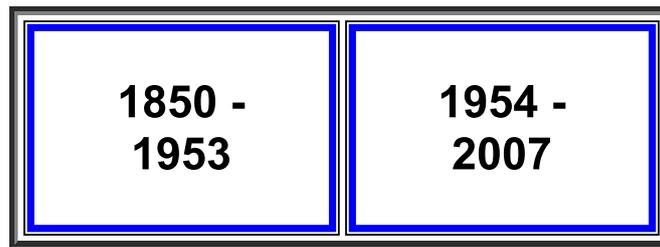


# PROJECT 1947

---

## Updated Draft Catalogue of UFOs/USOs Reported by Seagoing Services - NavCat 2.0



**Compiled and copyright © 2013-2015 by Jan L. Aldrich**

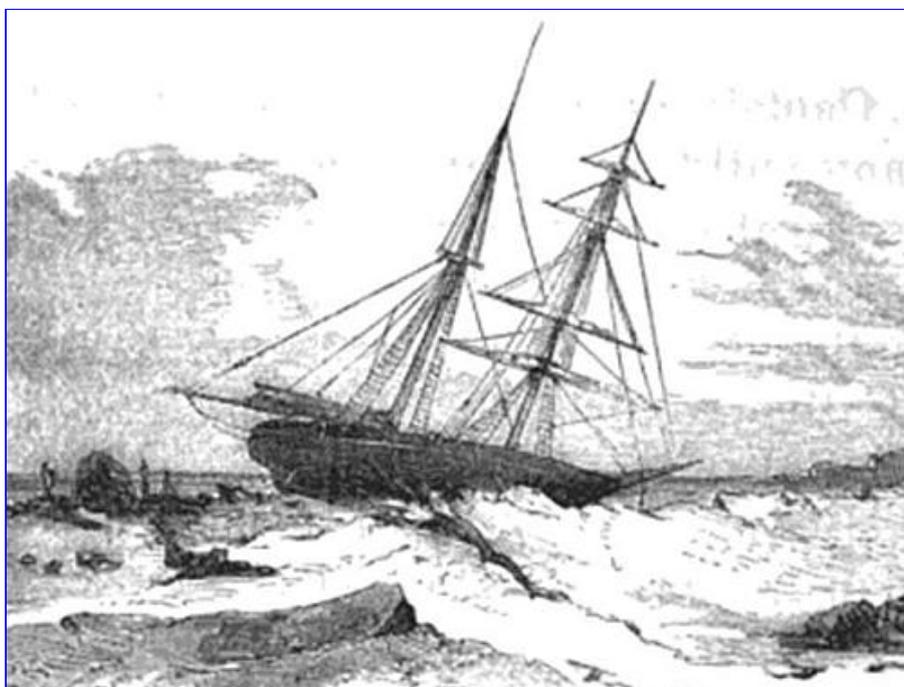
---

**1850 - September 15 - 6:20 hours - Wellington Channel, Canada - [Google Map](#)**

**Witnesses:**

Dr. Elisha Kent Kane, USN surgeon and chief medical officer on the First Grinnel Expedition to find Sir John Franklin lost in 1845.

Captain De Haven, Commanding Officer of the USS Advance.



### **USS Advance in The Ice, 26th September, 1850**

*Click photo for additional images*

#### **Summary:**

"A large spheroidal mass seen floating in the air at an unknown distance to the north." Joined by a second smaller object a short distance from it. Capt. De Haven thought it might be a kite. The other Grinnel ship, the *Resolute* had launched a balloon on the 2nd, but it probably could not have survived a storm in the meantime. Other British vessels on the same mission might have launched a balloon, but there was no mention of this in English publications.

Dr. Elisha Kane's 1st edition of his two-volume book on the expedition contains an illustration of an object which looks like "a dark dirigible."

Source: Lore and Deneault, *Mysteries in the Skies*, pp. 44-45

<http://www.waterufo.net/item.php?id=10>

---

**1904 - 28 February - Pacific Ocean about 300 miles WSW of San Francisco**  
**- 36° 20' N 127° 36' W - [Google Map](#)**

#### **Witnesses:**

Officer of the Deck (OOD) and two crewmen on watch.  
LT Frank H. Schofield, the USS Supply's Captain, is often erroneously listed as a witness, but he did not see the objects. He was the one who reported the sighting in a number of publications.

<http://www.arlingtoncemetery.net/fhschofield.htm>



### **USS Supply before WW I**

*Click photo for additional images*

#### **Summary:**

"3 remarkable meteors" bright red. Lead object egg-shaped the others round. Approached from NNW toward ship. Soared through clouds at angle 75 deg. Departed WNW...

Source: Monthly Weather Report, March 1904

Hall II

Barry Greenwood: Meteors

The log of the USS Supply – see:

<http://www.brumac.8k.com/RemarkableMeteors/Remarkable.html>

---

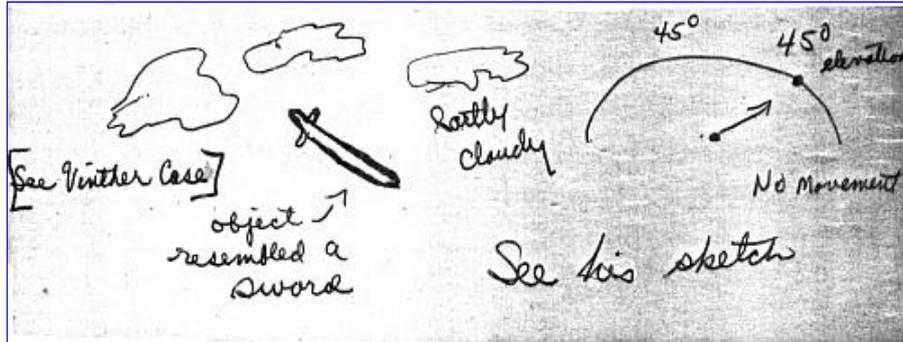
### **1939 - July - about 9:30 p.m. - Pittsburgh, Pennsylvania - [Google Map](#)**

#### **Witnesses:**

J. M. Williams, identified as 15 years in the Navy, but no further information, and his wife

#### **Summary:**

"We were sitting on our front porch enjoying a nice evening when my wife called me to look at the funny thing in the sky so I proceeded to the sidewalk where I noticed this object sitting at an angle up in the sky. We both watched for about 15 minutes until a cloud came by and covered [it]. As soon as the cloud passed I was startled to find the object had disappeared."



### Sketch of UFO Sighting by J.M. Williams

*Click photo for enlarged image*

Appearance was one solid sharply outlined self-luminous object resembling a "sword," "as long as 12 inch ruler at arms' length, something like the brightness of a car's fog lamp." The weather was partly cloudy, dusk as the sun had set. There was no moon, but the stars were visible through breaks in the clouds. There was a slight 5 mph west wind.

Richard Hall comment: See [Vinther case, Sioux City, Iowa](#), January 20, 1951.

Source: Report date 18 February, 1958

Richard Hall's notes on Pre-1947 incidents (circa 1965-1966)

## 1941 - December (after Pearl Harbor attack 7 Dec) - Day - Sevenmile Slough, Twitchell Island, California - [Google Map](#)

### Witness:

Robert C. Avila, operator of the Twitchell Island ferry

### Summary:

While out of the shelter checking the water depth to make allowances for tide, Avila looked up and saw several of "what appeared to be large balloon objects in the sky. They were orange-red and appeared to be luminescent. They were about 1/4 of a mile away and maybe 1000 feet above the ground. They were evenly spaced perhaps 300 to 400 yards apart, and they were in a very straight line or row. They seemed to extend well over Sacramento. They remained stationary for perhaps 45 minutes. I went into the shack and phoned Mather Field in Sacramento to report the incident. When I came outside again they were gone."

**Project 1947 Comment:** After the Pearl Harbor attack, the mood in the country was very "jumpy." Such reports would be taken very seriously and were probably recorded in some files, FBI, Army Intelligence or similar agency. The Western Defense Command was formed in March 1941 and such a report might be in the records of this organization.

FOURTH ARMY and Western Defense Command Order of Battle:  
[http://niehorster.orbat.com/013\\_usa/\\_41\\_usarmy/army-04/army-004.htm](http://niehorster.orbat.com/013_usa/_41_usarmy/army-04/army-004.htm)

Source: Letter to Major Donald E. Keyhoe, 3 August 1960

---

## 1942 - 12 August - Day - Tulagi, Solomon Islands - [Google Map](#)

### Witnesses:

Sgt Stephen J Brickner, USMC 1<sup>st</sup> Marine Division

### Summary:

During lull in fighting air raid alert was sounding. Loud roaring noise. Large formation of silvery objects, with slight wobbling, high overhead

Source: Chester, *Strange Company: Military Encounters with UFOs in World War II* page 28-29

## 1942 - 9-10 October 10:00 a.m. - Guadalcanal, Solomon Islands - [Google Map](#)

### Witnesses:

USS Helm



## USS Helm DD-388, off Mare Island Navy Yard, Ca., 26 February, 1942

*Click photo for additional images*

### Summary:

Incoming object observed by witness thru 7x50 binoculars. Silvery disc shaped with a dome on top with portholes around disc. At 3000 yards crew opened fire, object turned, circled fleet twice. Radar tracking.

Source: Taped interview by Paul Cerny, "MUFON Journal" #185, July 1983, pp14-15

**Project 1947 Note:** Various researchers believe the witness may have recalled the wrong date for the sighting. The USS Helm took part in the invasion of Guadalcanal beginning in early August of 1942. Naval records indicate that during October the Helm was active on escort protection duty between Australia and New Guinea, beginning on 8 September, 1942, and continuing for "some months".

This image of "gunnery practice by Destroyer Squadron Four" was taken from the deck of the USS Helm on 9 October, 1942.

<http://www.history.navy.mil/photos/images/g30000/g32149c.htm>

The location was ten miles north of the Palm Islands, off the Australian coast, some 1500 kms away from Guadalcanal where the sighting was supposed to have occurred the next day.

A check of the USS Helm's log by Kevin Randle reveals only this entry for July 6, 1942, for anything unusual: "Sighted steady white light bearing 061 [degrees], distance about 10 miles; unidentified."□

---

## 1942 - November - Night - With the Atlantic Fleet Off Casablanca, Morocco - [Google Map](#)

### Witnesses:

LT George H. Simpson from New Haven, CT

### Summary:

"..observed a strange nocturnal light in the skies formed a 'V' while his task force was underway toward the battle. Lt Simpson and scores of others aboard the ship are ready to admit they aren't far from superstitious about the 'V for Victory' slogan."

Source: Hammond, Indiana, *Times*, 18 December, 1942, Delayed INS report

Aldrich: Morale boasting story.

---

### **1943 - Russell Islands (Pavuvu and Mbanika), Solomon Islands - [Google Map](#)**

**Witnesses:**

Lloyd Kenyon, ship fitter

**Summary:**

Aboard ship with several others who observed a number of high speed objects.

Source: Portland, *Oregon Journal*, 6/27/1947

### **1943 - Night? - Persian Gulf - [Google Map](#)**

**Witnesses:**

Seaman Matthew Mangle

**Summary:**

Huge disc beneath surface of water glowing with soft green light paced ship at 12 knots before speeding up moving out of sight.

Source: "NICAP UFO Investigator" July/August 1960, page 7

### **1943 - Early 2300 - Patrolling the Bering Sea, N of Alaskan Peninsula bearing N at about 20 knots - [Google Map](#)**

**Witnesses:**

Gunner on starboard 20mm gun on watch, USS Williamson



### **USS *Williamson* DD-244, San Francisco Bay, Ca., 23 January, 1944**

*Click image for additional information*

#### **Summary:**

Very dark night. Port gunners report sighting of at least 8 red lights in a row, traveling parallel and slightly ahead of the ship. The row was canted at a 15 degree angle to surface of the sea. The lights paced the ship for about an hour until the watch was relieved. Did not find out what happened after.

Source: MUFON CMS Reporting System

### **1943 - Summer - about midnight, North Atlantic (Ferrying a PB2Y-5 'Coronado' from the US to Great Britain)**



**Consolidated PB2Y-5 *Coronado***

**Witnesses:**

Lieutenant Commander James Greider (after war a commercial pilot and PhD) and 7 other crew members on the flight.

**Summary:**

Flying at about 10,000 feet altitude at a speed of 200 mph. During the flight a UFO was first sighted "flying formation" with the aircraft at just about 300 feet off the Coronado's wing. Its size was estimated anywhere between 30 to 100 feet in diameter. "Depth perception is difficult on a single lighted object."

Whenever the plane changed into a different position the UFO would duplicate the change. After a short time, a minute or two, the UFO took off until it disappeared from view in about 20 seconds.

The UFO was described as "a big orange (or red-orange) ball of fire." It appeared "fuzzy at the outer edge of light – like a glowing coal." Its shape was completely round. The duration was about 3 minutes. No report to authorities was made at the time as it was considered a common occurrence over the North Atlantic and a common topic discussed over meals by air crews.

Source: Hall I, page 23, Interview with witness by Richard Haines

<http://www.project1947.com/47cats/acupdt.htm#atlantic>

---

## **1944 - April - Night - Mullinix Field, Bonriki Island, Tarawa (now Bonriki International Airport, Kiribati) - [Google Map](#)**



**Argus unit following Marines ashore with Early Warning radar set**



**Exterior Argus 16 CIC Tarawa Island, 1944**



**Interior Argus 16 CIC Tarawa Island, 1944**

**Witnesses:**

LTJG Matthew P. Dillingham: "I was on evening duty at our Argus 16 Combat Information Center and senior officer present."

Radar and CIC personnel

**Summary:**

**Lore/Denault account:** "One day in April, radar plotters for Argus suddenly picked up a 'bogey' – the blip of an unknown object – moving swiftly from North to South. The speed was calculated at approximately 700 miles per hour far greater than any aircraft then known to exist."

The track was running roughly north to south at a range of about 40 miles from Mullinix Field.

**Dillingham commented:** "...we were conjecturing that this might be some reconnaissance aircraft (Presumably Jap since it displayed no IFF), when a second and then a third 'bogey' followed the track of the first across the board, running at the same speed."

**Lore/Denault:** "The radar sets were in excellent condition, and the operators, Dillingham emphasizes, were all expert plotters. Even so, some incredulous Navy officers at first called it poor calibration. But not long after this, there was a second mysterious 'bogey,' and again Navy plotters computed the speed at 700 miles an hour. When this happened once more, Dillingham and his group knew there was no error."

**Dillingham commented:** "At the time, I entered the 'anomaly' in the log and the following day asked our chief radar technician to check out the equipment and possibility of unusual weather 'distortions' such as temperature inversion, which might have caused the sightings. His reply was 'negative in both cases.'"

Sources: "NICAP UFO Investigator", Volume, I, No.1, July, 1957 in an article by Major Donald E Keyhoe, "The Flying Saucer Story - A History of Unidentified Flying Objects - Beginning a Series"

Lore, Gordon and Harold Denault, "*Mysteries of the Skies*", pp. 126-7

"Center for UFO Studies (CUFOS) Associate Newsletter", December 1983-January 1984, Volume 4, Number 6

For more information about ARGUS – "a thousand eyes in the night" – and ARGUS Unit 16 see:

<http://argusunits.wordpress.com/argus-13-24/argus-unit-16/>

For a detailed history of the Tarawa Campaign see:

<http://www.ibiblio.org/hyperwar/USMC/USMC-M-Tarawa/USMC-M-Tarawa-Fwd.html>

**1944 - June about midnight - Anchored at Palmyra Atoll,  
Northern Line Islands, Northern Pacific - [Google Map](#)**

**Witnesses:**

Edward W. Ludwig Executive Officer on a Coast Guard crewed cargo vessel.

### Summary:

After searching for a lost Navy aircraft, sighted a moving star-like light which began to swell like a balloon as it came closer. Viewed with binoculars: it was a round sphere hovering 5X brighter than the stars. It moved slowly for half an hour covering 90 degs, then headed northward.

Sources: **Water UFO**

<http://www.waterufo.net/item.php?id=1214>

Jerome Clark and Lucius Farish, "The Mysterious Foo Fighters of World War II."

*Saga UFO Report*, Spring 1975: p. 44-47, 64-66.

<http://www.project1947.com/fig/sagafoo.htm>

**1944 - 6 June - just off Omaha Beach, France - [Google Map](#)**



**USS *George E. Badger* APD-33 Leyte Gulf, October, 1944**

*Click photo for additional images*

### Witnesses:

Edward Breckel, gunner, USS *George E. Badger*

### Summary:

Dark ellipsoid object. Seen 5 miles away about 15 ft above water moving in circular course for 3 minutes.

Source: Chester, *Strange Company* page 67, "C.R.I.F.O. Orbit," Jan 1955

## 1944 - November night? - Departing Lingayen Gulf, Philippines

[- Google Map](#)



### USS Gilliam APA-57 at 18 knots during trials on 28 July, 1944

*Click photo for additional images*

#### Witnesses:

LTJG P. Kendall Bruce, Fire Control Officer, USS Gilliam

#### Summary:

While on watch observed a bright green globe shaped object raising out of headlands, reached altitude and sped off. Too slow for missile.

Source: Chester, *Strange Company: Military Encounters with UFOs in World War II*  
pages 95-96,

Letter to NICAP, USS Gilliam Ship's Log

## 1944 - 1 November - 1825-1830 - En route Milne Bay, New Guinea from San Francisco (base San Cristobal Island at 0200)

#### Witnesses:

LT. A. Swalling, USNR, OOD, USS Gilliam APA 57, in company Task  
Unit 79.15.1

#### Summary:

Radar indication bearing 185 deg T Distance 8000 yards. (Commenced  
zig-zagging, exercised general quarters. Radar indication faded.

Source: USS Gilliam Ship's Log

## 1944 - 16 November - 2355 - En route Leyte, Philippine Islands from Oro Bay, New Guinea



**USS Gilliam APA-57 in Pearl Harbor, 5 May, 1946.**

*Click photo for additional images*

### **Witnesses:**

LT. J. L. Besmond, OOD, USS Gilliam, APA 57, in company Task Unit 79.15.1

### **Summary:**

Combat reports unidentified object, distance 21 miles. (No further info.)

Source: USS Gilliam Ship's Log

---

## 1945 - Night (?) - Tokyo Bay, Japan - [Google Map](#)

### **Witnesses:**

Photo obtained from Naval Intelligence

### **Summary:**

Aerial photo shows an object or light below aircraft (infrared?) Jo Chamberlin asked for intel reports on foo-fighters after his return from his visit from Europe and 415<sup>th</sup> Night Fighter Squadron, (no further info.)

Source: Lt. Col. Jo Chamberlin's Air Force papers within General of the Air Forces H. H. (Hap) Arnold collection at Library of Congress

**1944-45 - Winter? - (Probably closer to Spring 1945) - Day -  
Naval Air Technical Training Center, South Base,  
Norman, OK - [Google Map](#)**

**Witnesses:**

Vern Seifert (then student) later a pilot

**Summary:**

Standing in the chow line with others when one pointed out the spinning shimmering aluminum or stainless steel bright sphere which seemed to have lines running up and down giving it a texture. It hovered, then seemed to instantaneously skip over 35 degs, then resume hovering. It was about 1-2 miles N of witnesses, below 1000 ft, about 35-40 ft in diameter. Men moved into chow hall so did not see it disappear.

Source: NICAP Report form 13 Feb 1967

**1945 - Btn 26-31 January - Day - Btn Solomon Islands, New Caledonia**



**USS McCracken APA-198 in San Francisco Bay, circa 1946**

*Click photo for additional images*

**Witnesses:**

Louis Gracie and 4 other sailors USS McCracken, APA 198, Troop Transport

**Summary:**

Submerged round object about the size of a gun turret, 20 feet, with a dull finish, sharply outlined and no sound. Ship passed over it laying still

in the water. Not reported as sailor thought at the time it was a sea turtle.

Source: International UFO Bureau report form date 25 September, 1976

## 1945 - January-February Pasco NAS, WA - [Google Map](#)



**US Navy SNJ similar to Hendershot's plane**

### **Witnesses:**

Commander R. W. Hendershot, USNR

### **Summary:**

Radar targets detected and interception attempted at least twice by F6F Hellcats with no results. Hendershot flying out of Pasco NAS, attempted an interception of high altitude, slow moving blips. Negative results.

Source: Chester, *Strange Company* page 142, [Letter from Commander Hendershot to APRA in NICAP files](#)

[4<sup>th</sup> Air Force Intel Summaries indicate overflights of Hanford Labs](#), and possible countermeasures using Navy assets at Pasco NAS. (NARA)

## 1945 - Between 9 January 9 to 15 February - Night - Pasco Naval Air Station, Washington - [Google Map](#)

### **Witnesses:**

Lt. Commander Richard Brown

Lieutenant Junior Grade Clarence R. "Bud" Clem, USNR

Ensign C. T. Neal,

All F6F pilots assigned to Air Group 50 at Klamath Falls NAS, Oregon

deployed to Pasco NAS during this period for training.

### Summary:

While at the Officers Club Lt. Commander Brown took a call intended for the Captain who was in conference and unavailable. The duty officer at the radar station across the Columbia River from the Hanford Ordnance Works informed him that an unidentified target – a "bogy" – had been detected over Hanford and he wanted it investigated. (The pilots were unaware there was a radar station in the area, but they did know that Hanford was strictly "a no fly area.") Lt Commander Brown asked the other two pilots to help with the interception.

Lt. Commander Brown took off in an F6F fighter, while Ens. Neal stood by in another aircraft and Lt Clem went to the tower to help coordinate communications between the radar station and the pilots. (Due to the threat of the Japanese Fugo balloon attacks, aircraft were on standby on the flight line to intercept them.)

Lt. Commander Brown quickly found the object – looking like a ball of fire – and gave chase. The object was so bright he had trouble looking at it. He could not close with the target even with the added shot of speed the water-injected "war emergency power" setting provided his R-2800 Double Wasp engine. The object headed out to the NW in the direction of Seattle and was quickly lost by the radar.

Later Clem was assigned to fly the entire Hanford installation at a low altitude to determine radar blind spots.

There were two other such incidents but Clem only vaguely recalls the details. The next intercept was possibly Ens. Neal, but the object disappeared before he got airborne. The last one was just before they returned to Klamath Falls NAS.

There are no references to these incidents in their squadron history, but Clem thinks the Pasco NAS history might have details.

Source: Hastings, Robert, *UFOs and Nukes: Extraordinary Encounters at Nuclear Weapons Sites*, in 2d revised edition.

<http://www.theufochronicles.com/2009/08/former-world-war-ii-fighter-pilot-bud.html>

4th Air Force Intel Summaries indicate overflights of Hanford Labs, and possible countermeasures using Navy assets at Pasco NAS. (NARA):

<http://www.project1947.com/fig/1945b.htm>

## 1945 - 7 February - Afternoon - Alethea, Ulithi Atoll - Caroline Islands

- [Google Map](#)



**F6F Hellcat on flight deck of USS Wasp, 1945**

**Witnesses:**

LCDR Norman P. Stark, F6F Combat Air Patrol, USS Wasp



**USS Wasp CV-18 - Western Pacific, 6 August, 1945**

*Click photo for additional images*

**Summary:**

Alert for bogie at 30,000 feet, 10 miles W on radar. Interception attempted, but by that time the bogie had passed over the fleet heading back to W, outrunning pursuit.

LCDR Stark's assessment: "Japanese jet recon aircraft".

Source: Web site:

WWII F6F Navy Fighter Pilot's Experiences in the Pacific  
by LCDR Norman P. Stark USNR(R), January 1, 2000

<http://www.battleofsaipan.com/Nstark000101.htm>

## 1945 - April (approximate date) - Day, near Okinawa, Japan - [Google Map](#)

### Witnesses:

Crew on a minesweeper

### Summary:

A lookout on the flying bridge of a minesweeper approaching Okinawa observed a shiny, silvery disc at a very high altitude directly over the ship. The main concern at the time was Kamikazes. The sighting was reported to the office of the deck and others viewed it also. It remained directly over the ship the rest of the day with no action on the object's part. Since Japanese weapons were the primary concern, no action taken. NFIA. (No Further Information Available)

**Project 1947 Comment:** When Richard Hall left the National Investigations Committee on Aerial Phenomena (NICAP), he took his desk blotter with him. Attached to the blotter was a note concerning a telephone message which said that the commander of the USS *Defense*, a minesweeper, called about a UFO sighting in 1945 which would be in the ship's log. A check of the USS *Defense*'s log and war diary revealed no such incident. However, experience has shown that most ships' logs do not record such sightings even if a separate report were made.

Source: NUFORC 2/24/2005

## 1945 - May or June - Daylight - Okinawa - [Google Map](#)

### Witnesses:

Crew of Marine Transport

### Summary:

Cylindrical object with 3 smaller discs which appeared to enter the larger object, then it took off with tremendous acceleration.

Source: Hall I, page 30,

D. M. Hall 1999, page 22,

Witness letter to NICAP

## 1945 - Early June - Afternoon about 1400 - enroute from Eniwetok in the Marshall Islands to Ulithi in the Caroline Islands

- [Google Map](#)



### **World War II Victory Ship similar to SS *Calvin Victory***

#### **Witnesses:**

The Captain

Wesley Brown, Jr., Naval security officer

Naval gun crew

And others on the Victory Ship S. S. *Calvin Victory* #780 VC2-S-AP2

#### **Summary:**

Brown was on the bridge when a lookout spotted "a silver object directly overhead." Viewed with the naked eye it was about as big as an aspirin tablet at arm's length. Under Navy glasses (50 x 7) it looked like a brilliant silver object, circular in shape. Through the glasses it appeared the same size as the moon or slightly smaller.

The captain surmised that the object was "one of those new-fangled Japanese magnetic balloons," and ordered the Navy gun crew to fire on it. They estimated an altitude of 40,000 feet and fired. Adjusted the height for 35,000 feet and about eight to ten shots were fired, with no observable effect on the object. Since the object stayed directly overhead, without taking evasive action or trying to attack the ship, the captain ordered the firing to cease.

The weather was clear. Cruising speed was 16 knots on a westerly course and the object stayed directly overhead for the remainder of the afternoon. It did not disappear until nightfall when the lookouts lost it in the darkness.

The incident was recorded in the ship's log.

Source: Letter from Wesley Brown, Jr. Head, Department of Police Science and Administration, Northern Arizona University to J. Allen Hynek August, 28, 1974.

**1945 - June - Noon - Pasco NAS, WA, USA - - [Google Map](#)**



**WW II Pasco NAS Control Tower with F6F Hellcats**

**Witnesses:**

Roland D. Powell and 5 other F6F pilots

**Summary:**

Sent to intercept a large high speed radar contact, then hovering over Hanford. Visual contact with a large object: Oval-shaped, very streamlined, like a stretched egg and pinkish in color. Vapor emitted by vents around the edge of the object F6Fs could not reach object's altitude of about 65,000 feet. It went straight up and disappeared.

Source: Chester, *Strange Company* page 188

**1945 - 25 June - Day - Approximately 675 NE of Honolulu, TH  
26° 08' N, 148° 05' W - [Google Map](#)**

**Witnesses:**

Navy ship (not identified)

**Summary:**

Reported that an object described as a balloon was sighted at ship... traveling E at an altitude of 30,000, estimated speed 20 knots. The actual time of sighting is unknown. (B-4)

Source: Western Defense Command, Annex #3 to G-2 Periodic Report #183, 1200  
GCT, NARA

## 1945 - Summer - about 11:00 a. m. - South of Okinawa, Japan

- [Google Map](#)



**USS Salamaua CVE-96 off San Francisco, 1945**

*Click photo for additional images*

### Witnesses:

Lieutenant (j.g.) E.L. Wells, interceptor officer  
Other crew of USS Salamaua (CVE 96) escort carrier

### Summary:

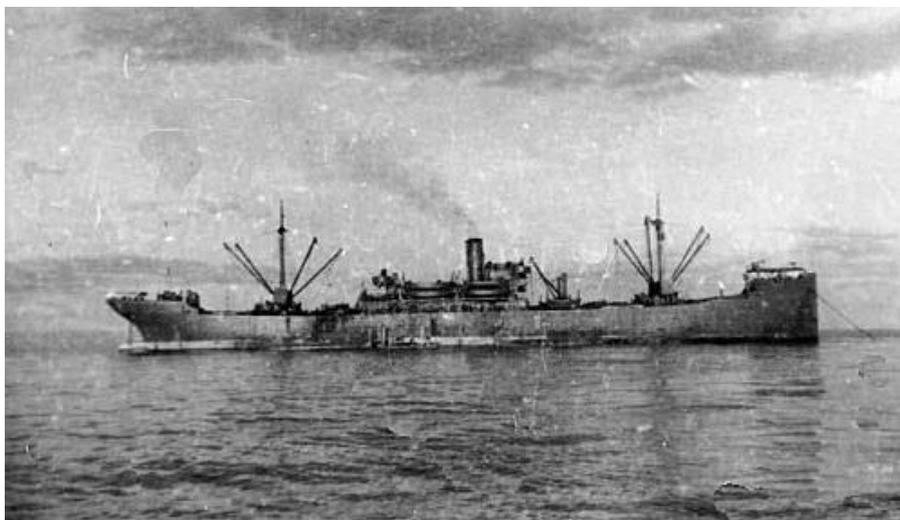
A blip of one object on the radar screen, traveling at an estimated 1000 mph. "It was moving on a course of zero one zero, coming in from the direction of Formosa and traveling toward Japan. We at first thought it was a baka bomb, but it was too fast for that.

"We just braced ourselves and waited for it to hit. Then, after tracking it just a few miles from the ship, as the radar made another sweep, we lost it.

"We never heard another thing about it, but we wondered a lot what it was."

Source: *St Petersburg Times*, Florida, July 6, 1947

## 1945 - July - Day - near sunset in open waters past Adak, Alaska (on the way to Seattle, Washington) - [Google Map](#)



### **US Army Transport *Delarof* off Alaska, 1943**

#### **Witnesses:**

14 of the ship's crew,  
Naval Gun crew,  
Army personnel,  
Merchant marine of the U. S. Army Transport *Delarof*,  
PFC Robert S. Crawford, radioman

#### **Summary:**

As the *Delarof* experienced 10-degree rolls in fairly heavy seas and strong winds, a crew member yelled out and drew Private Crawford's attention to an object ascending roughly vertically upwards. It was perhaps a mile away according to a 1960 interview. In a follow-up interview Dr James E. McDonald conducted with Crawford in 1967, the estimated distance between the ship and object was described as varying from 1/4 to two miles.

The object ascended to an angular elevation of 5 degrees before arcing into a level, circular path. Then it circled the *Delarof* at least twice, possibly a third time. Crawford estimated the speed might be 100 mph, about the speed of a small aircraft.

At first the gun crew thought it might have been a balloon released for target practice, but on checking, no balloon was reported released.

Speed of object was uniform, with no oscillatory motion. The object was dark and stood out against the setting sun. After circling it departed towards the SSW where some of the crew saw "three flashes of light from the area where it had vanished." No sound was heard.

Crewmembers signed statements in Seattle.

**Richard Hall Comment:** Several attempts were made by NICAP's Assistant Director, Richard Hall, to contact the other seaman, the captain of the ship and perhaps obtain a copy of the ship's log for that day. Hall's search began with the Alaskan Packers Association, Inc., whose firm owned the DELAROF which had been chartered as an Army Transportation vessel during the war. Letters to the Chief of Public Information, Department of the Army, to the Military Sea Transport Service and Department of the Navy all ended in a dead-end. The Navy checked with the Army Transportation Corps., and their final reply was:

"The Army Transportation Corps has no record of the incident you describe, and assumed that if such a record had been sent to Washington it probably would have been directed to Army Intelligence: also, that any such report would be classified."

**Project 1947 Comment:** The Army chartered a large number of civilian seagoing transports and freighters during the second World War. Despite earlier reports about this incident, no one actually saw the object emerge from the sea. Crawford corrected this information during his interview with Dr. James E. McDonald. The USAT (US attack transport) designation often reported for the Delarof is incorrect. USAT stood for US Army Transport.

Sources: Hall II

Richard Hall's notes on Pre-1947 incidents (circa 1965-66)

Lore & Denault, pages 131-132

McDonald papers.

**1945 - August - about 6:00 p. m. - Gulf of Mexico - [Google Map](#)**



## **SS Jeremiah O'Brien Liberty Ship similar to S.S. George L. Curry**

### **Witnesses:**

- 14 of the ship's crew
- Capt. Bennett, master
- Capt. L. T. Frost (at the time chief officer)
- 6 U.S. Naval Armed Guards (Naval gun crew)
- 11 other crewmembers of the Liberty Ship S.S. George L. Curry

### **Summary:**

Frost was on the bridge watch and noticed a small jumping light abeam of the ship which he pointed out to the gun crew. The light became larger and was later ascertained to be moving vertically about 50 feet up and down. Frost became alarmed and gave the order "hard right wheel", and called the master, Capt. Bennett, to the bridge. The light followed the ship and remained in the same relative position as the ship swung right. Within 30 second from first seeing the object, it was alongside and about 20 feet away from the ship and fixed in its position instead of moving up and down. Capt. Bennett ordered the original course resumed.

The blue round light appeared to be 20-50 feet in diameter and remained with the ship for five minutes while performing various antics including vanishing and reappearing.

Frost wrote the Smithsonian Institution who answered that they might have seen "St. Elmo's fire." The original report may still be at the Smithsonian. (The sighting was annotated in the ship's log according to Frost.)

Sources: 2 letters to J. Allen Hynek

Audio tape of Frost

For more information on Liberty Ships and the men who sailed and defended them, see: <http://www.armed-guard.com/>

## **1945 - August - Twilight just after Sunset - Ulithi, Caroline Islands**

- [Google Map](#)

### **Witnesses:**

Andrew Cimbala

### **Summary:**

Red streak like a hot bar of steel, not a flame in the sky to the east, traveled overhead toward Japan. Duration about 40 second.

Source: Wilkins, Harold, *Flying Saucers Uncensored*, 1956

Farish and Clark

## **1945 - August (possibly after Hiroshima A-bomb) - about 2:00 a.m. 600 miles ESE of Kyushu, Japan**



### **USS *Bradford* DD-545 off Mare Island, San Francisco October 19, 1944**

*Click photo for additional images*

#### **Witnesses:**

Dan MacDougald, Jr., OOD (Officer of the Deck),  
A petty officer,  
QMOW (Quartermaster Of the Watch),  
and Troina, rank and rating unknown, who operated both the radar  
and optical range finder aboard USS Bradford, DD-545

#### **Summary:**

Star-like object traveling horizontally with the horizon. Checked with three radars with no indication. Optical range finder on infinity so more than 40,000 yards. The object had crossed the bow and was apparently increasing its distance. Its color was white with a reddish tinge. After reaching 10 degrees on the Port bow it seemed to turn to its right, increase its speed and altitude and disappeared on an upward line of flight changing color...to white with a bluish tinge. Task Force commander's voice came over the TBS asking for reports of the object. Other ships answered, but MacDougald remained silent.

