov. 30, 1957. New Orleans, Louisiana. 2:11 p.m. 3 U.S. Coast Guardsmen saw a round object turn [?] white, then gold, then separate into 3 parts and turn red. (Sparks; Berliner)	12 or 20 [?] mins	3		
1303.		Dec. 11, 1957. Guthrie, Penna., and Parkersburg [near Lockbourne AFB, Ohio?], West Virginia. 10 p.m. USAF pilots of 3 F-86's with 87th FI Sq saw an orange circular or crescent-shaped object moving erratically at Mach 1.5 (about 1,000 mph) with ground radar tracking. (Sparks; Project 1947; McDonald list)		3		radar
1304.		Dec. 11, 1957. Lake City AFS, Tenn. (Sparks; McDonald list)				radar

1305.		Dec. 12, 1957. Asoiwayama AFS, about 20 mi NNE of Sapporo, Hokkaido, Japan (at 43°28'20" N, 141°31'18" E). 0856Z-0931Z. Capt Henry Kolb and numerous personnel of radar site P-45 (848th AC&W Sq., Det 45, Asoiwayama AFS, about 30 miles N of Chitose) sighted visual light in the sky, planet Venus, to the SW then discovered an unidentified target on the height-finder radar FPS-6, but not on the search radar FPS-3. One single target varying in altitude from 20,000 ft down to 12,000 ft with varying near-stops and accelerations to 1,700 mph. 2 F-86D's scrambled from Misawa AFB nearly 200 miles away at 0922Z but unable to reach target before disappearance at 0931Z. (Sparks; McDonald list; BB files; NICAP website; Saunders/FUFOR Index)	35 mins	numerous		radar
1306.		Dec. 13, 1957. Sea of Japan. 9:43 p.m. (local) (1243 Z). RB-47 of 6901st Recon Sq [on recon patrol] intercepted by ELINT "unusual double pulsed" radar signals at 1218 Z and 1307 Z that were evidently not UFO-related. RB-47 airspeed 432 knots, altitude 35,000 ft. A [meteor-like] "projectile" with long [luminous] trail was sighted by the RB-47 pilot, which passed over the tail of the RB-47 at unknown distance, traveling in an arc, disappearing with very bright explosion like flash bomb [like a meteor bolide] at relative bearing 220° and an undetermined altitude 50° elevation above aircraft at 1243 Z, RB-47 position 41°04' N, 132°05' E. Apparently at same time the onboard APQ-31 bombing / navigation radar was jammed from 1243 Z to 1244 Z, RB-47 True Heading 247°. Radar jamming signal was at True Bearing 335° to 001°; signal was continuous, no targets could be seen and "jamming could not be tuned out." Misdated by BB to Dec 23. Reported to NSA (?) and AFSSO. (Sparks; McDonald list; Saunders/FUFOR Index; Terry Colvin; Ballester-Olmos; BB files)				radar jamming
1307.	5545	Dec. 13, 1957. Col Anahuac, Mexico. 9:35 a.m. R. C. Cano saw 14-15 [or 30] circular, tapered discs, very bright, fly in a formation like a stack of coins, then change to an inverted-V formation. (Sparks; Berliner; cf. Hynek UFO Rpt. p. 120)	20 mins	several?		
1308.	5559	Dec. 17, 1957. Fruita-Grand Junction, Colo. 7:20 p.m. F. G. Hickman, 17, saw a round object change from yellow to white to green to red, with red tail 2x as long as the body. Object stopped, started, backed up. (Sparks; Berliner)	45 mins	1		
1309.		Dec. 19, 1957. Pepperrell AFB, Newfoundland, Canada. (Sparks; McDonald list)				
1310.		Jan. 3, 1958. Old Westbury, Long Island, New York. 2:25 p.m. (EST). Mrs. Fensterstock. Round white ball shaped object or cloud appeared overhead to SE, moving very fast and straight, very high to the E, disappearing below tree and cloud level. Two jets in opposing E and W headings were seen below object. (Sparks; Hynek UFO Rpt p. 43; BB files; Saunders/FUFOR Index)	8-10 secs	1+		
1311.		Jan. 4 [1?], 1958. SW Libya. 12:08 a.m. (GMT). Military aircraft pilot and navigator saw a bright orange light streaking across the sky on a NE heading, with airborne radar tracking. (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	6 secs	2		radar

1312.		Jan. 9, 1958. Biggs AFB, El Paso, Texas. 7:37 p.m. (CST). (McDonald list; Saunders/FUFOR Index)	5 mins			radar
1313.		Jan. 11, 1958. Bering Sea, about 150 miles N of Atka Island, Aleutian Islands, Alaska (at 54°43' N, 175°15' W). 7:30 a.m. USN pilot of P2V-5F aircraft saw a formation of 3 lights flying at 900 knots (about 1,000 mph) tracked by airborne radar merging into one target. [Identical to Jan. 14, 1958, incident??] (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)	5 mins			RV
1314.		Jan. 14, 1958. Bering Sea. 8:34 a.m. Military aircraft crew saw 3 lights in triangular formation flying SW at 320 knots (about 400 mph) tracked on airborne radar. [Identical to Jan. 11, 1958, incident??] (Sparks; Project 1947; McDonald list; Saunders/FUFOR Index)				RV
1315.		Jan. 16, 1958. NE of Trindade Island, Brazil (20°30' S, 29°19' W). 12:15 [12:20] p.m. IGY research ship crew members possibly including Cdr. Paulo Moreira da Silva of the Brazilian Navy Hydrography & Navigation Dept. and 46 other crew members (possibly as many as 100?), plus semi-official civilian photographer Almiro Baraúna, sighted Saturn-shaped object with greenish glow maneuvering over Trindade Island. Baraúna took 4 photos of object. Ship's radar detected unidentified supersonic target on Jan. 15 at 12:05 PM [or Jan. 16?]. Power failure on the boat just before object sighted. (Sparks; Hynek/CUFOS 1983 tape interview of Baraúna; APRO/Lorenzen/Fontes; etc.)	1 min ?	47 ? 100 ?	3	photos; EM effects; radar?
1316.		Jan. 31, 1958. 25 miles SW of Tokyo, Japan. Night. USAF pilots of T-33 jet(s) saw 12 yellow-orange lights fly S in 3 groups. (Sparks; Project 1947)	30 secs			
1317.		Feb. 13, 1958. 21°19'N, 161°30'E (W of Wake Island). 8:14 p.m. (0914Z) Capt. William R. Paurot, pilot, and 1st Lt. Andrew S. Dehner, copilot of USAF C-54D, 421st Air Refueling Sq, Yokota AB, Japan, flying at 7,000 ft at 190 knots true ground speed, heading 125° True, saw a greenish-blue object emitting a bright flash, felt he was "shot at" as if attacked. Within ½ hour before and after sighting, two unidentified radar contacts were made first by Capt. Paurot (sometime bet. 7:50 and 8:05 p.m.) then by navigator, 1st Lt. Douglas D. Smith, on APR-42 radar. The actual "fireball" was observed directly by only the flight engineer S/Sgt James A. Isaac, Jr. (Sparks; BB files; NICAP; Project 1947; McDonald list; Saunders/FUFOR Index)				RV
1318.		Feb. 20, 1958. NW of Winslow, Ariz. 6:32 p.m. (MST). 12 military officers including on the ground [?] saw a round or cigar-shaped stationary object. (Sparks; Project 1947; Saunders/FUFOR Index)	4+ mins	12		
1319.		Feb. 25, 1958. Glenwood, Newfoundland. 12:10 a.m. (AST). Johnson. (Sparks; McDonald list; Saunders/FUFOR Index)	1 hr 25 mins			
1320.		Feb. 25, 1958. Gander AFB, Newfoundland. 2:30 a.m. (AST). Miller. (Sparks; McDonald list; Saunders/FUFOR Index)	1 hr 30 mins			radar

1321.		March 2 [1?], 1958. Tampa, Florida. 7:45 [8:45?] p.m. Francis saw a balloon-shaped object with bright light land on the airfield then take off slowly and hover at 750 ft altitude before disappearing. (Sparks; Vallée Magonia 461; Saunders/FUFOR Index)	15 mins	1		
1322.		March 9-10, 1958. Panama Canal Zone. 8:45 p.m. (Sparks; BB files)	4 hrs			radar-visual
1323.	5716	March 14, 1958. Healdsburg, Calif. 8:45 a.m. Mr. and Mrs. W. F. Cummings and another saw a 3 ft round, black object come from the W, touch the ground 50 ft away in the backyard, then take off to the E, turn S, and disappear. (Sparks; Berliner; cf. Vallée Magonia 462)	2 mins	3	6	
1324.		April 7, 1958. Dayton airport, Ohio. 7:30 p.m. Civilian pilot Hilt saw a very dark blue 6-8 ft cloud-shaped object on a SW heading. (Sparks; Project 1947; Saunders/FUFOR Index)	4 mins			
1325.	5763	April 14, 1958. Lynchburg, Virginia. 1 [12:20?] p.m. USAF Maj. D. G. Tilley, flying C-47 transport, saw a grey-black rectangular object rotate very slowly on its horizontal axis. (Sparks; Berliner; Saunders/FUFOR Index)	4 secs	1		
1326.		May 3, 1958. Flagstaff, Ariz. 8:25 a.m. (PST). (Sparks; McDonald list; Saunders/FUFOR Index)	15 mins			
1327.	5800	May 9, 1958. Bohol Island, Philippines. 11:05 a.m. (local Philippine Time) (0305Z). Philippine Airlines pilot saw an object like sun reflecting from a shiny, metallic surface, falling and spinning, leaving trail of smoke, from 10,000 ft (?) or less above Bohol Island, disappearing into cloud bank. BB initially rated it as Insufficient Data (no witness name, no location, no directions, no azimuth-elevations, no heading, etc.). (Sparks; BB files; NICAP website; Berliner)	1.5 mins	1 ?		
1328.		May 15, 1958. Caracas, Venezuela. Venezuelan Air Force aircraft pilot saw a formation of circular saucers disappear in the NW at high speed. (Sparks; Project 1947)				
1329.		May 15, 1958. Fort Bragg, North Carolina. 10:57 p.m. (EDT). Military pilot Beck [?] and 2 civilian airline pilots saw an orange round object heading N at high speed. (Sparks; Project 1947; Saunders/FUFOR Index)	5 mins	3		
1330.		May 28, 1958. Templehof, Germany. 1:30 p.m. (GMT). (Sparks; McDonald list; Saunders/FUFOR Index)				radar

1331.		June 9, 1958. Puget Sound, Wash. 10:17 a.m. (PST). USAF 1st Lt. Charles Scharf, pilot of F-102 jet fighter (no. 1425) with 318th FI Sq. McChord AFB, Tacoma, Wash., and ground witnesses [?] saw a pinkish-whitish cylindrical object (length/width ratio 12:1) with a slight orange tint [?] and a dark circle in the center approaching at high speed, but less than Mach 2 [<1300 mph], at about 30° elevation with an oscillating motion. F-102 was heading S or 180° between 40,000 and 50,000 ft at about 600 mph. Pilot banked left [90° turn?] to keep object in sight, object continued N, then climbed, decelerated, made a large 360° orbit, then circled the jet 3 times as it descended closer to the F-102. Object finally pitched up 45° and accelerated in a climb, rapidly disappearing in 3-4 secs on a NW heading. Ground radar controller of training intercept by Lt Scharf, at 758th AC&W, was focused on IFF beacons and not on skin-paint returns from any non-IFF UFO. (Sparks; BB files; NICAP website; NARCAP; Project 1947; Saunders/FUFOR Index)	4 mins	3+ ?		
1332.		June 12, 1958. 10 miles W of Huntsville, Texas. 5:26 a.m. (CDT). Military pilot saw an oval reddish object the size of a pinhead [at arm's length?] on a S to NE course. (Sparks; Project 1947)		1	4/10 ?	
1333.	5852	June 14, 1958. Pueblo, Colo. 10:46 a.m. (MST). Airport weather observer Orville R. Foster, using a theodolite for pilot balloon weather observation, sighted a 30+ ft ring-shaped object shaped like Saturn, less the bottom part, silvery white with no metallic luster that entered the field of view of the theodolite, at first in the ENE at azimuth 67.0° elevation 24.2° moving across N sky at about 540+ mph, reaching highest point in sky at about 50-55° elevation to disappearance in the SW at azimuth 237.2° elevation 8.1°. UFO appeared to pass behind wisps of cirrus clouds at 30,000 ft at one point, estimated distance about 66,000 ft (12.5 mi). (Sparks; Basterfield; BB files; McDonald files; Barry Greenwood; NICAP website; Berliner)	5 ±1 mins	1		theodolite; weather observer
1334.	5857	June 20, 1958. Fort Bragg, North Carolina. 11:05 p.m. Battalion Communication Chief SFC A. Parsley saw a silver, circular object, its lower portion seen through a green haze, hover, then oscillate slightly, then move at great speed. (Sparks; Berliner)	10 mins	1		
1335.		July 20, 1958. 4 miles N of Glennie, Mich. (at 44° 37' N, 83°43' W). 2 p.m. (CDT). 3 independent witnesses heard an object hit water of a private lake making a circle 10 ft across with foam on edge of circle 2-3 ft high, making loud sound heard 200 yards away. Object sizzled 1.5 mins, zigzagged across surface 200 ft with violent motion, then sank into 50 ft depth of water as circling died out. (Sparks; Tony Rullan)	1.5+ mins	3	2 ?	
1336.		July 20, 1958. Crystal Lake, NW of Chicago, Illinois. 5:07 p.m. (CDT). Pilot Allyn saw a white disc the size of a basketball [at arm's length??] in straight line flight. (Sparks; Project 1947; Saunders/FUFOR Index)	0.1 min	1		
1337.		Aug. 4, 1958. Malmstrom AFB, Montana (47.50° N, 111.18° W). 11:15 p.m. (MDT). (Sparks; McDonald list)	0.5 min			
1338.		Aug. 11, 1958. Osel Island and Gulf of Finland. (Sparks; McDonald list)				

1339.		Aug. 13 [14?], 1958. [Object at] 12 miles NW of Las Vegas, Nevada. 12:30 a.m. (MST). At Sahara Gun Club on Tule [not Thule] Springs Ranch (at 36°18' N, 115°15' W), 1-1/2 mi NE of Tonopah Hwy 95, Mr. and Mrs. Burgy sighted strange round light-orange object or light about 3-5 miles away at azimuth 35° [about NE] elevation 20° maneuvering up and down and descending to disappear at azimuth 35° [but moved left twice so azimuth should be roughly 30° - 35°] elevation 0° [= 0° above 4° Las Vegas Range mountain ridge witness estimated 7-8 mi away]. (Sparks; NICAP website; BB files; Hynek UFO Rpt p. 43)	4-5 mins	2		
1340.	5999	Aug. 18, 1958. Warren, Mich (at 42°27' N, 83°03' W). 7:05 (or 7:10) p.m. (CDT). Business machine repairman Alex D. Chisholm with Walter Milanion and latter's wife and possibly young daughter saw an extremely bright point source light much brighter than Venus or stars when a flight of 4 aircraft drew his attention (sighting was in daylight) [sunset at about 7:31 p.m. CDT]. Object was viewed through 8x 30 mm Japanese military artillery-observer field glasses and seen to be Saturn-shaped grayish object like a "fried egg in pan" later seen when flipping over to be surrounded by another ring but elongated. Object size estimated at about 60 ft, was stationary for 5-8 mins at about 70-75° elevation 300° azimuth in the WNW, flip over and speed away in 30 secs. Probable IFO Univ. Minnesota cosmic-ray research Skyhook balloon that burst or collapse appearing to depart. (Sparks; Basterfield; Ballester-Olmos; Barry Greenwood NICAP files; BB Berliner; Martin Shough; files; etc.)	6-10 (or 15) mins	3-4	1 to 4 (in 8x binoculars)	binoculars
1341.		Aug. 30, 1958. Gray AFB, Killeen, Texas. 1:45 p.m. (CDT). (Sparks; McDonald list)	2 mins			
1342.	6027	Sept. 1, 1958. Wheelus AFB, Tripoli, Libya. 12:15 a.m. Philco technical representative A. M. Slaton saw a round, blue-white object fly at varying speeds. (Sparks; Berliner)	2 + 1.5 mins			
1343.		Sept. 5, 1958. Atlantic (at 29° 3' N, 68°56' W). 2:06 a.m. (EDT). Pan Am airline pilot saw a bright light move E to W, tracked on airborne radar [?]. (Sparks; Project 1947; McDonald list)		1		radar
1344.		Sept. 7, 1958. Miles City AFS, Ellsworth AFB, 12 miles S of Minot, North Dakota. 5:08 a.m. (MDT). Military pilot saw 2 objects with green, white, red flashing lights. Ground radar target lost when aircraft approached. (Sparks; Project 1947; McDonald list)		multiple		RV

1345.		Sept. 8 (22?), 1958. SAC HQ, Offutt AFB, Omaha, Neb. 6:40 [~6:46] [5:50?] p.m. (CST). SAC Operations officer-flight-engineer-celestial navigator Maj. Paul A. Duich, USAF, plus several USAF officers from AF Ballistic Missiles Division, Los Angeles AFS, Calif., and many other Offutt AFB officers and airmen, plus Offutt air traffic control tower personnel, saw an brilliantly white elongated cylindrical [cigar shaped?] object hovering in the W at about 270° azimuth elevation 30° just after sunset [sunset at 6:46 p.m. CST at azimuth 278°], object oriented vertically with blunter end highest [about 1/10 width/length ratio]. After several mins object turned dull orange-red and became sharper in outline. A swarm of about 10 “black specks” appeared to “cavort” around the lower end of the object for about 1 min before disappearing then the cylinder object began to rotate counterclockwise so no longer oriented vertically and started drifting slowly to the S from due W and dropping in elevation angle over about 5 mins [to about 20° elevation about 268° azimuth] until oriented horizontally and diminishing in angular size. Then during final 5 mins object continued angular descent and S drift and gradual decrease in angular size but began rotating orientation back clockwise to about 45° angle (10:30 o’clock) until disappearing by fading into the slight atmospheric haze in the cloudless sky at about 260° [265°?] azimuth 5° elevation [angular size about 1/3 of initial size]. Estimated size 1,000 ft at 50-100 miles distance [thus angular size about 1/5 to 0.4 Full Moon] or 5 inches at arm’s length [about 10° -15°]. USAF Col. took several color photos with 35 mm camera on tripod but later claimed nothing came out. Reported to ATIC but no report in BB files. (Sparks; Greenwood/Aldrich/CUFOS NICAP files; NICAP wesbite; NICAP UFO Evid. pp. 25b, 27)	20 mins	25+	10-20? 1/5 to 0.4?	SAC HQ + photos?
1346.		Sept. 14, 1958. Wheelus AFB, Tripoli, Libya. (Sparks; McDonald list)				
1347.		Sept. 21, 1958. Sheffield Lake, Ohio (at 41.48° N, 82.12° W). 3 a.m. (EDT). Mrs. William H. Fitzgerald inside her house, and at the end 10-year-old stepson John, saw through her East-facing bedroom window a circular, aluminum color flat object, 12 ft diameter [investigator determined 22 ft estimate], 6 ft thick, about 10 ft away, sweep in about 8 ft high over front lawn headed N descending in a falling-leaf oscillating motion side-to-side to about 6 ft altitude, cross over her E-W driveway, stop for several secs about 50 ft [40 ft] away [to the NNE], then reverse course headed S over the driveway back over the front lawn, then hover 5 ft above the lawn about 25 ft away, making a jetlike sound. Object wobbled and emitted gray smoke, made two tight clockwise turns before rising and taking off, straight up over the house [high up towards the E]. (Sparks; Vallée Magonia 471; BB files)	5+ mins	2	2+ to 16	
1348.		Sept. 23, 1958. Kindley AFB, Bermuda. (Sparks; McDonald list)				

1349.	6089	Oct. 2, 1958. 2 mi SW of Blairstown, NJ [at 40.9475° N, 74.9867° W, elev. 725 ft ASL]. 5:29 p.m. (EDT). Naturalist Ivan Sanderson, and wife Alma, saw a circular puff of smoke resolve into a dull-grey object, shaped like a flat coin, flatness verified by viewing on-edge, flying in loops erratically flip-flopping about 3x per second with dull and “flashing” sun reflections. After about 15 secs they stopped their car [at Hoagland Road, about 2 mi SW of Blairstown] to observe more carefully. UFO estimated to be 9+ miles away seen through Delaware Water Gap (Pa-NJ border) possibly just beyond, near Stroudsburg, Penn. [at 11 mi]. UFO flew behind a hill of the Delaware Water Gap [on N side of Mt. Minsi, at about 1,000-1,200 ft elevation level, about 1/2 mi N of Airway Beacon Fire Lookout Tower which Sanderson could see from 7 mi away; however the Tower location Sanderson marked on road map appears to be the wrong Tower, the TV/Radio Tower about 2 mi farther S and 3 mi farther W of Lookout Tower, at about 10 mi distance]. UFO disappeared into stratus clouds over the Water Gap. Azimuth of UFO estimated at 275°-280° (about W) (Sanderson’s map draws line at azimuth 279°). Sun at about azimuth 254° (“16° S of W”), about 20° to 25° elevation according to Sanderson. Sun would be at 254° azimuth, and 13° elevation (not Sanderson’s 20°-25°) at 5:29 p.m. EDT, an error possibly due to a 2x enlargement factor Sanderson forgot to correct for. UFO maneuvering over an azimuth span of about 2° between about 278° and 280° azimuth, between about 0° and 3° elevation, based on Sanderson’s drawing, who noted he was exaggerating drawn images for clarity (by about a 2x enlargement factor he wrote – and see his drawn comparison images). (McGuire AFB said elevation was reported by Sanderson as first and last 7° and 10°, not including dips to 0°, should be corrected by 3x to 2°-3°.) Sanderson measured UFO angular size in real-time with selected pebble as 5 mm at arm’s length (thus about 0.5° or 1 Full Moon). Sanderson implied UFO might be 1,000 ft in diameter traveling 250 mph, depending on distance (measured angular size indicates about 500 ft at 9 miles). Other witnesses include several callers to police, and 2 NJ State Police officers directly below UFO in Delaware Water Gap. BB misstates time and witness location as 2:30 p.m. at Stroudsburg, Penn. (actually approx. location of UFO not witness) wrongly lists duration as 15 secs (instead of 30 secs), lists only 1 witness (instead of 2), and describes as shaped like a “pickle” with a flat bottom, when Sanderson said it looked like a “nickel” not a “pickle,” flat coin shape.] (Sparks; BB files; NICAP/Fran Ridge website; CSI-NY Newsletter July 15, 1959, in Loren Gross History Oct 1958, pp. 3-4; Sanderson Uninvited Visitors 1967; Berliner; Randle BB list)	30 secs	7 [?]	1	biologist Ivan Sanderson

1350.	Oct. 7, 1958. Alexandria, Virginia (at 38°47.9'N, 77° 2.6' W). 6:02 p.m. (EDT). John R. Townsend, Special Assistant for Research & Engineering to the Asst. Secretary of Defense, saw a large stationary sharply outlined Saturn-shaped “silvery” or “aluminum clad” oblate spherical object (with “gossamer” surface appearance) with a rim or girdle around its equator in clear sky due S azimuth about 180° at about 20° elevation for about 10 secs, which started rapidly rising at an estimated speed of 1,000 mph and disappeared due to extreme distance at about 30° to 35° elevation still due S after 40 secs, with the impression it was heading away from him to the S growing smaller until unable to be seen [apparently increased distance to at least 400 miles to drop below minimum visual resolution, at about 36,000 mph average velocity at 80 g's acceleration to an altitude of about 200 miles, terminal velocity about 72,000 mph]. Witness estimated UFO angular size as 3° and actual size 600 ft at distance of 3 nautical miles, using the passing and turning Capital [not “Capitol”] Airlines Flight 407 at 2 miles distance during the sighting as aerial distance reference point. Townsend was familiar with standard takeoff pattern of flights from Washington National Airport and said that the airliner he saw during the sighting headed S on a track about 1 mile to his left (along the Potomac River) and then turned right across his field of view of the UFO. Pilot of Capital Flight 407 took off in a DC-4 at 5:59 p.m. (EDT) from Washington National heading S, climbed to 2,000 ft and as he was turning right to a W heading out of the traffic pattern [at about 6:02 p.m.] he saw an “unidentified aircraft” with “nose light” at about 3,000 ft heading N, seen in the direction of or over Beacon Field 3 miles to the W (at about azimuth 265° so object was in the glare of the setting sun at approximately elevation 7° azimuth 258° and may have been reflecting the sunlight so as to appear to have a “nose light”). Thus sighting lines crossed with Townsend at right angles, establishing distance and location of object by triangulation as 2 miles S of Townsend at about 3,000 ft altitude and 1 mile W of the airliner, or at 38°46'N, 77° 3'W, and thus actual size as about 500 ft and angular elevation to Townsend about 17° in close agreement with Townsend's 600 ft size estimate and 20° elevation measurement (done by protractor after the sighting) and in exact agreement with pilot estimate of 3,000 ft altitude of object [though distance is difficult to estimate and UFO was closer to the Capital flight than Beacon Field]. No sound. Townsend reenacted the timing by walking the half block down the N-S running Lee Street (which runs toward 190° True azimuth). BB proposed nonsense theory of sun reflection on cloud or ice crystals as sun set “behind the horizon” – in fact sun set 40 mins later at 6:42 p.m. EDT. Projected target radiant of UFO at ascent angle of about 30° at about azimuth 180° is at 17 hrs Right Ascension -20° Declination in constellation Ophiuchus. (Sparks; Jan Aldrich; BB files; Loren Gross Oct. 1958 pp. 22-24, 26)	50 secs	2+	6	highest DoD R&D official; air-ground triangulation

1351.		Oct. 11, 1958. W of Holloman AFB, NM. 1:22:44.0 a.m. (CST). Special AF intelligence radar FPS-17 (XW-2) designed for overseas service undergoing testing at Laredo, Texas, detected an unusual meteor tracked at roughly ~105,000 mph, height 64 NM (73 stat. miles), for 0.75 sec increasing range from about 454 to 473 NM (± 2 NM relative accuracy, ± 5 NM absolute) at elevation angle $4.0^\circ \pm 0.5^\circ$ azimuth $313.0^\circ \pm 0.5^\circ$ on Radar Misson 164. Slow-moving meteor train (dust cloud) ~800 mph left behind by meteor persisted for succeeding 27.3 secs. Meteor apparently on ~300° (WNW) heading at descent angle ~20°, initial velocity ~125,000 mph, about 6 NM WNW of Holloman AFB passed through radar beams descending from ~68 to ~60 NM height from radiant at approximately 5.3 hrs RA -13° Declination, within ~10° of Orionid shower radiant. (Sparks; McDonald list; NICAP; BB files)	28.0 secs			radar (IFO)
1352.		Oct. 17, 1958. Grand Rapids, Mich. (Sparks; Hynek UFO Rpt p. 44)	25 secs			
1353.	6148	Oct. 26, 1958. Loch Raven Dam, Maryland. 10:30 p.m. (EST). Phillip Small and Alvin Cohen saw a large, flat egg-shaped object, flying low about 100-150 ft above the bridge, which affected their car's electrical system and caused a burning sensation, rose vertically and disappeared in 5-10 secs. (Hynek UFO Exp ch. 9, case CEII-4; NICAP; BB Microfilm Roll)	1-2 mins	2		EM
1354.		Oct. 27, 1958. Union Dale, Penna. Large gray cigar-like object with an assembly tail flew at treetop height, making a strong "swishing" sound. (Sparks; Vallée Magonia 472)				
1355.		Oct. 29, 1958. Atlantic. Radar track with jamming. (Jan Aldrich; AFOIN files)				radar jamming
1356.		Oct. 31, 1958. Caledon East, Ontario, Canada. 3:50 p.m. Civilian saw an elliptical, aluminum-colored object at 6,000 ft altitude, coming down to 12 ft, flying up and down by sudden jumps, stopping at ground level less than 600 ft away for 5 mins. A red light appeared at one end of the object, which gradually took a fiery color, then exploded. Witness ran away. (Sparks; Vallée Magonia 473)	5 mins +	1		
1357.	6153	Nov. 3, 1958. Minot [AFB?], North Dakota. 2:01 p.m. [USAF?] Medic M/Sgt. William R. Butler saw a bright green object, shaped like a dime coin, and one smaller, silver round object. First object exploded, then second object moved toward the location of the first at high speed. (Sparks; Berliner)	1 min	1		
1358.		Nov. 4, 1958. Pope AFB, North Carolina. 4:03 [9:03?] p.m. (EST). USAF pilot of a landing KB-50 tanker and USAF tower personnel saw an object with strange lights on collision course. Pilot and crew also noticed that "strange lights" were observed inside the cockpit. Pilot aborted landing, climbed and flew around to observe object. Pope AFB tower personnel had watched object hovering above the base through binoculars for 20 mins. (Sparks; NARCAP)	20+ mins	4+ ?		binoculars
1359.		Nov. 8, 1958. Brazilia, Brazil. 2 p.m. (EST). Brazilian [?] Air Force pilot and 500 ground observers saw a moving saucer at 40,000 ft. (Sparks; Project 1947)		500		

