

PROJECT 10073 RECORD CARD

1. DATE 28 February 1955	2. LOCATION Edwards AFB, California		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local 1145 PST GMT 28/1945Z	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Civilian		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 20-30 seconds	8. NUMBER OF OBJECTS two	9. COURSE north	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Two objects observed traveling north at a speed of four times as fast as anything source has seen before. Had delta wing with rounded wing tips. Direction of flight was backwards. No sound or vapor trail		11. COMMENTS Probably a/c. Navy "Sky-ray" jets based near area of sighting. Apparent backward movement probably due to his imagination. Certain inconsistencies in his statements.	

AIR INTELLIGENCE INFORMATION REPORT

TITLE Flight 1-6 4620 AISS	REPORT NO. IC-1103-4-55	PAGE 1-4 OF 8 PAGES
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See COMMENTS Of Approving Officer, Page 8

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

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SUPPLEMENT TO AF FORM 112

ORGANIZATION	REPORT NO.	PAGE
Wright-Patterson AFB	10-11003-4-55	One of 8

Inst. #1 Description of Sighting by Mr. [REDACTED]

My name is [REDACTED] My home address is [REDACTED] Lancaster, California. I am a flight engineer in the Aerophysics Division, North American Aviation Inc.

At approximately 1135 to 1145 on 23 February 1955, Mr. [REDACTED] and myself were about 100 yards southwest of the West Banger (#B-200). I glanced at the sky as I usually do to observe what is flying in the area, and noticed two objects travelling to the north at a rate of speed approximately four times as fast as anything I have ever seen before. Their direction of travel besides the speed was the shape of the wings, which appeared to be delta wings rounded wing tips similar to the "Skystar". However the direction of flight was backwards. In other words, the delta was flying in the reverse direction from the normal flight. The size compared with that of a fighter aircraft. The color was silver.

I first observed the objects (2) at approximately a 45 degree elevation to the north, and estimated their altitude at 30,000 feet. The most westerly object was perhaps slightly lower in altitude, maybe 5,000 feet. It made an extremely rapid descending turn, lowering its altitude to about 15,000 feet and disappeared to the north. The object to the east disappeared a few seconds later to the west object mentioned. Both objects were in sight no longer than 30 seconds, probably closer to 20 seconds.

Just prior to the descending turn, object to the west perpendicularity and towards the two objects. It was heading towards the east. This gave me an opportunity to confirm the fact that the two unidentified objects were travelling at a much higher rate of speed than a normal aircraft. The two objects did not make any sound or leave any vapor or exhaust trail. However, the aircraft flying to the east did have a contrail. When the two objects were first sighted they were between 10 degrees to 15 degrees above the horizon. Their disappearance was caused by the fact that they became too small to be visible at the distances that they disappeared at. The weather conditions were cloudless, clear blue sky and very little haze. In general good visibility.

I certify that the above is true and correct to the best of my knowledge and belief.

[REDACTED]

THIS IS A TRUE COPY
[Signature]
CAPT EDWARD J. [REDACTED]
USAF

CLASSIFIED
AER 205
[Signature]
15 APR 1955

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AF Form 112a
5675

SECURITY INFORMATION (When filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING OFFICE

FLYING 1-C, 46320 ATSS

REPORT NO.

10-11018-1-55

Page 2

I. SOURCE

Address: [REDACTED] LANCASTER [REDACTED] CALIF.

Age: 36 yrs.

Occupation: Flight Engineer

Education: Unknown

Qualifications: Unknown

II. OBSERVATIONS: SOURCE appeared to be sincere and was very cooperative. He appeared to be a normal, intelligent person and was absolutely certain of what he had observed. SOURCE was considered to be reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: (See Incl. # 1)

I Incl. Description of sighting by [REDACTED]

APR 20 1955
APR 15 1955
DECLASSIFIED
APR 20 1955
APR 15 1955
APR 15 1955

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-6, 4320 Miss

REPORT NO.

16-1000-1-55

PAGE

Page 5

PAGES

Inst # 1 Description of sighting by [redacted]

My name is [redacted] My residence address is [redacted] CALIFORNIA. I am a supply officer in the Aerophysics Division, North American Aviation Inc. Yesterday, 28 February 1955, about 1335 am [redacted] and I were spending our lunch period on the ramp south of Hangar # 210. We were watching what we supposed to be an F-102, flying southeast and just about directly above our hangar. Into my view, from the south, came two aircraft which appeared at first glance to be Bell X-2's. They were flying in a line and flying back axis. They were going north. They looked exactly alike.

