PROJECT 10073 RECORD CARD

1. DATE 4 July 1964	2. LOCATION Clearwater, Florida	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other Flares ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local Night GMT 05/0130Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☐ No	6. SOURCE Civilian and Military	
7. LENGTH OF OBSERVATION 15 minutes	8. NUMBER OF OBJECTS Multiple	9. COURSE Falling

10. BRIEF SUMMARY OF SIGHTING

Objects observed during fireworks display variously described as lights in sky. Over 50 letters sent to AF for identification.

11. COMMENTS

Pilot of light a/c dropped 5 railroad flares with light parachutes addidg to the 4th of July festivities. Flares dropp at 10,000 ft. and all went out at about 7,500 ft. Dropped 10-15 seconds apart.

ATIC FORM 329 (REV 26 SEP 52)

TAB

A PILOT"S STATEMENT

B MEMO PERTAINING TO INVESTIGATION

C CORRESPONDENCE PERTAINING TO INVESTIGATION

D CLEARWATER SUN NEWSPAPER ARTICLES

E WATHER DATA AND AREA MAP

HEADQUARTERS
836TH AIR DIVISION (TAC)
UNITED STATES AIR FORCE
MACDILL AIR FORCE BASE, FLORIDA

REPLY TO
ATTN OF: DOI 12

20 JUL 1964

SUBJECT: UFO Report

TO: Hq FTD (TDE), Wright-Patterson AFB, Ohio

1. This letter and the attachments are sent as explanation of the reports of unidentified flying objects observed 4 July 1964.

2. The analysis of the reports of UFO, weather report, and pilot's statement, all of which are attached to this letter, indicates that what were reported as UFO were actually flares dropped by and circled by a civilian light aircraft, piloted by [redacted], Clearwater, Florida.

3. This analysis was made by 1/Lt GERALD W. PALMER, AO3131825, INTELLIGENCE OFFICER, 12th Tactical Fighter Wing, MacDill AFB, Florida.

FOR THE COMMANDER

Woodrow W. Ramsey

WOODROW W. RAMSEY
Colonel, USAF
Director of Operations

3 Atch
1. Weather Information
4 July 1964 - 1900-2200 EST
2. Pilot's Statement
3. Miscellaneous Reports of UFO

(2)

Attn. Lt. Gerald W. Palmer
Director of Intelligence
12th Tactical Fighter Wing
MacDill Air Force Base
Tampa, Fla.

On July 4th about 8:05 P.M. I took off from Clearwater Air Park in my Cessna 170-A, with 5 small plastic parachutes, with a 10 minute railroad flare attached to each, spikes removed. Took off to the north-west and climbed to 500 feet then made a 90° turn to the left then out of the flight pattern, still climbing. I headed to the south-west over Clearwater to about Clearwater Beach then turned north to about Dunedin or Ozona then South again over the Islands to Belleair Beach, again turning north to about five miles west of Clearwater Beach.

V 4

at which time I released the 5 flares about 10-15 seconds apart at the altitude of 10,000 feet after which I circled the flares until they went out at about 7,500 feet. One flare dropped after it had fell about 1,000 feet. After the flares went out I returned to Clearwater Air Park and landed.

There were no planes visable at the time of the flight and only one boat light or Beacon visable about 20 miles west. It was a very clear night.

The reason for the flares was to add to the 4th of July festivities with something different but had not intended to stir up such a commotion in the newspapers and did not think the Air Force would be so concerned.

I am truly sorry if I have caused any inconvenience to anyone.

The time of the climb was about 25 minutes. The time of the drop was approximately 8:30 P.M.

[redacted]

On 8 Jul 64 TSgt Moody received a telephone call from SAFOI regarding sightings from McDill AFB, Florida of objects observed on 4 Jul 64 duringa fireworks display.

Sgt Moody contacted Capt Henry, Base PIO at McDill AFB. Reports were coming in to the base regarding these objects in letter form generated by various articles in the local newspapers. Objects were lights in the sky over a period of 15 - 20 minutes. They were also observed by Capt Henry. Lt Palmer will investigate and return call upon completion of preliminary investigation. Advised to check on balloon and a/c activity in particular.

On Friday, 10 Jul 64 received a calls from Lt Palmer stating that the pilot of a light a/c had come forward withthe infomation that he had dropped RailRoad flares, attached to smaller parachutes from his a/c. This information appeared in the local newspaper. Lt Palmer will obtain a written statement from the pilot. Any further action regarding his activity will be handled by the FAA. All reports turned into the base PIO wkk and letters from local citizens together with various newspaper articles will be forwarded to FTD.

On 22 Jul 64 TSgt Moody placed a call to Lt Palmer. Information was sent to us a few days ago, we were informed.

OFFICIAL FILE COPY

PTD (TDEW/UFO)
Wright-Patterson AFB, Ohio 45433
15 September 1964

Clearwater Sun
Clearwater, Florida

Gentlemen:

If available, please send copies of the Clearwater Sun, 5 - 11 July 1964. Enclosed is 50¢ to cover cost of papers. If this amount is not sufficient, request we be so advised. Also enclosed is a self addressed envelope label for your convenience.

Sincerely,

DAVID H MOODY
TSgt, USAF
NCOIC, Aerial Phenomena Branch

[redacted]/Maj Quintanilla, Jr/ext 69216

UFO Sighting (Clearwater, Florida, 4 Jul 64) 28 Aug 64

Intelligence Office
12th Fighter Wing
MacDill AFB, Florida
Attn: 1st Lt Gerald W Palmer, AO 3131825

1. Reference letter 836th Air Division (TAC), DOI, 20 Jul 64, pertaining to above subject.

2. This office is doing a detailed case study of this particular sighting. As the details of the incident are now well known, the many observers descriptions are valuable in that they may give some insight into the objectivity of UFO observations. Therefore, would your office obtain a map of the Clearwater area, including streets, smaller landmarks, and the bay area? Mark on this map the approximate position of the fireworks display and that of the flares.

3. Your cooperation in this case is appreciated.

FOR THE COMMANDER

ERIC F de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

Everyone Baffled By Red Lights

Six mysterious red lights which appeared over the gulf off Clearwater Beach Saturday night remained a mystery today, but persons who observed the lights were asked to write descriptions of what they saw for the Air Force.

Capt. R. H. Henry, public information officer at MacDill Air Force Base, Tampa, was in Clearwater to view the fireworks Saturday night, saw the lights but didn't attach any significance to them.

He asked that people who view such phenomena send descriptions to the Air Force in care of his office.

Cmdr. A. J. Guillemette, executive officer of the U.S. Coast Guard Station, Bayboro Harbor, St. Petersburg, declared that the Coast Guard had absolutely no knowledge of any such objects sighted.

Miss Helen Hamlett, secretary at the St. Petersburg Junior College planetarium, said she hasn't heard any comment about the objects among personnel there, and she doubted that anyone at the planetarium had sighted them.

Clearwater police also had no information that might lead to a solution to the mystery.

Has anyone contacted comic strip character Lucille Sweeney at Indiantown?

6 July 64
CLEARWATER SUN

AF Seeking Photos Of Sky Lights

"Excellent response" by observers in the Clearwater area who noticed some strange red lights in the sky during the Fourth of July fireworks display was reported this morning by Capt. Raymond H. Henry, chief of the information division at MacDill Air Force Base, Tampa.

Since The Sun had published his request for information about the strange lights, Capt. Henry said he had received "more than 40" letters.

"If anyone was lucky enough to get any pictures of the lights, or of similar things in the future," he added, "we'd certainly like to see them."

The information officer explained that he is not an expert on "unidentified flying objects — usually referred to as UFO," but is acting as a clearing station to forward all reports to Washington, where the Air Force's "Project Blue Book" analyzes and studies each report with care.

The Air Force, Capt. Henry said, wants any available information on any aerial phenomenon and any airborne object of unusual nature or characteristics.

Interest is based on three points: because of a possible threat to the United States; because technical characteristics need to be studied; and because it is desirable to identify all flying objects.

7 July 64
CLEARWATER SUN

Lights Said Released By Airplane

"There was nothing mysterious about those red lights appearing during the July 4 fireworks display," said C. Dayton Snyder, local commercial photographer, who said he witnessed the sight from the time they first appeared until their disappearance.

"It was a very clear night and they were very distinct," he said. "They were obviously released by a small plane that was clearly visible and that had control of them at all times, circling them until they died out."

Snyder's observation post was on Edgewater Drive, just north of the small pier by the Sunset Point Hotel where he and Mrs. Snyder were spending the evening with friends, all of whom also witnessed the sight.

"The logical assumption is that the objects were released for display purposes as a part of the general celebration," Snyder added.

7 July 64
CLEARWATER SUN

Mysterious Lights Solved

The secret is out.

Those "mysterious red lights" seen during the Fourth of July fireworks display did not come from the red planet Mars after all. In fact, they originated right here in Clearwater!

Perpetrator of the prank was James Mercer, owner of Sunset Nurseries, who admits he had lots of fun reading all the newspaper accounts of the phenomenon.

Piloting a small Cessna, Mercer said he released small parachutes he'd made of plastic and string, containing old railroad flares. He released them from a height of 10,000 feet about five miles west of Clearwater Beach, and they descended to about 7½ thousand feet before burning out.

9 July 64
CLEARWATER SUN

TDSW/[illegible] Quintanilla, Jr/ext 69216

UFO Sighting (Clearwater, Florida, 4 Jul 64) 28 Aug 64

Intelligence Office
12th Fighter Wing
MacDill AFB, Florida
Attn: 1st Lt Gerald W Palmer, AO 3131825

1. Reference letter 836th Air Division (TAC), DOI, 20 Jul 64, pertaining to above subject

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3. Your cooperation in this case is appreciated.

FOR THE COMMANDER

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

6 Jul 64

The marked map is sent in answer to this letter.

1st Lt

Flares were dropped approx. 4-5 miles West of this island. The path was parallel to the island and the string of flares stretched along the entire island.



POINT
SUNSET
HERCULES
BARNETT RD
C R 32
SEABOARD
SITE FOR FUTURE CLEARWATER SR HIGH SCH
POLICE PISTOL CLUB
PALMETTO ST
CLEARWATER COUNTRY CLUB
LAKE HOBART
CLEARWATER AIR PARK
COACHMAN RD
MARILYN ST
DREW ST
BELCHER RD
DRIVE IN THEATER
CREST L.
COURT ST
PAR 3 GOLF
GULF TO BAY BLVD
S.R. 60
DRUID ROAD
CLEARWATER HIGH SCHOOL
PINELLAS BOARD OF PUBLIC INSTR
MISSOURI AVE
HIGHLAND RD
KEENE RD
LAKEVIEW
OAK GROVE JR. HIGH SCH.
U.S. HWY 19
NURSERY ROAD
ORKADIA DR
BELLEAIR ROAD
SHERWOOD CIR
NOTTINGHAM LA
ALLEN'S CREEK
CENTRAL AVE
HAINES BAYSHORE
WYATT
ROSERY ROAD
EAST BAY DRIVE
S.R. 686
ROOSEVELT
LARGO
EAST BAY COUNTRY CLUB
C.R. 27
C.R. 124
RANCH MOBILE
MINNEAPOLIS HONEYWELL

C.R. 50
S.R. 590
S.R. 593
SAFETY HARBOR
ALLIGATOR CR.
BLVD
BAYSHORE
COOPERS BAYOU
HAINES RD.
S.R. 60
COURTNEY CAMPBELL CAUSEWAY S.R. 60
U.S. HWY 19
TAMPA BAY
N
W
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S
S.R. 686
ROOSEVELT BLVD.
HIGH POINT
ST. PETERSBURG CLEARWATER INTERNATIONAL AIRPORT
PINELLAS COUNTY CIVIL DEFENSE HQ
ROOSEVELT BLVD
U.S. HWY 19
MERTON RD.
S.R. 688
SUNSHINE SPEEDWAY
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Welcome to

Clearwater

and its Glorious BEACH

We hope this map will help you to see *more* of Clearwater — not only the main streets but the lovely residential areas as well. You will find Clearwater a very friendly community — a wonderful place to play and a happy place to live. Clearwater abounds in activities — golf — fishing — boating — swimming — shuffleboard — lawn bowling — and more. And from Clearwater, you will find all of the Suncoast sights and attractions are at your fingertips or just minutes away.

Flares were dropped approx. 4-5 miles West of this island. The path was parallel to the island and the string of flares stretched along the entire island.

CHESAPEAKE & OHIO RAILROAD

SAND KEYS

DUNEDIN

BIG PASS

FIREWORKS

MALONE ISL.

CORE ISL.

MOONSHINE ISLAND

COW ISL.

POPE ISL.

BIG MANGROVE KEY

ISLAND ESTATES

MEXICO

BEACH

CLEARWATER

MEMORIAL CAUSEWAY

CLEARWATER

CLEARWATER PASS

C D E F

CURLEW CREEK ROAD

US 19-A

CURLEW CREEK

P.G.A. GOLF COURSE

SAND KEYS

DUNEDIN

WORKS

ISL.

DUNEDIN HIGH SCHOOL

BAY SHORE BLVD

MAIN ST

VIRGINIA ST.

CR 34

KEENE RD

JERRY L.

SR 580

CR 1

CR 70

CR 100

CR 94

CR 39A

CR 36

CR 35

CR 32

CR 194

EVANS RD

FIGHTER ST

U.S. HWY. 19

POWER LINE

DOUGLAS AVE

PATRICIA AVE

HIGHLAND AVE

UNION ST

SUNSET POINT ROAD

EDGEWATER DR

MAIN ST

CURLEW CREEK

OLDSMAR AVE

HERCULES AVE

BARRETT RD.

L. CITRUS

HARBOR L.

JERRY L.

LAKE HOBART

CLEARWATER AIR PARK

CLEARWATER COUNTRY CLUB

SITE FOR FUTURE CLEARWATER JR. HIGH SCH.

SEABOARD

COACHMAN

GULF TO BAY

PAR 3 GOLF

CHASE MEM. ELEM. SCH.

DUNEDIN ELEM. SCHOOL

DUNEDIN HIGHLAND MIDDLE SCH.

G

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C R 38

CURLEW CREEK ROA

S R 584

SPERRY MICROWAVE

OLDSMAR

S R 580

S R 580

OLDSMAR ELEM SCH

S.R. 530

S R 593

S R 590

BAYFRONT DR

C R 48

BISHOP CREEK

ROAD

C R 102

C R 102

HAINES

LAKE CHAUTAUQUA

POWER LINE

POWER LINE

PHILLIPPI PK

WEST COAST BLVD

LINCOLN HEIGHTS ELEM SCH.

C R 49

C R 50

SAFETY HARBOR

S R 590

S R 590

S R 590

S R 593

ALLIGATOR CR.

BAYSHORE

COOPERS BAYOU

HAINES RD.

S R 60

COURTNEY CAMPBELL CAUSEWAY S.R. 50

TAMPA BAY

BEACH

BELLEAIR CAUSEWAY

W. BAY DR.

PINEWREST COUNTRY CLUB

TAYLOR AVE RESERVOIR

RIDGE RD.

INDIAN ROCKS BEACH

ANONA

WALSINGHAM RD.

WALSINGHAM RESERVOIR

PINELLAS COUNTY HOME

SEABOARD C.R. 20

US 19-A SEMINOLE

OAKHURST ROAD

RIDGE ROAD

INDIAN ROCKS SOUTH SHORE BLVD.

8

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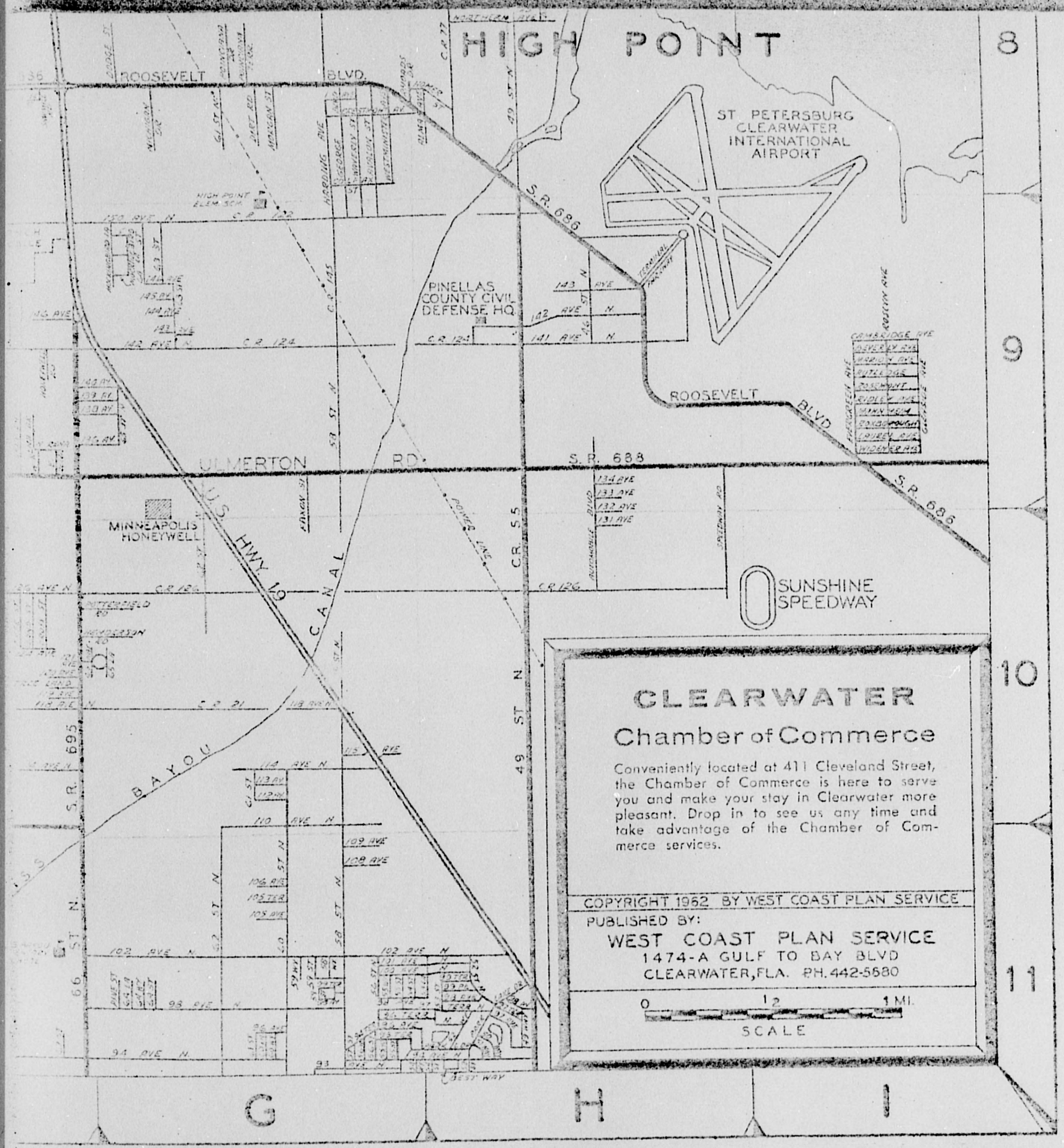
A

B

C

LARGO
EAST BAY DRIVE
S.R. 686
EAST BAY COUNTRY CLUB
LARGO HIGH SCHOOL
HIGHLAND AVE
WEST AVE
ORCHARD DR
WESLEY
ST ANDREWS
ENGLEWOOD
CREST AVE
ALLODY
EVERGREEN
DOGLEG
ROOSEVELT
C.R. 122
RANCH MOBILE
C.R. 27
STARKEY ROAD
LAKE DR
S. WIND LN
CHERYL RD
ULMERTON RD
S.R. 688
PINELLAS COUNTY HOME
DUGGETT ELEMENTARY SCHOOL
SEMINOLE BLVD
C.R. 124
C.R. 124A
C.R. 128
C.R. 136
C.R. 34
WEST ASHLEY ROAD
BELCHER ROAD
US 19-A
SEMINOLE LAKE
ATLANTIC COAST LINE CROSS
LEISURE LA
DREAM WAY
ENCHANTMENT DR
SOUTHERN COMFORT DR
GENERAL ELECTRIC
C.R. 135
BRYAN DAIRY RD
S.R. 695
66 ST N.
CROSS BAYOU ELEMENTARY SCHOOL
C.R. 131
GARDEN DR
VILLAGE DR
TEMPLE
DUNCAN AVE
LENCIA AVE
TREE ST
LAUREL ST
CEDAR ST
PINE ST
GALA LA
CHERI LA
CHRIST LA
D
E
F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ULMERTON RD.
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CANAL
MINNEAPOLIS HONEYWELL
SUNSHINE SPEEDWAY
BAYOU
S.R. 695
CLEARWATER
Chamber of Commerce
Conveniently located at 411 Cleveland Street, the Chamber of Commerce is here to serve you and make your stay in Clearwater more pleasant. Drop in to see us any time and take advantage of the Chamber of Commerce services.
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1474-A GULF TO BAY BLVD
CLEARWATER, FLA. PH. 442-5680
0 1/2 1 MI.
SCALE
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ADIGM

CITY

STREET MAPS

ALGM
DOT
CLEARWATER

STREET MAP



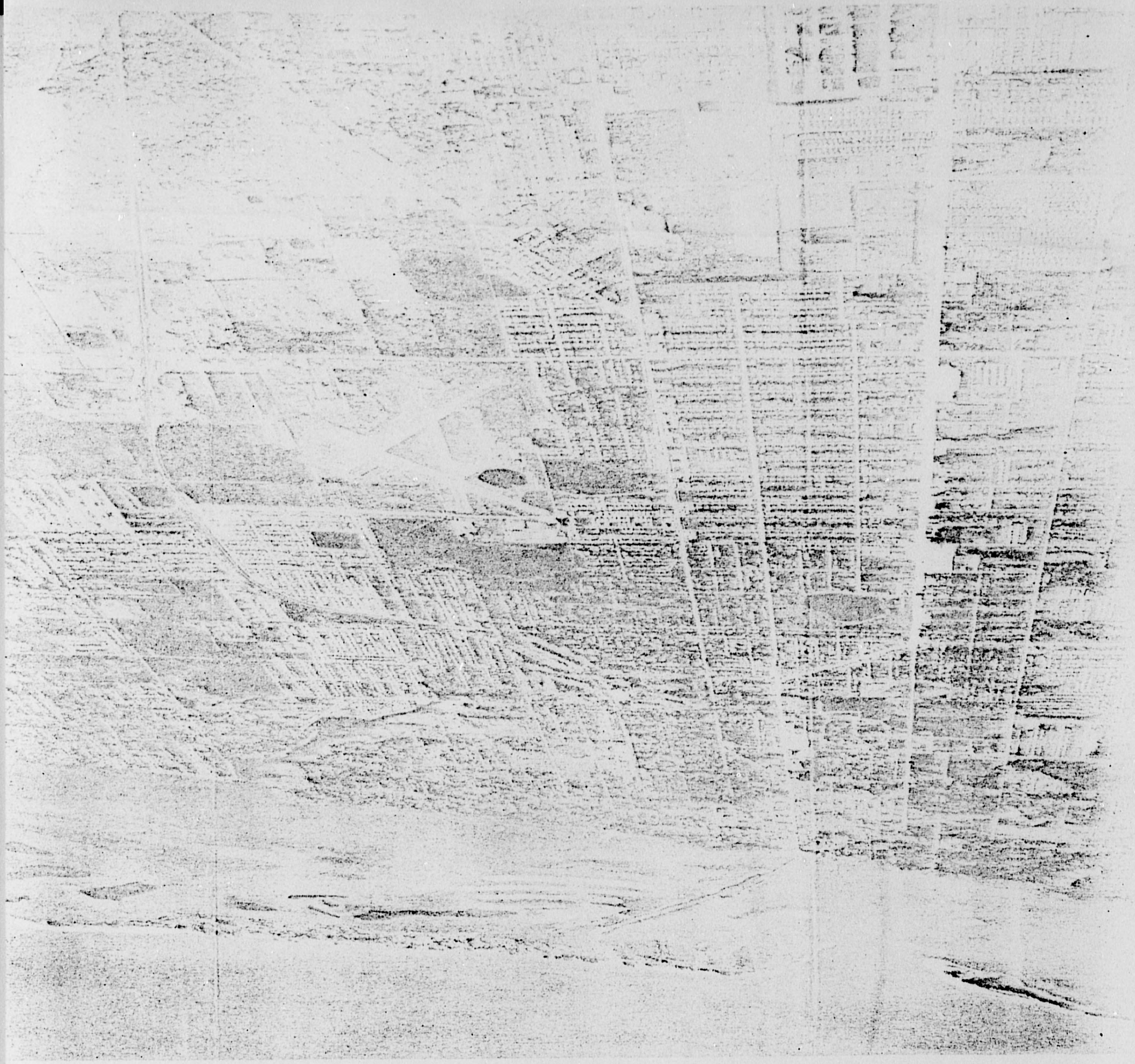
Clearwater Beach — a Bather's Paradise



Clearwater's modern and beautiful Marina



Up-to-date "birdseye" view of Clearwater — Courtesy Clearwater Flying Co.



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IDLEWILD DR N. S. (D) D2
IDLEWILD DR (C) D4
IDLEWILD ST (C) B4
ILLINOIS RD (C) D6
IMPERIAL DR (L) E8
INDIAN BLVD (L) B8
INDIAN BLVD N. S. (L) C8
INDIAN ROCKS RD (B) A10,B9,C7
INDIANA AV (C) C6
INDIANA ST (D) E2
INDIGO DR (D) E3

MAPLEN DR (C) C4
MARINA WAY (J) A11
MARINA AV (C) D5
MARINE ST (C) D4
MARIANNE ST (C) B5
MARKLEY ST (C) C6
MARK DR (C) D6
MARGO ST (C) C5
MAPLEWOOD AV (C) F5,6
MAPLE ST (C) CD5
MANOR DR (D) D3
MANOR CT (L) E3
MANOR BLVD N. (C) F4
MANHEIM AV (L) I9
MANGRUM DR (D) E1
MANGO ST (C) B4
MANGO AV (C) D4
MANDALAY AV (C) E1
MANCHESTER DR (C) D7
MANATEE RD (B) B7
MALLO DR (C) C5
MAIN ST (D) D3
MAGNOLIA-ST (D) D3
MAGNOLIA RD (B) B8
MAGNOLIA DR (C) CDE5,6
MADRID DR (L) C9
MADRID AV (SO) I3
MADISON ST (L) C9
MADISON AV (C) D5,6,7
MADISON AV (LS) D9
MADEIRA AV (C) H5

M

LYNN AV (C) E5
LYNDHURST ST (D) D3
LUNDY CIR (C) G5
LUCAS DR (C) G4
LOWE ST (L) A10
LOUISA DR (BB) A8
LOUDEN AV (D) D3
LOTUS PATH (C) CD6
LOS GATOS DR (L) B8
LOS ALTOS DR (L) B8
LOPENA LA (C) F5
LORAINE ST (L) B9
LONGVIEW LA (C) E7
LONG ST (C) DE3
LONDON LA (L) D7

P

PALGE AV (I) A10
PALACE DR (C) E7
PALM AV (B) C8
PALM AV (C) C6
OXFORD DR (C) E6
OWEN DR (C) G4,5
OVERLEA DR (C) D5
OVERLEA ST (C) DE5
OVERBROOK DR (B) C7
OVERBROOK BLVD (L) B5
OVERBROOK AV (C) D4
OVAL DR (D) B10
OTTAWA RD (C) D6
OSCEOLA RD (B) BC7
OSCEOLA AV (C) C5
OSAGE ST (C) C4
ORLANDO RD (B) B7
ORION AV (C) E5,6
ORCHID DR (L) D9
ORCHARD GR. LA (L) B9
ORANGEWOOD ST (D) D4
ORANGEWOOD LA (L) B9
ORANGEWOOD DR (L) F8
ORANGEWOOD AV (C) D5
ORANGEVIEW DR (L) C9
ORANGE ST (L) B9
ORANGE ST (C) D6
ORANGE AV (C) C6,D5
ORANGE AV (D) D2,3
ORANGE AV (B) C7
OPAL LA (B) B8
OLIVER ST (I) A10
OLEANDER RD (B) C7
OLD KEENE RD (L) E8
OKECHOBEE ST (SO) H4
OHIO AV (D) E2
OCALA RD (B) B7
OAKWOOD ST (C) E7
OAKWOOD DR (D) D3,4,E3
OAKS (Harbor Bluffs) B9
OAKWOOD DR (L) E8
OAKWOOD BLVD (SO) I2
OAKWOOD AV (C) C5

	C5	RIDGE AV (C)	
(SO)	I2	RIDGE RD (L)	C9,10,11
	E8	RIDGELAND RD (C)	D4
		RIDGEMONT DR (C)	F4
(L)	Harbor	RIDGEWAY DR (C)	E4
	B9	RIDGEWOOD DR (D)	E3
	D3,4,F3	RIDGEWOOD ST (C)	DE5
	D5	RIDLEY AV (L)	I9
	B7	RIO CIR (C)	E7
	E2	RIO WAY (D)	D1
(SO)	H4	RIPON DR (C)	E6
L	E8	RIVIERA DR (D)	E4
R	C7	ROANOKE ST (D)	D4
	A10	ROBE LA (SO)	I1
	B8	ROBERTA ST (L)	E8
	C7	ROBINHOOD LA (D)	D2
	D2,3	ROBMAR RD (D)	D2
	C6,D5	ROBIN HOOD LA (C)	E7
	D6	ROCKAWAY ST (C)	B4
	B9	ROE AVE (L)	C7
R (L)	C9	ROEBLING RD N. S. (B)	C7
AV (C)	D5	ROGERS AV (L)	F9
DR (L)	F8	ROGERS ST (C)	CDG6
LA (L)	B9	ROLANDO DR (D)	F1
ST (D)	D4	ROLLEN RD (C)	D4
LA (L)	B9	ROOSEVELT AV (C)	C5
	D9	ROOSEVELT BLVD (L)	G8,H9
	E5,6	ROSE LA (L)	F8
	B7	ROSE ST (C)	D7
	C4	ROSEMARY RD (L)	B9
	C5	ROSEMERE DR (C)	D5
	BC7	ROSEMONT AV (L)	I9
	D6	ROSEMONT DR (C)	D4
	D4	ROSERY CT (B)	B7
	B10	ROSERY LA (B)	B7,8
C)	D4	ROSERY RD (B)	B8
D (L)	B8	ROSERY RD (L)	CD8
R)	C7	ROSEWOOD ST (C)	D5
	DE5	ROSLYN AV (L)	I9
	D5	ROWENA LA (D)	D2
	G4,5	ROXBOROUGH AV (L)	I9
	E6	ROYAL DR (L)	B9
		ROYAL WAY (C)	B4
		ROYAL PALM DR (L)	E8
		RUSSELL ST (C)	D5
	A10	RUTLEDGE AV (L)	I9
	E7		
	C8		
	C6		

	C5	SUNSET CT (C)
	C5	SUNSET DR (C)
	B8	SUNSET DR (L)
	A11	SUNSET DR (I)
	B8	SUNSET BAY DR (L)
	CDE4	SUNSET POINT DR (C)
	C7	SUNNY LA (B)
	D7	SUNNY PARK RD (C)
	C6	SUPPLEE PL (B)
	E3	SUTTON PL (D)
	B9	SUZANNE ST (L)
	D4	SYLVAN LA (C)
		T
	C5	TAFT ST (C)
	B9	TALLOWOOD DR (L)
	D3	TANGERINE AV (D)
	D5,6	TANGERINE ST (C)
	BC9	TAYLOR AV (L)
	D1	TAYLOR AV (D)
	F5	TEAKWOOD DR (C)
	C11	TEMPLE AV (LS)
	B8	TEMPLE LA (L)
	D7	TEMPLE ST (C)
	F8	TEMPLE TERR (L)
	G6	TENNESSEE AV (C)
	D7	TERESSA DR (L)
	E4	THAMES ST (C)
	D4	THE MALL (C)
	C7	THE MALL (B)
	D3	THIRD AV (D)
	G4	THOMAS DR (C)
	H5	THOMAS RD (C)
	D7	THOMPSON AV (L)
	G6	THORNTON RD (C)
	F5	TERRACE DR N. (C)
	D2	TERRACE RD (D)
	D4	TERRACE RD (C)
	G5	TERRACE VIEW LA (C)
	A10	THATCHER AV (I)
	D3	TILDEN ST (D)
	C7	TILLEY AV (C)
	E3	TIMBER LA (D)
	D4	TIME AV (C)
	D7	TIMMONS TERR (C)
	D6,7	TIOGA AV (C)
	E4	TOWNSEND ST (C)
	D1	TRADEWINDS DR (D)

NUMBERED STREETS
BELLEAIR BEACH

1ST THRU 9TH	A8
12TH THRU 24TH	A8
25TH	A7

NUMBERED STREETS
CLEARWATER (BEACH)

1ST, 3RD & 5TH	B5

NUMBERED AVENUES
INDIAN ROCKS BEACH

1ST THRU 9TH	A10
10TH THRU 27TH	A9

NUMBERED STREETS
INDIAN ROCKS BEACH

1ST & 2ND	A9,10
3RD	A10

10TH
11TH, 13TH & 14TH C8
18TH, 19TH & 20TH C9
22ND & 23RD C8
24TH & 25TH B8

NUMBERED COURTS
LARGO

10TH THRU 14TH S.W.	C9

NUMBERED PLACES
LARGO

7TH N.E.	D3
6TH & 7TH S.W.	C8
19TH, 21ST & 22ND S.W.	B9

NUMBERED TERRACES
LARGO

15TH S.E.	F9
21 S.E.	E8

NUMBERED AVENUES
SAFETY HARBOR

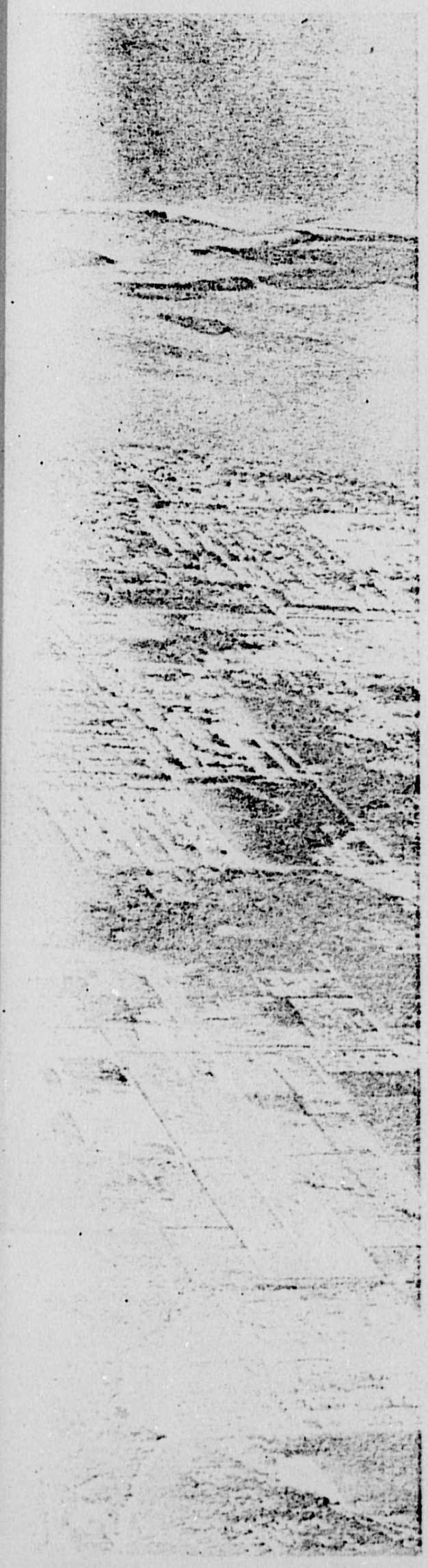
1ST THRU 9TH	H4
10TH THRU 15TH	H4

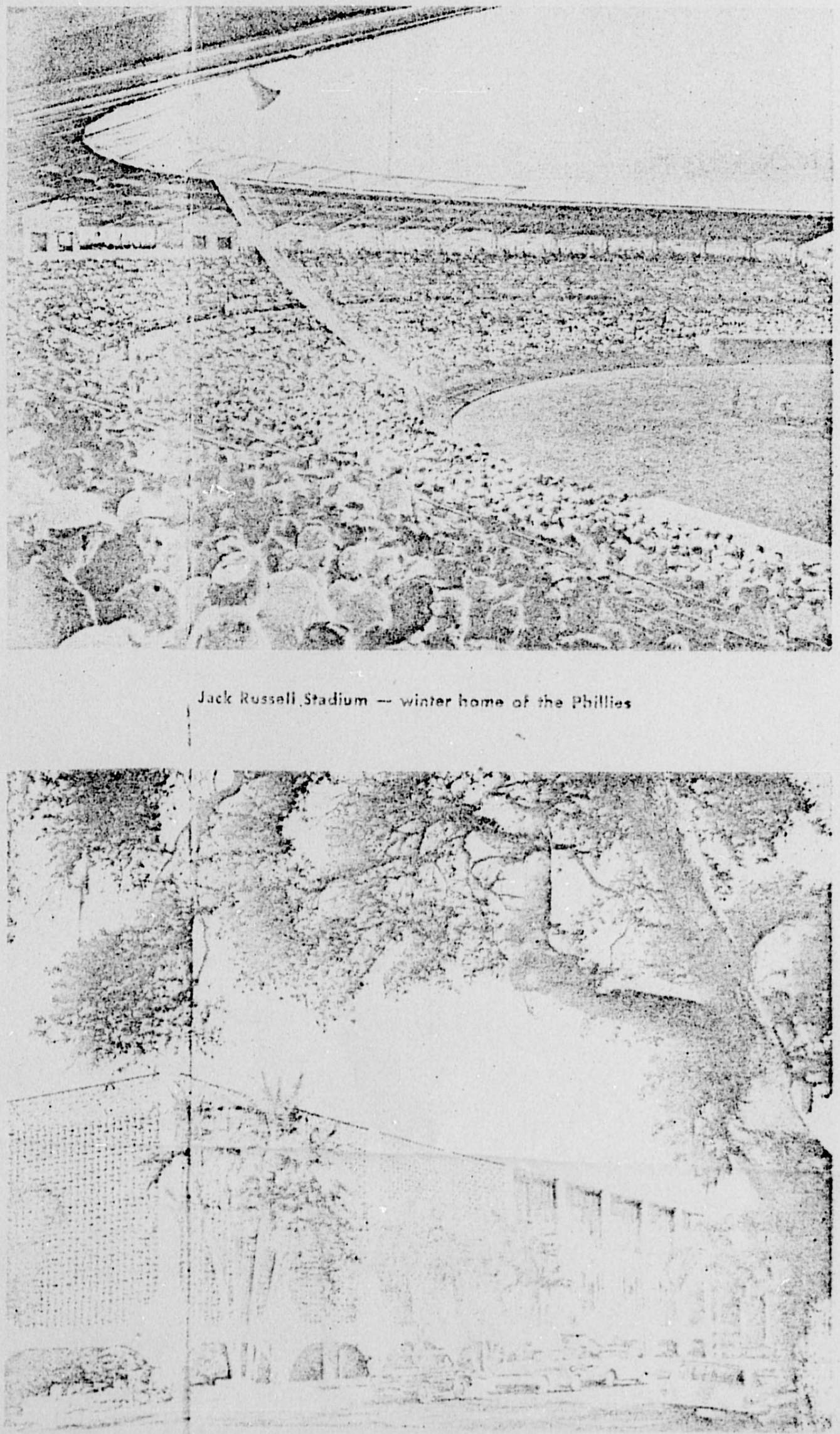
NUMBERED STREETS
SAFETY HARBOR

North
2ND THRU 6TH H4
South
2ND THRU 9TH H4

NUMBERED PLACES
SAFETY HARBOR

10TH & 11TH	H4





Jack Russell Stadium — winter home of the Phillies

AND ITS

Glorious BEACH

on the Gulf of Mexico

Compliments of
Clearwater Chamber of Commerce

STREET INDEX

NOTE: Letters in parenthesis following street names designate areas as follows:

(B) BELLEAIR
(BB) BELLEAIR BEACH
(C) CLEARWATER AREA
(D) DUNEDIN AREA
(I) INDIAN ROCKS AREA
(L) LARGO AREA
(LS) LAKE SEMINOLE AREA
(SO) SAFETY HARBOR — OLDSMAR AREA

A

"A" ST (C) C6
ABERDEEN ST (D) D3
ACACIA DRIVE (D) E3
ACACIA ST (C) B4
ACADEMY ST (C) F6
ADAMS AV (C) D5
ADELE PL (L) C8
ADRIAN AV (L) B9
ADMIPAL DR (D) D3
ADMIPAL WOODS N LA (C) D5
ALAMANDA DR (C) F7
ALAMANDA DR (L) B9
ALAMEDA AV (C) H5
ALBANY AVE (C) F4
ALBEMARLE DR (C) F7
ALBERT ST (D) D3
ALBERTA DR (L) D7
ALCORN LA (SO) C11
ALDEN AV (C) A8
ALETA DR (BB) E4
ALGONQUIN DR (C) F7
ALICE LA (C) E4
ALICIA DR (C) E3
ALLARD DR (D) G2
ALLEN AV (SO) E6
ALLEN DR (C) G7
ALLENDALE DR (C) H3
ALMA ST (L) D4
ALOHA LA (C) D4
ALPINE RD (C) E10
ALSTON DR (LS) C7
ALTHEA RD (B) E4
ALTON DR (D) B4
AMBLER ST (C) F4
AMERICUS DR (C) D7
ANN CIR (C) E2
ANCHORAGE WAY (C) C4
ANDOVER DR (D) D7
ANDREA DR (L) D3
ANGELO RD (D) B9
ANGLERS LA (L) F5
ANNA AV (C) B10
ANONA HTS RD (I) B11
ANTIGUA DR (I) A10
ANTILLES DR (I) H2
APACHE AV (I) B9
APPLE ST (C) D5
ARBOR DR (C) E7
ARCH AV (SO) I2
ARCHIMEDES ST (D) F2
ARCTURUS AV (C) E5,6
ARDEN AV (C) E5
ARISTOMENES ST (D) F2
ARLINGTON PL (C) F5
ARMOUR DR (D) E1
ARONDALE RD (L) D3
ARNONI DR (D) D4
ASHLAND DR (D) E4
ASHTON ABBEY RD (C) E4
ASTER ST (C) B4
ATLANTIS DR (C) F4
ATHENS ST (D) D3
AUBIDEAUX AV (SO) I3
AUBURN AV (L) D7
AUDREY DR (C) G4
AUDREY LA (L) F9
AUDUBON RD (SO) I1
AUREL ST (C) B4
AURORA AV (C) E4,5,6
AVALON ST (C) B4
AVANDA CT (C) D6
AVOCADO DR (C) G5
AVOCADO RD (L) B9
AVON DR (SO) H13
AVON LA (L) D7
AVON ST (SO) I1
AZALEA AV (C) D4
AZALEA DR (L) D9
AZALEA PL (L) E8

B

"B" ST (C) C6
BACH CIR (L) E8
BACK DR (C) G4
BAHAMA CT (I) B11
BAHIA VISTA BLVD (I) A10
BAILY ST (SO) I4
BAKER (C) E5
BALBOA CIR (L) D7
BALMORAL DR (C) E5
BAMBOO DR (L) B9
BAMBOO LA (L) B9
BARBADOS DR (I) B11
BARBARA AV (C) G7
BARBARA CIR (B) C7
BARBARA DR (C) F7
BARBARA CT (L) D8
BARBARA LA (D) E2
BARCELONA DR (C) F7
BARLOW LA (L) D6
BARRET RD (C) F4
BARRY ST (C) C6
BASS BLVD (D) D2,3
BATES AV (I) A10
BAY AV (C) A9
BAY BLVD (I) A9
BAY DR (I) A11
BAY LA (C) H5
BAY ST (C) G6
BAY ST (D) D3
BAYFRONT DR (SO) H2
BAYMONT ST (C) B5
BAYSHORE BLVD (C) H5
BAYSHORE DR (BB) A8
BAYSIDE DR (C) B5
BAYVIEW DR (B) BC7
BAYVIEW DR (C) D7
BAYVIEW DR (S) H2
BAYVIEW ST (SO) H3
BAYVIEW BLVD (C) G6
BAY VU PL (I) A9
BAY VIEW ST (SO) I4
BAYWATER DR (SO) H2
BAYWAY BLVD (C) B5
BAYWOOD AV (C) F5
BAYWOOD DR N. E. S. W. (D) D1
BAYWOOD PL (B) B7
BAYSIDE ESPLANADE (C) B3,4
BAYWOOD WAY (C) D4
BEACH DR (SO) H2
BEACHWAY TERR (L) B9
BECKETT ST (C) CD5
BEDFORD CIR (L) F8
BEDFORD ST (SO) I1
BEECHER RD (D) E4
BEGONIA PL (L) E8
BELCHER RD (C) F5 thru I0
BELLE AV (C) C6
BELLE PL (I) A9
BELLEAIR RD D thru F7
BELLEHAVEN DR (D) F2
BELLEMEAD CIR (L) C8
BELLEMEAD DR (C) E4
BELLTREES ST (D) D3
BELLEVIEW BLVD (C) A9
BELLEVIEW ST (B) C7
BELLFOREST DR (L) B8
BENTLEY ST (C) E4
BELLE KEENE DR (C) E7
BELLE CHEER DR (C) F6
BERMUDA AV (C) F6
BERMUDA DR (I) B11
BERMUDA ST (C) D4
BERTLAND WAY (C) D4
BIRDIE LA (D) E8
BLACKBURN ST (C) F4
BLACKOAK LA (D) E3
BLANTON LA (C) D7
BLUFF VIEW DR (L) B8
BOGIE LA (D) D1
BOHEMIA CIR (C) B4
BONAIR ST (C) D5
BONNER AV (D) F1
BONNIE GAIL RD (L) B9
BOOTH ST (SO) H4
BOYLAN AV (C) B9
BRAE BURN DR (L) B8
BRAGINTON ST (L) B11
BRATTON DR (I) D4,5
BRAVO DR (C) F7
BRAUND AV (C) C7
BREWSTER DR (I) E2
BRIAR CIR (D) F7
BRIGHTWATER DR (C) B8
BRISBANE ST (C) F4
BRISTOL CIR (L) D6
BRITTON ST (L) C9
BROADWAY (D) A10
BROOK RD (C) C6
BROOKSIDE DR (L) A9
BROOKSIDE DR (C) A11
BROOKVIEW AV (L) H5
BROWNELL ST (C) D3
BROWNING ST (C) D6
BRUNSWICK DR (L) H2
BRYAN DAIRY RD (L) B5
BRYANT ST (C) H5
BRUCE AV (C) A8
BUCKINGHAM AV (SO) B5
BUCKINGHAM DR (L) BC7
BUDLEIGH ST (C) D7
BUENA VISTA DR (D) H2
BUGLE LA (C) H3
BURK AV (D) G6
BURMA AV (C) I4
BURNICE DR (C) A9
BUTLER ST (SO) H2
BUTTONWOOD LA (L) B5
BYRAM DR (C) F5
BYRON AV (C) D4
BYRON DR (C) D1

C

CALOMONDON LA (C) G5
CALUMET ST (C) C4,E4
CAMBRIA ST (C) H2
CAMBRIDGE AV (L) B9
CAMBRIDGE DR (C) D2
CAMBRIDGE DR (L) CD5
CAMEL DR (L) F8
CAMELLIA DR (C) I1
CAMELLIA PL (L) E4
CAMPBELL CT (C) E8
CAMPBELL ST (C) F6 thru I0
CANAL AV (I) A9
CANTERBURY DR (L) C8
CANTERBURY RD (C) E3,4
CARACAS AV (C) F2
CARDINAL DR (D) C8
CARDINAL DR (C) E4
CARDINAL DR S (C) D3
CARDINAL RD (D) D7
CARINAL WAY (I) C7
CARLOS AV (C) B8
CARLOUEL DR (C) E7
CARLTON DR (C) E4
CARLTON ST (C) F6
CARMEL AV (C) B11
CARNATION DR (D) D4
CARNEGIE AV (L) D4
CAROL AV (B) H11
CAROLINA AV (C) D4 thru D7
CAROLYN DR (D) D7
CAROLYN LA (C) I9
CARROLL ST (C) C7
CASA VISTA DR (D) E6
CASLER (C) E1
CATALINA DR (C) E7
CATALINA DR (D) E7
CATHEDRAL DR (D) C5
CAUSEWAY BLVD (C) D1
CAUSEWAY BLVD (BB) F4
CECELIA LA (C) E3
CECIL ST (L) D7
CEDAR DR (BB) B8
CEDAR DR (D) D1
CEDAR LA (L) B4
CEDAR ST (C) D5
CEDAR ST (D) F1
CEDARWOOD AV (D) B9
CEDARWOOD DR (C) H4
CENTER AV (LS) B6
CENTER AV (SO) B8
CENTER CIRCLE (L) C7
CENTER ST (C) E5
CENTRAL AV (C) D7
CENTRAL AV (I) A11
CENTRAL TERRACE DR (C) G4
CEVERA DR (D) E,F6
CHAMBERLAIN AV (I) A11
CHANDLER AV (C) E2
CHANNEL DR (I) B5
CHAPEAU DR (C) C9
CHASE AV (SO) F8
CHARLES ST (C) F4
CHARMAIN LA (C) A10
CHARMAINE DR (L) CD4
CHARTER AV (D) G2
CHARTEAU DR (C) E7
CHAUCER ST (C) F6
CHERYL RD (L) D4
CHEROKEE ST (SO) H4
CHESTER DR (C) D6
CHESTERFIELD DR (L) E8
CHESTNUT ST (C) C6
CHICAGO AV (D) D3
CHURCH ST (SO) H4
CHURCH CREEK PT (L) B9
CINCINNATI DR (C) E5
CIRCLE DR N. E. W. (L) C8
CITRUS AV (D) D3
CITRUS ST (C) D7
CIRUS AV (C) E5,6
CLARK ST (C) D5
CLAY AV (LS) D9
CLEARVIEW AV (C) F6
CLEARWATER HARBOR DR (L) A9
CLEARWATER LA E. W. S. (C) G5
COUNTRY CLUB RD (B) C7
COURT ST (C) B3
COVE CIR (L) G4
CRAWFORD AV (L) CD5
CREEK LA (L) C7
CREST AV (C) E2
CRESCENT CT (C) D7
CLUB DR (SO) I3
COACHMAN RD (C) F4,5
COE RD (B) C6
COLT RD (L) F8
COLFAX ST (L) C4,E4
COLLEGE DR (C) B4
COLONIAL CT (D) I9
COLONY DR (L) E7
COLUMBUS CIR (L) D7
COMET AV (C) E5,6
COMMODORE ST (C) F6
COMMERCE DR (L) E8
CONANT AV (SO) D6
CORAL DR (SO) C7
CORAL WAY (L) F6
CORBETT ST (B) A10
CORK ST (L) D7
CORNELL ST (C) E3,4
CORONA AV (C) F6
CORONADO DR (D) D2
CORONADO DR (C) G4
CORONET DR (L) F7
CORTEZ AV (L) E1
CORVETTE DR (L) A10
COUNTRY LA E. W. S. (C) C4
COUNTRY CLUB RD (B) D4,5
COVE CIR (L) G4
CRAWFORD AV (L) CD5
CREEK LA (L) C7
CREST AV (C) E2
CRESCENT CT (C) D7

D

"D" ST (C) E7
DANBURY WAY (L) D2
DANE DR (C) A10
DANIELS ST (SO) E5
DAPHINE LA (C) A10
DARIEN WAY (L) CD4
DART AV (D) G2
DARTMOUTH AV (SO) E7
DARTMOUTH AV (L) F6
DARTMOUTH ST (C) E9
DAVID AV (C) H4
DAVIES AV (D) D6
DAWN DR (C) D7
DEBORAH AV (L) C6
DELAWARE ST (SO) D3
DE LEON ST (C) H4
DELL AV (C) B9
DELMAR DR (L) E5
DELTA WAY (L) C8
DEL RIO AV (L) D3
DEMAREST DR (D) D7
DEMPSEY ST (C) E5,6
DESOTO LANDING (SO) D5
DESOTO PL (B) D5
DEVILLE DR (L) D9
DEVILLE DR N. (L) D7
DEVON ST (C) DE
DEVONSHIRE ST (SO) A9
DEXTER DR (C) C8
DIANE DR (D) C8
DIEFFENWIERTH AV (L) CDE5
DISSTON BLVD (L) B9
DODGE ST (L) I3
DOGWOOD DR (D) F4,5
DOLPHIN DR (L) C6
DOLPHIN PT (C) F8
DOMINICA DR (I) G8
DONATO DR (BB) F6
DONCHESTER DR (C) D3
DORA DR (C) B9
DOROMA CT (D) D7
DOROTHY DR (C) E5,6
DOROTHY LA (I) D4
DORY PASSAGE (C) D8
DOUGLAS AV (D) I4
DOUGLAS DR (C) I3
DOWNING ST (C) E9
DOVER LA (L) C6
DREAM WAY (LS) D8
DREW ST (C) F6
DRIFTWOOD AV (C) E5,6
DRIFTWOOD LA (L) D1
DRUID PL (B) B5
DRUID RD C thru CDE
DRUID RD W. (C) B8
DRYER AV (SO) E8
DUANE AV (SO) G5
DUMONT DR (D) C7
DUNBAR DR (C) CD6
DUNBAR LA (L) B9
DUNCAN AV (LS) B7
DUNCAN AV (C) B9
DUNCAN DR (L) D5,6
DUNSTON COVE RD (C) C6

CRESCENT DR (L) B8,9
CRESTMONT AV (L) G8
CRESTVIEW RD (C) D4
CRESTVIEW ST (LS) D11
CRESTVIEW ST (C) D5
CRESTWOOD LA (L) B8,9
CROFT DR E. N. S. (I) B10
CROSLEY DR (D) D3
CROSS ST (L) F10
CROWN ST (C) D5
CROYDEN DR (C) E6
CROYDON DR (L) D7
CRYSTAL LAKE RD (C) F4
CULBERTSON AV (D) D1
CUNNINGHAM DR (D) E4
CURLEW CREEK RD (D) D thru H1
CURRIE LA (I) A10
CURTIS DR N. E. S. (C) F6
CYPRESS AV (D) F2
CYPRESS AV (B) C8
CYPRESS AV (C) B4
CYPRESS DR (D) F2

D

"D" ST (C) C6
DAMROSCH DR (L) E8
DANBURY WAY (L) F8
DANE DR (C) G4
DANIELS ST (SO) G2
DAPHINE LA (C) F7
DARIEN WAY (L) F8
DART AV (L) C8
DARTMOUTH AV (SO) I2
DARTMOUTH AV (L) D7
DARTMOUTH ST (C) E6
DAVID AV (C) G6
DAVIES AV (D) D1
DAWN DR (C) E4
DEBORAH AV (L) C8
DELAWARE ST (SO) H4
DE LEON ST (C) D6
DELL AV (C) F5
DELMAR DR (L) B8
DELTA WAY (L) F8
DEL RIO AV (L) B8
DEMARET DR (D) E1
DEMPSEY ST (C) C6
DESOTO LANDING (SO) I3
DESOTO PL (B) C7
DEVILLE DR (L) E8
DEVILLE DR N. (L) E8
DEVON ST (C) B5
DEVONSHIRE ST (SO) I2
DEXTER DR (C) E7
DIANE DR (D) D4
DIEFFENWIERTH AV (L) D9
DISSTON BLVD (L) H10,11
DODGE ST (L) G8
DOGWOOD DR (D) F3
DOLPHIN DR (L) C8
DOLPHIN PT (C) B5
DOMINICA DR (I) B11
DONATO DR (BB) A8
DONCHESTER DR (C) F7
DORA DR (C) F5
DOROMA CT (D) D3
DOROTHY DR (C) E6
DOROTHY LA (I) A11
DORY PASSAGE (C) B5
DOUGLAS AV (D) D1,3,4
DOUGLAS DR (C) E7
DOWNING ST (C) GH6
DOVER LA (L) D7
DREAM WAY (LS) E10
DREW ST (C) C thru H5
DRIFTWOOD AV (C) F6
DRIFTWOOD LA (L) B8
DRUID PL (B) C6
DRUID RD CDEF6
DRUID RD W. (C) C6
DRYER AV (L) B9
DUANE AV (SO) I2
DUMONT DR (D) D3
DUNBAR DR (C) G5
DUNBAR LA (L) D7
DUNCAN AV (LS) C11
DUNCAN AV (C) E5,6
DUNCAN DR (L) C8
DUNSTON COVE RD (C) E4

E

"E" ST (C) C6
EAGLE LA (D) D1
EAGLES NEST DR (B) B8
EAST AV (C) C5,6
EASTVIEW DR (L) C8
EASTWOOD DR (C) F6
EASTFIELD DR (C) E6,7
EASTMOOR AV (C) D5
EAST DR (C) D4
EAST BAY DR (L) DEF8
EAST BAY ST (I) B11
EAST EUCLID CIR (L) F8
EAST GATE DR (SO) H4
EAST GULF ST (I) B11
EAST FAIRWAY CIR (D) E2
EAST LOTUS DR (D) E2
EAST OVERBROOK DR (L) BC8
EAST SKYLINE DR (C) F4
EAST TERRACE DR (C) G4
EAST VIRGINIA LA (C) G5
EASY ST (LS) E10
EATON DR (L) D7
EDENVILLE AV (C) F6
EDGEWATER DR (D) C4
EDGEWATER TERR (D) C4
EDGEWOOD AV (C) D5
EDITH DR (D) D1
EDNA ST (L) C8
EDMONTON DR (L) D7
ELDORADO AV (C) H5
ELDORADO AV (C). B3,4
ELDRIDGE ST (C) CD5
ELIZABETH AV (C) DE4
ELIZABETH AV (C) G6
ELLA PL (C) F5
ELLIOTT DR (C) F4
ELMWOOD ST (C) D5
ELYRIA AV (L) B9
EMERALD DR (C) E6
EMERALD LANE BLVD (L) E8
EMERSON DR (D) D3
EMILY CT (C) D6
ENCHANTMENT DR (LS) E10
ENGLEWOOD DR (L) E8
ENGMAN DR (C) CD5
ENSLEY AV (SO) I3
ERIN LA (C) D4
ERMINE ST (C) C5
ERNEST RD (C) E7
ESSEX DR (L) D7
ESTELLE DR (C) E6
EUNICE LA (C) D7
EVANS DR (C) G4
EVANS RD (D) F2
EVELYN AV (C) F6
EVERGLADES AV (C) F6
EVERGREEN AV (C) D5,6,7
EVERGREEN AV (L) I9
EVONAIRE CIR E. W. S. (B) B8
EWING AV (C) C6,7
EZELLE AV (L) C8

F

FAIRBURN AV (C) D5
FAIRFAX RD (C) F6
FAIRFIELD DR (C) E7
FAIRLANE DR (L) E8
FAIRMONT ST (C) CD5
FAIRVIEW RD (B) C7
FAIRVIEW ST (SO) H3
FAIRWAY DR (D) DE1
FARREL AV (L) D7
FAULDS RD (C) E7
FAXTON ST (L) G10
FAY AV (L) E8
FEDERAL ST (SO) I2
FERNANDO DR (SO) I3
FERNWOOD AV (C) F5,6
FLAGLER DR (C) D5,E4
FLAMINGO DR (B) B6
FLORA RD (C) D4
FLORAL AV (L) E9
FLORAL DR (L) E8
FLORIDA AV (D) D3
FLORIDA AV (C) E6
FOGARTY ST (L) D8
FOREST DR (L) E8
FOREST PKWY (L) E8
FORD LA (D) D1
FOREST DR (D) E3
FOREST HILL DR (C) D6
FORTUNE DR (C) E7
FOSTER LA (B) B8
FOUNTAIN SQ (B) C7
FOUNTAINHEAD RD (L) B9
FOX CIR (C) E7
FRANCES ST (D) D3
FRANCIS DR (C) E4
FRANKLIN CIR (C) D6
FRANKLIN ST (C) CD6
FREDERICA LA (D) D2
FREDERICA AV (C) D5,7
FRIAR TUCK LA (D) D2
FRIEND AV (C) D6
FRUITLAND AV (C) F6
FRUITWOOD DR (C) E7
FULLER ST (L) B9
FULTON AV (C) D4,5
FULTON DR (L) E8

G

GARDEN CIR (D) D3
GARDEN CIR N. S. (B) B8
GARDENIA AV (C) D4
GARDENIA ST (C) B4
GARDENIA ST (B) C7
GATES DR (SO) H4
GATEWOOD DR (L) C8
GENTRY ST (C) D5
GEORGE BLVD (L) G8
GEORGIA AV (D) E2
GEORGIA ST (C) C5
GEORGIANNA ST (L) B9
GERSHWIN DR (L) E8
GILBERT ST (L) E5
GLADYS ST (L) B9
GLEN AV (L) C7
GLEN DR (SO) H3
GLEN OAK AV E. N. (C) G5
GLENDALE ST (C) B4
GLENSIDE AV (L) I9
GLENWOOD AV (C) D5,6
GLENWOOD DR (D) F3
GOERING RD (I) B10
GOLFVIEW DR (D) E1
GOLF VIEW DR (B) C7,8
GOULD ST (C) D6
GRACELYN DR (C) E6
GRAHAM DR (C) E5
GRANADA ST (C) CD4
GRAND AV (SO) HI4
GRAND CENTRAL AV (C) C6
GRAND VIEW AV (C) G5
GRANGER AV (C) F5
GRANT ST (D) D3
GRANT ST (C) D5
GRAPEFRUIT CIR (C) G5
GREAT BRIKHILL RD (C) E4
GREAT OAK DR (C) E6
GREEN ACRES AV (L) E9
GREENBRIAR BLVD (D) E3
GREENHILL DR (C) E4
GREENLEA DR (C) E4
GREENWAY AV (D) D1
GREENVIEW ST (C) D5
GREENWOOD AV (C) D5,6,7
GROVE CIR N. (D) D4
GROVE CIR S. (D) D4
GROCE CIR CT (C) D4
GROVE DR (C) G4
GROVE LA (I) B11
GROVE PL (L) F8
GROVE ST (C) CD5
GROVE ST (D) D2
GROVELAND ST (LS) D11
GROVEWOOD DR (D) D3
GULF AV (D) D3
GULF BLVD (C) B4,5
GULF BLVD (BEACHES) A8,9,10
GULF-TO-BAY-BLVD (C) DEF6
GULF VIEW AV (D) D1
GULF VIEW BLVD (C) B5
GULF VIEW DR (L) B9
GUNN AV (C) F6

H

HAAS AV (C) F4
HAGEN AV (D) E1
HAINES RD (C) G5
HAINES BAYSHORE RD (C) G7
HALL ST (C) C7
HAMDEN DR (C) B5
HAMILTON AV (SO) I4
HAMLET AV (C) C7
HAMLIN BLVD (I) A11
HAMLIN DR (C) E6
HAMPTON LA (L) D7
HANCOCK ST (D) D3
HARBOR DR (C) D4,5
HARBOR DR N. (I) A9
HARBOR DR S. (I) A9
HARBOR BLUFF DR (L) B8
HARBOR CIR W. (L) B9
HARBOR CIR E. (L) B9
HARBOR HEIGHTS DR (L) B9
HARBOR HILL DR (SO) H4
HARBOR HILLS DR (L) B9
HARBOR LAKE DR (L) B9
HARBOR VIEW DR (D) D1
HARBOR VIEW LA (L) B8,9
HARDING AV (L) G8
HARDING DR (C) E5
HARDWOOD DR (C) E7
HAROLD CT (C) C6
HARRISON AV (BB) A7
HARRISON DR (D) E1
HART ST (C) C5
HARVARD AV (D) D1

I

INGSLEY AV (L) D7
INVERNESS DR (D) E1
IRENE AV (L) E8
IRIS ST (C) B4
IROQUOIS AV (I) A10
IROQUOIS ST (C) C4
IRON AGE ST (SO) H4
IRVING AV (C) E6
IRWIN ST (SO) I3
ISLAND ST (C) B4
ISLAND WAY (C) B5
IVA ST (C) D4

J

JACARANDA DR (L) B9
JACARANDA ST (D) D3
JACKMAR RD (D) D2
JACKSON RD (C) D5
JACKSON ST (D) D3
JACKSON ST (L) B9
JADE AV (C) D4
JAMAICA DR (I) B11
JAMES ST (D) D3
JANICE LA (LS) E10
JANICE PL (I) A9
JASMINE WAY (C) CD6
JEAN ST (I) A10
JEFF RD (I) A10
JEFFERSON AV (D) D1
JEFFERSON AV (C) D5,7
JEFFORDS ST (C) CDE6
JESSE AV (SO) I4
JESSEMINE CIR (C) B4
JEWEL CT (L) B8
JEWEL RD (L) B8
JEWEL ST (C) B4
JOHN'S PKWY (C) H6
JOHNSON CIR (C) G5
JONES CT (D) E1
JONES DR (D) E1
JONES ST (D) D3
JONES ST (C) C5
JOSEPHINE RD (I) A10
JOYCE ST (SO) I3
JULIAN AV (I) C11
JUNE BELLE DR (C) E4
JUNIPER ST (C) B4
JUPITER AV (C) E5,6
JURGENS ST (C) C5

K

"K" ST (C) H5
KAREN AV (L) B9
KAY DR (L) C8
KEATING DR (L) C8
KEENE RD (D) E2
KEENE RD (C) E4,6,7,8
KEENE PARK DR (L) E8
KELLY ST (L) D8
KENDALL DR (C) E6
KENDALL ST (C) B4
KENILWORTH DR (L) D7
KENMORE AV (C) D5
KENNETH PL (C) E5
KENT DR (L) B9
KENTON DR (C) F4
KENTUCKY AV (C) G6
KENMORE DR (C) E6
KENWOOD DR (D) F3
KENWOOD DR (L) B9
KERRY DR (C) E5
KEYSTONE DR (C) E5,6
KIETH AV (I) B11
KILGORE DR (L) B8
KILMER AV (C) F6
KIMBERLY DR (D) E1
KINGS HIGHWAY (C) D4
KIPLING PLAZA (C) B4
KIRCHUFF LA (L) D9
KNOLLWOOD DR (D) D3
KRUSE LA (C) D4
KUMQUAT DR (C) G5
KURT LA (C) E7

L

LA HACIENDA DR (I) A10
LACONIA DR (C) F7
LADY MARION LA (D) D2
LADY MARY DR (C) D5,7
LAGOON CIR (C) F4
LAKE AV (L) E8
LAKE AV (C) D6,7
LAKE AV E. W. (C) E5
LAKE DR (D) D2,3,F1
LAKE DR (I) B10
LAKESIDE DR (D) D2
LAKESIDE DR (L) C9
LAKESIDE PL (L) E8
LAKEVIEW RD (C) CDE6
LAKEWOOD DR (D) DEF3
LAKEWOOD DR (C) D5
LAKE CITRUS DR (D) E4
LAKE GARDEN DR (LS) D11
LAKE HIGHLAND DR (D) F1
LAKE JUDY LEE DR (L) E8
LAKE PALMS DR (L) E8
LAKE VIEW RD (L) C8
LAKE VISTA DR (C) G5
LANAI AV (L) C8
LANCASTER DR (C) F7
LAND ST (L) E10
LANDFIELD AV (SO) H4
LANTANA AV (C) B4
LANTANA ST (C) D4
LARBOARD WAY (C) B5
LARCHWOOD DR (L) B8
LASALLE ST (C) D5
LAURA LA (D) D2
LAURA ST (C) CD5
LAUREL AV (L) I9
LAUREL CT (C) E7
LAUREL DR (C) E7
LAUREL ST (B) B7
LAURIE LA (B) B8
LAWSON RD (C) F4

LINWOOD DR (C) DE4
LIONS CLUB RD (L) F8

M

MARILYN ST (C)
MARION AV (L)
MARION DR (D)
MARLIN DR (L)
MARJOHN AV (C)
MARJOHN ST (C)
MARS AV (C)
MARSHALL ST (SO)
MARSHALL ST (C)
MARTHA LA (C)
MARTIN ST (L)
MARTINIQUE DR (I)
MARY LA (C)
MARY JANE LA (D)
MARY L. RD. (C)
MARY SUE ST (L)
MAR VISTA LA (I)
MAXWELL PL (I)
MAYWOOD AV (C)
McCRILLUS ST (L)
McKAY CREEK DR (L)
McKINLEY ST (C)
McLENNON ST (C)
McMULLEN RD (L) C7,
MEADOW DR (C)
MEADOW LA (D)
MEADOW LA (C)
MEADOWDALE DR (C)
MEADOWLAKE AV (L)
MEADOWLARK DR (SO)
MEADOWLARK LA (C)
MEADOWVIEW AV (L)
MEHLENBACHER RD (L)
MELBA CT (L)
MELISSA RD (D)
MELODY LA DR (L)
MELROSE DR (SO)
MELROSE LA (B)
MELROSE ST (L)
MERCURY AV (C)
MERIDEN AV (SO)
MEREDITH LA (B)
MERRILL AV (C)
METEOR AV (C)
METTO ST (C)
MICHAEL LA (C)
MICHIGAN AV (D)
MICHIGAN AV (C)
MICHIGAN BLVD (D)
MICHIGAN DR (D)
MICHIGAN DR (L)
MIDDLECOFF DR (D)
MIDWAY ISLAND (C)
MILLER AV (C)
MILTON ST (C)
MILWAUKEE AV (D)
MINEOLA DR N. E. S. W. (L)
MINNESOTA DR (C)
MIRA VISTA DR (D)
MISSOURI AV (C) (L)
MOCKINGBIRD LA (L)
MOCKINGBIRD LA E. N. & S. (L)
MOHAWK ST (C)
MONICA DR (C)
MONROE ST (D)
MONROE ST (C)
MONTEGO DR (I)
MONTEREY AV (C)
MORGAN DR (BB)
MORGAN ST (L)
MOORE ST (D)
MORNINGSIDE DR (C)
MORROW DR (C)
MOSS AV (C)
MT VERNON AV (SO)
MURRAY AV (C)
MYRTLE AV (C)

N

NARCISSUS AV (C)
NASH ST (C)
NASSAU CT (I)
NASSAU RD (L)
NAVAREZ AV (SO)
NAVEL DR (C)
NELLIE ST (L)
NELSON AV (C)
NELSON ST (D)
NEPTUNE AV (C)
NEVA DR (L)
NEWPORT LA (L)
NEWPORT RD (L)
NEW JERSEY DR (D)
NEW JERSEY ST (L)
NEW YORK AV (D)
NEW YORK ST (L)
NICHOLS DR (D)
NICHOLSON ST (C)
NIMBUS AV (C)
NINA ST (I)
NOKOMIS ST (C)
NORFOLK ST (D)
NOLAN DR E. S. (L)
NOLAN DR (D)
NOLAN ST (L)
NORMAN DR (C)
NORMANDY RD (C)
NORTH AV (SO)
NORTH BLVD (SO)
NORTH CIRCLE (L)
NORTHERN AV (L)
NORTH BAY AV (I)
NORTH EAST CLEVELAND ST (C)
NORTH EUCLID CIR (L)
NORTH FT HARRISON AV (C)
NORTH GARDEN AV (C)
NORTH HAINES RD (SO)
NORTH HIBISCUS DR (C)
NORTH LAGOON CIR (C)
NORTH LOTUS DR (D)
NORTH OVERBROOK DR (L)
NORTH PINE CIR (B)
N. PINE ST (C)
NORTH SEDEVA CIR (C)
N. SUMMERDALE DR (D)
NORTH TERRACE (B)
NORTH TERRACE DR (C)
NORTHVIEW DR (L)
NORWOOD AV (C)
NOTTINGHAM CIR (C)
NOTTINGHAM DR (L)
NUGGET DR (C)
NURSERY RD (C)

O

OAK AVE (C)
OAK AV (BB)