1360.		Nov. 13, 1958. Troy Peak and Tonopah Airport, Nevada. (Sparks; McDonald list)				
1361.		Nov. 19, 1958. Montauk AFB, New York. 9:30 a.m. (EST). A/2c James A. Frey, scope operator, plus Weapons Director (not named), 773rd Radar Observation Network Squadron (SAGE), NORAD-ADC FPS-6 height-finder radar, detected target at 255° azimuth (approx. WSW), height 55,000 ft ascending [nearly] vertically at 3,000-3,500 ft/min with some [N?] component horizontally, to 77,000 ft [in about 7 mins]. Target then descended almost vertically at 4,000 ft/min [in about another 7 mins] with slight deviation ESE to azimuth 256° disappearance. Range not stated, must have been 30+ miles since FPS-6 max elevation coverage is +32°, and max range usually given as 200 n.mi. Went against wind coming from 270° 60 knots at 50,000 ft. Second (similar?) target about 1 hour later. Ascent rate much faster than typical weather balloons, usually standardized to 1,000 ft/min. (Sparks; BB files; McDonald list)	(14 mins) + ?	2+ ?		NORAD radar
1362.		Nov. 20, 1958. W of Calif. coast. 6:15 a.m. (PST). Military pilot saw a round silver object traveling at high speed and high altitude. (Sparks; Project 1947)		1?		
1363.		Jan. 4-5, 1959. Taft, Calif. 11:30 p.m. (PST). Pilots of TWA C-54 and TWA Constellation saw a silver oval object with silver trail flying at 20,000 ft and 10 miles from aircraft [?]. (Sparks; Project 1947)		2?		
1364.		Feb. 2, 1959. Near Sandusky, Ohio. University of Michigan professor and his wife driving on the Ohio Turnpike saw a yellow half-sphere in the sky. (Sparks; Willy Smith pp. 92-93)				professor
1365.		Feb. 16, 1959. Benghazi, Libya. 9:30 p.m. British military man saw a silvery blue to reddish to dark round object with dome, sharply outlined, with vents of green light, varying brightness, varying speed from hovering to very fast, suddenly disappeared. (Sparks; CUFOS re-eval.; Jan Aldrich)	15 mins	1		

1366.	Feb. 24, 1959. Central Penna. 8:30-9:30 p.m. (EST). At 8:40 p.m. control tower operators at Greater Pittsburgh, Penn., Airport, sighted 3 lights. At about 8:30 p.m. United Flight 937, at 14,000 ft, heading W, Flight Engr Lowell E. Baney sighted 3 bluish-white lights. At 8:40 p.m. pilot Capt Alvin D. Yates sighted 3 lights off left wing (S) moving parallel to airliner about 5° elevation, while near Lock Haven, Penn. Continued to watch, with co-pilot Frank A. Grona, the 3 lights until over Youngstown, Ohio, when they appeared to move closer. Near Warren, Ohio, while descending to land at Akron-Canton, Ohio, Airport, the 3 lights veered to the right crossing in front of airliner and disappeared in the NW. Sighting at 8:45 p.m. at 41°18'N, 77°15'W (about 13 miles WNW of Williamsport, Penn.), American Airlines Flight 139 pilot Capt. Peter W. Killian and First Officer James John Dee, stewardesses Mrs Edna LeGate and Beverly Pingree, and 35 passengers of DC-6B airliner including N. D. Puscas, gen mfg mgr of Curtiss Wright Aircraft, on a DC-6B airliner flying at 250 knots IAS [deducting headwind, true ground speed ~310 mph] at 8,500 ft [~9500 ft AGL] direct non-stop from Newark to Detroit heading 285° True. Capt Killian and crew saw 3 lights changing relative position, separation and color (yellow-orange to brilliant blue-white) at the 9 o'clock position to the SSW at 15° elevation [sometimes level at ~0° ?] occasionally moving to 11 or 11:30 o'clock and back to 9 o'clock at speeds up to 2,000 mph (based on Killian's contact with another airliner that saw the object 2 mins later at 70 miles displacement). Brightness about that of Sirius or mag. -1 at maximum, dimming to about mag. +3. Capt Killian radioed another pilot to take simultaneous bearings to triangulate objects at about 20-25 miles from Killian. Capt Killian lost sight after descending over Lake Erie through haze to land at Detroit and had American Airlines radio a CIRVIS report. 5 other airliners reported seeing the 3 lights, including 2 United Airlines flights 937 and 321, and 2 other American flights notified by Capt Killian by radio in-flight when Killian was near Erie, Penn. One American flight at Dolphin check point 42°25'N, 81°32'W over Lake Erie heading E, sighted the objects S over direction of Cleveland; the other American flight 20 miles NE of Sandusky, Ohio, heading E to Pittsburgh, sighted the objects a little left [?] of heading, at about 130° azimuth [sighting lines converging to triangulate over Cleveland area about 40 miles from Killian]. Also seen by an AF transport plane flying from Washington, DC, to Dayton (report suppressed by BB from its files). Also seen by 8 people in Akron at 9:15 p.m. (Sparks; BB files; CUFOS tape index cards; Willy Smith pp. 85-96)	60 mins total	many	1	real-time triangulation

1367.		Feb. 24, 1959. Victorville, Calif. 10:00-10:15 p.m. Intense white light lit up bedroom, dogs barked as if terrified, witness sighted to the W at about 20° elevation a biconvex dull red object about 25 ft wide with a blunt tear-drop profile approaching rapidly within 10 secs lowering height to about 8-10 ft passing about 80 ft away N of house and veering slightly to NE disappearing from behind; 5 mins later reappeared to W and made a similar pass and at similar intervals 3 more W-NE passes. Object made high-pitched transformer hum, radio static noted. (Sparks; Hynek UFO Rpt pp. 167-170)	5 x 20 secs	2	40	EM
1368.		March 10, 1959. Grand Bahama Island, West Indies. 4:00-4:25 a.m. (EST). USAF FPS-8 missile tracking radar at Grand Bahama Auxiliary AFB picked up maneuvering object 50-70 miles to SSE on course of 145° which made 2 wide circles at 200-300 knots then a figure-8. Object went on an intercept course of 60° to follow a subsonic [600 mph] Snark intercontinental cruise missile launched from Patrick AFB, Florida, along the Atlantic Missile Range, with missile passing object at about 4:18 a.m. Both missile and UFO detected on radar scope simultaneously. Missile disappeared to SSE while object gradually disappeared at 60° [azimuth? ENE (?)]. All military and civilian agencies were checked for aircraft and none were in the area. (Sparks; BB files; McDonald list)	25 mins	5?		radar
1369.		March 12, 1959. Duluth-Finland, Minn. (Sparks; McDonald list)				
1370.		March 13, 1959. Duluth, Minn. 6:20 p.m. (CST). Military aircraft crews, 2 F-94's, 2 B-52's, and 2 F-102's, saw an object with orange, red, white, green lights, the red lights rotating on the bottom. B-52 pilot "certain" the visual was a planet probably Venus [which was low on horizon from 31,000 ft]. Ground radar tracking by 707th AC&W Sq, Grand Rapids AFS, Minn., and 756th ACWRON Sq, with scope photos taken for RAND project. F-94C and F-102A detected ECM radar transmissions. Complex case of 300+ pages poorly investigated by BB (see also March 12, 1959, case above). (Sparks; NICAP website; Project 1947; McDonald list)	15 mins ?	many		
1371.		March 14, 1959. Ellsworth AFB, South Dakota. (Sparks; McDonald list)				
1372.		March 22, 1959. Ann Arbor, Mich. (Sparks; McDonald list)				
1373.		March 23, 1959. Bismarck, ND. USAF radar-visual of 4 objects, photo of 7 objects. ?? (CUFOS?)				RV

1374.		March 25, 1959. S Saskatchewan-N Montana. 7:36 p.m. (MST). ELINT Radar-Visual with F-89 intercept of radar-emitting UFO tailing B-52. B-52, call sign "Outcome 15," from 92nd Bomb Wing, Fairchild AFB, Wash., was on a SAC Emergency War Order exercise, Operation HEAD START II, for continuous airborne alert carrying fully-armed thermonuclear bombs, initially flown into Canada. At 7:36 p.m. at about 52°N, 118°W (near Swift Current, Sask.) while B-52 headed 180° Mag (SSW True) at 32,000 ft traveling 375 knots (432 mph) tail gunner Tech Sgt Joe Cobb sighted an object leaving a strange, non-persistent and intermittent contrail at 2 o'clock position (to the W) and headed N. At 7:41 p.m., Cobb detected a target trailing the B-52 at 8,000 yds (about 5 miles) range on his MB-9 airborne radar. B-52 Electronic Warfare Officer 1st Lt. Robert J. Millard detected on APS-54 Radar Warning Receiver an X-band radar emission at 9135 MHz from unidentified object tailing the B-52, then also detected same signal on APR-9 ELINT Radar Receiver, for 20 mins; sweep rate 1 per second, radio frequency oscillating around 9135 MHz. Shortly after, the B-52 radar officer Capt. Feirran detected UFO on MB-9 airborne radar showing it trailing behind at a range of about 11,000 to 15,000 yds (about 6-8 miles). B-52 pilot Capt John W. Jackson radioed 1/Lt Ronald S. Murray, Senior Director on duty, ADC GCI radar site (47°31'N, 111°10'W) 801st AC&W Sq, Malmstrom AFB, Great Falls, Mont., that UFO had entered Air Defense Identification Zone by following B-52 into U.S. territory. At 8:10 p.m., ADC scrambled F-89J fighter interceptor call sign Board Pipe 27, pilot 1/Lt Austin E. Bond, Radar Observer 1/Lt Charles C. Abernathy, 29th FIS Sq, Malmstrom AFB, Mont., both of whom sighted UFO (pilot starting at 8:26 p.m., R/O at 8:29 p.m.). UFO had red and green bright flashing lights about 30-40 ft apart with a steady white light in between and somewhat to the rear, thus suggesting delta or swept-wing aircraft about the size of a B-57 bomber (~100 ft). UFO described as "relatively high performance," speed in excess of Mach 0.8 (530 mph), altitude above 53,000 ft, with a "considerable acceleration capability." UFO lost by F-89J at 8:42 p.m. when it climbed beyond reach of pursuing F-89J at 49°50'N [50°20'N ?], 113°00'W. B-52 EWO Lt. Millard had regained UFO radar signal at 8:36 p.m. for 5 mins but at 9130 MHz; noted pulse repetition frequency (PRF) of 2,500 Hz [indicative of radar set to range of 37 mi]. (Sparks; BB files; McDonald list)	65+ mins	many		ELI NT RV case
1375.	6317	March 26 or 27, 1959. Corsica, Penna. 12:45 p.m. T. E. Clark saw a dark red, barrel-shaped object, 20 ft long, 6-7 ft high, descend below some trees. (Sparks; Berliner)	3 mins	1		
1376.		April 13, 1959. Antigo & Madison, Wisc. (Sparks; McDonald list)				

1377.		April 14, 1959. Tokyo-Mitaka, Japan. 7:32:24.53 p.m. (Japan time UTC+9). SAO satellite tracking photos 6+ frames of No. SC-5-498 time exposures of 9.6-11.8 secs showed 2+ UFOs during tracking of Vanguard 2 satellite. One object flashed every 0.36 sec, with 0.25 sec on, 0.11 sec off cycle. Wavy motion from elevation 21°24'09.36" rising to 22°09'51.32" in first 9.61 secs, falling to 18°20'51.29" then rising to 18°24'37.86". Azimuth shifted from 237°51'14.75" (roughly WSW) to 248°33'34.65". Not in BB files though reported to BB. (Sparks; Vallee computer proposal; Robt. Klinn)	40+ secs	2+ ?		satellite tracking camera
1378.		May 2, 1959. Pease AFB, New Hampshire. (Sparks; McDonald list)				
1379.		May 13, 1959. Offutt AFB, Omaha, Nebraska. (Sparks; McDonald list)				
1380.		May 14, 1959. Philadelphia, Penna. (Sparks; McDonald list)				
1381.		May 18, 1959. Greenbush, Kansas. (Sparks; McDonald list)				
1382.		May 21, 1959. 8 miles E of Rapid City, South Dakota. (Sparks; McDonald list)				
1383.		June 3, 1959. Genoa, Italy. (Sparks; McDonald list)				
1384.		June 9, 1959. Manassas-Roanoke, Virginia. (Sparks; McDonald list)				
1385.		June 16, 1959. SE of Meridian, Mississippi. (Sparks; McDonald list)				
1386.		June 18, 1959. Pacific bet. Hawaii and Calif. (at 33° 5' N, 134° W). (Sparks; McDonald list)				
1387.		June 18, 1959. Forest Park, Illinois. (Sparks; McDonald list)				
1388.		June 18, 1959. Stephenson-Sault Ste. Marie, Mich. (Sparks; McDonald list)				
1389.		June 18, 1959. Enon, Ohio. (Sparks; McDonald list)				
1390.		June 18, 1959. Lyons, Colo. (Sparks; McDonald list)				
1391.	6400	June 18, 1959. Edmonton, Alberta, Canada. 9:30 p.m. A. Cavelli and R. Blessin, using 7x binoculars, saw a brown, cigar-shaped object come from below the horizon (close to the witnesses) ascending to 40°-50° above the horizon. (Sparks; Berliner)	4 mins	2		binoculars

1392.		June 22, 1959. South China Sea S of Macao, China (at 21° N, 113°12' E). 6:23 a.m. ELINT operator 4 aboard RB-66C recon mission detected “strange” pulsed signals on ELINT APS-63 (and APR-5) and called attention to the location about 1 o’clock position 60 NM away, based on 6 ELINT “cuts” (direction-finder or D-F bearings that intersected) triangulated as coming from a 3-beam [or 3-lobed] radar signal. At 6:46 [6:40?] a.m. USAF pilot Maj. Noble J. McSwain, Operations Ofcer of 11th Tactical Recon Squadron, Yosuka AB, Japan, and gunner of RB-66C (serial no. 55-389; mission FJ-056 of 67th Tactical Recon Wing) at 34,000 ft initially headed 035° then turned to 127° [to intercept UFO’s? at about 6:32 a.m.], at 430 kts TAS, saw 4 pairs of dark round or spherical objects of uniform size (total of 8), spaced over 50-mile area and 15 NM between each pair, aligned parallel to the aircraft flight path, each pair about 600-900 ft apart and in echelon formation, heading 215° (about SW) at about 15 kts (17 mph) [?] and appearing to be 200-500 ft above water surface, casting shadows on the water roughly 3 object diameters from objects [sun at about 12° to 14° elevation, azimuth 69° to 70°, from 6:46 to 6:52 a.m. contrary to mistaken BB calculation of 6° elevation] indicating objects were airborne. Objects about 100-200 ft diameter looking like an EW (electronic warfare) or ground radar radome [consistent within one-digit precision of 3-diameter separation of shadows from objects if say 200 ft diameter x 3.5 diameters = 700 ft separation at 175 ft altitude above water, or 14° sun elevation]. One pair of UFO’s moved together as RB-66 approached. Round shape did not change when RB-66 passed directly over objects. A single surface ship was sighted approx. 3-5 NM off each end of line of objects’ flight. ELINT continued to detect the same weak radar signals at same intensity for 250 NM (about 35 mins) after visual sighting ended. Roll of KD-2 negative film showing ELINT scopes, included frame 8180 at 7:45:02 [6:45:02?] a.m. which showed the radar signal emanating from area of objects (contrary to Pacific AF which claimed radar was commercial radar unconnected to UFO’s). BB suggested preposterous explanations of “submarine” objects, fishing boats, or “giant manta rays” (!!) disregarding sun shadow evidence objects were airborne. (Sparks; USAF Air Intelligence Report 1264291 dated 13 July 1959; NICAP files; Project 1947; McDonald list; Ballester-Olmos; BB files)	ca. 64 mins (radar signals); 6 mins (visual)	3+	1/3 to 2/3	UFO emitting radio/radar signal on ELINT with D-F triangulation; ELINT scope photos
1393.		June 25, 1959. S of Taegu, Korea. (Sparks; McDonald list)				

1394.		June 26, 1959. Boianai Mission, Papua New Guinea (10.02° S, 149.71° E). 6:45-7:20, 8:28-9:10, 9:20-9:30, 9:46-10:10, 10:30-10:50 p.m. Father William Gill plus 38 others. Platform shaped object with "men" on top appeared in the sky above Venus (which was to the W at 297° azimuth, 32° elevation initially, but set before 9:06 p.m. below the mountains), with electric blue spotlight, about 500 ft away at 300-400 ft height (object shined light on broken cloud cover at 2,000 ft altitude known from nearby mountains). Men and spotlight disappear at 7:20 and object disappears into clouds, reappears at 8:28 without "men" or spotlight but joined by 2rd, 3rd and 4th objects at 8:29, 8:35 and 8:35-50, coming and going through clouds. Main "mother ship" "large, clear, stationary," gives red light and disappears overhead into cloud at 9:10, reappears at 9:20, moves across sea to Giwa [to the NE?] appearing white-red-blue disappears at 9:30. Overhead objects reappears 9:46, hovering, disappears behind cloud 10:10, reappears in gap between clouds 10:30, gone at 10:50. [Further sightings June 27 and 28, 1959]. (Sparks; Hynek UFO Rpt pp. 216-223, etc.)	2 hrs 11 mins	39	5	
1395.		June 27, 1959. Dunville, Virginia. (Sparks; McDonald list)				
1396.		June 27, 1959. Boianai Mission, Papua New Guinea (10.02° S, 149.71° E). 6:02-6:30 p.m. Object returned from previous night with 2 others, one to the W and one overhead. Father William Gill and another waved their arms and "men" on the main object waved back; to the waving of a torch the object moved back-and-forth laterally. [Other sightings June 26 and 28, 1959.] (Sparks; Hynek UFO Rpt pp. 216-223, etc.)	28 mins	many ?	20 ?	
1397.		June 28, 1959. Boianai Mission, Papua New Guinea (10.02° S, 149.71° E). 6:45-11 p.m. Father William Gill [and others?] saw up to 8 lights at varying heights. [Prior sightings June 26 and 27, 1959.] (Sparks; Hynek UFO Rpt pp. 216-223, etc.)	4 hrs 15 mins			
1398.	6409	June 30, 1959. Patuxent River NAS, Maryland. 8:23 p.m. USN Cdr. D. Connolly saw a metallic gold, oblate-shaped object, major/minor axis ratio 9:1, with sharp edges, fly straight and level. (Sparks; Berliner)	20-30 secs	1		

1399.		July 3, 1959. 10 mi E of Needles, Calif. 7:34 p.m. (PST). Pilot, William Gebenini, Director of Washington State Aeronautics Commission, and the copilot, of Piper Commanche aircraft, flying at 10,500 feet at 140 mph, apparently heading N to Las Vegas, Nevada, sighted 4 kite-shaped objects, first looking like an eagle, moving back and forth sideways but stayed in the same relative position at about their own altitude of 10,500 ft [thus about 1.8° above geometric earth horizon]. Pilot turned towards objects at 270° Mag [285° True] but could not close the distance and lost objects in darkness. Clear sky with 45 miles visibility. Pilot suggested possibility rays of setting sun had been seen through dust particles, but sky was clear and mirages must occur within about 0.6° of earth horizon whereas objects were seen at about 1.8° above earth horizon. Sun had set at aircraft's 10,500 ft altitude at about 7:10 p.m. PST depending on exactly where the Piper Commanche was located at that time (within 60 mi of 7:34 p.m. location). Sun was about 3° to 5° below geometric earth horizon at 303° to 305° True azimuth at ground level during 10-minute sighting (about 1° to 3° below visible horizon to the aircraft at 10,500 ft) and could not possibly have been visible. Any hypothetical "dust" particles would have had to be at least 80,000 ft in altitude to be illuminated by the sun so far below the earth's limb, thus in the stratosphere impossibly high for dust to reach. Only violent volcanic eruptions and large surface-burst or low-altitude nuclear explosions could loft dust that high and none had occurred. (Sparks; BB files; Basterfield; McDonald list)	10 mins	2		
1400.		July 4, 1959. South China Sea S of Macao, China (at 20°38' N, 112°35' E). 7:43 a.m. USAF pilot and gunner of RB-66 saw a group of 24 cream-colored oval or oblong 40-60 ft objects flying at 36,000 ft [UFOs? RB-66?]. (Sparks; Project 1947; BB files)	13 mins	2?		binoculars
1401.		July 5, 1959. South China Sea S of Macao, China (at 20°38' N, 112°35' E). 7:18 a.m. USAF pilot and gunner of RB-66 saw 5 oval 60-ft objects flying at 36,000 ft [UFOs? RB-66?]. (Sparks; Project 1947; BB files)	3 mins	2?		

1402.		July 9, 1959. Jamaica & Bahamas. 8:06-8:15 p.m. (EST). Trans Canada pilot Capt F. F. Beckett and First Officer J. Bosma at Ocho Rios, Jamaica (at 18.4° N, 77.1° W), hotel manager (?) W. B. Street, and others at Falconbridge Hotel, Ocho Rios, Jamaica. Object first spotted by Bosma and Street at 8:06 then called to Beckett's attention at 8:07, when it was at about 5° azimuth and 25°-30° elevation. Beckett's drawing shows object's flight path dipping down to about 20° then rising up to disappear at about azimuth 30°-40° elevation 25°-30°. Oval translucent haze or shape appeared around central object. Possibly object was Jupiter IRBM launched from Cape Canaveral at 8:01 p.m. EST. Beckett's and other witnesses' 8:06-8:15 p.m. timing put sighting long after Jupiter IRBM rocket engines and nose cone separation would have shut down or ended at 8:04 p.m., hence no prominence from propellant firing or nose cone blast. Jupiter missile would not have been visible through the vented propellant cloud given the already extreme dimness. Jupiter rocket body 45 ft long would have barely been visible at ~620 to 700+ miles slant range distance (when first seen mag. +3 to +5 depending on calculation but if obscured by the vent cloud then totally invisible) and the separated 15 ft nose cone not at all (mag. +5 or dimmer if not totally obscured by vent cloud). Beckett estimated stellar magnitude of object as "much brighter" than +2nd magnitude, comparable to a planet, or to aircraft landing light at 20 miles (about mag. -1). (Sparks; Basterfield; BB files; McDonald list; Ted Molczan; Printy)	9 mins	6+		
1403.		July 11, 1959. N Pacific, 1000 mi E of Hawaii. 6:02 a.m. (1302Z / GMT / UT). Pan Am Flight C947 Boeing DC-7C Stratocruiser pilot Capt. George Wilson, copilot Richard Lorenzen, and Flt Engr (at 28°25'N, 144°30'W) at 20,000 ft saw in the SW, slightly higher than flight level possibly by 1,000 ft, a large bright white light heading towards them, followed by 4 smaller lights on the left, moving constantly at high speed made 180° path change (reversed course?) then 90° right turn, disappeared in the S. Other sightings by other Pan Am Flight C942, Slick Airways Flight 719/11, Canadian Pacific, Empress Flight 323-11, United Airlines Flight 21 (DC-6B) flight crews. Possible IFO meteor fireball except for unexplained 90° turn. (Sparks; Project 1947; McDonald list; Menzel 1963; BB files)	10-15 secs	10+		
1404.		July 14, 1959. New Delhi, India. (Sparks; McDonald list)				
1405.	6446	July 25, 1959. Irondequoit, New York. 1 p.m. Technical illustrator W. D. Neva saw a thin, crescent moon-shaped object, with a small white dome in the center, fly at tremendous speed. (Sparks; Berliner)	5-10 secs	1		
1406.		July 28, 1959. Corpus Christi, Texas. (Sparks; McDonald list)				
1407.		July 28, 1959. E of Florida. (Sparks; McDonald list)				
1408.		Aug. 2, 1959. Washington, D.C. (Sparks; McDonald list)				
1409.		Aug. 3, 1959. Silver Springs, Maryland. (Sparks; McDonald list)				

1410.	6462	Aug. 10, 1959. Goose AFB, Labrador, Canada. 1:28 a.m. RCAF pilot Flt. Lt. M. S. Mowat, on ground, saw a large star-like light cross 53° of sky. (Sparks; Berliner)	25 mins	1		
1411.		Aug. 13, 1959. Bet. Roswell and Corona, New Mexico (at 33°52' N, 105° 6' W). Jack H. Goldsberry, former USN PBY, flying Cessna 170 from Hobbs to Albuquerque, N.M., at 8,000 feet, noticed halfway between Roswell and Corona, that his Magnesyn electric compass suddenly moved around a slow 360° rotation in about 4-5 secs, and his other standard magnetic compass was spinning wildly. About this time, he saw 3 small gray slightly fuzzy elliptical objects in close echelon formation passing in front from left to right and around his plane at a distance about 450 to 600 ft and a speed of about 200 mph. Magnesyn compass followed the objects' position as they circled the plane, and after one full circle they disappeared to the rear, then both compasses settled back to normal. CAA controller at Albuquerque canceled his flight plan and ordered him to land at Kirtland AFB, where he was interrogated by a USAF major, who said he would become [radiation sickness?]. (Sparks; NARCAP-NICAP-McDonald; NICAP UFO Investigator, March/April 1965; BB files??)		1	4	EM
1412.		Aug. 14, 1959. NE of Hawaii (at 37° N, 142°45' W). 7:53 p.m. (AHDT). Military pilot saw a very bright white light change color to red as it moved into [?] the sunlight. (Sparks; Project 1947)		1		
1413.		Aug. 16, 1959. Macon and Forsyth, Georgia. (Sparks; McDonald list)				
1414.		Aug. 19, 1959. 80 miles E of Otis AFB, Mass. [or E of Wash. DC?]. 3:37, 3:42, 3:44, 3:45, 3:46, 3:52, 3:57 p.m. (EST). 691st Airborne Early Warning & Control Sq RC-121 at 6,000 ft heading 55° 185 knots. Detected single high speed targets 3,000 to 7,800 mph on APS-20 S-band radar except 2 that were in trail. Blips on various headings of 360°, 180°, 290°, and final 2 were together in trail on 60° heading but made 60° turn to 360° (0°). BB conclusion of “Possible IFF interference” is nonsense, as IFF cannot possibly have “interference” as if it was merely a radar. IFF transponders send signals on one frequency that trigger a timed and coded message signal in response at a different frequency. (Sparks; McDonald list; Vallée <i>Challenge to Science</i> ; BB files)	1 min each	3		radar IFF
1415.		Aug. 19, 1959. Elburn, Illinois. 9:30 p.m. (CDT). Airline pilot saw a string of 3-4 white lights seemingly part of one object. (Sparks; Project 1947)		1		
1416.		Aug. 28, 1959. Charlotte Island, Canada. (Sparks; McDonald list)				
1417.		Sept. 5, 1959. Naha, Okinawa. 1440 (Z/GMT). (Sparks; McDonald list)	20 secs	11		
1418.		Sept. 7, 1959. Wallingford, Kentucky. Walter Ogden. 15-ft burned mark left by object on takeoff. (Sparks; McDonald list; Loren Gross 1959 Supp.)				
1419.		Sept. 10, 1959. Camp Kinser, Okinawa. (Sparks; McDonald list)				

1420.	6506	Sept. 13, 1959. Gills Rock, Wisc. 1:05 a.m. R. H. Daubner saw a round yellow light, with 8 blue lights within it, and 5 larger red lights, fly very fast vertically while making a pulsating jet noise. (Sparks; Berliner)	10 mins	1?		
1421.	6507	Sept. 13, 1959. Bunker Hill AFB, Indiana. 10 a.m. to 4 [7:30?] p.m. (EST). At least 2 control tower operators and the pilot of a Mooney private airplane, Kenneth Davenport, saw a nearly motionless white, cream and metallic pear-shaped object, with a trail under it. Attempted intercept by USAF T-33 jet trainer to 37,000 ft failed. Possible Sept. 11 launches of General Mills Skyhook balloon from Minnesota (denied by General Mills) or AF Project ASH CAN krypton gas recovery nuclear intelligence Skyhook balloon from Sioux City, Iowa (normal same-day recovery on Sept. 11 would seem to preclude Sept. 13 persistence); Insufficient Data to identify a specific balloon launch. (Sparks; BB files; Berliner; Project 1947; Printy)	6 hrs (9-1/2 hrs?)	4+		
1422.		Sept. 15, 1959. Kadena AFB, Okinawa. 7 a.m.-1 p.m. 3 USAF personnel radar tracked multiple green objects, and sighted 4-5 mins a silvery object tilted downwards visible only when lit by a rotating beacon light and which moved slowly on a straight path in the direction of the winds. (Sparks; CUFOS re-eval.; Jan Aldrich)	6 hrs ?	3		RV

1423.	Sept. 24, 1959. Near Redmond, Oregon (at about 41.26° N, 121.15° W). About 4:00 a.m. (PST). Redmond Police officer Robert Dickerson saw a strange bright light [white ball-shaped?] rapidly descending N of the airport about ¼ mile [?] away then stopped and hovered several hundred (or 200 ft) feet above ground [elevation about 10°?] for several mins where it lit up the juniper trees below. He drove [due E] toward it on the Prineville Hwy (Route 126) then turned [SE] toward the airport, when the object turned orange [reddish-orange?] and moved rapidly to climb at an angle with a reddish streak about 10 miles NE (or E?) of the airport at about 3,000 ft height above ground [Redmond is at 3,000 ft elevation ASL]. Dickerson arrived at the airport to report sighting in person at ca. 4:10 a.m. at Redmond FAA Air Traffic Communication Station. FAA Flight Service Specialist Laverne Wertz, Dickerson (and others?) viewed object through 7x50 binoculars outdoors to the E and to the right or S of the due W-E road Route 126 [road oriented 91°], seemingly about 7-8 miles away towards (beyond) Powell Butte [about azimuth 100°]. They watched the bright white oval light, long axis horizontal, as it emanated “heat radiation waves,” remaining stationary with small oscillations. [Next night at same (4 a.m.) time, Wertz and Dickerson noticed Venus as a round not oval light to the left or N of Route 126 whereas UFO had been S or right of Route 126. Venus was in fact at about azimuth 87° on both nights, left or N of Route 126, elevation 5°-6°.] FAA Redmond station (Wertz) reported UFO to FAA Seattle Air Route Control Center at ca. 4:30 a.m., after the UFO “relocated” to 10 mi NE [SE?] of airport. Dickerson drove on Route 126 towards UFO at about 4:30 a.m., but after 2-3 miles it suddenly climbed at high speed into a broken cloud deck, lighting them up. ARTC in turn reported it to 28th Air Division ADC, Hamilton AFB, Calif., at 4:32 and 25th Air Division ADC, McChord AFB, Seattle, at 4:44 a.m. Mt Hebo AFS radar site, Keno AFS radar site and 25th Air Division ADC scrambled various aircraft over the next 9 hours, including vectoring a B-47, scrambling 6 F-102 jets and an F-89 jet from Portland, and 2 helicopters and a Tri-Pacer aircraft to intercept UFO or locate it on the ground at Newberry Volcanic Crater. Possible radioactivity? FAA station observers saw object hover and emit long tongues of red, yellow and green light which extended and retracted at irregular intervals. As F-102’s approached the object from the SE [?] at 5:19 a.m. it turned into mushroom shape, emitted red and yellow flames from lower side and ascended rapidly, disappearing in 2 to 3-1/2 mins above scattered clouds at about 14,000 ft [altitude? height?]. [Object’s departure forced one F-102 to swerve to avoid collision, another nearly lost control from UFO’s turbulent wake; tracked on F-102 airborne radars but jets unable to intercept.] (Cont’d next entry:)	> 2 hrs 15 mins [10 hrs?]	many		RV multiple air and ground radars ?, radioactivit y??