We immediately discussed the ability of backscatters flying aircraft. I noticed the tips of the wings were not painted. There was no vapor trail and the sound of the propeller was not heard and disappeared in about 15 seconds. The other which was flying I would say 1/2 mile away east of the other, made a slight turn to the west then back on course again. It was a speed that I noticed for some comparison. Looking back at the F-102, I noticed it was in somewhat of a steep position. It was in view from the time the other came into view.

I immediately drew my attention to these aircraft on a 150 white-painted post at the southeast corner of the hangar and starting the aircraft direction (by the fence corner surrounding the ramped area). The color was silver and rather light. I did not detect any reflection from the sun. The day was very clear, no haze whatsoever. The size of these aircraft was that they were about as long as they were broad. I would say, in comparison to the wing section of an F-102, that they may have been slightly longer. They were quite a lot higher in the sky than the 102.

I certify that the above is true and correct to the best of my knowledge and belief.

[redacted signature]

THIS IS A WITNESS COPY

Charles Hammond Jr.
CHARLES HAMMOND JR.
1st Lt USAF

UNCLASSIFIED

Charles Hammond Jr.
205
15 APR 1955

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AF FORM 112a
3070

SECURITY INFORMATION

SECURITY INFORMATION

~~SECRET~~

(SECURITY INFORMATION when filed in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Flight 1-C, 4602D ATSS

REPORT NO.

