

PROJECT 10073 RECORD CARD

<p>1. DATE 16 Oct 55</p>	<p>2. LOCATION Cheyenne, Wyoming</p>		<p>12. CONCLUSIONS</p> <p><input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME GROUP Local _____ GMT 16/2000 MST 17/0315Z</p>	<p>4. TYPE OF OBSERVATION</p> <p><input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p>		<p><input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft</p>
<p>5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>6. SOURCE civilian</p>		<p><input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical</p>
<p>7. LENGTH OF OBSERVATION 45 seconds</p>	<p>8. NUMBER OF OBJECTS 1</p>	<p>9. COURSE NE to SE</p>	<p><input checked="" type="checkbox"/> Other <u>Locomotive</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING</p> <p>Blue lighted disc. Sound like electric motor. Made a few loops.</p> <p>(SEE CASE FILE)</p>			<p>11. COMMENTS</p> <p>Deisel locomotive sound generated sighting. Other details attributed to overactive imagination.</p>

6. IDENTIFYING INFORMATION OF ALL OBSERVER(S)

EXPERIENCED PILOTS MR. [REDACTED] ST. PIERRE [REDACTED]

CHEYENNE WYO. MR. [REDACTED] PHONE [REDACTED] CHEYENNE WYO. [REDACTED] NOT AVAILABLE

7. WEATHER AND WINDS-ALOFT CONDITION AT TIME AND PLACE OF SIGHTING:

A CLEAR UNL

B SURFACE S SSE S KT

5000 DEG KT

10000 300 DEG 12 KT

16000 340 DEG 40 KT

20000 340 DEG 25 KT

30000 350 DEG 45KT

50000 DEG KT

80000 DEG KT

C NONE

D UNK

E O

F NE

G NONE

H NONE

I UNK

J DC MUELLER CLC OFF LRYFS

K NONE

BT

17/0619Z OCT RUMFAM

FORM 805 THE STANDARD LETTER CO. DAYTON 1 OHIO U.S.A.

Multi

17 OCT 55 07 24

18

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2701N-4E4
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RC16

NPB 20 YMA 22 WYA 16 WND 13ANA 19

''''''Y RJEDEN RJUPEU RJEDWP RJEPHQ

DE RJWFAM 1D

Y 17 619Z

FM LOWRY FLIGHT SERVICE CENTER LOWRY AFB COLO

RJEDEN/CMDR ADC ENT AFB COLORADO

RJUPEU/CMDR 29TH AIR DIV (DEF)

RJEDWP/CMDR AIR TECHNICAL INTEL CEN WRIGHT PATTERSON AFB OHIO

RJEPHQ/DIR OF INTEL HQ USAF WASH 25 DC

BT

1. DESCRIPTION:

A UNK B UNK C BLUE D ONE F BLUE LIGHTED DISK H LIKE ELECTRIC MOTOR

2. DESCRIPTION OF COURSE

A NE TO SE B MADE COUPLE OF LOOPS C NONE GIVEN D COUPLE OF LOOPS

3. MANNER OF OBSERVATION:

A GROUND VISUAL B NONE

4. TIME AND DATE OF SIGHTING:

A 1230Z 1315Z B NITE

5. LOCATION OF OBSERVER(S)

CHEYENNE WYO.

578452

FORM 800 THE STANDARD REGISTER CO. DAYTON, OHIO, U.S.A.

COUNTRY USA	REPORT NO. Hqs-UFOB-1-55	(LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT UFOB		
AREA REPORTED ON Cheyenne, Wyoming	FROM (Agency) Hqs, 4602d AISS, Ent AFB, Colorado	
DATE OF REPORT 24 October 1955	DATE OF INFORMATION 18 October 1955	EVALUATION E-5
PREPARED BY (Officer) William A. Thrasher	SOURCE See PART ONE and PART TWO	
REFERENCES (Control number, directive, previous report, etc., as applicable) TT Msg, UFOB, Lowry Flight Service Center, 17 October 1955		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.)

I. CONTENTS

~~██████████~~ PART ONE: Description of sighting by Mr. ~~██████████~~, ~~██████████~~ Cheyenne, Wyoming.

~~██████████~~ PART TWO: Description of sighting by Mr. ~~██████████~~, ~~██████████~~ Cheyenne, Wyoming.

PART THREE: Supplementary Investigative Efforts.