		Redmond case cont'd: Object (re?)appeared about 20 miles S of Redmond at about 25,000 ft at about 5:25 am. Seattle Center reported at 6:20 a.m. radar contact with object about 25 miles S of Redmond at 52,000 ft was made by USAF ADC radar site at Keno AFS, near Klamath Falls, Ore., which tracked a large 300-400 ft [?] target and vectored B-47 and F-89 aircraft to identify. Redmond FAA controllers lost sight of object. Seattle FAA reported at 7:11 a.m. that Klamath Falls radar still tracked object at 25 miles S of Redmond but varying altitude from 6,000 to 52,000 ft. (Sparks; BB files; Fran Ridge/NICAP; Keyhoe 1973; McDonald files)				
1424.	6534	Oct. 1 [or 3rd or 4th week?], 1959. Telephone Ridge, Oregon. 9:15 p.m. Department store manager C. A. Cissman saw a bright light approach, hover about 30 mins, then take off and disappear in 2 secs. (Sparks; Berliner)	30 mins	1		
1425.		Oct. 2, 1959. 12:40 a.m. (PST). Seattle, Wash. Army artillery radar site radar-visual. (Sparks; McDonald list)	3 hrs			RV?
1426.	6538	Oct. 4, 1959. Quezon, Philippines. 9:25 p.m. USN Lt. C. H. Pogson and CPO K. J. Moore saw a large round or oval object, changing from red to red-orange, fly straight and level. (Sparks; Berliner)	15 mins	2		
1427.	6543	Oct. 6, 1959. Lincoln, Nebraska. 8:15 p.m. Selective Service Lt. Col. L. Liggett and wife saw a round, white-yellow light make several abrupt turns at high speed. (Sparks; Berliner)	2 mins	2		
1428.		Oct. 12, 1959. Washington, Georgia. (Sparks; McDonald list)				
1429.		Oct. 19, 1959. N of Langley AFB, Virginia. (Sparks; McDonald list)				
1430.	6563	Oct. 19, 1959. Plainville, Kansas. 9:25 [10:25? EST] p.m. Capt. F. A. Henney, engineering instructor at USAF Academy, flying a T-33 jet trainer, saw a bright yellowish light on collision course with the T-33, the pilot avoided it and the light dimmed. (Sparks; Berliner; Project 1947)	30 secs	1		USAF Academy Engr Prof
1431.		Oct. 21, 1959. Warsaw, New York. (Sparks; McDonald list)				

1432.		Oct. 22-23, 1959. Near Loring AFB, Maine. 5:30 p.m. (EST). Presque Isle Police Dept [officers?] sighted “flying saucer” flying low over town with very bright lights on bottom. At 7:24 p.m. civilian in Fort Fairfield reported low-flying object with lights on bottom, making no noise. GCI [ADC radar site L80?] Caswell AFS (46°58’15”N, 67°50’04”W), 766th AC&W Squadron SAGE site, sent C-123 to check object. L80 RAPCON (?) had nothing on radar. At 11:24 p.m. a quiet and bright low flying object was reported 11 miles south of Loring AFB (46° 57’N, 67° 53’W), by a civilian (Mr. Squibb?). Jets scrambled but only a bright star was seen. By 12:30 a.m. (0030) civilian witnesses saw a blue-red object, a Mr Squibb (starting at 11:24 p.m. ?) and a Mrs Andrew Haun from a trailer court at Presque Isle using binocular glasses (and an Airman Brown?) continuing to at least 1:00 a.m. when 2 bluish objects with red rings [were still?] seen over Presque Isle (46°42’N, 68°07’W), Maine. One object hovering. Radar picked up objects at less than 15,000 ft. One sped N at 300 to 500 knots tracked by radar. At 2:20 a.m., 2 objects still reported over Presque Isle. At 3:05 a.m., Airman Ronald F Brown, Air Police, Loring AFB, saw round white light, apparently stationary, tracked by ground search radar GPS-3 (FPS-8) at Caswell GCI. Radar FPS-6A height finder estimated height at 5,000 ft. At 4:00 a.m., Caswell GCI radar had objects at 25,000 (26,000?) feet, 88° (nearly E) from Loring AFB. At 5:00 a.m., Burlington AFB scrambled two F-102 aircraft. GCI vectored them from 40,000 ft. No visual by air crew. (Sparks; Basterfield; BB files; McDonald list)	10.5 hours ? (intermittent)	several		radar, possibly RV
1433.		Oct. 26, 1959. Toccoa, Georgia. (Sparks; McDonald list)				
1434.		Nov. 3, 1959. Utica, New York. 6:55 p.m. (EST). USAF pilot of T-33 with 4039th Strategic Wing saw a round a stationary round yellow-white object move away, disappear, then reappear. (Sparks; Project 1947)		1?		
1435.		Nov. 5, 1959. Montauk AFS, Long Island, New York. (Sparks; McDonald list)				
1436.	6600	Nov. 18, 1959. S of Crystal Springs, Mississippi. 6:25 p.m. J. M. Porter saw a row of red lights fly slow, then accelerate immensely. (Sparks; Berliner)	5-6 mins	1		
1437.		Dec. 18, 1959. S Victoria Island, Canada. (Sparks; McDonald list)				
1438.		Dec. 23, 1959. W of Albuquerque, New Mexico. (Sparks; McDonald list)				
1439.	6663	Feb. 27, 1960. Griffiss AFB, Rome, New York (at 43.23° N, 75.41° W). 6:27 p.m. (EST). Control tower officer Capt. James Huey and 4 other tower operators saw a light trailing a white fan shape move from azimuth 170° elevation 20°, pass in front of [or near?] the star Sirius [at 151° azimuth, 25° elevation], disappear at azimuth 130° [typo correction of 180°] elevation 19°, elevation angles from clinometer readings after sighting. Probable IFO: NASA Echo balloon satellite non-orbital test launch from Wallops Island, Virginia, at 6:20 p.m. (EST). (Sparks; Berliner; Printy)	3-4 mins	5+		

1440.	6667	March 4, 1960. 3 mi S of Dubuque, Iowa (at 42°26' N, 90°42' W). 5:55 [5:57?] p.m. (CST). Pilot instructor Charles R. Morris and wife saw 3 elliptical-shaped objects, about 200 ft long x 60 ft wide about 5 miles away at 25° elevation [≈11,000 ft altitude] estimated at 20,000 [?] ft altitude (another witness, Nesler, estimated 40,000 ft), in the SE headed NNE at about 200 mph, making a slight climb as they disappeared in the NE after covering about 135° of arc in the sky. Morris took 6 ft of 8 mm color film during sighting but it showed no images of the objects, thus neither disproving IFO or UFO. Two witnesses, Ferdinand Nesler and Allan A. Jones, used binoculars and described objects as aircraft in appearance. Jones using 10x50 binoculars said he saw what looked like the tail of a B-52 jet. Insufficient data on possible IFO's (flight of 3 B-52's). SAC records showed flight, of uncertain or ambiguous date, of 3 B-52's at 31,000 to 32,000 ft that passed about 25 miles E of Dubuque on course 001° True at 370 knots (~430 mph) ground speed, at about 5:50 p.m. CST, date uncertain. ADC radars and Chicago ADC Air Defense Sector Hq had no records or radar tracks of B-52's or B-52 flight. ATIC rejected SAC's claims of B-52's in the area and called case "Unknown / Unidentified." (Sparks; Berliner; <i>UFO Evidence</i> ; NICAP <i>UFO Investigator</i> March 1960; BB files; Printy/Taylor)	4 mins	6	1/8	
1441.	6691	March 23, 1960. Indianapolis, Indiana. 3:35 a.m. Mr. and Mrs. E. I. Larsen saw a series of balls, arranged like an "X" with one diagonal line. Note: Little data on the case in the files. (Sparks; Berliner)	3/4 min	2		
1442.	6711	April 12, 1960. Lacamp, Louisiana. 9 p.m. Physical scientist Monroe Arnold saw a fiery-red disc from the S touch the ground about 1,000 ft away with a loud explosion heard by many people, and a flame. It bounced in an E direction for about 1,000 ft then rose again, turned W and disappeared. The ground was scarred in 9 places, and a substance resembling metallic paint was found, analysis inconclusive. Later unidentified radar target traveling 800 knots (900 mph) at 0045 a.m. April 13 from 1906th AACS Sq. (Sparks; Kevin Randle; BB files; Berliner; cf. Vallée Magonia 503)	2-3+ secs ?	1		physical scientist

1443.	6721	April 17, 1960. Richards Gebaur AFB (38.8° N, 94.6 W), ~20 mi S of Kansas City, Missouri. 8:29 to 8:31.5 p.m. (CST). USAF Major Jim G. Ford and A. Chapdelaine, Field Rep of LINK, while observing M-42 Great Orion Nebula [at about 15° elevation azimuth 250°] noticed a reddish glowing object with unaided eye and then in a 6-inch Newtonian reflector telescope (1-inch eyepiece 48x magnification), first seen N of Orion's Belt at about 30° elevation [about 250° azimuth or roughly WSW] traveling SW [to the left] at about 2°/min angular velocity, then passed about 1° below Sirius [at 19° elevation 229° azimuth about SW] accelerating to about 1°/sec at last sighting as it then disappeared below horizon [in the SSW?], with no apparent change in size, color or magnitude brightness. Estimated angular size about 5 arcsecs [equivalent of 4 arcmins in 48x telescope]. (Time incorrectly reported by witness as 1429 GMT / 8:29 a.m. CST but was apparently 8:29 p.m. CST thus also incorrectly converted to GMT. Should be 0229 GMT next day as BB did correctly note on the Record Card.) (Sparks; Berliner; CUFOS)	2.5 mins	2	½ (equiv. in 48x telescope)	6-inch reflector telescope
1444.	6727	April 25, 1960. Shelby, Montana. 7-10 p.m. Mrs. M. Clark saw 5 circular objects fly in trail formation, hover, accelerate and make sharp turns. Case file includes other reports from Mrs. Clark for previous 3 years. (Sparks; Berliner)	3 hrs	1		photo movie film ?
1445.		May 7, 1960. Canada, Montana, North Dakota. (Sparks; McDonald list)				
1446.		May 19, 1960. Dillingham, Alaska. Silver-colored round object 20-25 ft wide with hanging appendages hovered at 50-100 ft distance at 12 ft altitude, sucked up trash cans and grass, carried them about 300 ft then dropped them. (Sparks; Hynek UFO Rpt pp. 146-9)		several	40	
1447.		June 4, 1960. Pacific Ocean. (Sparks; McDonald list)				
1448.		July 14, 1960. 2 miles E of Miho AFB, Japan. 1:03 a.m. Military aircraft pilot saw a brilliant pale yellow oblong object with a short trail flying at about 10,000 mph. (Sparks; Project 1947)		1		
1449.	6858	July 19, 1960. St. Louis, Missouri. 8:30 p.m. T. L. Ochs saw a round, bright red light fly overhead, stop and hover, and then back up. Ochs reported similar sightings on 3 following nights [July 20 and 21 plus ?].	20 mins	multiple?		
1450.		Aug. 13-14, 1960. Red Bluff, Calif. 11:50 p.m.-2:05 a.m. Officers Charles A. Carson and Stanley B. Scott plus 3 others observe maneuvering silent red light with 5 white lights to the E descending to 100-200 ft height, reversed course, lifted to 500 ft, hovered, swept ground with red beam, aerial gymnastics, then headed E chased by police car, joined by similar object from S, disappearing in the E. (Sparks; Hynek UFO Rpt pp. 92-94)	2 hrs 15 mins	5+	6 ?	RV
1451.	6914	Aug. 23, 1960. Wichita, Kansas. 3:24 a.m. Boeing aeronautical engineer C. A. Komiske saw a dull-orange round object, with yellow lights coming from what looked like 3 triangular windows at bottom, flying in an arc. (Sparks; Berliner)	2 mins	1		Boeing aeronautical engr
1452.	6929	Aug. 29, 1960. Crete, Illinois. 4:05 p.m. Farmer Ed Schneeweis saw a shiny, round, silver object fly straight up at high speed. (Sparks; Berliner)	18 secs	1		

1453.	6962	Sept. 10, 1960. Ridgecrest, Calif. 9:50 p.m. Mr. and Mrs. M. G. Evans saw 2 light gray glowing objects, saucer or boomerang-shaped, which swished when accelerating [in 2 sightings?]. (Sparks; Berliner)	2 x 1-2 secs	2		
1454.		Sept. 17, 1960. Kirksville AFS, Missouri (at 40°17'52"N, 92°34'34"W). (Sparks; McDonald list)				
1455.		Sept. 19, 1960. Susanville, Calif. (Sparks; McDonald list)				
1456.		Sept. 20, 1960. Kirksville AFS, Missouri (at 40°17'52"N, 92°34'34"W). (Sparks; McDonald list)				
1457.		Sept. 20, 1960. SE of Farmington, New Mexico. (Sparks; McDonald list)				
1458.		Sept. 25, 1960. S of Midway Island (at 21°52' N, 178°25' W). 8:11 p.m. (26/0711Z). USAF aircraft crew saw a bright, round/oval object, continuously changing color from red to green to white, then repeating the cycle for 3-4 secs before changing. Sighted when aircraft turned left from course 030° to 210° at distance estimated at 2 miles. Object climbed from water level, sped past the tail of the aircraft to 5 o'clock position, then was lost to view. Next seen when aircraft was at 15,000 ft course 210°, object at 60° relative and 40° elevation, moving across nose of aircraft to relative bearing 330°, low, disappeared behind cloud bank, with tops at 10,000 ft, at about 20 miles distance. (Sparks; Basterfield; BB files; McDonald list)	1+3 mins	4	4 [?]	
1459.		Sept. 28, 1960. Kirksville AFS, Missouri (at 40°17'52" N, 92°34'34" W). (Sparks; McDonald list)				
1460.	7057	Oct. 5, 1960. Mount Kisco, New York (41.2° N, 73.7° W). 7:37 p.m. (EDT). E. G. Crossland saw a bright, star-like light, as bright as Venus or greater, move across 120° of sky from 30° elevation in the SE to almost directly overhead to disappearance in haze about 30° elevation in the NW, heading NW [thus retrograde for a satellite orbit and no retrograde satellites had ever been launched]. No sound. Counted off seconds right after the sighting ended, to reenact the duration. (Sparks; Castner/CUFOS; BB files; Berliner)	20 secs	1		
1461.		Nov. 15, 1960. 30 miles from Cressy, Tasmania. 10:40 p.m. USAF pilot and navigator of RB-57 saw a spherical 75 ft object flying at great speed at 36,000 ft. (Sparks; Project 1947; BB files??)		2?		
1462.	7133	Nov. 27, 1960. Chula Vista, Calif. 7:30 p.m. Mr. and Mrs. L. M. Hart and 5 others saw an orange-red point of light, with white sparkler-like light moving in and out of it, make huge circles, seen to the S and to N, overhead, then stopped. 3 witnesses had separate binoculars. (Sparks; Hynek UFO Rpt pp. 78-80)	20-30 mins	7		3 binoculars
1463.	7134	Nov. 29, 1960. S of Kyushu, Japan. 6:38 p.m. USAF Lt. Col. R. L. Blwlin [sp?] and Maj. F. B. Brown, flying a T-33 jet trainer, saw a white light slow and parallel the course of the T-33. (Sparks; Berliner)	10 mins	2		

1464.		Jan. 10, 1961. Cape Canaveral, Florida. 12:15 p.m. (EST). During the tracking of a Polaris A-1 missile Test 5016, launched at 12:14:02.06 p.m. (EST), at 1st stage separation at about 12:15 p.m. (at about T+85 secs??) Eastern Test Range's Radar Site 1.4, using an AF Missile Test Center S-band pulse radar 2.1.2 and a continuous-wave (CW) radar, started tracking "strongest target return," an "unidentifiable object," instead of tracking the Polaris 1st stage to impact as intended. Object alternately moved slowly then moved fast, lost at T+880 secs (?) (12:28:42? p.m.). See next case. (Jan Aldrich-Barry Greenwood NICAP-CUFOS; Sparks; BB files; McDonald list)	~14 mins			2+ radars
1465.		Jan. 10, 1961. Atlantic bet. Cuba and Haiti (at 19°48' N, 73°40' W). 12:44 p.m. (EST). USN aircraft carrier USS Franklin D Roosevelt radar SPS-12 reported an airborne object on a course of 175° traveling at 3,960 knots (4,560 mph) altitude unknown. BB conclusion claiming it was a Polaris missile launch from Cape Canaveral was in error as Polaris A-1 missile Test 5106 was launched ½ hour earlier, at 12:14:02.06 p.m. (EST), some ~700 miles away and impacted the ocean within 15 mins. See preceding case. (Jan Aldrich-Barry Greenwood NICAP-CUFOS; Basterfield; Sparks; BB files; McDonald list)	1+ min			radar
1466.		Jan. 10, 1961. Wichita Falls, Kansas. (Sparks; McDonald list)				
1467.		Feb. 16, 1961. Atlantic N of Bermuda (at 36°35' N, 67°45' W). (Sparks; McDonald list)				
1468.		Feb. 23, 1961. Misawa AFB, Japan. (Sparks; McDonald list)				
1469.		Feb. 26, 1961. Tyndall AFB, Florida. (Sparks; McDonald list)				
1470.		Feb. 27, 1961. Yuma, Ariz. (Sparks; McDonald list)				
1471.		Feb. 27, 1961. Herndon, Virginia. (Sparks; McDonald list)				
1472.	7284	Feb. 27, 1961. Bark River, Mich. 10:15 p.m. Mrs. LaPalm saw a fiery-red, round object, preceded by light rays, slowing and descending, while her dog howled. (Sparks; Berliner)	10 mins	1		
1473.		Feb. 28, 1961. Waverly AFB, Iowa. (Sparks; McDonald list)				
1474.		March 3, 1961. Ephrata, Wash. (Sparks; McDonald list)				
1475.		March 10, 1961. RAF Upper Heyford, England, UK. (Sparks; McDonald list)				
1476.	7321	Spring 1961 or 1963. Kemah, Texas. 10 a.m. or 2 or 4 p.m. Original case missing; re-reported by witness in 1965. Spider web material followed hours later by a sighting. (Basterfield; Sparks; BB files; Berliner)		1 or 2		
1477.		March 22 [23-29?], 1961. Ft. Pierce, Florida. 9:45 p.m. Beechcraft pilot and passenger saw an intense bright light rise from 8,000 to 20,000 ft and accelerate. (Sparks; McDonald list; cf. Project 1947)		2		

1478.		April 11, 1961. 9:57 a.m. (EST). Cape Canaveral, Florida. Polaris submarine missile scheduled for launch at 9:30 a.m. was delayed to 10:52:51 a.m. Patrick AFB FPS-20 radar tracked UFO from 150 to 600 knots (200 to 700 mph) at ranges of 10 to 55 mi at azimuths 125° to 127° in a [6-7 mile?] orbit pattern at around 44 miles range. April 27?: IFF confirmation. F-102 interceptor from Jacksonville had radar lockon for 2 mins. (Sparks; BB files; McDonald list)	33 mins			
1479.		April 27, 1961. (EST). Cape Canaveral, Florida. Juno missile launch. Patrick AFB radar tracked UFO. (Sparks; BB files; McDonald list)	x mins			
1480.		April 14, 1961. Far East. (Sparks; McDonald list)				
1481.		April 18, 1961. Eagle River, Wisc. 11 a.m. Joe Simonton heard a whining sound and saw an object, 30 ft in diameter, 12 ft high, with exhaust pipes around the periphery, land near his house. A door opened and a man appeared, about 5 ft tall, wearing a black, turtle-neck pullover with a white band at the belt, and black trousers with a vertical white band along the side. Two other [?] figures were visible inside. Simonton filled a jug with water, returned it to the man, who gave him three ordinary pancakes, and the object took off. (Sparks; Vallée Magonia 517)				
1482.		April 20, 1961. Hanna City AFS, Illinois. (Sparks; McDonald list)				
1483.	7359	April 24, 1961. 200 miles SW of San Francisco, Calif. (35°50' N, 125°40' W). 3:34 a.m. (PST). 551st AEW&C Sq aircraft commander Capt. H. J. Savoy and navigator 1st Lt. M. W. Rand, on USAF RC-121D radar patrol plane at 11,000 ft saw reddish-white round object or light, similar to satellite or aircraft, angular size of pinhead at arm's length, moving W to E, tracked through sextant from 29°55' elevation 140° azimuth (SE) disappearing at the horizon at 50° (or 60° text barely legible) azimuth. No sound, no trail, weather clear, check for Echo satellite negative. (Sparks; Berliner; Jan Aldrich-NICAP; AFRHA index for 551st AEW&C Sq History)	8 mins	2	1/6	sextant

1484.		May 11, 1961. Indian Springs & Nellis AFB, Nevada. 11:28 a.m. (MST). Multiple theodolites at Indian Springs and Nellis AFB (2x). Silver crescent shape. "Mother" object "periodically launching other flying objects" emitting 56 objects tracked on 865th AC&W Sq Angel Peak FPS-20A radar (36°19'07" N, 115°34'30" W) from 3:05 p.m. to 6:30 p.m., very slow moving 5-10 NM in 3hr25min radar tracking at 293° azimuth at 32 NM staying within 10 NM [just S of Mercury, ~60 mi WNW of Las Vegas]. Theodolites may have been tracking different object, location 8 ? NM W ? of Las Vegas. BB tried to dismiss as U-2 (impossibly slow with U-2's stall speed ~400 mph). Nellis AFB thought possibly balloon but no known. Attempted intercepts F-106 and F3H canceled. Estimated height 75,000-100,000 ft impossible if ~20 mi from Nellis theodolite base weather station (36°15' N, 115°02' W) measuring angular elevations from 3:00 to 4:00 p.m. dropping from 31.9° to 19° degs (azimuths 248.7° to 260°) or ~30,000 to ~50,000 ft. Estimated height was beyond capability of FPS-20A radar. Still in sight supposedly when teletype sent 8:20 p.m. (Sparks; BB files)	9+ hrs	~10+		3x theodolites & radar
1485.		May 19, 1961. About 7 miles W of Bay Minette, Alabama (at 30°52' N, 87° 53' W). 10:18 a.m. Man checking mast of a ship saw an oval aluminum or silver-like object with tapered edges reflecting sunlight to the NNE at 20° azimuth 60° elevation traveling to SSW at 200° azimuth 60° elevation, no sound or trail. (Sparks; Hynek-CUFOS-Willy Smith files)	30 secs	1	20 ?	
1486.		May 20, 1961. Maxwell AFB, Alabama. (Sparks; McDonald list)				
1487.		May 20, 1961. Tyndall AFB, Florida (30° N, 85.6° W). 2:50 a.m. (CST). USAF fighter and helicopter pilots, and personnel (Staff Sgt + 3 airmen) of 4756th Air Police Sq saw a white-orange round object. Air policemen sighted orange or white object in the E moving from azimuth 30° (or 70°) to 130° at elevation angles of about 30° to 40° disappearing at 90° (?). Tyndall AFB Rapcon CPN-18 radar and ADC ground radars, FPS-20 search radar and FPS-6 height-finder radar, tracked slow-moving 2 to 45 mph targets 2 to 12 miles to the W at 2,000 to 10,000 ft from 3:45 to 5:10 a.m., which were apparently unrelated to visual sightings (Venus??) towards the E. Last radar contact at 25 miles to NNW. F-102 jet airborne at about 3:50 a.m. was unable to intercept the radar targets, though the F-102 onboard radar picked up target sporadically. Helicopter intercept from 4:45 to 5:05 a.m. by pilot Capt. Paul F. Vandergriff and flight engineer Airman/1c B. Selph, reached less than 5 miles of flight before it was called off. Venus was rising in the E at azimuth 83° to 96° in 1hr 40mins from 2:50 to 4:30 a.m., elevation 1° to 26°. (Sparks; BB files; Project 1947; NICAP)	2 hrs 20 mins	10+		
1488.	7417	May 22, 1961. Tyndall AFB, Florida. 4:30 p.m. (CST). AF wives Mrs. A. J. Jones and Mrs. R. F. Davis saw revolving silver-dollar disc hover at about 3.5° elevation in the SE, rise to 35° elevation then suddenly disappear. No sound, no trail, no exhaust. (Sparks; BB files; Castner/CUFOS; Berliner; NICAP)	15 mins	2		