OAKADIA LA (C)
OAKHURST RD (I) A10

E5 PALM AV N. (L) C9
I9 PALM AV S. (L) C9
D3 PALM BLVD (D) D1
C8 PALM CIR (L) B9
E7 PALM DR (D) E3
E4 PALM DR (L) B8
E5,6 PALM DR (I) B10
I3 PALM DR (BB) A8
CD5 PALM PL (SO) H4
E6 PALM ST (C) D4
B9 PALM WAY (L) E9
B11 PALM BLUFF ST (C) CD5
F4 PALMER RD (L) B8
D2 PALMETTO DR (SO) H4
D4 PALMETTO DR (D) E3
B9 PALMETTO DR (B) B7
B10 PALMETTO LA (L) B8,9
A9 PALMETTO RD (SO) I1
F5 PALMETTO ST (D) D3
B8 PALMETTO ST (C) CDEF5
B9 PALMWOOD DR (D) F3
E5 PALMWOOD DR (C) E7
C7 PALOMA AV (D) D2
C7,D8 PALOMA LA (D) D2
F4 PANAMA CT (I) B11
E2 PAPAYA ST (C) B5
E6 PARK AV (C) E5
F7 PARK AV (B) C7
E8 PARK CIR (D) D3
H13 PARK DR (D) F2
G6 PARK PL (SO) I2
E8 PARK ST (D) D3
BC8 PARK ST (SO) H4
D9 PARK ST (C) CD5
D2 PARK LAKE DR (L) H11
F3 PARKLAND AV (C) E6
H13 PARKLAND WAY (C) D4
B9 PARKLANE DR (L) E8
C7 PARKSIDE DR (C) E6
E5,6 PARKVIEW LA (L) C9
H12 PARKWOOD DR (D) D3
B8 PARKWOOD ST (C) D5
G5 PASADENA DR (D) D2
E5,6 PATIN DR N. E. S. (L) C8
C5 PATRICIA AV (D) D3,4
F4 PATRICIA AV (C) E5
B2 PATTERSON ST (L) C7
D6 PEACH AV (C) C6
DB1 PEACH AV (SO) H4
D2 PEARL ST (L) E8
G8 PEGASUS AV (C) E6
E1 PELICAN DR (D) D1
B5 PEMBROKE DR (C) F7
C7 PENNSYLVANIA AV (C) C5
D6 PENNY LA (C) E7
D3 PERSHING ST (D) D3
B8 PERTH ST (C) F4
C5 PHILCO DR (D) D3
D2 PHILLIPS DR (SO) I3
D6,8 PHOENIX AV (C) E6
G9 PHOENIX AV (SO) I2
PHYLISS AV (L) E8
G9 PICARDY CIR (C) DE4
C4 PICARDY LA (C) D4
E1 PIERCE ST (C) CD6
D3 PINE AV (L) C8
C5 PINE AV (SO) I2
B11 PINE DR (I) A10
H5 PINE RD (B) C7
A7 PINE ST (D) F2
G3 PINE ST (C) CD6
D3 PINE ST (L) B9,D9
G4 PINEAPPLE LA (C) G5
E7 PINEBROOK DR (C) D5
G5 PINECREST DR (L) D8,9
I1 PINECREST DR (I) A10
E4,5 PINEHURST AV (L) B8
C6,7 PINEHURST RD (D) D2
PINEHURST TERR (D) E3
PINELAND AV (B) C8
PINELAND DR (C) D4
PINELAND LA (C) F4
PINEVIEW AV (C) D6
B11 PINEWOOD AV (C) F5
C6 PINEWOOD DR (D) E3,F3
I3 PINEWOOD DR (C) E6
G5 PINEWOOD ST (C) D5
B9 PINELLAS DR (SO) I3
E5 PINELLAS RD (B) C7
D1 PINELLAS ST (C) C6
F5,6 PINE FOREST DR (L) F8
C8 PINE TREE AV (L) E8
D7 PINE VALLEY AV (BB) A7
F8,9 PINE VISTA DR (L) C8
D1 PLATEAU RD (C) D4
C7 PLATON AV (D) F2
D3 PLAZA DR (D) D3
C7 PLAZA ST (C) C5
D1 PLEASANT DR (C) F6
CD5 PLEASANT ST (C) C4
E5,6 PLUMOSA AV (C) E6
C11 PLUMOSA DR (L) E8
C4 PLUMOSA ST (L) D11
D4 POCAHONTAS DR (L) B9
C9 POINSETTIA AV (C) D4
D1 POINSETTIA AV (C) B4,5
G8 POINSETTIA RD (B) C7
F5 POINCIANA DR (C) F7
E6 POINCIANA LA (L) B8
H14 POINCIANA ST (L) G8
I4 POINCIANA TERR (L) G8
B9 POMELLO AV (C) C6
H8 PONCE DE LEON BLVD (B) B7
A9 PONCE DE LEON BLVD (C) C7
PORK ST (L) C8
D5 PORT WAY (C) D4
F8 PORTER DR (L) E8
PORTSMOUTH DR (C) F7
C5 POTTERFIELD RD (L) G10
C5 PRESCOTT AV (C) D5,7
G8 PRESIDENT ST (D) D3
D5 PRICE (PIERCE) CIR (C) F7
F4 PRINCESS ST (C) C4
E2 PRINCETON AV (D) D1
C8 PRINCE PHILIP ST (C) E4
B8 PROSPECT AV (C) C6
D8
D4
F2
C7 QUAIL DR (D) E1
G4 QUEEN ST (C) D7
D8 QUINCY LA (L) F6

R

F4 RAINLAND AV (C) F4
C6 RAMPART AV (D) C6
G7 RAYMOND ST (L) D2
E4 REDBUD LA (C) E4
F2 REDWOOD AV (C) D4,5
E5 REGENT DR (D) E5
E7 REMBRANDT LA (C) E7
D7 REGAL RD (C) D7
E5 REGENT AV (D) E5
D7 RENOIR CIR N. E. S. W. (L) D7
E8 REVERE DR (C) E8
B8 RICHARD ST (L) B8
D8 RIDGEWOOD AV (C) D8
E4 RIVIERA DR (C) E4
D2 ROBERTA DR (C) D2
D4 ROBERTS AV (C) D4
D2 ROBINSON AV (C) D4,5
E5 ROCHELLE DR (C) E5
E7 ROCKCLIFF LA (C) E7
D7 ROCKFORD LA (C) D7
E4 ROGERS RD (C) D7
E5 ROMA AV (D) E5
D7 ROOSEVELT BLVD (L) D7
E8 ROSE AV (C) E8
B8 ROSEMARY LA (C) B8
D8 ROSEMARY ST (C) D8
C4 ROSEMONT AV (C) C4
E1 ROSEMONT DR (C) E1
B8 ROSEMONT LA (C) B8
C4 ROSEMONT ST (C) C4
E4 ROSEMONT TERR (C) E4
D8 ROSEWOOD AV (C) D8
E4 ROSEWOOD DR (C) E4
D8 ROSEWOOD ST (C) D8
C4 ROSEWOOD TERR (C) C4
E4 ROSEWOOD TERR (D) E4
D8 ROSEWOOD TERR (L) D8
C4 ROSEWOOD TERR (I) C4
E4 ROSEWOOD TERR (BB) E4
D8 ROSEWOOD TERR (A) D8
C4 ROSEWOOD TERR (B) C4
E4 ROSEWOOD TERR (C) E4
D8 ROSEWOOD TERR (D) D8
C4 ROSEWOOD TERR (E) C4
E4 ROSEWOOD TERR (F) E4
D8 ROSEWOOD TERR (G) D8
C4 ROSEWOOD TERR (H) C4
E4 ROSEWOOD TERR (I) E4
D8 ROSEWOOD TERR (J) D8
C4 ROSEWOOD TERR (K) C4
E4 ROSEWOOD TERR (L) E4
D8 ROSEWOOD TERR (M) D8
C4 ROSEWOOD TERR (N) C4
E4 ROSEWOOD TERR (O) E4
D8 ROSEWOOD TERR (P) D8
C4 ROSEWOOD TERR (Q) C4
E4 ROSEWOOD TERR (R) E4
D8 ROSEWOOD TERR (S) D8
C4 ROSEWOOD TERR (T) C4
E4 ROSEWOOD TERR (U) E4
D8 ROSEWOOD TERR (V) D8
C4 ROSEWOOD TERR (W) C4
E4 ROSEWOOD TERR (X) E4
D8 ROSEWOOD TERR (Y) D8
C4 ROSEWOOD TERR (Z) C4
E4 ROSEWOOD TERR (AA) E4
D8 ROSEWOOD TERR (BB) D8
C4 ROSEWOOD TERR (CC) C4
E4 ROSEWOOD TERR (DD) E4
D8 ROSEWOOD TERR (EE) D8
C4 ROSEWOOD TERR (FF) C4
E4 ROSEWOOD TERR (GG) E4
D8 ROSEWOOD TERR (HH) D8
C4 ROSEWOOD TERR (II) C4
E4 ROSEWOOD TERR (JJ) E4
D8 ROSEWOOD TERR (KK) D8
C4 ROSEWOOD TERR (LL) C4
E4 ROSEWOOD TERR (MM) E4
D8 ROSEWOOD TERR (NN) D8
C4 ROSEWOOD TERR (OO) C4
E4 ROSEWOOD TERR (PP) E4
D8 ROSEWOOD TERR (QQ) D8
C4 ROSEWOOD TERR (RR) C4
E4 ROSEWOOD TERR (SS) E4
D8 ROSEWOOD TERR (TT) D8
C4 ROSEWOOD TERR (UU) C4
E4 ROSEWOOD TERR (VV) E4
D8 ROSEWOOD TERR (WW) D8
C4 ROSEWOOD TERR (XX) C4
E4 ROSEWOOD TERR (YY) E4
D8 ROSEWOOD TERR (ZZ) D8
C4 ROSEWOOD TERR (AAA) C4
E4 ROSEWOOD TERR (BBB) E4
D8 ROSEWOOD TERR (CCC) D8
C4 ROSEWOOD TERR (DDD) C4
E4 ROSEWOOD TERR (EEE) E4
D8 ROSEWOOD TERR (FFF) D8
C4 ROSEWOOD TERR (GGG) C4
E4 ROSEWOOD TERR (HHH) E4
D8 ROSEWOOD TERR (III) D8
C4 ROSEWOOD TERR (JJJ) C4
E4 ROSEWOOD TERR (KKK) E4
D8 ROSEWOOD TERR (LLL) D8
C4 ROSEWOOD TERR (MMM) C4
E4 ROSEWOOD TERR (NNN) E4
D8 ROSEWOOD TERR (OOO) D8
C4 ROSEWOOD TERR (PPP) C4
E4 ROSEWOOD TERR (QQQ) E4
D8 ROSEWOOD TERR (RRR) D8
C4 ROSEWOOD TERR (SSS) C4
E4 ROSEWOOD TERR (TTT) E4
D8 ROSEWOOD TERR (UUU) D8
C4 ROSEWOOD TERR (VVV) C4
E4 ROSEWOOD TERR (WWW) E4
D8 ROSEWOOD TERR (XXX) D8
C4 ROSEWOOD TERR (YYY) C4
E4 ROSEWOOD TERR (ZZZ) E4
D8 ROSEWOOD TERR (AAAA) D8
C4 ROSEWOOD TERR (BBBB) C4
E4 ROSEWOOD TERR (CCCC) E4
D8 ROSEWOOD TERR (DDDD) D8
C4 ROSEWOOD TERR (EEEE) C4
E4 ROSEWOOD TERR (FFFF) E4
D8 ROSEWOOD TERR (GGGG) D8
C4 ROSEWOOD TERR (HHHH) C4
E4 ROSEWOOD TERR (IIII) E4
D8 ROSEWOOD TERR (JJJJ) D8
C4 ROSEWOOD TERR (KKKK) C4
E4 ROSEWOOD TERR (LLLL) E4
D8 ROSEWOOD TERR (MMMM) D8
C4 ROSEWOOD TERR (NNNN) C4
E4 ROSEWOOD TERR (OOOO) E4
D8 ROSEWOOD TERR (PPPP) D8
C4 ROSEWOOD TERR (QQQQ) C4
E4 ROSEWOOD TERR (RRRR) E4
D8 ROSEWOOD TERR (SSSS) D8
C4 ROSEWOOD TERR (TTTT) C4
E4 ROSEWOOD TERR (UUUU) E4
D8 ROSEWOOD TERR (VVVV) D8
C4 ROSEWOOD TERR (WWWW) C4
E4 ROSEWOOD TERR (XXXX) E4
D8 ROSEWOOD TERR (YYYY) D8
C4 ROSEWOOD TERR (ZZZZ) C4
E4 ROSEWOOD TERR (AAAAA) E4
D8 ROSEWOOD TERR (BBBBB) D8
C4 ROSEWOOD TERR (CCCCC) C4
E4 ROSEWOOD TERR (DDDDD) E4
D8 ROSEWOOD TERR (EEEEE) D8
C4 ROSEWOOD TERR (FFFFF) C4
E4 ROSEWOOD TERR (GGGGG) E4
D8 ROSEWOOD TERR (HHHHH) D8
C4 ROSEWOOD TERR (IIIII) C4
E4 ROSEWOOD TERR (JJJJJ) E4
D8 ROSEWOOD TERR (KKKKK) D8
C4 ROSEWOOD TERR (LLLLL) C4
E4 ROSEWOOD TERR (MMMMM) E4
D8 ROSEWOOD TERR (NNNNN) D8
C4 ROSEWOOD TERR (OOOOO) C4
E4 ROSEWOOD TERR (PPPPP) E4
D8 ROSEWOOD TERR (QQQQQ) D8
C4 ROSEWOOD TERR (RRRRR) C4
E4 ROSEWOOD TERR (SSSSS) E4
D8 ROSEWOOD TERR (TTTTT) D8
C4 ROSEWOOD TERR (UUUUU) C4
E4 ROSEWOOD TERR (VVVVV) E4
D8 ROSEWOOD TERR (WWWWW) D8
C4 ROSEWOOD TERR (XXXXX) C4
E4 ROSEWOOD TERR (YYYYY) E4
D8 ROSEWOOD TERR (ZZZZZ) D8
C4 ROSEWOOD TERR (AAAAAA) C4
E4 ROSEWOOD TERR (BBBBBB) E4
D8 ROSEWOOD TERR (CCCCCC) D8
C4 ROSEWOOD TERR (DDDDDD) C4
E4 ROSEWOOD TERR (EEEEEE) E4
D8 ROSEWOOD TERR (FFFFFF) D8
C4 ROSEWOOD TERR (GGGGGG) C4
E4 ROSEWOOD TERR (HHHHHH) E4
D8 ROSEWOOD TERR (IIIIII) D8
C4 ROSEWOOD TERR (JJJJJJ) C4
E4 ROSEWOOD TERR (KKKKKK) E4
D8 ROSEWOOD TERR (LLLLLL) D8
C4 ROSEWOOD TERR (MMMMMM) C4
E4 ROSEWOOD TERR (NNNNNN) E4
D8 ROSEWOOD TERR (OOOOOO) D8
C4 ROSEWOOD TERR (PPPPPP) C4
E4 ROSEWOOD TERR (QQQQQQ) E4
D8 ROSEWOOD TERR (RRRRRR) D8
C4 ROSEWOOD TERR (SSSSSS) C4
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C4 RO

L
ROAD
Figures in red denote approxi

POPULATED PLACES
Over 500,000
100,000 to 500,000
25,000 to 100,000
5,000 to 25,000
1,000 to 5,000
Less than 1,000

RAILROADS — Single track — Double or Multiple
Standard gauge
Narrow gauge

BOUNDARIES
International
State
County
Park or reservation

Horizontal control point △
Spot elevation in feet 221

BOSTON
RICHMON
EVANSTO
Hialea
Bar Harb
Fishi

Landplane airport
Landing area
Seaplane airport
Power line
Orchard
Woods-brushwood

Prepared by the Army Map Service (
Washington, D. C. Compiled in 1955
United States Quadrangles 1:25
USC&GS Charts 1254, 1255, 1256
revised by photo-planimetric metho
USGS, CE and Florida Geodetic Sur
Photogrammetric area fold check 1

CONTOUR INT
WITH SUPPLEMENTARY CONT

TRANSVERSE MERC

BLUE NUMBERED LINES INDICATE THE 10,000 METE
THE LAST FOUR DIGITS OF E

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES
EDGE TO 1°45' EASTERLY FOR THE CENTER OF THE E

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGE
OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO

GRID ZONE DESIGNATION
17R

100,000 M. SQUARE IDENTIFICATION

LA MA
LV MV
LU MU

IGNORE the SMALLER figures of any grid number; these are for finding the full coordinate. Use ONLY the LARGER figure of the grid number underlined: 2880000

SAMPLE

1. Read
square
2. Locate
point
line
on the
Eastin
3. Locate
point
line
on the
Eastin

SAMPLE

V501
Edition 1—AMS

SERIES V501
SHEET NG 17-1,4
EDITION 1—AMS

LEGEND

ROAD DATA 1956

Figures in red denote approximate distances in miles between stars

POPULATED PLACES
- Over 500,000 — BOSTON
- 100,000 to 500,000 — RICHMOND
- 25,000 to 100,000 — EVANSTON
- 5,000 to 25,000 — Hialeah
- 1,000 to 5,000 — Bar Harbor
- Less than 1,000 — Fishkill

RAILROADS (Single track; Double or Multiple)
- Standard gauge
- Narrow gauge

BOUNDARIES
- International
- State
- County
- Park or reservation

Horizontal control point △

Spot elevation in feet 227

ROADS
- Hard surface, heavy duty
  - More than two lanes wide (3 LANES, 4 LANES)
  - Two lanes wide; Federal route marker (151)
- Hard surface, medium duty
  - More than two lanes wide (3 LANES, 4 LANES)
  - Two lanes wide; State route marker (11)
- Improved light duty
- Unimproved dirt
- Trail

Landplane airport

Landing area

Seaplane airport

Power line

Orchard

Woods-brushwood

Landmarks: School; Church; Other

Depth curves in feet

Limit of danger; Reef

Rocks: Awash; Sunken

Foreshore flat; Mangrove

Intermittent or dry stream

Marsh or swamp



Prepared by the Army Map Service (KCSX), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1956 by photogrammetric methods and from: United States Quadrangles, 1:25,000, Corps of Engineers, 1939-44; USC&GS Charts 1254, 1255, 1956, 1256, 1257, 1955. Planimetric detail revised by photo-planimetric methods. Horizontal and vertical control by USGS, OE and Florida Geodetic Survey. Map sources field annotated 1956. Photogrammetric area field check 1956.

CONTOUR INTERVAL 50 FEET
WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 17
THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 2°15′ EASTERLY FOR THE CENTER OF THE WEST EDGE TO 1°45′ EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°01′ WESTERLY

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

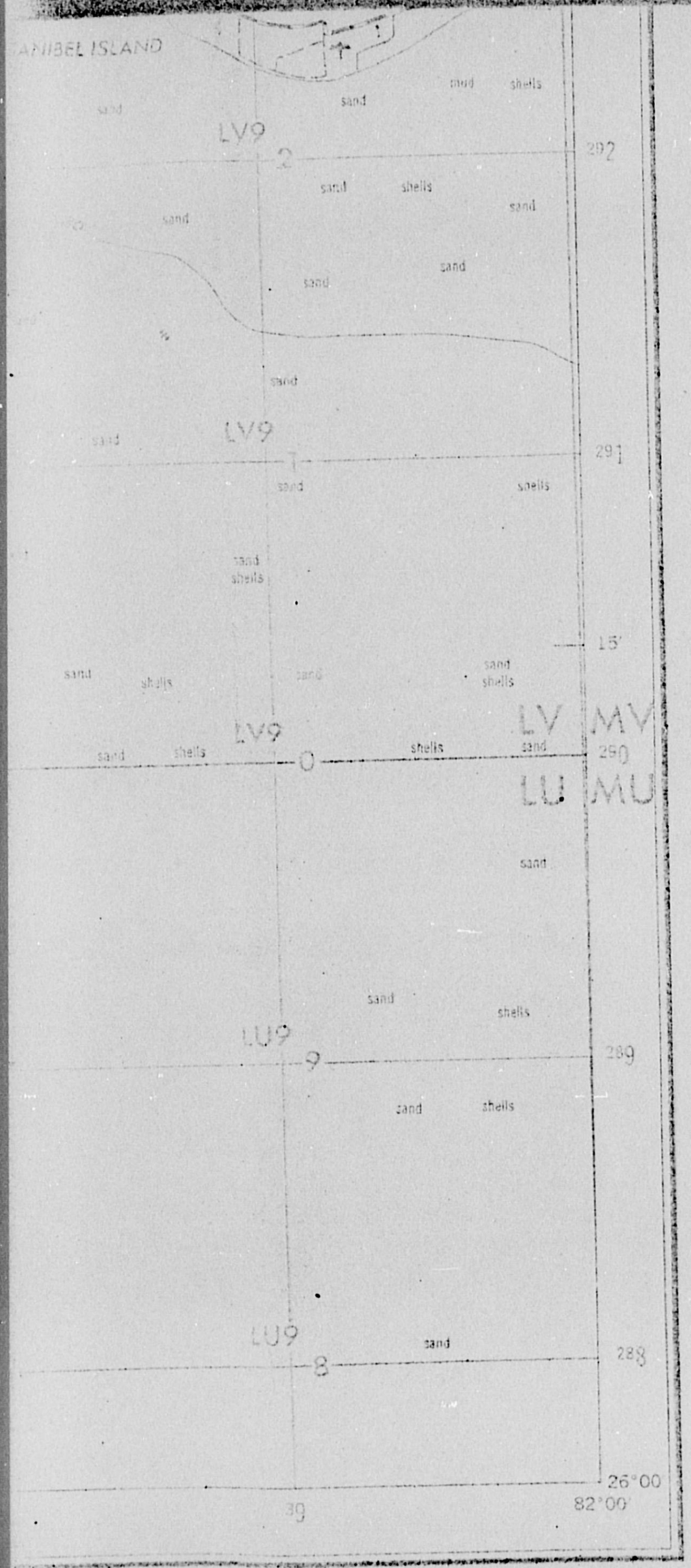
GRID ZONE DESIGNATION: 17R	TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS
100,000 M. SQUARE IDENTIFICATION: LA / MA / LV / MV / LU / MU	SAMPLE POINT: ORA KNOLL
IGNORE the SMALLER figures of any grid numbers. These are for finding the full grid numbers. Use ONLY the LARGER figure of the grid numbers. Example: 28 80000	1. Read letters identifying 100,000 meter square in which the point lies: LA 2. Locate first VERTICAL grid line to LEFT of point and read LARGE figure labeling the line either in the top or bottom margin, or on the line itself: 7 Estimate tenths from grid line to point: 3 3. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either in the left or right margin, or on the line itself: 4 Estimate tenths from grid line to point: 3
	SAMPLE REFERENCE: LA7343
	If reporting beyond 12° in any direction, prefix Grid Zone Designation, as: 17RLA7343

SANIBEL ISLAND

LV6 LV7 LV8 LV9

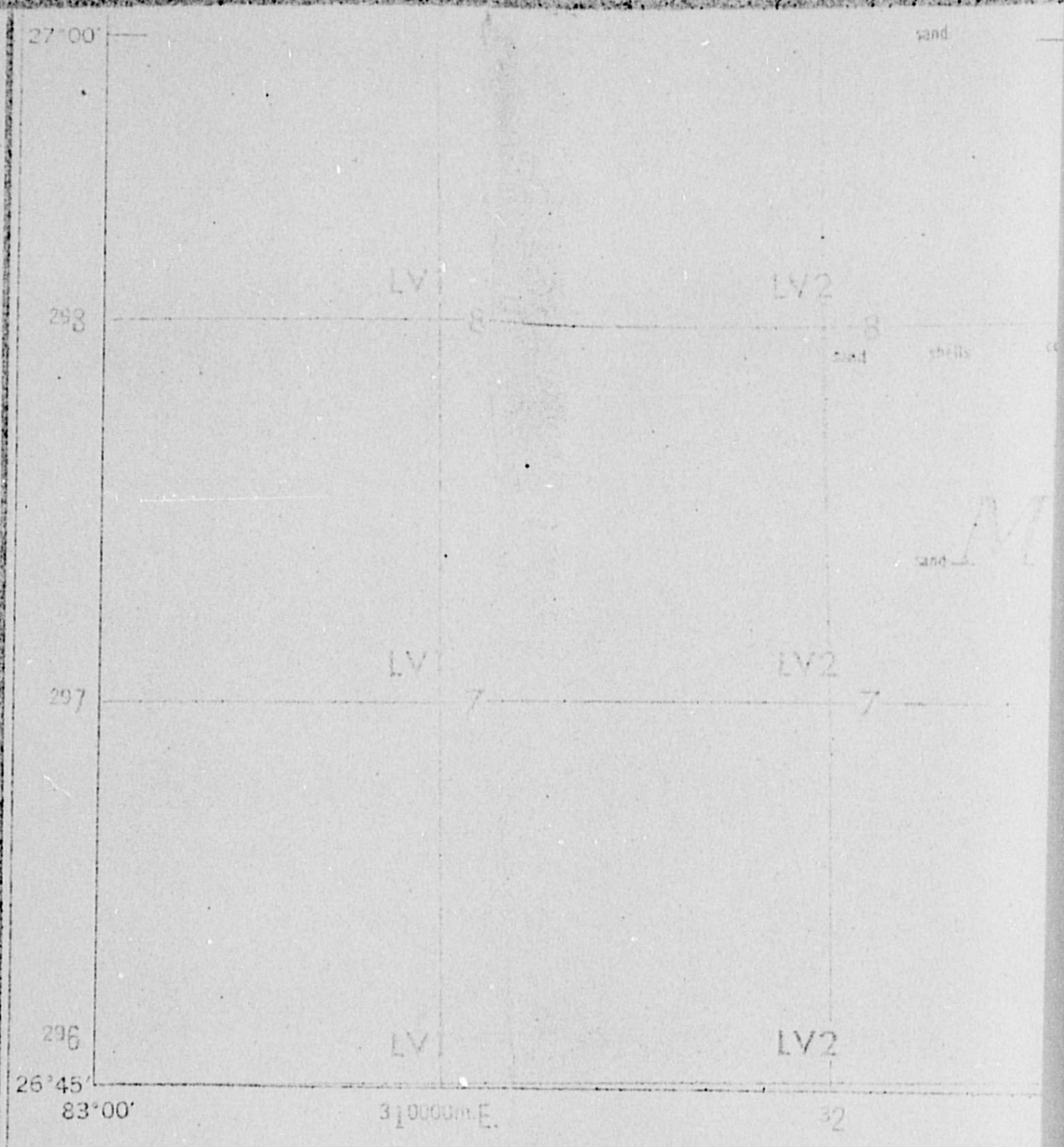
292 — 2 — 2 — 2 — 2

sand sand sand

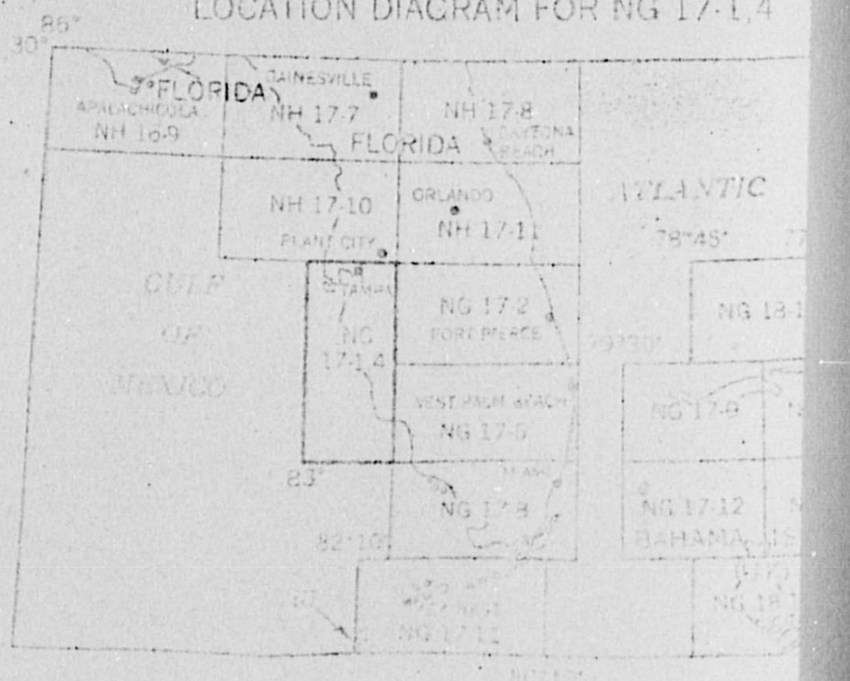


10-62 PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS

TAMPA, FLORIDA



LOCATION DIAGRAM FOR NG 17-1,4



LEGE
ROAD CL
Figures in red denote U.S. geodetic
POPULATED PLACES
BOSTON

OF

MEXICO

LV1 LV2 LV3 LV4 LV5

sand shells coral mud

Scale 1:250,000

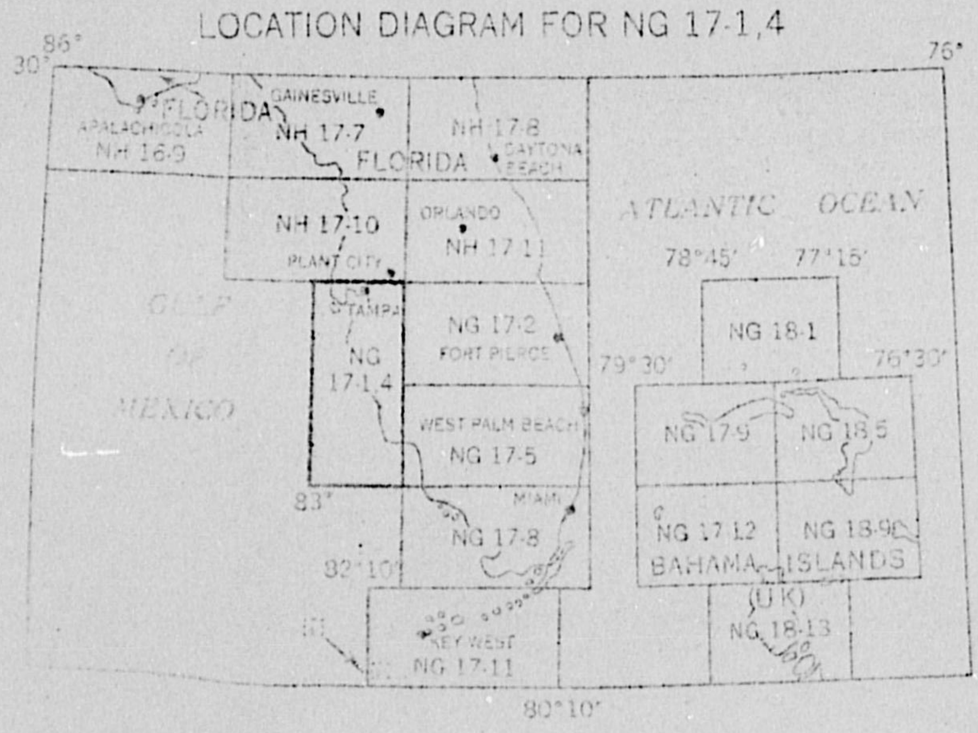
5 0 5 10 15 20 Statute Miles

5 0 5 10 15 20 25 30 Kilometers

5 0 5 10 15 Nautical Miles

83° 00' 31 32 45' 33 34 35

LOCATION DIAGRAM FOR NG 17-1,4



RELIABILITY DIAGRAM



A Large scale hydrographic charts, 1955-56
B Large scale topographic maps, controlled ground survey 1943-44
1 Stereo compiled from 1950 aerial photography
2 Planimetry revised from 1950 aerial photography

LEGEND

ROAD DATA 1955

Figures in red denote approximate distances in miles between stars

POPULATED PLACES

BOSTON

ROADS

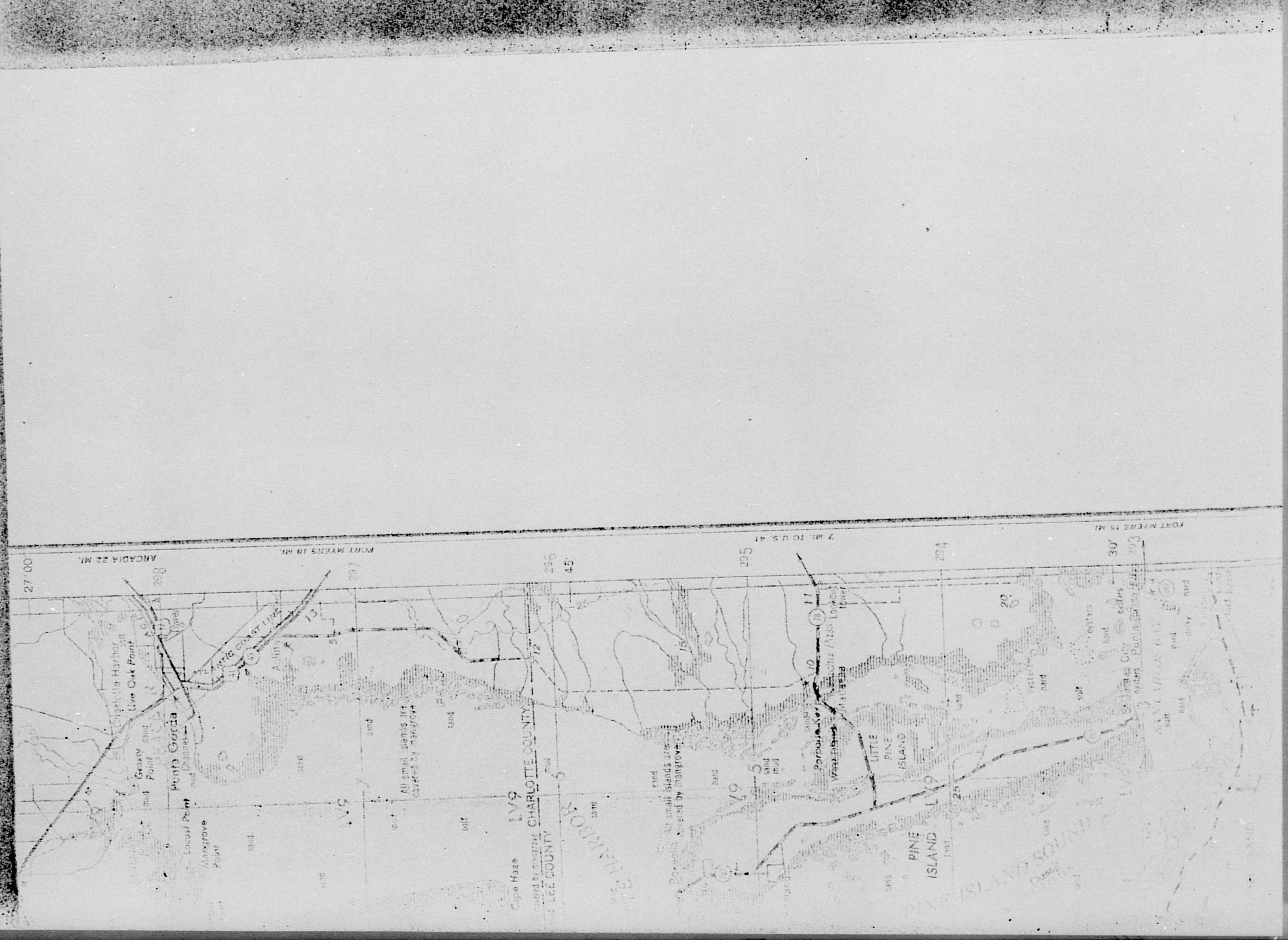
Hard surface, heavy duty

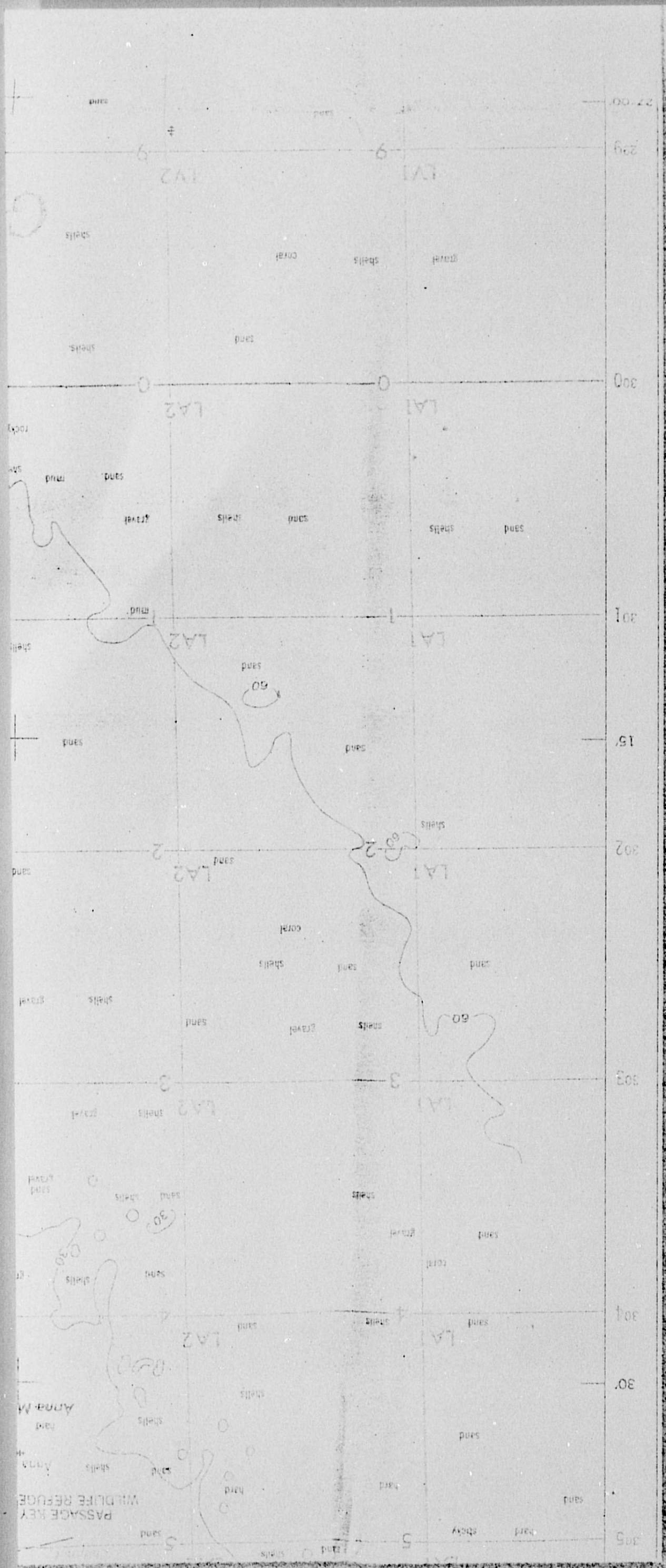
More than two lanes wide

Two lanes

CLEARED LANES


Englewood
Power station
New Point Comfort
Sanibel
McCall
Punta Gorda
Locust Point
School Point
Mangrove Point
Placida
Little Gasparilla Island
Gasparilla
Gasparilla Island
Cape Haze
Devil Key
CHARLOTTE COUNTY
LEE COUNTY
CHARLOTTE HARBOR
Boca Grande Light
Port Boca Grande
Cable area
U.S. Coast Guard Station
Channel
La Costa Island
Spoil area
Pinelands
All small islands are covered by mangrove
Captiva Island
PINE ISLAND
LITTLE PINE ISLAND
SANIBEL ISLAND
20 Statute Miles
LV5
LV6
LV7
LV8
LV9