PART FOUR: COMMENTS of Preparing Officer.

II. SUMMARY: One unidentified flying object sighted six miles west (GeoRef FJAM 0407) of Cheyenne, Wyoming, at 21/0315Z October 1955 (2015MST October 1955). The information contained in this report was obtained from the persons sighting the object and from an investigation conducted to determine the cause of the sighting.

III. INVESTIGATOR: S/SGT RONALD D. DERUDDER, AF 15 494 973

William A. Thrasher
 WILLIAM A. THRASHER
 Major, USAF
 Operations Officer

APPROVED:

John M White Jr
 JOHN M WHITE JR
 Colonel, USAF
 Commander

INCL.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Hqs, 4602d AISS	Hqs-UFCB-1-55	2	7	

I. SOURCE: ██████████

Address: ██████████, Cheyenne, Wyoming

Age: 23 years

Occupation: Insurance salesman

Education: 12 years

Qualifications: Commercial pilot, 450 hours; Reg AF, 4 years, AP

II. RELIABILITY: SOURCE was extremely cooperative, even profuse in answering the questions of the investigator. Mr. ██████████ is a qualified commercial airlines pilot and claims thorough knowledge of the configurations and flight characteristics of most aircraft. The description of the sighting obtained telephonically prior to the personal interview was highly exaggerated compared to the description obtained by the personal interview. Upon questioning, the SOURCE gave many conflicting statements of the events of the sighting. The SOURCE tended to emphasize the more spectacular aspects of the sighting and has an ██████████ imagination. The SOURCE needs and wears very thick eyeglasses, which were not worn at the time of the sighting. SOURCE is considered to be of ██████████.

III. SOURCE'S DESCRIPTION OF SIGHTING:

1. Sunday, 16 October 1955, at 2000 hours, Mountain Standard Time, SOURCE and companion, Mr. ██████████, were poaching for deer by means of a spotlight mounted on Mr. ██████████ automobile. SOURCE and companion spotted, shot, and killed a deer. Both men then proceeded up the back road for approximately one-half mile.

2. Returning by foot to the ravine in which the deer was shot (GeoRef FJAM 0407), SOURCE and companion searched for the deer. While searching, Mr. ██████████ heard a noise similar to that of four (4) turbine type engines, approaching from the east. Mr. ██████████, frightened by the intense noise from the object, jumped into the ravine. From the ravine the SOURCE looked up and saw a large black object outlined sharply against the stars. Although the SOURCE could not ascertain the shape of the object, he stated it was approximately the size of an automobile and 50 to 60 feet over his head. He described the object as being a "dark glob of material with no lights or illumination". Mr. ██████████ stated that he was of the opinion that the object must have come from over Cheyenne and was heading west at a "tremendous" speed, faster than any jet aircraft he had seen.

3. SOURCE stated that the noise of the object drowned out the sound of a bi-motored aircraft passing overhead.

4. Mr. ██████████ heard the whining of the object for an estimated ten (10) seconds and saw the object for five (5) seconds. The SOURCE estimated the time to be 2015 hours, 16 October 1955.

5. After the object had passed Mr. ██████████ searched the area for the deer he had killed but could not find it. SOURCE was combative in the belief that the disappearance of the animal was directly attributable to the object he had observed for he was certain he had killed the deer earlier.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Hqs, 4602d AISS	Hqs-UFOB-1-55	3	7	

I. SOURCE: ██████████
Address: ██████████, Cheyenne, Wyoming
Age: 23 years
Occupation: Heavy equipment operator
Education: 12 years
Qualifications: USMC, 2 years

II. RELIABILITY: SOURCE may be considered ██████████ due to many contradictory statements, continual reference to the object as a "flying saucer" and self-admittance to being a "saucer enthusiast". SOURCE stated he knew the characteristics of "saucers" from science fiction literature and comic books. SOURCE continually answered questions, "as ██████████ said.....", indicating the amount of influence held by the SOURCE in PART ONE and the influencing factor of talking over the sighting between themselves. SOURCE originally reported that he had seen the object as well as heard the sound of the object but upon questioning stated that he had heard the object only. SOURCE had noted many contrails over the Cheyenne area on the days immediately following his sighting and was certain that this was Air Force B-47 activity hunting the object he had sighted.