10-11703-4-55

Part Two

PAGE

6

OF

8

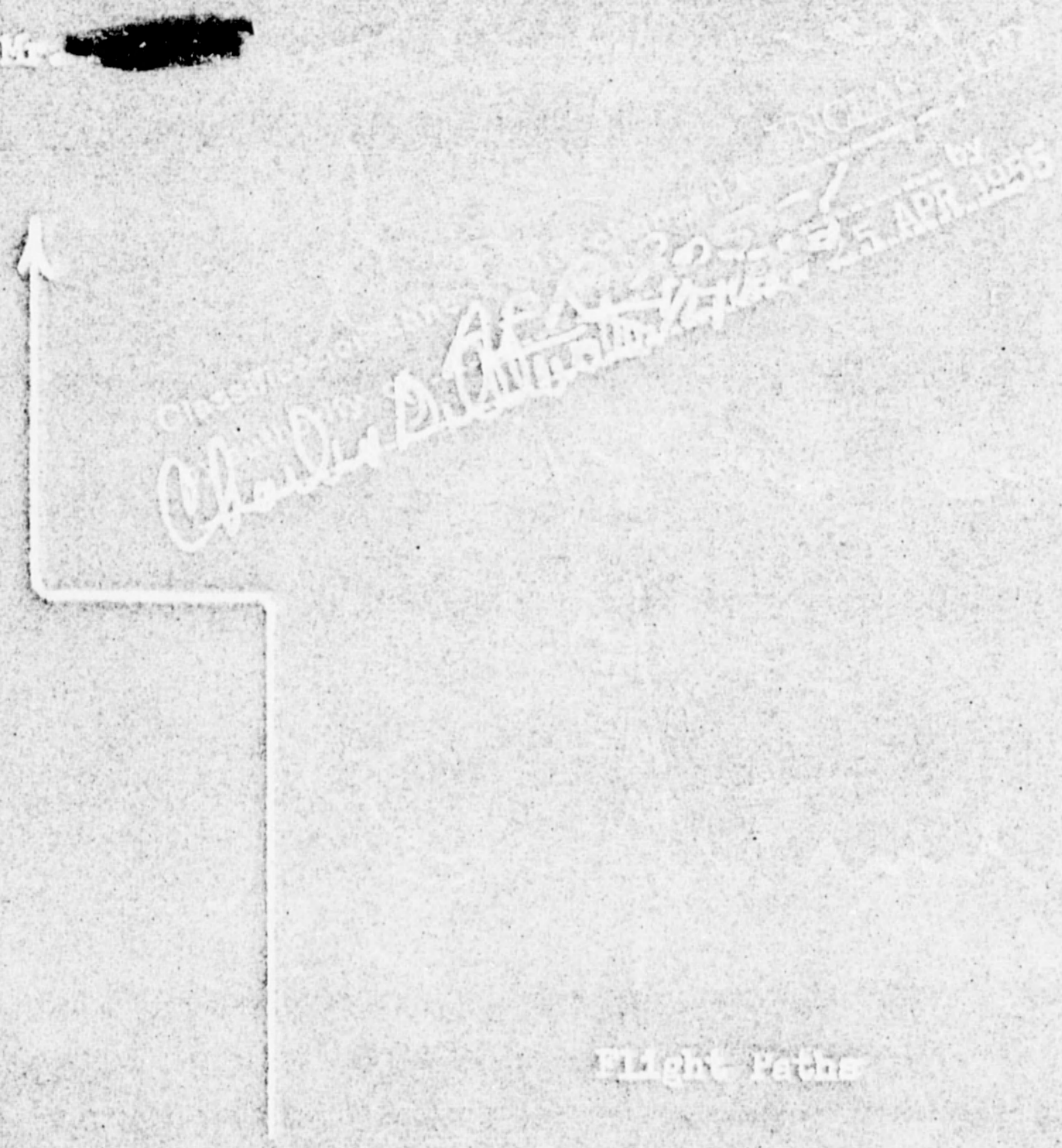
PAGES

Incl #2: Tracing of SOURCE'S Sketch of Objects



Fig. [REDACTED]

Fig. [REDACTED]



Flight Paths

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SUPPLEMENT TO AF FORM 112

Original Report Night 1-5, 46021 ATSS	Report No. 16-46021-1-55	Part No. 8	PAGE 8
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COMMENTS of Preparing Officer:

1. It is the opinion of the Preparing Officer that this sighting was the result of a reflection caused by a temperature inversion.
2. This opinion was formed on the strength of the following reasons:
 - a. A temperature inversion was present at the time of the sighting. (Refer to paragraphs 2 and 4, Part Three of this report.)
 - b. With the exception of one (1) F-49 and two (2) C-47s, no aircraft could be placed in the vicinity of EDWARDS AFB at the time of the sighting.
 - c. The observations paralleled more closely the type of sightings attributed to optical phenomena than any other.

Charles Hammond
 CHARLES HAMMOND
 1st Lt USAF
 Officer in Charge

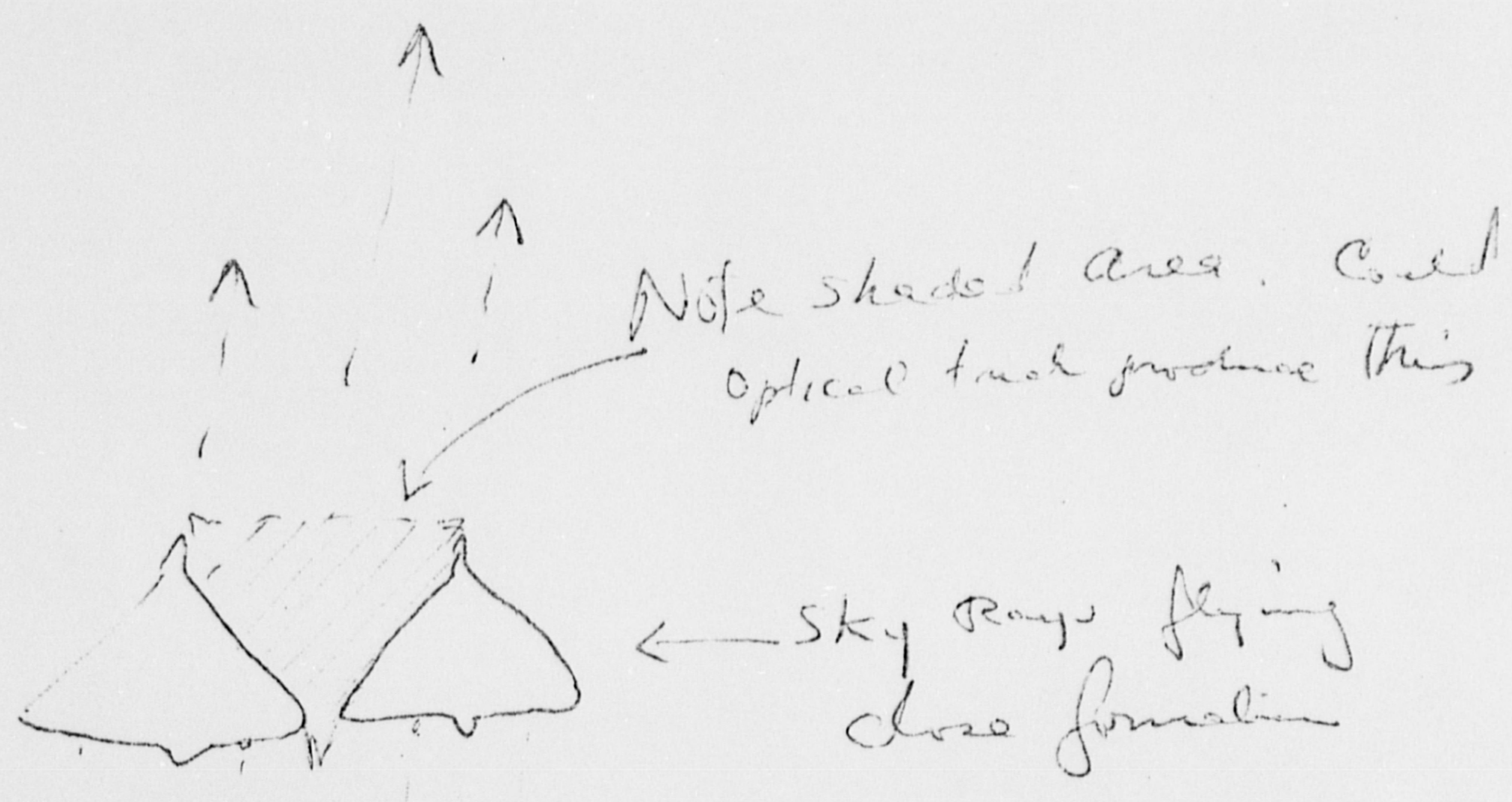
COMMENTS of Approving Officer:

1. This Headquarters consulted with the APO Weather Consultation Service on this sighting and we cannot concur with the opinion of the Preparing Officer that sighting was caused by a temperature inversion, for the following reasons:
 - a. The angle of sighting was probably too great for observation to be a reflection.
 - b. Reflection characteristics are such that it is highly improbable that a definite shape, including superimposed distinguishing marks as were reported in this case, would be seen.
 - c. The observer's estimate of the size and shape of the object, in relation to the probable distance from the point of observation, are not reasonable.
 - d. Temperature inversions in themselves are not conducive to optical reflections. There was no indication of water vapor, dust, or other substances in the vicinity of the sighting which, in conjunction with a temperature inversion, may have caused this particular sighting.
2. This report is forwarded to AFD as unclassified.

Jard

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28 Feb 55 - EDWARDS AFB, CALIFORNIA



PROJECT 10073 RECORD CARD

<p>1. DATE</p> <p>28 February 1955</p>	<p>2. LOCATION</p> <p>Palm Springs, California</p>		<p>12. CONCLUSIONS</p> <p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input checked="" type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME GROUP</p> <p>Local <u>1922 PST</u></p> <p>GMT <u>01/0322Z March</u></p>	<p>4. TYPE OF OBSERVATION</p> <p><input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar</p> <p><input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p>		<p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p>
<p>5. PHOTOS</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p>6. SOURCE</p> <p>Civilian</p>		<p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p>
<p>7. LENGTH OF OBSERVATION</p> <p>19 minutes</p>	<p>8. NUMBER OF OBJECTS</p> <p>one</p>	<p>9. COURSE</p> <p>stationary</p>	<p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Insufficient Data for Evaluation</p> <p><input type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING</p> <p>Round like a star. Orange to red to green. Edges sharply outlined. Stationary.</p>		<p>11. COMMENTS</p> <p>Possible balloon.</p>	

1 witness

INFORMATION

30

1 Mar 55 23 53

1. Ather
2. Atimpr
3. P. Hill

RF362

V WPF316 YDD181 XYD284 XDC207JBA103JBG 013

RR JEDEN JWPJB JEDWP JEPHQ

DE JWPJB 13G

R 011945Z

FM COMDR 751ST ACWRON MT LAGUNA CALIF

TO JEDEN/COMDR AIR DEF COMMD ENT AFB COLO

JWPJB/COMDR 27TH ADIV DEF HORTON AFB CALIF

JEDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

JEPHQ/DIR OF INTELLIGENCE HEADQUARTERS USAF WASH 25 D C

BT

7/UNCLASSIFIED/751ST OPS5-2 012 PD UFOB

1. (A) ROUND LIKE STAR (B) PEA (C) ORANGE TO RED TO GREEN (D) ONE (E) BLANK (F) EDGES SHARPLY OUTLINED (G) NONE (H) NONE (I) BLANK
2. STOOD STILL (A) BRIGHTER THAN SKY (B) 12 DEGREE ABOVE HORIZON IN SOUTH (C) SAME AS (B) (D) STOOD STILL (E) STOPPED SHINING (F) 19 MINUTES
3. (A) GROUND VISUAL (B) BINOCULARS (C) N/A
4. 1922 PST 23 FEB 1955 (A) 0322Z 1 MAR 55 (B) NIGHT
5. DE 5309 29 PALMS
6. (A) ~~REDACTED~~ AGE 63 ~~REDACTED~~ PHONE ~~REDACTED~~
~~REDACTED~~ (B) BLANK