1489.		June 2, 1961. Tampa, Florida. (Sparks; McDonald list)				
1490.	7437	June 2, 1961. Miyako Jima Air Station, Japan (24 47' N, 125 18'E). 10:17 p.m. 1st Lt. R. N. Monahan and Hazeltine Electric Co. technical representative D. W. Mattison saw a blue-white light fly erratic course at varying speed, in an arc-like path. (Sparks; Berliner)	5 mins	2		
1491.		June 25, 1961. Pacific Ocean. (Sparks; McDonald list)				
1492.	7491	July 7, 1961. Copemish, Mich. (44°30' N, 85°54' W). 11 p.m. (EST). Waitress Nannette Hilley saw a large blue to red ball at 45° elevation, 330° azimuth (about NNW), fly slow, split into 4 after 45 mins flying close formation, descend, then fly away to the W, coming down low behind trees, disappearing at 10° elevation, 270° azimuth (W). Additional 4 witnesses about 5 miles from Copemish sighted landing of object until after 1 a.m. (EST). (Sparks; BB files; BB/SAFOI Carl Hart June 25, 1962, Summary 10 Unidentifieds in 1961, CUFOs-Hynek files/Mary Castner; Basterfield NICAP website; Berliner)	2+ hrs	5		
1493.		July 10, 1961. Golden, Colo. (Sparks; McDonald list)				
1494.	7499	July 11, 1961. 4 mi NW of Springfield, Ohio. 7:45 p.m. Ex-air navigator G. Scott, wife, and neighbors saw a round, bright light like shiny aluminum, pass overhead. (Sparks; Berliner)	20 mins	4+		
1495.		July 17, 1961. 1 mile N of Bonny Spring Ranch [Bonnie Springs?] near Las Vegas, Nevada. 2 a.m. On U.S. Highway 91 [95?], 2 civilians in a car saw in the rear-view mirror a low-flying object that overtook their car, followed by a rush of cold air. It stopped, circled the vehicle, flew off and was lost to sight behind the mountains, where it may have landed but exhaustive military investigation found no trace. (Sparks; Vallée Magonia 521)		2		
1496.	7510	July 20, 1961. Houston, Texas. 9:03 a.m. (CDT). Trans-Texas Airlines Capt. A. V. Beather, flying a DC-3 at 160 knots, saw 2 very bright white lights fly in trail formation. Ground radar report vague. (Sparks; BB files; Berliner)	30 mins	2+ ?		Radar, audio tape
1497.	7579	Aug. 12, 1961. Kansas City, Kansas. 9 p.m. College seniors J. B. Furkenhoff and Tom Phipps saw a very large oval object with a fin extending from one edge to the center, like a sled with lighted car running boards, which hovered at 50 ft altitude for 3-5 mins, then flew straight up and E, disappearing in about 5 secs. (Sparks; Berliner; cf. Vallée Magonia 522)	3-5 mins +	2		
1498.		Sept. 2, 1961. Albuquerque, New Mexico (35°05' N; 106°36' W). 4:40-4:50 p.m. (MST). Ziegler saw reflection of sun from a shiny surface of a round silver object moving erratically W to E from about 240° azimuth (about WSW) to 210° when it stopped and emitted several smaller silvery objects about 1/6 the size of the main object. Then it continued on to about 150° azimuth (about SSE) where it again stopped and emitted several silvery objects about 1/6 size then moved away and climbed to about elevation 50° until disappearance by fading. (Sparks; Basterfield; Project 1947; McDonald list; Saunders/FUFOR Index)	10 mins	1		

1499.		Sept. 7, 1961. Cape Canaveral, Florida. 9:37 p.m. (EDT). Object sighted and filmed by Boston Univ camera tracking system and crew at Patrick AFB (at 28°13'40.75" N, 80°36'19.69" W, elev. 30 ft MSL) during Titan I ICBM missile test launch T-3212 at Cape Canaveral Pad [LC-20] near 2nd stage stage Titan burnout (which was at 9:36:32.25 or 9:37:10 p.m. to the ESE about 105° azimuth 296 NM downrange) [about 7 mins after launch]. Apparently noticed on film unclear if tracking crew sighted object or if other witnesses. TOP SECRET message 61-39 from AF Missile Test Center is missing or removed from BB file along with RCA Azusa system tracking data on Titan launch. No data on BU camera angles. BB's explanation was star Gamma Piscium (then in Sept 1961 at 23h15m8.5s RA, 3°4'8" N Decl.) but Hynek skeptical. (Sparks; BB files; Hynek UFO Rpt pp. 44-45)	4 secs	?		Bostin Univ missile tracking scope
1500.		Sept. 19-20, 1961. Indian Head, New Hampshire. 11 p.m.-2 a.m. (EDT). Barney and Betty Hill saw a lenticular object with a double row of portholes and half-a-dozen dark figures working at control panels inside, when they stopped to investigate a light following their car. They became afraid and drove away. A "beeping sound" enveloped the car, they felt a prickling sensation before losing consciousness. When they came to, they were driving near Ashland. A series of nightmares and medically controlled hypnosis brought back what apparently was the memory of their abduction by the occupants of the object. Pease AFB 1917th AACCS Det. 2 had an unidentified radar contact on Precision Approach Radar at 2:14 a.m. of an unseen or invisible object at 4 miles range [prob. at about 1,000 ft AGL (above ground level) at 3° descent angle] aborting a landing on the runway at ½ mile range. (Sparks; Vallée Magonia 524; BB files; etc.)	3 hrs ?	2		radar? EM?
1501.		Sept. 27, 1961. W of Calif. [?] coast. 7:57 a.m. (PST). Radar air defense patrol aircraft [probably RC-121D], callsign Ethan 43, from 552nd Airborne Early Warning & Control Wing, McClellan AFB, Sacramento, Calif., detected 5 targets on APS-95 UHF 425 MHz radar at high speed, 4 of which heading 90° Mag (E) and 1 at 80° Mag (nearly E), all of which disappeared in sea clutter. About 3 mins later [at 8:00 or 8:01 a.m.?] 2 targets appeared heading 70° Mag (about ENE), crossed the radar scope, one of which was tracked at 1,800 knots (2,100 mph) over a path of 200 NM [about 6-1/2 mins], both disappearing in sea clutter. During these tracks a third target appeared, stationary for 2 mins, then began moving at 60 knots (70 mph) on heading 265° Mag (nearly W), disappearing in sea clutter at about 8:10 a.m. No temperature inversion, weather clear. Targets detected by IFF only. (Sparks; McDonald list; BB files)	13 mins			IFF
1502.		Sept. 30, 1961. Las Vegas, Nevada. (Sparks; McDonald list)				
1503.		Nov. 7, 1961. Arlington Heights, Illinois. (Sparks; McDonald list)				

1504.	7741	Nov. 21, 1961. 7 miles ENE of Old Town, Florida. 7:30 p.m. (EST). C. Locklear of Florida State Road Dept. and Helen Hatch of Shaw Ford dealership saw a round, red-orange object at about azimuth 180° (South) fly straight up, brighten then fade and disappear. Insufficient Case Data, possible Titan I missile launch about 170 miles to ESE at Cape Canaveral at 7:30 p.m. (EST) with brightening due to second stage firing. (Sparks; Berliner; Printy; BB files)	3-4 mins	2		
1505.	7742	Nov. 23, 1961. Sioux City, Iowa. 9:30 p.m. F. Braunger saw a bright red star fly straight and level. (Sparks; Berliner)	15 mins	1		
1506.	7754	Dec. 13, 1961. Washington, D.C. 5:05 p.m. C. F. Muncy, ex-U.S. Navy pilot W. J. Myers, and G. Weber saw a dark diamond-shaped object with a bright tip fly straight and level. (Sparks; Berliner)	1-3 mins	3		
1507.		Jan. 22, 1962. Kirksville AFS, Missouri (at 40°17'52"N, 92°34'34"W). (Sparks; McDonald list)				
1508.		Feb. 12, 1962. Winnemucca AFB, Nevada. (Sparks; McDonald list)				
1509.		Feb. 19, 1962. Dauphin Island (at about 30°18' N or farther N initially, 88° 8' W), Alabama. 3 witnesses driving S on the Dauphin Island toll bridge saw a reddish-orange object 1/3 the sun's diameter to the S about 10° elevation, changing shape from round to football or cigar shape then covered with fog. Car stopped for witness to call Dauphin Island AFS radar site, 693rd Radar Sq which coincidentally had 2 USAF airmen driving N on the toll bridge and saw the object to the W, and thus object's location can be approximately triangulated at about 30°16' N, 88° 10' W, distance to civilian observers 2-5 miles depending on how far N when first seen, and actual size at least 30 ft. No radar contact reported. (Sparks; Hynek-CUFOS-Willy Smith files)	12 mins	5	4/10	triangulation
1510.	7818	Feb. 25, 1962. Kotzebue, Alaska. 7:20 p.m. U.S. Army private and 6 anonymous civilians saw red light, trailed 30 secs later by a blue light. (Sparks; Berliner)	5 mins	7		
1511.	7823	March 1, 1962. Salem, New York. 10:35 p.m. Mrs. L. Doxsey, 66, saw a gold-colored box, 12-14 inches x 3-4 ft fly straight and level across the horizon. (Sparks; Berliner)	3-4 mins	1		
1512.	7840	March 26, 1962. Ramstein AFB, Germany. 1:35 p.m. USAF Capt. J. M. Lowery, from an unspecified aircraft, saw a thin, cylindrical object, 1/3 snout, 2/3 tail fins, fly at an estimated Mach 2.7 (1,800 mph). (Sparks; Berliner)	5-8 secs	1		
1513.	7841	March 26, 1962. Naperville, Illinois. 11:40 p.m. Mrs. D. Wheeler and Claudine Milligan saw 6-8 red balls, arranged in a rectangular formation, become 2 objects with lights by the end of sighting. (Sparks; Berliner)	15 min	2		
1514.	7930	March [May?] 26, 1962. Westfield, Mass. 10:45 p.m. Many unidentified young people saw a large red ball fly or fall down, then rise back up. (Sparks; Berliner)	3-10 min	many		
1515.		April 2, 1962. Goose Bay, Labrador, Canada. (Sparks; McDonald list)				
1516.	7851	April 3-4, 1962. Wurtland, Kentucky. 8:50 p.m. (EST). G. R. Wells and J. Lewis, using 117x telescope spotted a small object changing brightness, giving off smoke but stationary like a comet. Case missing. (Sparks; Berliner)	6 mins	2		telescope

1517.		April 12, 1962. Kunia, Hawaii (at 22° 2' N, 160° 4' W). 10:54 p.m. (HST). ADC Air Defense Control Center, 326th Air Division, Kunia Annex, Wheeler AFB, reported 700 knot (800 mph) aircraft-like radar return apparently headed toward station at 318° azimuth, below 24,500 ft. (Sparks; Basterfield; BB files; NICAP website; McDonald list)		1+		radar
1518.		April 18, 1962. New York to Eureka, Utah, to Nellis AFB, Las Vegas, Nevada. National air defense UFO alert (previous cases on Dec. 6, 1950, Apr. 17, 1952, not in BB files apparently, and Sept. 20, 1957, in BB files). High speed brilliant maneuverable object is tracked by radars and sighted visually across the continent by numerous military and civilian witnesses. (Sparks; Berliner; Kevin Randle; etc.)	hrs	many		RV
1519.		April 28, 1962. Ft. Worth, Texas. Night. Nuclear engineer Ralph Jackson saw egg shaped light crossing the sky brighter than the Echo I satellite. (Sparks; Mary Castner/CUFOS)		1		nuclear engineer; telescope, binoculars
1520.		May 19, 1962. Marksville, Leesville, Colfax, Louisiana. (Sparks; McDonald list)				
1521.		May 24, 1962. Albuquerque, New Mexico. (Sparks; McDonald list)				
1522.	7931	May 27, 1962. Palmer, Alaska. (NARA)		multiple		
1523.		June 7, 1962. Hallett Station, Antarctica (at 72°19' S, 170°13' E). 0105Z. US Navy Officer in Charge of Hallett Station [and other personnel?] sighted a brilliant, white light, about 20 times brighter than 1st magnitude star, at 250° True azimuth, 30° ["1?" perhaps teletype error for "10" degs altered from original TWX in handwriting to "30" degs] elevation. Stationary for 5 mins. Viewed with 7x50 binoculars. Object circular, with dazzling gold color. Seen "between" two mountain peaks [not literally between but above gap in between, then descending to the S in between]. Sun was below the horizon (long Antarctic night there, May 14-July 31). After 5 mins it moved S and lost to view behind a peak [possibly unnamed 3600 ft peak at 248° azimuth about 7-1/2 mi distant or 5° elevation] but did not reappear on other side of peak as expected from S motion. No similar object seen on succeeding 3 days despite bogus and inconsistent BB conclusions it was star Fomalhaut or planet Jupiter. Fomalhaut never set, and Jupiter was already below the horizon, having set at about 0050Z below a local mountain ridge at 264° azimuth ~6.5° elevation about 10 miles away at about 6,000 ft elevation. (Sparks; Basterfield; BB files; McDonald list)	5+ mins	1+ ?		binoculars
1524.	7957	June 21, 1962. Indianapolis, Indiana. 4 a.m. Lt. Col. H. King and tail gunner M/Sgt. Roberts, aboard a B-52 heavy jet bomber, saw 3 bright, star-like lights, first one then 10 secs later 2 more. (Sparks; Berliner)	3 mins	2		
1525.	7968	June 30-July 1, 1962 [?]. Richmond, Virginia. 9 a.m. 13 year old Meadors [?] saw a red, star-like light for unspecified length of time. No further details in files. (Sparks; Berliner)		1?		

1526.	8020	July 19, 1962. Metuchen [Bayhead?], New Jersey. 9:30 p.m. C. T. Loftus and H. Wilbert saw 3-5 lights from different parts of the sky dart about the sky with no pattern, brightness increased with speed of motion, complete stops, zigzags, generally straight lines, N course [?]. No trails or sound. (Sparks; Mary Castner/CUFOS)	7-10 mins	2		
1527.	8034	July 29 [30?], 1962. Ocean Springs, Mississippi. 11:20 p.m. Mr. and Mrs. M. O. Barton saw a bright cherry-red, diamond-shaped object fly slow, hover, make fast 1/2 loops. (Sparks; Berliner)	10 mins +	2		
1528.	8064	Aug. 18 [19?], 1962. Bermuda. 5 p.m. Owner M. Sheppard and chief announcer A. Seymour of radio station saw 3 dull-white, egg-shaped objects waver as they moved. (Sparks; Berliner)	20 mins	2		
1529.		Sept. 15, 1962. Oradell, New Jersey. 5, 6, 7:50 p.m. 2 bright disks seen at 5 p.m., again at 6 p.m., at the state line. 2 witnesses saw one round object with a fin on top and another under it at 7:50, heading down toward Oradell reservoir. 3 young men saw and heard the object touch the water. Another witness called police. Bright luminous object surrounded with a glow, apparent size of a small plane 1/2 mile away, took off a few minutes later to the S. (Sparks; Vallée Magonia 547)	few mins ?	6+	1/10 ?	
1530.	8133	Sept. 21, 1962. WSW of Biloxi, Mississippi, in Gulf of Mexico. 7:37-7:50 p.m. Fishing boat captain S. A. [Danny?] Guthrie and deck hand saw 2 objects, red and black with orange streaks, one as big as the Moon, and the other smaller and trailing [?], arcing across the sky. (Sparks; Mary Castner/CUFOS; Berliner)	13 mins	2	1	binoculars
1531.	8182	Oct. 23, 1962. Farmington, Utah. 3 p.m. R. O. Christensen saw a grey and silver ball, trailing what looked like twine with two knots in it, swerve, and climb away at a 45° angle, making a sound like a flock of ducks (rushing air). (Sparks; "Duck Hunter Case") (Berliner)	20 secs	1		
1532.	8215	Nov. 17, 1962. Tampa, Florida. 9 p.m. F. L. Swindale, college graduate and ex-USMC Capt., saw bright star-like lights approach, hover and bounce, then fade. (Sparks; Berliner)	11-15 mins	1?		
1533.		Jan. 5, 1963. Nantucket Point, Long Island, New York. 3 a.m. (Sparks; Hynek UFO Rpt p. 45-46)	1 hr	2	16	
1534.		Jan. 28, 1963. Shilton, U.K. 5:20 p.m. Mary Sharp and Mrs. E. L. Sharp saw an object on the ground with 4 windows, emitting yellow-orange light, departed toward Rugby. (Sparks; Vallée Magonia 559)		2		
1535.		Jan. 28, 1963. Mamina, Chile. Nighttime. Former Chilean Air Force officer, driving a truck, saw 2 disk-shaped objects follow him. (Sparks; Vallée Magonia 560)	10 mins +	1		
1536.		Feb. 5, 1963 (approx.). Ascension, Paraguay. Student, Anastasio Lenven, saw an object land on the school grounds. A separate sighting by several residents, including an official of the Ministry of the Interior, was of an object flying at very high speed over Ascension. (Sparks; Vallée Magonia 562)		1 + several		

1537.	8277	Feb. 8, 1963. About 5 miles S of Maysville, Kentucky (at 38°32.5'-38°35' N, 83°47.5' W, 720 ft elevation ASL). 9:50 p.m. Mr. Pyles and 4 other witnesses saw a hovering saucer-shaped object about 200 ft away about 100 ft altitude (or 240 ft?) over a nearby field. Object was >30 ft across with 2 blue and 2 red lights equally spaced on periphery. Object tilted vertically then flew away to the W disappearing over low hill horizon about 1/2 mile away at 840 ft ASL after traveling about 1 mile. Sound like an aircraft engine. (Sparks; BB Maxwell Microfilm Roll 1, pp. 1113, 1131; NARA Microfilm Roll 1, p. 284; Loren Gross Jan-Jun 1963, pp. 17, 19)	30 secs	5	15?	
1538.		Feb. 15, 1963. Willow Grove, NW of Moe, Victoria, Australia. 7:10 a.m. Charles Brew saw a 25 ft blue and battleship-gray metallic object, 9-10 ft high, arrive from the E, stop at 50 ft altitude over his farmhouse [75-100 ft over a tree and a shed on his property]. Object made a swishing sound, underside spun counter-clockwise slowly about 1 rev/sec, had a bright chrome 5-6 ft long "aerial" or antenna, scoop-like protuberances on the outer rim spaced 1-1.5 ft apart, no light except for pale blue glow of underside, took off faster than a jet to the W at a 45° angle into the cloud deck, after hovering about 5 secs. Animal reactions. Witness developed strong headaches on the approach of the object and all day. (Sparks; Vallée Magonia 563; Project 1947; Bill Chalker)	5 secs +	1	20 ?	
1539.		March 6, 1963. Louisiana, Arkansas, Texas. 10:37-10:40 a.m. (CST). Insufficient data / possible meteor radar tracked through US Naval Space Surveillance network radar fence at 10:38:19 CST. (Sparks; BB files; McDonald list)				
1540.	8360	May 18, 1963. New Plymouth, New Zealand. 10:30 p.m. C. S. Chapman, 15, saw a white, fuzzy, flashing light hover and dart around. (Sparks; Berliner)	4 mins	1		
1541.	8363	May 22, 1963. Pequannock, New Jersey. 10:45 p.m. Myra Jackson saw 4 pink wheels spin or roll very fast from E to W in succession, each about 1 sec. (Sparks; Berliner)	4 x 1 sec	1		
1542.	8388	June 15, 1963. Indian Ocean SW of India [not near Venezuela] (at 14°27' N, 69°57' E [not W]). 8:39 p.m. [not 10:39 a.m.] 3rd Mate R. C. Chamberlin (and Master/Captain R. W. Higgenson?) of S/S Thetis saw in the NW about 325° True about 30° elevation a "luminous disk with no clear outline, with a light filament-like cloud in front no trail behind, traveling at about 1-1/2 times the angular speed of the Echo satellite seen about 9:10 to 9:20 p.m. local time. [NRO POPPY-GRAB ELINT satellite Agena D upper rocket stage launched about ½ orbit earlier, partial failure with possible vent cloud in front?.] (Printy Mar 2013; Sparks; Berliner)	4 mins	2?	nearly 1	
1543.	8371	Summer 1963. Middletown, New York. 9:30 or 10 p.m. Grace Dutcher saw 8-10 lights move at random, then in an oval formation, then singly. (Sparks; Berliner)	1 min	1		
1544.	8434	July 1, 1963. Glen Ellyn, Illinois. 8 p.m. R. B. Stiles, II, using a theodolite, saw a light, the size of a match head at arm's length, flash and move around the sky. (Sparks; Berliner)	1.5 hrs	1	1/2	theodolite

1545.		Aug. 4-5, 1963. Near Mt. Vernon (or Keenes) to Wayne City, Illinois. 11-11:30 p.m. – 12:20 a.m. (CDT). Ronnie Austin and Phyllis Bruce while driving E noticed a bright white round object to the SW about 20° elevation then S then N which followed them for several miles. When Austin dropped off Phyllis at home it was to the E about 500 ft away and her sister Forestine also saw the object with them. After about 15 mins Austin attempted to leave for home but the object followed him, at one point as he headed E it came over his car at about 100 ft, changed color to orange and appeared car sized, hovered above the car while the car radio had whining noise static and car engine almost failed, then made a pass from behind W to E. On arriving home object was about 900 ft to the SE or E and other family members also saw it, Mr. and Mrs. Orville Austin, sister Roxie and a brother. (Sparks; Fran Ridge/NICAP; BB files; Condon files unpublished AF Briefing Nov. 17, 1966)	50-80 mins	6	16 ?	EM, radioactivity?
1546.		Aug. 7, 1963. 4 miles E of Fairfield, Illinois. 8:45-9:10 p.m. Chauncey Uphoff and Mike Hill heard dogs bark, saw a yellowish-orange diamond shaped noiseless luminous object to the SW about 1,000 ft altitude moving E, joined by a pinpoint white light that went from SE to NW climbing with a possible drumming sound and when near the first object the latter blinked out. When the pinpoint light disappeared to the NW the diamond-shaped object reappeared as dim gray to the SW maneuvering towards them to the S about 45° elevation then SE with a U-turn or loop, appearing on edge with a tail or trail, changing color to orange then brilliant blue-white, disappearing in the SE. Object's angular size much larger than the moon. (Sparks; BB Maxwell Microfilm Roll 1, pp. 1115-6; NICAP)	25 mins	2+	20 ?	
1547.	8506	Aug. 11, 1963. Warrenville, Illinois. 10 p.m. R. M. Boersma saw a light move around the sky. (Sparks; Berliner)	20 secs	1		
1548.	8514	Aug. 13-14, 1963. St. Calen, Switzerland. 8:04 p.m. A. F. Schelling saw a fireball become a dark object after 4 mins, then a bigger glow, 1 min later, finally exploding. Note: same witness had another, undescribed, sighting on Aug. 14. (Sparks; Berliner)	4 mins + ?	1		
1549.		Aug. 20, 1963. Rome, Italy. 9:32 p.m. Fattorini. In the Italian President's forest reserve area near Rome, President's chauffeur driving his official car saw an object like a plate turned upside down, with a central turret, flying low over his vehicle. (Sparks; Vallée Magonia 579; FUFOR/Saunders; Edoardo Russo; Vallée Forbidden Science p. 133)		1?		
1550.	8548	Sept. 14, 1963. Susanville, Calif. 3:15 p.m. E. A. Grant, veteran of 37 years training forest fire lookouts for the U.S. Forest Service, saw a round object intercept a long object then either attach itself to the latter or disappear. (Sparks; Berliner)	10 mins	1		
1551.	8549	Sept. 15, 1963. Vandalia, Ohio. 6 p.m. Mrs. F. E. Roush saw 2 very bright gold objects, one shaped like a "banana" the other like an "ear of corn," one staying stationary, the other moving from W to N. (Sparks; Berliner)	10 mins	1		

1552.	8581	Oct. 4, 1963. Bedford, Ohio. 3:32 p.m. R. E. Carpenter, 15, saw an intense oblong light with tapered ends, surrounded by an aqua haze, flash and flicker while stationary. (Sparks; Berliner)	15 secs	1		
1553.		Oct. 6, 1963. Philadelphia, Penna. Freidman. (Sparks; Mary Castner/CUFOS)				
1554.		Oct. 7, 1963. Lanham, Maryland. Francis. (Sparks; Mary Castner/CUFOS)				
1555.	8603	Oct. 23, 1963. Meridian, Idaho. 8:35 p.m. Several unnamed students, including Gordon, and an adult saw an object shaped like a circle from below and a football from the side, hover low over the observers, making a deep, pulsating, loud, extremely irritating sound, changed course to SW, disappeared behind houses and trees. (Sparks; Mary Castner/CUFOS; Berliner)	6 mins	several		
1556.	8604	Oct. 24, 1963. Cupar Fife, Scotland. No time given. A. McLean, 12, and G. McLean, 8, saw a light move for an unspecified length of time. No further details in files. Note: BB Chief Maj. Quintanilla told the youngsters, in a letter, this was "one of the most complete" of the unexplained cases for the year. (Sparks; Berliner)		2		
1557.		Dec. 6, 1963. Évreux-Fauville [?] Air Base, France. 1710Z. RAPOC [RAPCO Radar Approach Control] of the 322d Air Division (Combat Cargo) reported tracking an object heading NW at 400 ft altitude at 40-50 mph. UFO made a turn as if on final approach to land [about a 90° right turn] lining up with Runway 23 [heading NE] when it suddenly dropped from 400 ft down out of the radar beam about 1-1/4 miles from touchdown point on the runway. Extensive search found nothing on the ground at the approximate location. Next day a radar kite was found at an unstated location and used by BB to write off the case when radar kite balloons cannot make turns. (Sparks; Basterfield; BB files; McDonald list)	1 ? min	1+		
1558.		Dec. 10, 1963. White Plains, NY. (Sparks; Mary Castner/CUFOS)				
1559.	8647	Dec. 11, 1963. McMinnville, Oregon. 7:00 a.m. W. W. Dolan, Professor of Mathematics and Astronomy, and dean of the faculty of Linfield College, saw a bright, star-like light the brightness of Jupiter in the N just above the horizon hovering about 30-60 secs, then slowly move to the right level with the horizon, then dimmed and then brightly flashed like a sun glint on a window (but sunrise was about 7:40 a.m.), picked up speed, while dimming, crossing 5° to 10° of arc in about 15 secs before disappearing behind a tree. (Sparks; Berliner; BB files)	~1 min	1	point source	Astro / Math Prof
1560.	8654	Dec. 16, 1963. Pacific, 800 miles N of Midway Island (at 40° N, 175°54' W). 5:05 p.m. Crew of military aircraft saw a white light blink 2-3 times per second moving very fast across the sky. (Sparks; Berliner)	15 secs			
1561.	8729	April 3, 1964. 1 mile W of Monticello, Wisc. 9 p.m. R. Wold, graduate student in anthropology, and wife, Rossing and another, saw 4 huge red lights in a rectangular formation, with a white light above, near the ground, tilt and fly away. (Sparks; Vallée Magonia 594; Saunders/FUFOR Index)	3-4 mins	4		

1562.		April 10, 1964. 30 mi E of Merced, Calif. 11:40 a.m. (EST, not PST). NORAD, National Military Command Center and AF Command Post reported that radar detected 12 objects at 60,000 ft and 90,000 ft and higher altitudes moving in a 60-mile “race-track pattern” (impossible for balloons). 2 F-106’s scrambled from Castle AFB and at 50,000 ft one or both jet pilots obtained radar lock on some of the objects but could not hold lockon and no visual was obtained. Due to extreme altitude NORAD scrambled 2 U-2’s at about 2 p.m. (EST). One U-2 pilot allegedly identified “the” object as a balloon according to NORAD report at 3:30 p.m. – no confirmation of such nonsense, no ID of balloon type, launch site, launch time. No explanation of 12 radar targets or how 1 balloon could be at different altitudes at the same time (60,000 ft, 90,000 ft and higher). (Sparks; BB files; Paul Dean)	3+ hrs?	5+		
1563.	8739	April 11, 1964. Homer, New York. 6:30 p.m. physiotherapist W. B. Ochsner and wife saw 2 cloud-like objects darken, one shot away and returned. (Sparks; Berliner; cf. Hynek UFO Exp, case DD-2)	30-45 min	2 [3?]		