III. SOURCE'S DESCRIPTION OF SIGHTING:

1. SOURCE'S description of the object paralleled that of ██████████ with the exception of the following items:
 - a. SOURCE heard the whining sound of the object for a period of forty-five (45) seconds, but did not see the object.
 - b. SOURCE glanced at his watch immediately after the object passed overhead and noted that the luminous dial of the watch was glowing brighter than he had ever seen before. SOURCE attributed this phenomenon to radioactivity from the object. SOURCE noted that the time was exactly 2015 hours but stated that his watch might have been five minutes fast or slow.
 - c. SOURCE stated that the sound of the object, in intensity, was that of four to six B-47 type aircraft on take-off.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hqs, 4802d AISS	REPORT NO. PART THREE Hqs-UFOB-1-55	PAGE 4 OF 7 PAGES
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SUPPLEMENTARY INVESTIGATIVE EFFORTS

1. Mr. [REDACTED] [REDACTED], a rancher located approximately 300 yards north-west of the area of the sighting, was interviewed. Mr. [REDACTED] stated that he was home reading at the time of the sighting. Mr. [REDACTED] further stated that he heard the sound of a high-powered rifle at approximately 2000 hours on 16 October 1955 but had at no time during the evening of 16 October 1955 noticed any unusual flying objects or heard any unusual or loud sounds.
2. Mrs. [REDACTED] sister-in-law of the above rancher, residing at the same location, heard nothing unusual or saw no unusual objects during the evening of the sighting.
3. A rancher (name withheld), located approximately 200 yards east of the area of the sighting was interviewed. The rancher stated that he had heard nothing unusual during the evening of the sighting, but did state that he heard an aircraft pass overhead between 1930 and 2030 hours on 16 October 1955. The investigator was informed that Union Pacific locomotives passing one and one-half miles south of the location of the sighting sometimes sounded "wierd".
4. Scene of the sighting was visited by the investigator and Mr. [REDACTED]. Although the deer shot by Mr. [REDACTED] purportedly rolled down a sandy bank of the ravine, no tracks, blood, or markings could be found to substantiate the claim of the SOURCE.
5. Lt. Colonel E.L. Rogers, Deputy Commander of Civil Defense, State of Wyoming, was interviewed. Colonel Rogers stated that the Cheyenne GOC Post was inoperative at the time of the sighting. He also stated that his organization had received no reports of unusual sounds or unidentified flying objects for 16 October 1955. Colonel Rogers suggested that Mr. [REDACTED], an active GOC observer and rancher located two miles north-west of Cheyenne, be contacted. Mr. [REDACTED] was contacted and stated that he had heard no unusual sounds or had seen no unusual flying objects during the evening of 16 October 1955.
6. Lt. Miller, Cheyenne Police Department, was interviewed. Lt. Miller stated that no reports of unusual flying objects or sounds had been received by his organization. He further stated that his men on duty outside at the time of the sighting had not reported seeing or hearing anything unusual during the evening of 16 October 1955.
7. A/3C Joseph M. Schroeder, Air Force Police, on guard duty at the East Gate, Warren AFB, Cheyenne, Wyoming, was interviewed. A/3C Schroeder stated that he had neither seen nor heard anything unusual during the evening of 16 October 1955.
8. Mr. [REDACTED] reporter for the CHEYENNE EAGLE TRIBUNE, was interviewed. Mr. [REDACTED] recipient of the original report from the SOURCES, reiterated the verbal report he received from the SOURCES. The description was comparable to the description given to the investigator with the exception that Mr. Morris had claimed to have seen the object. Mr. [REDACTED] stated that he referred the SOURCES to the local Civil Aeronautics Administration (CAA). Mr. [REDACTED] also stated that he did not give newspaper coverage to the report because he doubted the veracity of the report.
9. Mr. William D. Olsen, CAA control tower operator, Cheyenne Municipal Airport, on duty at the time the SOURCES reported the sighting to his organization, was interviewed. Mr. Olsen stated that he interviewed the SOURCES and prepared the original

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Hqs, 4602d ATSS	REPORT NO. PART THREE Hqs-UTOB-1-55	PAGE 5 OF 7 PAGES
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report. The description of the sighting given to Mr. Olsen by both SOURCES was identical to the description given to the investigator, with the exception that Mr. Morris had claimed to have seen the object.