7. (A) Ø DRY- LIGHT BREEZE-COOL CMA MANY STARS (B) Ø VIS, 15 LGT AND
VAR PD

6,000 FT	240	34K	30,000 FT	280	22K
10,000 FT	310	12K	50,000 FT	250	70K
1616,000 FT	260	21K	70,000 FT	230	35K
20,000 FT	290	27K			

3. NONE

9. NONE

10. NONE

11. SENION DIRECTOR NO COMMENT

12. NONE PD END

BT

01/2128Z MAR JWPJB

07 53 - 89 20 9861 W/M 2-

NI

*****20
FEB. 2, 1955 BETWEEN MAIQUETIA AND MERIDA (KEYHOE-1955 P 249) 5 WITNESSES 500
AN AEROPOST AIRLINER, PILOTED BY CAPTAIN [REDACTED], A FAMOUS VENEZUELAN 01
FLYER, WAS FLYING AT 7500 FEET BETWEEN BARQUISIMETO AND VALERA. IT WAS A 02
CLEAR DAY, WITH VISIBILITY UNLIMITED. UNTIL 11.15 A.M. THE FLIGHT WAS NORMAL. 03
SUDDENLY CAPTAIN [REDACTED] AND HIS COPILOT, [REDACTED], SPOTTED A STRANGE 04
ROUND *APPARATUS* FLYING SWIFTLY TOWARD THE PLANE. ROTATING COUNTERCLOCKWISE, 05
THE MYSTERIOUS MACHINE SHONE WITH A GREENISH LIGHT. AROUND ITS CENTER WAS A 06
RED RING OR BAND WHICH EMITTED FLASHES OF BRILLIANT LIGHT. ABOVE AND BELOW 07
THIS BAND WERE WHAT APPEARED TO BE LIGHTED PORTHOLES. 08
HURRIEDLY CAPTAIN [REDACTED] CUT IN HIS MIKE TO CALL THE BARQUISIMETO RADIO 09
STATION. AFTER REPORTING THE OBJECT. HE WAITED FOR AN ANSWER. BUT THE 10
RECEIVER HAD GONE DEAD. (LATER THE BARQUISIMETO RADIO OPERATORS STATED THAT 11
JUST AS CAPTAIN [REDACTED] HAD BEGUN HIS REPORT, COMMUNICATION WAS CUT OFF.) 12
AS CAPTAIN [REDACTED] WENT BACK TO ALERT THE PASSENGERS, [REDACTED] BANKED TOWARD 13
THE ROTATING UFO. INSTANTLY THE OBJECT WHIRLED DOWNWARD. THEN, LEVELING OFF, 14
IT RACED AWAY AT TREMONDOUS SPEED. 15
WHEN THE PLANE LANDED. THE PILOTS LEARNED OF THE SUDDEN BREAK IN RADIO 16
COMMUNICATION -- NOT ONLY AT BARQUISIMETO BUT AT VALERA. WHICH WAS ALSO 17
RECEIVING THE INFORMATION. NOT UNTIL THE AIRLINER WAS A FEW MILES FROM THE 18
VALERA AIRPORT HAD THE RADIO RESUMED NORMAL OPERATION. 19
BOTH FLYERS TOLD REPORTERS THEY HAD NEVER BELIEVED IN FLYING SAUCERS. 20
BUT NOW, SAID CAPTAIN [REDACTED] *NOT ONLY ARE WE CONVINCED OF THEIR 21
EXISTENCE, BUT ALSO THAT THEY ARE CONTROLLED.* THEN HE ADDED, *THIS WAS THE 22
MOST SENSATIONAL EXPERIENCE OF MY CAREER AS A PILOT, AND I WILL REMEMBER THE 23
INCIDENT FOREVER.* 24
THE PILOTS- DETAILED REPORT, WHICH MADE FRONT-PAGE HEADLINES, WAS FULLY 25
CONFIRMED BY THE PASSENGERS. 26
*****27

Brilliant meteors of a particularly fragile structure, which seldom deposit recoverable fragments, are common in February. Unsurprisingly, this month has also produced many fantastic UFO reports. According to various saucer publications, for example, in the nights between February 2 and February 14, 1955, the skies were thick with weird machines from beyond the earth.