1564.	8766	April 24, 1964. 1 mile SSW of Socorro, New Mexico (landing site near 34° 2'33" N, 106°53'52" W). 5:45-5:50? p.m. Socorro Police Dept. patrol officer Lonnie Zamora, while chasing a speeder heading S, heard a roaring sound and saw a bluish-orange funnel of flame in the sky to the SW slowly descending possibly 1/2 to 1 mile away, bottom of flame hidden behind a hill. He tried to pursue the flame, turning off to the right on a rough gravel road to the SW, lost sight of flame while trying to get car up steep rough hill. After 10-15 secs of continuing along gravel road, at the top of the hill he suddenly noticed a shiny whitish-aluminum color landed object about 12-15 ft tall about 800 ft away to the SW down in a gully, at first looking like upturned car but actually appearing oval long-axis vertical on two legs, and for about these 2 secs also saw 2 small-adult-like figures in white coveralls near object, one turning toward him seemingly startled and jumping. He lost sight of object as he drove about 1,000 ft further WSW, radioed headquarters he was investigating possible car accident, then stopped at the top of the ridge about 103 ft from landing site down in the gully to the SE. He got out, heard 2-3 loud thumping noises like a door shut hard, walked 3 steps to the front of the car to possibly 90 ft distance when he heard a very loud roar increasing in volume and saw a smokeless blue-orange flame coming from beneath the oval object, now seeming long-axis horizontal at this angle (about 120° azimuth change from previous sighting), with a red insignia or lettering in the middle about 2 x 2-1/2 ft, and slowly rising. He thought it was going to explode and ran away, putting car between him and the object, about 25 ft and 6 secs of running from the car he glanced back and saw object had risen about 20-25 ft to level of his car, ran another 25 ft and "ducked down" below edge of ridge. Roaring noise stopped, he looked up and saw object heading to the SW (towards W end of private Socorro Airport 1 mile away) at level height just clearing 8 ft dynamite shack by about 3 ft moving "very fast," no flame or smoke or noise. He ran back to patrol car, radioed headquarters, saw object climbing slowly and "get small" in the distance just clearing Box Canyon or Sixmile Canyon Mtn. (about 6 miles to WSW). Immediate police and military investigation found physical traces, smoldering grass, burning mesquite bushes and shallow indentations in the ground, and several other more distant witnesses. (Sparks; Hynek UFO Rpt pp. 223-9; BB files; etc.)	5 mins ?	1+	20	

1565.		April 26, 1964. La Madera, New Mexico. 1:30 a.m. (MST). Orlando Gallegos was chasing away stray horses, when he saw, in a gravel area, some 200 ft away, an ellipsoidal object on the ground, estimated telephone pole length [about 30 ft] 14 ft in circumference [4 ft diameter], rings of blue flame coming from underside. Object shiny metallic egg-shaped or butane-tank shaped with no windows. His family refused to go outdoors to look at the object. Next morning a 20 ft diameter charred area of ground was found [at landing site] still smoldering, with melting of glass and metal debris on the ground. 4 landing-leg-like imprints in the ground. (Basterfield; Sparks; BB files; McDonald list)		1		
1566.		April 26, 1964. 1 nmi S of Thunderbird Airfield, N Las Vegas, Nevada (at 36°11' N, 115°12' W). 11:26 a.m. (MST). Mr. Fuchs, Westinghouse engineer, saw in clear sky 12-15 silver oblong parachute-canopy shaped objects, in a bee-like random pattern formation at 20°-30° elevation, flying S in level flight for 30 secs, then reversed course to the N disappearing in 45 secs. (Basterfield; Sparks; BB files; McDonald list)	2 mins	1		
1567.		April 28, 1964. Minot AFB, N.Dakota. (Sparks; McDonald list)				
1568.		April 30, 1964. Canyon Ferry Reservoir, Montana. 9:30 [10:30?] p.m. Flittner, Harold Rust family children, and Linda Davis, saw egg-shaped object size of an automobile land about 150 [125?] ft away. Left 4 indentations in the ground, 8 x 10 inch rectangles, 4-8 inches deep, about 13 ft apart, and a burned area. (Tony Rullan; Lorenzen 1966, pp. 223-4; Saunders/FUFOR Index)	< 60 secs	6	10-15	
1569.	8787	May 9, 1964. Asheville, North Carolina. Civilian witnesses. (NARA)		multiple		
1570.	8788	May 9, 1964. Chicago, Illinois. 10:20 p.m. J. R. Betz, U.S. District Court reporter, saw 3 light green crescent-shaped objects, about half the apparent size of the moon, flew very fast in tight formation from E to W, oscillating in size and color for 3 secs. (Sparks; Berliner)	3 secs ?	1	1/2	
1571.	8811	May 18, 1964. Mt. Vernon, Virginia. 5:15 p.m. Civil engineer F. Meyers saw a small, glowing white oval split twice after moving from the right of the moon (to the E, half moon phase, 115° azimuth, 48° elevation) around to the left. (Sparks; Berliner)	17 mins	1		civil engineer
1572.		May 24 [26?], 1964. Millinocket, Maine. 9 p.m. Man and a friend driving on Millinocket Lake Road saw a fiery, structureless 2 ft spherical object to the side, stopped, left the car to get a better look. They became afraid, walked back to the car, the sphere followed them. Car would not start while sphere was within 5-10 ft. (Sparks; Vallée Magonia 607)	5 mins	2	20-40 ?	

1573.	8836	May 26, 1964. Cambridge, Mass. 3:43 p.m. (EDST). Paul Wankowicz, RAF pilot and ex-Smithsonian satellite tracker, saw a thin, white ellipsoid (3.5x length/width ratio), estimated 15-20 ft in length if at 1,000 ft, fly straight and level, travel from nearly overhead at 80° elevation in the NE to about 20-30° elevation in the ENE, where it disappeared behind the roof of the Sears Roebuck store as viewed from his car in the parking lot to the S, looking out the window [to the NE]. Estimated angular speed equivalent of 200 mph at 1,000 ft (17°/sec) or 1,000 to 3,000 arcmins/sec (17°-50°/sec) in agreement. Briefly lost sight of UFO as it passed behind 40% cumulus cloud cover. No noise or trail. Estimated tops of cumulus clouds at least 3,500 ft, thus UFO speed at least 700 mph and length 50-70+ ft. (Sparks; Basterfield; BB files; NICAP website; Berliner)	3-4 secs	1	1/3 – 1/2	satellite tracker
1574.	8839	May 26, 1964. Pleasantview, Penna. 11 p.m. Rev. H. C. Shaw saw a yellow-orange light, shaped like the bottom of a ball, in a field and chased down the road for 2 miles. (Sparks; Berliner)		1		
1575.	8870	June 13, 1964. Toledo, Ohio. 9:15 p.m. B. L. English, announcer for radio station WTOD, saw 3 glowing white spheres, glowing red on their sides, moving slow, hover then moving in circles very fast, making a low, rumbling sound. (Sparks; Berliner)		1		
1576.		July 10, 1964. Cape Guardian, Missouri; Jackson, Mississippi, Belleville. (Sparks; McDonald list)				
1577.	8924	July 16, 1964. 15 miles S of Houghton Lake, Mich. 11:15 p.m. Northern Air Service pilot K. Jannereth saw 4 white lights in a stepped-up echelon formation, joined by 2 more, closing in on the airplane, then rapidly slow and fly along with it. (Sparks; Berliner)	5 mins	1		
1578.	8942	July 20, 1964. Clinton, Iowa-Littleton, Illinois [?]. 4:45 a.m. J. J. Winkle saw a 60 ft diameter round-topped, flat-bottomed object with a long acetylene-colored flame shooting downward, flying straight and level, make a half loop, then rise up. [Military and civilian witness(es)?? Two different cases?] (Sparks; Berliner)	1 min	1 ?		
1579.		July 24, 1964. Langley AFB, Virginia. (McDonald list)				
1580.	8969	July 27, 1964. Norwich-Sherburne, New York. 7:30 [9?] p.m. Duabert, engineering supervisor [engineer?] stopped his car when he saw an aluminum sphere with a fluorescent luminous ring, stationary 50 ft above ground, which emitted 3 beams of very bright light before flying off at high speed. (Sparks; Vallée Magonia 618)	4-5 mins [6? mins]	1		
1581.	8973	July 27, 1964. Denver, Colo. 8:20 p.m. A. Borsa saw a white ball of fire, the size of a car, climb slowly, then speed up. (Sparks; Berliner)	2-3 mins	1		

1582.		July 28, 1964. Lake Chelan, Wash. 10:30 p.m. Former Navy pilot and another man, at work in a field saw an intense light, cone-shaped, emitted from the ground and a similar light in the sky, alternating which was on and off. A round, aluminum-looking object, about 30 ft in diameter, with one red and one white light, then appeared and descended to ground with a strong whistling sound similar to a small jet, piercing and high-pitched voices similar to those of children playing were heard. Before this object took off a low-flying jet circled its position. The densely wooded area was explored by helicopter and on foot 3-4 days later by Sheriff Nickell and a USAF officer, but nothing was found. (Sparks; Vallée Magonia 619)	40 mins	2		
1583.	9031	Aug. 10, 1964. Wake Island. 5:16 a.m. Aircraft commander Capt. B. C. Jones and navigator 1st Lt. H. J. Cavender, in parked USAF C-124 transport plane, saw a reddish, blinking light approach the runway, stop and make several reverses. (Sparks; Berliner)	2 mins	2		
1584.	9048	Aug. 15, 1964. New York City, New York. 1:20 a.m. S. F. D'Alessandro saw a 10 ft x 5 ft bullet-shaped object with wavy lines on the rounded front part and 6 pipes along the straight rear portion, making a "whishhh" sound. Witness' dog growled. (Sparks; Berliner)		1		
1585.	9049	Aug. 15, 1964. Yosemite National Park, Calif. 8:15 a.m. E. J. Haug, of the San Francisco Orchestra and Conservatory, and C. R. Bubb, high school math teacher, saw 3 bright silver, round objects, in a stack formation, fly very fast, changing positions within the formation, with a sound of rushing air. (Sparks; Berliner)	3-4 secs	2		
1586.	9053	Aug. 18, 1964. Atlantic, ~207 miles ENE of Cod Intersection of NY Oceanic Control Area (air traffic zone) [at about 42.8° N, 64.35° W]. 5:35 to 5:37 a.m.[EST? EDT? GMT?]. USAF Major D. W. Thompson and First Pilot 1st Lt. J. F. Jonke flying a C-124 transport (no. 31007) with the 31st Air Transport Sq, 1607th Air Transport Wing, out of Dover AFB at 9,000 ft and 200 (knots) true airspeed, saw a large round, blurred or diffuse-edged, reddish-white luminous object dead ahead of the C-124 at about flight level or 500 ft below, then appeared at aircraft flight level on collision course averted when pilot took evasive action by turning from a 260° Mag [=247° True] heading to 340° Mag and object made a right turn and disappeared. (Sparks; Berliner; cf. Hynek UFO Exp ch. 5, case NL-10; NARCAP; CUFOS)	2 mins	4		

1587.		Sept. 5 [4?], 1964. 10 p.m. Near Cisco Grove, Calif. Donald Schrum on a hunting trip became separated from his 2 friends, climbed a tree for the night, saw 3 flying silvery lighted objects [one dome-shaped?] about 1/4 mile away emitting "cooing" noises which dropped 2 objects to the ground with a loud crashing noise on impact. 2 human-like and one robotic being were drawn to his signal fires, Schrum tried to scare them away and shot the robot with arrows, the robot emitted noxious fumes that nauseated him and made him black out [a second robot appeared with similar effects]. Finally the vehicles departed with a noxious vapor emission that made him black out. One of his companions also saw one of the UFO's. (Sparks; Hynek UFO Rpt pp. 210-2; Vallée Magonia 624; NICAP website; etc.)	several hrs	2		
1588.	9104	Sept. 10, 1964. Cedar Grove, New Jersey. 7:09 p.m. Chemist P. H. DePaolo saw 4 white lights, 3-4 [degrees?] apart, to the N, going W. (Sparks; Berliner)	45 secs	1		chemist
1589.		Oct. 25?, 1964. Caribbean. US Navy radar tracking. (Sparks; Tony Rullan)				
1590.	9170	Nov. 14, 1964. Menomonee Falls, Wisc. 9:40 p.m. Dr. G. R. Wagner, MD, and two girls, saw 3 dim, reddish lights fly through 160° arc. (Sparks; Berliner)	5-6 secs	3		
1591.		Nov. 16, 1964. Caribbean. US Navy radar tracking of unidentified object emitting encrypted (?) IFF Mode 1 transponder signals in response to shipboard IFF interrogation. (Sparks; Tony Rullan)				radar IFF
1592.		Nov. 17, 1964. Caribbean. US Navy radar tracking of unidentified object emitting encrypted (?) IFF Mode 1 transponder signals in response to shipboard IFF interrogation. (Sparks; Tony Rullan)				radar IFF
1593.		Nov. 18, 1964. Caribbean N of Puerto Rico. 10:00 a.m. (EST). US Navy Atlantic Fleet Weapons Range (AFWR) radar tracked for 8 NM from 19°17' N, 65°33' W [about 70 mi NE of San Juan, Puerto Rico], a low altitude 180 knot (200 mph) unidentified object emitting encrypted (?) IFF Mode 1 transponder signals in response to IFF interrogation, heading 170° flying directly over USS Bainbridge. Interception attempted but failed. (Sparks; BB files; Tony Rullan)				radar IFF

1594.		Nov. 19, 1964. About 200 mi NW of Puerto Rico (at 20°41.5' N, 68°34' W). 8:46:56 p.m. (AST=GMT-4). USS Gyatt radar SPS-49 (XN-1) operators plus Norfolk Test & Evaluation Detachment tracked low altitude low speed object to the E moving SSE towards Puerto Rico, beginning at 75° azimuth at 85 NM range. Gyatt radioed USN Lt Cdr Kyle H. Woodbury, Exec Ofcr of Navy Utility Squadron VU-8's, Roosevelt Roads Naval Air Base, Puerto Rico, who was piloting F-8F [F-8C ?] fighter at 30,000 ft, Mach 0.84 [550 mph], heading 145° Mag (about SE), at 18°10' N, 66°12' W [in central Puerto Rico], when vectored at 9:01 p.m. F-8F pilot sighted very high speed, estimated Mach 3+ (2,000+ mph) black or dark gray delta-shaped object [visible in full moon light] with cone-shaped fire from tail at times of acceleration, size of F-4 jet fighter [50 ft] at high altitude. Pilot climbed to 40,000 ft at 9:02 p.m. Pilot first sighted object at 3 o'clock position (about SW) at 45° elevation which flew overhead at high speed, high altitude, making about 276° [typo for 270° ?] turn to N [right turn?] then made about 16° dive while circling to 9 o'clock position on a parallel course at about 8-9 miles distance [radar tracks from USS Gyatt relayed to pilot]. To close on object F-8F neared its home base, Roosevelt Roads Naval Air base, Puerto Rico, closing to 4 miles from behind. Pilot attempted but failed to intercept object despite using afterburner and reaching 50,000 ft; at 5 miles range object accelerated at extremely high speed at 20° climb angle, said he was "hopelessly outclassed" by UFO. Object climbed steeply to 52,000 ft to disappearance off radar at about 9:11 p.m. estimated 3,800 knots (4,400 mph) (highest recorded speed was near end of track when scope photos at 9:10:18 to 9:10:37 p.m., showed speed of 1,800 mph, but final high-speed burst after 9:10:57 p.m. may not have been scope-photoed). An inconsistent disappearance scenario (different UFO?) in same report claims object did not follow F-8F down on the F-8F's descent and was lost at 4 miles to the 6 o'clock of F-8F. Unexplained jamming of Gyatt's SPS-49 radar occurred at 9:09-9:10 p.m., possibly also at 9:03-9:05 p.m. Other similar incidents on Nov 16, 17, 18, and 24. (Sparks; BB files; Saunders index; Tony Rullan)	45 mins	multiple		IFF signals?, radar, radar jamming
1595.	9183	Nov. 19, 1964. 34°55' N 164°05' E (Pacific, about 1,400 miles E of Tokyo). 12:00 a.m. (1100Z). US Coast Guard ship Matagorda personnel saw a bright white flashing light traveling from horizon to horizon in level flight about 15° elevation above horizon traveling at estimated 10,000 mph on course 20° True. (Sparks; Basterfield; BB files; Berliner)	10-20 secs	multiple		
1596.		Nov. 24, 1964. Caribbean NE of Puerto Rico. 8:55 a.m. (EST). US Navy Atlantic Fleet Weapons Range (AFWR) radar tracking of unidentified object on NNE course 30° from 19°07' N, 65°05' W, to 19°52' N, 64°45' W, emitting encrypted (?) IFF Mode 1 transponder signals. DF-8 fighter at Mach 0.99 (650 mph) at 45,000 ft vectored for intercept but object speed was Mach 1+. (Sparks; BB files; Tony Rullan)				radar IFF
1597.		Dec. 4, 1964. Baker, Oregon. (Sparks; McDonald list)				

1598.		Dec. 19, 1964. Patuxent River NAS, Maryland (at 38°17'15" N, 76°24'04"W). 3:50 + 3:54-3:55 p.m. (EST). USN Radar Approach Controller ACC Everett D. Pinkerton, RATCC (Radar Air Traffic Control Center) Watch Supervisor ACC James D. Flanagan [sp?], and Precision Approach Controller AC3 Bernard R. Sujka, tracked 2 abnormally large targets 10 NM apart on CPN-18A radar (with MTI on) at azimuth 120° Mag azimuth heading directly toward the radar antenna at about 6,900 mph, detected at each 6-second sweep at scope's 40 NM maximum range, 30 NM, and 20 NM then faded. Then 24 secs later single blip reappeared at fade point range 20 NM on reciprocal heading at each 6-sec sweep at 30 NM and 40 NM, and disappeared. At about 5 mins later single blip appeared at 120° Mag at 40 NM range headed towards radar site at each 6-sec sweep at 30, 20, and 10 NM (again 6,900 mph) faded [disappeared?] 1 sweep, reappeared at 100° Mag at 10 NM (misinterpreted as a 160° "turn" by Sujka) headed outwards to next sweep at 20 NM (again 6,900 mph) to final disappearance. No visuals, no confirmation from other radars (FPS-37 radar and Wash DC ARTCC were checked). BB found targets caused by interference or circuit failure, in effect an IFO with no real objects. Classic radar interference with high speed radial inward and outward targets never crossing to other side of scope. (Sparks; NICAP; BB files; CIA files)	12 + 12 + 18 + 6 secs	3		
1599.		Dec. 21, 1964. 4 mi E of Staunton, Virginia. 5 p.m. Mr. Horace Burns while driving ESE on Hwy 250 saw to the N a huge beehive-shaped object 80-90 ft high x 125 ft diameter cross the road, then his car engine suddenly stopped. Object hovered at ground level in a field, then took off vertically for several hundred feet then to the NE. Burns stopped car and got out before object flew off. Prof. Ernest G. Gehman of Eastern Mennonite College obtained with Nuclear Chicago Portable Survey Meter Model 2612 (with P-15 Probe) Geiger counter reading of 17-18 milliR/hr on Dec. 30. Using Nuclear Chicago Beta-Gamma Survey Meter Model 2586, BB investigators on Jan. 12, 1965, found 1.5 milliR/hr (=1,500 microR/hr) on Burns' left rear car door but wrongly claimed it was normal background level (in fact is likely 30x-40x background but actual background level should have been determined). Possible 11x-12x drop in radiation level in 13 days possibly indicates radionuclide with ≈ 3-4 day half-life. Reportedly several homes in landing area had lights dimmed and radios and TV's cease functioning for several mins at time of event. (Sparks; BB files; Vallée Magonia 628)	1-2 mins	1+		radioactivity, EM?
1600.		Jan. 12, 1965. Blaine AFB, Wash. Member of a federal agency, who was driving toward the base, saw a low-flying object, 30 ft in diameter, which avoided collision at the last moment. He got out of the car and saw it hovering for 1 min, then fly off at high speed. Object tracked on radar. Same night, a round, glowing object with a dome on top landed on a nearby farm, melting snow in a 30 ft diameter circle. (Sparks; Vallée Magonia 630; NICAP March 1965; BB files??)	1+ min	1 + ?		RV

1601.	9242	Jan. 23, 1965. Lightfoot, N of Williamsburg, Virginia. 8:40 a.m. Cars stalled near intersection of US Hwy 60 and State Route 614, witness T. F. Mains saw light-bulb or mushroom-shaped object 75-80 ft tall, 10-25 ft wide, metallic gray, red-orange and blue glows, hovering over nearby field about 4 ft off the ground, making a vacuum cleaner-type noise, suddenly accelerate horizontally to the W against the wind and disappear. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 177-8; Vallée Magonia 633)	25 secs	2+		
1602.		Jan. 24-28, 1965. Alaska. (Sparks; McDonald list)				
1603.		March 2, 1965. E of Weeki Wachee, near Brooksville, Florida. 1:55 p.m. John F. Reeves, 65, retired, while walking in the woods saw an bluish-green and reddish-purple object 20-30 ft in diameter, 6 ft thick, saucer-shaped with an outer rim and a stairway, with 2 2-ft windows on top, landed on the ground on 4 4-ft legs about 2,000 ft away. He approached to 100 ft. After watching it for 10 mins [?], he saw a robot-like being about 200-300 ft away, about 5 ft tall, wearing a gray-silver uniform, glass dome headgear, wide-spaced eyes, pointed chin, walking to 15 ft from Reeves, stared at him for 1-1/2 mins, pointing a box [?] or 6-7-inch black object at Reeves that emitted a flash 3 times, then walked back to the landed vehicle and climbed in. Object had Venetian-blind-like blades on the rim that opened and closed, rim started rotating counterclockwise, landing gear retracted, then it took off with a whooshing-rumbling sound and disappeared vertically in < 10 secs, dropping 2 sheets of paper with indecipherable writing, and leaving indentations and footprints in the ground. Investigated by MacDill AFB. (Sparks; Vallée Magonia 638; etc.)	10 mins +	1	20-30 (UFO) 40 (robot)	
1604.	9301	March 4, 1965. Corvallis, Oregon. 9:23 [6:30?] p.m. W. V. Harrison and his employee while driving in a car saw 3 yellow-orange spheres or lights rise rapidly from the ground, several seconds apart. Next day an oily spot was found at the site. (Sparks; Berliner; cf. Vallée Magonia 639)	secs?	2		
1605.	9305	March 8, 1965. Mount Airy, Maryland. 7:40 p.m. J. H. Martin, instrument maker for National Bureau of Standards, and 2 others, saw 6 lights fly overhead slowly [and/or a cigar-shaped object with 2 fixed red lights, fly above them, just missed hitting the house, disappearing to the NE]. (Sparks; Berliner; cf. Vallée Magonia 640)	3 mins	3		
1606.	9345	April 4, 1965. Keesler AFB, Biloxi, Mississippi. 4:05 a.m. USAF A/2c Corum, weather observer, with confirmation by college student R. Pittman not clear from available data. Saw a 40 ft black, oval object with 4 lights along the bottom, fly in and out of the clouds. (Sparks; Berliner)	15 secs	1-2		[radar?]; weather observer
1607.		April 10-14, 1965. Misawa AFB, Japan. (Sparks; McDonald list)				

1608.		April 23, 1965. Rivesville, West Virginia. 8 a.m. Woman saw a 25 ft object land near her house while she was working in the kitchen. Shaped like a disk, with portholes, a cylinder about 3 ft high, a sliding door from which a small being, about 3 ft tall emerged and jumped to the ground. Its face was not clearly visible but it had pointed ears, a sort of tail, was linked to the main object by a cable, wore white clothing, picked up something from the ground, then re-entered the cylinder, which slid up into the larger white disk. Outside rim of landed object started spinning in a counterclockwise motion with a soft whistling sound, it then rose straight up out of sight. (Sparks; Vallée Magonia 644)		1		
1609.		May 6, 1965. Philippine Sea at 20°22' N, 135° 50' E. 9:10 a.m. [GMT? = 6:10? p.m. Local Time?] Crew of USN ship heading W at 265° at 15 knots sighted aircraft at bearing 000° [N?] approaching. At 9:14 the SPS-6C air search radar detected 4 targets at ranges up to 22 miles for the next 6 mins at extremely high speed 3,000 knots (3,500 mph) and various maneuvers, viewed through binoculars appeared as 3 lighted objects one of 1st stellar magnitude the others 2nd magnitude. Objects hovered directly over the ship for 3 mins as confirmed visually and on radar by the Commanding Officer, bridge crew and others on deck. No IFF response, one object to starboard appeared larger on radar. Objects departed to the SE at extremely high speed. (Sparks; Hynek UFO Exp ch. 7, case RV-5)	10? mins	12		RV
1610.	9389	May 7, 1965. Oxford, Mich. (42°49' N, 83°16' W). 7:40 p.m. (EST). Pontiac Motor Works supervisor Marlin E. Marshall and 12-year-old son and 9-year-old daughter saw a light, like a satellite, at their zenith just a few minutes after local sunset [sunset at 7:40 p.m. but in the forest effectively sunset a few mins earlier] split into 2 parts, one of which was copperish color, then 4 smaller round objects appeared [~1/3 Full Moon in angular size each as viewed in 6x binoculars], 3 seemed to be ejected from the first object, the 6th object simply appeared further out. Only first 2 objects were large enough to be seen with naked eye; the others were visible in the 6x 30mm binoculars that Marshall was carrying. The 4 smaller objects started fading gradually. The reddish-copper-bronze colored object seemed to be tumbling and appeared oval-shaped [about 1:2.5 ratio of axes and ~2/3 Full Moon long in the binoculars] the other large object was round. Disappeared in cumulus cloud cover that came in. Insufficient Data / Possible IFO Project ASH CAN Skyhook balloon but Insufficient Data to locate balloon as being in the vicinity, normally ASH CAN recoveries occur in daylight in early/mid-afternoon, and insufficient sighting details (no on-site investigation by competent investigator to resolve issues) to identify it as the balloon. (Sparks; Berliner; Taylor/Printy; BB files)	1 min	3	~1/3 to 2/3 ? (thru binocs) ~1/20 to 1/10 (naked eye)	binoculars
1611.		June 8-9, 1965. Turkey. (Sparks; McDonald list)				
1612.		June 13, 1965. Ft Worth, Texas. 10:57 p.m. (CST). Noble Observatory. Harry G. Crawford, 2 others. Not in BB files though reported to BB. (Sparks; Vallée computer proposal; Robt. Klinn)	28 mins	3		2 telescopes binoculars

1613.		June 29, 1965. Frankfurt, West Germany. 1242/1243 Z. U.S. FAA Flight Inspection Pilot flying an aircraft at 190 knots in final landing approach (aircraft on radar, object was not) saw a white, round object in clouds on a course intercepting the aircraft, size estimated larger than 4-engine transport aircraft also in view, speed that of a jet. At about 5 miles distance, UFO turned in front of the aircraft and disappeared by fading. No features were noted on the object; left no trail. Object flew through a haze and cloud layer at 5,000 ft which partially “camouflaged” object. (Basterfield; Sparks; BB files; McDonald list)	2-3 mins	1		
1614.		July 3, 1965. Antarctica. (Sparks; McDonald list)				
1615.		July 6, 1965. Arlington, Texas. (Sparks; McDonald list)				
1616.	9474	July 6, 1965. Kiel, Wisc. 9:30 p.m. Mrs. E. R. Hayner saw a flashing light, like a satellite. No further data in the files. (Sparks; Berliner)	< 1 min	1		
1617.		July 13, 1965. Penna. and Ohio. (Sparks; McDonald list)				
1618.		July 22, 1965. Forbes AFB, Kansas. (Sparks; McDonald list)				
1619.	9550	July 25, 1965. Castalia, Ohio. 9:15 p.m. Amateur astronomer M. D. Harris, 16, saw a bright blue star cross 90° of sky. (Sparks; Berliner)	10-15 secs	1		
1620.		July 28, 1965. Carswell AFB, Ft. Worth, Texas. 8:40 p.m. (CST). Staff Sgt Nimon, a USAFR Major with Command Pilot rating and Top Secret clearance, at 7th Heavy Bomb Wing, SAC, Carswell AFB, was bicycling with his wife on N perimeter of the base when they spotted object about 20° above S horizon heading Due North 360° heading S-N, passed almost overhead. Manta ray shaped [dark] object about 40 ft long with 2-3 brilliant white lights pulsating off and on once per second flew at constant speed of about 50-60 knots (57-70 mph) and straight course at or below 1000 ft altitude in a slight descent, (disappearing) below 20° elevation in the N after only a short distance with only a single brighter pulsating white light pulsating somewhat slower. [Speed more consistent with about 4,000 ft altitude.] No proper running or landing lights. No sound, not even that of an unpowered glider. UFO flew directly through the Carswell Control Zone at low altitude without official authorization and was observed by 3 control tower personnel but RAPCON could not identify or radar track aircraft in area to account for UFO. BB dismissed sighting as aircraft without identifying an actual aircraft. (Sparks; BB files; NICAP/Ridge & Wilson)	3 mins	5	4	
1621.		July 31 - Aug. 3, 1965. Oklahoma. (Sparks; McDonald list)				
1622.		Aug. 1, 1965. Ent AFB, Colo. (Sparks; McDonald list)				
1623.		Aug. 1 and 2, 1965. Whiteman AFB, Missouri. (Sparks; McDonald list)				
1624.		Aug. 2, 1965. Justin, Texas. 2 Tarrant County deputy sheriffs saw an object as bright as burning magnesium, land as they patrolled near Wagle Mountain Lake. Extensive investigation by police found no traces. (Sparks; Vallée Magonia 667)		2		