Source: Letter to Congressman E. Mendel Rivers, Chairman of the House Armed Service Committee. Letter to NICAP

## 1945 - Fall - night? - about 300 miles off Massachusetts



**Woods Hole Oceanographic Institution RV *Atlantis* circa 1940s**

*Click photo for additional images*

### **Witnesses:**

Research Vessel (RV) Atlantis

George H. Jennings, Belfast, Maine, master

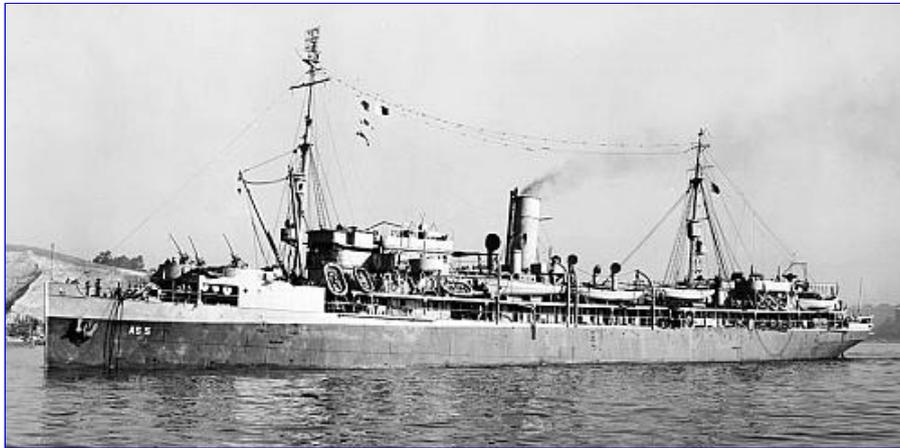
And three other men

### **Summary:**

RV Atlantis returning from Bermuda bound for Woodshole, Massachusetts with a group of scientists from the Institute. About 300 miles off the coast Capt. Jennings and three other men watched a fast moving glow which came from the ESE. Was thought to be a meteor until it made a loop when the object was on the same meridian as the ship and disappeared off in a NNW direction. The captain consulted the scientists who suggested he send an account to the Fowler Planetarium in Philadelphia, Pennsylvania, which he did.

Source: Letter from the ship's radio man.

## **1945 - 25-27 September - Exact date uncertain - Night - Buckner Bay (Nakagusuku Bay) Okinawa - [Google Map](#)**



**USS *Beaver* AS-5 Mare Island Navy Yard, 20 September, 1943**

*Click photo for additional images*

**Witnesses:**

George M Reynolds, Machinist Mate, First Class, USS Beaver AS-5/ARG-19 with Submarine Squadron 45

**Summary:**

Bluish light moved to the south, turned right, went over to the west, stopped and stood still. When it moved again, back to the general area it started from.

Source: Chester, *Strange Company* 195-6

**1945 - Probably after Japanese surrender - 2400-0400 Watch -  
Okinawa to Samar, Philippine Islands**



**USS *LSM-220* underway, date and location unknown.**

*Click photo for additional images*

**Witnesses:**

LTJG John Kopke, OOD,  
Frederick M. Seehell, Quartermaster LSM 220

**Summary:**

2 green lights appeared off port about 8-10 degs up bearing 333 degs, relative to course. Grew larger as it approached, passed 35-40 degs to port, and disappeared at same elevation. Circular shape with haze behind 2X diameter of objects.

Source: Letter 4 April 1952, to USAF in response to *LIFE* magazine article of April 1952

---

**1946 - 31 January 2:23 p.m. near Bridgeton, NJ - [Google Map](#)****Witnesses:**

Radar and flying boats otherwise unspecified

**Summary:**

An unidentified object in the air 40 miles SE of Philadelphia detected on radar. Flying boats sent to check with no result. Blamed on unusual cloud formation.

Source: Philadelphia (PA) *Enquirer*, 1 February, 1946

**1946 - March - between Panama City, Panama and San Diego, California**

## USS Attu CVE-102 September, 1944

*Click photo for additional images*

### Witnesses:

George Allison, aboard the USS Attu, CVE-102

### Summary:

A photograph taken by George Allison on the flight deck of the USS Attu was submitted to the Johnson City, Tennessee *Press-Chronicle* which had asked for proof of "flying saucers" in one of its articles. The treatment of the photo was light-hearted with no details supplied and no follow up on the article. In 1946, the USS Attu's main mission was the return of military personnel from the Pacific to the US.

[NFIA.](#)

Source: Johnson City, Tennessee *Press-Chronicle*, 12 July, 1947

## 1946 - May - Forenoon - LaGrange, FL - [Google Map](#)

### Witnesses:

LTJG Andrew A. Titcomb gunnery and radar officer on terminal leave.



## May, 1946, "Flying Football" UFO as seen by LTJG Andrew A. Titcomb

### Summary:

Dark elliptical object moving slowly east to west at about 1000 feet disappearing in clouds.

Click [here to see original report to NICAP.](#)

Source: Hall II, page 6

## 1946 - August - Day? - N of Chicago, IL - [Google Map](#)

### Witnesses:

## Charles A. Johnson working in motor pool awaiting discharge at Great Lakes Naval Training Center.

### Summary:

After driving an officer to Chicago, he was returning on Route 41 along Lake Shore when he saw 3 silver discs moving E to W. Objects were in triangular formation.

Source: Letter to CUFOS

---

## 1947 - 29 June - btn 1:00-1:30 p.m. on Highway 17 from Las Cruces to White Sands V-2 firing range, NM about a third the distance from Las Cruces - [Google Map](#)

### Witnesses:

Carl J. Zohn, Administrative Assistant in Rocket Sonde Section Naval Research Laboratory (NRL);

Curtis C. Rockwood, NRL Rocket Sonde high altitude spectrograph scientist & Mrs. Woodward;

Mr. J. R. Kauke, NRL Rocket Sonde Section Telemetry Supervisor

### Summary:

All 4 occupants of the car observed a silver sphere or disc moving at a rapid velocity in a northerly direction unknown altitude (~10,000 feet) crossed highway in front of car. Lost from sight after about 30 seconds. Mr. Kauke thought there was a vapor trail

Source: SIGN/Grudge Incident #80: Project Grudge (Hynek) Insufficient Information

Project Blue Book: Balloon

Hynek/CUFOS reevaluation: (Obviously not a balloon.)

## 1947 - 30 June - 0910 MST - Rim of the Grand Canyon, AZ - [Google Map](#)



### Lockheed P-80 *Shooting Star*

*Click photo for additional images*

#### **Witnesses:**

LT William G McGinty, USN,  
P-80 student pilot at Army Air Forces William Field, Chandler, AZ

#### **Summary:**

Flying a P-80 at 30,000 feet heading south observed 2 gray circular objects diving at high speed. They appeared to land 25 miles south of the Grand Canyon.

Source: SIGN/Grudge Case #78 Hynek: free falling objects: either instruments or possibly meteors

Project Blue Book #

### **1947 - 3 July 12:45 p.m. - San Diego NAS, CA - [Google Map](#)**

#### **Witnesses:**

Chief Robert L Jackson,  
Chief William Baker, motor machinists

#### **Summary:**

3 saucer-shaped objects twice the size of Navy aircraft, gleaming in sun like aluminum, flying about 400 mph, over ocean west of San Diego.

Source: San Diego, CA *Union*, 4 Jul, 1947

Bloecher Case 194

**1947 - 3 July - 4:50 p.m. - Naval Auxiliary Air Station, Santa Rosa, CA**

- [Google Map](#)

**Witnesses:**

confirmed by Dr. R. W. Nelson, (a civilian dentist) off base

**Summary:**

Object shaped like a giant pocket watch, colored like aluminum about 15-20 feet in diameter, about 1000 feet above main runway. It moved N to end of runway, turned E banking, headed toward Santa Rosa

Source: Gross

Santa Rosa *Press-Democrat*

**1947 - 4 July - 5:45 p.m. - Lake City, WA - [Google Map](#)****Witnesses:**

Yeoman Frank Ryman, USCG photographer

**Summary:**

Photographed a white disc object as it flew over the city.

Source: Hall II, 87

SIGN/Grudge Case 3

Project Blue Book #

Bloecher Case # 257

**1947 - 5 July - 12:40 p.m. - Seattle, WA - [Google Map](#)****Witnesses:**

SGT Raynar Cain, USMC

**Summary:**

2 disc-like objects (like night footballs.) One banked slightly at about 8000 feet, then shot up and out of sight to N. Second one following a minute behind, wobbling. Headed N climbing out of sight.

Source: Bloecher Case #326

## 1947 - 6 July - Day - Buckley Naval Air Station, CO - [Google Map](#)

### Witnesses:

LeRoy Krieger, Aerologist Second Class  
James Cavalieri, hospital apprentice

### Summary:

A bright round silvery object shooting up and down (noiselessly) for several minutes, then left at high speed.

Source: Bloecher Case #403

## 1947 - 7 July - Day - Norfolk, Virginia - [Google Map](#)

### Witnesses:

LCDR L. G. Patterson, pilot

### Summary:

Five yellowish discs "like the moon" flying in formation over the Air Station from the West. The formation seemed to be surrounded by a mist, and the bodies each left a trail.

Source: Norfolk, Virginia, *Norfolk Ledger-Dispatch*, 7 July, 1947

Aldrich, "Project 1947: A Preliminary Report."

## 1947 - 8 July - 5:30 p.m. - HST Pearl Harbor, TH - [Google Map](#)

### Witnesses:

About 100 Navy personnel  
Yeoman 2c Ted Purdue  
Yeoman 1c Douglas Kacherle  
Seaman 1c Donald Ferguson  
Yeoman Morris Kzamme  
Seaman Albert Delancey

### Summary:

Oblong (silvery colored like aluminum) object moving fast and slow very high up with (alternate bursts of speed) and in a (slow, zigzag flight path) going westward toward Honolulu. Balloon flight at Weather Bureau at Honolulu at 4:35 p.m. went to the SW on prevailing winds.

Source: Bloecher Case #769

**1947 - 9 July - 2:20 p. m. - Norfolk, Virginia - [Google Map](#)****Witnesses:**

Harry Stepte (Steptoe?), Coast Guard Reservist

**Summary:**

Observed an object more or less square with "cut-in" places on it which appeared to be trailed by a P-80 aircraft flying at about 12,000 feet.

Source: Norfolk, Virginia *Norfolk Ledger-Dispatch*, 10 July, 1947

**1947 - 12 July - 6:35 p.m. - Sand Point Naval Air Station, WA**

- [Google Map](#)

**Witnesses:**

Seaman John C. Kennedy  
Seaman Ben Bobberly on duty

**Summary:**

A disc-like object seen flying overhead headed east toward Kirkland over Lake Washington. (Silvery, perfectly round and made no noise.) Reported to officers on base.

Source: Bloecher Case #835

**1947 - 24 July - Morning - Squantum Naval Air Station, MA**

- [Google Map](#)

**Witnesses:**

Joseph Muka, Seaman 2c  
John Francis Nihen, aerographer 3c

**Summary:**

During routine weather check on the Operations Building. "A highly polished, silver ball" hurtled thru air between about 8 to 10 thousand feet at a speed of 300 mph and rising in a north-westerly direction. It was not a weather balloon.

Source: Gross Supplement to Supplements, page 40-41

Quincy (MA) *Patriot-Ledger* 24 July 1947, page 1

## 1947 - August (?) - Coffeyville Airport Dedication, KS - [Google Map](#)

### Witnesses:

CDR L.H. (Tex) Witherspoon, his civilian air show support staff and large number of attendees.

### Summary:

Disc-like object flashed over airport.

"It was circular in shape and much darker blue or blue-gray than the sky surrounding with a rapidly whirling, white gaseous ring and was definitely in motion in a clockwise spinning motion. The gaseous ring left no residual trail, as it disappeared over the Eastern horizon, the illusion was definitely that of a flat spinning shape."

— Letter from CDR Witherspoon to Lt Joe Hatton at District Engineers APO 942 (Alaska), 12 January, 1950

Source: Hall II, page 30

Letter from Cmdr Witherspoon to friend

## 1947 - 11 August - 1630 E.S.T. - St Louis, Missouri - [Google Map](#)

### Witnesses:

2 softball teams and 25 spectators who included 9 pilots and others Calvin E. Wallace, pilot, and A & E mechanic later employed by the Navy as inspector at McDonnell Aircraft, Corp.

### Summary:

An odd number of objects either 7 or 9 objects, disc-shaped size of a grape held at arms length black on one side, white or reflecting light on the other. Disc appeared to flip in unison from black to white approximately every two seconds. Moved from South to North in straight flight, duration about 3 minutes. "They seemed or rather were in a vertical Vee formation. [With] one on a point and then stepped down above or below in trail."

Estimated altitude 25,000-30,000 feet. CAVU. At first it was thought they might be bombers, but there were no contrails or sound. A flight of ducks was considered, but they were going in the wrong direction for that time of year and the formation was too perfect.

Source: Project Blue Book: Not a case, information only, Maxwell microfilm roll 3  
frame 65

## 1947 - 6 September - 2140Z - Persian Gulf - [Google Map](#)



### USS *Chipola* AO-63 at anchor at Hong Kong in 1962

*Click photo for additional images*

#### Witnesses:

LTJG R. L Simmons

Ensign J. B. Farris

CM3 J. A. Wisnienski

Richard Carruthers, Jr., USS *Chipola*, AO-63

#### Summary:

"Unidentified luminous phenomena" seen at 10 degs elevation at an estimated range of less than 5 miles. Two groups of eight bluish oval-shaped objects moving at about 5 knots. They banked away from the ship and disappeared in about 8 seconds.

Carruthers: 8 objects made a climbing turn in echelon formation and passed from sight.

Source: Log of the USS *Chipola*

Letter from Carruthers to parents quoted in Astoria (OR) *Astorian-Budget*, 4 Nov 1947

## 1947 - 12 November - Early Morning - off coast of Oregon 40 miles from Cape Blanco - [Google Map](#)

#### Witnesses:

Williamson, 2nd officer USS (?) *Ticonderoga* – an oiler, not the CV-14 aircraft carrier – and another sailor

**Summary:**

2 flying objects observed from ship and reportedly observed on radar. (No radar in official report). 2 balls of fire with fiery tail headed NW at estimated speed 700-900 mph.

**Project 1947 comment:** This incident is more important historically than it is for what it contributes to the field of unknown aerial phenomena.

In August 1947, after the death of two Counter Intelligence Corps agents in a plane crash while returning from looking into the Maury Island hoax, LTC Springer, the 4th Air Force Intelligence officer, stated that no further UFO investigation would be undertaken. The press misinterpreted this statement to mean that all Air Force UFO investigations had been terminated. The newswire services reported this statement world-wide, being carried in newspapers as far away as India.

LTC Springer apologized for this misinterpretation in a letter to Wright Field, but made no attempt to correct the public press accounts. Neither did Wright Field nor the Air Force.

Later when David Johnson, aviation editor of the Boise, Idaho *Statesmen* newspaper, heard about the Ticonderoga report, he sent a telegram to the head of the Air Defense command asking whether the UFO investigations had definitely been terminated. Johnson's request was sent to General Spaatz, Chief of Staff of the Air Force, who answered that the investigations were ongoing. The reporting of this incident served to correct the public misinformation regarding the supposed termination of official military inquiry into UFOs.

The Ticonderoga in this case was an oiler, not the more famous aircraft carrier. It may have been a civilian vessel contracted to the navy, but it is listed on all the reports as the "USS Ticonderoga" and there is a log book identifying this vessel at the national archives.

Source: SIGN/Grudge Case #35 (Hynek: Insufficient information/possibly two parts of a meteor)

Telegram from Dave Johnson Boise (ID) *Statesmen* aviation editor to LTG George E. Stratemeyer, 18 Nov 1947

Observation reported by radio-telephone to the Hydrographic Office in San Francisco.

---

**1948 - 18 April - 1500 hours GCT - Ocean Station Able 62° North, 33° West**  
- [Google Map](#)



### **USCGC *Bibb* WPG-31 at home port of New Bedford, MA, date unknown**

*Click photo for additional images*

#### **Witnesses:**

US Coast Guard Cutter Bibb, (V. O. Johnson, Commanding)

#### **Summary:**

Radar contact made by air search radar at about 6500 yards and was tracked to 18,000 yards at a velocity of about 30 miles per hour. Visual and surface radar search were negative. There were no clouds or weather fronts in the area. Target strength was S5 fading at 18,000 yards. This was the only time the phenomenon was observed.

Source: Letter from CO, USCGC Bibb to Commander, First Coast Guard District, Boston, dated 12 May, 1948

Project SIGN Incident:124. Project Blue Book: Birds

### **1948 - 30 April - South of Anacostia Naval Air Station, MD - [Google Map](#)**

#### **Witnesses:**

LCDR Marcus L. Lowe, USN SNJ(?) aircraft

#### **Summary:**

Flying South at 180 degs magnetic at 5,500 feet a yellow sphere was seen moving on the opposite course South to North at a constant altitude.

Source: SIGN/Grudge Case #126 (Hynek and Air Weather Service: possible balloon)

<http://www.bluebookarchive.org/page.aspx?PageCode=USAF-SIGN2-391>

1948 AF Headquarters Intelligence file .009 Flying Discs, NARA

Analysis of Flying Objects Over the US (formerly Top Secret), page 11

<http://www.project1947.com/fig/1948air.htm#lowe>

## 1948 - 26 July - 9:00 p.m. - Atlanta Naval Air Station, GA

[- Google Map](#)

### Witnesses:

Doyle L Avery, tower operator

### Summary:

A blue-white object in horizontal flight at high altitude in the NE heading SE in a few seconds gain altitude and suddenly turn South, without noise. About the same time Georgia Tech students and others [saw] green light with a silver tail to the SE slowly descending as if for landing.

Source: SIGN/Grudge Cases #165, 165a (Hynek: bright meteor)

## 1948 - 3 December - 1715 hours - Outskirts of Dayton, Ohio

[- Google Map](#)

### Witnesses:

LT Edgar S. Miller

LT G. G. Reeves

Bureau of Aeronautics General Representatives, USN, Central District,  
Wright-Patterson AFB

### Summary:

A yellow-orange object like the exhaust of a ramjet or rocket seen intermittently which maneuvered both horizontally and vertically and appeared to climb at a high rate of speed. Observed from a vehicle in motion.

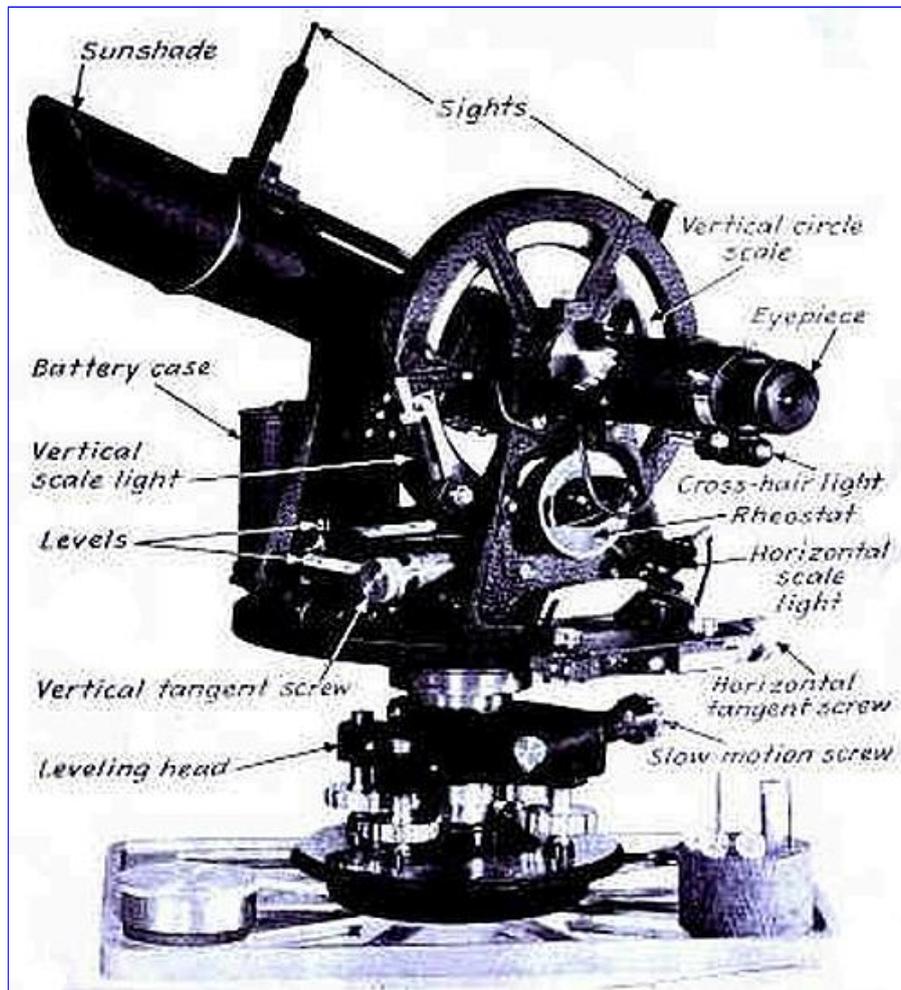
Source: Project SIGN Incident #213

<http://www.bluebookarchive.org/page.aspx?PageCode=USAF-SIGN7-449>

Project SIGN: B-29 circling Patterson Field with landing lights on.

---

## 1949 - 24 April 10:30 a.m. - 3 miles N of Arrey, NM - [Google Map](#)



### A David White ML-47 Theodolite as used by Charles B. Moore

*Click photo for additional images*

#### Witnesses:

Charles B Moore, General Mills meteorologist

Navy aerographers:

Akers

Davidson

Fitsimmons

Moorman

#### Summary:

Saw a white, round ellipsoid shadowed yellowish on one side, length/width ratio 2.5 cross the sky. S to E at 5 degs/sec angular velocity tracked through 25x ML-47 Theodolite. Object seemed to turn N. Sudden climb from 23 degs to 29 degs.

Source: Project Blue Book Case # 358

Letter from [Robert McLaughlin, US Naval Unit, White Sands](#) to [Dr. James A. Van Allen](#), Applied Physics Laboratory, John Hopkins University, 12 May, 1949

## 1949 - 9 May - White Sands Proving Grounds, NM

- [Google Map](#)

### Witnesses:

Commander Robert B. McLaughlin and a USMC Captain.



**WAC Corporal missile.**

### Summary:

During a WAC B firing object appeared overhead gradually gaining velocity to the west and disappearing in a burst of speed. Hard to observe as it was within a few degrees of the sun.

Source: TRUE Magazine: "[How Scientists Tracked a Flying Saucer](#)", by Robert McLaughlin

[Letter from Robert McLaughlin, US Naval Unit, White Sands to Dr. James A. Van Allen](#), Applied Physics Laboratory, John Hopkins University, 12 May, 1949

The White Sands Missile Range firing records confirm a WAC B *Corporal* launch on 9 May, 1949: - <http://www.wsmr-history.org/FiringRecords.asp>

**1949 - about July - approx. 6:15 a. m. near Vallejo in a narrow strait entering into San Pablo Bay near San Francisco Bay, California - [Google Map](#)**



### **USS *President Andrew Jackson* APA-18, March, 1947**

*Click photo for additional images*

#### **Witnesses:**

Charles B. Harnett, aboard the USS President Jackson, APA 18  
On watch and in contact with radar, the signal bridge and fan tail  
lookout

#### **Summary:**

The ship had been in dry dock for repairs and had left the facility and was moving backwards south in the strait from Vallejo to San Pablo.

Maneuvering at the southernmost end of the strait to enter San Pablo Bay in the forward direction when Harnett caught sight of 12 to 14 objects directly above and to the east of the signal bridge. Their shape was not clearly outlined in a modified "8" formation. The color of the objects was alternating light and dark (witness was color-blind) and they appeared to move in a "nervous" zig-zag" pattern: light during the zig and dark during the zag. Their speed appeared to be faster than a fighter plane. "The pattern was not of equal distance traveled in each direction, but rather shorter distance was covered in their movement west than in their movement north."

As he watched the formation, he took his eyes off it to look at the deck momentarily to make sure he was not seeing things. When he looked back, they had progressed about 1/5 of their observed flight. Total duration was about 10-12 seconds. They traveled from southeast to northwest and disappeared into a low cloud band to the north of the ship.

He was too startled to inform the others through the "talker," but later reported the incident to the Communication Officer who said he would make an official report. After considering his observation, he thought one explanation might be high flying geese whose wings alternately reflected the sun, causing the zig-zag illusion.

Source: Report to NICAP received 19 July 1957

## 1949 - 3 July - Day - Longview, Washington - [Google Map](#)

### Witnesses:

Commander M. B. Taylor  
Attendees at the local airshow

### Summary:

At the Longview Fairgrounds, Commander Taylor was giving commentary at the beginning of an air show when he and others spotted an object in the sky above a sky-writing biplane. The UFO moved against the wind with an undulating motion, then made a right-angle turn after which it appeared like a discus of bright metal when viewed through 8x30 field glasses. Other reports of discs in the area at about the same time.

Commander Taylor served under Rear Admiral Delmar S. Fahrney, who is regarded today as the US Navy's "Father of Guided Missiles."

Sources: Hall, II

## 1949 - 8 August 1300-1330 - Medford ATS Base, OR - [Google Map](#)

### Witnesses:

Wallace Lee McDonald, Aviation Photographers Mate, Naval Air Auxiliary Station, Alameda  
Pilot P. O. Hull, AP1, Seattle  
Co-pilot R Tuswell, Chief Air Pilot, Alameda  
J. H. Sparks, AF1, Alameda

### Summary:

During the refueling of SBM-5(?) witnesses observed 5 white luminous objects overhead traveling ESE in V formation. Pilot called tower which had also observed object. Aircraft attained 8000 feet, the shape was discerned to be like camera lens (Convex on top, flat on bottom), traveling ESE from airport at about 150 mph. One object dropped down to 1000 feet, then returned to formation.

Source: Gross, 1949

From McDonald's log book. (Not possible to obtain photograph.)

Project Blue Book (Spot Intelligence Report) by Col. John G. Swope, AFOSI DO#19 21

April 1950

---

**1950 - 22 January - 2:40-4:40 a.m. near Kodiak Naval Air Station, AK**

[- Google Map](#)



**Lockheed P2-V3 Neptune**



**USS *Tillamook* ATA-192, Auxiliary Fleet Tug, date unknown**

*Click photo for additional images*

**Witnesses:**

LT Smith, Pilot and A. L. C. Gaskey radar officer flying in a Neptune P2-V3

## Morgan and Carver, on watch USS Tillamook off S of Kodiak Island

### Summary:

Briefly detected radar target 20 miles N of Kodiak Island, then another to the S at 2:48. Strong radar interference which prevented further tracking. At 3 a.m. watch on the Tillamook saw a red or orange ball of fire like an exhaust circle Kodiak Island in about 30 seconds, beginning and ended in the SE. P2-V3 radar picked up target at 5 miles which closed to dead ahead in 10 seconds. Visually, (2 orange lights rotating about a common center like 2 jet aircraft making slow rolls in formation.) P2-V3 tried to pursue, but object came at aircraft. Pilot turned off lights, then object departed to SE in 4 minutes.

Source: Navy Intelligence Report found within FBI UFO files.

Swords and Powell, *UFOs and Government*, page 90

Gross, 1950

## 1950 - Before noon - Salton Sea, California - [Google Map](#)



**Grumman F9F-5 Panther**

### Witnesses:

Commander Robert W. Weber, flying an F9F-5 jet out of Miramar Naval Air Station

AF jet pilot near Catalina Island

Los Angeles Air Port tower (LAX)

Another aircraft pilot, not remembered if it was military or civilian

### Summary:

Weber flying near the Salton Sea at 25,000 feet heard a call from an Air Force pilot near Catalina Island (40-50 miles offshore) about an unidentified object. Weber had plenty of fuel and decided to help in the

interception.

The object was about the size of a dime at arm's length and very bright, not as big as the moon, but too large to be Venus. Its shine was peculiar. It was elliptical, almost a cigar 1 to 6 ratio like a dime seen at an angle. Seemed motionless. It was hard to acquire at first and the Air Force pilot told him where to look. He could not estimate range as there were no clouds near the object. Tried to close with it for 15 to 20 minutes doing almost 400 knots, but made no progress.

The tower personnel at LAX confirmed the object to the Air Force pilot, but Weber did not recall if it were radar or visual contact. Another pilot also saw the object.

He was disappointed he could not close on the object. Weber reported the incident to operations officer. While the characteristic of the sighting might suggest Venus, Weber was sure it was not. He told Dr. McDonald he would try to supply a copy of his flight log book to determine the date, but there is nothing in McDonald's files.

Source: Dr. James McDonald's interview with Commander Robert W. Weber

## **1950 - 23 January 4:35 a.m. about 62 miles S of Kodiak Island**

- [Google Map](#)

### **Witnesses:**

Lt Causer and Lt Barco

Lt Paulson, ADI, plane captain Patrol Squadron One

### **Summary:**

Sighted object on an ascending westerly for 10 minutes. No radar contact. Unable to close at 170 knots. A pulsating orange-yellow projectile-shaped flame, with a regular period of 3 to 5 seconds. Later as the object increased in range the pulsations increased to 7 to 8 seconds.

Source: Navy Intelligence Report found within FBI UFO files

Gross, 1950

## **1950 - February - Day - About 10 miles North of Quonset Point**

**Naval Air Station, RI - [Google Map](#)**

### **Witnesses:**

Retired CDR (name on file), at the time student at the General Line School, Newport, RI

**Summary:**

Flying at 10,000 ft noticed 3 objects through thin wisp of cirrus cloud in perfect formation, the middle one slightly ahead of the others, disc-shaped passing overhead at great speed. Called Quonset Pt. Tower, but first time they asked for another call, the second they did not answer. Estimated that the objects were 150 ft in diameter with a dark spot in the middle. From the spot triangular light-colored (aluminum type color) thin triangles extended out to the circumference. Upon landing pilot went to tower. They informed him that the called had been heard, but they were dealing with an emergency and ignored it. On consulting with class leader and another senior officer they advised such report would not be good for career.

Source: Statement to CAUS (Larry Fawcett)

**1950 - 22 February - Night - Boca Chica Naval Air Station,  
Key West, Florida - [Google Map](#)****Witnesses:**

Ground personnel  
Pilots  
Radar

**Summary:**

"On February 22 two similar glowing objects were seen above Boca Chica Naval Air Station at Key West. A plane sent up to investigate was hopelessly outdistanced; it was obvious the things were at a great height. Back at the station, radar men tracked the objects as they hovered for a moment above Key West. They were found to be at least fifty miles above the earth. After a few seconds, they accelerated at high speed and streaked out of sight."

— (Keyhoe, *Flying Saucers Are Real*, page 12)

They were glowing objects too high for pursuit.

Sources: Project Blue Book files

Keyhoe I  
Hall II

**1950 - 7 March - Day? - Dallas Naval Air Station, Texas - [Google Map](#)**

**Witnesses:**

C.E. Edmundson, control tower operator

**Summary:**

Edmundson, according to NAS commander, Capt. M. A. Nation, saw an object similar to the [later sighting by Charley Lewis](#). Edmundson estimated its speed at 3,000 to 4,000 miles an hour. No sound. Capt. Nation said there were no jets in the area at the time.

Sources: Hall II

Gross, 1950

The Dallas (Texas) *Morning News*, 18 March 1950

**1950 - 10 March - 11:35 - about 12:00 a. m. - Las Vegas, New Mexico**

- [Google Map](#)

**Witnesses:**

LT Robert Hilgers, USNR

Corroborated by:

Carl Bruening

E. R. Daughtery

Mrs. Ford Edwards

Jack Parsons

Fred Lewis

**Summary:**

An object which appeared to be round, shiny, and giving off smoke seemed to be flying circles in the southwestern sky. After circling it appeared to zoom upward and out of sight.

Sources: Las Vegas, New Mexico *Daily Optic*, 18 March, 1950

Gross, 1950

**1950 - 16 March - 11:28 a.m. - Dallas Naval Air Station, Texas**

- [Google Map](#)



### Convair B-36 *Peacemaker* Bomber

#### Witnesses:

C. P. O. Charley Lewis

Jack Lawler, Lewis' brother-in-law and a former Air Force Major and Mrs. W. B. Webb

#### Summary:

Oblong, flat, disc-shaped object rapidly approached a B-36, followed under it briefly for a second or two and then left at a 45 degree angle. He shouted to the other two, and they had time to see the object. "I guess the whole thing took no more than 15 seconds. I've been in aviation for 18 years and I've never seen anything like it. I don't mind telling you it shook me up plenty," Lewis told the *Dallas Morning News*.

He immediately reported the sighting to his superiors. He said the object appeared to be about 20 to 25 feet in diameter. Its height he estimated between 10,000-15,000 feet.

"I just stepped out of my car and heard the B-36. When I looked up, I saw a very bright object racing at it at an incredible speed. It got under the bomber and seemed to hang there for a couple of second or so. Its color by then looked cream or light tan...It was smooth; there were no wings or projections from it, and it could have been a jet or a rocket ship because there was no fire." The object made no sound.

Capt. M. A. Nation, NAS commander told the press this was the second phenomenon observed at the NAS in ten days. He said there were no jets in the area at the time, and Love Field Weather Bureau observer A. M. Hamrick said there were no balloons in the air at the time.

Sources: Hall II

Gross, 1950

The Dallas (Texas) *Morning News*, 18 March, 1950:

<http://www.project1947.com/fig/1950a.htm#dallas>

## 1950 - 23 March - between 0900-1000 hours - Pensacola, Florida

- [Google Map](#)

### Witnesses:

Eight Navy enlisted men at Saufley Field and  
A group of paper mill workers

### Summary:

"On 23 March 1950 two groups of persons in Pensacola, Florida, reported sighting the 'mysterious objects.'

"A group of eight Navy enlisted men, ground crew members at Saufley Field were reported to have viewed the object through binoculars for about half an hour. A group of paper mill workers were reported to have seen the same or a similar object for about the same period.

"Both sightings were between 0900 and 1000 hours.

"The object sighted by Navy personnel was reported to be silvery flat round, and flying east at an estimated speed of perhaps 300 miles per hour.

"Navy officials are reported to have indicated that the object was not a weather balloon and pointed out that the object was flying directly against the winds of high velocity."

Sources: Pensacola, Florida *News Journal*, 24 March, 1950

Gross, 1950

## 1950 - April - Off Northern and Central California



### **USS Colahan DD-658 pre 1960**

*Click photo for additional images*

#### **Witnesses:**

USS Colahan, DD-658

#### **Summary:**

Sent to investigate 9 separate reports by fishermen, Coast Guard stations Coast Guard patrol planes. No subs sighted in 5 day search, but contacts indicated high speed underwater craft operating in the coastal Eureka area.

Source: Modesto (CA) *Bee*. 10 Nov, 1950

### **1950 - 24 June - Day - Near Daggett, California - [Google Map](#)**

#### **Witnesses:**

Crews of two airliners and a Navy transport

#### **Summary:**

A Navy pilot in a transport plane alerted other aircraft in the area

Source: Hall II

McDonald's paper

### **1950 - 4 July 0530Z - berthed at Sasebo, Japan- [Google Map](#)**



### **USS Cavalier APA-37 off Hong Kong, 1959**

*Click photo for additional images*

#### **Witnesses:**

Capt. Victor Stoyanow, USMC, one of 4 members on watch the USS Cavalier, APA-37

#### **Summary:**

A light of great intensity appeared over the harbor and under an overcast at about 30,000 feet, brighter than a star, about the size of a planet like Venus. Dawn had broken and this was the only light in the sky. It hovered for 5 minutes, wobbling eccentrically, at times making lateral movements. Then the light shot rapidly behind the horizon. Viewed through glasses showed no shape or other features.

Source: Interview with Major Dewey Fournet, Unclassified Operation Interloper Incident #17

### **1950 - 11 July - Day - Near Osceola, AR - [Google Map](#)**

#### **Witnesses:**

LTJG J. W. Martin, pilot  
R. E. Moore, enlisted pilot  
G. D. Wehner, electronic technician  
and the crew of another Navy aircraft

#### **Summary:**

The object first appeared as a round ball, ahead and to the left of their planes. As it crossed their flight path, disappearing in the distance to the right. It was caught on radar at its closest point. It resembled "a World War I helmet seen from the side, or a shiny, shallow bowl turned upside down."