On February 2 at 11:15 A.M. an airliner flying over Venezuela observed a phenomenon described as "a strange round apparatus flying swiftly toward the plane. Rotating counterclockwise, the mysterious machine shone with a greenish light. Around its center was a red ring or band which emitted flashes of brilliant light. Above and below this band were lighted portholes." [2, p. 249] As the pilot banked the plane, the object whirled downward, leveled off, and raced away at tremendous speed. The flyers told reporters that although they had never believed in flying saucers, they now were convinced of their existence and of their being controlled. After excavating the few specific facts buried in these dramatic interpretations, we recover a classic description of an ordinary daytime fireball: a flaming red body surrounded by greenish gases, breaking up into fragments that burn up in a brilliant flash. Three nights later, on February 5, the ocean liner *Vera Cruz* (time and position not stated) supposedly reported that a "huge, luminous craft, cruising at fantastic speed," had passed above the ship [2, p. 250]. On the night of February 7 the pilot of an Eastern Airlines flight over Florida saw what "looked like a ball of fire, ten or fifteen feet in diameter"; three similar objects "much brighter than aircraft flares" were sighted in the same area between 7:55 and 8:35 P.M. [2, p. 255]. On February 11 a Pan American flight between Miami and New York (time and position not given) was passed by "two strange reddish-green objects." [2, p. 259] On February 14 shortly before midnight a swiftly moving "weird" green fireball was seen from Texas to Mississippi, so blindingly brilliant that it lighted up a whole room [2, p. 260].

Not one of these descriptions provides enough factual information to allow positive identification, but every one fits the usual meteor pattern. It is highly probable that all these "UFOs" were merely meteors.

VENEZUELA

Coasters Startled by Meteorite

O.C. GREYMOUTH, To-day.

Excitement ran high in many parts of the Coast yesterday at an object which made a brief flight through the sky about five o'clock and disappeared shortly before a sound like the low rumble of thunder occurred, was caused by no more than a common meteorite, it is believed.

Yesterday reports from separate parts of the Coast gave the object differing shapes and differing altitudes, some holding it so low as to be seen hidden behind trees.

Some reports give the "explosion" which followed, a sharpness like a V-bomb or a loud clap of thunder, but to most, the noise was like a low roll of thunder, startling in the brilliantly fine day, but which seemed to set the ground faintly trembling.

That the object disintegrated on contact with the earth's atmosphere, as is common with meteorites, and did not approach the earth even closely, is indicated by a Greymouth man who was driving a car from Christchurch to Greymouth yesterday.

At five o'clock, when at Cass, he saw the object. It was only small, he said, moving north and high above the alpine chain.

Altitude 100,000ft

He is a former pilot, and he put its altitude at not less than 100,000ft.

After moving high in the air, it exploded in a puff of smoke. It looked like a 1s 6d rocket moving rapidly, he said.

This report discounts completely any suggestion that the object approached close to the ground or that part of it came to earth in the foothills. The report also places the object in the area in which it was seen by Coast residents—in line with Lake Brunner.

Many who did not see any object in the sky nevertheless heard an explosion which is agreed to have followed the disappearance.

Many cricketers, fishermen, and other sportsmen in Greymouth, Rotomanu, Brunner, Rapahoe, and even Westport heard the noise. It very closely resembled a long roll of thunder, not particularly loud or sharp.

It was, nevertheless, distinct and many people were left with the impression that the ground trembled with it. They pointed out that had the meteorite disintegrated on reaching the earth's atmosphere at some point over the Coast, it is possible the percussion could have caused shock waves in the atmosphere which might have been felt and could have given out the rumble reported from many widely separated spots.

Observation Difficult

It seems that people some miles south of Greymouth who first saw the object come into sight, glowing with a bright silver light, and who saw it move beyond their vision, did not hear any subsequent noise which was generally heard in the north.

It was pointed out to-day that it is very difficult for ground observers to pick the altitude of a high-flying object or to estimate speed.

Meteorites are not uncommon sights on the Coast, but are mainly seen at night.

It is thought yesterday's meteorite was bigger than the usual "shooting star" to have been visible in daylight.

Very few meteorites ever reach the earth's surface, though there is a record of three or four having done so, including one which landed on a house in the United States within the past few months.

'FLASH' ALSO SIGHTED AT ASHBURTON

D.C. ASHBURTON, To-day.

At least three reputable business men in Ashburton to-day reported seeing what they described as a "very brilliant light" high in the sky and travelling towards the Southern Alps, about 5 p.m. yesterday.

The sighting of the object, or light, which, according to one of the observers, was travelling at a phenomenal speed, coincides with the time of the "mysterious explosion" reported from West Coast centres yesterday afternoon.

One of the business men said that he was with a party of swimmers on the Ashburton River, just below the town, when he saw a bright flash in the sky above the Alps. Although he drew the attention of his companions to the "flash," they did not see it.

Magnesium Flare

"It was like a bright magnesium flare," he said this morning. "But, instead of going up into the sky, it was falling towards the hills."