ARCADIA 22 MI.
FORT MYERS 18 MI.
7 MI. TO U.S. 41
FORT MYERS 15 MI.
27 00
45'
30'
CHARLOTTE COUNTY
LEE COUNTY
Punta Gorda
Charlotte Harbor
Live Oak Point
Gravity Point
Locust Point
Mangrove Point
Cape Haze
All small islands are covered by mangrove
Peace River
Port Charlotte
Boca Grande Pass
Lighted Whistle Buoy
Lighted Bell Buoy
LITTLE PINE ISLAND
PINE ISLAND
St. Jude
St. James City
Pine Island Sound
Matlacha Pass
Pine Island Sound
Channel
Entrance Channel
Channel
Channel


27°00'
29
30
30°
15'
30'
1
2
3
4
5
LA1
LA2
sand
shells
coral
gravel
mud
rock
60
30

PASSAGE KEY WILDLIFE REFUGE

Anna Maria

Anna Maria Key

Holmes Beach

Bradenton Beach

Tidy Island

Longbeach

Longboat Key

McGill Island

Snead Island

School Key

Perico Island

Cortez Bridge

Cortez

Sister Keys

White Key

Palmetto

Bradenton

Bradenton Airpark

Samoset

Oneco

Racetrack

Whitfield Estates

Tallevast

Sarasota Bradenton Airport

Manatee

Water

Drive-in Theater

Ellenton

Manatee

Braden Castle

Marsh Island

Power plant

Sarasota

Quick Point

Ringling Causeway

Bird Key

St Armand Key

Otter Key

Siesta

Sarasota Heights

Southland

Bee Ridge

Power station

Drive-in theater

Circus winter quarters

Newton Heights

Overlook tower

Causeway

Casey Key

Osprey

Laurel

Sarasota

Venice Municipal Airport

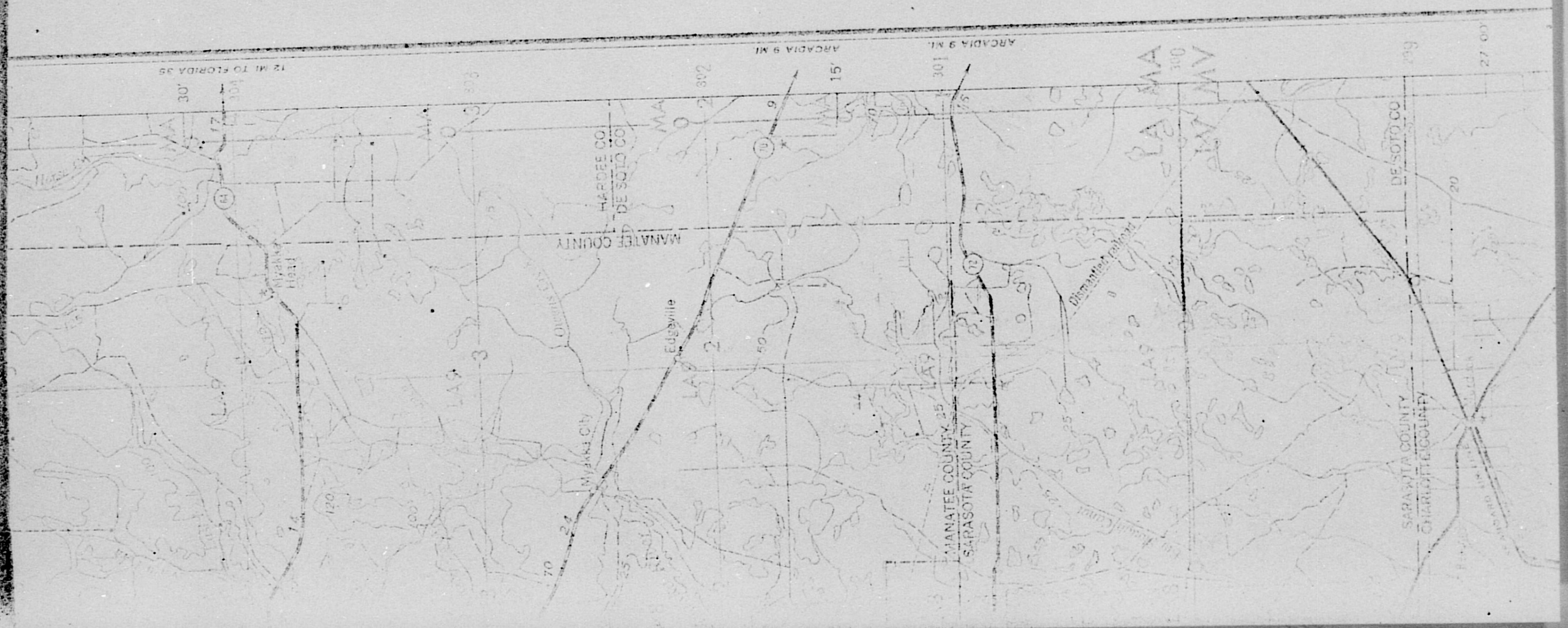
U S Coast Guard Station

SEABOARD AIR LINE

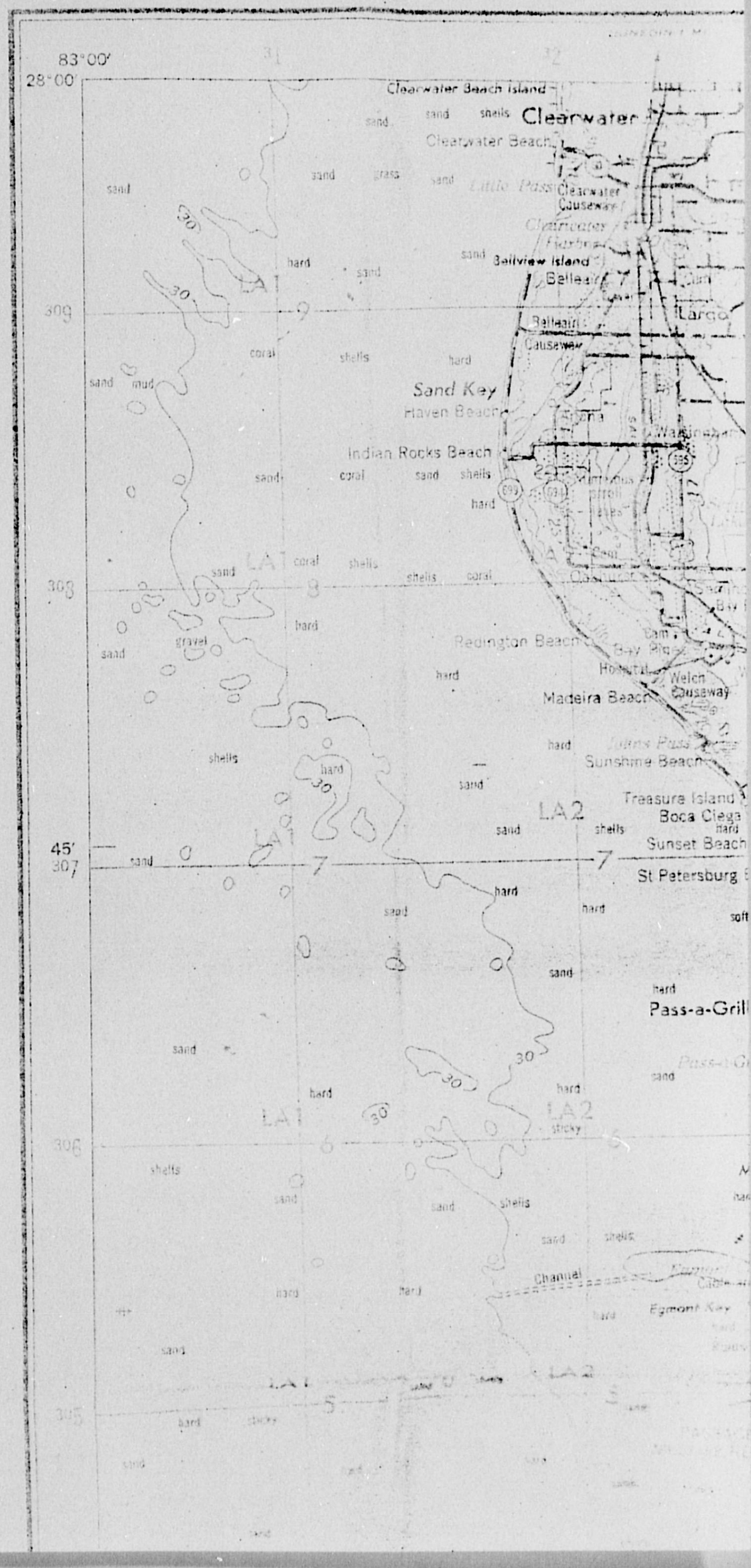
MANATEE COUNTY

GULF


Marsh Island
Rutland Ranch
Oak Knoll
Sand pit
Fire tower
Dismantled railroad
Numerous small lakes
Elenton
Fruitville
Circus winter quarters
Ox Bo Ranch
DC Ranch
Indian Creek Swamp
Hit Hat Ranch
Ford
Verna
Parrish
Myakka City
Edgeville
Owens Creek
Myakka River
Lookout tower
Ruins
Lower Myakka Lake
MYAKKA RIVER STATE PARK
MANATEE COUNTY
SARASOTA COUNTY
CHARLOTTE COUNTY
DE SOTO C
Bee Ridge
Power station
Drive-in theater
Bird Key
Osprey
Causeway
Casey Key
Blackburn Bay
Sarasota
Siesta Key
Lido Key
Longboat Key
Bay Beach
Bayou Terrace
Venice
Nokomis
Spook Haven Fishing Camp
U S Coast Guard Station
Venice Municipal
Myakka Shores
Numerous small lakes
Numerous small fakes
Numerous small lakes
Numerous small lakes
Numerous small lakes
Dismantled railroad
Dismantled railroad
Dismantled railroad
SEABOARD AIR LINE
ATLANTIC COAST LINE
LA5
LA6
LA7
LA8
LV6
LV7
LV8
sand
shells
sand mud
coral gravel
Water


12 MI TO FLORIDA 35
ARCADIA 9 MI
ARCADIA 9 MI
HARDEE CO
DE SOTO CO
MANATEE COUNTY
Myakka Head
Myakka City
Edgeville
MANATEE COUNTY
SARASOTA COUNTY
Dismantled railroad
DE SOTO CO
SARASOTA COUNTY
CHARLOTTE COUNTY

EASTERN UNITED STATES 1:250,000



TED STATES 1:250,000

TAMPA


DUNEDIN 1 MI.
OLDSMAR 9 MI.
Clearwater Beach Island
Clearwater
Clearwater Beach
Safety Harbor
Courtney Campbell Causeway
4 LANES
Clearwater Causeway
Bayview
Tampa International
Towers
TAMPA
Belleair
Largo
Highpoint
Pinellas County International
Big Island
Sand Key
Haven Beach
Indian Rocks Beach
Weedon Island
Pinellas Park
Tower
Oldsmar
Bay Pines
Redington Beach
Madeira Beach
Johns Pass
Sunshine Beach
Treasure Island
Boca Ciega
Sunset Beach
St Petersburg Beach
Gulfport
ST PETERSBURG
Albert Whitted Municipal
Lewis Island
Spoil area
Point Pinellas
Spoil areas
Mud Key
Bird Key
Pine Key
Pass-a-Grille Beach
Pass-a-Grille Channel
Pinellas National Wildlife Refuge
Cabbage Key
Mullet Key
Hospital Key
Rattlesnake Key
Dog Wood Key
Egmont Key
Lighthouse
Pilot Lookout
Ruins
Cable area
Channel
HILLSBOROUGH CO
MANATEE CO
PINELLAS COUNTY
HILLSBOROUGH COUNTY
ATLANTIC COAST LINE
SUNSHINE SKYWAY
Big Pass Key
Camp Key
Piney Point
Piney Point
Explosives anchorage
Mariposa Key
Joe Island
McGill Island
Snead Island
School Key
Anna Maria
PASSAGE KEY
WILDLIFE REFUGE
MAC DILL AFB
Port Tampa
Rattlesnake
Towers
Drive-in theater
Seddon Island
Davis Island
Hospital
Interbay Peninsula
Temporary explosives anchorage
Quarantine anchorage
Channel
Tower
Water
Ruins
Sewage plant
Causeway
Cem
Spoil area
Explosives anchorage
Sun City
Cockroach Bay
Big Bayou
Bayou
Lake Maggiore
Seminole
Oldsmar
Safety Harbor
Courtney Campbell Causeway
Army Camp (abdn)
Beach Park
Rattlesnake
Port Tampa
Interbay Peninsula
Piney Point
Piney Point
Mariposa Key
Joe Island
McGill Island
Snead Island
School Key
Anna Maria
Big Pass Key
Camp Key
Lewis Island
Point Pinellas
Spoil areas
Spoil area
Channel
Explosives anchorage
Temporary explosives anchorage
Quarantine

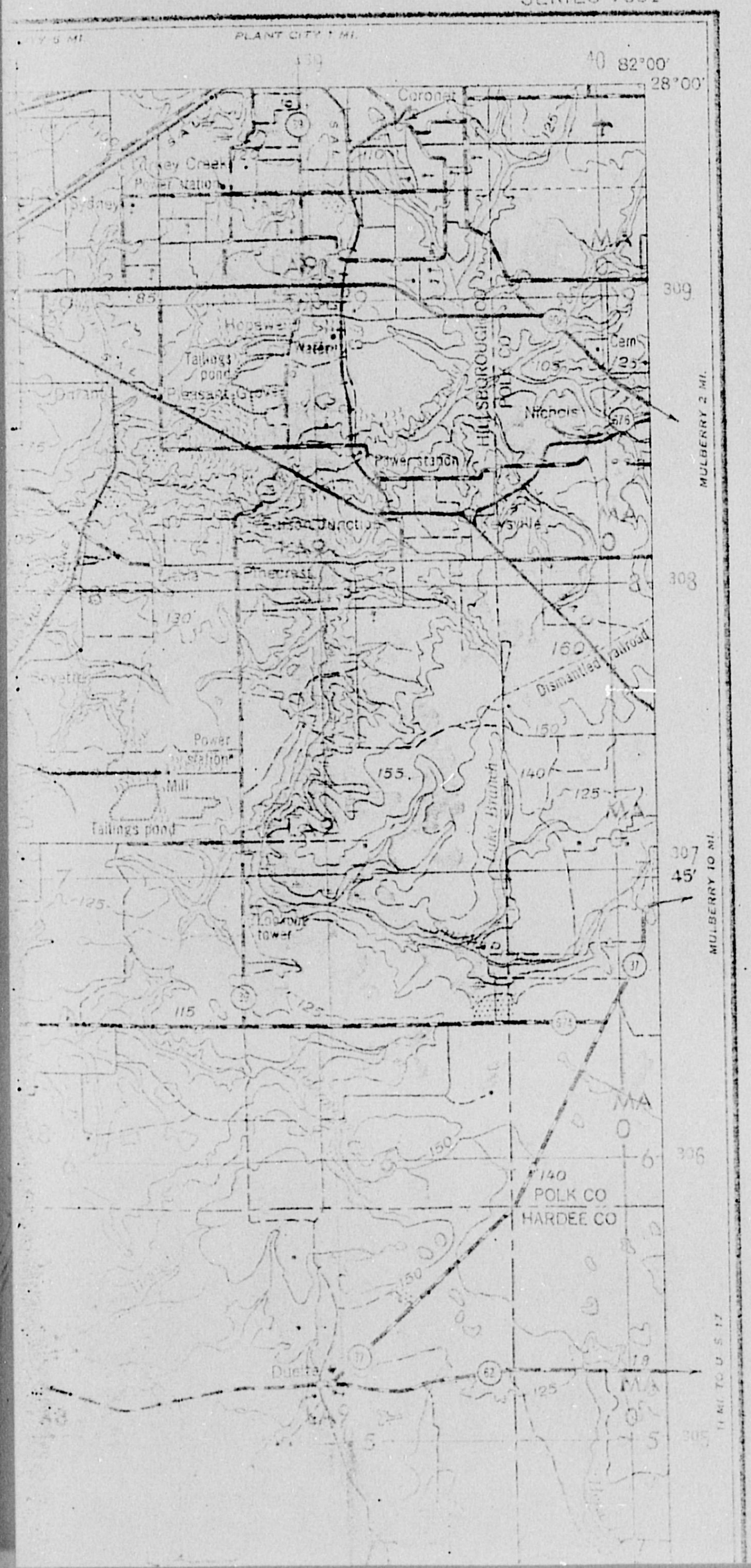
TAMPA

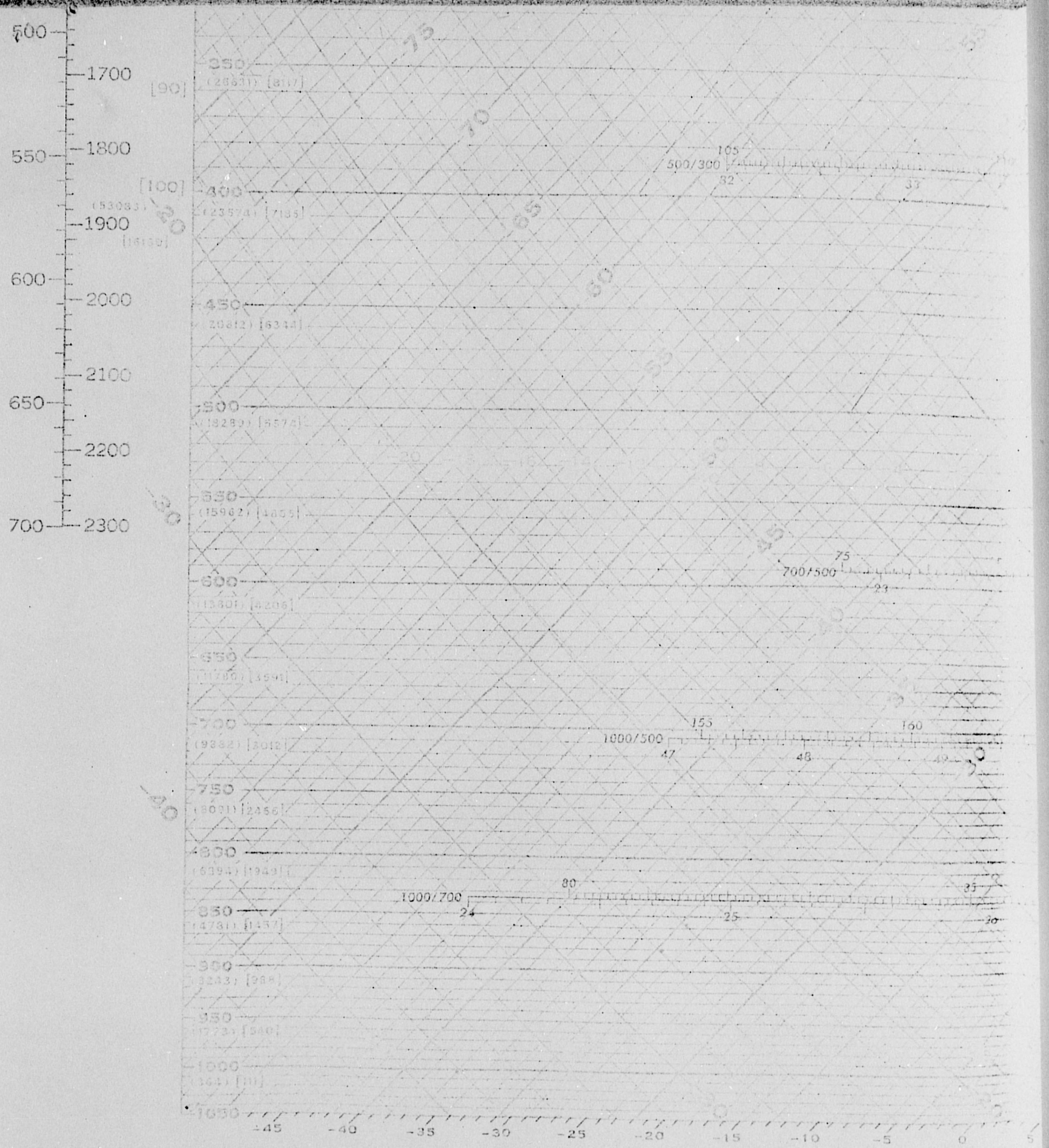
EDITION 1—AMS

REFER TO THI
NG17
SERIES

SERIES V501
SHEET NG 17-1,4
EDITION 1—AMS

REFER TO THIS MAP AS:
NG17-1,4
SERIES V501

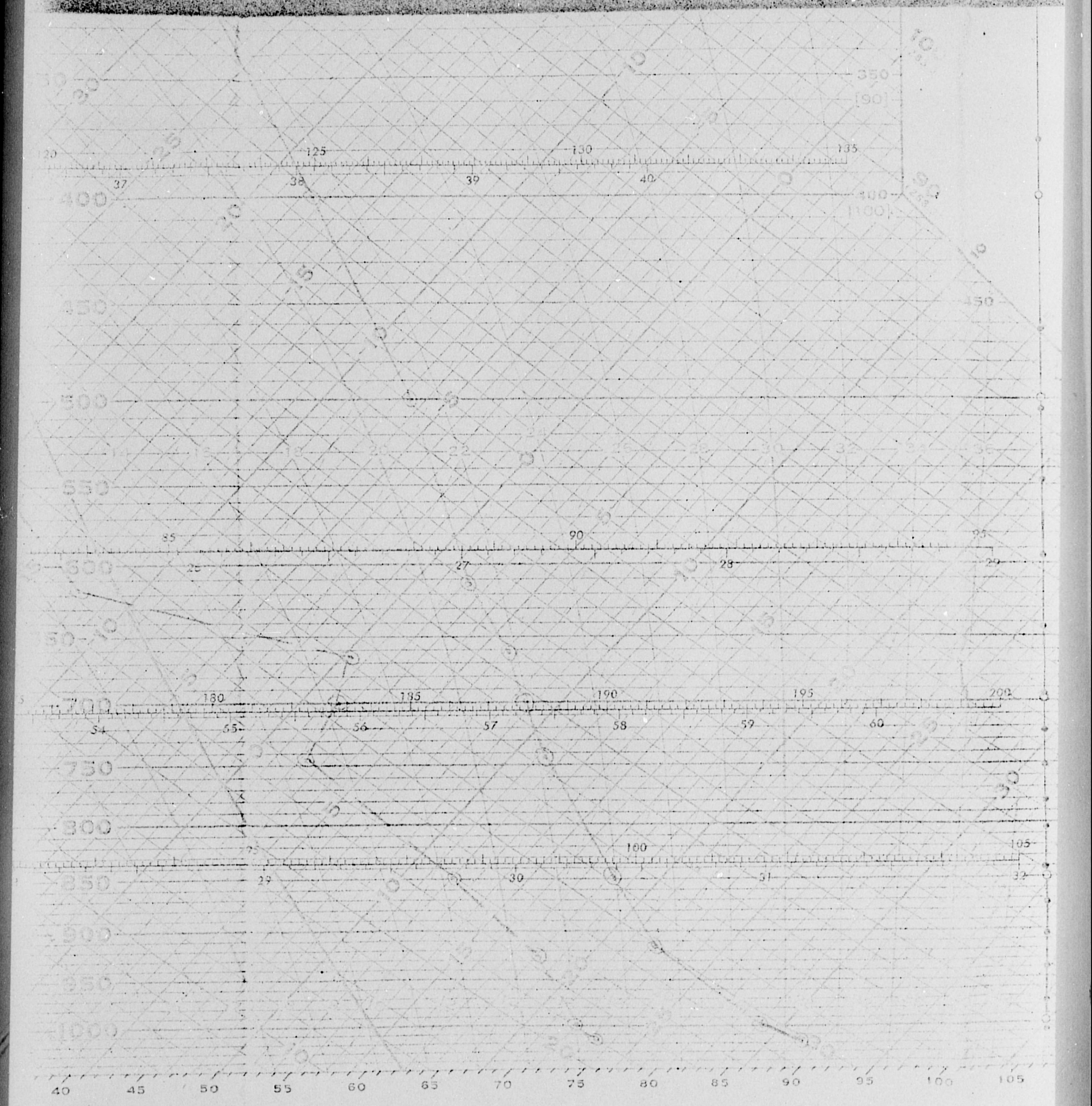




PUBLISHED BY THE AERONAUTICAL CHART AND INFORMATION CENTER
UNITED STATES AIR FORCE
ST. LOUIS 18, MO.

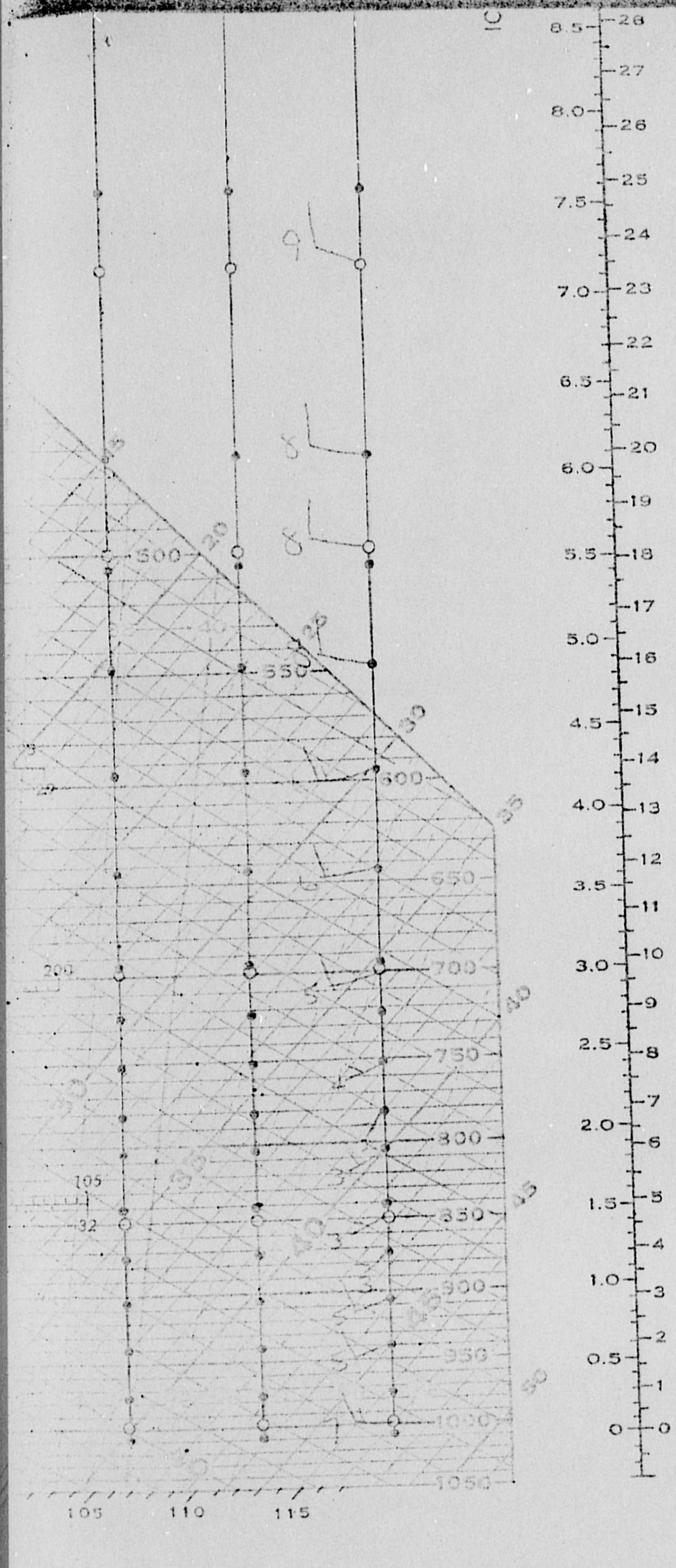
SEPTEMBER 1959 (ACIC) Revised JULY 1960 BASE 140

FAHRENHEIT TEMPERATURE SCALE



EMPERATURE SCALE

Necessary corrections and additions to this chart will be submitted directly to: HEADQUARTERS, AIR WEATHER SERVICE, ATTENTION: AWSOP/STDS, SCOTT AIR FORCE BASE, ILLINOIS.



C.C.L.	
L.F.C.	

SIGNIFICANT WIND	
MAX.	
MIN.	
LEVELS OF SHEAR	

STABILITY			
	INDEX		INDEX
	TO		TO
	TO		TO
	TO		TO

CLOUDS						
TYPE						
AMOUNT						
BASES						
TOPS						

ICING	
TYPE	
SEVERITY	
BOUNDARIES	

CONTRAILS	
PERSISTENCE	
HEIGHT	

TURBULENCE	
DEGREE	
HEIGHT(S)	
MAX WIND GUSTS	
HAIL SIZE	

TEMPERATURES	
MAX.	
MIN.	

CUMULUS CLOUD FORMATION AT TEMP_____ TIME_____

DISSIPATION OF LOW LEVEL INVERSION AT_____ TIME_____

REMARKS

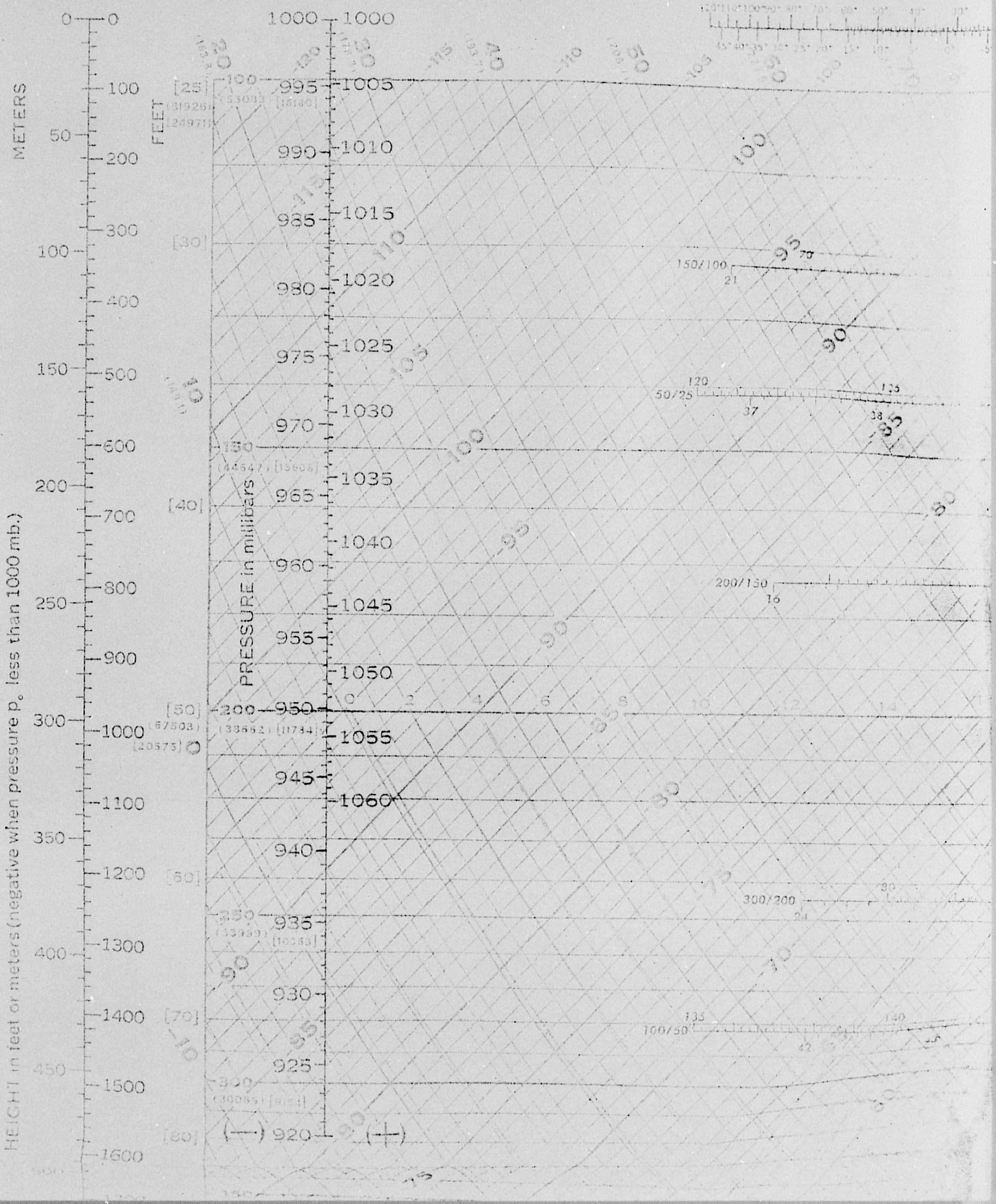
FORECASTER	FORECASTER

NUMBER	STATION
1900 E.	TAMPA
0007	04 JULY 64
TIME (GCT)	05 JULY 64 DATE (GCT)

Form: AWS WPC 9-16

Lithographed by ACIC 6-61

Form: AWS WPC 9-16

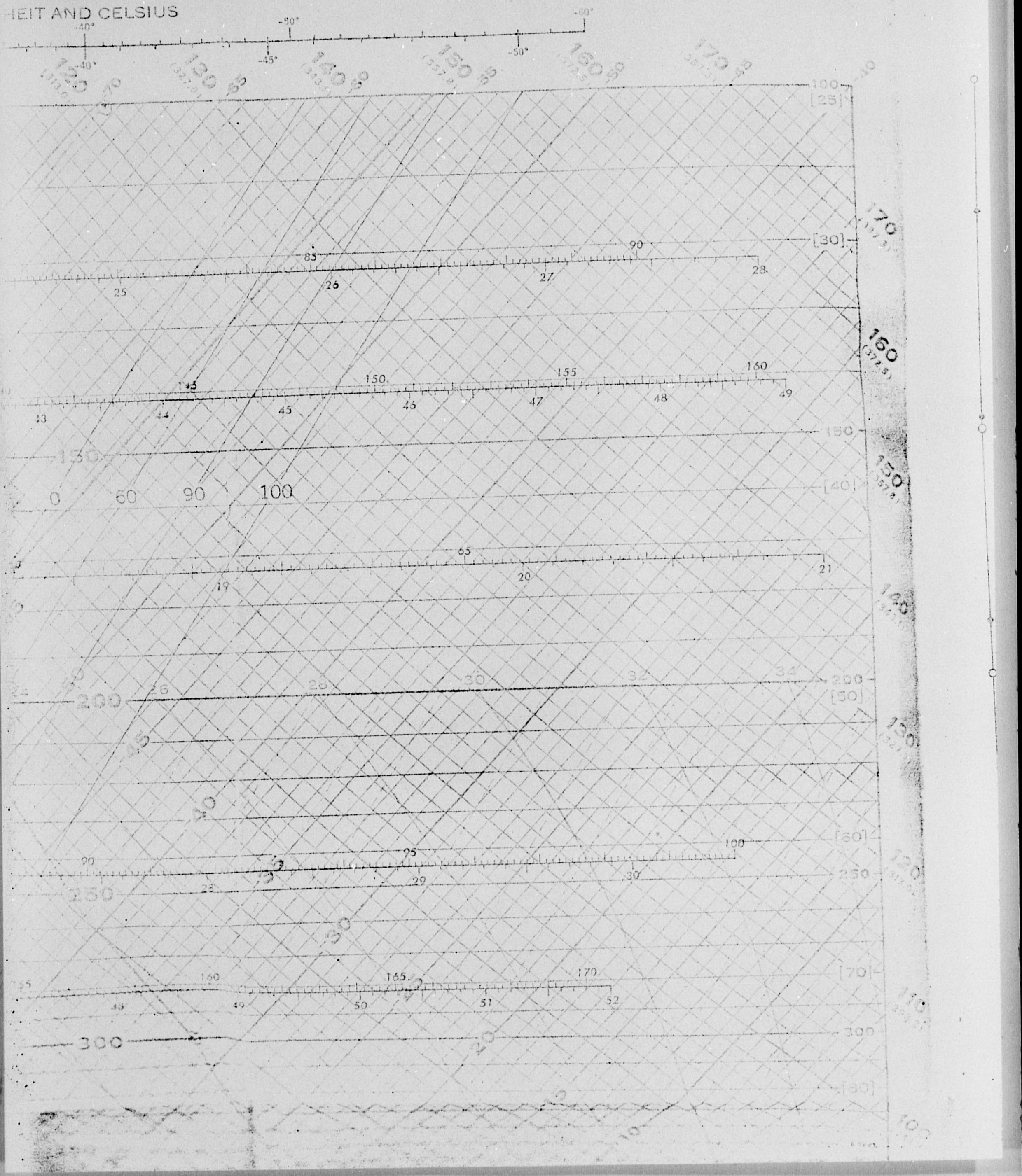


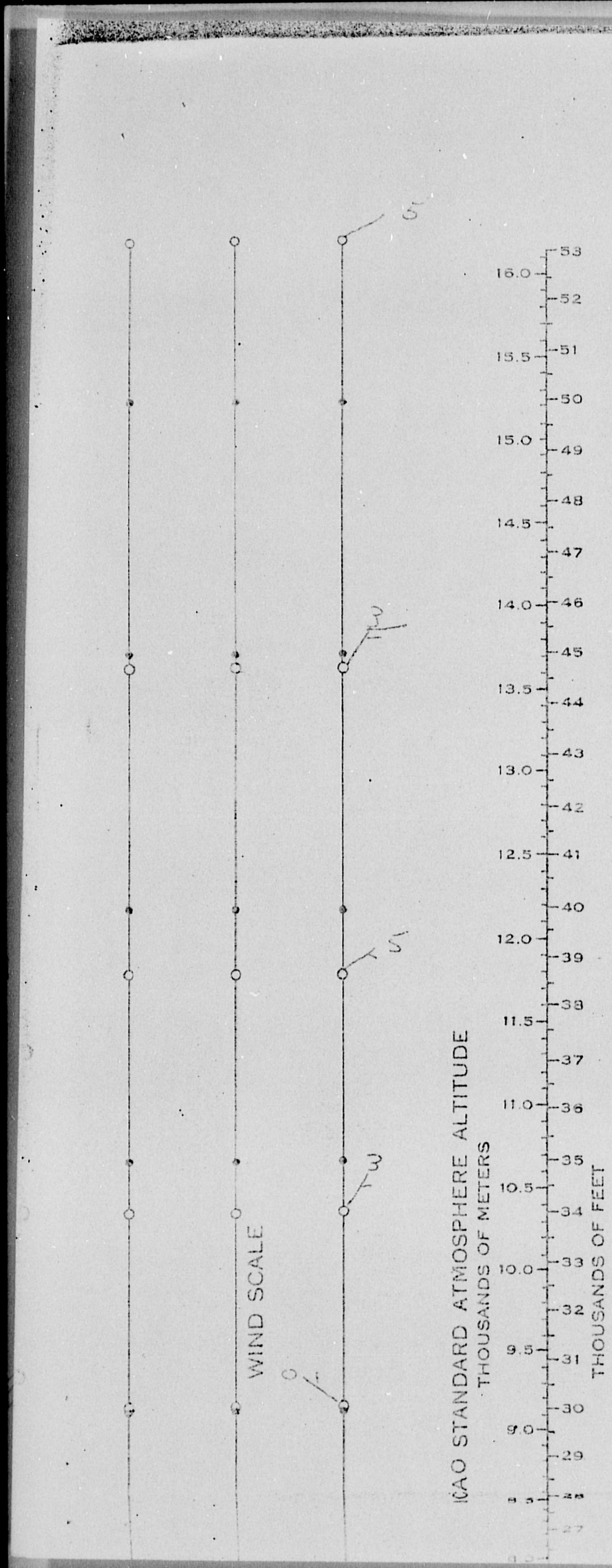
USAF SKEW T, LOG P DIAG

TEMPERATURE IN DEGREES FAHRENHEIT AND CELSIUS

P DIAGRAM

HEIT AND CELSIUS





EXPLANATION

ISOBARS are straight, horizontal brown lines. The heights of the pressure surfaces in the ICAO Standard atmosphere, below the pressure values on the left, are in parentheses ( ) for values in feet and brackets [ ] for meter values.