Source: Hall II

## 1950 - September - 7:00 a.m. - Korea - [Google Map](#)

### Witnesses:

3 Carrier-based fighter-bombers

### Summary:

While observing the ground for the day's target, a truck convoy, two pilots observed two large circular shadows coming along the ground from the NW at a high rate of speed. The pilot in the third plane flying north saw the disc-shaped objects chasing the other two.

The objects "suddenly seemed to halt, back up and began a jittering, or fibrillating motion." When they prepared to fire on the objects "the radar went haywire." The screen bloomed and became very bright. Calling the carrier, the radio was affected by a strange buzzing sound which prevented communication. Changing frequencies did not work. The new band was clear for a moment then the buzzing resumed.

The object matched the speed of the aircraft and continued its jittering motion. The objects began maneuvering around the planes above and below. They were at least 600 feet in diameter and "had a silvered mirror appearance, with a reddish glow surrounding them." Their shape, "somewhat like a coolie hat with oblong ports from which emanated a copper green colored light which gradually shifted to pale pastel-colored lights and back to the copper-green again." Above the ports was a shimmering red ring which encircled the top portion.

When the objects maneuvered above them the bottom became visible. "In the middle of the underside was a circular area, coal black and non-reflective." The objects continued to jitter while maneuvering. The objects then departed the way they had come.

Haines I

Hall II (EME Catalogue)

## 1950 - 6 September - 5:40-5:50 p.m. - Edison Court, Waukegan, Illinois - [Google Map](#)

### Witnesses:

Dr. John J. Robinson, Histopathologist at Naval Medical Research Unit 4, Great Lakes, Illinois and An unnamed acquaintance

## Summary:

"On September 6, 1950 I was at Edison Court, Waukegan, Illinois about 5:40 to 5:50 PM. The day was perfectly clear, no clouds in the sky at that time, and a slight south wind blowing. I saw an object in the sky over the northern part of Waukegan which I have not seen been able to identify. It was sausage-shaped, measuring perhaps 20 feet in diameter or greatest length, and perhaps 15 to 20 feet in center thickness. When first seen, it was possibly 5,000 to 7,000 feet north at about 75 degree angle. It was nearly stationary but had a constant revolution of about 15 to 20 revolutions per minute, with a motion of rotation end over end and about a central axis. The object was very clearly visible and I could have made a good picture had a camera been available. It was entirely silent. The outer or convex part was a silvery color with a peculiar light appearance different from sun reflection and suggestive of luminescence; the concave or under side was a light gray color.

"My first thought was that it must be a peculiar large balloon-like object, but I wondered at its large size, constant speed of rotation, and strangely bright appearance. It hovered in nearly one location for about 2 to 3 minutes and then abruptly traveled westward in the direction of the Waukegan airport which lies NW of Waukegan a few miles. It traveled very rapidly toward this airport, with a speed I would judge to be that of a jet plane occasionally seen here.

"As it traveled, it continued to be perfectly silent and also maintained its continual, slow rotation about its central axis. No flashes of light from an exhaust were visible. When it reached a position perhaps 2-3 miles south of the Waukegan airport, it again slowed down and became nearly motionless. At the time a friend of mine arrived and I pointed this object out to him, which was equally puzzling to him.

"After remaining rather localized for a few minutes, it again began a fast, westerly movement and in a few seconds rapidly passed beyond sight. When last seen, it had a remarkable fast speed which might have been several hundred miles per hour faster than any aircraft I have seen."

It was not a balloon which the University of Chicago released that day as that landed at Lake Forest, Illinois between 3 and 4 PM. It was reported to the Medical Officer in Charge, CDR John R. Seal, MC, USN, Naval Medical Research Unit 4.

Source: Letter to USAF Intelligence, 10 July, 1952 in USAF HQ, Director of Intelligence file (NARA)

Gross, 1950

**1950 - 30 September - 12:37 p.m. - Seoul, Korea - [Google Map](#)**

**Witnesses:**

LT E. J. Ambrosia, USMC MP  
SSG Robert J. Bowden, USMC MP  
SSG Franklin Ryerson, USMC MP  
And other members of the patrol

**Summary:**

At 12:37 p. m., LT Ambrosia and others in his detail observed a silvery object flying west to east at about the height of bombers observed during the conflict. They reported the sighting to 5th Marine Regiment S-2 (intelligence) officer.

Source: Baltimore, Maryland, *Sunday Evening Sun* 1 October, 1950

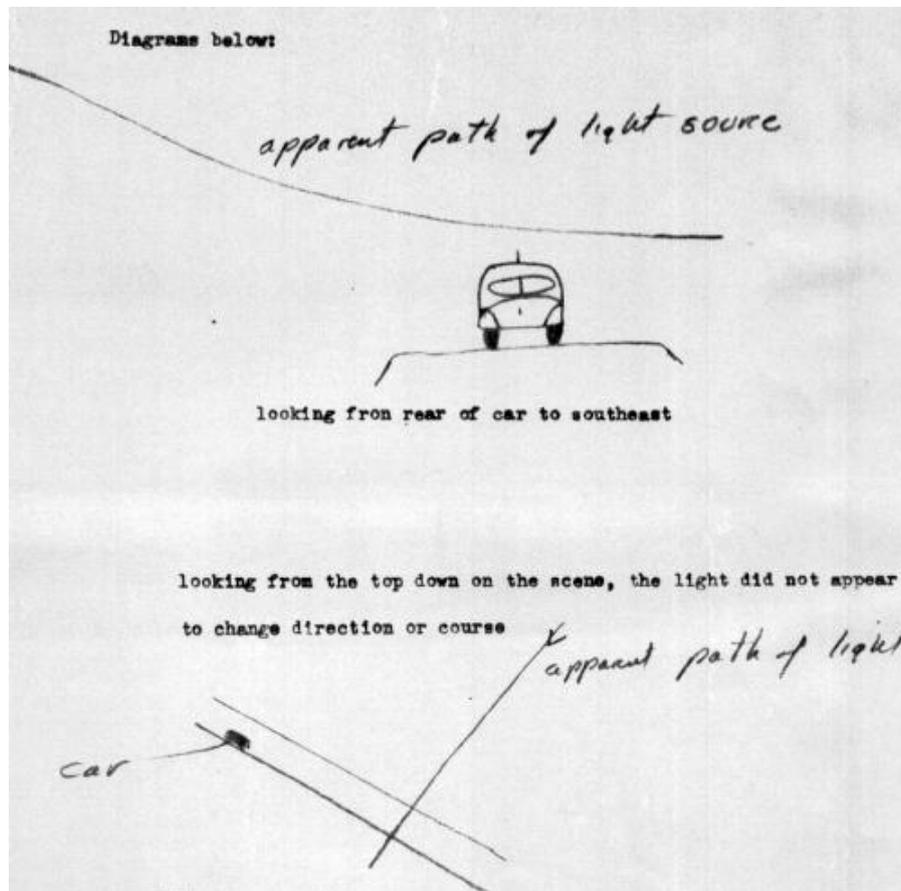
**1950 - October - about 8 p.m. - Between Browerville and Clarissa  
on Route 71, Minnesota - [Google Map](#)****Witnesses:**

George W. Christie, Jr., USNR pilot, associate editor of the *Red Lake Falls Gazette*, and son of George Christie, publisher, and Eva Lindbergh, daughter of Charles Lindbergh  
His wife, Peggy Christie

**Summary:**

Driving on a southeasterly course George Christie sighted a light source out of his left front window rather high in the sky. At first he thought it was a meteor, but it lasted too long for that. As they continued traveling at 65 mph the light appeared to be on a converging course with the car. It crossed in front of the car about 100 feet high and about 300 feet ahead and a speed of about 100 mph.

Once it crossed the highway the engine failed just as if it had been switched off. There was no other traffic on the road. The light was bright, circular and whitish and there was no noise during its passage.



**Sketch of The Christies' UFO Sighting by the witnesses**

Both husband and wife had knowledge of astronomy. A short account was written for the newspaper. Much later Ted Bloecher wrote the newspaper for a copy of the article, but his letter was never answered.

**Project 1947 comment:** The year 1950 had many accounts of low level approaches, close encounters and buzzings. Mostly the incidents were reported in small newspapers. The USAF investigation effort at this time was minimal so few accounts survive in the Project Blue Book files. Naval Intelligence put out a release seconding the Air Forces' position. Only the Army intelligence actively collected material during this period.

**True** magazine had printed an exposé of the Frank Scully *Behind the Flying Saucers* story, and Keyhoe following the lead of his employers, adopted a similarly conservative view of reported low-level sightings. Only later did a survey of newspapers reveal a surprising number of such incidents.

Source: Report to CSI-LA.

**1950 - 14 October - 8:13 p.m. - Atlantic Ocean, 22 miles Off  
Portsmouth, NH - [Google Map](#)**



### **USCG Yankton WYT-72**

*Click photo for additional images*

#### **Witnesses:**

USCG Yard Tug Yankton, WYT-72

#### **Summary:**

Several crew members observed a bright cigar-shaped craft that also appeared to others as a disc with a flat bottom and a glowing red top pass overhead. Observed for 8 seconds to one minute, by crew at various positions.

Source: Project Blue Book files

**1950 - 7 November - 7:15 p.m. - East of Lakehurst, NJ - [Google Map](#)**



## US Navy Douglas AD-4Q Skyraider



**Grumman F9F-2 Panther**

### Witnesses:

LTJG Robert Haven piloting Douglas AD-4Q Skyraider aircraft and an F9F-2, Panther jet pilot

### Summary:

At 3500 feet heading W saw a steady white light to his right at 4000 feet 5 miles away heading SE. Pilot made a climbing turn to get behind object. Object made a head-on pass at aircraft. 5 more such passes made as object climbed about 2000 feet/minute to 11,500. When jets arrived, object at about 25,000 feet.

Source: Project Blue Book Case #: Balloon

Hynek *UFO Report* pp 68-70

Keyhoe II (based on Special Delivery letter from LTJG Robert Haven to Keyhoe now lost)

## 1950 - 10 November - Off Southern California Coast



### **USS Blue DD-744, date unknown**

*Click photo for additional images*

#### **Witnesses:**

USS Blue, DD-744 (stationed in San Diego)

#### **Summary:**

Destroyer has unidentified radar contact. Ship keeping contact with the unidentified object. Navy PIO did not give out information on the type or nature of contact.

Source: Modesto (CA) *Bee*. 10 Nov, 1950

San Diego (CA) *Union* 10 November, 1950

San Diego (CA) *Union* 11 November, 1950

San Diego (CA) *Union* 3 December, 1950

**1950 - 14 November - 2000 hours - Near Boca Chica Naval Air Station, Key West, Florida - [Google Map](#)**



### **Grumman F6F-5N Hellcat night fighter with AN/APS-6 radar pod under right wing**

#### **Witnesses:**

Ground radar personnel

Pilot of Grumman F6F-5N - Night fighter version of the Hellcat, fitted with AN/APS-6 radar

#### **Summary:**

"Tuesday, 14 November 1950, approximately 2000 at 15,000 feet 30 miles north of NAS, Key West. (Unknown) aircraft picked up tracked intermittently by ground radar. Ground speed 480 miles per hour, heading 180, made turn to right and faded from scope. F6F-5N picked up aircraft on radar one and one half miles range. Unable to close for visual contact. Weather clear visibility excellent clear night. At approximately 2015 unidentified aircraft sighted by pilot of F6F-5N near NAS, Key West, traveling at high speed."

Source: Gross, 1950

Project Blue Book files Naval Speed Letter. To: Commander Fleet Air Jacksonville. U.S. Naval Air Station, Jacksonville, Florida. From: S.J. Lawrence, Commanding Officer.

Fleet All Weather Training Unit, Atlantic. U.S. Naval Air Station, Boca Chica Field, Key West, Florida

**1950 - 15 November - 2100 hours - Near Boca Chica Naval Air Station, Key West, Florida - [Google Map](#)**

**Witnesses:**

Two Grumman Hellcat F6F-5N night fighter pilots  
Ground Control Intercept radar personnel

**Summary:**

"Wednesday, 15 November 1950, at 2100 at 15,000 feet aircraft picked up by ground radar within 3 miles of two F6F-5Ns on GCI flight, bearing 270 degrees distance 42 miles from NAS, Key West. One experienced VF(N) pilot made a visual contact on aircraft with long silver fuselage, no lights. The unidentified air craft followed the F6F-5Ns being controlled by GCI [Ground Controlled Interception] radar. Return on radar twice the size of radar return of F6F. Aircraft speed estimated as more than twice as fast as F6F cruising at 160 knots."

**Loren Gross Comment:** The reference to "warning area" may be violation of territorial waters or some other restricted air space. It's possible this report has a conventional explanation but it was sent to Fleet Air HQ. Fleet Air was notified of two incidents of contact with an unidentified "aircraft" operating with no lights in the warning area assigned to FAWTULANT [Fleet All-Weather Training Unit, Atlantic], NAS, Key West, Florida. In both cases Military Flight Service knew of no aircraft scheduled or flight plan for operations in the area.

Source: Gross. 1950

Project Blue Book files Naval Speed Letter. To: Commander Fleet Air Jacksonville. U.S. Naval Air Station, Jacksonville, Florida. From: S.J. Lawrence, Commanding Officer. Fleet All Weather Training Unit, Atlantic. U.S. Naval Air Station, Boca Chica Field, Key West, Florida. 21 November 50.

**1950 - December - Day - Steaming up the channel from Incheon, Korea**

 - [Google Map](#)



**USS Gardiners Bay AVP-39, seaplane tender, in 1957**

*Click photo for additional images*

**Witnesses:**

Crew members from the seaplane tender, USS Gardiners Bay, AVP-39

**Summary:**

Two mysterious smoke-trailing objects stuck the water at tremendous speed off the ship's port bow. "Two huge columns of water rose to about 100 feet in height at the point of contact. No aircraft could be sighted by radar or visually overhead although the ceiling was unlimited. Identification remains a great mystery."

Source: *Naval Aviation News*, February 1951

**1950 - 18 December - 0820-0830 - Oak Ridge, Tennessee - [Google Map](#)**

**Witnesses:**

Witnesses: 2 Groups in 2 automobiles going to work at Nuclear Energy Propulsion for Aircraft (NEPA) Project.

NEPA: <http://www.project1947.com/gfb/gasser.htm>

**Group One:**

Lt. Col. John R. Hood, USAF

Cdr. Edward W. Hribar, USN

Maj. Walter L. Carss, Jr. USAF

and three other civilians who did not observe the UFO.

They were riding to work at the NEPA Division, Fairchild Engine and Airplane Corp. in the S-50 area at Oak Ridge, TN, one mile from the White Wing Entrance and Y-12 plant.

**Group Two:**

Dr. A. J. Miller

Mr. J. Frank Coneybear

Mr. A. O. Monneyham

Mr. F. T. Bly and one other who did not see the UFO.

They were also riding to work on a turnpike within the Controlled Area toward the NEPA Project about one mile short of the "Y" cutoff to the White Wing entrance and Y-12.

USAF McGhee Tyson Air Force Radar Station

**Summary:**

Group One at about 0827, while riding SW just outside the restricted area observed an object which "appeared only as the bright reflection of the sun from an apparently metal surface, much as might be expected at a great distance." It appeared to the WSW of the Oak Ridge Townsite at an elevation of 25 degrees. It was lost from sight when the car turned as the side windows were frosted, and when the car again turned in the direction of the object, it could no longer be seen.

Group Two saw a light in the shape of a circle, with an intensity greater than a bright moon. The observers' impression was that there was a form in connection with the light rather than just a point source. The light was 15 to 20 degrees in elevation in the W and NW and appeared to travel in a northwesterly direction. No trail was observed. Part of the perimeter of the circular light appeared to partially darken until the light was concentrated in part of the upper position, at which point it appeared like a large star. Radar showed contact at 0839; fighter interception attempted with negative results.

Source: 111<sup>th</sup> Army Counter Intelligence Command, Knoxville, TN

Report by Plant Protection Manger, Fairchild Engine and Airplane Corp, Oak Ridge, TN.

**1950 - About 20 December (No Earlier Than (NET) 16 December (The Battle of the Chosin Reservoir, Korea) and Not Later Than (NLT) Christmas - Afternoon - North Island, Naval Air Station, San Diego, CA - [Google Map](#)**



**WAVE Aerographer's Mate 3rd Class on theodolite platform, circa 1944-45.**

**Witnesses:**

Aerographer 3/c (later a sales engineer at Zinsco Electrical Products, Los Angeles) William Albert Broka

Aerographer Driscoll

Aerographer (later Chief) Jim Rose

The Watch Chief (later Chief Warrant) Barich

Commander (later Capt.) Chandler, Station Commanding Officer

The Meteorological Officer from Holtville Naval Auxiliary Air Station in Imperial Valley, CA

Other aerographer

Navy pilots

A number of Air Force pilots who had participated in evacuating frostbitten Marines from the Chosin Reservoir Battle

Control tower personnel

**Summary:**

Broka and Driscoll tracking a pilot balloon (pibal) when Broka saw something cross through the theodolite's field of view. Objects were seen singularly, in pairs or in threes and fours traveling at high speed over Point Loma to the northwest. The objects were teardrop-shaped or like a cross section of an aircraft wing, grayish white with a cottony white tail which seemed to wave, but not grow larger. The trails were unlike jet contrails. They reported the incident which no one believed until Chief Barich came up and looked. Then, everyone came. The objects could not be seen with the naked eye nor binoculars brought from the tower.

The objects traveled from north to south and then made a high speed turn and disappeared. They kept reappearing as if they were making a circular track out to sea and back. The sighting went on for about one-and-a-half hours. Radar supposedly tracked them at 100,000 feet. Commander Chandler saw one which was not moving. Many had a look at it through the theodolite. Commander Chandler saw a sudden white puff of smoke from the bottom of the still object and it shot up out of sight. He said it looked like someone had dropped a bag of flour out of the bottom and it was gone. The other objects stopped appearing. They looked for their return over the next few days, but they were not seen again. A complete report was made, but there was no feedback.

Source: Letter from William Broka to Jacques Vallée, 10 August, 1965.

Listed in Project Blue Book as "Not a case. Information only"

<http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-731>

---

## 1951 - 20 January - 9:20-9:26 p.m. - Sioux City, IA - [Google Map](#)

### Witnesses:

Airline Capt Lawrence W. Vinther  
Co-pilot James F. Bachmeier (LCDR, USNR) and 1 passenger  
Aide to Col. Matthew Thompson, Offut AFB who investigates  
unconventional aircraft reports And 2 tower personnel

### Summary:

Cigar-shaped object with bright body light approached, reversed direction climbed away. First civilian UFO CIRVIS report through the revised directive JANAP 146B. When the airliner reached Kansas City, Col. Thompson and the other USAF officer from Offut AFB questioned the crew.

Source: Project Blue Book Case #

Article in "Flying" Magazine, June, 1951

Hall II

United Press, 2 January, 1951

**1951 - 10 February - 0055Z (9:55, 9 February local time) - Enroute from Keflavik, Iceland to Naval Air Station Argentia, Newfoundland, Canada, at about 49°50'N, 50°03'W**  
- [Google Map](#)



**U.S. Navy Douglas R5D-3 (C-54Q) *Skymaster* assigned to Naval Air Station Argentia, Newfoundland**

**Witnesses:**

LTJG A. L. Jones, flight commander

LT Fred W. Kingdon, Jr. second flight commander

LT Graham E. Bethune, USNR, co-pilot at the time

LT John M. Meyer

LT N. G. P. Koger

ALO Quentin R. Shiever

AE3 Gerald R. Daniels

Other members of the crew, the relief crew and passenger aboard the aircraft.

Dr. McDonald later interviewed LT William D. Bridge

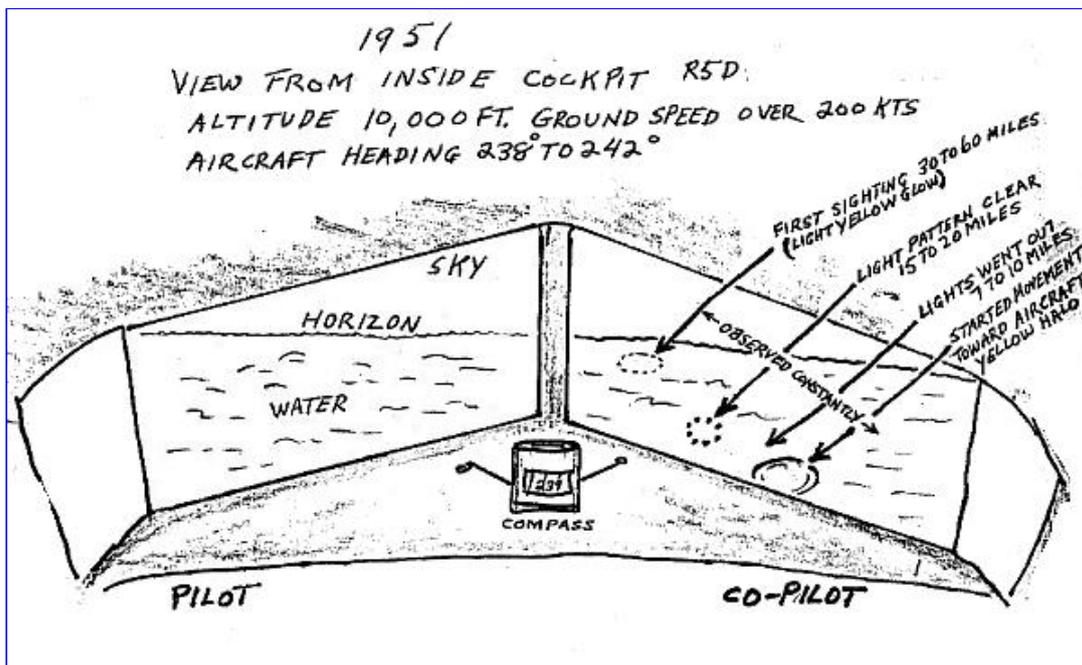
Paul Abrams, USNR (Bridge recalled he might have been on the flight)

**Summary:**

A US Navy VR-1 Squadron Douglas R5D (C-54Q) Skymaster aircraft, (Bureau # 56501), was at 10,000 feet, enroute from Keflavik, Iceland, to

Argentina, Newfoundland. Pilot LT Bethune saw a light glowing in the distance beneath a thin layer of strato-form cloud which appeared to be the lights of a completely illuminated large ship or a small city. He alerted co-pilot LT Kingdon who confirmed the sighting. As they observed the light it started ascending through the cloud layer and became "quite bright".

The object appeared circular with a glowing yellow-orange ring - "like fire in color" - around the outer edge. It was on a true course of 125 degrees with the plane on a true course of 225 degrees. As it approached the plane, it suddenly turned about 180 degrees and disappeared rapidly over the horizon. Its speed "was terrific."



*Click image for larger version*

Various explanations for the incident were offered:

Project Blue Book: Aurora

Others: Mis-identification of the moon which was near setting at the time (crew did not mention the moon in their statements). The moon was supposedly mistaken for the initial sighting and an "auroral meteor" was responsible for the illuminated receding object.

**Richard Hall comment:** I must say that after reading the BB file, the notion that they saw the moon seems absurd. It is very clear that the object approached from one direction, then (à la Nash-Fortenberry) reversed direction at a very sharp angle and disappeared over the horizon in quite a different position. Quite an "illusion!"

**Project 1947 comments:**

Note the similarity with [Lt George P. Williams' account of 21 February, 1951](#). Is this another version of the above earlier incident, or an entirely

separate case? Note that Williams mentions the moon as full while during the other incident it would have been almost a quarter. Major Fournet, the Pentagon USAF UFO monitor, received LT Williams' account during his visit to the Naval Intelligence Class #9. He did not make it part of the official USAF files, but rather kept this account and two others received from Class 9 Naval and Marine officers in an unclassified collection entitled: "Operation Interloper". The purpose of this collection is not known, but it might have been used to discuss UFOs with people who did not have sufficient clearance to study UFO reports.

Fournet had access to the Feb 10 incident, but he apparently made no comments to his superiors or to ATIC about the similarity between the two accounts.

Keyhoe learned of the 10 February incident in 1959. He used it in his book "*Flying Saucers: Top Secret*" changing the date, aircraft type and crew names to protect their identities. He considered this incident as his most important "NICAP hidden case" and he nominated Bethune as a potential star witness for his hoped-for Congressional hearing into UFOs.

Over the years some details of Bethune's account of the incident have changed. His account in [Naval Aviation News](#) mentions radar tracking of the object from Newfoundland, but not the EME effects. His later account authored by Robert Durant mentions both. The Project Blue Book files mention neither.

The reported electromagnetic effects consisted of the main compass – which was on the center frame separating the two cockpit windows – rocking back and forth. LT Kingdon commented that when the object was closer the effect was more pronounced, with the compass spinning more erratically. It was considered highly unusual for any external source to influence the instruments in this way. The radio direction finder's "needles were jumping all over the place." There was another magnetic compass connected to sensors on the wing tips which also behaved abnormally. The vacuum-driven gyro compass remained unaffected and the other compasses returned to normal when the object departed.

Some doubt has been cast on whether LT William D. Bridge was actually on the same North Atlantic flight as Bethune.

In both Bethune's interview with NICAP's Stuart Nixon in February, 1970, and Dr McDonald's interview with Bridge in April 29, 1970, mention was made of a "skeptical psychiatrist" who was on board the flight. He refused to look at the object because he said he did not believe in flying saucers. This unique aspect of both testimonies would seem to indicate that Bridge and Bethune were on the same flight that witnessed the UFO sighting.

Most accounts of this incident state that Bethune, Jones and Kingdon later learned that there had been radar confirmation of the UFO. Essentially, it can be said that there is no official confirmation of any radar detection.

The sighting occurred too far from Gander's radar installation for the object to have been tracked initially, however, the UFO's departure might have been tracked as it left the area. Bridge claims he was told when they landed that there had been no radar trace of the object.

Bethune stated that Keyhoe wanted him to testify before Congress on his sighting during possible hearings about 1960-1963. The hearings never materialized.

Bethune writes:

"Keyhoe wanted me to go public with my story, and to participate in planned congressional hearings. I declined, seeing no sense in becoming a celebrity and attracting ridicule from the press and possibly from military colleagues.

"But Keyhoe did produce a story in his 1960 book *Flying Saucers – Top Secret*," and submitted a summary to the Congress along with much other data showing that the UFO problem was very real, indeed. It was not until 1970 that I learned of the book. I was told about it by Stuart Nixon, who worked closely with Keyhoe on the NICAP publication. Keyhoe was a real gentleman, and used a pseudonym instead of my real name."

Keyhoe apparently never had any direct contact with Bethune when the report was first received at NICAP and during the run up to Congressional hearings. It appears that all communication was through intermediaries.

In *Aliens from Space*, page 100, Keyhoe says to one of his contacts, who had interviewed one of the Navy pilot crewmembers who was reluctant to testify:

"If he was really one of those witnesses he could be a big help. He might get in touch with some he knew personally and ask them to join in. The congressmen who told me about this said he'd guarantee immunity."

On page 101-102, speaking on Bethune testifying before Congress:

The main reason was a suggestion by Admiral Fahrney, in 1959, that we plan to use this startling case and the Navy air crews' testimony when we got congressional hearings. We were both confident that the Navy department would produce these witnesses without resisting a congressional committee summons."

The suggestion was made that Admiral Hillenkoetter's influence would offer protection for the witnesses as well.

Keyhoe also relates a lurid tale in which he asks a friend who was not associated with UFO research to call the Navy to try to get Bethune's address. This was at the time when Bethune was still on active duty. Keyhoe said after his friend made the request, two agents who worked for

the CIA questioned him about the reason for his inquiry. When he told them about Keyhoe's plan for Congressional hearings, he also mentioned the expectation of possible assistance from Admiral Hillenkoetter, the former Director of Central Intelligence.

Project Blue Book documents at this time discuss methods of avoiding any Congressional hearings into UFOs and the possibility of neutralizing Hillenkoetter. Hillenkoetter resigned from NICAP shortly after this.

In Bethune's account of the sighting, he mentions that "the navigator was so frightened and astonished by the onrushing UFO that he lost his balance, fell and struck his head against the navigation table. The radioman's arm was hurt during the melee."

We have no confirmation of this from any other source, official or otherwise. However, it should be pointed out that beside the crew and the relief crew, there were a number of passengers on board who had also observed the object. Despite this large pool of witnesses, almost no one came forward to publicly talk about the UFO incident.

As Durant stated in his report, Bethune had absorbed certain fringe UFO theories in the years since his sighting and had written about them in an obscure publication. It remains important, however, to remember that the totality of this incident does not depend on the account of any one witness.

Sources:

Project Blue Book files

Hall II

Keyhoe IV

Keyhoe V

NICAP files

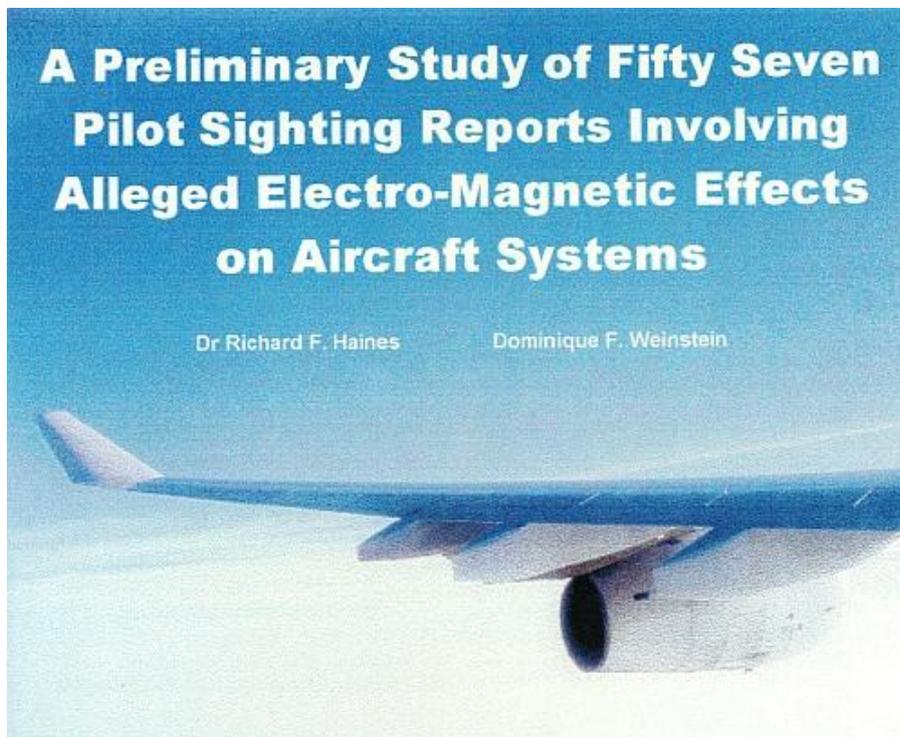
McDonald papers

Personal conversation with Bethune at the MUFON conference

Naval Aviation News, June, 1973

NICAP website compilation

Haines, Richard F. and Dominique Weinstein, "A Preliminary Study of Fifty Seven Pilot Sighting Reports Involving Alleged Electro-Magnetic Effects on Aircraft Systems", NARCAP, Boulder Creek, CA, 2001



See: <http://www.narcap.org/reports/emcarm.htm>

“Final Text”, Graham Bethune and Robert Durant (The Durant Report)

**1951 - 21 February - About 3:00 a.m. - Atlantic En route from Keflavik to Newfoundland about 60° N, 33° W - [Google Map](#)**



**US Navy Douglas R5D Skymaster**

**Witnesses:**

LT. George P. Williams USN piloting a Navy Fleet Logistics Air Wing Douglas R5D Skymaster and 9 crewmen

**Summary:**

3 hours out of Iceland at 10,000 feet with an almost full moon and thin layer of broken cumulus below with tops at 3000. Viewed a bright light through the clouds ahead. Thinking it was a ship called co-pilot forward. Light rose up from beneath the clouds at a terrific closing rate and disappeared off port quarter. It was flat elliptical or cigar-shaped by side view and seemed to be spewing a ring of red-orange exhaust all along the periphery. It appeared larger than the R5D.

Source: Interview with Major Dewey Fournet, Unclassified Operation Interloper Incident #26 - <http://www.project1947.com/fig/1951a.htm#26>

See also the remarkably similar Bethune-Gander incident:  
<http://www.project1947.com/fig/1951a.htm#gander>

**1951 March - about 11:30 p.m. - about 125 miles off Cape May,  
New Jersey - [Google Map](#)**



**USS Dyess DDR-880, date and location unknown**

*Click photo for additional images*

**Witnesses:**

LT CDR Robert Wood (later professor astronomy at Brevard Community College)

Ships personnel of the USS Dyess, DDR-880

**Summary:**

While on picket duty for an air defense mission, a strange target was picked up on radar approaching the ship from the east. When it closed within 30 miles it stopped dead. It had approached at a speed of about 80 to 90 knots.

Initially the height finder radar was not on, but once enabled it determined the object was at approximately 4000 feet. The return of the target was about the size of a large aircraft like a DC8 or DC9. After the Captain was informed he ordered the ship to head in the direction of the contact. They closed to within about 15 miles when the object took off at a high rate of speed. When it was about 35 to 40 miles south of Nantucket, it suddenly went straight up and disappeared. It was reported up the chain of command, but Wood heard of no follow up.

Robert Pratt interview with Robert Wood:

<http://www.project1947.com/fig/1951a.htm#dyess>

Gross, 1951

**1951 - 2 March - 2030M - 12°10' N 63° 21' E - (Arabian Sea)**

- [Google Map](#)



**USS Moctobi ATF-105 Fleet Tug circa late 1960s**

*Click photo for additional images*

**Witnesses:**

USS Moctobi, Fleet Ocean Tug ATF-105

**Summary:**

"Unidentified radar target on screen for 6 minutes. Course 220, speed 18, distance 11 mi. from ship."

OPNAV Evaluation: Doubtful, Index # 370

Source: Director of Naval Intelligence, Report of Submarine Contacts, 29 May 1951

**1951 - 10 March - 1040Z 22°06'N, 86°29'W - (Off British Honduras)**

- [Google Map](#)



**USNS Sgt George Peterson T-AK-248**

*Click photo for additional images*

**Witnesses:**

USNS Sgt George Peterson, T-AK-248

**Summary:**

"Master and crew saw low black or gray hull superstructure with two short masts amidships."

NAVOP Evaluation: Doubtful, Index # 379

Source: Director of Naval Intelligence, Report of Submarine Contacts, 29 May 1951

**1951 - 19 March - 0049Z - 27°06' N, 121°35'E - (North of Formosa  
(now Taiwan) - [Google Map](#)**



### Lockheed P-2V-2 *Neptune* of VP-22

#### Witnesses:

Crew of Navy Lockheed P-2V-2 Neptune of Squadron VP-22

#### Summary:

"Radar contact, distance 23 mi. Swirl sighted 4 minutes after disappearance of contact.

OPNAV Evaluation: Doubtful, Index #378

Source: Director of Naval Intelligence, Report of Submarine Contacts, 29 May 1951

**1951 - 3 June - 0100R - 12°14'N, 73°42'W (50 miles off Columbia, South America - [Google Map](#)**



### USS *Tappahannock* (AO-43) South China Sea 1 August, 1969

*Click photo for additional images*

#### Witnesses:

## USS Tappahannock (AO-43)

### Summary:

"Radar contact - definite submergence."