10. Mr. Robert Baxter, CAA control tower operator, Cheyenne Municipal Airport, on duty at the time the SOURCES reported their sighting, was interviewed. The description given to Mr. Baxter by both SOURCES was very similar to the description given to the investigator with the exception that Mr. ~~Morris~~ had claimed to have seen the object. Mr. Baxter stated that both SOURCES seemed very well composed and that neither SOURCE seemed to be shaken by the sighting or the events surrounding the sighting. Mr. ~~Morris~~, when interviewed telephonically one day prior to the personal interview, seemed to be excited and shaken even though the sighting had taken place a day previous to the phone interview.

11. Mr. Johanson, Stationmaster, Union Pacific Depot, Cheyenne, Wyoming, was interviewed. Mr. Johanson was queried as to the departure and arrival times of any trains on the evening of the sighting. Investigator was informed that train number #7 had departed Cheyenne, heading west, at 2005 hours, 16 October 1955, and had passed approximately one and one-half miles south of the area of the sighting at the time of the sighting. The investigator was referred to Mr. Sherman, Special Agent, Union Pacific Railroad, for further information.

12. Mr. Sherman, Special Agent, Union Pacific Railroad, was interviewed. Mr. Sherman verified the fact that train number #7, engine number 987, passed approximately one and one-half miles south of the area of the sighting at 2020 hours, 16 October 1955. The investigator was further informed that the engine of train number #7 was composed of three units, each unit containing two Diesel-electric engines. Mr. Sherman stated that trains heading west out of Cheyenne are forced to apply full power to negotiate the steep climb to the summit of the mountains west of Cheyenne. It was learned that the sound of six Diesel-electric engines with full power applied would carry for many miles, especially in the mountains and with a wind supporting the sound waves.

14. Mrs. Georgia Bassett, U.S. Weather Bureau, Cheyenne, Wyoming, was interviewed. Investigator was informed that the surface winds in the area of the sighting were from the south south-east at two (2) knots and that the sky was cloudless at the time of the sighting. Ceiling and visibility was unlimited except by darkness.

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FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Hqs, MCGM AIBS	Hqs-UFOB-1-55	6	7	

COMMENTS of Preparing Officer:

1. The reliability of both observers and therefore the validity of their reports can be deemed "poor".

2. The fact that Mr. ██████, located within 300 yards of the sighting, heard the high-powered rifle utilized by Mr. ██████ to shoot the deer, but did not hear anything else unusual indicates the absence of an object emitting a sound with the intensity of four to six B-47 type aircraft. Similar statements by other people in the area of the sighting at the time of the sighting substantiate the lack of sound.

3. In view of the above it must be assumed that there was no object emitting a sound as intense as described by the SOURCES.

4. Mr. ██████, originally reported that he had seen the object, but then denied that he had seen the object when interviewed by the investigator. Mr. ██████, although attributing "tremendous" speed and low altitude to the object was able to see the object by getting a fix on it against the background of stars. Although Mr. ██████ stated that the object appeared to be sharply outlined he could not ascertain the shape of the object. Mr. ██████ did not wear his eyeglasses at the time of the sighting although he is in definite need of them.

5. In view of the retraction by Mr. ██████ that he had seen the object, the discrepancies in Mr. White's story, and the fact that Mr. ██████ was sure that the object had come from over Cheyenne but the investigator could find no one who had seen or heard such an object, leaves great doubt as to whether any object had actually been seen.

6. Information received from Mr. Sherman places a Diesel-electric locomotive, containing six Diesel-electric engines under full power, one and one-half miles south of the area of the sighting at the time of the sighting. Information received from the Cheyenne Weather Bureau indicates that the surface winds from the south south-east would have acted as a sound carrier of "whining" of the Diesel locomotive passing to the south at the time of the sighting. The cool evening air and the topography of the land would tend to accentuate the sound of the locomotive.

7. Both SOURCES described the sound emitted from the object as being similar to a turbine, a sound very similar to that of Diesel-electric engines.

8. A local rancher stated that the Union Pacific trains passing to the south sometimes sounded "wierd".

9. In view of the discrepancies in the SOURCES' stories, the fact that both SOURCES have overactive imaginations, and the data and conclusions drawn above, it is herewith submitted that no object actually existed and the sound, being built up in the imaginations of the SOURCES, was in reality that of the Diesel locomotive passing to the south.



WILLIAM A. THRASHER
Major, USAF
Operations Officer

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