ISOTHERMS (°C) are the straight, equidistant brown lines running diagonally upward from left to right.

DRY ADIABATS are the slightly curved brown lines that intersect the 1000 mb. isobar at intervals of 2°C, and run diagonally upward from right to left. The Dry Adiabats for the overlap portion of the pressure range are labeled with two values. (See below.)

SATURATION ADIABATS are the curved green lines that intersect the 1000 mb. isobar at intervals of 2°C, diverging upward and tending to become parallel to the dry adiabats.

SATURATION MIXING RATIO (in gm. per kg.) is represented by dashed green lines. The values appear between the 1000 and 950 mb. lines.

THICKNESS (in hundreds of geopotential feet and meters) of the layers 1000-700, 1000-500, 700-500, 500-300, 300-200, 200-150, 150-100, 100-50, and 50-25 mb. is represented by numbers and a graduation along the middle of each layer. The thicknesses are obtained from the virtual temperature curve by the equal-area method, using any straight line as a dividing line.

HEIGHT in geopotential feet or meters above mean sea level, or station level, of the 1000 mb. surface is obtained from the nomogram in the upper left-hand corner by drawing a straight line from the temperature scale (°F) or (°C) through the point p_o (mean sea level or station pressure) on the pressure scale, and reading height on the appropriate height scale.

ICAO STANDARD ATMOSPHERE SOUNDING is indicated by a thick brown line.

The saturated adiabats and isopleths of saturation mixing ratio are computed by use of vapor pressure over a plane water surface at all temperatures.

Extension of chart to 25 mb. has been accomplished by overlap with pressure indicated in brackets [100] at 400 mb. and [25] at 100 mb. Dry adiabats for the overlap are labeled in parentheses ( ).

APPROXIMATE VIRTUAL TEMPERATURE may be obtained from the formula $T_v \simeq T + \frac{w}{6}$ where T_v is virtual temperature in °C, T is free air temperature in °C, and w is mixing ratio in grams/kilogram. For purposes of thickness computation, use the mean temperature of the layer for T and use the mean mixing ratio of the layer for w.

Black dots ● along wind scale line indicates the levels for which wind data are reported and plotted. The open circles ○ indicate the mandatory pressure levels at which wind data are also entered.

All heights used in this diagram are in geopotential feet and meters.

CONTRAIL FORMATION CURVES are represented by slightly curved solid black lines between the 500 and 100 mb. lines and dashed black lines between the 100 and 40 mb. lines. Curve values appear between the 160 and 150 mb. lines.

SKEW T, LOG P ANALYSIS	
TIME	TIME
AIRMASS ANALYSIS	
TYPE BOUNDARY ——— FT. TYPE BOUNDARY ——— FT. TYPE	——— FT. ——— FT.
FREEZING LEVEL(S)	
INVERSIONS	
FRONTAL	
RADIATION	
SUBSIDENCE	
TROPOPAUSE	
L.C.L.	
C.C.L.	
L.F.C.	
SIGNIFICANT WIND	
MAX.	
MIN.	

WEATHER INFORMATION 4 JULY 1964 - SUMMARY 19-22Z

To Whom it May Concern:

1. General Weather: Scattered clouds 2500 to 3000' with scattered cirrus (Partly Cloudy) Few CB distant NE of bay area.

2. Winds Aloft: See data sheet attached.

3. No ceilings in area during period. Vsby unrestricted. Thunderstorms distant NE of bay area.

4. Average temperature deviation surface to 40,000' = +14°C (lapse rate near standard).

5. No unusual weather.

6. See attached Tampa radiosonde plot.

Martin M. Sinteff Jr.

MARTIN M. SINTEFF Jr.
Captain, USAF
Chief Forecaster

9 July 1964

Data sheet

SURFACE OBSERVATIONS FOR 4 JULY 1964

MACDILL AFB
19E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 85 DEW PT 73 WIND 270/05KTS
CB DISTANT NE
20E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 80 DEW PT 70 WIND 260/04KTS
TOWERING CU NE THRU SE
21E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 77 DEW PT 71 WIND 270/03KTS
OCNL LIGHTNING DISTANT NE
22E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 77 DEW PT 72 WIND CALM
OCNL LIGHTNING DISTANT NE

TAMPA
19E HIGH SCTD VSBY 15 TEMP 86 DEW PT 73 WIND 270/12KTS CB ALL QUADS
20E HIGH SCTD VSBY 15 TEMP 84 DEW PT 74 WIND 270/10KTS
TOWERING CU SOUTH AND NORTH-WEST
21E 3000 SCTD HIGH SCTD VSBY 15 TEMP 83 DEW PT 73 WIND 270/08 KTS
OCNL LIGHTNING AND CB NE
22E CLEAR VISBY 15 TEMP 82 DEW PT 73 WIND 260/09 KTS
LIGHTNING AND CB DISTANT ENE

ST. PETERSBURGH
19E 3000 SCTD HIGH SCTD VSBY 15 TEMP 88 DEW PT 72 WIND 280/10 KTS
20E 3000 SCTD HIGH SCTD VSBY 15 TEMP 86 DEW PT 74 WIND 250/05 KTS
21E 3000 SCTD VSBY 15 TEMP 84 DEW PT 75 WIND 250/05 KTS
22E 2000 SCTD VSBY 15 TEMP 84 DEW PT 74 WIND CALM

WINDS ALOFT TAKEN FROM TAMPA 19E RADIOSONDE RUN

SFC	270/12 KTS
6000	230/05
10000	250/10
16000	280X10
20000	280/10
30000	300/05
50000	040/05

STATISTICAL CASE STUDY
CLEARWATER, FLORIDA SIGHTING
4 JULY 1964

Robert Gillesby
Physical Science Aid

CONTENTS

		Page
	Introduction	1
I	Pilot's Statement (Abridged)	2
II	Meteorological Data	4
III	Statistical Data	5
	General Statistics	
	Statistical Summary	
	Accuracy Statistics	
IV	Position of the Flares by Triangulation	13
V	Conclusions	16
Appendix A (Calculations)		
Appendix B (Newspaper Clippings)		
Appendix C (Report accuracy rating)		
Appendix D (Case fragments)		

INTRODUCTION

The purpose of this case study is to investigate the accuracy of individuals who are considered reliable witnesses to sightings of Aerial Phenomena. The Clearwater, Florida sighting of 4 July 1964 provides the control desired. Eighty witnesses submitted letters in response to an Air Force request for information about six red lights seen over the Bay area before the statement of the pilot dropping flares was obtained. This statement (abridged on the following page) detailed the occurance and provided the known facts with which to evaluate the witnesses' reports.

ABRIDGEMENT

PILOT'S STATEMENT

At 2005 hours (local time) on 4 July 1964 [redacted] flew his Cessna 170-A aircraft from the Municipal Air Park in Clearwater, Florida (estimated flight path plotted as Figure 1). When over the Gulf of Mexico, approximately five miles West of Clearwater Beach at 2030 hours, the pilot released five railroad flares attached to seperate plastic parachutes. At an altitude of 10,000 feet, the flares were dropped in 10 - 15 second intervals, forming a line from South to North parallel to the Cost. With the aircraft traveling at cruising speed (120 mph) and the average time between drops being 12.5 seconds, the total distance covered was 2.2 miles. This would space the flares roughly 2,000 feet apart. With 50% error in the previous assumption, the seperation would measure from 1,000 - 3,000 feet. The flares were of the common variety whose duration is 10 minutes (plus or minus one minute). Considering the 12.5 second interval between drops, it can be said that the last flare burned out 60 seconds after the first. The duration of the sighting was therefore from 10 - 12 minutes. The pilot proceeded to circle the flares until they went out at 7,500 feet. After losing 1,000 feet altitude, one flare dropped quickly and extinguished. To an observer standing five miles away, five degrees of arc would have been subtended by the lights as they fell from 10,000 - 7,500 feet over a period of 10 - 12 minutes. (calculation: see appendix a.)

(FIGURE 1.) EASTERN UNITED STATES 1:250,000



METEORLOGICAL DATA

At 2030 hours on 4 July 1964, there were two major layers of wind over the Gulf of Mexico five miles West of Clearwater Beach, the approximate area of the flares release. The general flow pattern of the wind was weak with an onshore breeze occurring only in the very lowest level. The surface layer extended to 1,500 feet with gradations of decreasing velocity to 2,000 feet. This level registered a wind of 10 knots from 270° (due West) which was a typical evening breeze for the area. From 2,000 feet to 10,000 feet the wind was from the Southwest at 5 Knots and described as very weak. Approaching the beach from the West over the Gulf on a low level and at a perpendicular to the beach, the onshore breeze tended to curve and come across the land in a Northeast direction.

Assuming that the parachute was blown at the maximum wind velocity of five Knots (where 1 Knot = 1.69ft/sec) in a linear path to the East for twelve minutes, the maximum duration of the flares, then the furthest distance the parachutes could have traveled was 6,090 feet. Again, assuming a 50% error in calculation, the maximum distance the flares could have blown toward the beach was 9,135 feet or about 1.8 miles. This would place them over the Gulf 3.2 miles West of Clearwater Beach and 5.2 miles West of the City of Clearwater at the time of extinguish.

SOURCE: FTD Weather Consultant

STATISTICS

TIME OF SIGHTING

Exact	(18)	23.4%
Within 5 Min	(04)	5.2%
Within 10 Min	(05)	6.5%
Over 10 Min	(04)	5.2%
Not Specified	(47)	59.7%

COLOR OF LIGHTS

Red	(76)	97.5%
White	(22)	28.3%
Green	(15)	18.7%
Blue	(02)	2.5%
Not Specified	(02)	2.5%
Red, White, & Green	(03)	3.8%

(Since many witnesses specified two or more colors, each color is computed as a seperate percentage here.)

NUMBER OF STATIONARY LIGHTS

Three	(01)	1.2%
Four	(09)	11.4%
Five	(24)	30.4%
Six	(31)	39.2%
Seven	(01)	1.2%

Total Reporting	(66)	83.4%
Not Specified	(13)	16.6%
Of the Number Reporting . . .		
% Accurate	(24)	36.2%
% Inaccurate	(42)	63.8%

DURATION OF LIGHTS

Less than 10 min	(06)	7.6%
Exact	(08)	10.2%
Within 5 min	(06)	7.6%
Within 10 min	(01)	1.2%
Greater than 10 min	(06)	7.6%

Total Reporting	(27)	34.2%
Not Specified	(63)	65.8%
Of the Number Reporting . . .		
% Accurate	(08)	29.6%
%Inaccurate	(19)	70.4%

FORMATION OF LIGHTS

Straight Line	(55)	71.5%
Other Formation	(02)	2.5%
Not Specified	(20)	26.0%

VARIANCE OF LIGHTS

Blinking and Flickering	(12)	15.3%
Constant	(04)	5.1%
Disap & Reappeared	(04)	5.1%
Dimmed	(01)	1.2%
Pulsated	(01)	1.2%

Total Reporting	(22)	27.9%
Not Specified	(88)	72.1%

ESTIMATED ALTITUDE OF THE LIGHTS

1K' & below	(02)	2.5%
1K' to 5K'	(03)	4.2%
14 - 20K'	(02)	2.5%
Over 20K'	(01)	1.2%
Accurate	(00)	0.0%

Total Reporting	(08)	10.4%
Not Specified	(69)	89.6%
Of the Number Reporting . .		
% Under estimated	(05)	63.0%
% Over estimated	(03)	37.0%

ESTIMATED SEPERATION OF LIGHTS

10 Feet	(01)
100 - 200 Feet	(01)

OBSERVING AIRPLANE

Def Plane	(20)	25.3%
Pos Plane	(03)	3.8%
Weaving Light	(38)	48.1%
Not Specified	(18)	22.8%

OBSERVING PARACHUTE

Def Parachute	(01)	1.2%
Pos Parachute	(02)	2.5%
Not Specified	(76)	96.3%

OBSERVING FLARES

Def Flares	(02)	2.5%
Pos Flares	(02)	2.5%
Not Specified	(76)	95.0%

MANNER OF DISAPPEARENCE

Fell out of Sight	(03)	3.8%	Total Reporting	(56)	71.4%
Moved out of Sight	(04)	5.2%	Not Specified	(23)	29.4%
Disap or Faded	(24)	30.4%			
Fell and Disap	(20)	25.2%			
Didn't See	(04)	5.2%			
Obscured by Clouds	(01)	1.2%			

STATISTICAL SUMMARY

The time of release is known to have been 8:30 pm. Several witnesses reported times within the twelve minute duration of the flares which were possibly the first occasion the witnesses had to see the lights. While these witnesses may have accurately given the time of their initial sighting, they did not give the correct incidence of the lights and, without qualifying statements, could conceivably mislead investigators. Of the 79 witnesses, 23% (18) gave the exact time, 17% (14) gave incorrect times, and 60% (47) did not specify time. Nearly one out of two individuals specifying time gave a correct time.

The color the flares was red while the lights of the aircraft were red,white and green. There was nearly 100% agreement that the lights were red (the two witnesses not specifying red abstained completely from commenting on any color at all) while only 28% saw a white light and 19% saw green. The unanimous reporting of red lights was probably due to the newspaper article which branded them "Red lights over Clearwater". (see appendix b) There was a small tendancy to confuse green with blue. Perhaps the most signficant fact of the color statistics is that only three individuals of the 79 reporting could correctly identify all three colors.

Five flares were released by the pilot and appeared as nearly "stationary" lights as opposed to weaving or circling lights. The data obtained in this manner provided a clear indication of the influence exerted on the witnesses by the newspaper article used to solicit reports. (see appendix b) After reading the article which placed the number of lights at six, 39% of the witnesses counted six lights. Only 30% reported the correct number. Of the total number reporting, 64% were inaccurate and 36% were accurate. It is assumed that the basis of a sighting as large as this would be color, number and general shape of object (s) involved. If the observers do not, in the majority, agree on these facts, there is normally grounds for questioning the validity of the reports. It is highly probable that the newspaper article (see appendix c) was responsible for this discrepancy.

The duration of the lights was from 10 - 12 minutes. As in the reporting of time of initial sighting, witnesses specifying durations of less than 10 minutes may possibly be giving correct observation (in the case where they first observed the flares after they had been burning for some time.) While being correct

observations, they do not report the actual duration and could conceivably mislead an investigation of the number reporting a duration, 30% were accurate while 70% were wrong. A large number of those specifying duration (22%) reported more than a 100% error or twice the actual duration.

The statement of the pilot indicated that the flares were dropped in a straight line from North to South. The lights observed by 71.5% of the witnesses were in a straight line and only 2.5% (two persons) saw some other formation. Twenty persons (26%) did not specify any duration. Nearly 100% of the individuals reporting gave the formation as a straight line.

No judgement can be made as to the accuracy of the statements concerning the variance of the flares dince it is not know whether they actually flickered or burned as a constant light source. It is likely that atmospheric conditions caused some of the variances. Smoke from the fireworks was inthe area and there were clouds in the Northeast. Disappearing and reappearing and erratic motions of the objects were definitely the result of inaccurate observations. Several witnesses reported slight up and down movements of the lights.

The flares were released at 10,000 feet and fell to 7,500 feet before extinguishing. None of the witnesses specifying altitude were within 2,500 feet of the correct altitude. Altitude was the most inaccurately reported data with the least error being 30% (excluding seperation) and the fact that only eight (11%) of the witnesses made any attempt to estimate the altitude indicates the inability of observers to judge this detail.

Two estimations of the seperation of the lights were made; one of ten feet and one of 100 - 200 feet. The minimum seperation possible assuming a 50% error in calculations was given to be 1,000 feet. With only two individuals reporting seperation, no conclusions were drawn. Of the few estimates of the distance to the lights from shore, the least error was 1.8 miles. These two facts were missing from almost every report which, as with the altitude indicated the observers inability to estimate these details.

One fourth of the observers identified an airplane circling around the stationary lights and 4% thought that the weaving light may possibly have been an airplane. A weaving light was reported by 48% of the witnesses and 23% did not specify any moving light. It is assumed that an omission of any statement referring to a moving light can be interpreted that the witness did not see such a light.

A parachute was seen by one person while two stated that the lights floated as if suspended by a parachute. The actual sighting of a parachute by one observer has been determined to be unconnected with the flares. That witness stated that while he was watching the flares a small parachute or gondola passed overhead at his position in the South end of Clearwater. After it passed, he once againreturned his attention to the flares which were still visible. From this statement, it can be computed that the parachute would have had to travel seven miles in ten minutes which would require a velocity of 42 mph. Since the wind was only 5 knots, such an occurance was very unlikely.

Of all the witnesses, only two stated the lights appeared as flares and two stated that the lights were possible flares. 95% of the observers could not identify the lights as railroad flares from five to eight miles distant.

The lights fell 2,500 feet through five degrees arc as seen from five miles distant, in a period of 10 - 12 minutes at which time they extinguished. One dropped quickly and vent out after it had fallen 1,000 feet. The lights would have appeared almost stationary to observers 5 - 8 miles away, however, a careful observer might have been able to discern some movement. Several obvious misinterpretations were evident. Three of the witnesses stated that the lights fell into the sea and four saw them move off into the distance. Two observers stressed the fact that the lights fell with considerable speed. From a distance of 5 miles, a fall of 2,500 feet went unobserved by the majority of the witnesses.

CRITERIA FOR RATING IN DEGREES OF ACCURACY

VERY ACCURATE REPORT (VA)

The observer must specify that there were 5 large red lights over the Gulf. He must either state that an aircraft was observed orbiting the lights or describe very accurately the motions of a weaving light which should further include an observation to the effect that the weaving light was similar to tht of an aircraft or helicopter. His estimated time and duration must be no more than 10 minutes off the known times. This description of the motions of all lights must coincide with the known movements and any other related detail must be accurate to a high degree.

ACCURATE REPORT (A)

This observer must give a valid description of the lights and their motion. He must observe a weaving light. His estimated time and duration must also be within ten (10) minutes of the known. An accurate report is any which violates no more than one condition essential to a VA rating, and must contain no misleading statements.

FAIR REPORT (F)

A fair report can be a casual observation of the lights and usually contains no statement referring to a weaving light. It can also be an accurate report which includes misleading statements. In general, this observer neither adds nor detracts greatly from the sighting of five (5) stationary lights.

INACCURATE REPORT (I)

Inaccurate reports are of two types: Those of poor quality and those that may be correct in general but contain some statement(s) of gross contradiction or exaggeration. An inaccurate report will detract from the facts of the case.

(Accuracy rating for individual reports: Appendix C.)

DEGREES OF ACCURACY IN PERCENTAGES (ALL OBSERVERS)

Total	(80)	
Very Accurate	(10)	12.5%
Accurate	(30)	37.4%
Fair	(26)	32.4%
Inaccurate	(13)	16.5%
No Information	(01)	1.2%

DEGREES OF ACCURACY IN PERCENTAGES (MALE OBSERVERS)

Total	(29)	
Very Accurate	(06)	20.7%
Accurate	(10)	34.5%
Fair	(08)	27.6%
Inaccurate	(04)	13.8%
No Information	(01)	3.4%

DEGREES OF ACCURACY IN PERCENTAGES (FEMALE OBSERVERS)

Total	(48)	
Very Accurate	(04)	8.4%
Accurate	(17)	35.5%
Fair	(18)	37.5%
Inaccurate	(09)	18.6%

DEGREES OF ACCURACY IN PERCENTAGES (HUSBAND AND WIFE)

Total	(03)	
Very A	(00)	
Accurate	(03)	100.0%
Fair	(00)	
Inaccurate	(00)	

PLOT 1

Observer #9, located on the East end of Clearwater Causeday, stated that the lights appeared to be over the West end of the bridge. He observed the lights briefly when they first appeared. The line of sight was extrapolated to determine if the direction indicated by the observer was accurate. Observer #29 described the lights from his position in South Clearwater as being "just south of the fireworks". The interesection of these two lines constitutes the first plot.

PLOT 2

Observer #28. Two witnesses collaborated to map the position of the lights as shown. One located at Dunedin Marina saw the lights at 280° while the second observer located them due West of his position on Clearwater Causeway. Observer #40, standing on Belleair Causeway gave the position of the lights as Northwest. The interesection of these three lines is plotted as the second sighting.

PLOT 3

Observer #34 in Dunedin located the lights over Clearwater Beach. The line of sight was extrapolated to determine if the direction indicated was accurate. Observer #36 at Belleair stated the the lights were to the WSW (337.5° azimuth) from Clearwater Bridge. The intersection of these two lines is plotted as the third sighting.

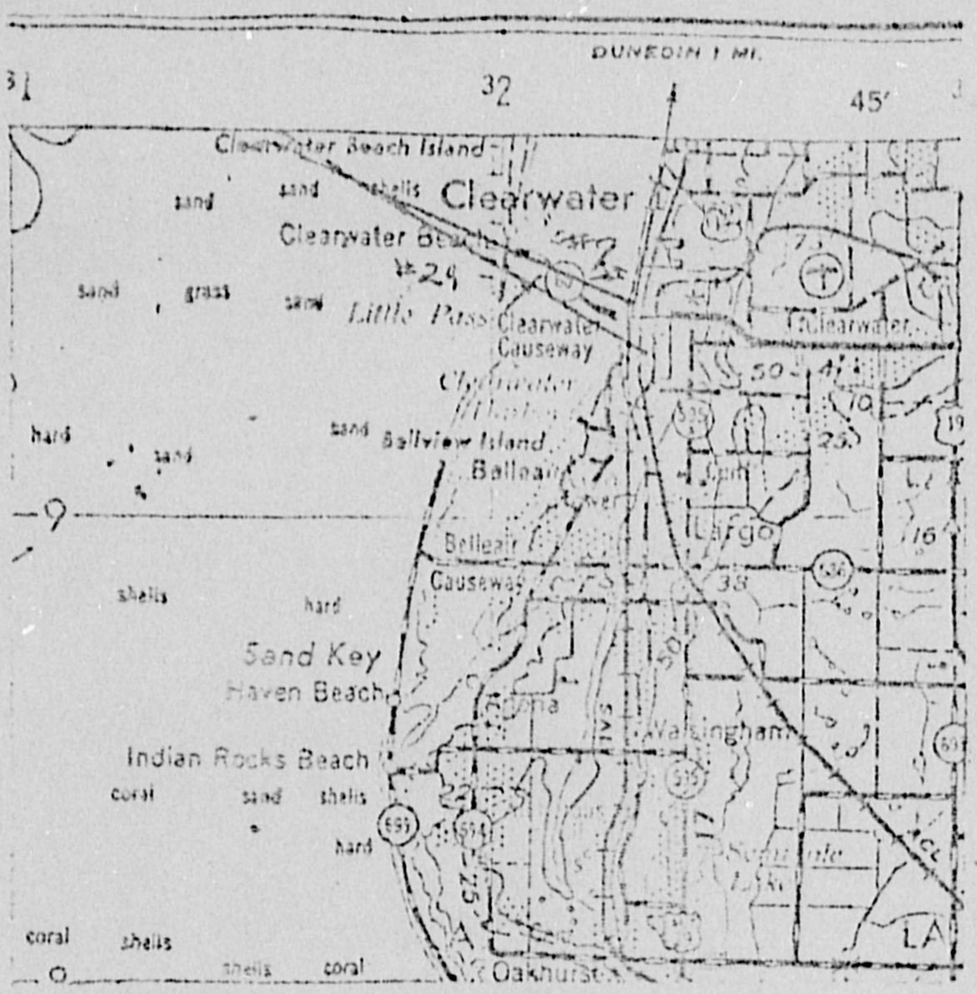
PLOT 4

Observer #66 gave a direction of 216° - 226° over which he observed the light from Dunedin Marina. The plot is located at the midpoint of a line drawn between 216° and 226° where it represents 2.2 miles (the area covered by the flares). ~~This midpoint is plotted in this fourth plot.~~

UNITED STATES 1:250,000

TAMPA

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32
45'
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Clearwater
Clearwater Beach
Little Pass
Clearwater Causeway
Clearwater Harbor
Bellview Island
Belleair
Belleair Causeway
Largo
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Haven Beach
Indian Rocks Beach
Oakhurst
Walsingham
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shells
hard
grass
coral
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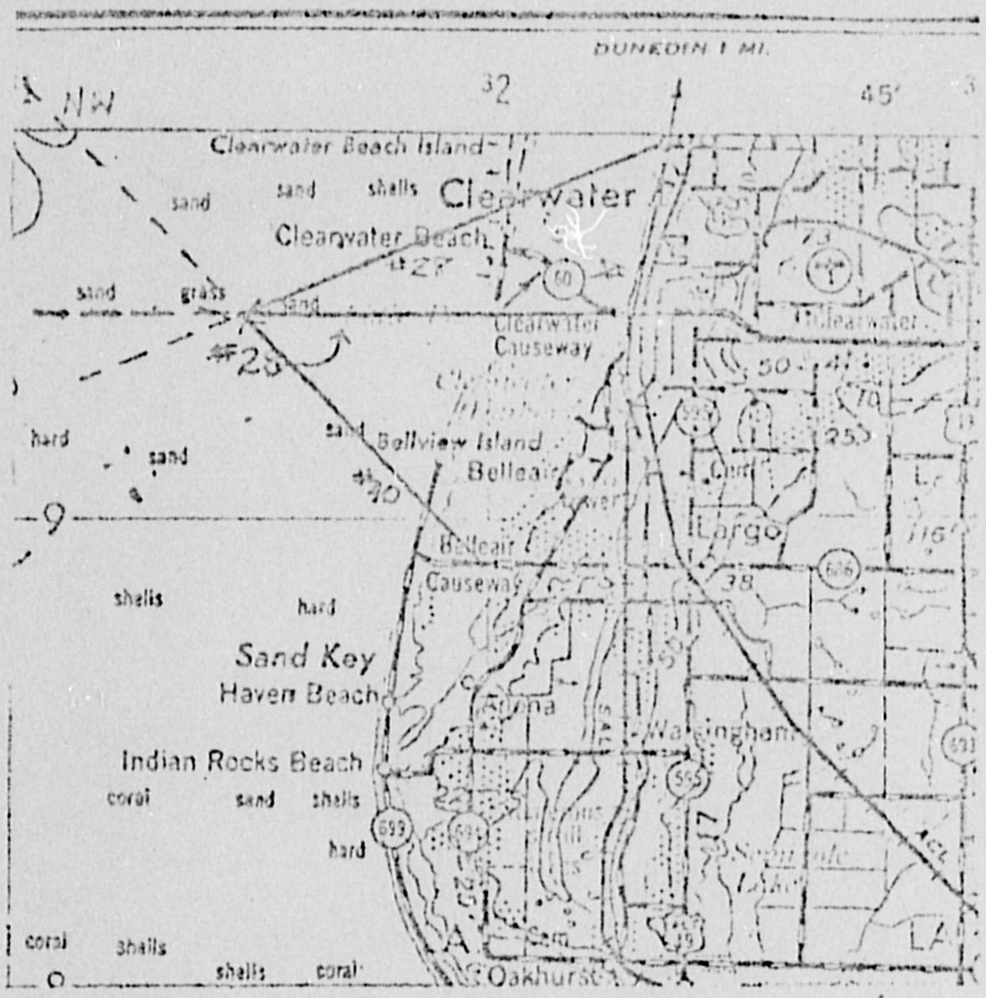
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Largo
Sand Key
Haven Beach
Indian Rocks Beach
Oakhurst
Walsingham
sand
shells
hard
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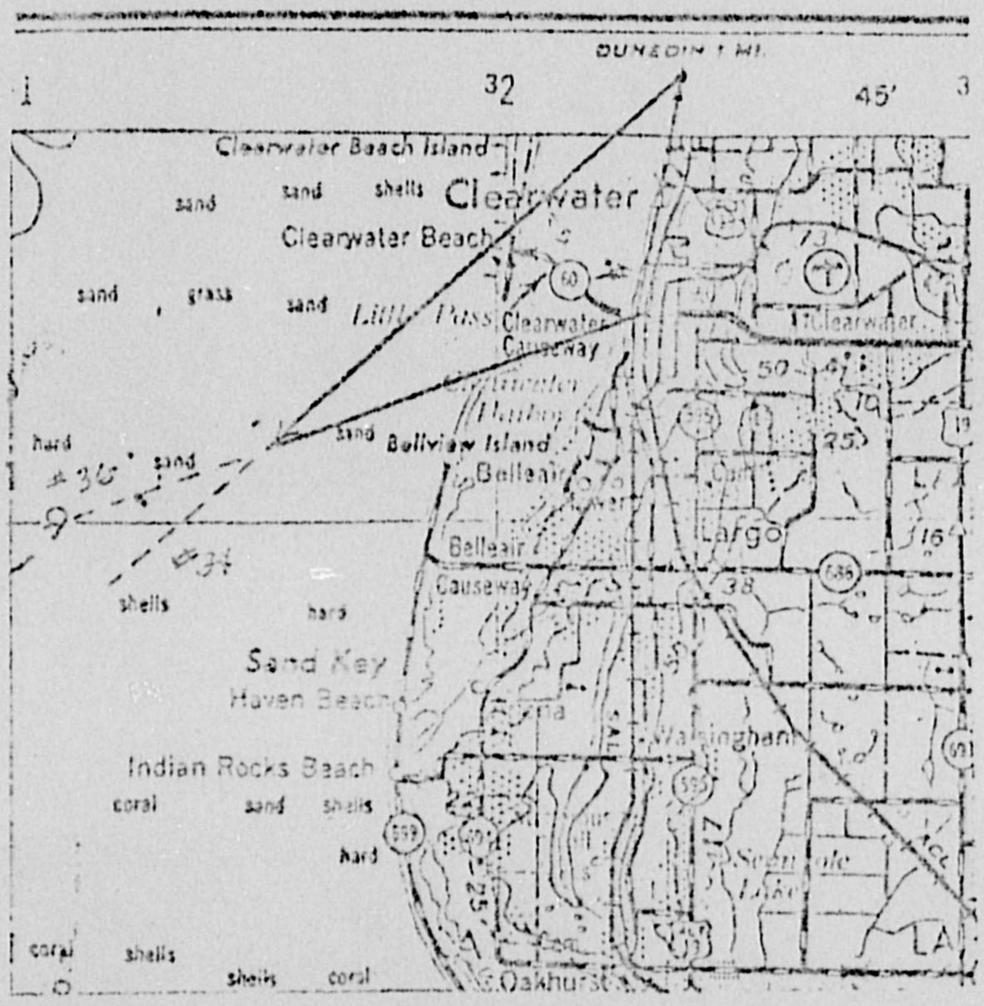
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Clearwater Beach Island
Clearwater
Clearwater Beach
Little Pass
Clearwater Causeway
Clearwater Harbor
Bellview Island
Belleair
Belleair Causeway
Largo
Sand Key
Haven Beach
Indian Rocks Beach
Oakhurst
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sand
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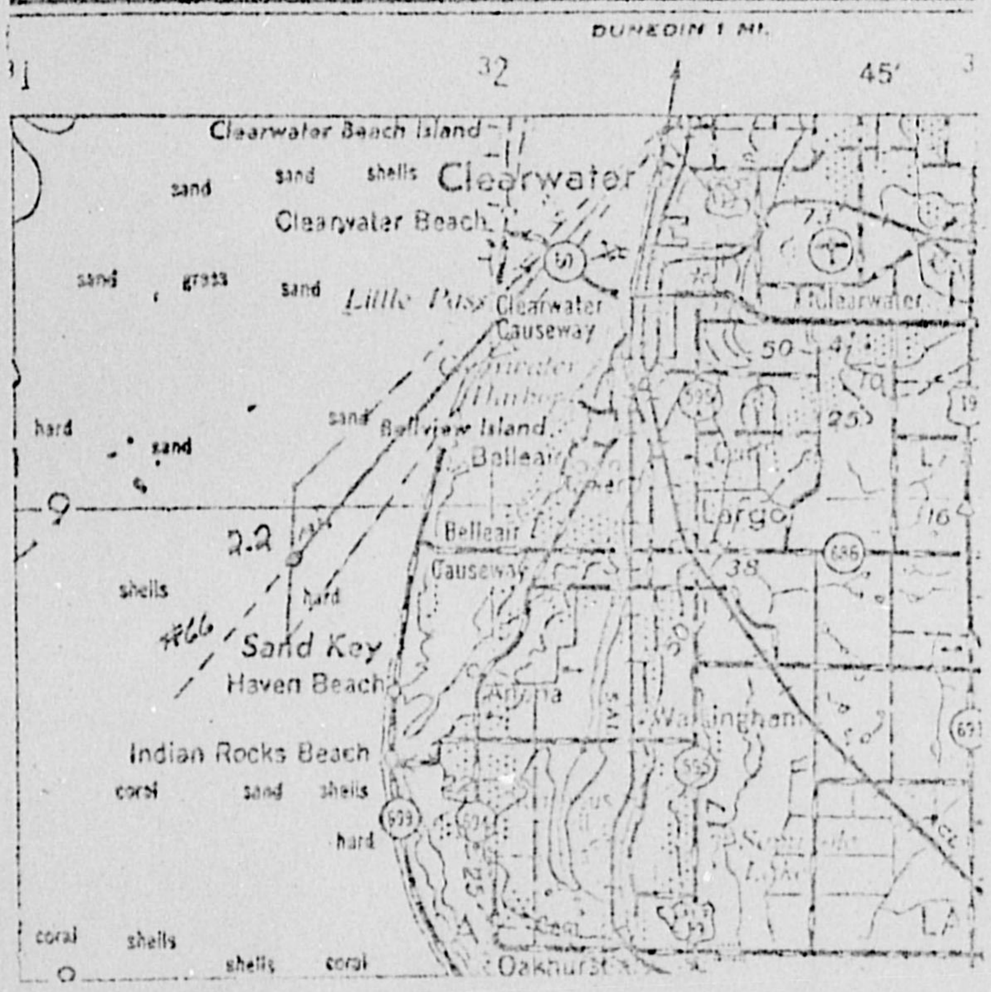
DUNEDIN 1 MI.
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Clearwater Beach
Little Pass
Clearwater Causeway
Clearwater Harbor
Bellview Island
Belleair
Belleair Causeway
Largo
Sand Key
Haven Beach
Indian Rocks Beach
Oakhurst
Walsingham
Seminole Lake
sand
shells
hard
grass
coral
LA

CONCLUSIONS

Where the majority of Clearwater reports were factual accounts, the opposite is often true of unsolicited reports. Many witnesses are more interested in interpretation than observation. The Clearwater witnesses stated on several occasions that they would not have remembered their interest in the lights if they had not seen the article in the Clearwater Sun. They felt it was their duty to comply with the Air Force's request for information. It can be assumed on the basis of this fact that the Clearwater observers were on the whole in the class of reliable witnesses. Since it is only this type of witness who report valid information, case studies of this nature are valuable in acertaining how the appearance of the phenomena agrees with the known appearance. The pilot's statement provided the necessary control.