OPNAV Evaluation: Doubtful, Index #403

Source: Director of Naval Intelligence, Report of Submarine Contacts, 4 October 1951

**1951 - 21 June - 1430R - 700 yards off Eatons Neck, Long Island,  
New York - [Google Map](#)**

### Witnesses:

Chief Leroy Johnson

### Summary:

"Part of submarine coning tower sighted.

In view of shallow water 700 off Eaton Neck, evaluation non-sub."

OPNAV Evaluation: Non Sub, Index #406

Source: Director of Naval Intelligence, Report of Submarine Contacts, 4 October 1951

**1951 - 1 July - 2250K - near Seoul, Korea - [Google Map](#)**



### Vought F4U-5N *Corsair* (top) and Grumman F7F-3N *Tigercat* Night Fighters

#### Witnesses:

4 night fighter pilots of the 1st Marine Air Wing

#### Summary:

"...pilots in different areas simultaneously reported a large green ball, very bright, and trailing streaks of red which soon turned blue, passing overhead at 10-15,000 feet on NNE heading. Pilot's location at time of sighting were as follows. One F4U-5N 2 miles N of Seoul, one F4U-5N at CT 1070, one at CT 4020, one at CT 4020, one F7F-3N at CU 2010. Pilots concur that object was moving with tremendous velocity."

— Air Technical Intelligence Liaison Office, Korea, IR 33-52

Source: Project Blue Book: Meteor

Haines, II

**1951 - 17 July - 1130Z - 58°55' N, 151°58'W - (Alaska) - [Google Map](#)**



### **USNS *Mission San Francisco* T-AO-123, date and location unknown**

*Click photo for additional images*

#### **Witnesses:**

USNS Mission San Francisco (T-AO-123)

#### **Summary:**

"Radar contact tracked at 14 kts, disappeared."

OPNAV evaluation as non-submarine. Incident index #441

Source: Director of Naval Intelligence, Subject: Report Submarine of Contacts, 29  
May, 1951

**1951 - August - Night - near Norfolk, VA - [Google Map](#)**



**Vought USMC F4U-4 Corsair of the Korean Era**

**Witnesses:**

Major H. Covington, USMC pilot flying a Corsair aircraft  
Control tower personnel

**Summary:**

Flying in the vicinity of Norfolk, Covington saw a pair of orange lights about 3000 feet below him cruising at about 1/3rd his speed of 380 mph. Believing they were the exhaust glow of another aircraft he was unconcerned until one of the lights turned and departed the area at very high speed. Covington then went into a diving turn toward the other light which executed a 90-degree turn, changed its coloration and then vanished.

After losing sight of the light, Covington turned back towards base, but while glancing in his rear view mirror he saw below and to his rear a 50 foot disc flashing neon-like pink, orange, red, and very bright white. He attempted to evade the object with violent twists and turns but the object stayed with him.

With his plane low on fuel, he headed for base, asking for landing instructions and informing the tower of the presence of the object. Tower personnel also viewed the object which stopped and hovered for a time before departing.

Source: Charlotte, NC, *Charlotte News*, 5 December, 1966

Gross, 1951

**1951 - August - 1830hrs - Alexandria, Virginia - [Google Map](#)****Witnesses:**

LT William G. Neville, Jr., OPNAV 342Y1, Pentagon

**Summary:**

LT Neville reported to the Pentagon Command Post the sighting of an oval-shaped silvery object over Alexandria. His report was forwarded to ATIC.

Source: DF to Chief, ATIC, from AFOIN (Air Force Intelligence, Subject Unidentified Flying Object, dated 7 September 1951 with Memo for Record 24 August 1951  
Project Blue Book files

## 1951 - About August to May 1952 - off East Coast of Korea



### USS Essex CV-9 in 1952

*Click photo for additional images*

#### Witnesses:

Electronic Repair Officer,  
and LT Robert Houston,  
others in CIC, USS Essex, CV-9

#### Summary:

"The radar contacts were...operating at altitudes and speeds greater than any known aircraft." The contacts were reported to the Navy in Washington. Polaroid photographs and pictures of radar targets were submitted to Navy HQ. Called several times to check radar and look at pictures. Speed report at 3000 mph and at 75,000 feet; higher and faster than aircraft at the time.

Source: Letter to Dr. Hynek, 25 June, 1975, confirming earlier verbal discussion with Dr. Hynek.

## 1951 - September - about 1800 - Naval Air Station - Memphis, Tennessee - [Google Map](#)

#### Witnesses:

Crews and students of two Navy radar planes  
Running exercises with ground station

#### Summary:

While flying at 5,000 feet the lead pilot called the attention of all on board to a silver object flying off the port side at about 1200 to 1500 feet. The

pilot tried to make a slow port turn towards the object which immediately moved off at right angles to its course in excess of 5000 mph.

Upon landing the two planes were met by the Public Relations Officer who had alerted the Memphis *Commercial Appeal* newspaper. The story later appeared on the newspaper's front page. The same day as the story ran, the NAS was reprimanded for releasing the information to the public.

PROJECT 1947 Comment: This may be the same incident as the [July 11, 1950, Osceola, AR account](#) which was reported in the Memphis *Commercial Appeal*.

Source: Letter from Wesley Brown, Jr. Head, Department of Police Science and Administration, Northern Arizona University to J. Allen Hynek August, 28, 1974.

## **1951 - About September - about 25 miles South of Philadelphia, Pennsylvania - [Google Map](#)**

### **Witnesses:**

Four Corsairs, flight led by Major Gordon Allen of Lubbock, TX  
Major Henry Covington and two other pilots

### **Summary:**

Flying at 6000 feet (south of Glassboro, New Jersey, approximately over Malaga, New Jersey) when Major Allen shouted, "What is that?" over the radio.

Major Covington looked but could see nothing. Suddenly, Major Allen shouted, "My God!" and pulled straight back on the stick. The others followed him in the maneuver, and as we did so, this orange disk passed directly under us, not more than 30 or 40 feet away," Major Covington said.

"That made three more believers in our squadron." (See [Covington August, 1951 sighting](#).)

Comment by Ted Bloecher: This sighting by Major Allen and Major Covington over southern New Jersey may have occurred about the same time at the Fort Monmouth radar-visual series on September 10-11, 1951.

(Cf., [Lt. C. A. Johnson, USN, Summer or Fall 1952](#), Near San Diego, CA and Squadron Leader Donald Higgin, RAF, 10 May 1953 Near Oceanside, CA)

## 1951 - Fall - Night - off Korean coast

### Witnesses:

LCDR M. C. Davies, with 4000 flying hours at time of sighting, flying an Anti-Submarine Squadron aircraft, assigned to check the proficiency of the radar operators of 14 surface and airborne radars

### Summary:

A radar contact was detected circling the fleet. There was another aircraft in the wingman's position about 3 miles behind, the object took up a position astern of the wingman about the same distance between the aircraft. The target showed on radar as slightly larger than the wingman. Contacting one of the ships, Davies was told that 14 ships had the target on radar and he should attempt to intercept. No visual confirmation was possible to cloud cover. After about 5 minutes in the same position relative to the aircraft, the object departed the area at about 1000 mph.

Upon landing, LCDR Davies made a UFO report and was informed that the object had been on the fleet radars for about seven hours.

Formerly one of the "Hidden" NICAP/Keyhoe reports.

Sources: Letter to NICAP from LCDR Davies, 16 May 1957:

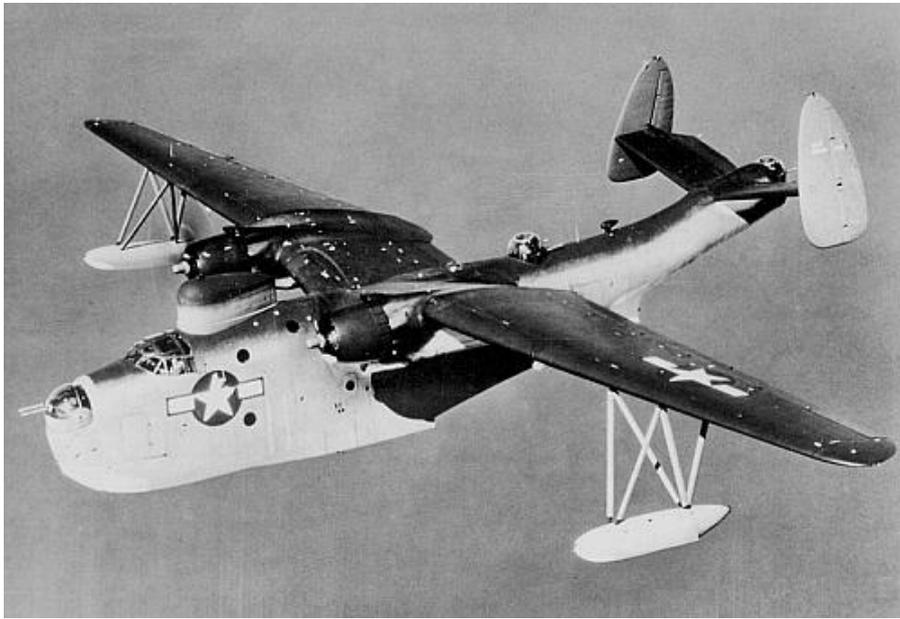
<http://www.project1947.com/47cats/dekdavies.htm>

Hall II

Haines I

Gross, 1951

**1951 - 18 October - 0333 hours I (Korean time) - 38°48' N, 123°16' E  
(Yellow sea) - [Google Map](#)**



### **Martin PBM-5 *Mariner***

#### **Witnesses:**

Ensign George Gregory and copilot of a PBM-5 in VP146 unit heading NW

#### **Summary:**

Flying at 5000 feet heading 194 degrees True on a weather mission, a waist gunner sighted a light on the port side and notified the crew. The contact was about the same heading as the plane at about 4000 feet. Radar confirmed contact. Both pilots saw it, and applied power in an attempt to intercept. As they approached radar contact was lost. They closed to three or four miles. It seemed to have a cigar-shaped body about 60 feet long with flames of orange red and white coming from the rear. It appeared silvery in color, slightly swept back and down wings with a dihedral at the tips observed through binoculars. Pilots attempted to get the object between them and the moon to take a picture but were unsuccessful. The object accelerated slowly increasing range to 16 miles as indicated by radar. Visual contact lost in the clouds. Contact lost at 25 miles at which time the speed was computed at 530 knots.

Source: Report in CUFOS files of an interview with George Gregory

Project Blue Book files: Letter, HQ Far East Air Forces, Subject: Unidentified Air Contact, 12 Nov 1951

Message 54557 1 Nov 51 from AF HQ requesting information (not seen)

Air Intelligence Information Report Form 28 June 1952 Compiled by Air Technical Intelligence Liaison (ATIL) Office, Far East Air Forces

**Project 1947 Comment:** ATIL was an ATIC detachment in Far East Air Forces Intelligence. They were in both FEAF HQ and in Korea.

**1951 - November - about 8:30 p.m. - Jacksonville Naval Air Station, FL. - [Google Map](#)**

**Witnesses:**

Charles W. Knee, Jr. and 18 other men waiting outside the chow hall

**Summary:**

The men watched an unidentified light make a high speed flight over the airfield and then execute a 90 degree turn. All the witnesses were required to make a report and sign that they would not discuss the matter for 3 years. There was a rumor that an F9F Panther jet was sent after the object and was lost, but this was unfounded.

Source: Interview with Walt N. Webb, 13 May, 1968 NICAP files

Gross, 1951

---

**Between 1952 to 1955 - Daytime - Tropical Waters**



**USS Albany CA-123, 1956, redesignated in 1958 as guided missile cruiser CG-10**

*Click photo for additional images*

**Witnesses:**

## Entire bridge watch on the USS Albany CA-123

### Summary:

The slow descent of a red sphere about four feet in diameter from the sky to the water close to the ship. It then slowly submerged. Frank Drake did not see the object, but came to the bridge a few minutes after the sighting which was related to him and logged.

Source: Letter to Dr. James McDonald from Dr. Frank Drake in Dr. McDonald's papers.

### 1952 - Night - Washington, D. C. area - [Google Map](#)



**US Navy F4U-5 Corsair**



### **US Marine F7F-3P Tigercat**

#### **Witnesses:**

LCDR E. E. Kligington

John Ford

Michael Krause, pilots at Naval Proving Ground Dahlgren, VA

#### **Summary:**

Flying 3 fighter aircraft F4U-5, and F7F one at NPG, one over Washington area and one over Fredericksburg at about 10-15,000 feet. When Kligington saw a light close in front of him. He dived to avoid it, and made a sweeping climb to inspect it. Realized it was a large object between Fredericksburg and Quantico. Krause also saw the object and headed towards it and finally the other pilot did also. They were approaching from N, S and E at about 5 miles it put on a burst of speed and disappeared to the W. Radar at Washington National Airport and MCAS Quantico supposedly watched the action.

Note: witness does not recall other pilot's ranks at the time nor what aircraft each was piloting.

Source: George Fawcett's UFO report form filled out by E. E. Kligington.

---

**1952 - 11:00 p.m. - Jacksonville Naval Air Station, FL - [Google Map](#)**

**Witnesses:**

4 sailors standing watch

**Summary:**

Black spearhead-shaped object suddenly appeared approaching from Jacksonville traveling N to S. Reporter was the first to see it, then the other 3. It stopped over NAS, no slowing down, it hovered for 15 secs. While it hovered it looked like a dark spearhead in front of a dim yellow light. 2 aircraft took off at the same, however, the witness did not know if it was related to the object. Object suddenly left at a high rate of speed to S. Reported to the tower who replied it was probably a weather balloon.

Source: Reported in 2003, MUFON CMS Reporting System

**1952 - 21 January - 9:50 a.m. EST - Mitchel AFB, NY - [Google Map](#)**



**Grumman TBM-3 Avenger**

**Witnesses:**

LCDR J.R. Zeitvobel flying a TBM

**Summary:**

Chased dome-shaped object, which made sharp turns and moved at "unbelievable" speed.

Source: Project Blue Book Case # - Balloon

Pilot: balloon was south of my encounter.

## 1952 - 2 February 1030hrs - Off East coast of Korea



### USS *Philippine Sea* redesignated CVA-47 in the Western Pacific, July, 1955

*Click photo for additional images*

#### **Witnesses:**

USS Philippine Sea, CV-47

#### **Summary:**

Detected a radar return of an object traveling 767 mph. No visual.

Project Blue Book Case # - Unidentified

Phillip Robertson (in Independent Aerial Phenomena Research) - Unidentified

Hynek II

## 1952 - 2 February - 1040hrs - Off East coast of Korea



**USS Philippine Sea CV-47, 3 May, 1953**

*Click photo for additional images*

**Witnesses:**

USS Philippine Sea, CV-47

**Summary:**

Detected a return that an object traveling 1257 mph. No visual.

Source: Project Blue Book Case # - Unidentified

Phillip Robertson (in Independent Aerial Phenomena Research) - Unidentified

Hynek II

**1952 - 2 February - 1935hrs - Off East coast of Korea**



### **USS Philippine Sea CV-47, at sea, 1951**

*Click photo for additional images*

#### **Witnesses:**

USS Philippine Sea, CV-47

#### **Summary:**

Detected a return that an object accelerated from 600 mph first minute to 900 mph second minute, to 1800 mph third minute. Initially detected at 25 miles out and was tracked to a range of 20 miles, where it made a wide turn to E and was seen as 2 objects 5 to 12 miles apart. 3 signal bridge personnel independently observed 3 "exhaust flames."

Source: Project Blue Book Case # - Unidentified

Phillip Robertson (in Independent Aerial Phenomena Research) - Unidentified, but note speed progression 300-600-900

Hynek II

**1952 - 16 February - 2:40 to 3:50 p. m., about 60 miles North-East of Pusan (now Busan), Korea - [Google Map](#)**



**AN/CPS-5 Search Radar Antenna, 1950**

**Witnesses:**

US Marine Corps Ground Control Intercept (GCI) Squadron at Yongil, Korea (36°N, 129°E)

**Summary:**

A CPS-5 GCI radar tracked an unidentified target traveling at 4320 knots (5,000 mph). A second track at 3:50 p. m. at position 36°30' N, 129°30' E (a few miles off the coast of the Republic of Korea). The target was the equivalent of 6-8 jet aircraft traveling at 1,380 knots (1,600 miles per hour), target heading 170 degrees. It faded momentarily on a heading of 120 degrees until lost. There was a sighting of a contrail in the direction of the radar track.

Source: Letter from Naval Intelligence (OP322F2) Subject: Unusual Radar Scope Presentation, Report of, dated 23 July 1952 in Project Blue Book files.

**1952 - 28 February - 1000Z - In Yuma Bay - Dominican Republic  
(18°22'N, 68°35'W) - [Google Map](#)**



## US Navy K-Class ASW Blimp Similar to K-38 of ZP-2

*Click photo for additional images*



## Patch of US Navy Airship Squadron ZP-2

### Witnesses:

Dominican civilian

US Navy Blimp K-38 of Airship Squadron ZP-2 based at NAS Glynco, Georgia

Dominican Navy ship DD-102

### Summary:

Civilian report (sic) sighted object in bay approximately 1 kilometer offshore. Object more or less bell-shaped that emerged about six feet above surface. Object headed to sea at high rate of speed making heavy stern wake. US [Navy] ZP2, K-38 [blimp] reported MAD [Magnetic Anomaly Detector] contact 18°25'N/68°00'W 2305Q Feb 28. Dominican DD-102 reported sighting conning tower 4 feet awash 2330Q vic [vicinity] 18°25'N/68°00'W 28 Feb.

OPNAV Evaluation: Doubtful sub. Index #497.

{On 29 Feb Dominican DD-102 reported 5 unidentified sub sightings which were smoke lights and sonobouys dropped by the US blimp. Index # 498.)

**Project 1947 comments:** In 1952 Capt Ruppelt requested submarine reports from the Navy. He was not looking for USO reports, but rather trying to find any correlation between UFO reports and reports of Soviet submarine activity near the US. One idea of such a Soviet mission was put forward in the September 10, 1952 issue of *People Today* magazine.

[http://www.project1947.com/fig/people\\_91052.htm](http://www.project1947.com/fig/people_91052.htm)

Ruppelt found no such correlation and returned the reports to the Navy. In this catalogue we have presented some instances of unidentified submarine contacts in the Navy reports that Ruppelt had reviewed. The reports do not represent unusual objects of high strangeness as many UFO reports do. Several submarine contacts reported to the Navy or Coast Guard by merchant ships or civilians did contain reports which could be considered of high strangeness.

The Navy has maintained, much like air and space defense systems, an extensive submarine detection system which has been little discussed publicly. The Soviets and other nations operated a highly active intelligence gathering system utilizing submarines during the Cold War. Such activities and submarines as covert weapons platforms continue right up to this day.

Sources: Director of Naval Intelligence, Report of Submarine Contacts, 11 March, 1952

Director of Naval Intelligence, Report of Submarine Contacts, 10 April, 1952

## **1952 - March - 1900R - Approximately 3 miles off the SE coast of Cuba near Punta Irmia**



**USS Isherwood DD-520, December, 1959**

*Click photo for additional images*

### **Witnesses:**

## Radar personnel USS Isherwood, DD-520

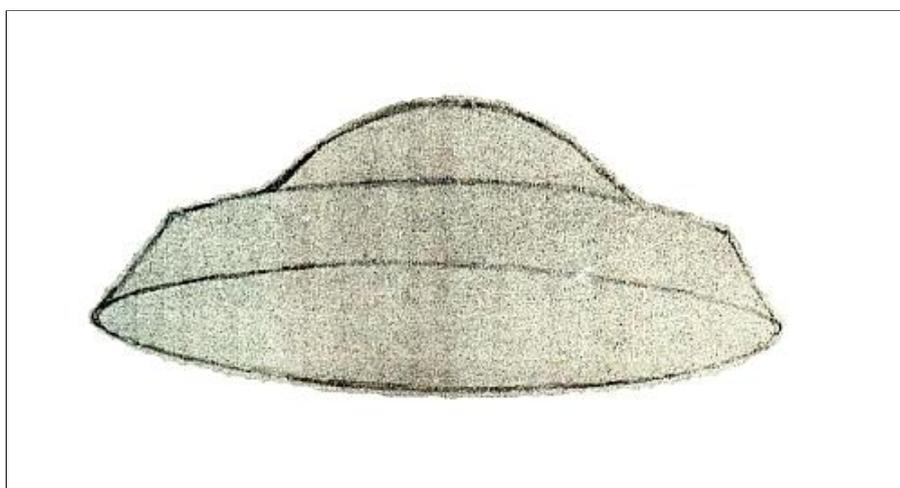
### Summary:

"Radar Contact disappeared at Punta Irmia. Did not merge with coast line."

OPNAV Evaluation: Doubtful Sub, Index #509.

Sources: Director of Naval Intelligence: Report of Submarine Contacts, 10 April 1952

### 1952 - March - Between 3:00-4:00 a.m. - Barbers Point Naval Air Station, TH (Territory of Hawaii) - [Google Map](#)



### UFO over Barbers Point NAS, Oahu, Hawaii, drawn by witness James Kuenzle

#### Witnesses:

James Kuenzle and other seamen on watch

#### Summary:

Saucer-shaped bright object hovering 150 feet over air strip. Object was circular with flat bottom, tapered sides, and dome on top glowed with bright blue-white light, about 50 feet in diameter. After 3 minutes moved out to sea at high speed.

Source: Skylook

### 1952 - 14 March - Night - Between Pearl Harbor and Guam

#### Witnesses:

Pilots on two Navy aircraft, one carrying Secretary of the Navy Dan Kimball, and the other Chief of Office Naval Research, Admiral Arthur Radford

**Summary:**

2 disc-shaped objects approached at high speed, estimated at 1500-2000 mph, circled Kimball's plane twice and left to the E. Radford's plane about 50 miles behind also encountered the discs that circled the plane and departed. The UFOs had covered the 50 miles in about 2 minutes. Neither Kimball nor Radford viewed the UFOs.

Source: Kimball publicly revealed his report to officers and air cadets at the Pensacola Naval Air Station, [Boston \(MA\) Traveler, 5 May, 1952](#)

Confirmed by Captain Walter Karig, Special Deputy to Chief of Information, U. S. Navy writing in [The American Weekly, 22 November, 1953, "Operation UFO"](#).

**1952 - 14 April - 6:34 P. M. - US Naval Air Range Station, Memphis, Tennessee - [Google Map](#)**

**Witnesses:**

LT JG Blacky  
LT JG O'Neil

**Summary:**

They were flying on 18 degree (NNE) heading at 2000 feet over the Range Station when they observed the object to their left, below the overcast at 4200 feet. An object about three feet in diameter and a foot high with the likeness of an "inverted bowl" sped by the pilots. It was a peculiar glowing red object that passed their plane only 100 feet away. In addition to the bowl-like appearance it appeared to have "...slots running vertically from the top to the bottom." Duration was about 50 seconds.

Sources: Gross, 1952

Project Blue Book # 1112

**1952 - 20 April - 2115-2240 EST Flint, MI - [Google Map](#)**

**Witnesses:**

Naval Aviation Cadet Kohut and wife, and several others

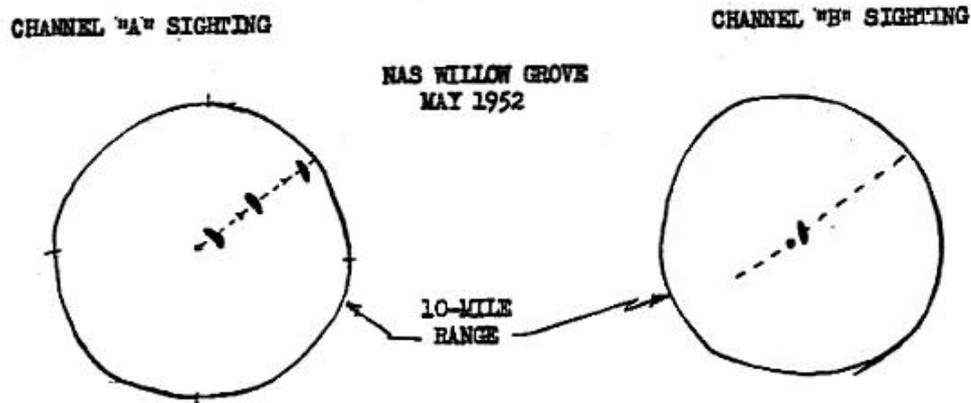
**Summary:**

At a drive-in movie about 20 groups of 2 to 9 aircraft-shaped objects enveloped in a cherry red glow flying in a straight line except for two groups which changed direction.

Source: Project Blue Book Special Report #14: Unknown

Project Blue Book Case #: Possibly birds.

## 1952 - Early May - Willow Grove Naval Air Station, PA - [Google Map](#)



### UFO on Radar displays as drawn by radar operator Lt. Featherstone

#### Witnesses:

LT Thomas A. Featherstone, USN operating GCA radar in the first director's position

#### Summary:

Awaiting an inbound plane a target was noticed near center of scope. By first sweep it had advanced near 5 miles by 4th sweep object sped out of 10 mile scope limit. Radar operates at 32 RPM yielding a speed about 3600 mph.

Another target detected next morning. Weather for both contacts bad, ceiling 250 ft less than 1 mile visibility.

Source: Interview with Major Dewey Fournet, Unclassified Operation Interloper Incident #28.

## 1952 - Mid-May - About 3:00-3:45 a.m. off Korean coast in Sea of Japan - [Google Map](#)



### **USS Valley Forge CV-45 at sea, 1951**

*Click photo for additional images*

#### **Witnesses:**

LT James R. Boulware, operation officer

RNSN J. W. Bashaw USS Valley Forge, CV-45

#### **Summary:**

2 or 3 objects picked up on radar, also observed through binoculars. "At first at a fairly low altitude. Then they zoomed up high and seemed to seemed to stay stationary." They were about as bright as the North star. Boulware lost interest and went to bed so departure was not noticed,

Source: Pacific "Stars and Stripes", 18 February, 1953

**1952 - 29 May - 1700 hours - off Florida Keys - [Google Map](#)**



### **USS Oriskany CVA-34, 27 January, 1955**

*Click photo for additional images*

#### **Witnesses:**

Vickers Electronic Division Field Representative Engineer  
Radar officer, USS Oriskany, CV-34, (redesignated "Attack Aircraft Carrier" CVA-34, 1 Oct, 1952)

#### **Summary:**

Aboard the aircraft carrier USS Oriskany, CV-34 (Commanded by Captain J. O. Lambrecht) enroute from Norfolk, Virginia to Guantanamo, Cuba. The radar officer came out from the radar room and said there were two "saucers" in the sky. The Vickers Representative was standing beside the ship's telescope, on the starboard side of the navigation deck. He immediately looked at the objects in the sky through the telescope. They were elliptical in shape with what appeared to be a "bubble top", at an estimated altitude of 10,000 to 15,000 feet flying in a front formation. Each object was leaving a white trail. No propulsion system was observed.

Sources: Office of Special Investigation, USAF report 13 June, 1952

Project Blue Book files

**1952 - June - Day - Tombstone, Arizona - [Google Map](#)**

#### **Witnesses:**

## Lt Cdr. John D, Williams and his wife

### Summary:

Object like a domed disc observed to make sharp turns at "unbelievable speeds."

"The day was hot and clear, except for scattered clouds," Williams reported. "It was about 6:30 p.m., and the sun was still fairly high. My wife and one of our guests were watching the sunset reflections on Cochise's Hide-Out, north across the valley, when they sighted a strange object flying toward Tombstone from the direction of Tucson.

"My wife called the rest of us and we were amazed to see this huge, circular object in level flight somewhere between 20,000 and 30,000 feet." (This estimate is based on the height of the clouds.)

"Suddenly," Williams said, "the UFO stopped in mid-flight." It hovered, oscillating or tilting from side to side for several moments. Then it reversed its direction and retraced its course.

"Two times, it repeated this performance," Williams told NICAP. "There was no noise whatever. We saw no lights, nor any evidence of a jet stream or exhaust." As the object hovered, Williams and his guests could distinctly see the shape of the strange machine.

"It looked like two saucers, one inverted on top of the other," Williams described it. "I estimated the diameter to be at least three hundred feet – though it could have been greater depending on the altitude.

"It left at a slight climbing angle," said Williams. "Its speed was unbelievable. It headed northwest toward Tucson, diminishing to a tiny speck and then vanishing, in about four seconds.""

— Keyhoe, Donald. *Flying Saucers: Top Secret*. G.P. Putnam's Sons: New York, 1960. pp.47-48.

Sources: Hall II

Keyhoe IV

## 1952 - Summer or Fall - Day - Flying towards San Diego, Ca.

### Witnesses:

LT C. A. Johnson, flight leader of 4 Corsairs from VC-3 squadron.

### Summary:

While flying to San Diego for a qualification cruise on the USS *Valley Forge*, the flight leader tried to alert his flight to a rapidly approaching

aircraft. When it came closer, he saw that it was heading for his group on the opposite course and below. It was flying so fast that it had passed by before he could call out a warning. The object was clam-shaped, 30 feet in diameter, with a dull aluminum finish, and no visible means of propulsion. The other pilots did not see the object and had no comments.

Source: *Naval Aviation News*, February 1953:

<http://www.project1947.com/fig/1953a.htm#nan>

## 1952 - NLT June 6 - Time unknown - Boca Chica Naval Air Station, Florida - [Google Map](#)

### Summary:

"HAVE BEEN ADVISED THAT THE 6 JUNE 52 NEWS PAPER IN FLORIDA CARRIED A REPORT BY A COMBINATION VISUAL-RADAR SIGHTING FROM THE BOCA-CHICA NAVAL AIR STATION IN FLORIDA. DO YOU HAVE ANYONE IN THE NAVY THAT COULD CONFIRM AND GIVE DETAILS?"

– TWX from Ed Ruppelt, Project Blue Book to Major Fournet, at Air Force Intelligence, the Pentagon.

NFIA

**Project 1947 Comment:** No further information in Project Blue Book files. Newspaper archives currently online do not have the story. We are awaiting posting of more Florida newspapers from this era.

Source: Project Blue Book files.

## 1952 - 20 June - 1503I - CT 0909 Grid area - Korea



**Vought F4U-4B Corsair**

**Witnesses:**

Captain Bobbie Foster, USMCR  
Captain Richard Francisco, USMCR  
Captain Teddy L. Pittman, USMCR  
Captain Ronnie A. McDonald, USMCR  
Flying Corsair F4U-4Bs at about 5300 feet

**Summary:**

The pilots observed an oval-shaped, white or silver colored object from 10 to 20 feet in diameter with no vapor trails or exhaust approaching from the south. The object made a complete left hand orbit and headed away in an easterly direction. Object was at approximately 4000 feet and about 2 miles away from the aircraft. One pilot made an attempt to dive at the object but was outdistanced. Pilots and information considered A-1 by FEAF Intelligence. They had flown an average of 44 combat missions.

Source: Haines I

Project Blue Book #1313

**1952 - 22 June - 10:45 p.m. - K-6 air base, Pyungthek, Korea**  
**(Now [USAG Humphreys, Pyeongtaek, Korea](#)) - [Google Map](#)**

**Witnesses:**

Two Marine Sargeants  
From operations office

**Summary:**

An orange object about 4 feet in diameter dived towards the runway from the north from a height of 800 feet down to 100 feet altitude where it reached the west end of the runway and leveled off. There were red flames shooting 2-5 feet from the rear of the object. It headed west for about a quarter of a mile then hovered briefly over some hills nearby. It then circled in a 180-degree turn to the right spending about 45 to 60 seconds in the turn. Then it emitted a bright flash and headed off in an easterly direction. A second flash was followed by complete darkness. There was no sound. No moon that night.

Source: Hynek II, pages 82-82

Project Blue Book #1323, conclusion: Unknown

## **1952 - 14 July - 9:30 a.m. - Washington, D. C. - [Google Map](#)**

### **Witnesses:**

Eight employees of the Naval Gun Factory

### **Summary:**

"Another significant Washington D.C. sighting in July occurred on the 14th at 9:30 in the morning. A total of eight witnesses watched all or part of the passage of what could only be called flying saucers. In broad daylight three objects in triangular formation swept through an arc of 75 degrees and disappeared in the haze along the horizon to the southeast. They were shining chrome-like ovals clearly discernible against the blue sky. The employees of a Naval gun factory on the outskirts of Washington D.C. observed the flyby and excited by the incident, continued to stand watch. Within five minutes a pair of similar objects raced out of the southwest, zipping along on a reciprocal heading. The two were in an in-line formation and were flying in a vertical position. These last two were visible for 35 seconds until they were obscured by the factory's smokestack."

Source: Gross 1952

## **1952 - 14 July - about 8:10 p.m. EST - over Newport News, VA**

**- [Google Map](#)**



**Pan American Airways DC-4 as flown by Nash and Fortenberry**

**Witnesses:**

FO William B Nash (LTJG, USNR)

SO William Fortenberry

PAA flight to Miami

**Summary:**

6 discs flew below airliner, executed sharp turn in formation, sped away joined by two more discs.

Source: Hall II, pp 35, 38-39

Gross, 1952

The Nash/Fortenberry Sighting Revisited by Thomas Tulien:

[http://www.project1947.com/shg/articles/tulien\\_nashfort.htm](http://www.project1947.com/shg/articles/tulien_nashfort.htm)

Nash, William B. and Fortenberry, William H. "We Flew Above Flying Saucers." *True Magazine*, October 1952: p. 65, 110-112.

[http://www.project1947.com/fig/true\\_10\\_52.htm](http://www.project1947.com/fig/true_10_52.htm)

(Asked if the editors of True Magazine edited the article, Nash said they printed it word for word except for changing the word "attitude" to "altitude.")

Nash, William B., 2002. Interviewed by Thomas Tulien and Jan Aldrich, January 4, ([Sign Oral History Project](#)).

**1952 - 14 July - about 9:00 p. m. EDT - Norfolk, VA - [Google Map](#)**



### **USS Roanoke CL-145 at sea early 1950s**

*Click photo for additional images*

#### **Witnesses:**

Naval officer, not identified, assigned to the USS Roanoke docked at Norfolk,

#### **Summary:**

Driving inside the base, he saw 8 objects in a line headed toward Point Comfort. "Let me put it this way: I did see eight objects streaking across the sky on the night the airline pilots reported seeing 'flying saucers.' I can't explain them: can you?"

Source: Norfolk, VA, *Virginian-Pilot*, 17 July, 1952

Norfolk, VA, *Virginian-Pilot*, 20 July, 1952 (letter to the editor with the officer's personal account, but name removed.)

**1952 - 16 July - Night - Off Lahaina, Maui, TH - [Google Map](#)**



### **USS Bugara SS-331 at sea July, 1962**

*Click photo for additional images*

#### **Witnesses:**

Crew members USS Bugara, SS-331

#### **Summary:**

White-reddish oval disc observed through binoculars. The colors varied as it moved across the sky.

Source: Project Blue Book Case #

Ruppelt 1952: Unidentified

Honolulu, HI, *Star-Bulletin* 12 Nov, 1952

### **1952 - 21-22 July - Night - near Washington, D. C. - [Google Map](#)**

#### **Witnesses:**

Navy jets from Anacostia Naval Air Station, VA

#### **Summary:**

News reports said jets were sent up to investigate. Andrews AFB was closed. USAF aircraft were sent in from New Castle, DE. No official documents confirm Navy involvement.

Source: Washington (DC) *The Washington Daily News* 23 July, 1952

Gross, 1952

### **1952 - 22 July - Night - Boston, MA - [Google Map](#)**

#### **Witnesses:**

USMC Master Sergeant (unnamed but known to *Boston Globe* journalist, Hy Hurwitz. who served with him in the Pacific during WWII)

**Summary:**

Unable to sleep due to heat he saw 2 luminous globes roughly over the Boston Navy Yard. They appeared larger than Venus. All of sudden, one moved rapidly downward. Then it swept through the sky in the direction of Newton. A few seconds later the other did the same.