1625.		Aug. 2, 1965. Oklahoma City, Okla. 5 children saw a brilliant, round object without wings, close to the ground, in the 600 block on Northwest 63. (Sparks; Vallée Magonia 668)		5		
1626.		Aug. 3, 1965. Cocoa, Florida. (Sparks; McDonald list)				
1627.		Aug. 3, 1965. Lake Hefner, Okla. Young man saw an object rise from the lake area. (Sparks; Vallée Magonia 669)		1		
1628.		Aug. 4, 1965. Dallas, Texas. 1:30 a.m. Man in a car saw a red and blue light, thought it came from a police car, then was passed by a huge, orange object flying at ground level. (Sparks; Vallée Magonia 672)		1		
1629.		Aug. 4, 1965. Calumet AFS, Mich. (47.371° N, 88.171° W). USAF 665th ACWRON radar tracking of 7-10 targets in V-formation traveling from the SW headed NNE at about 9,000 mph over Lake Superior at 5,200 to 17,000 ft [1-3 miles]. Other targets over Duluth, Minn., allegedly chased by USAF jets. Commander of 665th denied UPI press report of radar track, claiming he was on duty on Aug. 5 and no such sightings came in (but date was Aug. 4 not 5). (Sparks; Todd Lemire; UFOCAT; CUFOs; BB files)				radar
1630.	9675	Aug. 4, 1965. Dallas, Texas. 9:30 p.m. J. A. Carter, 19, saw a light fly fast, straight and level. No further data in files. (Sparks; Berliner)	12 secs	1		
1631.	9680	Aug. 4, 1965. Tinley Park, Illinois. 11:35 p.m. 2 unnamed 14 year-olds saw a light move around the sky. No further data in files. (Sparks; Berliner)	16-17 secs	2		
1632.		Aug. 13, 1965. Baden, Penna. [> 9:30 p.m.?] 37-year-old civilian had just put his car in the garage when he saw an disk-shaped object about 300 ft in diameter, fly in front of the moon (which rose in the E about 9:30 p.m. EDT at 107° azimuth) on a N heading at about 50 mph about 2,300 ft away, surrounded with orange lights that weakened as a blue source came on, very intense for about 3 secs. Then all lights disappeared and a sort of "shock-wave" effect shaking tree leaves ensued. Witness entered his house and called the USAF, 20 mins later his vision became hazy, eyes painful, gradually losing vision in both eyes, and his entire body was "sunburned." Medical exam compared symptoms to UV exposure. Vision came back gradually over several days. (Sparks; Vallée Magonia 677)		1	14	

1633.	9806	Aug. 19, 1965. Cherry Creek, New York. 8:20-9 p.m. (EDT). Mrs. William Butcher, son Harold, 17, and children [3 students?], heard radio interference and beeping sound in a barn, went outside to see 50 ft wide saucer like two plates lip-to-lip [elliptical?], 20 ft thick, shiny silver or chrome color with red glowing streamers [reddish vapor underneath?] and leaving a red-yellow trail, which landed nearby then rapidly ascended into the clouds turning the clouds bright green a few seconds later; burned gasoline odor; farm animals reacted and later reduced milk production. Object returned twice at 8:45 and 9 p.m. finally disappearing to SSW [or SW?]. Radio drowned out by static, a tractor engine stopped. Next day, a purplish liquid, 2 ft x 2 ft marks and patches of singed grass were found at the site by USAF Capt. James Dorsey and 4 technicians from Niagara Falls AFB. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 170-2; Vallée Magonia 675, 684)	20 mins ??	5 ?		EM
1634.		Aug. 20, 1965. Plattsburgh, New York. (Sparks; McDonald list)				
1635.		Aug. 28, 1965. Glasgow AFB, Montana. (Sparks; McDonald list)				
1636.	9864	Aug. 30, 1965. Urbana, Ohio. 10:30 p.m. M. A. Lilly, N. Smith and T. Nastoff, saw a white ball, 5-8 ft in diameter and trailed by a 2-3 ft light, hit the road 100 ft in front of the witnesses' car, then bounce and fly away. (Sparks; Berliner)	3-4 secs	3	6-10	
1637.		Aug. 31, 1965. Nevada. (Sparks; McDonald list)				
1638.	9890	Sept. 3, 1965. 3 miles SW of Exeter, New Hampshire. 1-3 a.m. (EDT). Exeter Patrolmen Eugene Bertrand, Jr. and David Hunt, and Norman Muscarello saw a large silent, dark, elliptical object with a row of 5 bright red lights oriented about 60° to horizontal, move slowly and erratically around houses and trees at 100 ft height to SE [or 60-70 ft height 100 ft away], lighting up the ground and houses in red light, while lights blinked in sequence; falling leaf motion. Farm animals very noisy. Disappeared at 160° Mag after covering about 135° arc [from NNE?]. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 154-166; NICAP)	1 hour +	5	18	
1639.	9915	Sept. 3, 1965. Damon, Texas. 11 p.m. Brazoria County Chief Sheriff's Deputies Billy McCoy and Robert Goode saw a triangular object, 150-200 ft long, 40-50 ft thick at middle and dark grey, with a long, bright, pulsing, purple [violet?] light on the right side and a long blue light on the left side, approach to 150 ft off highway and 100 ft in the air. Purple light illuminated ground beneath object and interior of police car, and object cast a shadow in moonlight. Driver Goode felt heat on his left arm and an alligator bite on his left index finger, suddenly relieved of pain and later healed rapidly but unnaturally. They drove away in fear but returned later that night to find object still there. (Sparks; Berliner; cf. Vallée Magonia 694)	5-10 mins + ?	2	80	
1640.		Sept. 22, 1965. Clover, Minn. (Sparks; McDonald list)				
1641.	9970	Sept. 25, 1965. Chisholm, Minn. 9:55 a.m. Bett Diamon saw 5 orange lights in a row fly fast and make an abrupt turn. (Sparks; Berliner)	1 min	3		

1642.	9971	Sept. 25, 1965. Rodeo, New Mexico. 10 p.m. Dr. George Walton, physical chemist, and wife, saw 2 round white objects fly side-by-side, at 30-50 ft altitude, pacing the witnesses' car. (Sparks; Berliner)	6 mins	2		physical chemist
1643.		Sept. 26, 1965. Licking County, Ohio. (Sparks; McDonald list)				
1644.		Sept. 29, 1965. Swanlake, New York. (Sparks; McDonald list)				
1645.	10066	Oct. 4, 1965. West Middletown to Poast Town, Ohio. 6:45 p.m. Mrs. Helen Tucker and 3 teenage girls driving in a car turned S onto Brown's Run Road and saw a bright, flashing red and white object, at one point with sparks shooting off. As they drove W to Poast Town, the object stopped flashing and appeared steady red and white (and possibly bluish) and began moving fast (to the SW?) toward the airport, then it landed past Carmody Blvd. on the river bank but before reaching the airport, where it looked like a Christmas tree (lights?), a winged-fuselage object with a possible cockpit dome, then lifted off like a helicopter and looked like (red?) "hot metal." (Case data missing.) (Berliner; <i>Middletown Journal</i> , Oct. 5, 1965)		4+		
1646.		Oct. 7, 1965. Edwards AFB, Calif. 1:33 a.m. (PDT). Ground radar tracked up to 12 objects and 5:09 a.m. scrambled USAF F-106 pilot sighted object(s). Various lights and radar targets not coherently coordinated as targets. (Sparks; BB files; Weinstein; McDonald list)	4-1/2 hrs	several		radar [gun camera film?]
1647.		Oct. 14, 1965. Sawyer AFB, Mich. (Sparks; McDonald list)				
1648.		Oct. 23, 1965. 4 miles from Long Prairie, Minn. 7:15 p.m. Radio announcer James F. Townsend driving W on State Hwy 27 found road blocked by landed silver rocket-shaped object about 30-40 ft tall, 10 ft wide, after his car engine, lights and radio died, and he coasted to a stop about 20 ft away. He got out and saw three small brownish-black "creatures" with "tripod arms and matchstick legs," no eyes or facial features, emerge from behind the object, stand underneath in an intense lighted circle, and stare at each other for 3 mins then they returned to the object. A few secs later it lifted off and vanished by turning off its lighting about 1/4 mile up. At that moment the car restarted spontaneously and headlights came on. No traces found on the ground. (Sparks; Hynek UFO Rpt pp. 206-8; Vallée Magonia 712)	3 mins +	9+	120	EM
1649.		Jan. 7, 1966. 3 miles SW of Georgetown (5 miles NE of Wilmer), Alabama. 3:17 p.m. Civilian had to stop his car when he found object landed on the road blocking his way. Round silver color object 10-12 [25?] ft diameter with 8-10-inch ring or hoop at equator, 5 ft hatch on bottom, [and a cone with a flashing green light?] hovered about 5 ft above ground at 20 ft away, gradually climbed to NE, engine [whirring?] noise increasing, then rapid acceleration to disappearance in a few secs. Watch stopped [engine had died and now could be restarted?]. [Sulfur or rotten-egg smell noted?] (Sparks; Hynek UFO Rpt p. 42; Vallée Magonia 721)	1-2 mins +	1	60-70	EM

1650.		Jan. 29, 1966. Rexburg, Idaho. 12:10 a.m. 2 civilians returning from a sporting event saw what they first thought was the moon. After driving for about 1/2 mile, they saw it was a flat, well-defined object blocking the road, the size of a truck, casting an intense yellow-orange light on the ground. They turned around and drove back to Rexburg. (Sparks; Vallée Magonia 724)		2		
1651.	10193	Feb. 2, 1966. Salisbury, North Carolina. 11:15 p.m. Mr. and Mrs. L. J. Wise saw a silver, diamond-shaped object with several balls constantly in very fast motion around it, and much light. Object hovered over the trees for 3-4 mins, while a dog barked, and then zipped out of sight. (Sparks; Berliner)	1 hour	2		
1652.	10196	Feb. 6, 1966. Nederland, Texas. 5:45 [6:05?] a.m. Mr. and Mrs. K. R. Gulley saw tadpole-shaped object about 14 ft long 2 ft wide with 8 yellow and red neon-like lights at 250-500 ft altitude, casting a pulsating red glow on the lawn. House and street lights went out, high frequency sound bothered the witnesses' ears. Object blinked out when aircraft passed overhead then came on again afterward. Object departed to W [or from W to SW] about 1-1/2 miles to vicinity of airport, where an aircraft's landing lights lit up UFO, then disappeared about 20°-25° elevation in a slow climb. (Sparks; Hynek UFO Rpt pp. 186-8; Hynek UFO Exp ch. 8, case CEI-3)	5-10 mins	2 [3?]	1-2	EM
1653.		Feb. 16, 1966. Brunswick NAS, Maine. 8:30 p.m. A luminous object flashing red, blue, and green lights, landed in the woods. A second object was later seen to join the first one. (Sparks; Vallée Magonia 726)				
1654.		Feb. 26, 1966. 5 miles E of Farmington, 5 miles W of Hanna City, Illinois. Civilian witness was driving when a flying oval object, the size of a car, came within 10 ft of him, then circled twice and left toward the N. It emitted a bright red glow, supported a sort of dome with a green light on top, caused radio interference, and made a strange "signallike noise." (Vallée Magonia 727)		1	100	EM
1655.		March 3, 1966. Oswego, New York. 7:20 p.m. Several civilians saw an object fly slowly to the S, hover, come within 50 ft, then fly off to the SW. (Sparks; Vallée Magonia 728)		several		
1656.		March 17, 1966. Milan, Mich. 12:00 midnight. Police officer with 10 yrs experience saw a 50 ft diameter object in the SW he thought was a plane crashing, though soundless. He tried to contact police headquarters, but his radio did not work. Object now with colored lights spinning at the periphery came within 80 ft of the patrol car, following it for 1/2 mile, then flew off to the NW. [Another sighting by police in the area at 4:25 a.m.] (Sparks; Vallée Magonia 730)		1	50	EM
1657.	10247	March 20, 1966. Miami, Florida. 12:15 a.m. USAFR Maj. K. C. Smith, with NASA Kennedy Space Center, saw a pulsating light, varying from white to intense blue, make a jerky ascent then rapidly accelerate away to the N. (Sparks; Berliner)	5 mins	1		[aerospace engr??]

1658.		March 20, 1966. Dexter, Mich. 8-8:30 p.m. Frank Mannor and his son, Ronald [plus 40-60 others including 12 policemen ?] saw hovering over a swamp about 1,500 ft away a brown luminous car-sized object, with a "scaly" or "waffled" [or "quilted"] surface, cone-shaped on top, flat on bottom, or football-shaped, and 2 bluish-green lights on right and left edges that turned bright red and helped illuminate object in between. Lights blinked out and object reappeared instantly across the swamp 1,500 ft away. The whole object lit up with a yellowish glow at one point and also rose up 500 ft then descended again. After 2-3 mins of viewing, when 2 flashlights appeared in the distance the object seemed to respond by flying away at high speed directly over the witnesses with a whistling sound like a rifle bullet ricocheting. Object remained in the swamp area for 1/2 hr. [Various other sightings in the area by police shortly afterward.] (Sparks; Vallée Magonia 731; Todd Lemire; etc.)	1/2 hr	2+ 40-60 ?	1.5	

1659.	March 21, 1966. Hillsdale, Mich. 10:32, 11:05 p.m.-4:30 a.m. 17+ Hillsdale College students including Barbara Gidget Kohn, Cynthia Poffenberger, Jo Wilson, Josephine Evans and Sara Robecheck [sp?], some number of dorm housemothers at McIntyre Hall dorm, and later Hillsdale Police officers Harold Hess and Jerry Wise, saw a football-shaped object with red-green-white pulsating lights descend from the NE pass close to their McIntyre Hall student dorm then disappear to the S as if crashing to the ground, then return at 11:05 p.m. William Van Horn, Civil Defense Director and rated commercial pilot, and police arrived and conducted a ground search 1/2 to 2 miles away to the E but found nothing until Van Horn reached the college dorm, 2nd floor, where he, using binoculars, and [62 to 87?] students saw a maneuvering lighted 20-25 ft object on or near the ground [about 1,500-1,700 ft away to the E] over the college baseball field [~1,000 ft SE] and (Slayton) Arboretum [400 ft from McIntyre dorm's NE corner], not near swamp. The object had a dirty-white light on the left and dim orange light on the right, which brightened after 10 mins to white and red and began to rise at a rate of 25-30 ft/min to a height of 100-150 ft (in about 3-6 mins) [thus about 4° to 7° above horizontal level or 5° to 8° above ground level as seen from ~20 ft height of 2nd floor McIntyre dorm if object over baseball field]. Object stopped momentarily then descended and repeated the motion 4 times from 11:30 p.m. to 1:45 a.m. At one point on a descent a "convexed" or "quilted surface" between the lights could be seen (as drawn by witness). From Carleton Rd. [W?] of the Hillsdale dorm, Hillsdale Police officers Hess and Wise, independently and unaware of the dorm witnesses, spotted a blindingly "brilliant light" to their in the sky at low altitude 1 mi away [towards the dorm?]. Hess and Wise drove to the arboretum and saw the object split into 2 parts which went off in 2 different directions. Their police patrol car had EM effects of heavy static that prevented radio transmission. Civil Defense Director William Van Horn later detected radioactivity at the apparent near-landing area about 330 to 600 microroentgens/hr [milliroentgens/hr ?], roughly 10x-20x background level [or 1.1 to 2x background], and possible boron contamination. A reported decrease in radiation levels from 330 microR/hr to 270 microR/hr 3 hours later might suggest a radioisotope/radionuclide half-life of roughly 8 hours. Rocks of different types also had readings of 310 to 312.5 microR/hr and water at 315 microR/hr, hence those may be normal levels, and only a 600 microR/hr level might be significant, but is not well-documented. No alleged "swamp gas UFO" was ever seen or photographed on succeeding nights or years into the future despite nationwide and worldwide publicity, Congressional hearings, etc. (Sparks; BB file; Hillsdale Collegian 2015; Vallée Magonia 732; Todd Lemire; Hillsdale Coll. 2022 documentary; etc.)	10 mins? + 5.5 hrs +	20+ [90?]	1.6 to 5 x Full Moon [6°+ equiv in binocs]	radioactivit y; binoculars, EM effects

1660.	10262	March 22, 1966. Houston, Texas. 1:30 a.m. S. J. Musachia saw white flashing lights light up witness' apartment; the air was full of smoke. Sound of "yen" [hen??] heard up close. (Sparks; Berliner)	4 mins	1		
1661.		March 23, 1966. Fort Pierce, Florida. 2 young men walking through woods saw a bright object like a balloon covered with fluorescent paint that became so intensely bright they could not look directly at it. As they walked closer, it exploded, leaving no trace. (Sparks; Vallée Magonia 733)		2		
1662.	10270	March 23, 1966. 8 mi S of Temple, Okla. (at 34°10' N, 98°15'W). 5:05 a.m. (CST). Sheppard AFB civilian instructor and pilot, former newspaper publisher, William Eddie Laxson was driving W on US Hwy 70 when he found the road, about ½ mile W of Hwy 70 – Hwy 65 junction, blocked by a wingless aircraft, perch fish-shaped, landed in the road, about 75 ft [60-70 ft] long, nearly 8 ft high on 3 ft tall landing gear, 12 ft wide (thick), with a plexiglass bubble on top, 2 ft diameter porthole, 4 ft tall door, bright lights forward and aft, silver or aluminum color. Laxson stopped his car about 240 ft [300? ft] away (by measured distance after the sighting) and walked toward the object to 160 ft [80 ft] away, noticing a labeling on its side like "TLA138" or "TLA738" (or "TL 4768" or "TL4138"). He saw a "man" wearing a baseball cap or mechanic's hat in AF-like green military fatigues uniform inspecting the underside with a flashlight then climbed steps or ladder on the object and soon after it lifted off vertically with a hissing or drilling sound to a height of 50 ft it , seen for about another 10-30 secs as it headed off SE (SSE) at about 720 mph. Laxson ran back to his car to get a camera but the object lifted off. Electrostatic effect on arm hair as UFO took off. No landing traces. Laxson found another witness, truck driver C. W. Anderson stopped 1-1/2 miles to the W down the Hwy 70 road who reported having been followed by the UFO then saw it stop or land then leave again. Another truck driver witness (not named) was located by Laxson and the same or another truck driver witness Bob Stoll was located by truck transport owner. (Sparks; BB files; NICAP/Fran Ridge; Greenwood/CUFOS; Hynek UFO Rpt pp. 208-210; Vallée Magonia 734)	40-60 secs	3-4	140	
1663.		March 24, 1966. Sheboygan, Wisc. 10:15 p.m. 2 women saw a glowing bowl-shaped object on the road hovering, with 2 intense white lights, and green and red light. They lost sight of it driving away but saw it again later, flying low on a S-N trajectory. (Sparks; Vallée Magonia 735)		2		
1664.	10291	March 26, 1966. Texahoma, Okla. 12 midnight. Mrs. P. N. Beer and Mrs. E. Smith driving back from Amarillo saw a flashing light [or object with waffle-like surface glowing intense red light] coming from the N buzz their car from the front, engine and headlights died, then the object hovered 1/4 mile away. After 10 mins they could restart their car and left. (Sparks; Berliner; cf. Vallée Magonia 738)	10 mins ?	2		EM

1665.		March 28, 1966. Fayetteville, Tenn. 8 p.m. Man driving 60 mph suddenly saw a large lighted object 3 ft above the road on a hilltop, which flew off, as the car engine and headlights died. Headlight bulbs later had to be replaced. Object was oval, 25 ft long, dark gray, with about 30 lights along its periphery. (Sparks; Vallée Magonia 739)		1		EM
1666.	10329	March 30, 1966. Ottawa, Ohio. (Sparks; NARA)				
1667.		March 30, 1966. 10 miles N of Lexisburg, Indiana. 8:35 p.m. Civilian woman and her 4 children saw an oval object crossing the road as they were driving S, with a pulsating sound increasing in frequency as the object came nearer, but it seemed to come through the car radio rather than the object. They drove away in fear, but were followed for 8 miles by the object, with color suddenly changing from reddish-orange to bluish-white before accelerating out of sight. (Sparks; Vallée Magonia 741)	10 mins ?	5		
1668.		April 1, 1966. 5 miles S of Tangier, Okla. 10:40 p.m. Civilian man, 34, while driving reached a hilltop and saw a green object wider than the road flying N at very high speed, emitting a shrieking noise and a "heat wave." Car engine died. (Sparks; Vallée Magonia 746)		1		EM
1669.		April 4, 1966. <1 mile SE of Hague, Florida. 6:05 a.m. Civilian man, 40, saw an elongated object on the ground as he was going to work, 6 ft long, 2 ft high, with 6 4-inch openings, making a "turbine" noise so loud the witness had to put his hands over his ears. When he tried to touch it, the object left at great speed to the W vanishing suddenly after several feet of travel. Rain fell throughout. (Sparks; Vallée Magonia 748)	4 mins	1		
1670.	10385	April 5, 1966. Lycoming, New York. 3 a.m. Lillian Louis, 42, went to get a glass of water in her kitchen and saw a spinning vapor-like sphere, 10 ft in diameter, shooting its exhaust onto the ground from 20 ft height near her house, which departed very suddenly, leaving a trail. (Sparks; Berliner; cf. Vallée Magonia 751)	1 min	1	50 ?	
1671.		April 5, 1966. Kittery, Maine. 7 p.m. 4 people saw a landed object through binoculars which took off, hovered for a while, and left. (Sparks; Vallée Magonia 752)		4		binoculars
1672.	10384	April 5, 1966. Alto, Tenn. 11:55 p.m. W. Smith and another stopped to watch an object hovering about 15 ft above a swamp, tried to follow it but it flew away. Object 100 ft long oval with a dark top, appearing cone-shaped when moving, making a high-frequency noise, and flying between a high-tension power line and a row of trees. Animal reactions wherever the object flew over. (Sparks; Berliner; cf. Vallée Magonia 753)	2.5 hrs	2		
1673.		April 11 [10-11?], 1966. Greensburg, Penna. 12 midnight. Civilian man, 43, saw a well-defined cigar-shaped object 50 ft long with no wings, tail or wheels, with flashing red light, 15 ft above ground, 300 ft away. Object rose, was lost in the fog, then came back at treetop level with a strong whistling sound. (Sparks; Vallée Magonia 756)		1	20	

1674.		April 17, 1966. Portage County, Ohio, bet. Atwater and Randolph, Ohio, to Pittsburgh, Penna. 5-6:10 a.m. (EST). E of Akron Deputy Sheriff Dale F. Spaur and associate Wilbur Neff saw a 30-45 ft metallic object approach over the treetops from the woods, bathing the witnesses and the whole area in light while making a transformer-like hum, then headed E and they gave chase in the patrol car at speeds up to 105 mph for 85 miles. Officer Wayne Huston about 35 miles to the ESE saw the object he described as ice cream cone-shaped, point downwards, approach from the W and pass overhead at about 800-900 ft height with Spaur and Neff in pursuit to the SE and he joined them near Unity, Ohio, with the object about 1/2 to 3/4 mile ahead of them, reaching the Penna. state line at 5:35. They lost sight of object at Brady Run Park regained it in Bridgeport, Penna. At about this time officers Lonnie Johnson and Ray Esterly in Salem, Ohio, saw 3 jet fighters [two F-102's] attempting to intercept a bright object at about 10,000-20,000 ft about 25° elevation to the E for about 2 mins. In Conway, Penna., at 6 a.m. they met with officer Frank Panzarella who had been watching the object for 10 mins to the E or SE which he described as 25-35 ft half-football-shaped object at about 1,000 ft height (or 1,500-2,000 ft according to the others), when it stopped in the NE towards Harmony, Penna, then rose. They watched as the object climbed to about 3,500 ft to the left of and level with the quarter moon in the ESE (which was at about azimuth 116° elevation 14° and 11% illuminated at 6:00 a.m.) and Venus (at 122° azimuth 22° elevation) and it passed near a 707 airliner taking off from Pittsburgh Airport and disappeared shooting up vertically at about 6:10. (Sparks; Hynek UFO Exp ch. 8; NICAP)	1 hr 10 mins	many	4 ?	
1675.		April 17, 1966. Millersville, Texas. Daytime. Man in a car saw an sun-reflecting oval, car-sized object follow him, then cross the road behind at 15 ft height. (Sparks; Vallée Magonia 758)		1		
1676.		April 18, 1966. Battle Creek, Mich. 10:10 p.m. 42-year-old witness driving a car saw an egg-shaped object, 75 ft long, 15 ft high, gray-colored, following from a distance of 75 ft. Object had a cockpit with windows and 3 rows of lights, emitted red flames, and made the same noise as a heavy truck on wet pavement. (Sparks; Vallée Magonia 759)		1	80-100 ?	
1677.		April 22, 1966. Beverly, Mass. 9-9:45 p.m. Witnesses including 2 policemen spread over a distance of saw a platter shaped object the size of a large automobile, with 3 red-green-white lights, no sound, hover over Beverly High School then depart to the SW. At one point witnesses saw the object only 20-30 ft over the head of another witness. (Sparks; Hynek UFO Exp ch. 8, case CEI-5; cf. Condon Rpt Case 6)	45 mins	10	100 ?	
1678.		April 24, 1966. Ashby, Mass. 6:10 p.m. 2 men saw a silent object with a bright blue light on top dive within 100 ft of their car, then suddenly accelerate, and was lost to sight toward Mt. Watatic. (Sparks; Vallée Magonia 765)		2		

1679.		April 26, 1966. Follansbee, West Virginia. 11:30 p.m. Young man saw a silent 30 ft object shaped like two bowls glued together, at 100 ft altitude, ahead of his car. He drove away without looking behind. (Sparks; Vallée Magonia 766)		1	30 ?	
1680.		April 30, 1966. Sacramento, Calif. 3:15 a.m. Anita Miller saw a light move around the sky. No further detail in files. (Sparks; Berliner)	2.5 hrs	1		
1681.		May 4, 1966. Charleston, West Virginia. 4:30 [3:40?] a.m. FAA air traffic controller tracked an unidentified non-transponding target about 5 miles to the 11 o'clock position from Braniff Airline Flight 42 headed E at 33,000 ft, which crew saw high above as a white-blue object giving off brilliant flaming light of alternating white-green-red colors. Radar showed object veering away to 8-10 miles away at 10 o'clock position, then come at the Braniff airliner to 3 miles distance then made a 180° left turn to the NW again within a diameter of 5 miles at 1,000 mph [5 g's] which the Braniff crew confirmed with object descending from 20° elevation above horizon. (Sparks; Hynek UFO Exp ch. 7, Case RV-2)	5 mins	3+		RV
1682.	10535	May 7, 1966. Goodfellow AFB, Texas. 9:55 p.m. A/3c W. L. Whitehead saw a short, cylindrical object with pointed ends, a yellow light at one end, blue light at the other, fly straight and level. (Sparks; Berliner)	35 secs	1		
1683.	10626	June 6, 1966. Spooner, Wisc. 9:30 p.m. Dorothy Gray saw 2 domed discs with sparkling upper surfaces and square windows in their tops, revolve above a lake, apparently causing strange behavior of the lake water. (Sparks; Berliner)	25 secs	1		
1684.	10629	June 8, 1966. Between Kansas and Toledo, Ohio. 6:45 a.m. Max Baker, 43,. driving W on Sandusky Road, suddenly saw a bright silver, cigar-shaped object, as long as an airliner, silently buzz the witness' car to 100 ft distance then flew low to the NE. (Sparks; Berliner; cf. Vallée Magonia 771)	1 min.	1	100 ?	
1685.		Jun. 13, 1966 Milan, Mich. Policeman who saw the object over Milan on March 17 saw another object on the ground at a street intersection. He drove toward it with his headlights illuminating the object, which took off like an airplane, flying away to the SE. (Sparks; Vallée Magonia 773)		1		
1686.	10663	June 18, 1966. Burnsville-Mt. Mitchell, North Carolina. 12:30 a.m. 4 Boy Scout campers, including Sterrett, using binoculars saw a red bell-shaped object with 3 flashing red lights hover then land 700 ft away, remaining all night, joined by 6 other objects, then rose at dawn. Broken trees and other traces found. (Sparks; Berliner; cf. Vallée Magonia 776)	5 hours +	4		binoculars
1687.		June 23, 1966. Hamburg, New York. 9:30 p.m. Civilian woman, 63, was reading when an intense red light lit the ground near her house. She went outside and saw a 3 ft lighted object 60 ft away, which backed up and flew away "like a bullet." 3 other witnesses in the next house. (Sparks; Vallée Magonia 777)		4	6	