The formation of the lights was the most accurately reported uninfluenced fact with 71% specifying a straight line. There was a high accuracy in reporting the color of the red lights, but this was influenced by the newspaper article. It is highly significant that only three persons saw all three of the colors that were present and only twelve observers saw both red and white lights. Of those specifying time, 58% were accurate. No other fact was better than 60% accurate. Number and duration of the lights were both reported in the ratio of one accurate out of every three reports. (The number of lights was adversely influenced by the newspaper article.)

Measurements of distance, azimuth, and altitude were over 90% inaccurate. Directional information provided fixes which were plotted in relation to the position of the flares given in the pilot's statement. Only one plot fell within the 1.8 mile circle representing the maximum distance the flares could travel. For the flares to have arrived at Plot I, they would have had to move 5.2 times faster than the wind could have blown them. To get to Plots I and III, they would have had to have traveled 3.3 times faster than the wind could have blown them. Witnesses seven miles away from the lights in Clearwater thought they were directly over Clearwater Beach which was two miles away. No estimations of altitude contained less than 35% error. Only four persons considered the lights to have the appearance of flares.

The presence of the aircraft was the only circumstance that could allow identification of the sighting from the reports. One

of four witnesses definitely saw an airplane, two of the four could see enough to make out a moving light, and only one of four didn't see anything except the red lights.

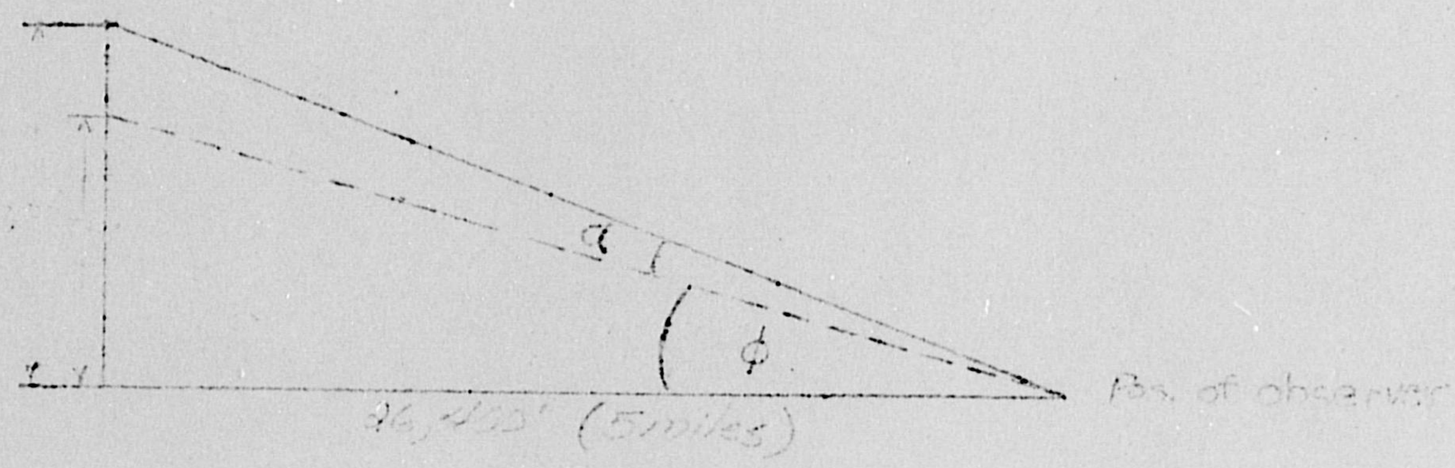
The lights were reported by various witnesses to have: rested, appeared to have been controlled, have had a leader, looked like nothing the observers had ever seen, pulsated, moved up and down, fallen with great speed, and disintegrated. (Appendix d) The motion of the circling aircraft caused the most contradiction. As it flew around the lights in one direction, the red wing light was visible and going the other direction, its white light was visible. As it turned, the green light could be seen. From five miles away, these lights appeared to be one light changing color. The circling motion also gave rise to visual illusions as listed under that title in Appendix d. When the lights slowly descended, many observers felt they were moving off to the West.

In general, 12 % of the witnesses were considered very accurate (VA) and another 37% were rated accurate (page 13). Of the 80 witnesses, 20% of the males were VA while only 8% of the women were in that catagory. Both male and female observers were 35% accurate, women observers having 10% more fair (F) reports but about six times more inaccurate reports.

APPENDIX

APPENDIX A

CALCULATION: Degrees of arc subtended by flares falling 2,500 feet as seen by nearest observer.



$$\tan \phi = \frac{15{,}000'}{26{,}400'} = .377 = \sim 21^\circ$$

$$\frac{2{,}500'}{10{,}000'} = \frac{1}{4}$$

$$\frac{\alpha}{\phi} = \frac{1}{4} = \frac{X}{21^\circ}$$

$$X \cong 5^\circ$$

Everyone Baffled By Red Lights

Six mysterious red lights which appeared over the gulf off Clearwater Beach Saturday night remained a mystery today, but persons who observed the lights were asked to write descriptions of what they saw for the Air Force.

Capt. R. H. Henry, public information officer at MacDill Air Force Base, Tampa, was in Clearwater to view the fireworks Saturday night, saw the lights but didn't attach any significance to them.

He asked that people who view such phenomena send descriptions to the Air Force in care of his office.

Cmdr. A. J. Guillemette, executive officer of the U.S. Coast Guard Station, Bayboro Harbor, St. Petersburg, declared that the Coast Guard had absolutely no knowledge of any such objects sighted.

Miss Helen Hamlett, secretary at the St. Petersburg Junior College planetarium, said she hasn't heard any comment about the objects among personnel there, and she doubted that anyone at the planetarium had sighted them.

Clearwater police also had no information that might lead to a solution to the mystery.

Has anyone contacted comic strip character Lucille Sweeney at Indiantown?.

6 July 64
CLEARWATER SUN

AF Seeking Photos Of Sky Lights

"Excellent response" by observers in the Clearwater area who noticed some strange red lights in the sky during the Fourth of July fireworks display was reported this morning by Capt. Raymond H. Henry, chief of the information division at MacDill Air Force Base, Tampa.

Since The Sun had published his request for information about the strange lights, Capt. Henry said he had received "more than 40" letters.

"If anyone was lucky enough to get any pictures of the lights, or of similar things in the future," he added, "we'd certainly like to see them."

The information officer explained that he is not an expert on "unidentified flying objects — usually referred to as UFO," but is acting as a clearing station to forward all reports to Washington, where the Air Force's "Project Blue Book" analyzes and studies each report with care.

The Air Force, Capt. Henry said, wants any available information on any aerial phenomenon and any airborne object of unusual nature or characteristics.

Interest is based on three points: because of a possible threat to the United States; because technical characteristics need to be studied; and because it is desirable to identify all flying objects.

7 July 64
CLEARWATER SUN

Lights Said Released By Airplane

"There was nothing mysterious about those red lights appearing during the July 4 fireworks display," said C. Dayton Snyder, local commercial photographer, who said he witnessed the sight from the time they first appeared until their disappearance.

"It was a very clear night and they were very distinct," he said. "They were obviously released by a small plane that was clearly visible and that had control of them at all times, circling them until they died out."

Snyder's observation post was on Edgewater Drive, just north of the small pier by the Sunset Point Hotel where he and Mrs. Snyder were spending the evening with friends, all of whom also witnessed the sight.

"The logical assumption is that the objects were released for display purposes as a part of the general celebration," Snyder added.

7 July 64
CLEARWATER SUN

'Mysterious' Lights Solved

The secret is out.

Those "mysterious red lights" seen during the Fourth of July fireworks display did not come from the red planet Mars after all. In fact, they originated right here in Clearwater!

Perpetrator of the prank was James Mercer, owner of Sunset Nurseries, who admits he's had lots of fun reading all the newspaper accounts of the phenomenon.

Piloting a small Cessna, Mercer said he released small parachutes he'd made of plastic and string, containing old railroad flares. He released them from a height of 10,000 feet about five miles west of Clearwater Beach, and they descended to about 7½ thousand feet before burning out.

9 July 64
CLEARWATER SUN

APPENDIX C

Accuracy

The accuracy of each report was determined as stated in the statistical evaluation of these results. Symbols used here are denoted as follows;

VA	Very Accurate	M = Male
A	Accurate	F = Female
F	Fair	
I	Inaccurate	

Report No.	Accuracy	Sex		Accuracy	Sex		Accuracy	Sex
1.	A	F	36.	F	F	71.	I	M
2.	F	F	37.	F	F	72.	A	F
3.	F	F	38.	F	F	73.	A	M&F
4.	NO INFO	M	39.	A	F	74.	A	M
5.	I	F	40.	A	M	75.	A	M
6.	I	F	41.	A	M	76.	VA	F
7.	A	F	42.	F	F	77.	F	M
8.	I	F	43.	F	F	78.	F	F
9.	A	M&F	44.	A	F	79.	A	F
10.	A	F	45.	F	F	80.	VA	F
11.	F	F	46.	VA	M			
12.	F	F	47.	F	M			
13.	I	F	48.	F	M			
14.	I	M	49.	VA	M			
15.	A	F	50.	I	M			
16.	F	M	51.	VA	M			
17.	A	F	52.	F	M			
18.	A	F	53.	A	F			
19.	I	F	54.	A	M			
20.	I	F	55.	F	F			
21.	F	M	56.	F	F			
22.	F	F	57.	A	F			
23.	A	F	58.	F	F			
24.	A	M&F	59.	VA	M			
25.	F	F	60.	F	M			
26.	F	F	61.	A	M			
27.	I	F	62.	F	F			
28.	A	M	63.	I	M			
29.	A	M	64.	A	M			
30.	A	F	65.	VA	M			
31.	I	F	66.	A	M			
32.	A	F	67.	VA	M			
33.	VA	F	68.	VA	F			
34.	A	F	69.	F	M			
35.	F	F	70.	A	F			

#31

I kept saying "watch that plane". Mr. [redacted] insisted they were balloons. We were watching fascinated, then the plane went to number one circle making a pass quite near & I heard a loud noise. It disintegrated - then the plane circled to No 5 as marked on ruled paper, back to No 2. then No. 4. then No 3 and last no 6. Each one disintegrating as the plane turned from its circling and went above the big red light.

This seemed so fantastic. the lady who was standing near me. ejaculated at the first sight of them. "Could it be the Martians are coming!"

Cases number 31, 62, 27, and 71 are the results of overactive imaginations.

but they didn't move. Just six red light spaced out in a line. It seems to me that one of them went out after a little while and I have a vague recollection of seeing a similar row of green lights farther to the north but my husband doesn't remember seeing these.

#62

Yours truly,

#71

All of a sudden my mother drew my attention to the lights. The lights over the beach area, he described them as being hard to focus our eyes to them because of their brilliance. There was no sound or any other sound coming from them; they were completely silent. They were suspended in mid-air, and hovering in a straight line formation. There seemed to be a small, louder, for the first light moved up and down with reference to the others. As we looked on longer the others too seemed to disappear and then reappear once more. Their size was a little larger than the North Star, and they hovered for approximately three minutes. Then the lights disappeared, and we saw them no longer.

#27

[illegible] Then one of them, they moved around. The next, then [illegible]

The following case fragments are accurate observations but tend to be confusing when they appear as they do.

#6

moving. I sighted a star and watched awhile and they weren't moving they stood still and stayed red when the one from the north side of the group circled in front and around and as "it" moved it turned blue and red like fire was coming out from behind, it circled in front and then behind the others and the one on the north again moved forward some turning blue too. The first one circled in front of each one and

#16

The lights when they "disappeared" rather than a light going out gradually, seemed to fade away rapidly and while viewing one light through the glasses it seemed as if the light turned away to reveal a dark side, as a light beacon, rather than a going out

#65

I thought I could distinguish in each object a set of three lights, it appeared there were two below and one above, forming a triangle. This same triangle of lights were apparent in each of the five objects. One of the objects began to flicker and appeared to be falling away to the ground but it is my belief that it was merely moving away to the West, further out to sea, which gave the illusion that it was coming down. The lights in the other four objects began to blink and suddenly they disappeared as though they had been turned off. The darkness made it impossible to see anything more.

#64

Our son, the 4th party, watched them with his binoculars and his account is as follows: The red lights seemed lighter in the middle and grew redder toward the outside edge and flickered a bit. The circling one seemed red in the front and white light at the rear. All else was the same as viewed by the rest of the family.

The following case fragments are the result of visual illusions.

#25

Transmitters tower. They seemed to be evenly spaced. They weren't completely stationary but they didn't move much. It appeared to rise and then drop a little. They weren't

#12

→ a third red light turned to a small white light and began to go up and down. a friend

#45

and a smaller white light appeared to circle the red lights. After a few minutes the second red light from the left moved off to the west and disappeared. A few minutes later the two on the right and followed the same pattern heading south west. The rest followed in the same direction later.

Respectfully.

#13

apart. Slowly, after a period of time, one red light seem to flicker and go up in the distance once or two times. There was

#50

WE WERE SITTING. THEY APPEARED TO STAND STILL BUT AFTER A MINUTE OR TWO THE ONE TO THE SOUTH PEELED OFF TO THE SOUTH BUT THE OTHERS REMAINED STILL FOR ABOUT ½ MIN. THEN THEY ALL WENT OF TO THE SOUTHWEST AND THE FIRST ONE SEEMED TO JOIN THEM AS THEY ALL DISAPPEARED. TIME WAS PROBABLY ABOUT 8:40 P.M. I DID NOT LOOK AT MY WATCH.

#14

About 3 or 4 of the lights did the same thing, & then one light fell away towards the gulf at a high rate of speed, until it could no longer be seen. At this time, all of the remaining began to move in different directions until they had disappeared from sight.

#20

It looked as the light would
Straight down in the water and
the next one on the left to
the same way,
the 4th the center. Looked as
the distance. The color to

(2)

[redacted]
Dunedin, Florida
July 9, 1964

Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Florida

Dear Capt. Henry:

This letter concerns the "red lights" which were visible in the sky west of Clearwater, Florida, on the night of July 4, 1964. The attached chart overlay is intended to show a "fix" obtained by three independent sightings on the lights.

The Northernmost line of position was obtained from sightings made by Mr. [redacted], owner-operator of [redacted], Ozona. The sighting was made from the camp over the new Dunedin Causeway bridge.

The middle line of position was obtained from sightings made from the writer's sailboat anchored about 200 yards west and slightly north of the Dunedin Marina. Other observers in the boat included the writer's wife and three children and Mr. and Mrs. [redacted], Palm Harbor [redacted]), and their two teen age boys. Mr. [redacted] is an engineer with the General Electric Company.

The Southernmost line of position was obtained from sightings made by Mr. and Mrs. [redacted] Safety Harbor) from a lot near the Eastern end of the Clearwater Causeway. Mr. [redacted] is an engineer with the Sperry Microwave Electronics Co. and served one term as [redacted] of Safety Harbor.

The lines of position are plotted on an overlay of Coast and Geodetic Chart No. 858 (dtd 3-2-64).

Based on the writer's approximation of an altitude of 20 to 30 degrees and the "fix" on the chart the altitude would be 14,000 to 22,000 feet. All of the observers saw five stationary red lights in a straight line (approx. North-South) at about the same altitude. A sixth, less intense and possibly white, light was moving in the sky in the area of the fixed lights. The lights were observed for about 20 minutes during the second half hour after twilight (there were no time pieces in the boat). Toward the end one of the red lights was seen to fall very slowly.

In the writer's opinion the lights were similar in appearance to five radio or television antenna towers. No explanation to the observed events is offered.

Yours very truly,

[redacted]




17,500 FT
12,800 FT
10,500 YDS
6 MILES

[redacted]

[redacted]

[redacted]

82° 44' W

28° 01' N

[redacted]

28° 00' N

82° 44' W

[redacted]
Chicoutimi Feb.

(13)

Capt. P. N. Kenny.
Yes Sir

In reply to yours request me the Characters they Dare writing to tell you what we saw, the night of the fireworks.

On the left from the fireworks, over Chicoutimi Beach, may Seaboard, Granbetchewan & Saw 6 red lights. They were all in a row not unlike Two smaller green lights. One of the Green lights disappeared Shortly at the head of the red lights while one came to Where Rocks and forth around these red lights. All these lights (red) were in a straight row, about the same distance apart. Shortly, after a period of time, each red light, came to flicker and go off in the distance, one at a time. Then was absolutely no sound from any of the

Light. We were so interested in this
strange phenomenon that we watched
this matter till the forenoon. We hope
this will be of some help to you in
solving this mystery.

Sincerely yours,

[redacted]

Vice President

Fla.

[redacted]

Clearwater Fla.



Capt. R. H. Henry 26

MacDill Air Force Base

Tampa

Fla.



Capt. R. H. Feeney
MacDill Air Force Base
Tampa, Florida

(14

July 6, 1964

I am writing in regards to the six red lights seen over the Gulf on Sat. eve. July 4th.

Several members of my family & myself were watching the Camden fireworks display when we observed the red lights. We were watching from my cousins back yard, about a mile north of Camden on 521. The lights when we first noticed them were stationary in a horizontal line in which they stayed for several min. Then the northern most light rose vertically at very fast & moved in a southerly direction & came back into line at that end. About 3 or 4 of the lights did this same thing, & then one light fell away towards

the craft at a high rate of speed, and it could no longer be seen. At this time, all of the remaining began to move in different directions until they had disappeared from sight.

We figured that they had something to do with the fireworks, until I saw the article in the Clearwater Sun.

I don't know if this account will help you any, but I wanted to let you know what we had observed.

I would appreciate any explanation or conclusion you might come to about these lights.

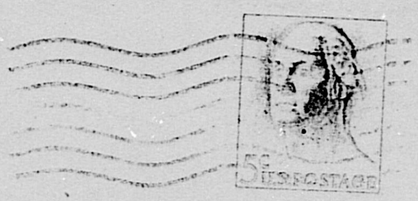
Thank you very much!

[redacted]

Clearwater Fla.

[redacted]
Clearwater, Fla

CLEARWATER
JUL 7



29

Capt. R. H. Henry
Public Information office
MacDill Air Force Base
Tampa, Fla.

(15)

July 7, 67

Sir,

I observed the red lights on the sky over the Gulf on July 7. at 9 o'clock Eastern. There were (5) five bright red glows in a straight line the (6th) sixth was smaller and seemed to be moving (↑↑↑) around the other five. At one time, as I saw it make a turn, at the far right of the five lights it's color was green. I watched the lights for a full 5 min. The second from the left fell slowly and was still a-glow as it disappeared behind the horizon. In a few moments the first, third and fifth went out. In about another min. the 4th fell. It went out before it went behind the horizon. The fifth or 6th light then seemed to move out further over the Gulf.

I have no idea what it could be. We tried looking at them through

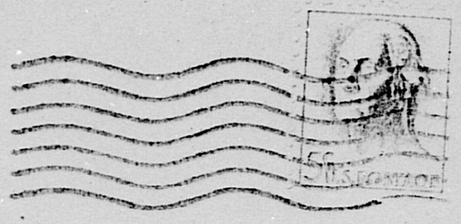
our field glasses but couldn't
distinguish anything on particular.

Yours truly,

[redacted]

[redacted]
ELIZABETH, N.J.
07208

CLEARWATER
JUL 8
PM
1964
FLA.



Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Florida

9/7/64

(16)

Captain R. H. Henry
Public Information Officer
Patrick A.F.B.,
Melbourne, Fla.

Dear Sir;

This is in regard to your request to report seeing the red lights on 9/4/64 & send in their description of this sighting. My father-in-law is a retired merchant marine captain and I served as a weather observer in the Air Force. Neither of us have ever seen a phenomenon such as this.

The lights appeared to be stationary, equally spaced from one another and in a fairly straight position. We had a pair of 7X50

Lincoln with me, When moving
the lights with it, nothing unusual
was noticed. The lights were brought near
to the naked eye and were brighter when
viewed through the glasses. I small
aircraft, judging from seeing lights,
were in the area but the lights
appeared to be farther away.

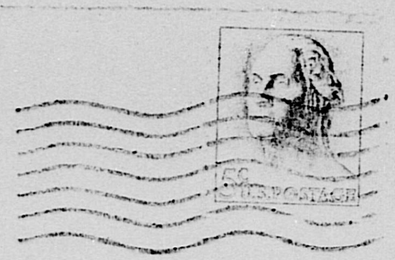
The lights when they disappeared
rather than a light going out gradually,
seemed to fade away rapidly and while
observing one light through the glasses
it seemed as if the light turned
away to reveal a dark side, as a
light beacon, rather than a going out
such as a snuffed candle flame.

Sincerely

[redacted]

[redacted]
Largo, Fla.

LARGO
JUL 8
PM
1964
FLA.



Capt. R. H. Henry
Public Information Officer
MacDill A.F.B.
Tampa, Florida

July 7, 1964.

[redacted]
Largo, Fla.

(17)

Capt. K. D. Henry
Public Information Officer
MacDill A.F. Base

Dear Capt. Henry,

In an article in the Clear-
water Sun, dated July 6th, person
who saw the red flights in the
sky over Clearwater Beach on the
Fourth of July were requested to
send their description of the
lights to the Air Force, in care
of your office.

My family & I were sitting
near the east end of the Clear-
water bridge, watching the fire-
works, when at approximately
8:30 p.m. we noticed six red
lights in the sky out over the

2/ Gulf, directly off Clearwater Beach. They were very clear + distinct, + resembled the lights on aircraft flying at night. But five of the lights were stationary + in a horizontal line. The sixth moved counter-clockwise, + circled the others. The five remained motionless for ten or fifteen minutes, then one of them slowly descended straight down, + went out of sight below the horizon, + the others, one by one, moved off to the right + to the left + disappeared in the darkness. The sixth light, moving very rapidly, followed each of the others as it moved away, until it disappeared, then

3/ would return to again circle
the ship remaining. It -- the
rapidly moving light -- was
the last to disappear.

This is the best of my
knowledge, is an accurate
account of what happened, as
I saw it. Do you have any
idea what they were, or what
caused them?

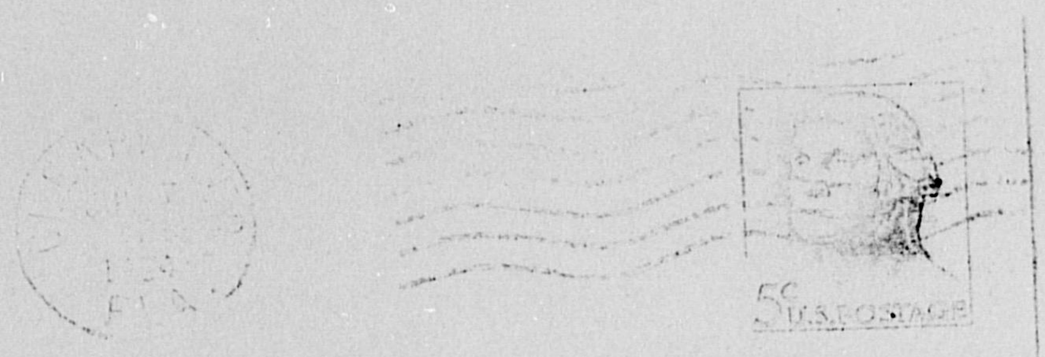
Sincerely,

[redacted]

[redacted]

(18)

Dear Mother and Father I hope
you are feeling better.
Tonight during the red lights
in the sky, I am telling you
what my sister and I observed.
We were sitting out on the
porch, facing the west, hop-
ing to see some fireworks
and saw six red lights
in a straight line. It was
approximately 8:30 to 8:45.
Never have I seen anything
at this end of town or smaller
red lights flying that close.



13

Capt. William Ray
Public Information Office
Headquarters Air Force Base
Tampa,
Florida

[redacted]

JUL
1
1964
FLA

Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Fla.

Crescelin, Fla.
July 8, 1964.

(19)

Capt. A. H Henry
Public Information Officer
Mac Dill Air Force Base
Tampa, Fla.

Dear Sir:-

My husband and I saw the night lights in the sky on Saturday, July 4th. In so much as they were stationary, we were watching them with interest. They flicked on and off a few times, then stayed on a very brief time, then flicked off and on again, then stationary, which persisted us as we knew they could not be fireworks. We watched for about twenty minutes (roughly). We do not know how long they were on before we saw them. We saw only four. There are two high palms near where we were watching which no doubt obstructed our view of the other two lights.

Mr [redacted]

[redacted]

SAFETY HARBOR
JUL 9
PM
1964
FLA.

U.S. POSTAGE

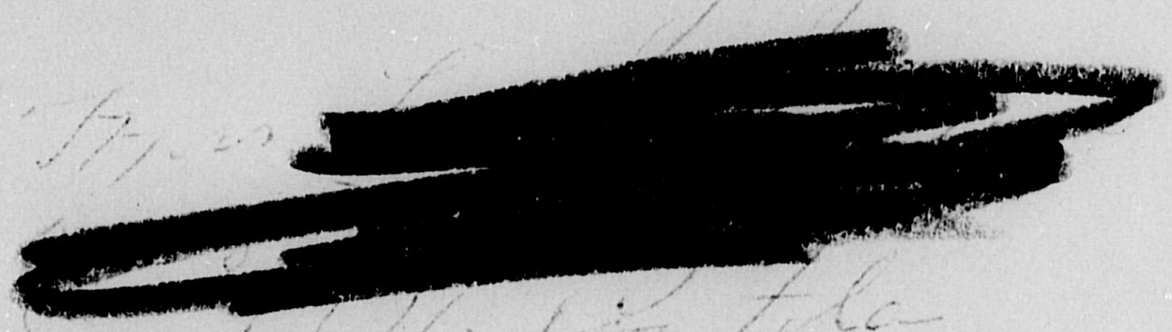
Capt. R. H. Henry
Public Information Office
McDill Air Force Base
Tampa Fla.

Dear Sir.

(20)

When I first noticed the
lights in the sky it was around
9:30 P.M. July 4.
I watched them for 10 minutes before
they left.
They looked like a Football
light, all in formation
North to South a small white
light was circling around all
six lights. ← ← ← ← ← ← When they
left the one on the right light first
it looped as the it went
straight down in the water last
the first one on the left one.
The same way!
The 4 in the center faded in
the distance. The whole

Legal had already gone



Safety Feature Title

[redacted]



U. S. Air Force 27
Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa Florida

[redacted]

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[redacted]



Capt R. H. Storey.
MacDill Air Force Base
Tampa
Florida.

Account

[redacted]

(32)

Capt R. H. Henry,

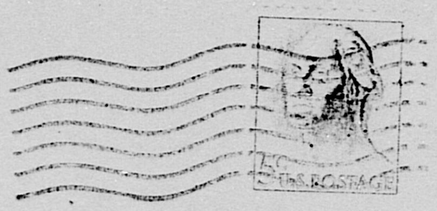
I, for one saw the
red light from my
balcony at [redacted]
apt - they were on a
straight line, flicked
once - then 2 times and
disappeared - then next -
2 + had a 2 suited guests
a few moments longer -
Then long & suited
can & deadly very fast
it seemed like flames
5 & 10 min or a little
longer - tried to make
out what it was -
thought perhaps it
were some sort of fire -
works -

Hope someone can
tell you more, and
so interested in this
paper the fire - works.

Mrs [redacted]

P. S. Same to me. I saw
some fire works like
that when I was a
young girl

CLEARWATER
JUL 8
PM
1964
FLA.



Air Force
Capt R. H. Henry
Mac Dill Air Force Base
Tampa Florida
Dept of Public Information.

Aug 7 1864

(23)

Steel Jaw

To the 2670 on

the Covering of Sig

at Lexington Lieut Meaver

Sig Sergeants to view the ground

Lineworks display Noticed 5

red lights in the rear Lieut

any more. One smaller red

light (spin-part) circled around

the second from the left &

it dropped, we watched it

fall, then the Candle more

circled the others one at a time

& they disappeared (not falling)

fast & fore. Then the smaller

We also discovered, This
happened about 9 o'clock
Monday before the Steamboat
Making out South's Point
Channel. They were headed
North by West, Perhaps a
Mile South West.

Hope this will be
Assistance in any researches
you conducted.

They also gave the Direc-
tion of Eagle Point at
a great distance.

Sincerely

[redacted]

Clearwater River

July 7, 1964 (24)

Dear Capt. Henry:

We are complying with your request to write you about seeing the red lights on the 4th of July.

We were watching the Dunedin fireworks from our bedroom window at [redacted], Dunedin, Fla. when the first three lights appeared from nowhere, one at a time and the last 2 together, all in a matter of seconds. They were in a straight, evenly spaced horizontal line, 5 in all. They were glowing, bright red; similiar to a flare.

There was a smaller white light (about 1/3 the size of the red lights) circling on an elliptical course around them. We were outside at this time and three of us viewed them with the naked eye approximately 10 minutes. They never moved until one of the lights seemed to drop down and fade out, then the other 4, still in a row, quickly faded out.

Our son, the 4th party, watched them with his binoculars and his account is as follows: The red lights seemed lighter in the middle and grew redder toward the outside edge and flickered a bit. The circling one seemed red in the front and white light at the rear. All else was the same as viewed by the rest of the family.

They were approximately 260 degrees West of our house by our compass at approximately a 25 to 30 degree angle. We figured the angle by the house and trees across the street.

We hope this accounting will be of some help to you.

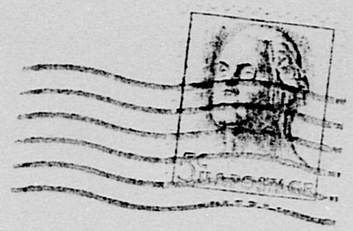
Sincerely,

[redacted]

Dunedin, Fla. 33528

[redacted]
Dunedin, Fla. 33528

DUNEDIN
JUL 8
AM
1964
FLA.



Capt. R. H. Henry,
Public Information Officer,
MacDill Air Force Base,
Tampa, Fla.

[redacted]



Captain R. H. Henry
~~Public Information Officer~~
~~Mac Dill Air Force Base,~~
~~Florida~~

[redacted]

July 16, 1924

25

Dear Capt Kleng,

I just read the Outlook in the Clearwater Sun, about the strange red lights.

I have lived on Island 5 yrs. and I never saw that red light but I saw several like the red 5. They looked like the red Clearance lights on a radio transmitter tower. They seemed to be evenly spaced. They weren't completely stationary but they didn't move much. They appeared to rise and then drop a little. They gradually Disappeared as the sun rose. They seemed to be first Observed in the North East and then moved to the South West. But these lights seemed to appear all at the same time. But we first figured they were aftermaths of one of the fireworks displays. If we can be of any help feel free to call on us

Sincerely

[redacted]



15

Capt. K. H. Henry,
Public Information Officer
MacDill Air Force Base,
Tampa, Fla.

(26)

[redacted]

July 6, 1921

Dear Capt. Henry,

Just read the article about
Everyone Baffled by Red Light. Our
family was out on Courtesy Comp-
bell Causeway and Clearwater
when we read the red and
white lights over Clearwater
Beach. My Mother-in-law, Mrs.
[redacted] drew our attention
to it & I tried to get my husband's
[redacted] the thought it
could be. But as luck would
have it, he had twisted his
ankle some 50 minutes before.
It was agreed to get out of the
car for a good look. As he got
down and gazed up I had the
feeling the lights were flashing

plain, & he used it wood pre-
sumably Radiosplane. I had seen
what ~~[illegible]~~ light & had seen
a Gunner and a B-52 crash
platoons at Homestead Airforce
Base

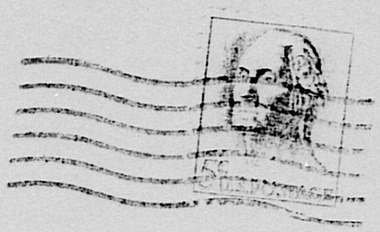
Every way I saw these red
lights, & one of the white lights
going around them, all of them
red Close. The red lights weren't
moving at all, and that is what
puzzled me most. I watched them
off & and for about 40 min. From
7:45 - 8:30 P.M.

Hope you have found some
explanation for them by now, &
let me know what you do.

Sincerely,
Wes [redacted]

[redacted] 5

DUNEDIN
JUL 7
AM
1964
FLA.



25

Capt R. H. Berry
MacDill Air Force Base
Tampa, Fla.

[redacted]

July 6, 1964

(27)

Dear Sir:

Having been awakened by my neighbors from viewing the fireworks display from the Bay Bend of San José on Lexington, our family were delighting sparklers in the back yard of our home.

At about 8:30 PM. I glanced towards the sky, direct and slightly south of our address and saw what at first appeared to be red fireworks debris. After a few seconds we all realized that three lighted objects were much too high to be fireworks and they moved laterally [illegible]

Dear Sir and Madam Lights in a pigeon
your notice the castle and remaining
stationary - they did not come towards
us or recede. I then one of us drew
they moved towards the west then
again to become still. I then again
one at a time. They seemed to fade
disappear until first one red flicker
was left.

We never have watched those red
objects for about five or ten minutes.
They didn't fly off in any given
direction, they just could not be seen
any more.

Very truly yours

Mrs [redacted]

July 6, 1960

(29)

Captain R. H. Henry
MacDill Air Force Base
Tampa, Fla

Dear Sir:

I am writing in reference to the observance of the Red Lights, seen on the evening of July 4th. My wife and I were sitting in front of our home at [redacted] Clearwater, which is approximately 6 miles from where the fire works display were being shown, This would place us south east of the display. We suddenly noticed directly South of the display four red lights which seemed evenly spaced, and stationary, above these lights, a smaller white light which we took for a plane circled around a couple of times. Then one by one the red lights disappeared leaving only one that remained for a few seconds, and it disappeared. I could not be certain as to the length of time the lights appeared but would guess it was between two and three minutes. It startled us, as it seemed so real, and we joked about it, that perhaps it was Martians who had come to see the fireworks. After reading an article in the Clearwater Sun tonight looking for those who saw the lights

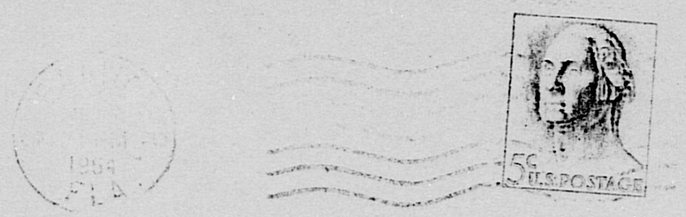
to write about what they have, are taking
this opportunity to pass on their conversa-
tion. Hope it will be of some assistance,

Respectfully

[redacted]

[redacted]

Clearwater, Fla 33516



Captain R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Fla.

[redacted]

(30)

[redacted]

laurel

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WAUKEGAN, ILL. U.S.A.

25E 14-4J

[redacted]
Clearwater - Fla
33515



33

Capt R. H. Henry. Public Inf Officer
Mac Hill Air Force Base
Tampa
Florida.

Clearwater Florida
July 7

(31)

Capt R. H. Henry.
Mac Hill Air Force Base
Tampa. Fla.

Dear Sir.

I read the account of the red lights in the sky 4th of July night in last night's Clearwater Sun.

[redacted] and I were watching the fire works from the roof of the Big Marina on the beach. There was a large crowd there all watching the fire works intently.