Source: Boston (MA) *Evening Globe* 23 July 1952

Gross, 1952

**1952 - 22 July - 11 p.m. - Key West, FL - [Google Map](#)**

**Witnesses:**

Naval officer (unnamed) and  
John and Helen Lorrette,  
Willis Alfopab and others

**Summary:**

Fireball traveling "at a terrific rate of speed" from the Gulf of Mexico. Navy officer said it started and stopped several times. W. W. Jackson, Executive Officer at Boca Chica NAS said Navy was investigating.

Source: *Miami Herald* (FL) 25 July, 1952

**1952 - 22-23 July - 2:15 a.m. EDT - Nahant Coast Guard Station, MA**

 - [Google Map](#)



### **Former USCG Station Nahant, Massachusetts**

*Click photo for additional information*

#### **Witnesses:**

Seaman Henry Armpriester

#### **Summary:**

2 bluish lights about 5 feet in diameter flat, disc-shaped with no aerodynamic features, no exhaust. Speed faster than a 4-engined airliner at an altitude of 1,100 to 2000 feet. Circled base.

Source: Hall II

Project Blue Book Case #

Spot Report AFOSI Detachment B, 1st District OSI, Boston, MA

### **1952 - 23 July - 7:36 a.m. - Jamestown, RI - [Google Map](#)**

#### **Witnesses:**

USN radar personnel

USAF Air Defense radar at Camp Hero, NY

#### **Summary:**

Radar tracked a high speed target heading N at 42,000 ft. F-94s and F-86s scrambled unsuccessfully

Source: Gross, 1952

## 1952 - 26 July - 0533Z - Norfolk Ocean Base (NOB), Virginia - [Google Map](#)

### Witnesses:

NOB radar personnel

### Summary:

At 0052 EST, Navy radar at Norfolk Ocean Base (36°54' N, 76°18' W) stated they had detected four objects which seemed stationary for only four minutes.

NFIA

There is no indication that the Air Force followed up on the Norfolk radar contact. This was the time of the famous Washington "Merry-go-around" sightings, when UFOs were being reported and tracked over the nation's capital. Dr Michael Swords characterized the official response to these events thusly: "The Air Force was completely overwhelmed by the task of sorting things out and did a poor and very fragmentary job of doing so \*ndash; concentrating nearly exclusively on the radar returns...."

To explain the context for the general area in which the Norfolk Ocean Base radar contact occurred, here are the details of the series of messages reporting it: (Pdf copies of the documents are linked below).

0030 EST (0530 Zulu or Greenwich Mean Time) Approximately 1500 feet over James River Bridge, Newport News, VA a luminous rotating blue-colored flying object was sighted visually from the weather station on the roof of the *Daily Press* newspaper building, 215-17 25th Street, Newport News, VA, by William W. Parkinson, Jr. Object "resembled a rotating mirror chandelier." (1 and 3)

0033 EST (0533Z) At least four objects sighted possibly in a Victor ("V") formation. No aerodynamic features, trail, exhaust, propulsion system, speed or sound reported. Visual report from the ground. (2)

(First report from a civilian, other reports from Naval radar, Langley AFB tower, and USAF fighter pilots.) (2)

0052 EST (0552Z) Navy radar at NOB stated they detected four objects which seemed stationary for only four minutes. (1 and 2)

0120 EST (0620Z) A sighting was made at Langley Air Force Base control tower by SSG Howard A. Anderson and Airman 2d class Glenn T. McCall of a bluish colored object moving WSW of the tower, bearing 240 degrees at ten miles distance from the tower. The object moved straight up and disappeared at approximately 5000 feet. Duration was five or six seconds. The object resembled a lighted cotton ball. (1, 2, and 3)

0125 EST (0625Z) Two F-94's were dispatched from the Salisbury ADIZ [Air Defense Identification Zone], Fort Curtis, VA and made radar contact with four objects at 10,000 feet in Victor formation for two minutes. (3)

0130 EST (0630Z) Object at Newport News moved slowly over a ball park at 39th Street, Newport News, VA at an approximate altitude of approximately 5000 feet and the color changed from red to white to green. About 10 to 20 people at the News Press observed the object during the two hours and fifteen minutes duration (1)

[The 0033 EST entry seems erroneous.]

Here is a note from Capt. Edward Ruppelt's notebook: "26 July 1952 - Newport News, Virginia. At 0015 EST (0515Z) civilians called the tower at Langley AFB and reported seeing a luminous light which rotated and gave off alternating colors. The tower could see the object and alerted an F-94 that was in the area. The F-94 could not get a 'visual' on anything but did get several radar pickups on a target that could not close on due to its high speed."

**Ruppelt's comment:** "This is damn good because it took place during or shortly after the Washington affair."

**Project 1947 comment:** As Dr. Swords noted, the sightings around Washington, D. C. were poorly investigated. The foregoing illustrates this point. Some context can be gained for the apparent low level of official interest in this sighting during the highly publicized Washington area flap from this timeline:

<http://www.project1947.com/fig/1952d.htm>

While this document is an update of earlier chronologies, it will be revised further in due course.

Langley Air Force Base also reported two additional sightings at 1450 EST 26 July.

Sources:

1. Message 261930Z July 1952 from CO, 771 ACW Sqdn, [Air Control and Warning Squadron], Fort Eutis, VA, No subject.
2. Message with same header but is probably a retransmission with more information.
3. Air Intelligence Information Report, AF Form 112, Dated 30 July 1952, AF Serial Number AF 483997

 (1, 2, and 3 Project Blue Book files.)

Swords, Michael, Robert Powell et al. *UFOs and Government: A Historical Inquiry*. 2012, San Antonio, TX, page 154.

Ruppelt's personal papers.

**1952 - 26 July - 8:15 p.m. - Boca Chica Naval Air Station, FL**

**- [Google Map](#)**



**USS Greenwood, DE-679, destroyer escort, a training ship at the Fleet Sonar School at the time of the sighting.**

*Click photo for additional images*

**Witnesses:**

Large numbers of sailors watching a movie

**Summary:**

A soundless "faster than sound" object, 10 foot long, white in color traveling N to S. Officials were "non-committal." The newspapers reported that USS Greenwood dispatched to investigate. Ship's log indicates move to check a contact. (Type not stated and no results reported.)

Source: *Miami Herald* (FL) 31 July, 1952

USS Greenwood Ship's log

**1952 - 26 July - (approximate date determined from personnel records) - 9:00 p.m. Delaware Bay near Cape May to 20 miles over the ocean - [Google Map](#)**



**U.S. Navy Douglas F3D-2 Skyknight**

**Witnesses:**

AT3 Ralph E. Stephenson APQ-35 radar operator on F3D assigned to Composite Squadron 4 VS-4, Atlantic City Naval Air Station, NJ

**Summary:**

Under alert sent South over Delaware Bay closed on flying objects above and just milling around. The objects were picked up on radar. The objects made a pass. Aircraft climbed to approach objects. The objects were above and fading out. Objects flew in formation, sometimes making right-angle turns in a gradual manner. When flight returned to base, they were debriefed by an Air Force officer.

Source: Investigative report in CUFOS files, 1978

**1952 - 29 July - Night - Miami, FL - [Google Map](#)**

**Witnesses:**

PFC Ralph C. Mayher, USMC photographer, assigned Marine Corps Air Station, Opa-Locka, off duty  
Mr. and Mrs. Goldstein, civilians

**Summary:**

With a 16mm movie camera, Mayher shot 40 feet of film of a yellowish, high, fast moving object. It was hard to keep the object in the view finder, so only a few frames show the object. Film was developed at Reela Films and eventually turned over to USAF. Years later the film was returned to Mayher.

In 1954 Mayher wrote about his film in a photography magazine, "PIC." He signed an exclusive agreement with the magazine which gave them

sole rights to the copies of the film he had retained. Much later Mayher was interviewed by the CIA about his film.

Source: Hall II

*Miami Herald* (FL), 31 July, 1952

Mayher, Ralph C., "I Proved Flying Saucers Are Real."

*PIC Magazine*, July, 1954 p. 12-15, 66-67

<http://www.project1947.com/fig/1952mayher.htm>

*Miami News* (FL), 31 July, 1952

Letter from Ralph C. Mayher to PAA Capt William B Nash, 5 March, 1954

Cleveland, OH *Plain Dealer*, 4 April, 1954

## 1952 - 29 July - Night - Miami Beach, FL - [Google Map](#)

### Witnesses:

LCDR Joe Gardner, pilot

LT Joe Mills, co-pilot

LT I. M. Blum all Navy, flying at the time

### Summary:

3 pilots saw object supposedly same time as PFC Mayher was filming his UFO. Gardner and Mills described greenish and reddish variation. Blum said it was deep blue.

Source: *Miami Herald* (FL), 31 July, 1952

**["PIC" Magazine July, 1954](#)**

## 1952 - August - Exact date unknown - 3:30 p.m., Skylight Mountain, Washington County, Arkansas - [Google Map](#)

### Witnesses:

Chief Petty Officer, stationed at Naval Communication Station, Washington, D. C. and another witness not identified

### Summary:

An object that looked like two saucers glued together, one inverted over the other. Silver, "shiny like a new tin building or even brighter." It moved into and out of a cloud bank several times. "From a hover to a speed a that took it through five mile circles in five seconds." A

photograph was taken, but turned out poorly. No protrusions or exhaust visible.

Source: Hynek II, page 106-107

## 1952 - 5 August - 12:40 a.m. - Electric Boat, New London, Connecticut - [Google Map](#)

### Witnesses:

Frank Pollock, wet dock morning shift  
Warren Schultz, driller  
2 other unnamed men

### Summary:

Just after beginning work Pollock saw an object rising "like a rocket" in the northern sky. It moved rapidly south and passed right over head and disappeared "in a split second." The object glowed steady white against the darkly cloudy sky. Only in the east did the moon lighten the clouds at the time. At first it appeared about the size dinner plate, but as it passed overhead it appeared bigger. It was gone before he could call other's attention to it. Its shape was "oblong with the edges feathered somewhat as side rays showed when looking direct at the light." There was a streak stretching behind it, about four or five times as long as the main diameter of the oblong.

**PROJECT 1947 Comment:** At the time General Dynamics Electric Boat was starting work on the first nuclear submarine, the USS Nautilus. Employees there recalled that Navy security personnel were everywhere and questioned people about anything unusual.

Source: New London, Connecticut *The Day*, 5 August, 1952

## 1952 - 6-7 August - Night - Port Lyautey, French Morocco - [Google Map](#)

### Witnesses:

3 Naval Officer, pilots flying and Tower personnel

### Summary:

Brilliant white light, leaving a smoke trail, traveling fast in straight level flight, then went vertically upward to 15,000 ft at high speed. Tower then saw object also. Object then hovered, started to move again. Pilots quit the chase due to object's high speed

Source: Project Blue Book Case# - Balloon

Hynek/CUFOS reevaluation: NL

### **1952 - 8 August - 10:30 p.m. - Miami, Florida - [Google Map](#)**

**Witnesses:**

2 Marines from Masters Field

**Summary:**

"...declared they have seen an orange-colored flying object in the air over Miami Beach about 10:30 in the evening."

NFIA

Source: Miami Florida, *Miami News* 10 August, 1952 Gross, 1952

### **1952 - 10 August - 9:45 p.m. - Japan - [Google Map](#)**

**Witnesses:**

USMC Major, 10 years experience, flying on duty

**Summary:**

Object spiraling downward from 8000 to 1500 feet, then hovering before abruptly vanishing. Attempted interception, with negative results. Could not get UFO on radar.

Source: Project Blue Book Case # - Unidentified

Hynek/CUFOS reevaluation: NL

### **1952 - 14 August - Several miles east of "Bunker Hill" in enemy territory, Korea - [Google Map](#)**

**Witnesses:**

2LT Paul D. Mahoney and all but one man of his patrol from the 1<sup>st</sup> Marine Division

**Summary:**

A very thin round object, light in color but not very shiny seen "east of the moon" while on patrol. The saucer-like object hung there for a few

minutes, then it veered sharply and the patrol lost sight of it.

Source: Peoria, IL *STAR*, 15 Aug, 52

### **1952 - 22 August - 9:12 to 10:25 p.m. - Los Altos, CA - [Google Map](#)**

#### **Witnesses:**

LCDR Henry P. Jorda, pilot, his wife, and a neighbor

#### **Summary:**

7 large bright lights traveling at an estimated speed of 1000 mph at an estimated altitude of 30,000 ft above Mountain View, CA. Reported to Moffett Field.

Source: *San Diego Union-Tribune*, (CA)

Letter from mother-in-law in New Zealand to SGT Harold Fulton, RNZAF, and Civilian Saucer Investigation, NZ in 1952

### **1952 - 23 August - 4:10 am - Akron, OH - [Google Map](#)**

#### **Witnesses:**

2LT H. K. Funseth, USAF ground radar observation  
2 Navy men

#### **Summary:**

A pulsing amber light flying straight and level

Source: Project blue Book Case #1956 (Berliner) - Unidentified

### **1952 - 29 August - About 3 p.m. - Greenland - [Google Map](#)**



**US Navy P4B-Y2 *Privateer* VP-23, Patrol Squadron 23,  
as flown by LT Callahan**

**Witnesses:**

LT. John Callahan Patrol Squadron 23, flying a P4B-Y2 Privateer,  
Thule detachment  
LT (jg) William O'Flaherty, co-pilot  
and Merchant (not further identified) aircraft commander

**Summary:**

"Three bright silver discs" seen by pilot Callahan tracking a NY University balloon for 30 seconds. Formed into a "compact vee", banked to the left, and accelerated out of sight at "blinding speed" in less than three seconds.

Source: Omaha, NE *World Herald* 18 Oct, 1952 based on official Navy statement

<http://www.project1947.com/fig/1952e.htm#callahan>

<http://www.project1947.com/fig/1952b.htm>

Keyhoe II – Listed location as North Atlantic

## 1952 - About September - Pre-dawn - Korea

**Witnesses:**

Major Henry Covington and several members of his squadron.

**Summary:**

In the pre-dawn hours they watched as an object maneuvered at 2,000 feet for between 15 and 20 minutes.

Source: Charlotte (North Carolina) *Charlotte News*, December 5, 1966

## 1952 - 14 September - Atlantic between Ireland and Iceland

### Witnesses:

NATO Naval Exercise Operation MAINBRACE

### Summary:

Military personnel from several countries aboard ships, reports include a blue-green object flying at 1500 mph and 3 objects in formation giving off white light exhaust.

Source: Project Blue Book Case #2087 (from Berliner)

## 1952 - 16 September - over Task Force 77 - Off the Korean coast



### US Navy Grumman F9F-2B *Panther* over Task Force 77, 1 August, 1952



## **USS Princeton CV-37 during underway replenishment with USS Ashtabula (AO-51) off Korea, 30 September, 1952**

*Click photo for additional images*

### **Witnesses:**

C. B. Scott Jones piloting an F9F-2B Panther BuNo #122583 on  
Combat Air Patrol (CAP)

### **Summary:**

Returning to the USS Princeton, CV-37 after CAP, pilot rolled into a split-S to descend to a lower altitude from about 30,000 feet. He spotted a silver disc directly overhead. After he completed his roll, he tried to spot it again but it had disappeared, or perhaps it was only a reflection of the sun on the top of the canopy. He asked USS Princeton if they had anything on radar. No radar target. He tried to get into position to recreate the same "sun reflection" possibility but was unable to.

Photocopy of his war diary states, "CAP spotted silver bogie over the force just as we were relieved. No radar contact of bogie"

Source: Letter from Jones to Dr. Richard Haines

Haines I

**1952 - 16 September - 2000hrs local time - near Portland, ME**

- [Google Map](#)



**US Navy P2V-5 Neptune**

### **Witnesses:**

## Navy P2V Neptune crew

### Summary:

P2-V and two UFOs flying at 4000 feet altitude. One elongated black outlined cigar-shaped object and a group of bright white or yellow lights. Both UFOs traveled on a parallel path. As aircraft approached object sped up to 300 mph. Radar showed a line not a "pip" 3 miles distant.

Source: Haines, II p146

Project Blue Book Case #2099: Aerial refueling

### 1952 - 19 September - Day - between Ireland and Iceland



**USS *Franklin D. Roosevelt* CVB-42**

*Click photo for additional images*



**One of three UFO photos taken by newspaper photographer Wallace Litwin aboard the USS *Franklin D. Roosevelt***

**Witnesses:**

Wallace Litwin, reporter aboard USS Franklin D Roosevelt during Operation MAINBRACE

**Summary:**

3 color photographs of a large silver object moving rapidly above the fleet.

Source: Project Blue Book Case # - US Navy possibly balloon, USAF possibly balloon Hall II, page 88-89

**1952 - 25 (approx) October - Night - vicinity of the Marshall Islands**  
**(During Operation Ivy) - [Google Map](#)**



**USS Curtiss AV-4 underway at San Diego, circa 1956**

*Click photo for additional images*

**Witnesses:**

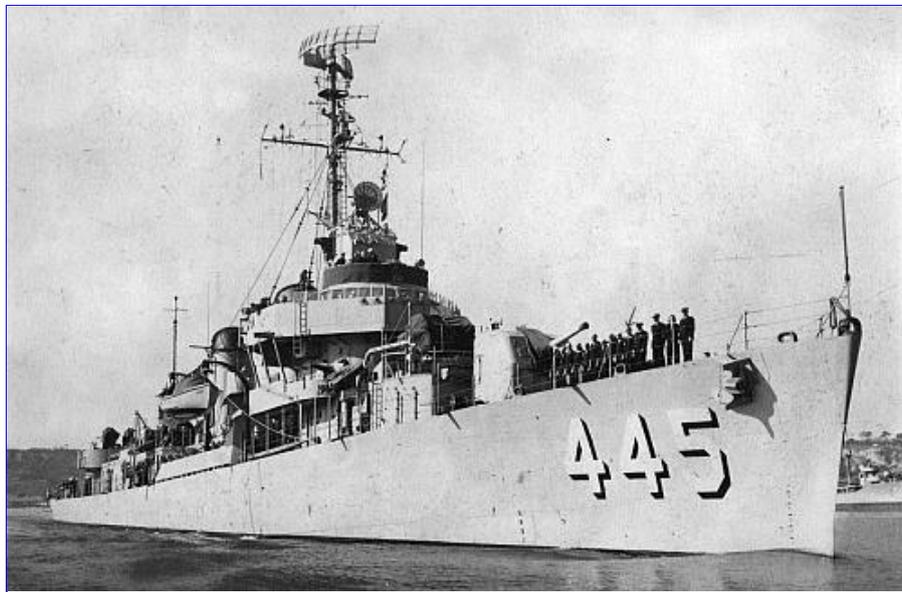
Tom Kramer and other sailors stowing benches used to show outdoor movie on the USS Curtiss, AV-4

**Summary:**

On the USS Curtiss after a movie had been shown, detail noticed a strange object in the sky which was round, bright white and made no sound. It appeared to be about as big as a dime held at arm's length. The object was almost motionless at first, then it zigged in one direction and zagged in another for a short distance after which it took off at great speed. Kramer was not debriefed, nor anyone else he knew, although the sighting was the talk of the crew.

Source: Hastings, Robert, *UFOs and Nukes: Extraordinary Encounters at Nuclear Weapons Sites*, Author House, Bloomington, IN, 2008, page 2008, pp. 90-91

**1952 - 25 (approx) October - Night - vicinity of the Marshall Islands**  
**(During Operation Ivy) - [Google Map](#)**



**USS *Fletcher* DDE-445, location unknown, 1950**

*Click photo for additional images*



**Operation Ivy, "Mike" shot fired on Enewetak on October 31, 1952**

*Click photo for additional images*

**Witnesses:**

Abelardo "Abe" Marquez, seaman apprentice, going on watch aboard the USS Fletcher, DD-445, and others on watch.

**Summary:**

Abe Marquez was coming on watch on the port side when some sailors pointed to a light in the sky. He went to his station and was told by the man he'd relieved to watch the unusual light. It appeared to be coming down and getting larger and larger. When it stopped, it was about the size of a dime at arm's length. It was at elevation of about 40 to 45 degrees. The sky was clear, the sea calm, but the *Fletcher* was underway

and steaming fast. The Captain was on the bridge in his bathrobe. The object was at a relative bearing of 220 degrees, off the port side to the stern. After about 4 or 5 minutes the light took off straight up at about the same speed it had descended, appearing smaller and smaller until it disappeared. Marquez and his fellows on the watch were not debriefed.

Captain Grover L. Rawlings, USN Retired, the Fletcher's Captain at the time of the incident said he had no recollection of such an incident. Commander Robert McCurley, USN, Retired, an Ensign on the Fletcher at this time told Dan Wilson that there was no mention of the event in the ship's log.

Source: Hastings, Robert, *UFOs and Nukes: Extraordinary Encounters at Nuclear Weapons Sites*, Author House, Bloomington, IN, 2008, page 2008, pp. 91-95

### **1952 - 16 November - 6:38 p.m. - Naval Communication Station, Imperial Beach, CA - [Google Map](#)**

#### **Witnesses:**

Carl Crittenden, Asst Supervisor Security and Parks (no further identification)

#### **Summary:**

Both men observed yellow sphere hovering in the air for 3 minutes, before it zoomed out to sea. Observed from lookout tower. Later Parks on foot saw it again and radioed Crittenden, who also saw it moving above the wave tops.

Source: Project Blue Book Case #

“Incident Report” by LCDR J. T. Rugh, Jr. Nav Com Sta, Imperial Beach, CA, 20 Nov,

52

Gross, 1952

### **1952 - 17 December - 3:15 p.m. - Navy Electronics Laboratory, San Diego, CA - [Google Map](#)**

#### **Witnesses:**

C. F. Althouse, Electronic Scientist

Nate Waddington, Electronic Mechanic

N. C. Kelly, Electronic Mechanic

H. W. Volberg, Electronic Scientist

**Summary:**

2 white lights at a low altitude over San Diego. One dropped down and was lost from sight from the mask of the ground. The other continued N, then head toward the mountains.

Source: Project Blue Book Case #

Special Inquiry, by Col. Arthur T. Cameron, AFOSI, Maywood, CA, 19 Feb, 1953

Gross, 1952

**Late 1952 or early 1953 - Not quite dark - At sea off Key West, Florida**

- [Google Map](#)

**Witnesses:**

Donald L. Merriman, OOD 2000-2400 watch

Other members of the watch and ship's officers

**Summary:**

Heading north towards Newport, Rhode Island, a light appeared on the right side and went to the left "in a perfect horizontal plane, and it disappeared across the horizon to the left." It was the opinion of the officers that it was not a meteor. Merriman logged it in the ship's log, and the Captain was informed. After they arrived at Newport, one of the crew received a copy of a Key West newspaper in the mail which told of a similar phenomenon that was seen at an outdoor movie in Key West approximately 200 miles away from the location of the ship's sighting.

Source: "The A.P.R.O. Bulletin," December, 1978, pp. 5-6

---

**1953 - On deployment - USS Franklin D. Roosevelt**

## USS *Franklin D. Roosevelt* CVB-42 underway November, 1952

*Click photo for additional images*

### Witnesses:

CDR William H. "Boots" Pierce, Retired

### Summary:

"In fact, the FDR's log will show a UFO sighting during 1953 when we took her to the Med, both a visual from the bridge and on CIC's radars. It was an interesting thing of which I was a part."

Source: USS Franklin D. Roosevelt/Chester Grusinski file, Keyhoe Archives

## 1953 - Atlantic Ocean



**Douglas AD-4 Skyraider of Attack Squadron VA-75 taking off from USS *Bon Homme Richard* (CV-31), off Korea, 1952**

### Witnesses:

AD-4 Skyraider Squadron, VA-75 assigned either to the CAV 31, Bon Homme Richard or CAV-20, Bennington

### Summary:

During off-shore maneuvers, a rocket-shaped UFO swooped down to about 1000 feet above the squadron, matching speed. When pursued, it turned sharply so its tail pointed away and shot upward out of sight in a few seconds.

A "Hidden" NICAP/Keyhoe report.

Source: Report obtained by Adm Fahrney and Lou Corbin and later confirmed to Donald Keyhoe by Naval officers in the Pentagon. Report lost with NICAP/Keyhoe confidential files.

Keyhoe IV, Hall I, page 31. Additional details found by Dan Wilson, NICAP

This Navy Skyraider case is somewhat similar to [this Air Force B-47 bomber encounter in 1954](#).

See also: [Navy report of July 27, 1955](#) for similar UFO description.

## **1953 - About noon - US Naval Training Center, Bainbridge, Maryland**

- [Google Map](#)

### **Witnesses:**

Yeoman J. Gloria Silva, USNR WAVES, on Active Duty for Training and about 500 others waiting in the chow line.

**WAVES:** <http://www.history.navy.mil/photos/prs-tpic/females/wave-ww2.htm>

### **Summary:**

3 solid revolving objects with spinning rings around the center section. Rings appeared detached with friction side toward the center. The silvery metallic objects were brighter than the background sky. She could see the space between the ring and the central section. A glow on the friction side though red had no blurring of the outline.

"Objects were seen by about 500 people because of faint whooshing sound as they appeared directly overhead at about 1000 feet altitude. Flying V-formation at approximately 500 mph. Changed angle or heading and shot straight up and disappeared. No change of shaped noted. No trail only fuzzy glow of red on the inner side of the revolving rings. In view for about 5 seconds."

Source: NICAP report formed dated 17 July, 1967

## **1953 - 8:00-12:00 p.m. watch - Key West Naval Air Station, Florida (Now Boca Chica Field) - [Google Map](#)**

### **Witnesses:**

Thomas H. Smith, Aviation Electronics Technician  
Guard on the adjacent post

## Duty Officer

### Summary:

About 11:00 p. m., while on guard at the runway with parked aircraft, looking to the north, a white light was seen to appear from over the horizon to a position at 30 degrees elevation and come to a dead stop. The light looked like an aircraft light except that it was stationary. There was no sound and the speed of the approach was "phenomenal."

While observing the object it changed color from white, to red, to green, to blue, and back to white. Then it moved rapidly to the observer's right, and another light appeared on the horizon and moved to the original position of the first light. The first light moved down to the horizon and disappeared. The second one moved over to the other's position and another light appeared. After this, other lights appeared and disappeared with no set pattern as to color, direction of movement. There were no more than three light visible at one time. They were at different altitudes, some changed colors, some remained white, and some went in different directions. There was no sound, and when the lights moved it was at tremendous speed.

After watching this display for fifteen to twenty minutes, Smith called the guard on the adjacent post to watch the lights. The duty officer was informed and he confirmed their presence. He watched the lights then shrugged his shoulders and admitted he had no idea what they were. Smith did not know whether an official report was made.

The color change was very definite and vivid, not like stars sometimes appear to change color as they scintillate. The lights were like aircraft lights, not like stars. There was a blimp squadron assigned on base there at the time, but the movements were nothing like blimps and there was no sound. Other explanation including experiments at Cape Canaveral were considered but did not fit the observation. The movement of the lights seemed deliberate.

Source: Letter to Edward J. Ruppelt, 12 January 1959, Ruppelt's papers.

## 1953 - January - Near San Angelo, Texas - [Google Map](#)

### Witnesses:

Glenn Hovland

Vern Baumgartner, both working for Wizen Research as airborne balloon trackers.

Unnamed ground crew.

### Summary:

Objects observed from aircraft and also from ground. No report made.  
NFIA.

Source: Two separate USAF UFO report forms filled out by Hovland and Baumgartner concerning a UFO filming near [Tuscaloosa, Alabama on 1 February, 1954](#)

### **1953 - 28 January - 1:06 p.m. - Offshore S of the Mugu Naval Air Missile Training Center - [Google Map](#)**

#### **Witnesses:**

R. W. Love, contractor and owner  
Mr. Ferrenti  
Love Diving Co.

#### **Summary:**

While engaged in retrieving radio controlled drones on a boat 1000 yards offshore, saw an 18-20 inches white flat disc with fuzzy or shimmering edges approach from about 305 azimuth (NW), fly straight and level before overtaking a jet flying around 200 knots in 3 seconds. Passed overhead, disappearing in haze to the E.

Source: Project Blue Book Case# 2364

### **1953 - 29 January - Night - El Toro Marine Corps Air Base, CA - [Google Map](#)**

#### **Witnesses:**

Major Harvey N. Patton, USMC "flying all weather fighter"  
El Toro Tower personnel  
Edward S. Downs, CAA Tower controller at Long Beach, CA

#### **Summary:**

Bright object observed by El Toro tower at about 1000 feet over the field and moving in a westerly direction. Maj. Patton ordered to chase object. To his view it appeared as a round amber light. Chased object for 25 miles until his plane was low on fuel. A few minutes later Downs spotted "an orange object resembling a ball of fire." He said the object traveled W at a high rate of speed over the ocean, and disappeared several minutes later.

Source: AP Santa Ana, CA, Jan 29 in Wilmington, DE, *Morning News* 30 Jan, 1953

## 1953 - 3 February - North Carolina-Virginia border - Washington, NC

- [Google Map](#)

### Witnesses:

1st LT Ed Balocco flying an F9F Panther  
Capt. Thomas W. Riggs, both of VMF-224, Marine Fighter Squadron  
Civilian at the North Carolina/Virginia border  
Gerald Midget, civilian on the ground  
A navy pilot out of Norfolk

### Summary:

An unnamed civilian near the Virginia-North Carolina border called the Navy control tower at Norfolk about a silver object near the ground. The tower alerted LT Balocco who attempted to find the object for about a half hour.

Over Washington, North Carolina (not Washington, D. C. as reported in some publication) he saw what appeared something like an aircraft with a red light below him. He was at 20,000 feet and as he looked back he saw the object had climbed vertically 10,000 feet in a matter of seconds. "The object was the color of white heat and it threw out a red glow behind it. It had two red lights on the left hand side, bouncing and flashing off the end, encircling an arc. He seemed to gain on it for a while, but then it dropped from his altitude and disappeared toward the coast. Lt Balocco dived toward where the object disappeared and saw a flash, but was unable to locate the object again. He called on other pilots to look for the object. Capt. Riggs, also from Balocco's squadron, sighted an object low near the Carolina coast, but he could not definitely identify it.

Similar flashes were reported by a Navy pilot and by a civilian, Gerald Midget of Oriental, North Carolina, who thought the flashes were followed by a ground fire. Marine helicopters searched the area, but only saw a small forest fire.

Source: Hall II

Naval Aviation News, April 1953

## 1953 - 14 March - 11:45 p.m. - N of Hiroshima, Japan - 37°25'N, 132°25'E (Sea of Japan) - [Google Map](#)

### Witnesses:

LT. Wooton, pilot  
LT. J. S. Rose, co-pilot  
LT D. W. Case, navigator  
CAPT G E. Truelove  
G. F. Delmel, radar operator  
R. D Kelly, radar operator  
J. Schaefer, radioman  
J.L. Chavers  
L. B. Brown  
G. E. Noiseux

### Summary:

Saw groups of 5-10 colored lights totaling 90-100 slowly move aft of the left side of the aircraft at a range of 3-7 miles. Unidentified target tracked at 7 mile range by airborne APS-20 radar from 45 deg to 250 deg relative bearing during a P2V-5 aircraft flight. (One of the 5 cases from 1953 sent to Dr. H. P Robertson by Project Blue Book.)

Source: Project Blue Book Case # 2496

James E. McDonald's papers

**1953 - 29 April - 100-1705 - Enroute to FEAF from San Francisco, CA  
28°14' N, 166°05' W - [Google Map](#)**



**USNS *General A. W. Brewster* T-AP-155, date and location unknown**

*Click photo for additional images*

### Witnesses:

Major Henry L Brown, USAF  
2LT Lloyd V. Jan, Army MSC aboard the USNS General A. W.  
Brewster, T-AP-155

### Summary:

Sighted object about the size and speed of an F-80 jet at 3 o'clock altitude 2000 feet and below the clouds. Stationary for a few seconds, then turned at right angles toward ship in an arc to 5 o'clock and disappeared through cloud aft of ship. Its controlled actions were erratic with turns at 90 deg angles and near vertical climbs.

Source: Project Blue Book Case#

Gross, 1953

### 1953 - 30 April - about 10:30 or 11:00 p.m. - Near Panmunjeom, Korea

- [Google Map](#)

### Witnesses:

Kelley, Paul K. (rank not stated, reporter)

SGT Stichter

Corporal Pregont

and one PFC.

All members of the the S-3 (Operations) section,

1st Battalion, 5th Marine Regiment,

1st Marine Division

### Summary:

At Changdan waiting for a truck to move the troops to another area, a brilliant white object about the size of a dime at arm's length was spotted at 80 degrees elevation at 30 degrees in azimuth. The white was described as "pure white" and brilliant, but unlike an electric light bulb, it did not strain the eyes to watch it. No protrusions or exhaust trails were seen. Most of the time the object was stationary, but when it did move it was very rapid. Some movement involved a 90 degree change of direction with no slackening of speed. It went from a dead stop to a "fabulously fast" speed and stopped as fast as it started. The object would "suddenly become very much larger and become three or four times its size. Later, when it disappeared, it suddenly became very much smaller and finally became so small it disappeared. When it was becoming larger it seem to be coming closer and when it grew smaller it seemed to be going out and out into space."

Source: AF UFO report form executed on 26 July, 1955, in the CUFOS files.

**1953 - 10 May - 1240 - Near Oceanside, CA - [Google Map](#)**



**Douglas F3D-2 Skyknight of VMF(AW) Squadron 542**

**Witnesses:**

Squadron Leader Donald R. Higgin, RAF, on duty with Marine All Weather Squadron 542, El Toro Marine Base, CA, flying F3D2 WH20 heading 240 degrees, speed 300 knots

**Summary:**

Flying right wing position on other aircraft observed a dark gunmetal hue delta-winged object with third fin pass over two aircraft on exercise at 22,000 feet. Object heading 30 degrees at 240 knots. No one else observed UFO.

Source: Project Blue Book Case #: Unidentified

**1953 - 1 June - Day - LaGrande, OR, enroute from Seattle, WA, to Buckley AFB, CO**

**Witnesses:**

Navy pilot Aft 0811 flying at 10,000 ft

**Summary:**

Sighted bright metallic-colored triangular object at 18,000 feet. Also observed by airline personnel on the ground through 25 power glass.

Source: FLYOBRPT DA In 289093 20 July, 1953

CIRVIS DA In 289056 20 July, 1953

FLYOBRPT CAF In 85538 2

CIRVIS FLASH EVALUATION AFOIN 32724: Unidentified

## 1953 - 18 July - 9:10 p.m. - Naval Station, Key West, FL - [Google Map](#)

### Witnesses:

2 USN Lieutenants

### Summary:

Sighted a plain, circular, light source of unknown size. It appeared about 20 degs and moved in a fantastic series of maneuvers, diminished in size and brightness until it reached the zenith where it disappeared.

Source: Project Blue Book Case #

Gross, 1953

## 1953 - About August - Voice of America ship moored off the Isle of Rhodes, Greece - [Google Map](#)



### USCGC *Courier* WAGR-410 Off Rhodes, Greece, 1958

*Click photo for additional images*

### Witnesses:

Leroy S. (Bud) Wenger, Radio technician

Ivan G. Boor, Radio technician

## A visiting USAF officer, aboard USCGC Courier WAGR-410

### Summary:

2 dull yellow objects flying low above the horizon for about 15 minutes and then reappeared 15 degs above the horizon behind and between two hills. Both flying faster than jets, one behind the other, W to E.