1688.	10693	June 26 [27?], 1966. Pacific, 400 miles E of Wake Island (at 19°21' N, 170°30' E). About ca. 1540-1605 GMT June 26; 3:40-3:45 to 4:02-4:05 a.m. June 27 local time [UTC+12]. Navigator 2nd Mate Donald L. Rominger, Chief Mate Robert Freind, Radio Officer Steffen Sorensen, Seamen W. Meeker, S. Bell, C. Morris and W. Prip, and the ship captain, of the steamship Mt. Vernon Victory (US Registry 284178), en route great-circle course from Guam to Honolulu on heading 80° (True) at about 16 knots, sighted bright white light like the planet Venus and first thought to be Venus, low on the horizon dead ahead (or 60° azimuth per ship log, =20° left of dead ahead). At elevation 5° the light began flashing with on-off square-wave light curve at 1-second intervals and developed a surrounding "halo" about 3x Full Moon angular size with a bright luminous translucent "cloud" with the light at the center. At azimuth 100° elevation was 40°. Object hovered "overhead" at some point (per ship log) for 10 minutes [?] estimated altitude about 10,000 ft and central object about 600-700 ft [thus combined yield angular size about 3° to 4°]. Object came closer when at about azimuth 215° elevation ~30°, began to accelerate to the SW and rise leaving the luminous cloud behind to dissipate. Disappeared in 3 mins by climbing "straight up" at high speed, growing dimmer and disappearing "unaccountably" at about azimuth 260° [about W] elevation 40° [or azimuth 220° elevation 20° ??]. (Sparks; Berliner; CUFOS)	ca. 17-25 mins	7-8	3 (or 6-8 ?)	binoculars
1689.	10739	July 11, 1966. Union-Kirkwood, Penna. 7:45 p.m. Carl Wood and Charles Hawthorne [and 2 women?] saw a large (100 ft wide, 20 ft high) bright red luminous object with small windows and yellow lights 100 ft away in a field. Object had small openings, emitted a humming or whirring noise, seemingly from the outside, and a grinding noise from inside. (Sparks; Berliner; cf. Vallée Magonia 779)	1 hr [90 mins?]	2 [4?]	80 ?	
1690.	10781	July 25, 1966. Between Greenville and Vanceboro, North Carolina. 1-2 a.m. College student James Clark saw a pulsating object change color from orange to red to blue to green and back to orange, which followed his car through the woods at high speed up to 100 mph, then stopped and hovered over the car from 300 ft away about 50 ft high, wobbling on its axis, approached to 100 ft, then shot out of sight vertically in <5 secs. (Sparks; Berliner; cf. Vallée Magonia 782)	1 hr	1		
1691.	10798	July 31, 1966. Presque Isle State Park, Erie, Penna. 7:25-7:30 [8:25?] p.m. Douglas Tibbetts, 16, Betty Klem, 16, Anita Haifley [?], 22, and Gerald Labelle, 29, saw a square or hexagonal [or mushroom-shaped?] object with edges lit or reflecting light, [sweeping the area with a light beam?], come tumbling down erratically from right to left, stopped 5 ft-10 ft above the beach 1,000 ft away and settled heavily down. A circle of spotlights at top were visible when it was on the ground [and a strange 6 ft tall being]. (Sparks; Berliner; cf. Vallée Magonia 784)	5 mins	4		

1692.		Aug. 6, 1966. Harlingen, Texas (26.18° N, 97.69° W). 2 p.m. Civilian man and his family saw a dark object hover near their isolated house. 3 children saw a dwarf in shiny black coveralls through a square "door" emitting yellow light in the object, which left slowly with a soft humming sound. See later incident on Sept. 3. (Sparks; Vallée Magonia 786; Saunders/FUFOR Index)		4-5		
1693.	10872	Aug. 19, 1966. Donnybrook, North Dakota. 4:50 p.m. U.S. Border Patrolman Don Flickinger saw a bright, shiny, round disc, 30 ft in diameter and 15 ft high, colored white, silvery or aluminum, floating down the side of a hill wobbling from side to side about 10 ft off the ground. It moved across a valley from the SE climbing to 100 ft height, hovered for 1 min over a reservoir in a horizontal position when a dome on top became visible, appeared about to land in a small field about 250 ft away, then tilted on edge and rose up into clouds at high speed. (Sparks; Berliner; cf. Vallée Magonia 788; Jan Aldrich)	5 mins	1 [2?]	14	
1694.		Aug. 23, 1966. Da Nang, Vietnam (16° 4' N, 108°14' E). (Sparks; McDonald list)				
1695.	10888	Aug. 23, 1966. Columbus, Ohio. 7 p.m. Broomall and Gilpin saw a circular, luminous white object split into 5 objects, all streaking away to the W. (Sparks; Berliner)	15 mins	2		

1696.	Aug. 24, 1966. Minuteman M-6 site, Carpio, Grano, N of Minot AFB, North Dakota. 10 p.m. USAF Airman 3rd Class Turner saw and reported by radio a multi-colored light high in the sky. USAF Airman 2nd Class Aldrich sight white light to the E between 75° and 110° near the horizon. Location estimated 75 miles N of Minot AFB at altitude 30 miles (160,000 ft). Missile Combat Crew Commander Capt Smith in underground Minuteman nuclear ICBM silo of Mike Flight 60 ft below surface reported radio interference static when UFO approached missile site from SE at undetermined distance. UFO hovered from 10:57 to 11:12 p.m. at 100,000 ft [?] then descended and began to “swoop and dive,” then seemed to land 10-15 miles S of missile silo M-6. Strike team sent to this location at 11:20 p.m. confirmed the object and reported radio interference about 10 miles from UFO landing site, about 5-8 mins later UFO darkened and took off. F-106 fighter interceptor from 5th Fighter Interceptor Sq at Minot AFB was scrambled at 12:19 a.m. but could not detect object at the various altitudes checked. Second object, white, was seen to pass in front of clouds. ADC radar site Z-28 (Minot AF Station, South Prairie, ND, 48°00'13" N, 101°17'40" W, about 29 mi S of Minot AFB, 16 mi S of Minot) (FPS-27 search radar and FPS-90 height-finder radar) detected and tracked an object at heights up to 100,000 ft down to 4,000 (4,400) ft at 95 miles to the N at azimuth 357°. Also tracked between 2,400 and 8,200 ft to N at 75 miles azimuth 360° [roughly 10 mi N of Missile Site O-2, the northernmost of Oscar Flight]. Sightings made by 3 different Minuteman ICBM missile sites in Mike and November Flights, including M-4, M-6 and N-7, near Carpio and Grano, ND. Radio interference was noted by teams sent to locations where object was hovering at ground level. (Sparks; BB files on NICAP website; Vallée Magonia 791; Saunders/FUFOR Index)	nearly 4 hrs	many		radar-visual, EM

1697.	10899	Aug. 26, 1966. 2 mi SE of Gaylesville, Alabama (at 34.236° N, 85.536° W). 8:51 ±1 to 8:55 ±0.5 p.m. (CST). NASA Marshall Space Flight Center (MSFC) Aero-Astro dynamics Lab, Aerosp physics Division, Huntsville, Ala., M.S. aerospace engineering PhD-candidate Buford H. Funk, Jr., wife and their 3 children were driving SW on Hwy 9. After turning NW on Hwy 35 [2 mi SE of Gaylesville] Mrs. Funk saw a cluster of 4 small, glowing, orange-yellow lights in a triangular formation (4th light in the center) and several seconds later called it to attention of Mr. Funk who stopped at the side of the road at the Hwy 68 intersection (at 34.265° N, 85.561° W) in Gaylesville at 8:53 ±1 p.m. UFO in the NNE about azimuth 25° to 35° near a zigzag group of stars [Perseus about 5° to 10° elevation] turned about 90° from S or SE heading to SW heading. They drove about ½ mile further NNW on Hwy 35 then stopped again at the side of the road (at about 34.272° N, 85.563° W) as the UFO came directly over their car. Funk rolled down the window but heard no sound. Center light made rapid motions forward and backward relative to the triangle lights at a rate of 5-7 movements per second. UFO disappeared in the distance to the W or WSW. (Sparks; BB files; Berliner; Saunders/FUFOR Index)	~4 mins	5	1/5 to ¼ (individual lights) increasing to 2 at closest	scientist
1698.	10917	Sept. 1, 1966. Willsboro, New York. 2:45 p.m. T. H. Ridman [Kidman?] saw an oval object with lights flashing red and white, occasionally blue, fly W, then disappear downward, returning several minutes later with a loud noise. (Sparks; Berliner; Saunders/FUFOR Index)	30 mins	1		
1699.		Sept. 3, 1966. Harlingen, Texas (26.18° N, 97.69° W). 2 p.m. 2 children went outside when the TV set became blurred and they saw a fantastic spinning light illuminating the house coming from an object hovering at the same location as the earlier sighting on Aug. 6. (Sparks; Vallée Magonia 793 cf. 786; Saunders/FUFOR Index)		2		
1700.		Sept. 5, 1966. Finland AFS, Minn. Johnson. (Sparks; McDonald list; Saunders/FUFOR Index)				radar
1701.		Sept. 5, 1966. Texas. Evening. Civilian man saw a peculiar light phenomenon and a small figure that appeared to enter a bedroom. The figure was not seen again. (Sparks; Vallée Magonia 794)		1		
1702.	10933	Sept. 6, 1966. Suffolk County AFB, New York. 6:50 p.m. Stahl and Ladesic saw a white cylinder of light come from the E at high speed, stop and hover for 3 mins, then turn and slowly disappear. (Sparks; Berliner)	8 mins	2		
1703.	10942	Sept. 9, 1966. Franklin Springs, New York. 9 p.m. Jacobson saw a solid object, larger than an army tank, with 3 horizontal bands of light-blue, red and green lights [or lighting] all around it, descend from a cloud bank with a low humming [or soft whirring] sound, slow down and land, and disappear into woods. (Sparks; Vallée Magonia 796)	30 mins	1		

1704.	10944	Sept. 13, 1966. Stirum [or 10 mi W 2 mi N of Gwinner?], North Dakota. 7:30 a.m. Randy Rotenberger, 11, saw a silvery-grey elliptical [or disk-shaped] object with a clear bubble dome on top, tripod landing gear, 2 red lights, 2 white lights, 1 green light, hover about 1 mile away, then land within 900 ft making a low-pitched whine and taking off so fast it just "vanished." USAF Lt. Col. and a Gwinner, ND, businessman investigated, found compact landing indentations 7 inches deep and radiation level 100 microroentgens/hr (about 2x background level?). (Sparks; NICAP site/Greenwood; BB files; Berliner; cf. Vallée Magonia 797)	5 mins	1		photos ?; radioactivit y
1705.	10973	Sept. 28, 1966. Wilmington, Ohio. 3:38 p.m. Clarke saw 3 round, oval-shaped, aluminum-colored objects with rotating rings around them, 2 remained stationary, while the 3rd varied its altitude. (Sparks; Berliner)	90 secs	1		
1706.	10996	Oct. 5, 1966. Osceola, Wisc. Several members of a family saw a small, bright orange, moon-shaped object stationary in the NE for about 20 mins, then suddenly take off very fast to the WNW. (Sparks; Berliner)	20 mins	several	1?	
1707.		Oct. 23 [30?], 1966. Southhampton, Long Island, New York. 6 p.m. Mr. Acquino [Aquino?] saw an object with arms in front of it which sparkled like an arc-light, fly S along some power lines, then turn SW, with a slight humming sound. [Same as Oct. 30 case?] (Sparks; Berliner)	4 mins	1		
1708.	11092	Oct. 26, 1966. Cold Bay AFS, Alaska. No time given. Civilian control tower operator Ralston saw a white object approach runway at 50 ft altitude. When runway lights were turned on the object accelerated and climbed away so fast the witness was unable to use binoculars. (Sparks; Berliner)	3 secs	1		binoculars?
1709.		Oct. 30, 1966. Southhampton, New York. [Same as Oct. 23 case?] (Sparks; Saunders/FUFOR Index)				
1710.		Nov. 6 or 13, 1966. 3 miles W of White Plains, New York. 7:30 p.m. Chief Engineer of radio station WFAS and his Asst. saw rectangular object emitting steady bluish light moving slowly to the N while beaming light towards station's parking lot. No sound. Object had blue-black sky appearing through the middle [?]. [Plastic hot-air balloon?] (Sparks; Tony Rullan)	1+ min	2	1	
1711.	11135	Nov. 8, 1966. Saginaw, Mich. Night. College graduate Annis saw a group of lights flash and change color while hovering, almost touching the road, then abruptly vanished. (Sparks; Berliner)	5 mins	1		
1712.		Dec. 18, 1966. E Lake Tiorati, Bear Mtn. State Park, New York. 4:40 p.m. Witness looked up and saw a silver-brown domed-disc in the W at 45° elevation heading NE, wobbling, noiseless, disappear over and behind a fire tower on a 1,320-ft hill about 1/2 mile away, after taking a photo. (Sparks; Hynek UFO Rpt pp. 239-245)	5-7 secs	2?		photo
1713.	11239	Dec. 25, 1966. Monroe, Oregon. 3:30 [?] a.m. Civilians and military personnel saw 3 round objects, as large as cars, give off vapor, then became 3 bright reddish-orange lights. Blast at beginning of sighting pushed one witness against a car. (Sparks; Berliner)	90 mins	4+		

1714.		Dec. 30, 1966. Haynesville, Louisiana. 8:15 p.m. Physics professor Dr. Galloway driving through a wooded area saw a bright, pulsating glow, changing from orange to white, in the woods about 1 mile away, estimated visible light power output at about 1 megawatt. Coming back the next day, he located traces of burns, and called the USAF and University of Colorado UFO project. (Sparks; Vallée Magonia 808; Condon Rpt pp. 277-280; Richard Hall NICAP letter Mar. 3, 1967)		1		physics prof
1715.		Jan. 5 [25?], 1967. Winsted [Howard Lake?], Minn. 4:30 a.m. Civilian man [Lenz?], 32, driving to work stopped to check his 1964 Chevy truck when its engine stalled. He then saw an intense light to his right, coming closer, then landing on the road, so he locked himself inside the truck. Object 75 ft diameter 30 ft high settled on tripod landing gear, an elevator-like device came down, and a man dressed in blue coveralls with "a glass fishbowl on his head," of medium height, seemed to check something then left. (Sparks; Vallée Magonia 812; Saunders/FUFOR Index)		1		EM
1716.		Jan. 7, 1967. Goose Bay AFB, Labrador, Canada (53.3° N, 60° W). 11:05 p.m. (AST). Goose AFB Radar Air Traffic Control (RATCON) radar detected target at 30 miles SW. When target was at 4-6 miles S traveling at very high speed, Goose RATCON notified ADC radar site FPS-93 ground radar operators at the 641st AC&W Squadron, which tracked target at 180° (South) for first 8 sweeps at 200 knots (230 mph) then 4 sweeps at 2,100 knots (2,400 mph). Target lost over Goose AFB [thus heading about NE]. Radars on different frequencies. USAF MAC C-97 pilot Lt Col Gorecki was on approach to Goose runway 27 [heading W] when he sighted moving star-like steady white light visually at estimated 5,000 to 7,000 ft overtaking his 160-knot aircraft. (Sparks; BB files; NICAP; Project 1947)		3+		radar- visual

1717.		Jan. 13, 1967. SW New Mexico, NW of El Paso, Tex., to Flagstaff-Winslow, Ariz. 10 p.m. Pilot Carl M., an FO, and a passenger Jimmie Moran on a Lear Jet 23 en route from Houston, Tex., to Las Vegas, Nev., at 41,000 ft and 300 knots airspeed (Mach 0.82 or about 540 mph TAS) on a 300° heading saw a flashing [?] red oval luminous object in the 10 o'clock position. Object split into 4 similar red oval objects vertically a number of times, each separated by about 2,000 ft and each emitting a "red ray," then retracting the lowest objects up into the top object. Albuquerque radar tracked the object 39 miles ahead of the Lear jet moving on the same heading, with no transponder signal and at that moment the object blinked off visually for 30 secs then blinked on. Albuquerque control contacted a National Airlines DC-8 over Casa Grande, Ariz., whose pilot confirmed the Lear pilot's reports. Albuquerque control warned the Lear that the object suddenly darted towards the Lear at high speed within secs until the radar blips merged [possibly 39 miles in 10 secs or roughly 14,000 mph]. Object flooded the Lear with intense red light so bright the pilot had difficulty seeing his instrument panel, and it maintained position in front of the Lear for a few mins then, then blinked out then came on again and started falling back behind the left wing, then pulled forward again. (Sparks; When the object blinked off radar at Albuquerque controllers would lose the object then regain it when it blinked on again (?).) Both UFO and Lear jet made left turns over Winslow, Ariz., then Los Angeles Center radar picked up both targets. Past Flagstaff the object climbed at a 30° angle disappearing to the W in <10 secs. (Sparks; Hynek UFO Exp ch. 7, case RV-1; NARCAP; BB files??)	29 mins	4+	90+ ?	RV
1718.		Jan. 16, 1967. Charleston, South Carolina. (Sparks; McDonald list)				
1719.		Jan. 26, 1967. Near Coffeen, Illinois. 9 p.m. John Cox, Methodist minister, driving on Route 185 saw a 60 ft object, flat on the bottom, rounded on top, 10 ft thick, cross the road silently 300 ft away, at low speed. (Sparks; Vallée Magonia 813; Hynek-CUFOS-Willy Smith files)		1	20	
1720.		Jan. 30, 1967. 5 miles SW and 20 miles W of Crosby, North Dakota. 8:04 a.m. (CST). Delton Schwanz, commercial pilot of 29 years' experience and past AAF/AF service, with wife Della and children Robert, Roger and Diane saw a bright white sharply outlined lozenge-shaped object (length/width ratio 4:1) to the W elevation 15°-20° momentarily stopped then moving in level flight to the left, with a smooth climb in the SW, dropped white "strips" of light that descended vertically, disappeared to the S at azimuth 170° by ascending to about 30°-45° elevation. George Larsen (Larson?) and Larry Pateof (Pace?) were independent witnesses driving by car 20 miles W of Crosby near intersection of Hwys 5 and 85 who saw large white light move rapidly from W to S dropping a "piece" of the object and disappearing suddenly. (Sparks; Hynek-CUFOS-Willy Smith files; Hynek UFO Exp, case DD-11)	1 min	7	1/5	

1721.	11350	Feb. 6 [9?], 1967. Odessa, Delaware. 8:45 p.m. Donald and Marie Guseman saw a large, Saturn-shaped object, 50 ft in diameter and 20 ft high, with 2 bright lights, a green light on one side red light on the other, hover motionless over the trees, then slowly move N and suddenly disappear. (Sparks; Berliner)	2 mins	2		
1722.	11355	Feb. 12, 1967. Grand Rapids, Mich. 3:40 a.m. Lou Atkinson saw 4 fluorescent, football-shaped objects, a dull, almost grey luminous color, fly NE in a very rigid formation with a chirping noise. (Sparks; Berliner)	4-10 secs	1		
1723.	11383	Feb. 16, 1967. Stoughton, Wisc. 9:11 p.m. Miss Lynn Marsh saw a light with faded edges follow her car. (Sparks; Berliner)	5-6 mins	1		
1724.	11394	Feb. 20, 1967. Oxford, Wisc. 3:10 a.m. USAF veteran/truck driver Stanton Summer saw an orange-red object fly parallel to his truck. (Sparks; Berliner)	2 mins	1		
1725.		Feb. 23, 1967. Glasgow AFB, Montana (28°25' N, 106°32' W). 9 or 9:15 or 10:05 or 10:15 p.m. (MDT). SSgt David O. Hansen, MG-13 Fire Control radar technician, TSgt Floyce (Floyd?) L. Vaughn, Automatic Weapons Control System (AWCS) Flightline Supv, Airman 1stClass Stephen J. Marshall, AWCS Tech, Airman 2nd Class Larry L. Miller, Fire Control Systems Tech, 13th FIS base hangar and runway. Possibly tracked on grounded F101B fighter MG-13 radar. (Sparks; McDonald list; Saunders/FUFOR Index)	1-3 mins (vis), 2 hrs (radar)	4?		radar?, radar-visual?
1726.	11419	Feb. 27, 1967. Grand Haven, Mich. 8:19-9:30 p.m. Sheriff Grysen, wife and others saw a large white light, with smaller red and green lights to the sides, make an almost instantaneous 90° left turn, shoot out over the road and stop, [then] moving too fast to follow. (Sparks; Berliner)	1 hr 11 mins	4+		
1727.		March 2, 1967. Holloman AFB/White Sands Missile Range. 10:25-11:31 a.m. (Sparks; NICAP website; Condon Rpt.)	1 hr 6 mins	many		radar-visual
1728.		March 5, 1967. Minot AFB, North Dakota. ADC radar tracked an unidentified target descending over the Minuteman ICBM missile silos of the 91st Strategic Missile Wing. Base security teams saw a metallic, disc-shaped object ringed with bright flashing lights moving slowly, maneuvering, then stopping and hovering about 500 ft above ground. Object circled directly over the launch control facility. F-106 fighters were scrambled but at that moment object climbed straight up and disappeared at high speed. (Sparks; Ray Fowler; etc.)				
1729.	11454	March 6, 1967. Benton Harbor, Mich. 12:01 a.m. Jerome Wolanin, assistant news director of radio station and former policeman, and wife, saw a round saucer or oval-shaped object with red, green and yellow lights around bottom rim which pulsated red, flying level, E to W, joined by 2nd object from W. 1st object opened top, 2nd came over and hovered for 30 secs and disappeared. Objects made hissing sound. (Sparks; Berliner)	40+ mins	2		

1730.	11460	March 6, 1967. Galesburg-Moline [?], Illinois. 4:25 a.m. Deputy Sheriff Frank Courson saw an object shaped like a rubber cup placed under a furniture leg, with a dome set in the cup, bottom spinning rapidly, rim pulsating red, which approached and passed overhead at low altitude, making a hissing sound. (Sparks; Berliner)		1		
1731.		March 9 [11?], 1967. Galesburg, Illinois. 7:10 p.m. 2 housewives [Powell and McKee?] saw an object shaped like a pancake with a rounded top, pulsating red, and red lights around its rim, which approached and seemed to explode with a brilliant white light that lasted 10 seconds and almost blinded them. Object accelerated to the N and disappeared. (Sparks; Berliner; Saunders/FUFOR Index)	10+ secs	2		
1732.		March 9, 1967. Follansbee, West Virginia. 9 p.m. 3 witnesses driving on Route 2 saw a round car-sized object, with several lights on the underside, hovering at rooftop level, which left suddenly at high speed. (Sparks; Vallée Magonia 824)		3		
1733.	11480	March 9, 1967. Onawa, Iowa. 9:05 p.m. Jack Lindley saw a bright white, saucer-shaped object, as big as a jet airliner, fly straight and fast to the E. (Sparks; Berliner)	2 mins	1		
1734.		March 12, 1967. Rochester, Minn. Boy Hrubetz went out to buy a newspaper and saw a car-sized, inverted mushroom-shaped object hovering 30 ft above ground, then tilted at a 45° angle, oscillated, and left to the NW. 3 photos reportedly taken. (Sparks; Vallée Magonia 825; Saunders/FUFOR Index)		1		photos?
1735.		March 16, 1967. Near Roy (about 30 miles NE of Lewistown), Montana. See next entry. (Sparks; CUFON; NICAP; not in BB files??)				
1736.		March 16, 1967. 15 miles N of Lewistown, Montana. 8:45 a.m. Echo ("E") Flight of 10 Minuteman nuclear ICBM's of Malmstrom AFB, USAF 341st Strategic Missile Wing, SAC, were inexplicably deactivated within 10 secs of each other and for 1 day after UFO's hovered near 2 missile silos. Followed a series of UFO sightings during early morning hours by USAF security teams. Allegedly similar missile shutdown incident on March 24 is a non-event and has been deleted from this catalog. (Sparks; CUFON; AF 341st Strat Missile Wing History; NICAP; not in BB files??)	15+ mins ??	several		EM? missile deactivation
1737.	11541	March 22, 1967. Wapello, Iowa. 10:20 p.m. Douglas Eutsler, 15, saw a fluorescent, solid, multicolored lights stand still, then fly away at high speed. (Sparks; Berliner)	1 min	1		
1738.	11551	March 24 [26?], 1967. Belt, Montana. 9 p.m. Truck driver Ken Williams saw a dome-shaped object, emitting a bright light, land in a ravine. As he approached, it took off and settled back, hidden from the highway. Numerous other reports came in from this area and at dawn police and a Malmstrom AFB helicopter made a search without success. (Sparks; Berliner; cf. Vallée Magonia 827)	several mins + ?	1 + many ?		
1739.	11559	March 26, 1967. New Winchester, Ohio (40.717° N, 82.919° W). 4 p.m. Man, woman, three boys, saw an oval object, like copper or brass with the sun shining on it, fly from SE to NW with tumbling motion. (Hynek UFO Exp ch. 6, case DD-12; Saunders/FUFOR Index)	30 mins	5		
1740.		April 10-11, 1967. Houma, Louisiana. (Sparks; McDonald list; Saunders/FUFOR Index)				radar

1741.		April 16, 1967. Shoreline at NE corner of Ramey AFB, Puerto Rico. Bet. 5 and 6 a.m. (EST). USAF Airman/2nd Guillermo Padilla and Airman Henry, 72nd Bombardment Wing, SAC, saw a disc shaped object with two levels and a reddish band slightly above midsection, floating or hovering just above the water. Object went left to right and back a short distance then rose from right to left, and Padilla took a photo. Object reversed path and disappeared. (Sparks; Tony Rullan)	5 mins	2		photo
1742.		April 17, 1967. 4-1/2 mi NW [E?] of Jefferson City Airport, Missouri (at 38.65° N, 92.25° W). 9:05 p.m. (CST). School principal John L. Metz and 3 teachers (Pistone, Wilson, Jerry Wiseman [Wireman?]) in separate cars were driving home and saw a huge 350-400 ft diameter bluish-white WWI helmet-shaped object come over the Missouri River cliff {bluff?} to the NE [SW?] at elevation 30° then at 300-400 ft altitude directly overhead [90° elev.] over their cars bathing them in intense light. Metz used 8x binoculars. Object hovered over power lines for about 10 mins then headed towards the airport [at elev. 40° ?]. Emitted from bottom two smaller objects disc-helmet shaped size of DC-3 [~100 ft]. Principal Metz drove over to airport on Hwy 94 and found 2 more witnesses, attorneys [?]. Jefferson City Memorial Airport employees sighted flat circular star-like orange with intermittent red-blue object at azimuth 230°-232° with 30x 40mm telescope at 9:40-10:08 p.m. Ozark Airliner [Flight 319] crew saw 2 large round flat objects below the plane on final landing approach moving in various directions. (Sparks; Hynek UFO Exp ch. 8, case CEI-7; BB files; CUFOS)	28 mins (45 mins)	7+ ?		telescope, binoculars
1743.	11677	April 21, 1967. South Hill, Virginia. Approx. 8:50-8:55 p.m. Business manager Clifton N. Crowder found the road blocked to the W on his way home by an aluminum storage-tank-shaped object with dome top, 16-18 ft tall 12 ft wide, landed in the road ahead on 4 legs 3-3.5 ft long about 500 ft away. He turned on his high beams for a better look for about 5 secs at 250 ft, the object emitted white flames and took off. Burned area found in the road and holes along with charred matches. Norman Martin who lived nearby saw a bright light from the area at the time [but with no details corroborating Crowder, hence case remains single-witness with physical evidence (charred matches) suggestive of hoax (IFO)]. (Sparks; Vallée Magonia 836; BB; Klass; etc.)	10+ secs ?	1+1?		
1744.		April 27, 1967. Green Lake, Wisc. 10 p.m. 4 boys with binoculars saw a cone-shaped object with a blue underside, and a top that changed from red to orange to white, come lower with oscillating motions, illuminating the woods 1/2 mile away. (Sparks; Vallée Magonia 838)		4		binoculars