About 8:35 or 8:40 P.M. - there suddenly appeared in the west, high in the sky five very large red lights - same size and in a perfectly horizontal line - later the sixth round ball of red light appeared.

Then from back of lights a small light colored plane appeared, that circled around the red lights - plane was very small compared to red balls

I kept saying "watch that plane". Mr. [redacted] insisted. they were balloons. We were watching fascinated, then the plane went to number one circle making a pass quite near it. I heard a loud noise. it disintegrated. then the plane circled to No 5 as marked on enclosed paper, back to No 2. then No. 4: then No 3 and last no 6. Each one disintegrating as the plane turned from its circling and went nearer the big red light.

This seemed so fantastic. the lady who was standing near me. exclaimed at the first sight of them. "Could it be the Martians are coming?"

This was real. not a hallucination

Respectively

M[redacted]

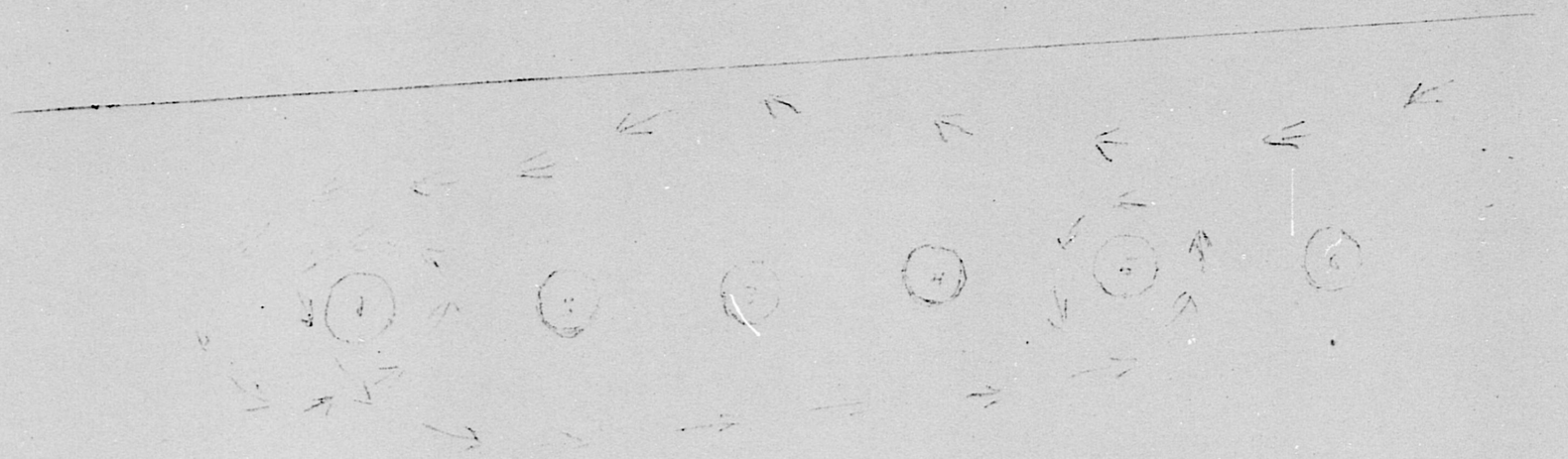
[redacted]
Clearwater, Fla.



FLA

12

Captain R.H. Henry
Public Information Officer
Mac Dill A.F.B.
Tampa Florida



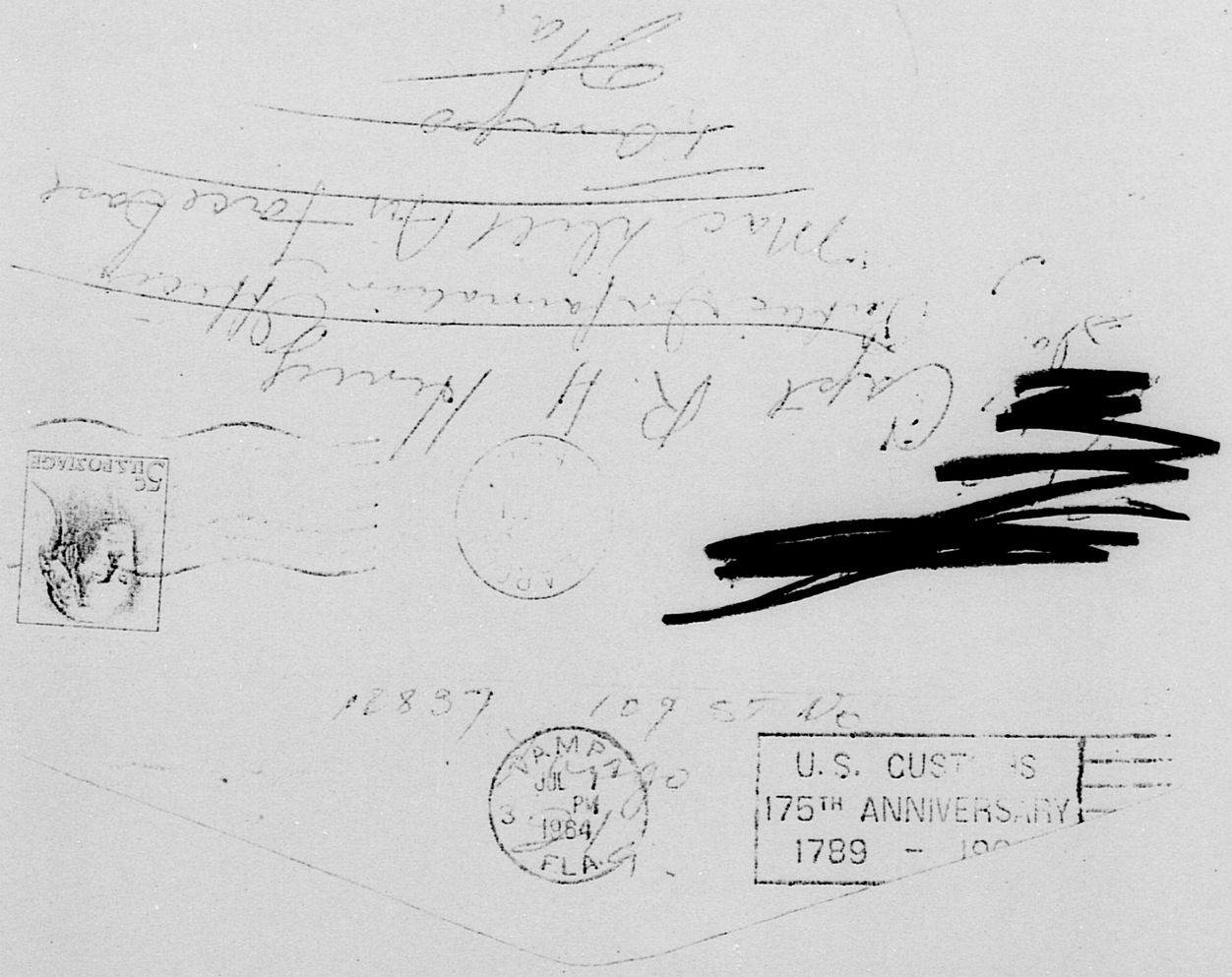
Circles very Red

Plane white.



Stationary till plane passed near each one
the disintegrated. The sixth one was last
to go.

a very rough sketch to illustrate what
I am trying to say.



U.S. CUSTOMS
175TH ANNIVERSARY
1789 - 19

V.P.M.P.
JUL 7
PM
3 1964
FLA.

18837 109 57 46

[redacted]

5c U.S. POSTAGE

Capt R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa
Fla.

Dear Sir

My husband & I
and four of my sons
did happen to see the
Lights & Red lights over
the Clearwater area
on Sat nite.

Our first impression
was it was a group
of planes coming in
but when they came
no closer. We that

that it might be a
string of sweaters Rather
2 L. Crook ground
was one that did not
appear to be attached
and definitely had windows
& legets. This we that
was a small plane
paper Cut style.
Hope this is of some help

Mrs. [redacted]
Largo, Fla

[redacted]
Baltimore, Md.

(33)

Regarding the red
lights observed over the Gulf on
the 4th of July —

We were parked on
the Belleair Causeway
watching the firework
when we noticed three
red light in the sky.
In fact we 4 adults
turned all our attention
on these strange lights.
My husband and I
remembered seeing 5
lights. They seemed to
be stationery, which
seemed odd. We couldn't
imagine how they could

stay on one spot. A small plane seemed to be circling around and above them and did so until they all disappeared one by one. The lights began to fall and each seemed to be getting smaller and smaller until they had completely disappeared. When the last one fell - the plane flew off. So we all thought the plane controlled them somehow. The most puzzeling part was how these light floyds still in the sky first before they took their turn to fall!

Mr. + Mrs. [redacted]

CLEARWATER
JUL 9
PM
1964
FLA.

5¢ U.S. POSTAGE

Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Florida

[redacted]

CLEARWATER
JUL 8
PM
1964
FLA.

5¢ U.S. POSTAGE

Capt. R.H. Henry - Public Information Officer
MacDill Air Force Base
Tampa
Florida

July 1763

(1)

5. Regarding the Northern Lights
viewed during the Seven Years'
Campaign in Cheshire and Lancashire
My husband, brother-in-law, his
wife and I were walking home one
night north of the main street in
Knutsford. My brother-in-law's
small son saw them first and they
drew our interest away from the
fireworks to watch their movement.
There were five red lights spaced
equally apart in a line horizontally
very high up. A sixth light moved
around the line seemingly to go
under them and up over and
back under continually moving
around the five lights that were
fixed relative to each other.

[redacted]

[redacted]
Clearwater, Fla.

CLEARWATER
JUL 7
PM
1964
FLA.

Capt. R. H. Henry 37
Public Information Officer
MacDill Airforce Base
Tampa, Fla.

(2)

Clearwater, Fla
[redacted]
July 6, '64

Capt. R. H. Berry.

Dear Sir:

I just read the article in the paper. If it wasn't for the article, we would have remembered the lights we saw, as part of the fireworks, wondering why they were different than any we had seen before. We had been trying from this distance to get a view, but all we could see was flashes, and heard the booms. I got discouraged and came inside. Pretty soon, my son called me to come out & look at the pretty lights. I went out and saw them hanging in the sky, something like balloons wobbled. Hang suspended. but bright red, like tail lights

set up. A huge cloud was
coming, and I was straining
my eyes to get a better view, when
at the edge of the cloud, I saw
one green light, and I said to my
son, "and I saw a green one.
There were several of these bright
red objects that we saw, and I
said to my son, "and I wonder
how they shot them so high, higher
than any I ever saw before."
I stepped in and called in to my
husband, who was taking a
shower, "You should see them,
"red lights, hanging suspended
in space." I thought it would
bring I get to see them. I said,
"In going upstairs to the hall
window I try to get a better view,
but I saw them no more, as this

hung cloud swallowed them up.
My son kept saying: "It looked like a big radio aerial in the sky that lit up". He was explaining to his dad about the way it looked to him. It was Sat. evening, the 4th of July that we seen this during the time they were shooting fireworks at Clear water.

Cordially Yours,
Mrs. [redacted]

[redacted]
STATE COLLEGE, PENNSYLVANIA
16801

DUNEDIN
JUL 9
AM
1984
FLA

5c U.S. POSTAGE

Captain K. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa
Florida

[redacted]

(3)

Sept 6, 1964

Capt Lawrence K. A. Carey
Public Information Officer
MacDill Air Force Base
Tampa, Florida

Dear Sir

In regards to the news article published in the Clearwater, Sun, Monday, July 6, 1964, we, too, saw the red lights.

We were standing out near the unfinished causeway to Dunedin Beach watching the fireworks. Near the end of the display, we noticed the red lights (we think there were five of them) in a straight line fairly high over the Gulf and to the southwest. They seemed to be in pairs, except the last one or the bottom which appeared brighter and seemed to move up and then move down then the others at the time.

more than they would
some other become brighter. If
finally faded completely, that one
of these from decomposition or the
combined operation between the
hydrogen and the brightness
The first thing is that they are
responsive bright but as there are
no direct supporting proof we have
bright, and disbelieved this notion
We hope our observations will
forward some value

Very truly yours,

[redacted]

9-9-14

Dear Sir;

I observed the red lights on the night of July 4th. I could not understand their being stationary for so long a time. I called my wife from the house to look - she has considerable experience in aviation.

I am a retired U.S.A. Sub-director.

[redacted]

[redacted]3563

PALM HARBOR
JUL 9
1964

THIS SIDE OF CARD IS FOR ADDRESS

U.S. POSTAGE

Capt. Raymond H. Henry
Chief Information Div.
MacDill A.F.B.
Tampa, Fla.

July 8, 194

Dear Capt. Henry,

While having a holiday picnic several friends and I observed one or more U.F.O.'s over the Gulf of Mexico. I would be willing to fill out any report you need and to give you the other names We observed these objects for approximately 45 minutes.

Yours truly

[redacted]

[redacted]

CLEARWATER
JUL 9
PM
1964

THIS SIDE OF CARD IS FOR ADDRESS

U.S. POSTAGE

Capt. R W. Henry
Information Division
Mac Dill Air Force Base
Tampa, Florida

(4)

(6)

[redacted]
Clearwater, Fla.

July 6, 1964

Dear Sir:

On reading the artical in the Clearwater Sun on the red lights in the sky on the fourth I thought I'd write you on what I saw. My family and I were on the southern tip on Windward Island and about half way through the fire works one of the children called our attention to the red lights over the Gulf. Since the jets opened the show we figured they were waiting to finish the show too when my husband said they weren't moving. I sighted a star and watched awhile and they weren't moving they stood still and stayed red when the one from the north side of the group circled in front and around and as "it" moved it turned blue and red like fire was coming out from behind, it circled in front and then behind the others and the one on the north again moved forward some turning blue too. The first one circled in front of each one and the next in line moved, one I think the third one in line came streight down like a spider hanging on a thread we commented on this for we thought by this time they were hilicopters since they could move down like that. After they all were circled they just faided out almost in the same position as we first saw them in except the one that went streight down. When the first one completed its circle it paused to wait until the next one moved out. When we first saw them they were all in line and the north one we supposed was the lead plane circled twice before the one moved out. By my saying they turned blue I can best discribe it like the jets when they have their after burners on they have the originial color of the plane while the different color of the after burners at night that is and thats how this was. There was no change that I could see until the thing moved out of formation. Seems to me at times the one circling stayed red while moving also. I couldn't say how long this all took. Maybe fifteen minutes in all.

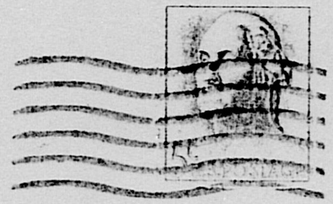
I hope that what I have seen might be of some help to you.

Sincerely

[redacted]

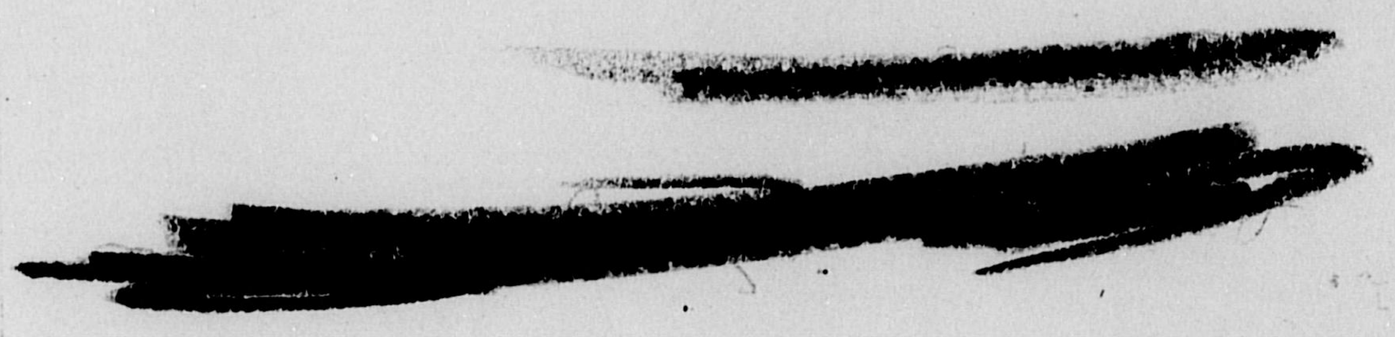






3

Capt. John Henry,
Public Information Officer,
Dunedin Air Force Base,
Tampa,
Florida.





[redacted] ASIN APARTMENTS

[redacted]

[redacted]515

6

Capt R. H. Henry
Public information officer,
Macdill Air Force Base
Tampa. Fla.

July 7th 64

(8)

Capt. P. H. Harvey
Mobile Air Force Base
Daauspa, 7 La

Dear Capt.

Regarding the red and white light sighted Saturday night over the Gulf by us. Here is our version.

During our usual nightly walk we noticed this one about 8:30 PM. It was directly west of the yacht Basin Apts on Alabama Gulf Beach.

Two red lights and one white light were very clear. There appeared to be about ten feet apart. The white light was in front and kept circling in front of the reds. We hailed the steady light but got no answer. We thought a boat was coming toward us, however, the red ones disappeared which eliminated that thought.

Our thought was

I write that the Government Pleases
pay more attention to the
Russian transports officer
Coach to determine just
what they are doing to
Correct to our Shores.

I do God to bless you
Dear Chas. you did not order
a Plan to Investigate.

Sincerely yours

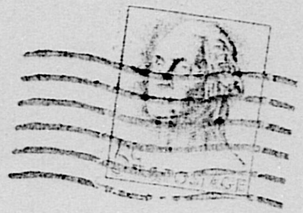
[redacted]

AFTER FIVE DAYS RETURN TO

[redacted]

ALLEN PARK, MICH

DUNEDIN
JUL 7
PM
1964
FLA.



35

CAPT. R. H. HENRY
PUBLIC INFORMATION OFFICER
MACDILL AIRFORCE BASE
TAMPA, FLORIDA

(9)

SECURITY BANK

13 Convenient Offices

Located In

Allen Park • Ecorse • Lincoln Park

New Boston • Southgate • Taylor

July 6, 1964

Dear Captain Henry,

My wife, myself and my two children observed the red lights as we were leaving the fire display. We left at approximately 8:25 PM.

The lights appeared to be above the "Horizon House", to say at 20,000 feet or more would be pure conjecture. These lights were equidistant from each other and about ¼ times the size of a star. These lights were stationary

[redacted]

SECURITY BANK

13 Convenient Offices

Located In

Allen Park • Ecorse • Lincoln Park

New Boston • Southgate • Taylor

There was a smaller white light, somewhat larger than a star, that weaved in and around the red lights.

The red lights blinked and dropped downward.

As we were traveling towards Dearborn we do not know what occured after they dropped.

It is our opinion that these lights were not at that position prior to 8:00 PM. We base this

[redacted]

SECURITY BANK

13 Convenient Offices

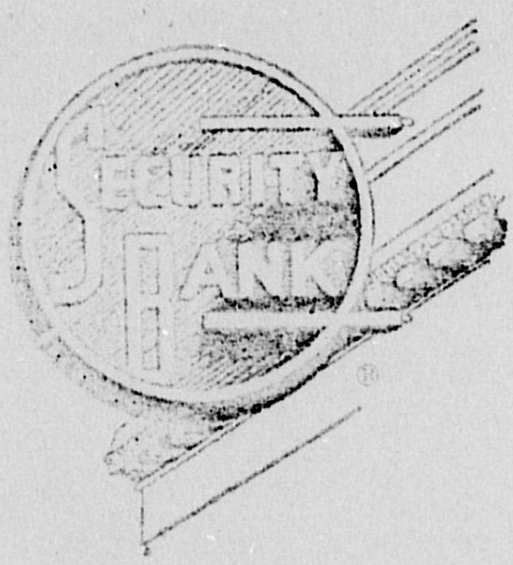
Located In

Allen Park • Ecorse • Lincoln Park

New Boston • Southgate • Taylor

opinion on the fact that
we were admiring the
clarity of the stars in
the sky as well as
watching the sky for the
reappearance of the 4 jets
that originally flew over
about 7:30.

Their skywand salute
was very impressive, however
I kept wondering if the
pilot that needed left,
breaking the formation;
while the other three



13 Convenient Offices

Located In

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New Boston • Southgate • Taylor

heard right was in
trouble?

My wife and I are on
vacation here.

My wife is a school
teacher and I am a banker.
We are confident that
the description related here
is accurate to the best
of our ability.

Yours truly,



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New Boston • Southgate • Taylor



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Located In

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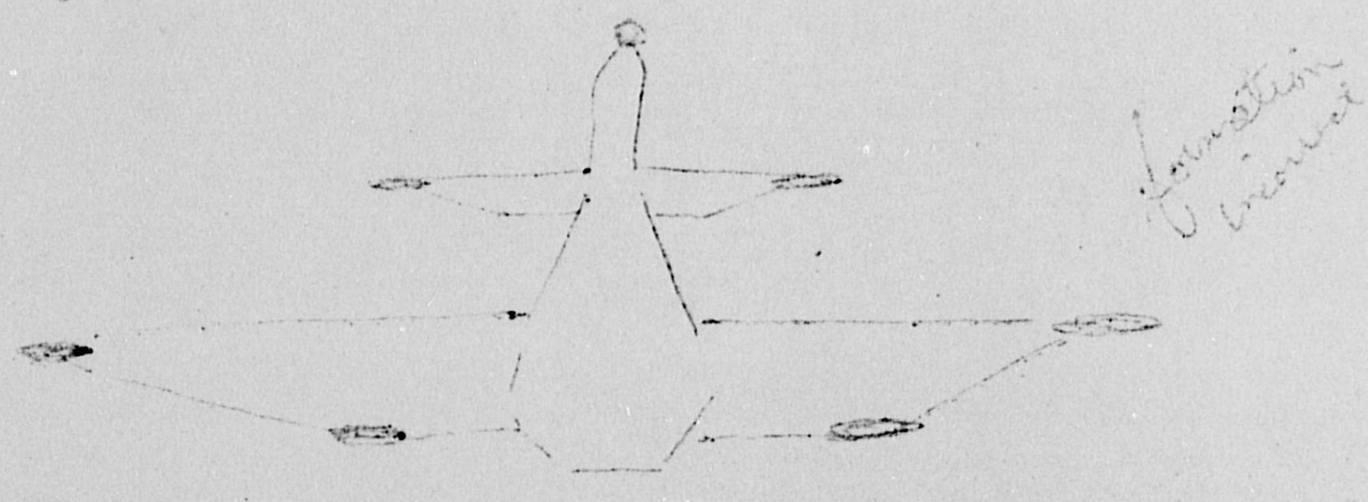
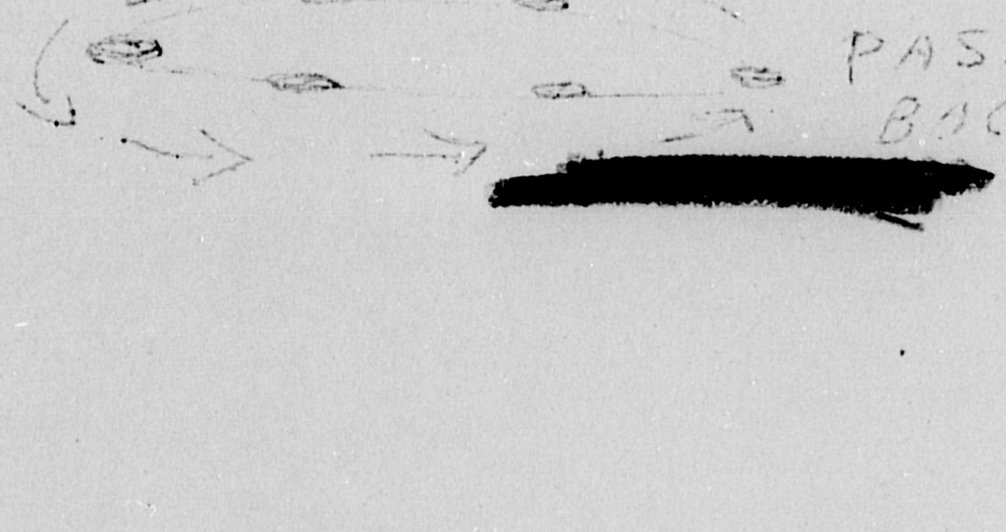
New Boston • Southgate • Taylor

MY FIRST IMPRESSION WAS A BIG PLANE — RED LIGHTS ON ENDS OF TAIL FINS, ONE WHITE LIGHT ON TOP OF TAIL & 2 RED LIGHTS ON EACH WING ALL COMING TOWARD US — BUT TOO LARGE & DIDN'T MOVE AS STRUCTURE —



BUT LITES DIMMED & BRIGHTENED & WHITE LITE STARTED WEAVING AROUND. RED LITES IN A CIRCLE, DIMMING AS THEY PASSED TO THE BACK OF CIRCLE,



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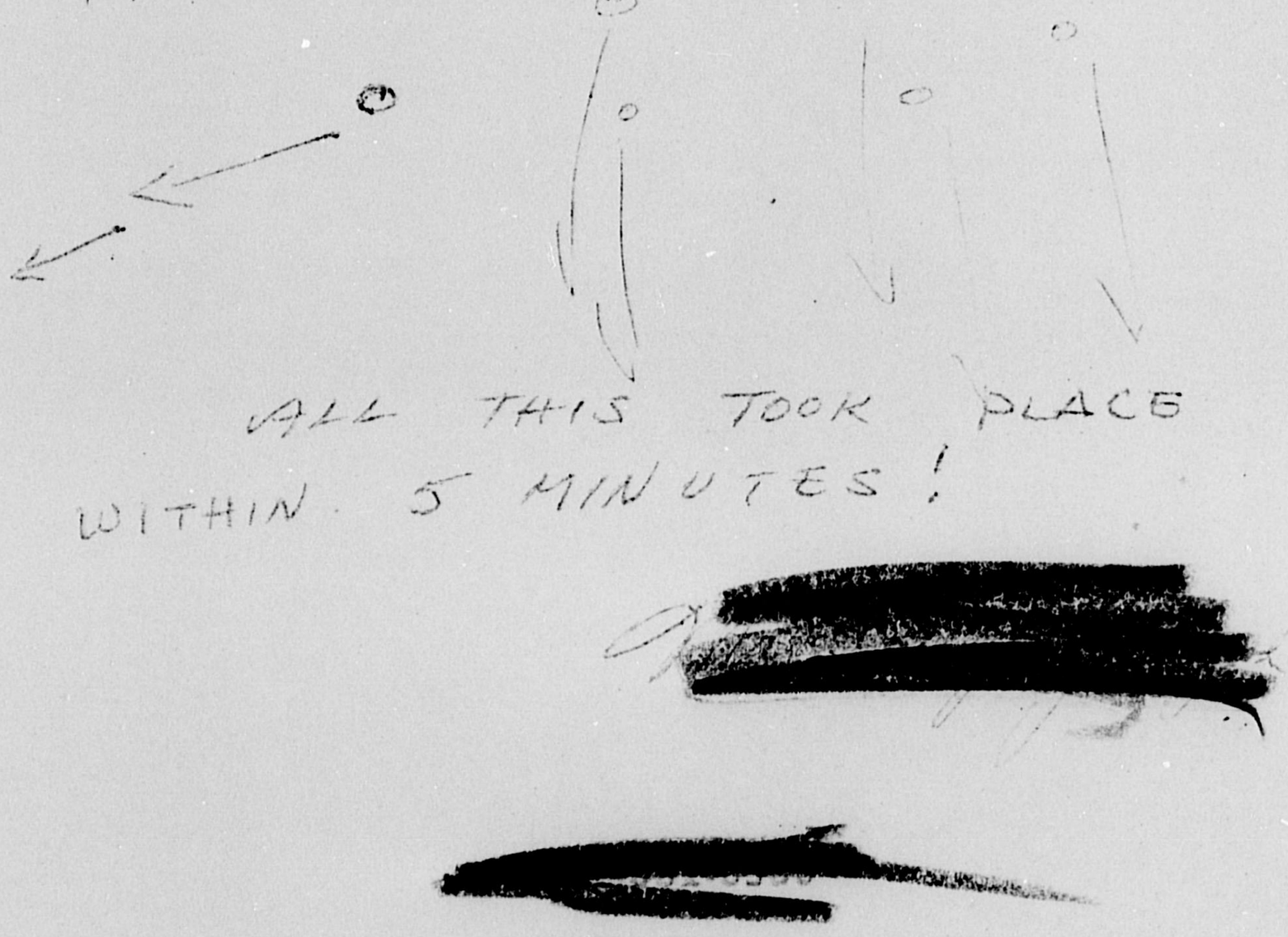
13 Convenient Offices

Located In

Allen Park • Ecorse • Lincoln Park

New Boston • Southgate • Taylor

THEY DROPPED ONE AT A TIME FROM THE RIGHT FACING THE CIRCLE & STRAIGHT DOWN, EXCEPT THE LAST ONE; IT VEERED TOWARD THE LEFT.



ALL THIS TOOK PLACE WITHIN 5 MINUTES!

Clearwater Beach
July 7, 1964 (10)

McDill Air Force
Tampa, Fla

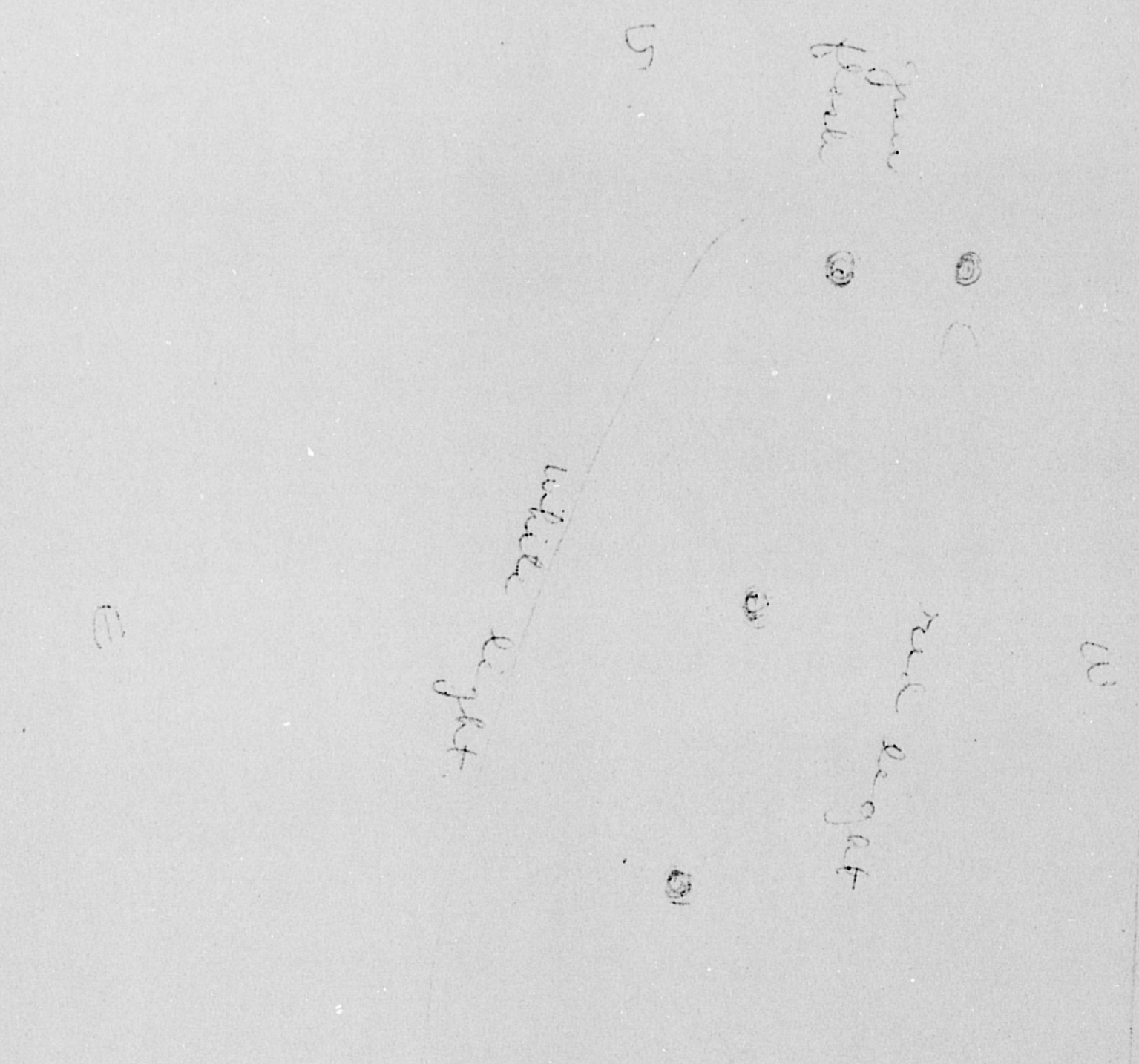
Captain K. H. Henry,

In answer to your request
that everyone reporting the red
lights in the sky July 4th I will
describe them as I saw them.

I was seated with my
husband and mother couple
on the eastern tip of Clearwater
Beach when a young boy
passed in front of us and
remarked "There are alien
ships in the sky!" I turned
around and to the west I saw

four bright red lights in a horizontal row stretched out over a good distance. There was a match light that moved and circled the four stationary red lights. The light was red going west and a flash of green as it turned to the east and then was white. There was a small light compared to the four red lights which were much larger. The second light started to flutter and was gone, then the 3rd and 4th. The first red light was last to leave and it had been the most brilliant.

Here is a diagram of the lights.



[redacted]

944 [redacted] BCH FLA

Approved boat
for use at Marina
Captain R H Henry
~~Mitchell Cove Indian Rocks~~
~~Tampa, Florida~~

U.S. CUSTOMS
175TH ANNIVERSARY
1789 - 1964

P.M.
JUL
1964
FLA.

[redacted]

DUNEDIN
JUL 6
1964
FL

Captain R. H. Henry
~~Public Information Officer~~
~~U.S. Air Force~~
~~MacDill Air Force Base~~
~~Tampa, Florida~~

(11)

Monday - July 6

Lie -

Saturday night July 4 - while there at the Observatory Setting in front of the statue. About 8.30 p.m. (all Boy family & friends) observed 7 red lights hovering over Observatory Beach but may have been further East of the Beach it. seemed 6 of the lights were in a row and seemed to be stationary the 7th light circled the 6 and 3 times just out of under 6 but the 6. They were in view about 15 minutes. Toward the end the 3rd light from the

left trapped down quite a way
from the other 5 and towards them
then went off to the north, I
took much interest in this as I
have seen objects once before and
have taken a lot of Ridding from
my family so was very glad
they were there It put me the
Top - Along With 60 or 70 the
Rest Sitting Near us



7th (Tu) The earth light under Weir descend
ment + left much appeared to points.
x = this lighted appeared & then
moved off to the North



Circling light was white
Others Red. My husband says they
were 500 to 1000 feet, and
west of the Pass south end of
Clearwater Beach.

DUNEDIN
JUL 7
PM
1964
FLA.

Capt. R. H. Henry 36
Public Information Office
MacDill Air Force
Tampa,
Fla.

(13)

[redacted]

July 6, 1964

Dear Sir,

In reply to the article in the Clearwater Sun concerning the "red lights". I was anchored in the channel directly west of Sunedin marina and spotted 5 red lights apparently stationary (High) just over the mandalay apts. They were all in a row then one of the end ones began to move and the red light

changed to a small
white light and flew
up and around. Then
one red light began to
descend and blink
until it went very
low then went out.
→ a third red light turned
to a small white light
and began to go up
and down. a friend
with me insisted they
were helicopters but
they didn't appear as

[redacted]

[redacted] Florida

reach to me. The last
two red lights just
disappeared as I
watched.

Sincerely,

(Mrs) [redacted]

DOI 12

UFO Report

Hq FTD (TDE), Wright-Patterson AFB, Ohio

1. This letter and the attachments are sent as explanation of the reports of unidentified flying objects observed 4 July 1964.

2. The analysis of the reports of UFO, weather report, and pilot's statement, all of which are attached to this letter, indicates that what were reported as UFO were actually flares dropped by and circled by a civilian light aircraft, piloted by [redacted] Clearwater, Florida.

3. This analysis was made by 1/Lt GERALD W. PALMER, AO3131325, INTELLIGENCE OFFICER, 12th Tactical Fighter Wing, MacDill AFB, Florida.