(The "Voice of America" radio relay ship, USCGC *Courier* held the record for longest deployment overseas. She was stationed off the Island of Rhodes, Greece, from 17 July, 1952, until 13 August, 1964.)

Source: Wenger interview by Capt. William B. Nash, 1954. Nash's papers.

## 1953 - 27 August - 1:30 a.m. - Hialeah, Florida - [Google Map](#)

### Witnesses:

Mr. Boyer and his friend, a Navy man visiting on leave.

### Summary:

The 2 men were driving home after getting a newspaper when... "A huge round disc throwing off a weird green light and leaving a trail of green in the sky, dropped down vertically toward them, swerved, curved sharply and flashed back up before it disappeared." Mrs. Boyer observed, "I have never seen two men more shaken or disturbed than my husband and his friend..."

Source: Miami, Florida, *Miami Herald*, 27 August, 1953

## 1953 - September - South bank of the Savannah River, Savannah, GA

 - [Google Map](#)



### **USCGC *Hamilton* WHEC-715**

#### **Witnesses:**

CWO Williams C. Cumming assigned to USCG cutter Hamilton, WHEC-715

#### **Summary:**

2 green or bluish-green lights near Eastern horizon. They drew close to each other, then rotated about a common center. After 6-8 rotations one light departed to the South. The other light passed overhead to western horizon in a few seconds.

Source: UFO report form sent to George Fawcett.

**1953 - 7 September - after 8:00 p.m. - Near Vandalia, Ohio - [Google Map](#)**



## Goodyear/Chance-Vought FG-1D Corsair

### Witnesses:

LT (JG) "S. D. S.", USNR  
And his wingman, FG-1D pilots

### Summary:

At about 8 p.m. while flying Indianapolis to Columbus at 4000 feet, witness "noticed a brilliant white flashing light pass directly below us from south to north, traveling extremely fast at about 2000 feet." The wingman did not see it.

"After passing beneath us, it pulled up and climbed rapidly out of sight to the north. The light at 12 o'clock was much like a burning magnesium."

"Returning from Indianapolis (about 9 p. m.) I was leading the flight. I noticed the same brilliant light at 12 o'clock high and called my wingman again. This time he saw it. It stayed motionless relative to the airplane's movement for about two minutes, then disappeared. It reappeared again quickly at 9 o'clock and dove and pulled up ahead of us and climbed out of sight. At no time were we close enough to see any concrete object or shape. Both of us were at a loss to explain this phenomenon."

Source: Hall II

CRIFO "Orbit"

**1953 - 20 November - 4:30 p.m. - Atlantic - 36° 55' N 76° 00' W**

- [Google Map](#)

### Witnesses:

Navy Air (TF 41?)

### Summary:

Small silver egg-shaped object moving on Northerly course at estimated 55,000 feet, estimated speed of 1000 mph. In sight for about 15 minutes.

Source: Project Blue Book Case#

CINCLANT: Rawinsonde balloon via MERINT(?)

**1953 - 16 December - about 4:58 to 5:05 p.m. near Agoura, California**

- [Google Map](#)



**A Lockheed WV-2 (EC-121K) *Warning Star* in 1954**

### **Witnesses:**

2 Independent groups:

1. On the ground at Agoura:

Clarence L. "Kelly" Johnson, Chief Engineer, Lockheed Aircraft Corporation (head of the "Skunk Works")

Althea Louise Johnson, wife and former Lockheed employee

2. Lockheed Aircraft Corporation technical employees engaged in a test flight of a prototype aircraft for the Navy's Airborne Warning aircraft WV-2, "Warning Star" over the Pacific Ocean:

Roy E. Wimmer, Engineer Test Pilot

Rudy L. Thoren, Chief Flight Test Engineer and co-pilot

Philip A. Colman, Chief Aerodynamics Engineer

Charles Grugan, Flight Engineer

Joseph F. Ware, Jr., Flight Engineer

### **Summary:**

The Johnsons' home was about 3 miles west-north-west from Agoura. At about 4:58 p.m. Johnson and his wife sighted a black ellipse or crescent-shaped object at about 15,000 to the west. Almost at the same time Lockheed engineers flying a prototype WV-2 aircraft for a Navy contract also sighting the object. The object took off in a shallow climb and accelerated as it went. It was estimated that the final velocity might have been as much as 25,000 miles per hour (earth's escape velocity). Johnson observed the object with the aid of 8 power binoculars. Both sets of observers were unaware of each other's sighting until the next

day. Johnson prepared a report, but decided not to send it to Project Blue Book. However, Lt. Gen. Putt obtained a copy of Johnson's report and forwarded it to USAF Intelligence at the Pentagon. The report is in the Project Blue Book files, but required some work to reassemble it. Joel Carpenter did so and reported his finding in the fall 2001 issue of CUFOS' "International UFO Reporter" (IUR), Volume 26, Number 3. The Air Force apparently conducted no further investigation as documented in the Project Blue Book files.

Source: Project Blue Book files

"IUR," Vol. 26, No. 3 (2001)

Martin Shough's analysis:

<http://www.project1947.com/fig/lockufo53.htm>

**1953 - 24 December - 8:04 a.m. - El Cajon, CA - [Google Map](#)**



**Grumman F9F-2 Panther**

**Witnesses:**

LT J. B. Howard

LT L. D. Linhard

Both F9F-2 jet pilots

**Summary:**

Saw 10 silver oval objects flying at 400+ knots, straight and level

Source: Project Blue Book Case #2840

**"NFIA"**:(No Further Information Available) has been added to catalog entries for which no other details or information is known to exist.

**"Hidden Cases"** A number of cases given to NICAP were often from serving military personnel or people in other high security capacities where their identities had to be protected from possible official repercussions. The authenticity of the cases were certified or sworn to by NICAP Board members or officials and they were referred to as "Hidden Cases." See: [Introduction to the First Update of the Catalogue](#) for more information.

---

**NavCat Entries Continued: 1954 - 2007**

---

## **UNITED STATES NAVY, MARINE CORPS, COAST GUARD AND OTHER GOVERNMENT SEAGOING SERVICES UNIDENTIFIED FLYING OBJECT SIGHTING REPORTS**

### **Some Notes on Sources**

Since *UFO Evidence* was published in 1964, few collections of US Navy UFO reports have been compiled. Notable exceptions on the Internet are:

Water UFO: (Carl Feindt) which covers not just US Navy UFO reports but reports from foreign navies, merchant marine, fishermen, and other vessels on oceans and bodies of water:

<http://www.waterufo.net/>

See also Carl's book: [UFOs and Water](#)

*Blue Book UFO Report at Sea by Ships* by Tony Rullan. This is a compilation of Navy and other reports from ships in the Atlantic and Pacific Oceans with discussions and analysis:

<http://www.waterufo.net/bluebook/bbpdf.pdf>

One other large source of Navy reports is contained within a Chronology of general UFO reports. See the National Investigations Committee on Aerial

Phenomena (NICAP), The UFO Sighting Chronology:

<http://www.nicap.org/chrono.htm>

The current preliminary listing covers about 60% of the reports collected. They are from diverse sources: official documents, especially the US Air Force Project Blue Book files, media sources, various UFO books, and collections of reports from various UFO organizations:

Project Blue Book Archives

Official Project Blue Book and other government microfilms converted to PDF files:

<http://www.bluebookarchive.org/>

National Investigations Committee on Aerial Phenomena (**NICAP**)

J. Allen Hynek Center for UFO Studies (**CUFOS**)

Mutual UFO Network (**MUFON**)

and other UFO organizations. Authors' works cited include the following:

Bloecher, Ted

Bloecher, *Report on the UFO Wave of 1947*

Chester, Keith

Chester, *Strange Company*

Gross, Loren. *UFOs: A History* (cited by year of the booklets) later titled *The Fifth Horsemen of the Apocalypse: UFOs: A History*.

Greenwood, Barry and Larry Fawcett, *Clear Intent*

Haines, Richard, PhD

Haines I *Advanced Aerial Devices Reported During the Korean War*

Haines II *Project Delta*

Hall, Richard

Hall I *Airships to Arnold*

Hall II *UFO Evidence, Volume 1*

Hall III *UFO Evidence, Volume 2*

Hall IV *Alien Invasion or Human Fantasy? The 1966-67 UFO Wave*

Hynek, J. Allen, PhD

Hynek I *The UFO Experience*

Hynek II *The Hynek UFO Report*

Keyhoe, Donald E. Major, USMC, Retired

Keyhoe I	<i>The Flying Saucers Are Real</i>
Keyhoe II	<i>Flying Saucers from Outer Space</i>
Keyhoe III	<i>Flying Saucer Conspiracy</i>
Keyhoe IV	<i>Flying Saucers Top Secret</i>
Keyhoe V	<i>Aliens from Space</i>

Ruppelt, Edward J.

Ruppelt, *The Report on Unidentified Flying Objects*

The other main source is the Internet reporting site National UFO Reporting Center ([NUFORC](#))

Large collections of newspaper clippings from Barry Greenwood, Loren Gross, the late Robert Gribble, Katherine Brisendine, and Project 1947 were used in this compilation. The authors of *UFOs and Government* contributed materially to this compilation, especially Professor Michael Swords and Robert Powell.

Other collections consulted were The Keyhoe Archives, Dr. James E. McDonald's papers, Dr. Willy Smith papers, George Fawcett's papers at the Roswell Museum and several other sources.

#### Origin of Reports and the Quality of Sources

The biggest reservoir of official Navy reports is the Project Blue Book files. No complete listing of Navy reports within the Project Blue Book files has been made although Tony Rullan's paper probably contains the most comprehensive for ships in the Pacific and Atlantic Oceans.

World War II cases in the current list mostly come from personal accounts in various civilian publications and reports to UFO organizations. Few reports have official documents to back them up either as ship logs or official war diaries. However, four decades after Commander Hendershot's 1945 letter voicing concerns about unknown aerial intrusions over the Hanford Nuclear installation, we find official backing in 4th Air Force documents suggesting the Navy uses its Pasco Naval Air Station, Washington, to counter the unknown incursions.

The Navy reports of flying discs sightings during the 1947 UFO wave come mostly from the media. Some are from official documents in the Project Blue Book files. More report went to the press as opposed to those which went through intelligence channels.

After the Air Force established Project SIGN more reports started to go through channels to the Air Force, and sometimes were also reported in the press. Occasionally the accounts only appeared in the local press. A New Zealand woman wrote to Sgt. Harold Fulton who led a UFO organization in New Zealand, Civil Saucer Investigations, New Zealand, that her son-in-law, an officer in the US Navy stationed near San Diego had seen a UFO in 1952. Recently, the *San*

*Diego Union* newspaper became available online and Barry Greenwood was able to recover the news report.

Interestingly there was a report mentioned in the CSI-LA newsletter number 2 about an incident at the Naval Air Station at San Diego:

<http://www.project1947.com/shg/csi/csiv1-2.html#aero>

A very well confirmed report from an aerographer of San Diego, California, North Island Navy Station, reports that he saw numerous objects through a theodolite while tracking a weather balloon. The spectacle continued for such a long time that he informed his chief officer. Also the latter saw the objects passing by in large numbers. Other witnesses present were an aerological officer, a group of USAF and Navy pilots, the control tower operator and the commander of the field.

So it appears that rumors of this account were kicking around for years. Although in the CSI-LA newsletter the context implies it happened in 1952. A letter in the Project Blue Book files indicates the date was December 1950.

Beside official records and media reports there is a vast area of personal reports and rumors, some which have fantastical elements as one would expect occasionally from men that go down to the sea in ships. However, we have tried to maintain a serious demeanor here and eliminate the journalistic hoaxes and tall tales while keeping an open mind. Some of these reports have explanations, but are still listed here because they have historical significance.

This is a work in progress with many more accounts to be added in the future. As always, Project 1947 welcomes the addition of new accounts, clarifications, comments, criticisms at: [project1947@earthlink.net](mailto:project1947@earthlink.net)

— Jan L. Aldrich

---

<b>Return To PROJECT 1947 Catalogues</b>			
<b>Back To US Navy Draft Intro</b>			 <b>Return To MAIN PAGE</b>

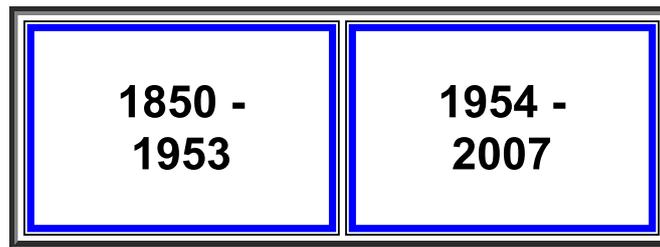
---



# PROJECT 1947

---

## Updated Draft Catalogue of UFOs/USOs Reported by Seagoing Services - NavCat 2.0



**Compiled and copyright © 2013-2015 by Jan L. Aldrich**

---

### NavCat Entries for 1954 - 2007

---

**1954 - Early 1954 (after Christmas 1953) - Between 9-10 p.m. -  
Cruise from Naples to Malta**



### **USS Chase County LST-532**

*Click photo for additional images*

#### **Witnesses:**

USS Chase County LST 532 (LCDR Lloyd V. Sternberg,  
Commanding)  
Frank Lucas

#### **Summary:**

Object off port bow. Illuminated with spotlight showed it was above the water. Remained stationary for about 5 minutes, then approached ship, veered off to 200 yards. Captain turned ship towards object and object backed off. Ship stopped, then object approached ship. Boat launched and ran at object which disappeared. Crew questioned by Naval Intel in Malta.

Source: Report to CUFOS June, 1976

Malta UFO Research website.

**1954 - 1 February - 3:15 P.M. - 36 miles SW of Tuscaloosa, Alabama**

- [Google Map](#)

#### **Witnesses:**

Navy contract balloon tracking crew.  
Glenn Hovland, pilot  
Verne Baumgartner, electronics engineer with Winzer Research

#### **Summary:**

During the tracking of high altitude research balloon by the witnesses in a chase plane they noticed six silvery objects with a sort of "fluorescent glow" in a trailing formation. Hovland used a movie camera to photograph the objects. A camera on the balloon also photographed the objects. The balloon was at an altitude of about 20 miles while the plane was following behind and at a much lower altitude. The movie was turned over to the Air Force and according to Project Blue Book, the Navy was analyzing the films.

The scientific experiment on the balloon confirmed important information on antimatter interactions. An article on the experiment was published in *Time* magazine with no mention of the UFO sighting.

Source: *Austin Daily Herald* (MN), 22 July, 1954

<http://www.project1947.com/fig/1954a.htm#hovland>

### **1954 - 24 March - 3:20 p.m. - Near Fort Lauderdale, FL - [Google Map](#)**

#### **Witnesses:**

Capt. Don Holland, USMC pilot, 1st Marine Wing

#### **Summary:**

Round silver-white object with a gold ring around it about a third of the way up. East of Ft Lauderdale, 25,000 ft over the ocean and about 6000 ft above his aircraft, traveling at about twice the aircraft's speed.

Source: Keyhoe III

Hall II, page 31

<http://www.project1947.com/fig/1954a.htm#holland>

### **1954 - 7 April - 3:00 p.m. - Vicinity of Chesapeake, Va - [Google Map](#)**



### **Grumman F6F *Hellcat***

#### **Witnesses:**

C. R. Allen, F6F pilot, Norfolk, VA

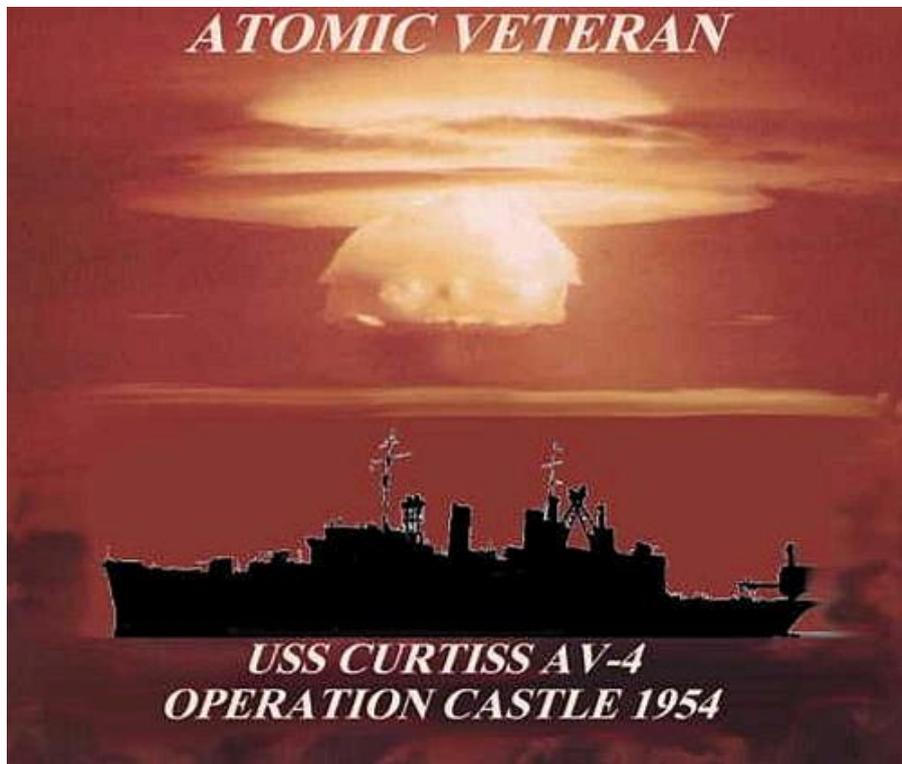
#### **Summary:**

Flying at 3000 feet near Fentress, he suddenly spotted 2 saucer-like objects about 15 miles away, slightly above moving NE across his course. He banked to the right to follow the objects which moved through 149 degs of arc in 25-30 seconds, disappearing near Cape Henry.

Source: Project Blue Book Case # : Unidentified

MAXW-PBB20-536

**1954 - 7 April - 2305 - Anchored at berth #6, Bikini Island - [Google Map](#)**

**Witnesses:**

USS Curtiss, AV-4, carrying nuclear components for CASTLE SERIES atomic tests.

**Summary:**

An unidentified luminous object passed over ship from bow to stern. It was yellow-orange in color, traveling at a high rate of speed at low altitude.

Source: USS Curtis log book quoted in:

“USS Curtis (AV-4) Operation Castle, 1954 From 60, Operations activities during CASTLE test series, CASTLE SERIES DNA 6035F,” 1 April, 1982, page 341

<http://www.nicap.org/docs/castle/castdir.htm>

**1954 - 22 April - 2:00 p.m. - San Nicholas Island, CA - [Google Map](#)**

**Witnesses:**

Seaman Apprentice James B. Stephens, Jr.  
Seaman Bernard G. Klein, Jr.

**Summary:**

While driving a Navy vehicle on base saw 4-6 foot long gray cigar-shaped object with pointed nose traveling just above the ground on a parallel course. The object suddenly impacted the ground, sending up dirt and

disappeared from sight. Searched for 20 mins, but found nothing. USN investigations revealed no signs of radioactivity.

Source: Project Blue Book Case #

## 1954 - 7 May - Near Washington, D. C. - [Google Map](#)

### Witnesses:

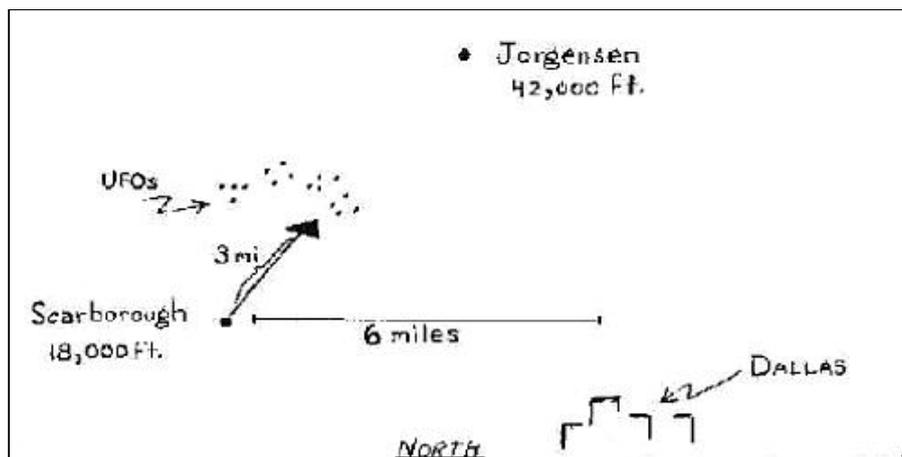
Navy radar personnel

### Summary:

Huge object on radar maneuvering at 90,000 feet, moved down to 15 miles. No visual.

Source: Keyhoe III, 144

## 1954 - 14 May - mid-afternoon - Near Dallas, Texas - [Google Map](#)



**Near Dallas, Texas, USMC Major Scarborough and the other pilots in his flight sighted 16 unidentified objects in groups of four, dead ahead but at higher altitude, 15 degrees above.**

### Witnesses:

Major Charles Scarborough and  
 Captain Charles Stanton flying at 15,000 feet  
 Capt. Roy Jorgensen and  
 Major E. C. White flying at 42,000 feet  
 USMC jet pilots

### Summary:

Major Scarborough first spotted the formation of 16 discs in different groups flying above him. Captain Jorgenson at 42,000 feet saw them shortly after below him. Calling the other pilots Major Scarborough ordered them to attempt to box in the discs. Capt. Jorgenson and Major White dived steeply while Major Scarborough and Captain Stanton climbed swiftly, but the 16 discs put on a burst of speed and raced away from the jets. The discs still in formation moved away and vanished.

Source: Hall II

Keyhoe III

<http://www.project1947.com/1954a.htm#scarb>

## 1954 - June - Atlantic

### Witnesses:

US Coast Guard Weather Ship

### Summary:

In the Atlantic an undersea object was picked up on sound gear and was tracked for 2 days on sonar. It dived to the bottom and never came up.  
NFIA

Source: APRO Bulletin, July 1954, page 7.

## 1954 - 19? June - night - Point Mugu Naval Base, California - [Google Map](#)

### Summary:

An object giving off a dazzling orange-white light every 10 seconds circled above the Santa Barbara Island base. The light was seen from point Mugu to Los Angeles and even ships at sea. NFIA.

Source: Keyhoe III

## 1954 - 1 July - Ungava Bay, Canada - [Google Map](#)



### **USS Edisto AGB-2, location unknown, 1965**

*Click photo for additional images*

#### **Witnesses:**

Crew of USS Edisto (Now USCGC Edisto - WAGB-284)

#### **Summary:**

From Loren Gross *UFOs: A History* for 1954 June-August:

Air Force headquarters, Washington D.C., at the time of the sighting, sent the following teletype message to BLUE BOOK at Wright Field:

"ATTN: ATIC FOLLOWING MSG FM USS EDISTO, ARGENTIA, MFLD DTG 020010Z RELAYED FOR YOUR INFO: 'REFERENCE AIR MINISTRY REPORT OF BRITISH AIRLINER SIGHTING FLYING OBJECT OVER LABRADOR X EDISTO POSITION THREE ZERO ZERO ONE ON E FIVE ZEBRA JINE LATITUDE FIVE FIVE FIVE FIVE NORTH LONGITUDE FIVE EIGHT ONE ZERO WEST X SIGHTED BRIG T REDDISH YELLOW OBJECT LOW IN SKY ABOUT TWENTY DEGREES ELEVATION BEARING ONE FOUR FOUR DEGREES TRUE X IDENTIFIED AT TIME AS PLANET MARS X APPEARED TO CHANGE SHAPE LIKE A JELLY FISH SWIMMING TO THE WESTWARD X ALSO APPEARED AS A DART AT TIMES X NO SATELLITES SEEN X MIRAGE EFFECT HAD BEEN PRONOUNCED DURING THE DAY IN ITS FIELD."

Loren Gross continues:

As in many famous UFO cases, authorities failed to follow up leads to gain a better understanding of a possible solution. The BOAC incident is no exception. According to a story in the *Washington Star*, the crew of the

icebreaker Edisto may have seen the same object as the crew of the BOAC airliner:

"Two separate reports received at the Pentagon today mentioned the possibility of a mirage as an answer to the seven weird black objects which reportedly followed a British airliner for 80 miles Thursday night near Goose Bay, Labrador.

"The reports came from the Navy icebreaker Edisto in Ungava Bay, which is north of the Canadian province of Quebec, and from the Northeastern Air Command with headquarters at Pepperell Air Force Base, Newfoundland. [It is not clear to me if the writer is referring to the BOAC encounter as the second sightings or a sighting by someone at Pepperell].

"The Edisto reported sighting an object which was first identified as the planet Mars:

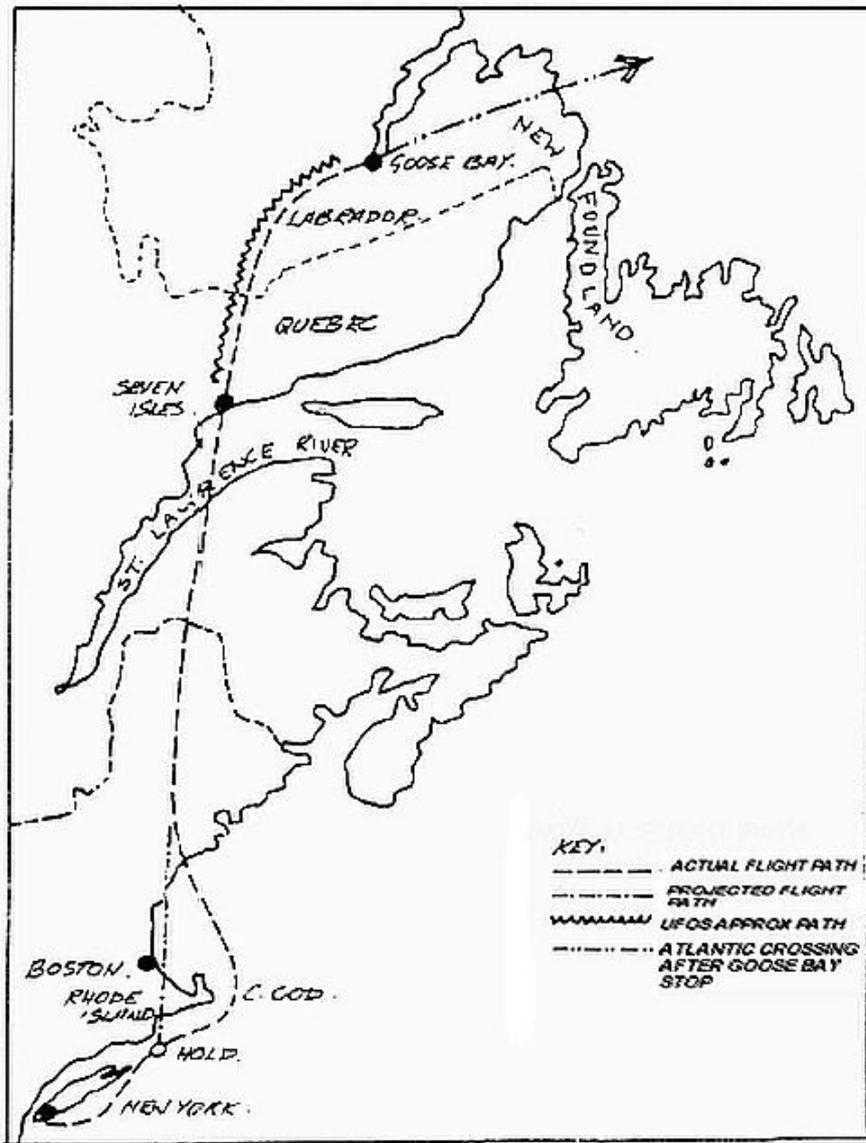
" 'It appeared to change shape like a jellyfish, swimming to the westward,' the report stated. 'It also appeared as a dart at times. No satellites seen.

" 'Mirage effect had been pronounced during the day.'

"The Northeast Air Command evaluated the sighting 'as an unknown natural natural phenomena [Note that this is the same explanation used by the Condon report], possibly a mirage as temperature inversion in the area made this possible."

— Giles, John A. "Mirage Called possible Answer On Objects Seen By Flyers." Washington, D.C. *Star*. 3 July, 1954.

There are problems with this reporting by John Giles. First of all, no one is named. If it was a crew member of the Edisto responsible for the quote, no easy checking of the facts is possible. One might also believe it is someone in the airliner describing the UFO, but a careful read works against that. No satellites were seen and the UFO was going "west," not north-northeast, following the BOAC flight path to Goose Bay. Moreover, the statement about mirage effects "during the day" indicates a ship on station, not an aircraft in the air space for a few hours. One can't help be impressed by the "shape changing" comments by the apparent Edisto observer. It's very tempting to believe the Edisto UFO was also the BOAC UFO. If true, that complicates the issue. The crew of the BOAC Stratocruiser viewed their UFOs to the port side and Ungava Bay was also on the port side of the airliner. For the Edisto observer to see the same "mirage," he would have to look south-southeast and would be viewing the "back" of the image. (See map below) The optics involved in this solution seem impossible.



An interesting thought is that when the BOAC airliner turned northeast and approached Goose Bay, the BOAC witnesses had the impression the "mother ship with its children aboard" got smaller and smaller as if pulling directly away. If that was the case and the UFO was a solid object, its trajectory might take it over Ungava Bay.

The original Navy report and Project Blue Book files explain this as a mirage of Mars. See Martin Shough's analysis of this theory:

<http://www.caelestia.be/BOAC3.html>

and Phillip Robertson's letter to Dr Willy Smith, [Some considerations on the Seven Isles, Quebec, Canada case of June 29, 1954.](#)

See also: <http://www.project1947.com/fig/1954a.htm#boac>

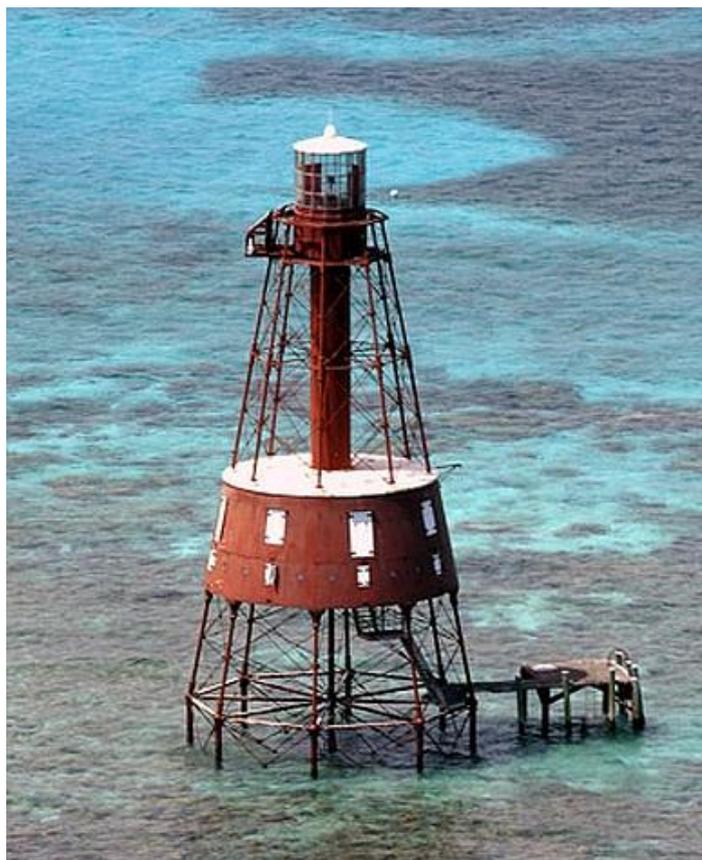
and the *FATE* Magazine article:

[http://www.project1947.com/fig/fate\\_11\\_54.htm](http://www.project1947.com/fig/fate_11_54.htm)

Source: Project Blue Book files

Gross, 1954

**1954 - 28 July - 3:40 a.m. - about 3 miles SSE of Carysfort Reef  
Lighthouse, Key Largo, FL - [Google Map](#)**



**Carysfort Reef Lighthouse**



**USS *Etawina* YTB-543 District Harbor Tug**

*Click photo for additional images*

**Witnesses:**

Chief Quartermaster Milbert James Brown  
Helmsman Seaman Sydney J. Martin, both aboard USS *Etawina*  
(YTB-543) sailing South on 250 degs true at 6.5 knots. Out of Key

## West Naval Base

### Summary:

A huge, bright blue egg or blimp-shaped 300-500 ft long object with 4 pointed cones of light ratio 3:1 horizontally, angular size 3X sun traveling at high speed in level flight from West thru South, then East to North East. No sound no trail.

Source: Project Blue Book Case #

### 1954 - 27 August - about 8:00 p.m. at home St. Louis, MO - [Google Map](#)

#### Witnesses:

LCDR Robert W. Jackson stationed at McDonnell Aircraft with Mrs. Jackson and 2 guests Ronald Banta, employee of McDonnell & son, Charles Banta

### Summary:

Looking toward Lambert Field airport sighted a black object 8-10 feet in diameter at 1000 feet traveling 250 mph.

Source: St. Louis, MO, *St. Louis Post-Dispatch*, 10 Oct, 1954

Gross, 1954

### 1954 - 17 (about) October - 3 miles off Okinawa - [Google Map](#)



### US Army Freight Supply Ship Design 427 Similar to FS-204 Col. Clifford P. Bradley

#### Witnesses:

## Three crew members of the U. S. Army Freight Supply Ship FS-204 "Col. Clifford P. Bradley"

### Summary:

Fenton J. Kilkenny, master of the army freight vessel entered in his log: "three miles off Okinawa a brilliant white object was seen in the sky at approximately 10,000 feet." The object was moving at "a tremendous speed" and according to the observers, "a round, disk shaped, [of] a brilliant blue-white color."

Source: *Pacific Stars and Stripes*, October 24, 1954

### 1954 - 27 October - night - Isle of Rhodes - [Google Map](#)



### USCG *Courier*, Voice of America radio station off Rhodes, 1963

### Summary:

A luminous flying disc of a very large size was seen during the night over Rhodes. After maneuvering about the Voice of America floating radio post, the disc disappeared with great speed in the western direction. (translation: T. Bloecher)

Source: Agence France-Presse, 28 October, 1954

### 1954 - 1 November - 0230Z - Detroit, MI- [Google Map](#)

### Witnesses:

\_\_\_\_\_ English, Ensign USNR and wife, a licensed pilot

**Summary:**

Object with a bluish-green haze headed toward Detroit, circled the city 6 times in an easterly direction at great speed, requiring only 11 seconds and disappeared.

Source: Detroit FBI agent related information to FLT 3-C, 4602d AISS

**1954 - 19 November - Night - Naval Mine Countermeasures Station,  
Panama City, FL - [Google Map](#)****Witnesses:**

Mr. Wells, Asst. Fire Chief

**Summary:**

UFO appeared overhead, stopped twice and circled station.