1745.		May 13, 1967. Colorado Springs Municipal Airport/Peterson AFB, Colo. 4:40 p.m. (MDT). Radar operators (George?) McCready, Virgil Berridge, Herbert Sellers, John Major, and tower controllers Paul Van Houwelling, Ralph Pittman, and Richard Trout, at civil-military airfield shared with Peterson AFB. UFO traveling N at about 200-250 knots (230-260 mph) was tracked on 3 or 4 separate radars but was invisible to the eye to the control tower even with binoculars when passing within 1-1.5 miles; pilots of an airliner 3-4 mles behind the UFO could not see it either. UFO made a "perfect ILS approach" to 200 ft above runway. No noise. Birds eliminated as "we don't have 200-knot birds." Visibility 15+ miles. No mention of IFF being used which is not credible for the airport serving NORAD HQ; must be classified, due to reporting on IFF. Condon Report called it "one of the most puzzling radar cases on record." (Sparks; BB files; Paul Dean; Condon Report, Case 21)	1 min	7	n/a	multiple radars + optical invisibility
1746.		May 16, 1967. Gulf of Mexico (at 27°25.6' N, 90°14.7' W [approx. 170 miles S of New Orleans]). 10:10 p.m. (EST). Ship Master Donald W. Dee and 3rd Mate Homer Hawthorne, seamen Earle Bradley and Eric Koster, crew of Pacific Coast Transport ship SS Point Sur heading 295° True at 15 knots, sighted 6 red point source lights pacing the ship at azimuth 350° to 365° (005°) True; the 2 at 350° were at 10° and 14° elevation, confirmed by sporadic radar returns as at 12,000 ft at 11 miles [nm?] for the 10° object. Through 7 x 50 binoculars object would appear to be brilliant yellow with red lights across upper 2/3, to naked eye blended to reddish-orange point source. Objects pulsed with 4-1/2 sec period and approx 1 to 3 brightness ratio. Lower objects rose and fell near horizon. (Sparks; Castner/CUFOS; Hynek UFO Exp ch. 7, case RV-9)	50 mins	4		RV, binoculars
1747.	11744	May 17, 1967. Rural Hall, North Carolina. 8:30 p.m. Red Ledford [Parker?] saw a round, orange-colored object, similar in size to a small aircraft, zigzag back and forth over a jet that was heading NE. (Sparks; Berliner; Saunders/FUFOR Index)	5 mins	1		
1748.		June 2, 1967. McKeesport, Penn. Clark and Smith. Conflicting data on whether to ID this as possible IFO meteor. (Sparks; Hynek-CUFOS-Willy Smith files; Saunders/FUFOR Index)		2		
1749.	11815	June 24, 1967. Austin, Texas. 3:12-1/2 a.m. (CDT). Artist/UFO researcher ex-contactee Ray Stanford near Mansfield Dam saw a solid, blue-white, elliptical object fly from NW to NE and stop, seemingly in response to flashlight signal, for 1.5 minutes. Object then continued along its original path at high speed and disappeared behind clouds. (Sparks; Berliner)	9-1/2 mins	1		
1750.	11831	June 29, 1967. Scotch Plains, New Jersey. 1:30 a.m. Truck driver Damon Brown saw an oyster-shaped object 200 ft wide 25-30 ft thick with a huge red light at each end, one light on the bottom, and a row of blue lights along the bottom, which circled an aircraft, hovered, moved rapidly, then followed the witness' car for about 500 ft, veered S and departed at great speed. (Sparks; Berliner)	8-10 mins	1		

1751.	11869	July 10, 1967. 5 mi S of Lizelia (near Meridian), Mississippi. 5:50 p.m. After his car stalled and radio faded out, golf pro Harold Washington (Capt., USMC Ret.) saw an object of large size with a dome, the top gunmetal blue, the bottom the color of old lead, moving E about 300 ft over his car, crossing the highway tilted upward to the right, then accelerated and disappeared into the low clouds, with a swishing sound. (Sparks; Berliner; Randle p. 264)	3-5 secs	1		EM
1752.		July 21 [19?], 1967. Jewish Creek [Homestead?], Florida. 2:30 a.m. Barbara Fawcett [Faucett?], 18, and her sister saw a yellow "jagged" object rise above a swamp and land on a hill. USAF investigators found a very large scorched area at the spot. (Sparks; Vallée Magonia 858; APRO July 1967; Saunders/FUFOR Index)		2		
1753.		July 23, 1967. Popponessett Beach, Mass. Mr. and Mrs. McEnroe. (Sparks; Hynek-CUFOS-Willy Smith files; Saunders/FUFOR Index)		many ?		
1754.		July 30, 1967. Kernville (35.75° N, 118.44° W), China Lake NAS / Naval Ordnance Test Station (NOTS), and Edwards AFB, Calif. 10:17 p.m. (PDT). George Petyak and wife Brownie in Kernville first sighted bright yellow star-like light at about 65° elevation to the E [towards direction of Walker Pass and China Lake], later joined by a second similar object appearing to try to "steer" the first onto a "definite course." A second independent observation from China Lake NAS where object was seen [visually and/or on radar] to the W over Walker Pass (about 20 mi distance) [towards direction of Kernville] was reported to Edwards AFB – thus visual sighting lines intersected from opposite directions. Controller (Mr. Buckley?) at Edwards used RAPCON (Radar Approach Control) radar (or used Boron AFS FPS-35 search radar at 35°04'44" N, 117°34'45" W) and confirmed visual reported by China Lake but tried to dismiss 100 knot (115 mph) target as merely civil aircraft that "frequently" fly over the area [but light aircraft try to avoid mountain passes]. Kernville witnesses reported by phone during sighting to Boron AFS ADC radar site (with FPS-35 long-range search radar) then to Lt. Smith at Edwards AFB where RAPCON radar tracked unidentified target near Lake Isabella S (or SE?) of Kernville witnesses [S/SE by 5-10? mi] for "several sweeps" at about 10:30 p.m. PDT traveling S at 50-60 mph. Kernville witnesses reported one object in the E joined by the second object, both appearing like bright stars but moving in circles relative to actual star background in clear sky; used binoculars from time to time through which UFO appeared bright blue. First seen to their E but traveling S, disappearing suddenly in clear sky at 11:30 p.m. PDT in the direction of Lancaster [S to SSE] at about 50° elevation, estimated height about 30,000 to 40,000 ft. (Sparks; McDonald list; Saunders/FUFOR Index; Condon Rpt p. 122; BB files)	1 hr 15 [13?] mins	2 + 1? + 1?		RV, binoculars
1755.		Sept. 11, 1967. Kincheloe AFB, Mich. 10 p.m. Radar tracks of 17 objects. (Sparks; McDonald list; Saunders/FUFOR Index)				radar

1756.		Oct. 18, 1967. Lake Charles, Louisiana. 9 p.m. John Herbert [and Sonnier?] saw a bright, fiery ball flash 4 times while moving E, just above tree tops. (Sparks; Berliner; Saunders/FUFOR Index)	1 min	1 [2?]		
1757.		Oct. 21 [20?], 1967. Blytheville AFB, Ark. (35.96° N, 89.95° W). 6:16 a.m. [7:16 p.m.?] 2 control tower operators, one named Warren, and an observer at the S end of the runway saw 2 dark oblong table-latter shaped objects with 7 ft long exhaust at about 1,200-1,500 ft height fly E to W, tracked by RAPCON radar at a distance of 2 miles, make a turn to the SW when they disappeared. (Sparks; Hynek UFO Exp ch. 6, case DD-3)	15-30 secs	3		RV
1758.		Nov. 8, 1967. 70 mi W of Omaha (Offutt AFB), Neb. 2:45 a.m. (CST). USAF pilot Maj. Thomas C. Vanevenhoven and a radar operator were aboard an EC-135, callsign "A&E 144 Alpha" SAC "Looking Glass" Airborne Command Post for backup command, control and launch of all U.S. nuclear forces, flying at 255 [knots?]. Pilot sighted a large, fast-moving ball of light that changed color from red to yellow to white [possible meteor fireball?]. Radar operator tracked fast-moving target. 2 inbound TWA airline crews to Chicago O'Hare Airport also reported visual sighting to Chicago Center FAA control. Somewhat later [1 min??] EC-135 radar operator tracked 5-6 targets at high speed [2,000? mph] grouped within a 1-1/2 to 5 mile radius, for 2-3 mins. Sighting was accidentally disclosed to Univ. of Colorado UFO Project on about Dec. 19, 1967, and thereafter the AF stalled and resisted investigation for 7+ months till termination of Colorado Project investigations, while supplying only meager info. (Sparks; Bob Klinn; Roy Craig papers; BB files)	2-4 mins	4+		radar aboard SAC Nuclear Airborne Command Post
1759.		Feb. 4, 1968. Redlands, Calif. (34.06° N, 117.19° W). 7:20-7:25 p.m. (PST). Numerous witnesses Tetzlaff and others saw a 50-60 ft circular object with 7 lights on the bottom, 8-10 lights on top alternating in color, head NE [or ENE] for about 1 mile at about 300 ft altitude, hover, jerk forward, hover, shot up vertically, hover, wavered to the NW, climbed in altitude slightly, then shot off to the NW at high speed, disappearing. (Sparks; Hynek UFO Exp app. 4; Saunders/FUFOR Index)	5 mins	100's	20	
1760.	12235	Feb. 9, 1968. Groveton, Missouri. 3:20 (4:30?) [4:20?] a.m. Mr. R. W. Bland noted animal disturbance drawing his attention to a 100 ft circular object about 300-350 ft away hovering about 20-25 ft above ground, lighting up ground, trees, cows, etc. Object had 7 yellowish-green lighted portholes about 2-2.5 ft wide in the center of each concave side (?), and made a whirring [or pulsating?] noise. Disappeared to SW at 45° (?) elevation without tilting. Witness alluded to disappearance of cows in the past. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 193-5)	1-5 mins	1	30	
1761.		March 6, 1968. Amarillo, Texas. Hottinger. (Sparks; McDonald list; Saunders/FUFOR Index)				

24+ sightings		June 15-22, 1968. S of DMZ, South Vietnam. "High" concentration of UFO's. On June 16 "Visual and radar sightings [having] flooded the [USAF] control centers, which scrambled aircraft." Cases should have been sent to BB but apparently are not in BB files. See other Vietnam cases from June 17, 1968, through April 1969. (Paul Dean; Sparks; 7th AF History)				radar-visual, etc.
(see above)		June 17, 1968. E of DMZ, South Vietnam. UFO visual and radar sightings were reported to USAF control centers, which scrambled aircraft. Two Australian sailors were killed and 7 wounded when a US F-4D jet fired Sparrow anti-aircraft missiles at UFO unidentified enemy helicopters and hit the Australian destroyer HMS Hobart instead, which was apparently right behind the alleged helicopters (UFO's). F-4D nearly hit a US ship with a Sidewinder anti-aircraft missile. Still another F-4D nearly hit another US ship while trying to intercept elusive enemy aircraft (UFO's). Enemy helicopters never identified. Cases should have been sent to BB but apparently are not in BB files. See other Vietnam cases from June 15, 1968, through April 1969. (Paul Dean; Sparks; 7th AF History; AF Chief of Staff George Brown, Press Conference, Oct. 16, 1973)				radar-visual, etc.
1762.		July 11, 1968. Eielson AFB, Alaska (64.68° N, 147.06° W). (Sparks; McDonald list; Saunders/FUFOR Index)				radar
67 sightings		Aug. 4-Sept. 3, 1968. Con Thien area S of DMZ, South Vietnam. USAF UFO tracking networks set up as Project HAVE FEAR and Project LETHAL CHASER by AF Weapons Lab [Kirtland AFB, NM]. HAVE FEAR personnel saw red lights and got video blips. UFOs usually traveled at 30 to 80 mph at altitudes 1,200 to 1,600 feet. After several days of radar / laser range-finder / night observation trackings, the UFO red blinking lights would extinguish under HAVE FEAR surveillance, Aug. 4-12, 18-31, 1968. Cases should have been sent to BB but apparently are not in BB files. See other Vietnam cases from June 15, 1968, through April 1969. (Paul Dean; Sparks; 7th AF History)				radar, laser range-finders, night-vision, video cameras, , etc.
(see above)		Aug. 18-Sept. 3, 1968. Con Thien area S of DMZ, South Vietnam. USAF UFO tracking networks set up as Project HAVE FEAR and Project LETHAL CHASER by AF Weapons Lab [Kirtland AFB, NM]. HAVE FEAR was joined by Project LETHAL CHASER, which used manpack radar. Several observation systems conducted a joint, integrated search also using "Waterboy" radar Control & Reporting Post at Dong Ha. Criteria for a valid track included the UFO being within 11 miles of Con Thien, being unidentified by Jazzy Control, having a track of at least 2 minutes duration, and traveling less than 180 mph. "This joint effort got 67 valid tracks, but no conclusive identifications." Cases should have been sent to BB but apparently are not in BB files. See other Vietnam cases from June 15, 1968, through April 1969. (Paul Dean; Sparks; 7th AF History)				radar, laser range-finders, night-vision, video cameras, , etc.
1763.		Aug. 21, 1968. Ottsville, Penn. Witness Shrieberg took photo of object in an irregular jerky path. (Sparks; Randle p. 264)				photo

1764.	12498	Sept. 15, 1968. W of Cross City to 12 miles W of Ocala, Florida. 9:30 p.m. [12:31 a.m.?] Missionary pilot Ray [Jay?] Cole, flying a Twin Beech C45H twin-engined utility plane at 9,500 ft heading 120° at 200 mph true airspeed, with a pilot passenger Ray Rushing, saw a white [?] light with pale green light flashing less than once per sec at their flight level, moving up and down vertically by about 500-1,000 ft for 15 mins maintaining distance then turned right about 10° climbed at a 15° angle until vanishing when 12 miles out from Ocala. 2nd light, very bright white also flashing pale green and at about 5,000 ft height, then suddenly appeared on a collision course, made a 90° turn at about 2 miles away and 500 ft below, then descended and receded to about 15 miles away and disappeared with distance to the W of Ocala. Later, ground radar said a target was following them [?]. (Sparks; NARCAP; Berliner)	15 mins + ? + ?	2 ?		RV?
1765.		Sept. 17, 1968. Nellis AFB, Nevada. 1 a.m. 2 air traffic controllers Abrams and another including supervisor saw nocturnal light. (Sparks; Hynek UFO Exp ch. 5, case NL-3)	40 mins	2		
428+ sight ings		Oct. 1968-April 1969. Duc Co area of western II Corps, South Vietnam. Numerous sightings and radar tracks of UFO's of helicopter speed and altitude near Camp Enari (near Pleiku), which disappeared when approached by intercept aircraft. 7th AF set up joint AF-Army-Marine (Navy) UFO surveillance project on Jan. 31, 1969, with USAF AC-119G night-vision aircraft, Army Hawk pulse acquisition and search radars, counter-mortar radar, Cobra helicopters, with various radar and other instruments. On several missions, AC-119G aircraft crews saw UFO's but could not identify or intercept them, when directed to the UFO's by radar sites. Air crews observed airborne red lights. "UFO's consistently out maneuvered the friendly aircraft resulting in the aircrew's inability to make a positive identification." Cases should have been sent to BB but apparently are not in BB files. See other Vietnam cases from June 15, 1968, through April, 1969. (Paul Dean; Sparks; USAF in SE Asia 1962-72; Army, 6th Battalion, 56th Artillery, Operational Rpt Lessons Learned ORLL, Feb-April 1969)				radar, night- vision

1766.		Oct. 24, 1968. About 30 miles NW of Minot AFB, North Dakota. 3:30-4:40 a.m. (CDT). USAF Minot AFB ground radar tracked unidentified object correlated with orange glow and radioed it to the attention of the USAF crew of B-52H bomber (call sign JAG 31) on a 290° heading at 2,000 ft as a UFO target at 1 o'clock position to the NW at 24 miles, then 15 miles at 3:35 a.m. At 3:52 a.m., Minot radioed the B-52H that base weather radar was also tracking target now at 1 o'clock position and 3 miles from the B-52H. At 3:58 Minot requested IFF transponder identification from the B-52H but then B-52H radio transmitter failed for 4 mins. B-52H crew saw and radar tracked reddish-orange or white object with orange spot shaped like sting-ray (when later viewed by B-52H crew from 1,000 ft directly above) first at 9 o'clock position at 35 miles then 1.25-1.5 miles, traveling at estimated 3,000 mph. Radar scope photos show at least 4 multiple unidentified targets (4 UFOs) making it difficult to assume continuity, i.e., determine which object is the same from frame to frame. Radar scope photos 771 to 772 show UFO target first at 138° azimuth from B-52H at 2.85 mi then 3 secs later at 242° and 1.7 mi from the aircraft, which might indicate 4,000 mph average velocity (peak velocity about 7,000 mph) and about 140 g's linear acceleration, only if it can be assumed to be the same object. Then 3 secs later in frame 773 the object (if the same) moved to 40° azimuth at 1.7 mi range, average speed about 4,000 mph again, only if the same object. UFO landing for 45 mins at location "AA-43." UFO sightings at Minuteman ICBM nuclear missile sites N, O, J [?], and M Flights, 91st Strategic Missile Wing, including strange EM effects such as security alarms activated at outer and inner rings around silos, outer silo access door opened and combination lock of inner door moved. Witnesses included Maj. Bradford Runyon, S/Sgt Bond, S/Sgt Smith, radar navigator Patrick McCaslin, Richard Clark, et al. (Sparks; Tom Tulien, website, UFOE4; Aldrich/Project 1947; Randle; Hynek UFO Rpt pp. 137-9 [misdated as 1966]; NARCAP; BB files; etc.)	1 hrs 48 mins+	16+ [20+ ?]		RV, EM, radar scope photos, poss. EM radio interference
1767.	12567	Nov. 23, 1968. Newton, Georgia (31.3° N, 84.36° W). 8:05 p.m. Witness Mr. Jones, an accountant, saw collimated beam 5-6 ft wide come down from a point about 200 ft ahead and 75 ft off the ground illuminating trees after car radio faded to static. Beam retracted slowly like a ladder to a fuzzy scintillating main light, oval-shaped yellowish-white about 100 [or 120-150?] ft wide, which then changed to brighter reddish-orange, rose vertically disappearing in less than 15 secs. Car restarted spontaneously. (Sparks; Berliner; cf. Hynek UFO Rpt pp. 189-191)	3-4 mins	1	40	EM
1768.	12607	Jan. 17, 1969. Crittendon, Virginia. 3:24 a.m. Roman K. Lupton, test facility mechanic, awakened by strange electric motor type sound, saw several amber lights, one blinking, in elliptical formation, with humming sound, fly forward slowly while moving up and down, then turn and disappear. Several neighbors heard the sound without seeing the object(s). (Sparks; Berliner; Randle p. 265)	2 mins	1		

1769.		Jan. 17, 1969. Bradenton, Florida. 11:30 p.m. 15-year-old boy McDonald saw several disc-shaped objects. (Sparks; Randle p. 265)		1		
		Jan 21, 1969, near Con Thien, Dong Ha and DMZ (UFOs at 16.95° N, 106.94° E), S. Vietnam, 9:55 p.m. U.S. Marine Corps Observation Posts A-2 (16.94 / 17.02° N, 107.08° E) and A-4 (16.91° N, 106.91° E). Marine Corps observers sighted visually — and at one post (A-2) also with NOD (Night Observation Device) sensor scope — 3 UFOs traveling S at 90 kts (104 mph) at about 4,000 feet. UFOs were geo-located (presumably triangulated) at one point in their flight path to Military Grid Ref (48Q) YD 070-750 (approximately 16.94957 N, 106.94387 E = 16° 56.974' N, 106° 56.632' E). [The UFOs apparently passed in between the A-2 and A-4 posts by about 4 to 10 miles, at about 4° above the horizon to the A-2 post to the W and about 12° above the horizon to the E of post A-4.]. (Klinn; Sparks; USMC teletypes)	mins?	3+		sensor device, triangulation?
		March 1, 1969. Duc Co area of western II Corps, South Vietnam, near Camp Enari (Pleiku area). 0530 (local). Tracked by 7th AF joint AF-Army UFO surveillance project. 189th AC (Aviation Company, 52nd CA Bn) aircraft UH-1 Huey helicopter crew observed UFO's (possible helicopters) in the vicinity of Camp Enari (near Pleiku). UFO's which disappeared when approached by aircraft. Air crew observed UFO's rotating red beacon. Helicopter was unable to close on UFO at maximum air speed of about 115 knots. UFO altitude about 500 ft, speed estimated above 160 knots. Case should have been sent to BB but is not in BB files. See other Vietnam cases from June 15, 1968, through April 1969. (Paul Dean; Sparks; USAF in SE Asia 1962-72; Army, 6th Battalion, 56th Artillery, Operational Rpt Lessons Learned ORLL, Feb-April 1969)				radar, night-vision
1770.		March 14, 1969. Thailand. USAF crew of KC-135 tanker saw a cylindrical object larger than the plane that departed on approach. (Sparks; Weinstein; BB files??)				
1771 to 2291		See all Vietnam case entries for June 15, 1968, through April 1969. Cases should have been sent to BB but are apparently not in BB files. See UFOE4 article. (Sparks, UFOE4; Klinn; Paul Dean)				sensor system networks

Standard Abbreviations

a.m.	ante meridiem (time before 12 noon, counting from 12 midnight or 0000 hours)
A/1c	Airman First Class (also AFC) (military rank)
A/2c	Airman Second Class (military rank)
A/3c	Airman Third Class (military rank)
AACS	Airways and Air Communications Service
AAF	U.S. Army Air Forces (became USAF Sept. 18, 1947)
ACW	USAF Aircraft Control & Warning radar site
ACWRON	USAF Aircraft Control & Warning Radar Observation Network, Air (later Aerospace) Defense Command

ADC	USAF Air (later Aerospace) Defense Command (now subsumed under US Strategic Command and NORAD)
ADT	Atlantic Daylight [Saving] Time (ADT + 3 hours = UTC-GMT-Z time)
AEC	U.S. Atomic Energy Commission
AESS	U.S. Atomic Energy Commission (now Dept. of Energy) Atomic Energy Security Service
AEW&C	USAF Airborne Early Warning & Control airborne radar system
AFC	Airman First Class (also A/1c) (military rank)
AFB	USAF Air Force Base
AFOSI	USAF Office of Special Investigations
AFS	USAF Air Force Station (typically a radar site)
AHST	Alaska-Hawaii Standard Time (AHST + 10 hours = UTC-GMT-Z time)
AMC	USAF Air Materiel Command, Wright Field later Wright-Patterson AFB, Dayton, Ohio
approx.	approximately
appx.	approximately
APRO	Aerial Phenomena Research Organization, Tucson, Ariz. (defunct 1988)
arcmin	arc minute (angular unit of measurement = 1/60 of a degree)
Asst.	Assistant
AST	Atlantic Standard Time (AST + 4 hours = UTC-GMT-Z time)
BB	USAF Project Blue Book, Wright-Patterson AFB, Dayton, Ohio
Bet. (bet.)	Between
BOAC	British Overseas Airways Corp.
ca.	circa (about, approximately)
CAA	U.S. Civil Aeronautics Administration (now Federal Aviation Administration)
CAP	USAF auxiliary Civil Air Patrol
Capt.	Captain (military or naval rank)
Cdr.	USN Commander (naval rank)
CDT	Central Daylight [Saving] Time (CDT + 5 hours = UTC-GMT-Z time)
cf.	confrere (compare) (typically used here to indicate a source used in addition to the Berliner list entry, or a discrepant account)
CFS	Canadian Forces Station
CIA	U.S. Central Intelligence Agency
CIC	U.S. Army Counter Intelligence Corps
Co.	Company
Col.	Colonel (military rank)
Corp.	Corporation
Cpl.	Corporal (military rank)
CPO	Chief Petty Officer (naval rank)
CST	Central Standard Time (CST + 6 hours = UTC-GMT-Z time)
CUFON	Computer UFO Network
CUFOS	J. Allen Hynek Center for UFO Studies, Chicago, Ill.
Dept.	Department
Det.	Detachment
DoD	U.S. Department of Defense
Dr.	Doctor
DST	Daylight Saving Time
E	East (azimuth 90°)
ECM	Electronic Counter Measures
EDT	Eastern Daylight [Saving] Time (EDT + 4 hours = UTC-GMT-Z time)
ELINT	Electronic Intelligence
EM	Electro Magnetic effects
ENE	East North East (azimuth 67.5°)
equiv	equivalent
ESE	East South East (azimuth 112.5°)
EST	Eastern Standard Time (EST + 5 hours = UTC-GMT-Z time)
FBI	U.S. Federal Bureau of Investigations
FEAF	USAF Far East Air Force
FI	Fighter Interception (squadron or wing)
FO	First Officer

FOIA	U.S. Freedom of Information Act (5 U.S. Code 552)
ft	feet (or foot) linear unit of measurement (= 0.3048 meter or 30.48 cm)
g	unit of gravitational acceleration at earth's surface (= 32.2 ft/sec ² or 9.8 m/sec ² approx.)
G-2	U.S. Army intelligence division (of a given command or unit or staff)
GCA	Ground Control (or Controlled) Approach (radar system for air traffic control)
GCI	Ground Controlled Intercept (air defense radar)
GMT	Greenwich Mean Time (now generally UTC, Coordinated Universal Time; U.S. military terminology Z or Zebra or Zulu time)
GOC	U.S. Ground Observer Corps (auxiliary of USAF Air Defense Command)
hr	hour (time unit of measurement)
Hwy	Highway
IAC	U.S. National Security Council Intelligence Advisory Committee (now National Foreign Intelligence Board)
IAS	Indicated Air Speed (conversion to true air speed depends on altitude, temperature, pressure)
ICBM	Intercontinental Ballistic Missile
IFF	Identification Friend or Foe encrypted radar transponder system
IFO	Identified Flying Object
JCS	U.S. Defense Department Joint Chiefs of Staff
jpg	junior grade (part of military rank) (also JG)
knots	knots (unit of speed measurement = 1.150779 mph)
lb.	pound (unit of weight = 0.454 kilogram mass, approx., under standard gravity)
Lt Col.	Lieutenant Colonel (military rank)
Lt.	Lieutenant (military rank)
M/Sgt.	Master Sergeant (military rank)
MAC	USAF Military Airlift Command (formerly MATS now Air Mobility Command)
Mag	Magnetic (compass bearing or aircraft heading)
Maint.	Maintenance
Maj.	Major (military rank)
MATS	USAF Military Air Transport Service (now Air Mobility Command)
MCAS	USMC Marine Corps Air Station
MDT	Mountain Daylight [Saving] Time (MDT + 6 hours = UTC-GMT-Z time)
min	minute (time unit of measurement)
mph	miles per hour (unit of speed measurement = 1.609344 km/hr or 1.46667 ft/sec approx., in statute miles of 5,280 feet)
MST	Mountain Standard Time (MST + 7 hours = UTC-GMT-Z time)
Mtn.	Mountain
N	North (azimuth 0° or 360°)
NACA	U.S. National Advisory Committee on Aeronautics (now NASA)
NAS	USN Naval Air Station
NE	North East (azimuth 45°)
NICAP	National Investigations Committee on Aerial Phenomena website
N.M.	New Mexico (see elsewhere for complete list of U.S. state abbreviations)
n.mi.	nautical miles
NNE	North North East (azimuth 22.5°)
NNW	North North West (azimuth 337.5°)
NORAD	North American Aerospace Defense Command (U.S.-Canadian joint command)
NW	North West (azimuth 315°)
NYC	New York City
Ofcr.	Officer
OPC	Office of Policy Coordination (CIA covert action office, 1948-52)
Ops	Operations
p.m.	post meridiem (time after 12 noon)
PDT	Pacific Daylight [Saving] Time (PDT + 7 hours = UTC-GMT-Z time)
PFC	Private First Class (military rank)
PST	Pacific Standard Time (PST + 8 hours = UTC-GMT-Z time)
Pvt.	Private (military rank)
RAAF	Royal Air Force (U.K.)
RAF	Royal Australian Air Force
RAPCON	Radar Approach Control

RCAF	Royal Canadian Air Force
Recon	Reconnaissance
re-eval	re-evaluation
Ret.	Retired
Rpt	Report
Rt.	Route
RV	Radar-Visual (Hynek UFO Classification)
S	South (azimuth 180°)
SAC	USAF Strategic Air Command (now U.S. Strategic Command)
SE	South East (azimuth 135°)
sec	second (time unit of measurement)
SFC	Sergeant First Class (military rank)
Sgt.	Sergeant (military rank)
SIGINT	Signals Intelligence
s/n	serial number
Sq	Squadron
SSE	South South East (azimuth 157.5°)
S/Sgt	Staff Sergeant (military rank)
SSW	South South West (azimuth 202.5°)
Supv.	Supervisor
SW	South West (azimuth 225°)
TAS	True Air Speed (IAS corrected for altitude, temperature, pressure)
T/Sgt.	Technical Sergeant (military rank)
TWA	Trans World Airlines
UFO	Unidentified Flying Object
UK	United Kingdom
USAF	U.S. Air Force
USMC	U.S. Marine Corps
USN	U.S. Navy
USSR	Union of Soviet Socialist Republics (now Russia)
W	West (azimuth 270°)
WNW	West North West (azimuth 292.5°)
WO	Warrant Officer (military rank)
WO-JG	Warrant Officer-Junior Grade (military rank)
WSW	West South West (azimuth 247.5°)

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