FOR THE COMMANDER

WOODROW W. RAMSEY
Colonel, USAF
Director of Operations

3 Atch
1. Weather Information
4 July 1964 - 1900-2200 EST
2. Pilot's Statement
3. Miscellaneous Reports of UFO

(2)

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 — o —

TIME: Ex/ | W/I 5 | 10-25K | 10-15K — o —

ALTITUDE

Balloon: yes — Aircraft: — o — Parachute: — o — Color of Lts.: (Red) Wt. (Green) (1)

Weaving lights: — o — Motion: yes, Hovering Formation of Lts.: St. Line | Other — o —

(4)

one or more UFOs —

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 — o —

TIME: Ex/ | W/I 5 | 10-25K | 10-15K — o —

ALTITUDE

Balloon — o — Aircraft — o — Parachute — o — Color of Lts.: Red | Wt. | Green

Weaving lights — o — Motion — o — Formation of Lts.: St. Line | Other

Card

(10)

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 Ex

TIME: W/I 5 Min. — o —

ALTITUDE: 15-25K | 10-15K — o —

Balloon — o — Aircraft — o — Parachute — o — Color of Lights: Red | White | Green

Weaving Lite: yes — Motion: — o — Formation Of Lights: (St. Line) Other

(6)

NUMBER OF LIGHTS: 4 | 5 | (6) | 7

TIME: Ex/ | W/I 5 | 10-25K | 10-15K — o —

ALTITUDE

Balloon — o — Aircraft — o — Parachute — o — Color of Lts.: (Red) Wt. | Green

Weaving lights: yes — Motion: Stat — Formation of Lts.: (St. Line) | Other

(3)

NUMBER OF LIGHTS: 4 | (5) | 6 | 7

TIME: Ex/ | W/I 5 | 10-25K | 10-15K — o —

ALTITUDE

Balloon — o — Aircraft — o — Parachute — o — Color of Lts.: (Red) Wt. | Green

Weaving lights: yes — Motion — o — Formation of Lts.: (St. Line) | Other

(11)

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 Ex

TIME: W/I 5 Min. — o —

ALTITUDE: 15-25K | 10-15K

Balloon — o — Aircraft — o — Parachute — o — Color of Lights: Red | White | Green

Weaving Lite: yes — Motion — o — Formation Of Lights: (St. Line) Other

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 Ex

TIME: W/I 5 Min. — o —

ALTITUDE: 15-25K | 10-15K

Balloon — o — Aircraft — o — Parachute — o — Color of Lights: Red | White | Green

Weaving Lite — o — Motion: Stationary — Formation of Lights: St. Line | Other — o —

Card

(9)

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 — TIME: Ex 8:30 — W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lights: Red | White | Green

Weaving Lite: yes — Motion — Formation Of lights: St. Line | Other

---

(8)

NUMBER OF LIGHTS: 4 | 5 | (6) | 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lights: Red | White | Green

Weaving Lite: yes — Motion — Formation Of lights: St. Line | Other

---

(10)

NUMBER OF LIGHTS: (4) | 5 | 6 | 7 — TIME: Ex | W/I 5 — ALTITUDE: 10-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lts.: Red | Wt. | Green

Weaving lights: yes — Motion: Stationary | (St. Line) | Other — Formation of Lts.

(C)

NUMBER OF LIGHTS: 4 | 5 | (6) | 7 — TIME: Ex 8:30 PM | W/I 5 — ALTITUDE: (10-25K 20,000') | 10-15K

Balloon — Aircraft — Parachute — Color of Lts.: Red | Wt. | Green

Weaving lights: yes — Motion: Stationary | (St. Line) | Other — Formation of Lts.

---

(12)

NUMBER OF LIGHTS: 4 | (5) | 6 | 7 — TIME: Ex | W/I 5 — ALTITUDE: 10-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lts.: Red | Wt. | Green

Weaving lights: yes — Motion: Stationary | (St. Line) | Other — Formation of Lts.

---

(11)

NUMBER OF LIGHTS: 4 | 5 | 6 | (7) — TIME: Ex 8:30 PM | W/I 5 — ALTITUDE: 10-25K | 10-15K (Yes)

Balloon — Aircraft — Parachute — Color of Lts.: Red | Wt. | Green

Weaving lights: yes — Motion: Stationary | (St. Line) | Other — Formation of Lts.

(1)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex | W/I 5 Min. | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Weaving Lits: yes | Motion: Stationary / (St. Line) | Formation of Lts.: (St. Line) | Other

(2)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex | W/I 5 Min. | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | (Green)

Weaving Lits: yes | Motion | Formation of Lts.: (St. Line) | Other

(10)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex | W/I 5 Min. | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft: yes | Parachute | Color of Lts: (Red) | White | Green

Weaving Lits: yes | Motion: Stationary | Formation of Lts.: (St. Line) | Other

Flag Glow

(1)

NUMBER OF LIGHTS: 4 (5) 6 7 | TIME: Ex | W/I 5 Min. | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | (Green)

Weaving Lits: yes | Motion | Formation of Lts.: St. Line | Other

Flag Glow

(13)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex W/I 5 Min (8:30 PM) | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Weaving Lits: yes | Motion | Formation of Lights: (St. Line) | Other

(11)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex W/I 5 Min (8:30 PM) | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Weaving Lits: yes | Motion: Stationary | Formation of Lights: (St. Line) | Other

NUMBER OF LIGHTS | TIME | ALTITUDE

4 5 (6) 7 | Ex W/I 5 Min (8:30 PM) | 15-25K 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) White Green

Weaving Lts | Motion (Stationary) | Formation of Lights (St. Line) Other

---

(10)

NUMBER OF LIGHTS | TIME | ALTITUDE

(4) 5 6 7 | Ex W/I 5 Min | 15-25K 10-15K

Balloon | Aircraft 4 Two | Parachute | Color of Lts. (Red) White Green

Weaving Lts | Motion (Stationary) | Formation of Lights St. Line Other

---

(11)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 5 (6) 7 | Ex W/I 5 | 10-25K 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt Green

Weaving Lights | Motion | Formation of Lts. (St. Line) Other

---

(12)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 5 (6) 7 | Ex W/I 5 | 10-25K 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt Green

Weaving Lights | Motion | Formation of Lts. (St. Line) Other

---

(24)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 (5) 6 7 | Ex W/I 5 | 10-25K 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) (Wt) Green
Flares

Weaving Lights | Motion | Formation of Lts.
4 Lts | Stationary | (St. Line) Other

Field Sheet

---

(25)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 (5) 6 7 | Ex W/I 5 | 10-25K 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt Green

Weaving Lights | Motion | Formation of Lts.
4 Lts | Stationary | (St. Line) Other

(21)

NUMBER OF LIGHTS: 4 5 6 7 — TIME: Ex 8:30 PM | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lts: Red | White | Green

Weaving Lite: 4 — Motion: Stationary | St. Line | Other — Formation of Lts.

(22)

NUMBER OF LIGHTS: 4 (5) 6 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lts: Red | White | Green

Weaving Lite: 4 — Motion: Stationary | St. Line | Other

(23)

NUMBER OF LIGHTS: 4 5 (6) 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lights: Red | White | Green

Weaving Lite: 4 — Motion: Stationary | St. Line | Other

(24)

NUMBER OF LIGHTS: 4 (5) 6 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K (14000-21000)

Balloon — Aircraft — Parachute — Color of Lights: Red | White | Green

Weaving Lite: 4 — Motion: Stationary | St. Line | Other

(25)

NUMBER OF LIGHTS: 4 5 (6) 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lights: Red | White | Green

Weaving Lite: 4 — Motion: Stationary | St. Line | Other

(26)

NUMBER OF LIGHTS: 4 5 (6) 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft: (4 or 5 lit) — Parachute — Color of Lights: Red | White | Green

Weaving Lite: 4 — Motion: Stationary | St. Line | Other

(27)

NUMBER OF LIGHTS: 4 5 6 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft: 4 — Parachute — Color of Lts: Red | Wt. | Green

Weaving lights: 4 — Motion: Stationary — Formation of Lts: St. Line | Other

(28)

NUMBER OF LIGHTS: 4 5 6 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lts: Red | Wt. | Green

Weaving lights: 4 — Motion: Stationary — Formation of Lts: St. Line | Other

(29)

NUMBER OF LIGHTS: (4) 5 6 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft: 4 — Parachute — Color of Lts: Red | Wt. | Green

Weaving lights: 4 — Motion: Stationary — Formation of Lts: St. Line | Other

(30)

NUMBER OF LIGHTS: 4 5 (6) 7 — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft: 4 — Parachute — Color of Lights: Red | White | Green

Weaving Lite: 4 — Motion: Stationary — Formation of lights: St. Line | Other

32

NUMBER OF LIGHTS: 4 | 5 | 6 | 7 — 5

TIME: Ex | W/I 5 Min. — 5

ALTITUDE: 15-25K | 10-15K — 5

Balloon: Could Be — 5

Aircraft: Could Be / Could Be Piper Cub — 5

Parachute — 5

Color of Lights: Red | White | Green — 5

Weaving Lite: yes — 5

Motion — 5

Formation Of lights: St. Line — 5 | Other

NUMBER OF LIGHTS: 4 | (5) | 6 | 7

TIME: Ex/ | W/I 5 (8:35 PM) — 5

ALTITUDE: 10-25K | 10-15K — 5

Balloon: Could Have been Balloon

Aircraft: Small plane W/lite

Parachute — 5

Color of Lts.: Red | Wt. | Green

Weaving lights: yes - Red

Motion: Stationary/

Formation of Lts.: St. Line | Other

30

NUMBER OF LIGHTS: 4 | (5) | 6 | 7

TIME: Ex | W/I 5 Min. — 5

ALTITUDE: 15-25K | 10-15K — 5

Balloon — 5

Aircraft — 5

Parachute — 5

Color of Lights: Red | White | Green

Weaving Lite: yes

Motion: Stationary

Formation Of lights: St. Line | Other

NUMBER OF LIGHTS: 4 | (5) | 6 | 7

TIME: Ex/ | W/I 5 — 5

ALTITUDE: 10-25K | 10-15K — 5

Balloon: — 5

Aircraft: yes Small plane

Parachute — 5

Color of Lts.: Red | Wt. | Green

Weaving lights: Plane Circ.

Motion: Stationary

Formation of Lts.: St. Line | Other — 5

34

NUMBER OF LIGHTS: 4 | 5 | (6) | 7

TIME: Ex/ | W/I 5 — 5

ALTITUDE: 10-25K | 10-15K — 5

Balloon — 5

Aircraft: yes-moving — 5

Parachute — 5

Color of Lts.: Red | Wt. | Green

Weaving lights: yes

Motion: Stationary

Formation of Lts.: St. Line | Other

Thought they were Sx Helios
" " could also be flares

35

NUMBER OF LIGHTS: 4 | 5 | (6) | 7

TIME: Ex | W/I 5 Min. — 5

ALTITUDE: 15-25K | 10-15 — 5

Balloon — 5

Aircraft — 5

Parachute — 5

Color of Light: Red | Wtte | Gre

Weaving Lite: yes

Motion: Moving

Formation Of lights: St. Line — 5 | Other

(4)

NUMBER OF LIGHTS: 4 | 5 | 6 | (7) — TIME: Ex | W/I 5 Min. — ALTITUDE: 15-25K | 10-15K

Balloon — Aircraft — Parachute — Color of Lights: (Red) | White | Green

Weaving Lits: yes — Motion: Stationary — Formation of lights: (St. Line) | Other

---

(3)

NUMBER OF LIGHTS: (4) | 5 | 6 | 7 — TIME: Ex | W/I 5 — ALTITUDE: 10-25K | 10-15K

Balloon — Aircraft: yes — Parachute — Color of Lts.: (Red) Wt. | Green

Weaving lights: Lts / Blue — Motion: Stationary — Formation of Lts.: St. Line | Other

Plane Moving IN-and-OUT of Lites

---

(4)

NUMBER OF LIGHTS: 4 | (5) | 6 | 7 — TIME: Ex | W/I 5 — ALTITUDE: 10-25K | 10-15K
8:30 PM

Balloon — Aircraft — Parachute — Color of Lts: (Red) | White | Green

Weaving Lite: yes — Motion — Formation of Lts.: (St. Line) | Other

---

(3)

NUMBER OF LIGHTS: 4 | 5 | (6) | 7 — TIME: Ex/ | W/I 5 — ALTITUDE: 10-25K | 10-15
8:30

Balloon — Aircraft — Parachute — Color of L: (Red) (Wt.) | Gre

Weaving lights — Motion — Formation of Lts: St. Line | Other

Thought Lites Were From Jet Acft

---

(4)

NUMBER OF LIGHTS: 4 | 5 | (6) | 7 — TIME: Ex | W/I 5 Min. 8:30 PM — ALTITUDE: (15-25K) | 10-15K

Balloon — Aircraft — Parachute — Color of Lts: (Red) | (White) | Green

Weaving Lite: yes — Motion — Formation of Lts.: (St. Line) | Other

---

(4)

NUMBER OF LIGHTS: 4 | (5) | 6 | 7 — TIME: Ex | W/I 5 — ALTITUDE: 10-25K | 10-15K
8:30

Balloon — Aircraft — Parachute — Color of Lt: (Red) | Wt | Gree

Weaving Lights: yes — Motion: Stationary — Formation of Lts: St. Line | Other Staggered

Thought Helio Had dropped Flares —

(45)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | (6) | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt. Green

Wearing Lights | Motion (Stationary) St. Line | Formation of Lts. Other

thought they were Helos

(45)

NUMBER OF LIGHTS | TIME | ALTITUDE

(4) | 5 | 6 | 7 | Ex | W/I | 5 Min | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red White Green 2- Red 2- Green

Wearing Lite | Motion (Stationary) | Formation of Lights (St. Line) Other

thought they might be Jets

(45)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | (6) | 7 | Ex | W/I 5 Min. | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts (Red) (White) Green

Wearing Lite | Motion Stationary | Formation of Lts. St. Line | Other

(45)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | (6) | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt. Green

Wearing Lights | Motion (Stationary) | Formation of Lts. (St. Line) Other

(47)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | (6) | 7 | Ex | W/I 5 | 10-25K | 10-15K
8PM-9PM

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt. (Green)

Wearing lights | Motion (Stationary) | Formation of Lts. (St. Line) Other

Assumed they were Acft.

(46)

NUMBER OF LIGHTS | TIME | ALTITUDE

(4) | 5 | 6 | 7 | Ex | W/I | 5 Min | 15-25K | 10-15K
8:30 | Quite High

Balloon | Aircraft | Parachute | Color of Lts. (Red) (White) Green

Wearing Lite | Motion (Stationary) | Formation of Lights (St. Line) Other

thought plane had dropped lites attached to Balloons —

(4)

NUMBER OF LIGHTS: 4 (5) 6 7 | TIME: Ex | W/I 5 Min. | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Wearing Lits: Airplane Circling Had Red-Green-White Lits

Motion: Stationary | (St. Line) | Other

Formation of Lts.

NUMBER OF LIGHTS: 4 | 5 (6) 7 | TIME: Ex | W/I 5 | ALTITUDE: 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) Wt | (Green)

Wearing Lights: yes

Motion: Stationary | St. Line | Other

Formation of Lts.

Like Airplane Lites

---

(5)

NUMBER OF LIGHTS: 4 (5) 6 7 | TIME: Ex | W/I 5 Min. (At time of Fire Works Display) | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Wearing Lits: Airplane flying Around Red Lites

Motion: Stationary

Formation of Lts.: St. Line | Other

---

(51)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex | W/I 5 Min | 8:20 PM | ALTITUDE: 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Wearing Lits: yes

Motion

Formation of Lights: (St. Line) | Other

Looked Like Red Balloons.

---

(53)

NUMBER OF LIGHTS: 4 | 5 (6) | 7 | TIME: Ex | W/I 5 | ALTITUDE: 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts: (Red) Wt. | Green | 1-blue

Wearing Lights: Looked Red Lites

Motion: Stationary

Formation of Lts.: St. Line | Other

---

(53)

NUMBER OF LIGHTS: 4 5 (6) 7 | TIME: Ex | W/I 5 Min | Same Time as Fireworks Display | ALTITUDE: ~~15-25K 10-15K~~ 5,000 FT

Balloon | Aircraft | Parachute | Color of Lts: (Red) | White | Green

Wearing Lits: Looked

Motion: Stationary

Formation of Lights: (St. Line) | Other

(55)

NUMBER OF LIGHTS			TIME		ALTITUDE	
(4)	5	6	7	Ex W/I 5 Min	15-25K	10-15K

—o—

Balloon	Aircraft	Parachute	Color of Lts.		
yes	—o—	—o—	(Red)	White	Green

Weaving Lts	Motion	Formation of Lights	
—o—	Stationary + then decent	St. Line —o—	Other

(56)

NUMBER OF LIGHTS			TIME		ALTITUDE	
4	5	(6)	7	Ex W/I 5 —o—	10-25K	10-15K —o—
	Size of		head lights			

Balloon	Aircraft	Parachute	Color of Lts.		
—o—	Small pane circled lights	—o—	(Red)	Wt.	Green

Weaving lights	Motion	Formation of Lts.	
—o—	Stationary + no flickering	(St. Line)	Other

(57)

NUMBER OF LIGHTS			TIME		ALTITUDE	
4	5	(6)	7	Ex W/I 5 —o—	10-25K	10-15K —o—
	like light bulbs					

Balloon	Aircraft	Parachute	Color of Lts.		
—o—	—o—	—o—	(Red)	Wt	Green

Weaving Lights	Motion	Formation of Lts.	
—o—	—one fell —all faded	(St. Line)	Other

(58)

NUMBER OF LIGHTS			TIME		ALTITUDE	
4	5	(6)	7	Ex W/I 5 Min. yes	15-25K —o—	10-15K

Balloon	Aircraft	Parachute	Color of Lts		
—o—	yes w/ blue-green & red lights	—o—	(Red)	White	Gre

Weaving Lts	Motion	Formation of Lts.	
—o—	Stationary	(St. Line)	Other

1 light dropped; plane went from W to S around lights

(59)

NUMBER OF LIGHTS			TIME		ALTITUDE	
(4)	5	6	7	Ex W/I 5 Min. yes	15-25K —o—	10-15K

Balloon	Aircraft	Parachute	Color of Lts		
—o—	yes w/ blue-green & red lights	—o—	(Red)	White	Gre

Weaving Lts	Motion	Formation of Lts.	
—o—	Stationary	(St. Line)	Other

(60)

NUMBER OF LIGHTS			TIME		ALTITUDE	
4	(5)	6	7	Ex W/I 5	10-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lts		
yes	—o—	—o—	(Red)	Wt	Green

Weaving Lights	Motion	Formation of Lights	
yes - white	Stationary	(St. Line)	Other

(61)

NUMBER OF LIGHTS			TIME		ALTITUDE	
4	5	(6)	7	Ex W/I 5 Min.	15-25K	10
	3 large	3 small		—o—	—o—	

Balloon	Aircraft	Parachute	Color of L	
—o—	—o—	—o—	(Red)	White

Weaving Lts	Motion	Formation of Lts.	
—o—	—o— fell in 5 min. ("falling time")	St. Line —o—	Other

(61)

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	5	(6)	7	Ex yes	W/I 5 Min.	15-25K from 30° at 2 miles	10-15K yes

Balloon	Aircraft	Parachute	Color of Lts.		
			(Red)	(White)	Green
-o-	helo	-o-			

Wearing Lts	Motion	Formation of Lts.	
		(St. Line)	Other
White lights steady N. and S. above red lts.			

thought helos - suddenly disappeared as changed direction.

(60)

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	5	(6)	7	Ex later varied 2-6	W/I 5 Min. -o-	15-25K -o-	10-15

Balloon	Aircraft	Parachute	Color of Lts.		
			(Red)	White	Grn
-o-	-o-	-o-			

Wearing Lts	Motion	Formation of Lts.	
		(St. Line)	Other
one moving	fell		~ equally spaced

Lt. at N end rose & moved south.

(63)

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	5	(6)	7	Ex	W/I 5 -o-	10-25K -o-	10-15K -o-

Balloon	Aircraft	Parachute	Color of Lts.		
			(Red)	Wt.	Green
-o-	-o-	-o-			

Wearing lights	Motion	Formation of Lts.	
		(St. Line)	Other
yes	S'ward West		

One North rose up, passed others, turned white & disappeared.

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	(5)	6	7	Ex	W/I 5	10-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lts.		
			(Red)	Wt.	Green
-o-	-o-	-o-			

Wearing Lights	Motion	Formation of Lts.	
Green light	None	(St. Line)	Other
			One went out

(62)

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	(5)	6	7	Ex 20 min. After begin fireworks	W/I 5	10-25K	10-15K -o-

Balloon	Aircraft	Parachute	Color of Lts.		
			Red	Wt.	Green
-o-	yes	-o-			
			None stated		

Wearing lights	Motion	Formation of Lts.	
		(St. Line)	Other
See over			

(64)

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	(5)	6	7	Ex yes	W/I 5	10-25K 15° elevation	10-15K

Balloon	Aircraft	Parachute	Color of Lts.		
			(Red)	(Wt.)	Green
-o-	-o-	-o-			

Wearing lights	Motion	Formation of Lts.	
		(St. Line)	Other
White light west steady W. to E. around other			

(67)

NUMBER OF LIGHTS				TIME	ALTITUDE	
4	(5)	6	7 Ex	W/I 5 Min.	15-25K	10-15K

Balloon —o— Aircraft —yes— Parachute —o—

Color of Lights		
(Red)	White	Green

Wearing Lite	Motion	Formation Of lights	
airplane light	Stationary	(St. Line)	Other

Saw Flares

NUMBER OF LIGHTS				TIME	ALTITUDE	
4	5	6	(7) Ex	W/I 5	10-25K	10-15K

Same as Fireworks

Balloon —o— Aircraft Yes no lights Parachute —o—

Color of Lts.		
(Red)	Wt.	Green

Wearing Lights	Motion	Formation of Lts.	
—o—	Stationary	(St. Line)	Other

Small speed

did not drift as if parachutes

---

(77)

NUMBER OF LIGHTS				TIME	ALTITUDE	
4	5	(6)	7 Ex	W/I 5 Min.	15-25K	10-15K

between Red + Wh.

Balloon —o— Aircraft —o— Parachute —o—

Color of Lights		
(Red)	White	Green

Brilliant - hard to

Wearing Lite	Motion	Formation Of lights	
1st moved up + down in reference to other	hovering	(St. Line)	Other

Disappeared in a Instant

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	5	6	7 Ex	W/I 5	10-25K		10-15K

Balloon —o— Aircraft —o— Parachute —o—

Color of Lts		
(Red)	Wt.	Green

looked like balloons

Wearing Lights	Motion	Formation of Lts	
Yes smaller than Red	2nd & 4th went out + returned other stationary	(St. Line)	Other

---

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	(5)	6	7	Ex	W/I 5 Min.	15-25K	10-15K
				Yes			

Balloon —o— Aircraft Small plane w/ flashing red + green lights Parachute —o—

Color of		
(Red)	Whit	

Wearing Lite —o— Motion stationary until one fell then all started to fall.

Formation of Lights	
(St. Line)	Other

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	5	6	7	Ex	W/I 5	10-25K	10-15K
							—o—

Balloon —o— Aircraft —o— parachute —o—

Color of Lts		
(Red)	Wt.	Green

Balloon looked like balloons

Wearing Lights Yes smaller than Red

Motion 2nd & 4th went out + returned other stationary

Formation of Lts	
(St. Line)	Other

---

(67)

NUMBER OF LIGHTS				TIME		ALTITUDE	
4	5	(6)	7 Ex	W/I 5	10-25		
				8:20			

Balloon —o— Aircraft —o— Parachute —o—

Color of	
(Red)	

Wearing lights one white wearing covered sign of star

Motion stationary

Formation St. Li —o—

watched on fall; others d

(73)

NUMBER OF LIGHTS: 4 | (5) or (6) | 7

TIME: Ex/ | W/I 5

ALTITUDE: 10-25K | 10-15K

Balloon: —o—

Aircraft: Small plane

Parachute: —o—

Color of Lts.: (Red) | Wt. | Green

Weaving lights: 3 plane flying in rout

Motion: Stationary

Formation of Lts.: St. Line | Other — o —

(72)

NUMBER OF LIGHTS: (5) | 6 | 7

TIME: Ex/ | W/I 5 about

ALTITUDE: 10-25K higher than [illegible] | 10-15K

Balloon: —o—

Aircraft: —o—

Parachute: dropped by speed of dropping parachute

Color of Lts.: (Red) | Wt. | Green

Weaving lights: —o—

Motion: Stationary

Formation of Lts.: St. Line | Other

(over recalled light of radio mast dimmed + brightened

(75)

NUMBER OF LIGHTS: 4 5 6 (7)

TIME: Ex W/I 5 Min

ALTITUDE: 15-25K 10-15K — o —

Balloon: —o—

Aircraft: —o—

Parachute: —o—

Color of Lts.: (Red) (White) | Green

Weaving Lits: White waved repeatedly

Motion: Stationary

Formation of Lights: (St. Line) Other — o — well spaced

rose + fell, flickered

(77)

NUMBER OF LIGHTS: 4 | 5 | (6) | 7

TIME: Ex | W/I 5 Min.

ALTITUDE: 15-25K | 10-15K — o —

Balloon: —o—

Aircraft: —o—

Parachute: —o—

Color of Lights: (Red) | White | Green

Weaving Lits: —o—

Motion: Stationary later fell apparently

Formation Of lights: (St. Line) | Other

One light moved up + passed So. thro' others

(77)

NUMBER OF LIGHTS: 5 (6) 7

TIME: Ex W/I 5 Min

ALTITUDE: 15-25K 10-15K — o —

45° due West

Balloon: yes or

Aircraft: —o—

Parachute: yes

Color of Lts.: (Red) White | Green

Saw 1 flare passed or parachute (Smaller than that for a man)

Weaving Lits: —o—

Motion: Stationary

Formation of Lights: St. Lits Other

(76)

NUMBER OF LIGHTS: 4 (5) 6 7

TIME: Ex Yes | W/I 5 Min

ALTITUDE: 15-25K 10-15K — o —

Balloon: —o—

Aircraft: might be

Parachute: —o—

Color of Lts.: (Red) White | Green

blue or greenish-wt

Weaving Lits: red to blue or greenish-white

Motion: Stationary

Formation of Lights: (St. Line) Other

either lights or halos.

(79)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

—o—

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt Green

—o— | —o— | —o—

Weaving Lights | Motion | Formation of Lts. St. Line Other

—o— | hanging | —o—

flares (poor Rep.)

(71)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red Wt Green

Weaving Lights | Motion | Formation of Lts. St. Line Other

(73)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 Min. | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | White | Green

Weaving Lts | Motion | Formation of Lts. St. Line | Other

(72)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red Wt Green

Weaving Lights | Motion | Formation of Lts. St. Line Other

(77)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | (5) | 6 | 7 | Ex | W/I 5 Min | 15-25K | 10-15K

—o—

Balloon | Aircraft | Parachute | Color of Lts. (Red) White Green

—o— | —o— | —o— |

Weaving Lts | Motion | Formation of Lights St. Line | Other

—o— | stationary |

Flares

Actual

(80)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | (5) | 6 | 7 | Ex 8:30 | W/I 5 | 10-25K ~ 16,000 | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. (Red) Wt Green

—o— | yes | yes |

Lt. plane

Weaving Lights | Motion | Formation of Lts. St. Line | Other

yes | Stating yes weaving light

(82)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red Wt Green

Weaving Lights | Motion | Formation of Lts. St. Line | Other

(73)

NUMBER OF LIGHTS					TIME	ALTITUDE	
4	5	6	7	Ex	W/I 5 Min.	15-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lt.s		
			Red	White	Green

Weaving Lits	Motion	Formation of Lts.	
		St. Line	Other

(74)

NUMBER OF LIGHTS					TIME	ALTITUDE	
4	5	6	7	Ex	W/I 5 Min.	15-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lt.s		
			Red	White	Green

Weaving Lits	Motion	Formation of Lts.	
		St. Line	Other

(77)

NUMBER OF LIGHTS					TIME	ALTITUDE	
4	5	6	7	Ex	W/I 5 Min.	15-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lights		
			Red	White	Green

Weaving Lits	Motion	Formation Of Lights	
		St. Line	Other

(86)

NUMBER OF LIGHTS					TIME	ALTITUDE	
4	5	6	7	Ex	W/I 5 Min.	15-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lights		
			Red	White	Green

Weaving Lits	Motion	Formation Of Lights	
		St. Line	Other

(84)

NUMBER OF LIGHTS					TIME	ALTITUDE	
4	5	6	7	Ex	W/I 5	10-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lts.		
			Red	Wt.	Green

Weaving Lights	Motion	Formation of Lts.	
		St. Line	Other

(88)

NUMBER OF LIGHTS					TIME	ALTITUDE	
4	5	6	7	Ex	W/I 5 Min.	15-25K	10-15K

Balloon	Aircraft	Parachute	Color of Lights		
			Red	White	Green

Weaving Lite	Motion	Formation Of Lights	
		St. Line	Other

(21)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt. | Green

Weaving lights | Motion | Formation of Lts. St. Line | Other

(70)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt. | Green

Weaving lights | Motion | Formation of Lts. St. Line | Other

(22)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex/ | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt. | Green

Weaving lights | Motion | Formation of Lts. St. Line | Other

(72)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex/ | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt. | Green

Weaving lights | Motion | Formation of Lts. St. Line | Other

(23)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 Min | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | White | Green

Weaving Lits | Motion | Formation of Lights St. Line | Other

(24)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex/ | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt. | Green

Weaving lights | Motion | Formation of Lts. St. Line | Other

(97)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 Min | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | White | Green

Wearing Lits | Motion | Formation of Lights St. Line | Other

(93)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 Min | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | White | Green

Wearing Lits | Motion | Formation of Lights St. Line | Other

(99)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt | Green

Wearing Lights | Motion | Formation of Lts. St. Line | Other

(92)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt | Green

Wearing Lights | Motion | Formation of Lts. St. Line | Other

(101)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 Min | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | White | Green

Wearing Lits | Motion | Formation of Lights St. Line | Other

(100)

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I | 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt | Green

Wearing Lights | Motion | Formation of Lts. St. Line | Other

103

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 Min | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | White | Green

Weaving Lts | Motion | Formation of Lights St. Line | Other

102

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt | Green

Weaving Lights | Motion | Formation of Lts. St. Line | Other

105

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 Min. | 15-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lights Red | White | Green

Weaving Lts | Motion | Formation Of lights St. Line | Other

104

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 Min. | 15-25K | 10-15

Balloon | Aircraft | Parachute | Color of Lts Red | White | Gr

Weaving Lts | Motion | Formation of Lts. St. Line | Other

107

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt. | Green

Weaving Lights | Motion | Formation of Lts. St. Line | Other

106

NUMBER OF LIGHTS | TIME | ALTITUDE

4 | 5 | 6 | 7 | Ex | W/I 5 | 10-25K | 10-15K

Balloon | Aircraft | Parachute | Color of Lts. Red | Wt | Green

Weaving Lights | Motion | Formation of Lts. St. Line | Other

July 6, 1964

(34)

Capt R. H. Henry
Public Relations Officer
MacDill Air Force Base
Tampa, Florida.

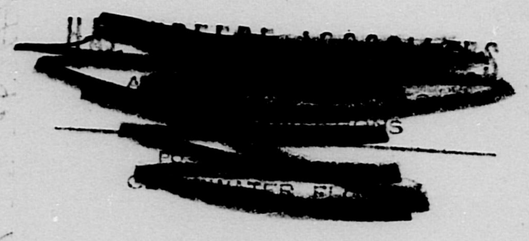
Dear Sir: —

Enclosed are the descriptions of the lights over Clearwater as I witnessed on Saturday night.

It was frightening to see these lights so completely immobile.

I hope that this can help you some measure

Mrs. [redacted]
Dunedin Florida

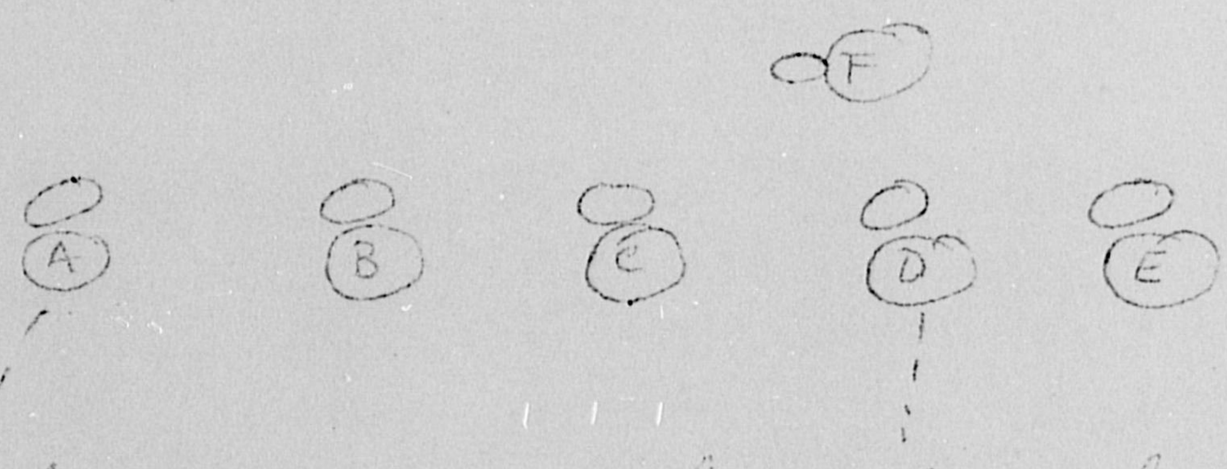






Capt R. H. Henry
Public Relation Information Officer
MacDill Air Force Base
Tampa, Florida

-lights viewed from Harbor View Villas in Dunedin, reacted and looked as described. They were not reaction from fireworks once the wind was blowing from the west. From the position that I witnessed them they looked as though they were midway over Clearwater Beach.



All lights were evenly spaced, red and stationary for more than 10 minutes except (F) which seemed to be behind the rest, it was moving about and light (F) showed green at some times, red at others, light (A) seemed to drop to the ground, but all the way down, light (D) followed but the light was visible only part of the way down. All other lights went out at the same time (F) being last.

No motor or noise was evidenced by me or my friend.

18 - 27 JULY 1964 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
18	Gainesville, Georgia	[redacted] (PHYSICAL SPECIMEN)	Other (GRASS)
18	Dayton, Ohio	[redacted]	SATELLITE
18	Lynn, Massachusetts	[redacted]	BALLOON
19	Dayton, Ohio	[redacted]	SATELLITE
19	New Carlisle, Ohio	[redacted]	SATELLITE
19	Oregon Area	Multiple	Astro (METEOR)
19	Washington, D. C.	[redacted]	AIRCRAFT
19	Dayton, Ohio	[redacted]	SATELLITE
20	Buckley ANG Base, Colorado	Military	Other (PARACHUTE FLARE)
20	Clinton, Iowa - Littleton, Ill.	Civilian & Military	UNIDENTIFIED
20	Brigham, Utah	[redacted]	Other (BIRDS)
20	Fayetteville, North Carolina	[redacted]	SATELLITE
20	Yahatz, Oregon	Civilian & Miltary	SATELLITE
21	Waldorf, Maryland	[redacted]	Astro VENUS/MARS)
21	47.09N 169.55W (Pacific)	Military	SATELLITE
21-22	Holt, Michigan	Civilian	AIRCRAFT
22	31.56N 175.29W (Pacific)	Military	SATELLITE
Last wk Jul	Kissimee, Florida	[redacted]	INSUFFICIENT DATA
23	Coudersport, Pennsylvania	[redacted]	INSUFFICIENT DATA
23	Sayre, Oklahoma	[redacted]	SATELLITE
23-24	Cleveland, Ohio	[redacted]	SATELLITE
24	Langley AFB, Virginia	Military (GROUND RADAR)	Other (MISSILE ACTIVITY)
24	Lakewood, Arkansas	[redacted]	BALLOON
24	Dayton, Ohio	[redacted]	SATELLITE
24	41.27N 164.16W (Pacific)	Military	Other (FLARE)
25	15.01S 132.31W (Pacific)	Military	1. AIRCRAFT 2. SATELLITE
25	Ft. Huachuca, Arizona	[redacted]	1. BALLOON 2. SATELLITE
25	Pickstown, South Dakota	Military	SATELLITE
25-31	Franklin, Ohio	[redacted]	SATELLITE
26	Dayton, Ohio - Franklin, Ohio	Civilian	SATELLITE
26	Marietta, Ohio	[redacted]	INSUFFICIENT DATA
26	Kansas City, Missouri	[redacted]	SATELLITE
26	Baltimore, Maryland	[redacted]	SATELLITE
26	Cresco, Iowa	[redacted]	Other (BIRDS)
26-27	Whitesboro, New York	[redacted]	SATELLITE
26 Jul 8 Aug	Bronx, New York	[redacted]	SATELLITE

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
18	Bay City, Michigan	News Clipping	
19	Seattle, Washington	" "	
19	Ann Arbor, Michigan	" "	
20	Ionia, Michigan	" "	
21	Bounty Land, South Carolina	" "	
21-23	Machas, Oregon	" "	
22	Huron, South Dakota	" "	
22	Tacoma, Washington	" "	

1964

18 - 27 JULY SIGHTINGS

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
22	Missoula, Montana	News Clipping	
23	Rochester & Jedburgh, Scotland	" "	
25	Vanceboro, North Carolina	[redacted] (Ltr)	
25	Salisbury, North Carolina	News Clipping	
25-26	Hamilton, Montana	" "	