Source: Project Blue Book Case # : Aircraft

**1954 - 7 December - 3:05 p.m. EST - Edenton, NC - [Google Map](#)**

**Lockheed T2V-1(T-1A) Seastar**

**Witnesses:**

CAPT Dayton Robinson, Jr. USMC piloting Lockheed T2V aircraft  
Cpl. Edwin E. Capone MC EEE Mechanic

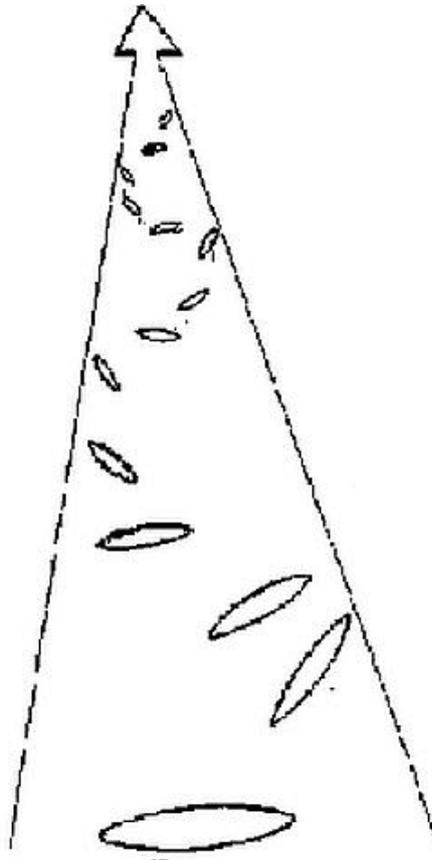
**Summary:**

Encountered what appeared to be balloon-like object with a package suspended beneath. Made an effort to circle object which accelerated away at high speed in 20-23 seconds.

Source: Project Blue Book Case # : Balloon

4602d AISS Investigation

### 1954 - Fall - 11:00 a.m. - Pohang, Korea - [Google Map](#)



### POHANG, Korea, Fall, 1954

U.S. Marine Corps Weather Observer John A. Potter observed a formation of seven bright orange UFOs moving north to south about 11:00 pm. The objects travelling at "a very rapid pace," individually fluttered from side to side as pictured.

#### Witnesses:

John A. Potter, USMC weather observer

#### Summary:

A formation of about seven discs which moved north to south with a side to side oscillation.

Source: Hall II

### 1954 - 29 December - Day - San Diego, CA - [Google Map](#)

**Witnesses:**

Earl Bolen, Navy photographer stationed at the Underwater Demolition School of the Amphibious Base, Coronado, CA

**Summary:**

While watching aircraft, "a round. silvery thing" came and passed beneath the aircraft. The object was joined by another after which they hovered for a moment before Bolen lost sight of them.

Source: Gross, 1954

---

**1955 - Over Virginia, USA - [Google Map](#)****Summary:**

Pilot and missile expert with the rank of commander stationed at Anacostia Naval Air Station (reported to Admiral Delmer S. Fahrney, ret., in January 1957):

While engaged in a periodic flight over the Virginia countryside, the pilot looked over his shoulder to see a huge disc pacing his aircraft about 75 feet away. It appeared to float along off his left wing. It looked like two saucers inverted one over the other, metallic with a domed top through which shone an amber light. The object was about 100 feet in diameter. After a short time, he tried to ease in for a better look. The disc tilted upward, accelerating at a great speed and went through clouds leaving a grey mist swirling behind it.

A "Hidden " NICAP/Keyhoe report.

Source: Keyhoe IV, page 265-266

Hall II.

**1955 - 2 February - 11:50 a.m. - Miramar Naval Air Station, CA**

- [Google Map](#)

**Witnesses:**

LCDR J. L. Ingersoll

**Summary:**

Project Blue Book: Observer driving vehicle and noticed Navy aircraft landing, sighted object below one of the aircraft. However, object descended at a steady rate. White in color, highly polished surface. Changing from white to reddish-brown color and suddenly accelerated to a tremendous speed. Object left a short brown vapor trail.

Source: Project Blue Book case # : Unidentified

### **1955 - 10 February - 10:03 p.m. - Bethesda, MD - [Google Map](#)**

#### **Witnesses:**

E. J. Stern, model maker at US Navy ship design facility

#### **Summary:**

One object shaped like a small portion of the bottom of the moon, with a radiant yellow color, hovered for 30 seconds. The bottom changed to a funnel shape. Duration 1.5-2 mins.

Source: Project Blue Book Case #3427

### **1955 - 16 February - 5:00 a.m. - Atlantic Ocean about 10 miles off Fort Pierce, Florida - [Google Map](#)**

#### **Witnesses:**

Coast Guard cutter crew

#### **Summary:**

Coast Guard cutter sighted an unidentified submarine about 30 miles from the missile center at Cocoa Beach, Florida. It submerged when a boat approached it. It was noted that there was a red glow in its conning tower and a light in the superstructure. Jacksonville Naval Air Station said that an anti-submarine squadron had been dispatched in a search for the submarine. The number of aircraft was not revealed.

Source: Feindt, Carl W., *UFOs and Water*, Xlbris Corp., 2010, page 374

Wilmington, Delaware, *Wilmington Morning News*, 17 February, 1955

### **1955 - 5 April - 12:30-13:35 p.m. - Almy Pond, Newport, RI - [Google Map](#)**

#### **Witnesses:**

Mrs. Genevieve Mathison

[http://www2.cambridgema.gov/historic/cwhp/bios\\_m.html#MathisonGM](http://www2.cambridgema.gov/historic/cwhp/bios_m.html#MathisonGM)

US Navy Underwater Ordnance Test Station physicist, and her children.

**Summary:**

From the front door saw a circular silver object with no trail or sound descending from an elevation of 45 deg., receding along the line of sight before disappearing into the haze.

Source: 4602d AISS UFO files, NARA

**1955 - 7 April - 21:15 GMT - 18° 7' N, 65 ° 22' W (east of Puerto Rico)**

- [Google Map](#)

**Witnesses:**

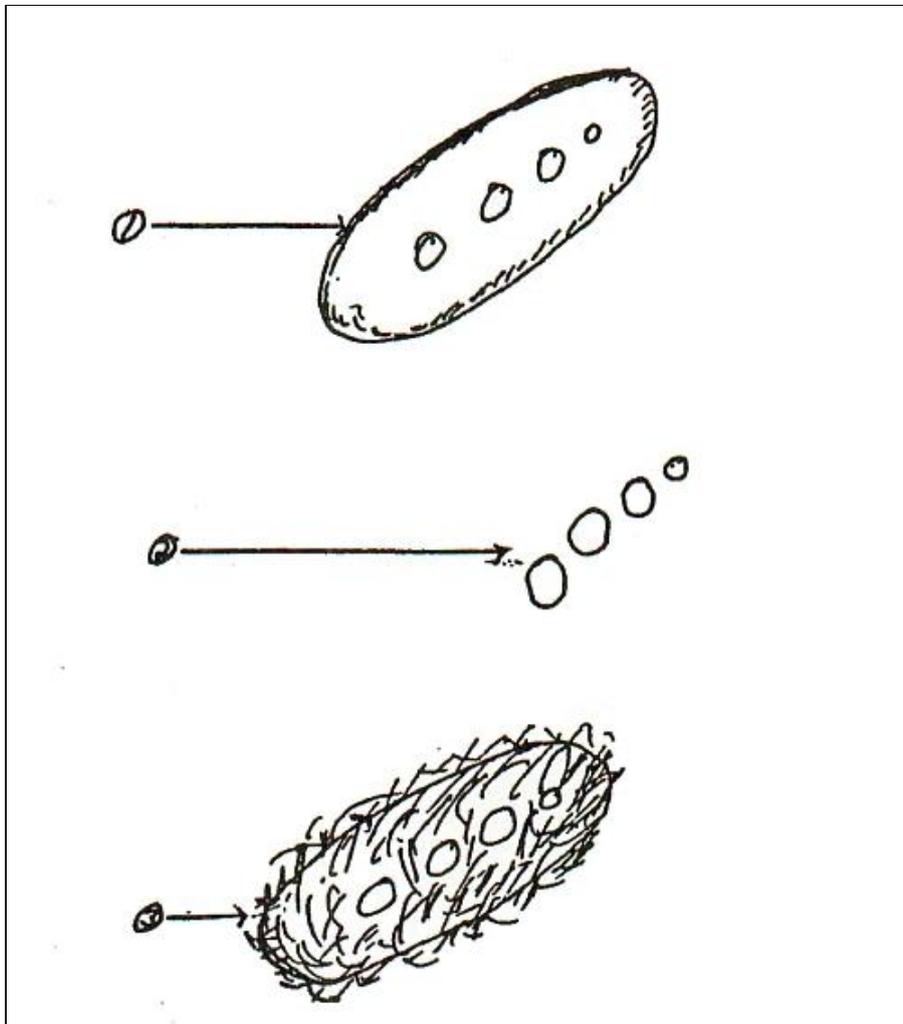
40 Officers and men of Command Task Group 45.2

**Summary:**

A circular bluish-silver object observed by a number of sailors on various ships. The size of the object was larger than the moon. It hovered for about 10 seconds. It departed in a southwesterly direction. Total duration 30 seconds. No follow up information in files.

Source: Message in Project Blue Book files.

**1955 - 20 June - 10:10, 10:17. 10:20 p.m. - Dallas, Texas - [Google Map](#)**



**Sketch of object drawn by Captain Richard S. Barry**

**Witnesses:**

Captain Richard S. Barry, USMC

John Stewart, civilian neighbor

**Summary:**

Three sightings of the same object over about a half an hour's time.

No. 1

Stewart visited Capt. Barry to point out an unusual sight in the southwestern sky towards Dallas. It was a dull red object changing to a whitish-yellow. It dropped from from an elevation of 70 degrees to an elevation of 40 degrees. They could not estimate the altitude. The object hovered momentarily then accelerated at a speed that seem faster than a jet aircraft. After the burst of speed the object was sighted hovering in the western skies. Capt. Barry rushed into his house to obtain a pair of 8X30 binoculars. He was able to focus on the object in the northeastern sky before it faded. The object appeared round, flat, and red with three

lights in a straight line. "Three white lights preceded by a red glow."  
Duration about 90 seconds.

No. 2

Object appeared in the west about 10 minutes later and seemed to travel in the direction of the witnesses. It changed in color from red to yellow-white and came out of the west at an angle of 60 degrees, veering to the right and disappeared to the northeast.

No. 3

The third sighting was similar to the first, colors were the same and the object appeared and disappeared in the same area. This time it did not hover.

Source: Gross, 1955

Project Blue Book files

## **1955 - 11 July - 10:10 p.m. - China Lake Naval Air Facility, California** - [Google Map](#)

### **Witnesses:**

CW3 Carl Z Russ

AO2 Richard F. Lundy

ACAM Charles P. Chitwood

### **Summary:**

From Loren Gross, *UFOs: A History*, 1955:

11 July. China Lake Naval Air Facility, California. (10:10 p.m.)

A strange fireball was reported by CW3 Carl Z. Russ, AO2 Richard F. Lundy, and ACAM Charles P. Chitwood. All reports were essentially the same. Control Tower Operator Lundy reported that the fireball was first noticed in the northwest part of the sky moving at high speed, and it flew out of sight at a theodolite-measured angle of 277 degrees.

The Air Intelligence Information Report filed on this case had this very interesting conclusion by the Preparing Office Captain Patrick O. Shere. The conclusion contained a number of suggested explanations. Among those suggested was this one:

"Optical phenomena seems to be the best possibility. The fact that no other individuals observed this object, although it was in sight for approximately 23 minutes, lends credence to this theory. The area is sparsely populated and it is possible that other people saw it and failed

to report it. The inability of the interceptor planes to make either visual or electronic contact helps this possibility."

In a rare difference of opinion, the Approving Officer, "J.M.K," reviewed the paperwork and came to a conflicting conclusion, listing the following comments:

"This headquarters does not concur with the possible causes of this sighting offered by the Preparing Officer for the following reasons:

- a. Balloon possibility: The sudden reversal of direction, the high rate of speed, and the conical tail would eliminate balloon activity.
- b. Aircraft possibility: The duration of the sighting, the slow movement to the west, and the area of the sighting (restricted area) would eliminate the possibility of air craft.
- c. Astronomical activity: The fact that this object was initially sighted by radar, coupled with the duration of the sighting would eliminate the possibility of astronomical activity.
- d. Optical phenomena: This object was initially picked up on radar and was seen by three people for a long period of time, thereby eliminating the possibility of optical phenomena.

"This report is forwarded to ATIC as 'unknown.'"

This "unknown" conclusion was not put on the BLUE BOOK record file card.

Sources: Project Blue Book files

Gross, 1955

## 1955 - 27 July - About midnight - Off the Florida coast near Key West.

[- Google Map](#)



## **Douglas F3D Skynight**

### **Witnesses:**

Willard D. Nelson, USMC, pilot of a Douglas F3D-2 Skynight  
Radar Officer Moreau.

### **Summary:**

After finishing practice intercepts, they were heading for base when Nelson saw a red light in the distance at about the same altitude, 25,000 feet. Not long afterward it seemed to parallel the fighter at 300 knots about 150 feet away. First he thought it was a passenger plane sharing his airspace, but there were no navigation lights and no cabin.

Suddenly it turned on an enormous jet-like, orange-colored exhaust like a giant afterburner 10 feet wide and 150 feet long. Nelson yelled for Moreau to look. He came out of the hood to see it vanishing in the distant after 10 seconds.

Source: Project Blue Book Case

Gross, 1955

## **1955 - 8 October - 4:58 p.m. - Loogootee, Indiana - [Google Map](#)**

### **Witnesses:**

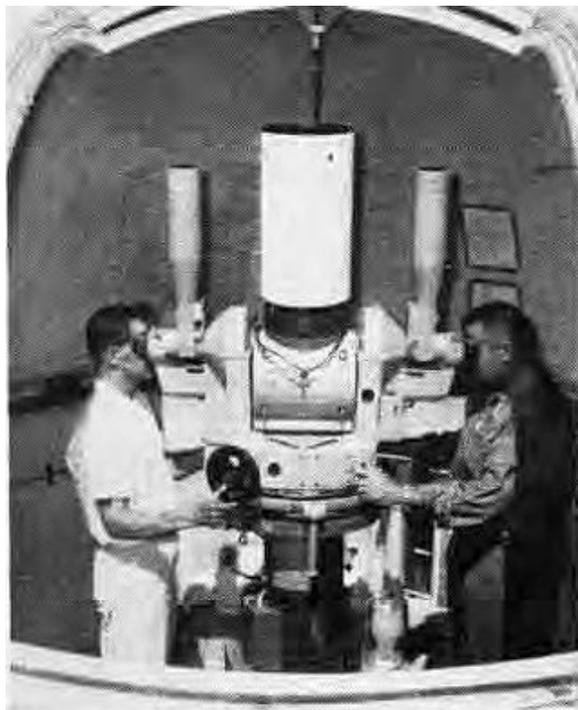
Two men installing a television antenna on the roof of a residence  
One of the men was employed at the US Naval Ammunition Depot in Crane, Indiana

### **Summary:**

The men were on the roof installing a television antenna when something in the sky came to their attention. A solid-looking body, silver-white in color, and round in shape appeared overhead in level flight. There was no surface wind and visibility was unlimited. "The object was traveling in an east-south easterly direction, at an estimated altitude of 5,000 feet, and at a speed estimated to be in excess of 1,000 miles per hour." The object which left no visible trail nor made any sound was observed for approximately ten to fifteen seconds.

Source: Gross, 1955

## **1955 - November or December between 10:30 to 12:00 a. m. - China Lake Naval Weapons Center, California - [Google Map](#)**



### **Askania Kth Cinetheodolite with 120-inch lens**

#### **Witnesses:**

Mrs. Robert M McArtor (Maria), photographer using Askania Kth 41,  
NGF Mk 2 and Mk 5 cinetheodolites  
And two other range personnel

#### **Summary:**

During a missile test using a drone F6F and an F9 as the firing aircraft, several chase aircraft and the observer saw an unusual orange colored object.

"The drone aircraft was flying on a heading of 340 degrees and had already passed my station which was about 23,000 feet downrange from ground zero. The firing craft was flying a tail-on pattern and as it came into view an elliptical object appeared behind and above it. The object came down in a curve until it was flying same course as the firing aircraft and came up rapidly behind it until (here I am using my own judgement to estimate distance and size) it was roughly a quarter of a mile behind the aircraft, and then simply disappeared. If it was at the same distance as the F9 I would have judged it to be approximately one third the size of the aircraft. It was a glowing orange in color. The drone that was up that day was painted fire orange which (was) flat in comparison to the color of the UFO. As I recall the weather, it was an overcast day, temperature probably down in the 30's.... I would estimate that the object first appeared 2 to 3 miles behind the F9 and about 2 to 3 thousand feet above it."

She had seen objects like this several times before and had attempted to photograph them. One attempt failed because the wrong film was in the instrument. The other attempt showed no object when processed. She had not reported other incidents because they had no additional witnesses. (Dr. James McDonald did go out to investigate the location of the observation and several other reports from China Lake.)

Source: Letter to Dr. James McDonald, 26 February, 1962

## **1955 - 11 December - about 9:00 p.m. - along the coast near Jacksonville, Florida - [Google Map](#)**

### **Witnesses:**

- Ground witnesses
- 2 airline crews
- 2 Navy jet pilots from Jacksonville NAS on night practice maneuvers
- Navy ground radar personnel
- Navy control tower personnel

### **Summary:**

A fast-moving round orange-red object was reported by two airline crews and by witnesses on the ground. Two Navy jets on practice maneuvers were directed to the area by the Jacksonville NAS control tower. The pilots located the object, but when they attempted to close on it, it shot up to about 30,000 feet, then dived back, circling and buzzing the jets, while the incident was watched by controllers on radar.

Source: Hall, II  
Keyhoe, VI

---

## **1956 - Night - El Centro, California - [Google Map](#)**

### **Witnesses:**

- Navy pilots and ground crews

### **Summary:**

During night-flying exercises a bright, round glowing object shot in from the Pacific Ocean. Coming in at about 1500 feet, it stopped abruptly over the air station, then descended to about 300 feet. After hovering briefly,

it rose and raced away to the SW. All personnel were ordered to make individual reports which were sent to Washington DC. No explanations were given to the witnesses.

Source: "NICAP UFO Investigator," Vol. 1, #10, pp 6-7

## **1956 - 1 February - 9:07 p.m. - Mount Hamilton Range, California**

[- Google Map](#)

### **Witness:**

Starr Henderson, Marine reservist

### **Summary:**

"Starr Henderson, Marine Air Reservist, watched a UFO travel 'far in excess of the speed of sound' over the Mount Hamilton Range and 'probably over the San Joaquin Valley' at 9:07 p m. It returned half-a-minute later and streaked intermittently faster then slower east across the heart of San Jose, 'then made a loop and headed toward San Francisco and out of sight and hearing.' A bright orange-white light, which dimmed when the UFO slowed its speed, was observed in front of the craft and a dimmer light at its rear."

Source: Gross, 1956

San Jose, California *Mercury*, 5 February, 1956

## **1956 - 24 February - 11:00 to 13:00 - Taiwan Straits - [Google Map](#)**

### **Witnesses:**

AEW (Aircraft Early Warning) aircraft crew

### **Summary:**

A number of UFO tracks noticed and two rolls of film taken of the objects. USAF checked the radar photos and concluded that there were several causes; radar clutter, surface ships, ground targets and interference from other radar equipment.

Source: Project Blue Book files

## **1956 - May - Day - White Sands Missile Range, New Mexico**

[- Google Map](#)

**Witnesses:**

CAPT Thomas Andrews, future Commander of the White Sands Missile Range, New Mexico, and 200 witnesses.

**Summary:**

Saw a metallic ball shaped object motionless after missile malfunction

Source: Swords & Powell, *UFOs and Government*, page 229

**1956 - 15 June - about 9:00 p.m. - Guantanamo Bay Naval Base, Cuba**

- [Google Map](#)

**Witnesses:**

Personnel watching an outdoor movie

**Summary:**

While watching a movie being shown outside alongside the landing strip: "...at approximately 9 p. m. the audience shouted to stop the movie. Everyone watched as an object with the equally spaced row of round white lights moved down the length of the 10,000 foot runway then quickly zipped off out of sight. We called the base authorities who contacted the air force project blue book. It was written off as a flight of seagulls in formation flying down the runway and the runway lights reflecting off them. But the (thing) about it was, the runway was inactive, so the runway lights were off."

(Date is approximate.)

Source: NUFORC 4/10/2004

**1956 - 25 or 26 July - 9:30 p.m., USS Franklin D. Roosevelt (CVA-42)  
anchored at port Rio De Janeiro, Brazil - [Google Map](#)**



**USS *Franklin D. Roosevelt* CVA-42, circa 1956**

*Click photo for additional images*

**Witnesses:**

Chief Warrant Officer 4 John C. Hau, on watch  
and CIC personnel on watch

**Summary:**

"At about 2130P/25 or 26 July 1956 (0030Z/26 or 27 July 1956) I was standing a signal watch in USS Franklin D. Roosevelt (CVA 42) then anchored in Rio de Janeiro, Brazil. The sky was clear.

"As I recall, the signal bridge was called by the Combat Information Center (CIC) asking for visual verification of an air search radar contact in our vicinity, holding stationary. Inspection revealed a cigar-shaped object at about 5,000 feet, close by the zenith. It was displaying at least one row of white light – I do not remember if any were flashing.

"After about 10 or 15 minutes, it suddenly started moving in a northerly direction, accelerating smoothly and rapidly, until it disappeared from view in one or two minutes. It may have disappeared more quickly than that, as CIC later said it went off their scope 'in two or three sweeps.' Unfortunately, I did not think to ask what range scale they were using at the time."

CWO Hau also wrote that the incident was reported to the officer of the deck and probably to the Captain.

Source: Letter from Hau to Grusinski in the FUFOR/Grusinski file

**1956 - 26 July - Night - USS Franklin D. Roosevelt (CVA-42) anchored at port Rio De Janeiro, Brazil - [Google Map](#)**

**Witnesses:**

RD3 Lee Treadwell, duty P. O. in the radar section,  
Other watch CIC personnel,  
4 sailor lookouts on deck as the watch,  
and other officers and men up and on duty (about 2 dozen+ in total)

### Summary:

During the 0000 to 0400 hours watch, one lookout and then another reported two strange objects in the air. VL (height-finding radar) was off line. The CIC started up the VL radar and Treadwell went to see the objects for himself.

Object were viewed through binoculars. One was above the other about several hundred feet apart. The radar fixed them several miles from the FDR and about 2000 feet high. They were roughly disc-shaped with counter-rotating lights which could be seen around the middle of each object. The objects appeared between 75 to 100 feet in diameter. One released a fireball that dropped into the top of the lower one, then they both disappeared at tremendous speed.

A report was prepared and forwarded. All observers were told not to talk about the incident.

Dan Wilson was able to find a log entry for July 26:

560726 - UFO sighting Rio de Janeiro

NFIA

Captain John T. Hayward wrote in 1992, "Yes I was the skipper of the FDR in Rio but have no knowledge of any UFO sightings."

**Project 1947 Comment:** The reports [by CWO Hau](#) and Lee Treadwell do not seem to refer to the same object. Also, the ship's log entry contains no details of the UFO observed. Probably there is an official document somewhere which could furnish further information.

Source: Statement and letter from Lee Treadwell, April 1991

FDR log 1956

FUFOR Grusinski/FDR file

**1956 - 14 August - shortly before 8:00 p.m. - Annapolis, Maryland**

- [Google Map](#)

### Witnesses:

Annapolis citizens

Harry May, Naval Academy employee

## Summary:

Hovered over the Naval Academy. "They looked like little dishes on which you would serve cake or pie."

A news story from Annapolis reported:

Three teen-aged volunteers at the Waterwitch Fire Department early last evening saw objects they considered to be flying saucers, and an Annapolis housewife and Naval Academy employee who saw them agreed with the boys.

James E. Chance, 18-year-old Annapolis High School student, said he saw four silver discs with reddish overcasts [?] shortly before 8 o'clock cavorting in the sky above the Naval Academy. His observations were supported by John Jarrell, 16, and Jerry Cerrone, 16.

"Agreeing with them was Mrs. Ethel M. Paul, 19 East Street, to whose house they rushed to get a better look. "They looked like little dishes on which you would serve cake or pie," she said.

"Harry F May, 65-year-old Naval Academy employee who was sitting on his porch at the time at 24 East Street, also reported seeing the objects. He said there were only three of them, however, and their color was white. "They looked like great big plates," he said.

May reported that the objects appeared to be "just fooling around and not making any noise. They were flying in a straight line, with one in front of the other."

But Mrs. Paul's 22-year-old son, William A. Paul, who last year served seven months in the Air Force, had some doubts.

"It's pretty hard to say what they were," he observed. "They were probably jets although I didn't see a vapor trail. I did think I could see the outline of the stabilizer. But they were so very high and far away it was difficult to say. They could have been 20 miles away."

Paul advances the theory that the objects were probably brilliant reflections of the sun.

Chance said he called the Pentagon in Washington almost immediately after the boys saw them to report the findings to an officer concerned with unidentified flying objects. The officer made a check to see whether they were jets in the area, but Chance did not learn his findings. Later he called back to check with Chance on any other persons who might have seen them.

Chance reported that three of the objects were flying slowly in a line with one beneath it. The boy's attention was called to them at 7:57 p.m., he said, when they heard a roar and looked up to see the cause.

Source: Gross, 1956

Annapolis, Maryland, *Capital* 15 August, 1956.

## **1956 - 4 September - 9:00 p.m. - Dallas, Texas - [Google Map](#)**

### **Witnesses:**

USMC T/SGT R. D. Rogers

And family

### **Summary:**

A light like a large star changing to a red color remained stationary for about 20 minutes, then moved west at about 200 knots.

Source: Project Blue Book files #4348

## **1956 - 11 September - 0250 GMT - Waldboro, Maine - [Google Map](#)**

### **Witnesses:**

US Navy aviation petty officer and

US Navy civilian clerk-typist

### **Summary:**

One silver gray cigar-shaped object, size of a quarter at arm's length. Object had a diffused light similar to an aircraft landing light but lacking a beam. Object was initially sighted in the SSE at a 45 degree elevation. Object seemed to hover and made two 90-degree turns before returning to a SSE direction and disappearing over a hill. Object was viewed visually for four minutes.

The petty officer described it as a cigar-shaped object with a smooth-surface and "no projections of any kind" and "flight characteristics different from that of a normal aircraft, specifically in its ability to hover, and make 90 and 180 degree turns."

Source: Gross, 1956

Project Blue Book Conclusion: Was aircraft.

## **1956 - 13 or 14 October - Morning - West Orange County, California**

- [Google Map](#)

**Witnesses:**

Lt Lawrence Ball  
Major Herman Bushong  
Major Lloyd Chamblin

**Summary:**

From Project Blue Book:

3 Marine Corps pilots from USMC Air Reserve Squadron 241 flying out of Los Alamitos Naval Air Station.

A shiny, silver-colored disc-shaped object at 24,000 feet seen by the marines from their planes during a morning flight as it shot overhead going in the opposite direction.

NFIA.

Project Blue Book: No case (Information Only)

The press account – not found in the Project Blue Book files of this incident – is far more detailed than the official PBB record:

**Pilots See Saucer**

A group of F9F-B Grumman Panther jets streaked over west Orange county the morning of October 13th. The four plane flight was from Marine Air Reserve Squadron #241 based at the Naval Air Station, Los Alamitos. The jets were in an in-line formation when Lt Lawrence Ball spotted something: "I saw a shiny, definitely circular object pass above and going in the opposite directions."

Another pilot confirmed the "saucer" observation. Major Herman Bushong was quoted as saying, "It definitely had no appendages, was circular like a disc and gave off a reflection."

A third pilot witness also confirmed the "saucer" description. Major Lloyd Chamblin said the UFO was "silver and definitely circular, it had no appendages of any kind."

Source: Grove City, California *News* 15 October, 1956

Gross 1956

**1956 - 4 December - 4:35 p.m. - Fallon Naval Air Station, Nevada**

- [Google Map](#)

**Summary:**

Several UFOs seen over NAS.

NFIA

Source: "Infinity Newsletter," May-August 1957, page 6.

---

## 1957 - 22 March - 2010Z - US Navy Missile Range Point Mugu, CA

- [Google Map](#)

### Witnesses:

CWO Raymond Wilson, Chief  
range personnel (?)

### Summary:

During a Regulus missile test "unidentified aircraft" (high performance type) one minute prior to object on film. 2 seconds of 16-sided white colored object on film. Navy refused to release film to the USAF because it contained classified material.

Source: Project Blue Book Case # : Insufficient evidence

Possible lens flare or other internal image on film.

## 1957 - 15 August - late afternoon - Woodland Hills, California - [Google Map](#)

### Witnesses:

Eugene E. Allison, retired Chief Aviation Pilot  
His wife  
His son  
And a relative

### Summary:

"They were around the family swimming pool when they saw what appeared to be a solid white disc-shaped object hovering between two drifting cirro-stratus clouds. After about six minutes, 'the object appeared to rock from side to side, rising straight up and out of sight in approximately three seconds,' according to the 10-year Navy veteran and Pensacola graduate."

Source: Hall, II

**1957 - 27 August - 2045R - near Dry Tortugas, Florida (24°34'N, 83°17'W)**

- [Google Map](#)

**Witnesses:**

R. B Brown, pilot  
Parrella, CMM radar operator  
T. N. Fortenberry, pilot

**Summary:**

One bright light pulsating bright red to reddish-yellow observed for two minutes. Also, picked on airborne radar APG-51A at range of 20 miles. Radar range increased in jumps to 30 miles. The aircraft's airspeed was 450 knots. UFO speed estimated at 950 knots. The altitude of the object was about 24,000 feet. The pilots visually followed the object until it faded from sight. Radar blip was larger than a B-47 at comparable range. All known traffic in the Warning Area 14 was under positive ground control and were eliminated as potential UFOs.

Source: CIRVIS report in Project Blue Book files.

**1957 - 9 October - 7:24 p.m. - South Weymouth Naval Air Station, MA**

- [Google Map](#)

**Witnesses:**

Tower operator

**Summary:**

"Sighted a constant, conical, greenish-blue object, phosphorescent glow....Observed it with binoculars. In sight approximately 1 ½ minutes. No navigation lights seen through binoculars. Traveling faster than a jet plane on a track from NE to SSW. Came out of the NNE horizon and toward the end of its path made three "crazy" gyrations (like oscillations) then vanished, possibly behind cloud cover. Object had no tail like a comet or meteor." Called in to Satellite Tracking Program, Cambridge, MA, as a possible sighting of Sputnik I. It was not.

Source: "International UFO Reporter", January-February, 1993

**1957 - 3 November - 11:53 p.m. - Amarillo, TX - [Google Map](#)**

**Witnesses:**

Navy Test Pilot flying over city reporting to Amarillo Tower.  
Kevin Harris and Sandy McKean both Amarillo air controllers.

**Summary:**

Object low on the horizon, then high going from dim to bright, moving swiftly, then slowly. Pilot flying on a bearing of 40 degs. saw object 80 degs to his right. He was describing actions as they occurred to the tower.

Source: Keyhoe IV

Gross, 1957

"Flying Saucer Digest", ICARF, Milwaukee, WI, Vol 1 #2, December 1958, pages 5-6

Amarillo (TX) *Daily News* 4 November, 1957

Amarillo (TX) *Globe News* 4 November, 1957

**1957 - November 5 about dawn 5:10 a.m. - 25° 47' N, 89° 20' W**  
**Gulf of Mexico - [Google Map](#)**



**USCG Cutter Sebago WPG-42/WHEC-42**

*Click photo for additional images*

**Witnesses:**

LTJG Donald Shaffer, navigator  
Ensign Wayne Shockley, OOD  
James Moore, radarman  
Kenneth Smith, Quartermaster 1c  
Seaman Thomas Kirk, radarman  
other crewmen of the US Coast Guard Cutter Sebago, WPG-

## 42/WHEC-42

### Summary:

Object tracked on radar moving north to south. A brief visual sighting of a brilliant planet-like object moving across the sky was seen at 5:21 a.m.

Source: Hall II

Keyhoe IV

Entry from Sebago's log

Message traffic on the UFO sighting

Handwritten report on UFO sighting

Coast Guard news release on UFO incident

United Press release on UFO sighting

### 1957 - 5 November - 6:05-7:25 p.m. - Los Alamitos Naval Air Station, CA

- [Google Map](#)

### Witnesses:

LT. Richard Spencer, pilot

Louis D. Mitchell, tower operator

Charles Kreiger, Hospitalman, on sentry duty

### Summary:

Star-like object bearing moving N to NW varying color and brightness. Details lacking. "You Asked For It" scheduled a segment on the sighting, but it was cancelled by Navy.

Source: Keyhoe IV

Gross, 1957

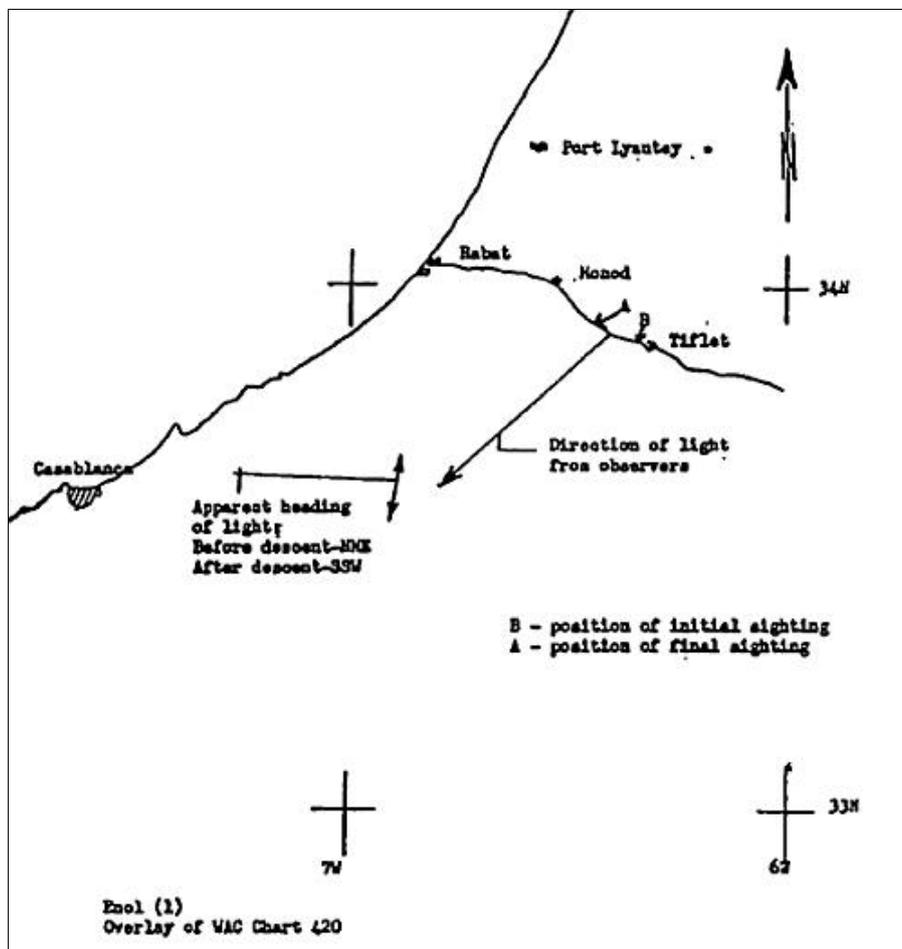
*Los Angeles Times*, CA, 6 November, 1957

"UFO Investigator" Vol 1, #3, January, 1958, page 3

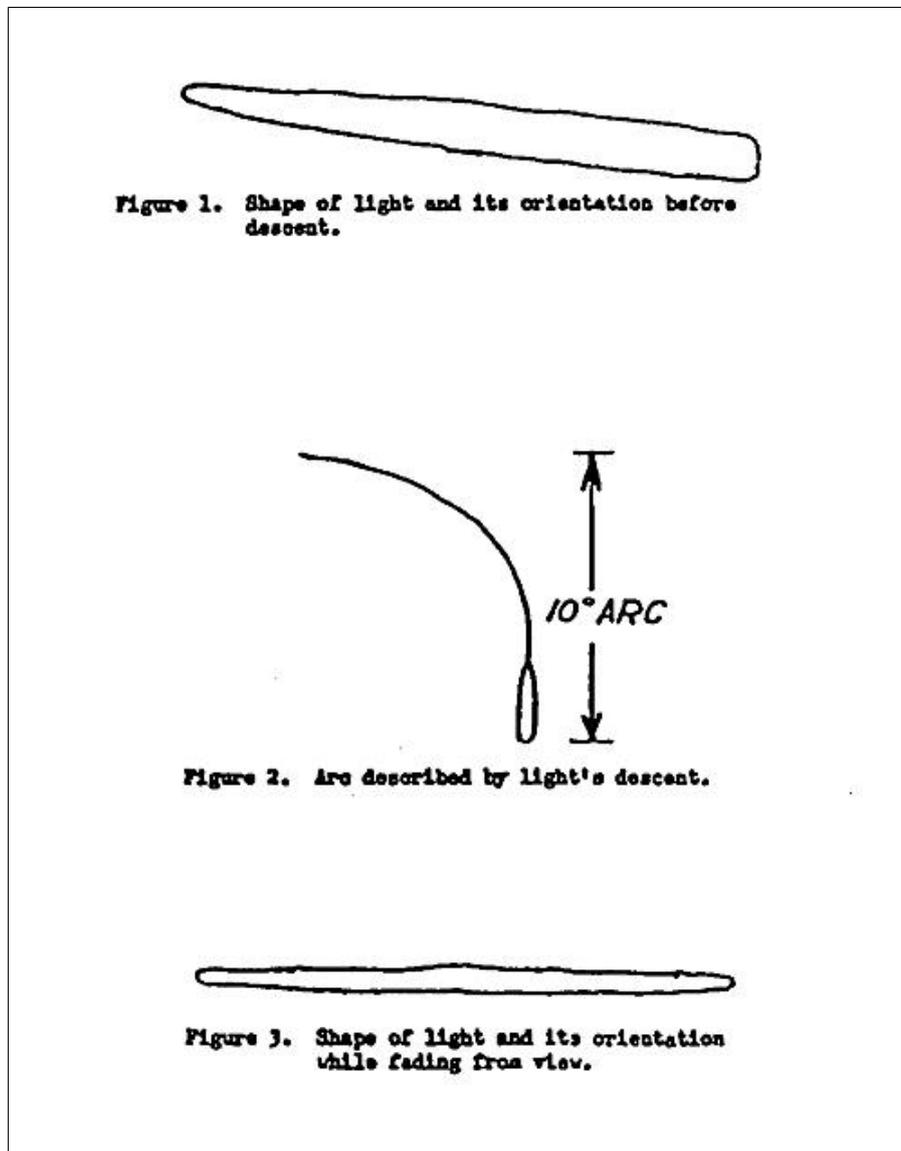
Long Beach, CA *Independent* 7 November 1957, page 1

### 1957 - 8 December - 1715Z to 1730Z - between Tiflet and Monod, Morocco

- [Google Map](#)



Project Blue Book Map of Tiflet-Monod UFO Sighting Location



### Eyewitness Illustration of Tiflet-Monod UFO Sighting

#### Witnesses:

LTJG with the Fleet Intelligence Center, Eastern Atlantic and Mediterranean, his wife and daughter, aged 11

#### Summary:

While traveling by automobile, a bright yellow to orange light about the size of the moon was observed to the southwest for about 15 minutes. After a while the light descended towards the earth and for about 30 seconds it was blocked from view by some trees. When seen again the light was at its former altitude in a horizontal position. The car was stopped and the bearing of the light did not appear to change. The light became dimmer and faded from view.