Another man reported seeing a "very bright light" travelling in the western sky above the Alps at 4.56 p.m. yesterday. It was travelling at an extremely high speed in what appeared to him to be a north-westerly direction. He was unable to estimate its height and was not able to identify its shape accurately this morning.

A third observer reported that he saw a "bright light" in the sky over the Southern Alps at about 5 p.m. yesterday. He did not take a great deal of notice of it until he read this morning of the "explosion" on the West Coast.

New Zealand

BIG EXPLOSION REPORTED

MYSTERIOUS OBJECT IN SKY

(New Zealand Press Association)

GREYMOUTH, February 6.

A mysterious explosion of terrific force, and a strange object seen in the sky over the West Coast this afternoon, caused much speculation throughout the district tonight. So far there has been no explanation of the explosion, nor of the object, with which it apparently was linked.

Responsible observers at widely-separated points gave similar descriptions of the object in the sky. It was stated to be cigar-shaped, bright silver in appearance, and travelling at a speed too great to estimate. It appeared to be losing altitude as it moved inland.

Two observers—one at Dobson and the other at Inchbonnie—claimed that the object was in two parts, and that the leading portion was much larger than the other. The object emitted a dazzling light.

Inquiries tonight indicated that the explosion occurred about 5 p.m. It was heard and felt over an area of several hundred square miles, and the strange object in the sky was observed simultaneously from at least four different places—the mouth of the Taramakau river, Greymouth, Dobson and Inchbonnie.

The explosion was heard by many persons in Greymouth; and at Nelson Creek, 20 miles north-east, it was as violent as a clap of thunder.

The line of flight of the object was approximately south-west to north-east. It came from over the sea about 10 miles south of Greymouth, and its course apparently took it into the foothills of the Southern Alps, about 25 miles from Greymouth.

An observer at Inchbonnie reported a huge column of smoke in the foothills of the Alps at the time of the explosion.

Mysterious Blast In New Zealand

AUCKLAND, N. Z., Feb. 6 (P.M.)—

A mysterious explosion of terrific force shook the west coast of New Zealand's South Island today. A strange silver shape flashing overhead at the same time was reported.

Observers at widely-separated points described the object as cigar-shaped and emitting a dazzling light and traveling at high speed. They said it lost altitude as it moved inland toward the Southern Alps.

The explosion was heard and felt in an area of several hundred square miles.

On Monday, February 8, there appeared in The New York Herald Tribune an AP report from Auckland, New Zealand, saying that a mysterious explosion of terrific force had shaken the west coast of New Zealand's South Island the day before. A strange silver shape flashing overhead at the same time was reported. "Observers at widely separated points described the object as cigar-shaped and emitting a dazzling light and traveling at high speed. They said it lost altitude as it moved inland toward the Southern Alps. The explosion was heard and felt in an area of several hundred square miles."

METEORITE—OR WHAT?

Mysterious Green Fireball Brightens Night Over Texas

TYLER, Tex., Feb. 14 (AP) — A fireball, its weird green light casting a fiery glow over three men in an airport control tower, flashed like a "huge electric arc" across the east Texas piney woods Sunday night.

It was apparently a meteorite.

There were unconfirmed reports it exploded or hit the ground, but no evidence of it had been found. Information indicated it was first seen here and disappeared some 60 miles south, near Lufkin. But the Weather Bureau at Dallas got reports of people seeing its glow

as far as Jackson, Miss., to the east and Mineral Wells in west Texas.

* * *

THE MOST vivid account came from J. N. Aber, control tower operator at Pounds Field here.

Here's his story:

"Around midnight this light seemed to pop out of the sky directly above us. It looked like a huge electric arc. It was greenish, like the tip of a welder's torch.

* * *

"IT WAS going due south. There were three of us in the tower. We of course had the lights on, but the room lighted up brilliantly. It was a blinding light, the brightest I ever saw. We all turned and watched it disappear to the south, about 30 degrees above the horizon. It looked like a football with a short tail. It lasted just a second."

TEXAS - MISSISSIPPI

Radioactive Fiber At Horseheads

HORSEHEADS, N. Y., Feb. 22 (AP)—Dr. Charles B. Rutenber, chemistry professor at Elmira College, identified today as radioactive a curtain of wispy gray fuzz that spread over part of this village two days ago. He said the fuzz was badly damaged, slightly radioactive cotton fiber.

Where the fiber came from before it settled on trees, shubbery and houses Sunday night was a mystery. Dr. Rutenber said tests showed that the fiber was apparently waste material of a substance which had been heavily damaged in some sort of explosion.

Horseheads is a village of about 3,500 population, six miles north of Elmira in the south-central part of New York State. Dr. Rutenber said the radioactivity was not present to dangerous degree.

The Atomic Energy Commission's New York office doubted that the radioactivity came from Friday's test shot in Nevada.

In one of the three incidents reported in other months (Horseheads, New York, February 21, 1955) the angel hair was identified as waste products from the local milk plant.

0
On February 2nd, at Horseheads, N.Y., there fell a wispy gray fuzz of badly damaged cotton fiber. It was radioactive.

MARCH 1955 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Spring	Washington (between Dayton and YAKIMA)	Evolution	Name
Spring	Little America, Wyoming	██████████ (PHOTOS)	Insufficient Data
2	Huntley, Illinois	██████████	Other (REFLECTION)
2	Las Vegas, Nevada	Civilian Pilot	Insufficient Data
2	Parksburg, Pennsylvania	██████████	Other (AA FIRING)
3	Wiesbaden, Germany	██████████	Astro (METEOR)
3	Pittsfield, Maine	██████████	Astro (VENUS)
3	Brooklyn, New York	Multiple	Other (SEARCHLIGHT)
5	Anderson AFB, Guam	Military	Balloon
8	Charleston, West Virginia	██████████	Insufficient Data
8	Lake Okechobee, Florida (CASE MISSING)	Civilian	Other (FLARES)
9	Paris, Illinois	██████████	Other (PSYCHOLOGICAL)
9	Chesapeake Bay, Maryland	██████████	Insufficient Data
10	Edwards AFB, California (CASE MISSING)	Civilian	Aircraft
10	Edwards AFB, California	██████████	Other (BIRDS)
10	Mettawameag, Maine (CASE MISSING)	Civilian Air & Gd	Astro (METEOR)
11	Redwood Valley, California	██████████	Aircraft
14	Klamath Falls, Oregon	Multi	1. Astro (JUPITER) 2. Astro (METEOR)
15	Avalon, Catalina Is., California	██████████	Astro (METEOR)
16	Salton Sea, California	██████████	Insufficient Data
16	Laguna, California (CASE MISSING)	Civilian	Balloon
16	Hamilton-Cleves, Ohio	Multiple	Aircraft
17	Ripley, California	Military	Aircraft
17	29 Palms, California	██████████	Balloon
18	Azuza, California	Civilian	Aircraft
18	Burbank, California	██████████	Astro (METEOR)
18	San Francisco, California	██████████	Aircraft
19	Farmingdale, Long Island, New York	██████████	Insufficient Data
20	Tokyo, Japan	Air & Gd Radar	Other (WX INVERSION)
22	Colorado Springs, Colorado	██████████	Other (SHORTED POWER LINES)
25	Fitchburg, Massachusetts (CASE MISSING)	Civilian	Astro (METEOR)
26	Modesto, California (CASE MISSING)	Civilian	Other (SEARCHLIGHT)
28	Montivedeo, Uruguay (CASE MISSING)	Civilian	Balloon
28	Oakland, California (CASE MISSING)	Civilian	Aircraft
DR 28	Iran	Multi	Balloon
29	Soledad, California	██████████	
	Sonoma, California	██████████	
	666th ACW	(RADAR)	Balloon
29	Pendleton, Oregon	██████████	Aircraft
29	Richmond, California (CASE MISSING)	Civilian	Astro (METEOR)
29	San Jose, California	██████████	Astro (METEOR)
30	Bakersfield, California	██████████	Insufficient Data
31	San Francisco, California (CASE MISSING)	Civilian	Astro (METEOR)
-	Fort Resiers AFB, France	Rachet	Name
	(False entry)		
31	Wright Patterson AFB, Ohio	Fikenta	Name
	(News Clipping)		
HA	Lincoln AFB, Nebraska	Brackman	Name
	(News Clipping)		
3	Alaska (News Clipping)	US Army officer	Name
-	Wesley, Ohio (false entry)	Hunter	Name

MARCH 1955 SIGHTINGS

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
Mar	Toul Rosieres AFB, France	[REDACTED] (Green 164)	
Spring	Between Dayton-Yakima, Washington	[REDACTED]	
Mar	Loveland, Ohio (Stringfield)	[REDACTED] (Contactee)	
3	Point Barrow, Alaska (DHM)		(Mirage of Sirius)
6	Broadway, Virginia (Fawcett)	[REDACTED] (PHOTO)	
12	Lincoln, Nebraska (Flying Saucer Magazine)	Brockman	
30	Dayton, Ohio (Newsclipping)	[REDACTED]	