**Loren Gross Comment:** This Navy intelligence report form was forwarded in 9 copies to the CIA and only one copy to USAF Director of Intelligence

**Project 1947 Comment:** It can be demonstrated that despite the few UFO documents released by the CIA, many official UFO reports were in fact submitted to the CIA in multiple copies. Considering that most intelligence agencies microfilm such documents, the assertion by the CIA that it had only a small collection of documents to release cannot be taken seriously. Further, if such denials are true then the Central Intelligence Agency has shown itself incapable of centrally filing documents for retrieval.



[Download official Navy Intelligence Report found in Project Blue Book files.](#) One page is missing. Note that this report was sent to the CIA in multiple copies.

Source: Project Blue Book files (one page of the document is missing)

US Navy conclusion: probably a combined observation of Venus and a jet afterburner confused by the observer.

**1957 - 14 December - 1900 PST - North Island Naval Air Station,  
San Diego, CA - [Google Map](#)**



### **Grumman S2-F Tracker**

#### **Witnesses:**

3 Navy enlisted in tower  
LT ALR pilot,  
LTJG GCT, co-pilot,  
WES,  
WPC crewmen Grumman S2F Tracker attached to VS-21

#### **Summary:**

Bright light bearing 210 degs T. about 300 feet over Point Loma for 2 minutes then faded. Was viewed through binoculars by tower. Light

reappeared further North and lower. S2F pilot awaiting take off on runway heard tower making radio calls to unidentified aircraft and saw the light. After take off he headed toward Pt. Loma as they drew abreast of the object off the right wing, it rapidly accelerated. S2F Tracker gave chase heading 230 degs. Radar indicated object 12 miles ahead. It drifted right 10 degs. After 3 minutes at 10 miles distance, 40 miles from Point Loma, lost visually and on radar. It reappeared visually only until 50 miles out, then faded out. All crew saw it.

Source: Project Blue Book Case # : Balloon, Arcturus, anomalous propagation  
James McDonald: unidentified.

Meteorological Factors in Unidentified Radar Returns by Dr. James McDonald  
(See case 2):

<http://www.project1947.com/shg/articles/metfac70.html#loma>

---

**1958 - 11 January - 7:30 a.m. - Bering Sea, about 150 miles N of Atka Island, Aleutian Islands, AK - [Google Map](#)**



**Lockheed P2V-5F Neptune**

**Witnesses:**

Crew of P2V-5F

**Summary:**

Formation of 3 lights also tracked by airborne radar at 900 knots heading across path of aircraft.

Source: Project Blue Book Case: Radar anomalous propagation, aircraft. Distributed to CIA

## 1950s - No Later Than (NLT) 1958 - June - Location not stated.

### Summary:

Navy transport pilot approaching home station encountered a UFO visible by its orange-red glow looming up ahead and coming in at what was estimated to be supersonic speed. The pilot took evasive action and dived under it. Both he and the crew were startled. The incident was reported to the Air Force and the NAS executive officer told the crew to keep quiet about it.

Information about the encounter was given to Keyhoe by a navy captain who was a former classmate.

A "Hidden" NICAP/Keyhoe report.

Source: Keyhoe, IV, page 211-212.

## 1958 - Location not stated

### Summary:

US Coast Guard cutter (name not stated.)

"The domed disc that hovered over a Coast Guard cutter in 1958."

Source: A retired Navy commander.

A "Hidden" NICAP/Keyhoe report. NFIA.

Keyhoe, IV, page 267.

## 1958 or 1959 - Night - over Virginia and North Carolina, USA



**Lockheed US Navy TV-2D Training Star**

**Witnesses:**

Retired Navy Lt Commander (Name on file) and another pilot flying US Navy Lockheed TV-2D

**Summary:**

2 US Navy pilots practicing instrument night flying in a US Navy TV-2D "Training Star" jet. At 35,000 feet, heading 165 degrees true, an object heading 080 true at the same level crossed in front of the aircraft. They observed 10 to 12 windows from which brilliant light shone thru. Object continued until out of sight over the Atlantic.

Source: Letter from witness to Larry Fawcett, CAUS

<http://www.project1947.com/47cats/acupdt.htm#tv2d>

**1958 - March 1 - Atlantic coast**

**USS Leyte CVS-32 in 1957**

*Click photo for additional images*

**Witnesses:**

Escort Squadron 10 (8 destroyers), Newport, RI  
USS Leyte, CVS-32, and other craft from Norfolk, VA

**Summary:**

A statement from Navy Headquarters in Washington Thursday (Feb 27) night said vessels "sailed from East Coast ports to investigate a reported

contact in the Atlantic. It is standard procedure to investigate such reports from any source." No further comment.

Media speculated that a ballistic missile had been destroyed by a submarine radio signal. The Jacksonville, FL *Journal* reported the sighting of a Russian submarine off Florida. The Navy denied knowledge of the report.

USAF spokesman denied that a missile was blown up by a submarine signal.

Source: The Woonsocket, RI *Call*, 1 March, 1958

## 1958 - 13 March - Day? - Near Bodega Bay, California - [Google Map](#)

### Witnesses:

Navy pilots

### Summary:

An undersea "object" which refused to identify itself was spotted by Navy pilots 50 miles northwest of San Francisco. Nearby Naval air and sea craft and 11 destroyers from San Diego were rushed into the area, but nothing was found.

NFIA

Source: Associated Press, March 18, 1958

## 1958 - 7 October - 2:55 p.m. ESDT - Near Nantucket Island, MA.

- [Google Map](#)



## **SS Nantucket**

### **Witnesses:**

Joseph Gwodz, Master of the S. S. Nantucket, A ship of the Nantucket Steamship Authority: <http://www.steamshipauthority.com/ssa/index.cfm> and several passengers on the S. S. Nantucket as the ship moved out of the harbor.

### **Summary:**

Log entry:

"Time 1455. Entrance Nantucket Channel. While outbound from Nantucket for Martha's Vineyard, Woods Hole, and New Bedford, sighted unknown object hovering in the sky, estimated height 8,000 to 10,000 feet, at an angle of about 160 degrees. Object remained stationary for a minute or more, then shot up and away to the N. E. and disappeared out of sight at a rapid rate of speed. Color of object grayish. Oval shape."

Ratio of major/minor axes 2.5:1 The object hovered almost directly overhead before zooming away.

Transcript of interview with Captain Joseph Gwodz:

Captain Gwodz: "We were bound out on the Nantucket in 1958 about 4:30 in the afternoon, and I noticed some passengers on the deck were pointing up. So, naturally being curious, I looked up, and I saw this object hovering about 70 degrees ahead of us perhaps 1200 or 1500 feet up in the air."

Reporter: "What did the object look like to you?"

Captain Gwodz: "Well, it was oval-shaped, an egg-shaped, dull aluminum color, and it appeared to have skids underneath instead of wheels on it."

Reporter: "And it flew away before you could get the glasses on it?"

Captain Gwodz: "Well, I went into the box, got the glasses out, and I swing to the bridge, by that time it was gone. So I said, 'What happened?' and they said, 'well, it went that way,' pointing off to the northeast."

Reporter: "Did any other members of the crew see the...."

Captain Gwodz: "Yes, the quartermaster, Antoine Jardin [transcriber unsure of spelling]. The pilot was at the wheel. Naturally, he didn't see it. It was high up, not on the horizon."

Sources: "NICAP Bulletin," January 1959, page 2

Transcript of interview of Captain Joseph Gwodz with Jack Kryan from Dr.

McDonald's papers.

---

### **1959 - 30 June - 8:23 p.m. - Patuxent River Naval Air Station, MD**

- [Google Map](#)

#### **Witnesses:**

CDR D. Connolly

#### **Summary:**

Saw a metallic gold, oblate-shaped object ratio 9:1, with sharp edges, fly straight and level.

Source: Project Blue Book Case #6409: Unidentified

### **1959 - 12 July - Near Ridgecrest, California - [Google Map](#)**

#### **Witnesses:**

Albert Guerrero, electronic mechanic  
U. S. Naval Ordnance Test Center, China Lake

#### **Summary:**

"Three round lights, apparently oscillating discs, maneuvered SW of the test station."

Source: Hall, II

### **1959 - Mid-August - Night - Damariscotta Lake, Maine - [Google Map](#)**

#### **Witnesses:**

Naval reserve officer and wife.

#### **Summary:**

Observed a large, roughly spherical, luminous object glowing with a pale light hovering over the lake. A number of very bright smaller lights circled around the equator of the object as if it were rotating on a vertical

axis. The object bobbed around erratically, but maintained the same relative position above the lake.

Source: "NICAP Bulletin", November, 1959

**1959 - 3 Oct - 4:30 p.m. - 150 miles N of Azores Island - [Google Map](#)**



**USS Chambers DER-391**

*Click photo for additional images*

**Witnesses:**

Off-duty sailor on the USS Chambers (DER 391)

**Summary:**

After coming off watch, witness was called on deck with other sailors to observe a pulsating bright red ball of fire about 1000' astern and at an altitude of 500'. Followed ship for about an hour, then moved straight up at 200 mph.

Source: NICAP MA Subcommittee report,

Gross, 1959, page 3

**1959 - 4 Oct - 9:25 p.m. - Quezon, Philippines - [Google Map](#)**

**Witnesses:**

LT C. H. Pogson  
CPO K. J. Moore

**Summary:**

A large round or oval object changing color from red to red-orange, flew straight and level. Duration about 15 minutes.

Source: Project Blue Book case # 6538

**1959 - 5 October - Atlantic Ocean off Portsmouth, New Hampshire**

**USS Seadragon SSN-584, September, 1960**

*Click photo for additional images*

**Witnesses:**

Nuclear Submarine Seadragon's crew  
Including Vice Admiral Hyman G. Rickover in charge of the tests LT  
CDR George P. Steele, Captain

**Summary:**

During sea trials the Seadragon returned to Portsmouth for repairs where it was reported the nuclear submarine had been hit by a whale during its four day tests. Damage was reported to one of the propellers and shaft.

**Project 1947 Comment:** The accident and ship trial reports should be very interesting reading.

Source: Feindt, Carl W. *UFOs and Water*, page 379

*New York Times*, October 7, 1959, page 84

## 1959 - 20 October - Night - Key West, Florida - [Google Map](#)

**Witnesses:**

2 enlisted men

**Summary:**

Star-like UFO slowed, joined by second at high speed; two objects sped away.

Source: Hall, II

## 1959 - 29 November - Day - Miami, Florida - [Google Map](#)

**Witnesses:**

Seaman Joseph John Rehill, pharmacy technician

**Summary:**

While on leave from the US Navy, Rehill was using his Argus C-3 camera to take a picture of the city. He glimpsed a "sudden flash" and snapped the shutter. When the transparency was developed it showed five white spots in the sky, one disc-shaped followed by a white streak. He did not look for any objects in the sky after taking the picture.

Air Force intelligence officers examined his camera and the complete set of transparencies from that roll of film. Rehill was not very cooperative with others seeking information.

Source: APRO Bulletin, January, 1960, page 10.

---

## 1960 - 6 April - Dusk - Loogootee, IN - [Google Map](#)

**Witnesses:**

John V. Hand, engineering technician (GS-11)

**Summary:**

Object crossed road North to South in front of his car; traveled slowly. Roughly elliptical in shape

Source: Gross: Jan-Jul, 1960,  
"UFO Investigator" Vol 1 No. 10, page 5.

## 1960 - 13 May - 0930 GMT - 17°50'N, 70°15'W - [Google Map](#)

### Witnesses:

"Cooperating Observer"

### Summary:

2 large bright white objects with long smoky luminous trails. One turned right and disappeared, the other continued West to South, disappearing at 0945 GMT

Source: Notice to Mariners 25 June, 1960

Gross, Jan-Jun 1960,

Note: two missiles fired that day; one at 2015Z and a Titan at 2140Z

## 1960 - 25 June - 2334 hours local time - Vicinity of Ascension Island

- [Google Map](#)

### Witnesses:

Operational Range Vessel (ORV) Whiskey and two aircraft.

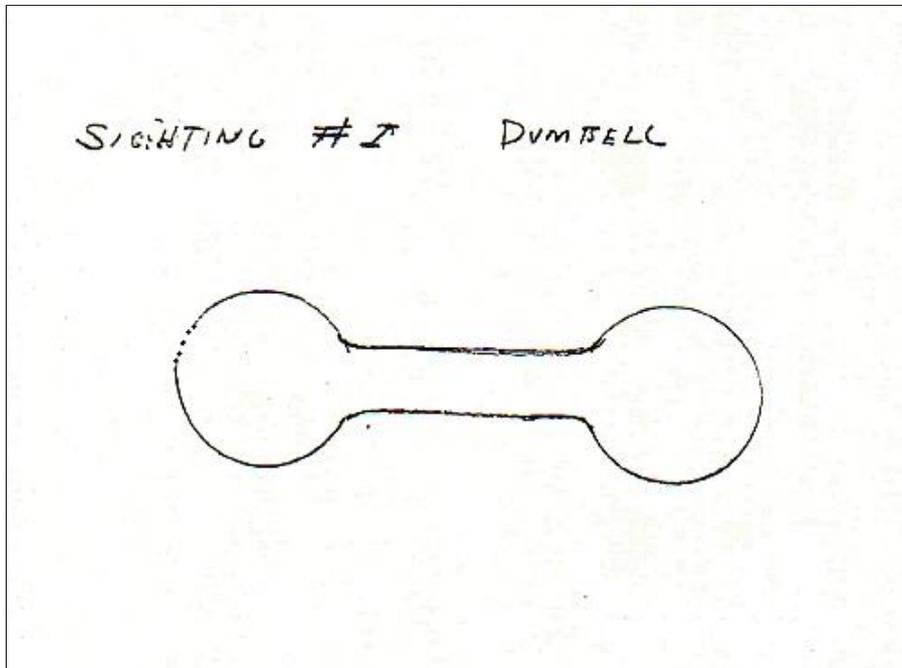
### Summary:

While attempting to recover a data package from Missile Test #1802, the crew of a small boat launched by the ORV Whiskey observed a steady bright glow appearing about 100 yards from the direction to the cassette and about 25 degrees from the boat. It lasted for about 10 seconds. A copilot in one of the aircraft observed that the light was on or above the surface waves which did not appear to break over the light.

Source: Project Blue Book Case: Flare

<http://www.waterufo.net/item.php?id=729>

## 1960 - 4 September - 2:00 p.m. - China Lake, California - [Google Map](#)



### Illustration of China Lake UFO by J.H. Kirkpatrick

#### Witnesses:

J. H. Kirkpatrick,  
Warren E. Specht, Naval Air Facility

#### Summary:

"This sighting occurred on September 4, 1960 at approximately 2 p.m. Pacific Standard Time. Our group had a non-piloted target on station flying at approximately 8,000 feet in a Northwest direction, when one of my coworkers (Warren E. Specht) and myself spotted an object flying several feet above our target. It seemed to be pacing or matching its' (sic) exact speed as if watching it. We continued to watch the object for approximately two (2) minutes, then with a burst of speed it made about a forty-five degree turn sharply and climbed out of sight within a few seconds, leaving no trail of any kind. Our target was a bright red so was easily seen. The object itself was very bright, like shiny metal and reflected the sun. It's shape was very unique I think. It looked like a dumbbell, that is two spheres interconnected by a tube or tunnel. Its' (sic) height made it impossible to see any parts, fins, antennas, or determine any type of propulsion system. The sun was at our backs which made the target and the object stand out very distinct against the light blue sky."

Source: Letter from J. H. Kirkpatrick to Dr. McDonald dated 16 May, 1969  
McDonald's papers

**1960 - 5 September - Labor Day Weekend - Early evening about  
9:00-10:00 p.m. - Ridgecrest, California - [Google Map](#)**

**Witnesses:**

Juanita Evans, draftswoman, Naval Ordnance Test Site  
Her husband  
Her daughter and  
Her son

**Summary:**

A dull grey object, with a translucent glow and little spots of lights around the edge flew across the eastern sky, beneath heavy rainclouds. The object was at about 5000 feet with an apparent size of 30 degrees (?) of arc. They heard a whirring sound like a glider. It was first thought that it was an aircraft in trouble.

The huge object was round with a flat top and bottom and five bumps on the front end. During approximately the next two hours it made several passes on different courses, north to south, south to north and at last it pulled up at a steep angle. The same night a truck driver parked off the highway saw the object twice and reported it to the Ridgecrest newspaper which ran a story on it.

Source: Druffe, Ann, *Firestorm: Dr. James E. McDonald's Fight for UFO Science*, Wild Flower Press, 2003, Wild Flower Press, page 402

**1960 - 10 September - Over Inyokern Airport, California - [Google Map](#)**

**Witnesses:**

Mel Morrison, security guard at Naval Weapons Center

**Summary:**

Morrison saw a red pulsating object circling over the Inyokern airport about six miles away. It came in his direction, looking like an inverted "V." It appeared as "red lights, feathered out at the bottom," not as a solid body.

Source: Druffe, Ann, *Firestorm: Dr. James E. McDonald's Fight for UFO Science*, Wild Flower Press, 2003, Wild Flower Press, page 402

**1960 - 16 September - 10:10 GMT**



### **USNS Geiger T-AP-197**

*Click photo for additional images*

#### **Witnesses:**

USNS Geiger, T-AP-197

#### **Summary:**

A Navy troop ship reported by MERINT (Merchant Intelligence) message the sighting of a bright, luminous disc-shaped object traveling east at an estimated 200 m.p.h. "The object appeared to hover at times and change direction." A merchant vessel also reported a sighting at the same time via the MERINT system

Source: Tony Rullan, *Blue Book UFO Report at Sea by Ships*, p. 42

## **1960 - 19 October - 0920Z - Life Boat Station - Hatteras Inlet, North Carolina**

- [Google Map](#)

#### **Witnesses:**

Coast Guard men on watch in the tower.

#### **Summary:**

A bright light approached the tower. The watch went onto the catwalk to observe and reported the apparent size of the object increasing as it got closer. It looked about 75 to 100 feet across, oblong in shape, orange in color and at about 1000 feet altitude. It hovered over the station for about 15 seconds. It changed color to white, then to "purplish" and departed to the northeast at high speed until it faded out. It had a bright tail three times its length. When the object hovered and passed the tower, the radio was completely blocked by static. Duration was 1.5 minutes.

**Project 1947 Comment:** The most complete and detailed CIRVIS report seen to date! Found in Project Blue Book files with no evaluation card or other indication of further investigation. [View the document here.](#)

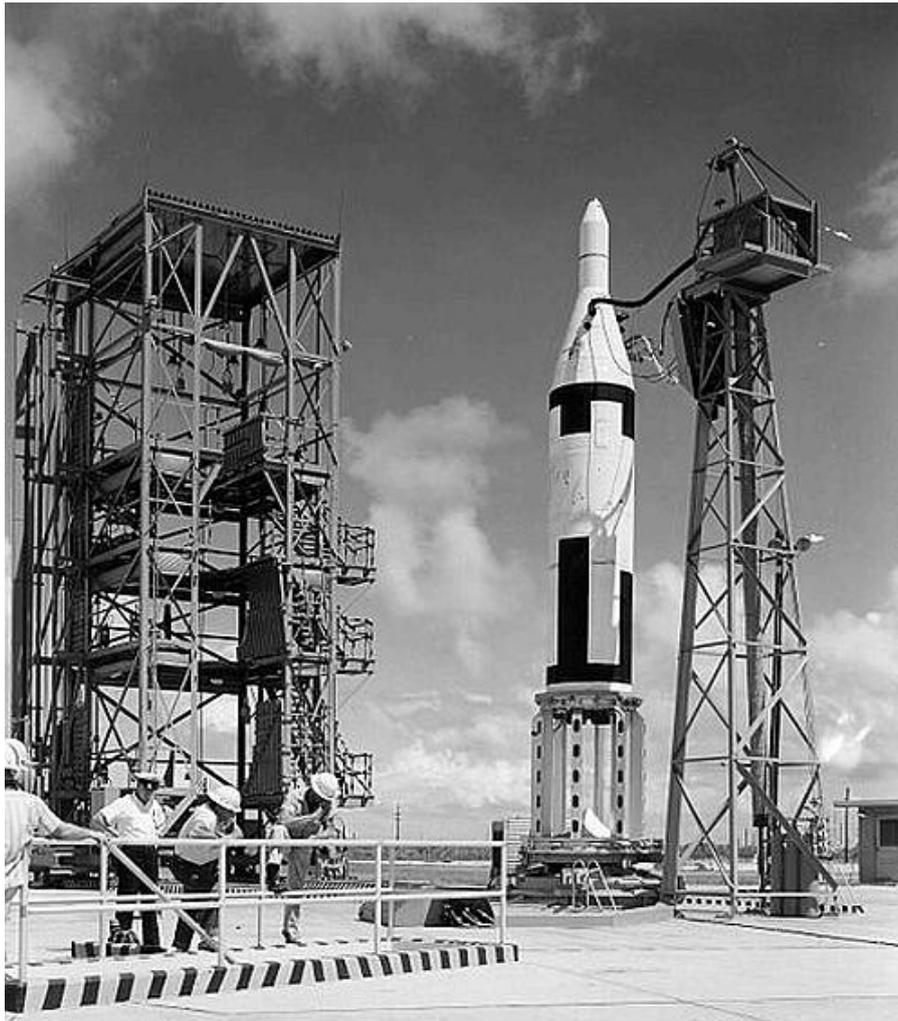
Learn more about [Coast Guard Lifeboat Station, Hatteras Inlet](#)

Source: Project Blue Book files

Gross, 1960

---

**1961 - 10 January - Morning - Cape Canaveral, Florida - [Google Map](#)**



**Polaris A-1 Missile on launch pad LC-29A at Cape Canaveral, Florida**

**Witnesses:**

Clark McClelland

Pan American Airways security guards

**Summary:**

During a US Navy Polaris rocket test launched from the ground facility, a UFO temporarily disrupted the tracking system. Clark McClelland viewed

the object through 10X50 binoculars. The UFO was a disc about 20-25 feet in diameter and 6-8 feet thick at the center.

"Proof that an unidentified flying object disrupted AF tracking of a rocket, earlier this year, has just been received by NICAP. Similar reports had been received previously, but this is the first to be fully documented. In this officially recorded case, the UFO suddenly appeared above an AF test range after a rocket had been fired. Officials reported it was such a strong radar "target" - evidently larger than the rocket - that the automatic tracking system immediately switched to the UFO.

"For over 10 minutes, AF radar tracked the unknown flying object as it alternately hovered and moved rapidly above the range. Later calibration showed no radar malfunction; the UFO was definitely a solid object, seemingly operating under control. From the recorded evidence it appears the UFO approached swiftly from one side as the rocket was fired, or else it descended quickly from a high altitude. Whether its appearance was labeled a coincidence or an observation of the rocket test is not shown in the record.

"Though no military security is involved, this significant report has been withheld from the press for several months, either at the base or by AF Headquarters."

"UFO INVESTIGATOR", Vol. II, No. 6 (Nov 1962) Tracking information appeared in an unclassified technical report.

A "Hidden" NICAP/Keyhoe report

Source: "UFO Investigator" November, 1962

**1961 - January 10 - 1744 GMT - Atlantic 19° 48' N, 73° 40' W**

- [Google Map](#)



## USS *Franklin D. Roosevelt* CVA-42, circa 1962

*Click photo for additional images*

### Witnesses:

USS Franklin D. Roosevelt, CVA-42

### Summary:

SPS-12 radar track of speed of 3960 knots for one minute traveling south.

USAF conclusion: Polaris missile test from Cape Canaveral.

Source: Project Blue Book files

Tony Rullan, Blue Book Ship Database

**1961 - 16 March - 6:15 p.m. - Admiralty Bay, Antarctica - [Google Map](#)**



## USS *Glacier* AGB-4 at Boston, August 1960

*Click photo for additional images*

### Witnesses:

Rubens J. Villela, Brazilian meteorologist on the deck of the ice breaker USS Glacier, AGB-4

### Summary:

About 50 degs elevation a tear-shaped "luminous body" crossing sky from NW to SE which divided in two; too slow to be a meteor.

Source: Hall II, page 53-54

Letters to Dr. McDonald, McDonald's papers.

**1961 - 11 April - 9:57 a.m. - Cape Canaveral, Florida - [Google Map](#)**



**Avro Canada CF-100 Canuck jet interceptor**

**Witnesses:**

Pan American Airways AN/FPS-8 radar operators  
 Flight Lieutenant Skinner, Royal Canadian Air Force, on temporary duty at Patrick AFB, flying an Avro Canada CF-100 "Canuck" jet interceptor.

**Summary:**

Prior to a US Navy Polaris missile launch at Cape Canaveral:

"UFO was observed on radar, Cape Canaveral, 1457Z, 11 April 61. It was observed for at least 30 minutes. Object appeared to orbit which extended from 10 miles from the Cape to a position approximately 55 miles from Cape Canaveral and the orbit was at all times on an azimuth of 125 degrees to 127 degrees SE of Cape Canaveral. According to radar reports the object disappeared when it got 44 miles away from Cape Canaveral, appearing on radar and disappearing at the farthest end 6 or 7 miles. Made 6 or 7 long orbits. The object finally disappeared approximately 1530Z in the direction 125 degrees away from Cape Canaveral." — USAF summary

Speeds were between 150 to 600 knots. A C-54 aircraft was vectored to within two-and-a-half miles of the contact, but saw nothing. The reporting [investigating] officer was of the opinion "that this UFO was an enemy aircraft of the U-2 type which was observing Polaris test operations with a continuing knowledge of the missile launch status."

One observer stated the action of the UFO indicated a current knowledge of the missile launch countdown in that the UFO would retwine [remain?] beyond the range of the radar scope during the periods of hold and would return when the count was resumed. Radar observers stated the UFO remained in a hovering position or in an extremely tight circle for several seconds periodically. At other times the UFO speed was approximately that of a C-54 aircraft which was being tracked on the same screen, and

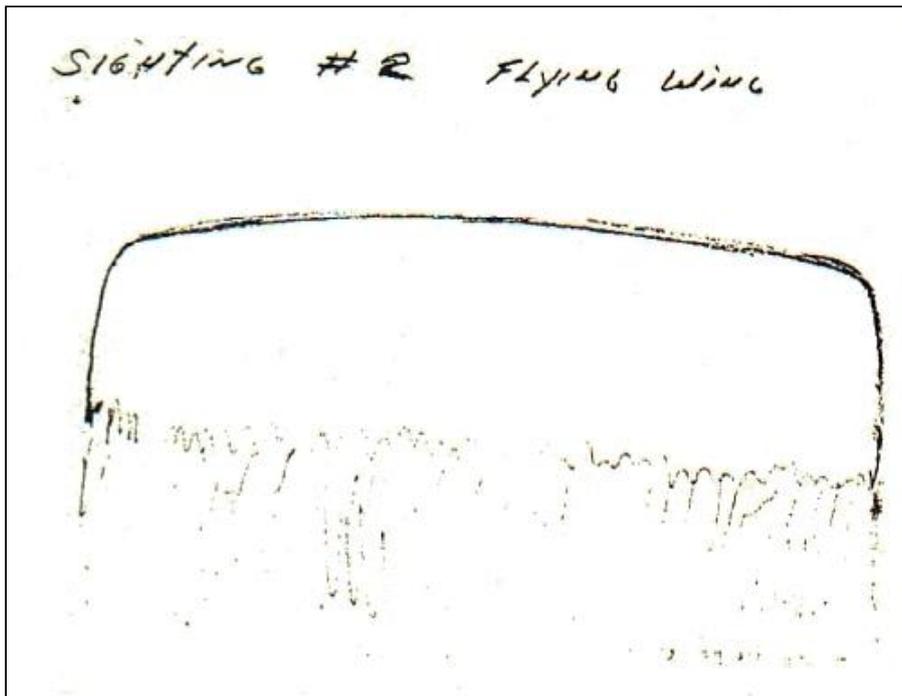
at other times the speed was similar to that of the RCAF CF-100 jet, approximately 400 knots, which was also being tracked on the same radar screen. Upon final departure of the UFO it attained a speed estimated by the radar observer to be 600 mph.

**Project 1947 comments:** This was part of a message drafted by Major (later Colonel) Robert Friend: "Recently there have been several radar sightings of unidentified flying objects at Cape Canaveral during the preparation and launching of test missiles." Several years earlier a letter from a CSI-NY member who later joined the Air Force and was stationed as a radar operator indicated a number of unknown contacts there which were not considered important or reported.

In this case the possibility of a Navy aircraft being in the area was considered.

Source: Project Blue Book files.

### 1961 - 25 August - About 8 p.m. - Ridgecrest, California - [Google Map](#)



Ridgecrest, Ca. "Flying Wing" UFO sketch by witness J.H. Kirkpatrick

#### Witnesses:

[J.H. Kirkpatrick of the China Lake Naval facility](#)

His parents and

Several friends

#### Summary:

"It was on the night of August 25, 1961 at approximately 8 p.m. and several of us including my parents were sitting in our back yard watching the satellite ECHO going over when almost directly over head and slightly to the east we saw what appeared to be a gigantic flying wing. Its' (sic) outline was just visible (in fact had we not been looking directly at it we could have missed it) and blended so well into the dark sky. As it slowly passed over head it was blocking out the stars so we were able to determine its general outline. It was dark and showing no lights of any kind. There was no sound. The leading edge and tip were smooth and did not appear to have any kind of nacelle or engine housing, rudders other protuberances. It appeared to be tailing off a semi-luminescence. Had it been during the day I would have described it as being a heat wave, but since it was at night it could still be seen. It would be hard to estimate its size, but I held both hands up finger tips to finger tips (and) could not cover it. We all just sat in wonderment and watched it until it went out of sight, which was about a one minute duration. It seemed to be going very slow, too slow for conventional aircraft even if it had made any sound at all."

Source: Letter from J.H. Kirkpatrick to Dr. McDonald 16 May, 1969

McDonald's papers

## **1961 - 29 September - about 6:00 p. m. - En route Washington, D. C. to Warrenton, VA**

### **Witnesses:**

Members of a car pool, one of whom was a retired Lieutenant Commander and included Harvey B. Savage, Jr. who filmed the UFO.

### **Summary:**

While returning home, Savage and his companions noticed an unusual object with an elongated pear-shaped tail stationary in the sky. When Savage started to film the object the UFO changed position, then began to move rapidly. The film was loaned to NICAP, but after a time a conflict developed between NICAP and Savage. The movie was returned after a copy had been made. The film appeared to show a contrail, but it was never, as far as can be determined, evaluated. The case is unresolved.

Source: "NICAP UFO Investigator" Vol. II, #1, January-February, 1962

Hall II

## **1961 - 6 October - 3:25 p.m. Sensitive US installation in Newfoundland**

### **Witnesses:**

## US Marine Corps sentry

### Summary:

Sentry sighted an orange-white, meteor-like object which maneuvered over the area for four minutes before speeding away.

Source: "NICAP UFO Investigator" Vol. II, #4

---

## 1962 - 7 June - 0105Z - Hallett Station, Antarctica - [Google Map](#)

### Witnesses:

Station personnel (not otherwise identified, but the station was a joint American/New Zealand facility built during the first International Geophysical Year, 1957-58. Its purpose was to provide weather data for U.S. aircraft flying between Christchurch, New Zealand, and McMurdo Base, Antarctica, and to enable scientific research).

### Summary:

Brilliant white light approximately 20 times brighter than a first magnitude star observed at bearing 250 degrees true, elevation angle 30 degrees. Light remained stationary for about 5 minutes. It was observed with 7x50 binoculars, through which it appeared circular and dazzling gold similar to the reflection of the sun off a polished gold surface.

Light was situated between two mountain peaks. The sun at that time was below the horizon. After five minutes the light moved in a southerly direction and disappeared behind a mountain peak. It did not reappear on the other side of the peak as would be expected if the southern course had been maintained. No smoke or vapor trail seen.

After sighting the sky was searched for several days for a similar reappearance which proved negative.

**Project 1947 Comments:** Two other sightings on 22 June and 7 July appeared to be identified, the former a meteor, and the latter a satellite decaying from orbit.

Source: Navy message from Hallett Station 11 June, 1962, (addressees included USAF and CIA)

Project Blue Book files: Jupiter with mirage effects as a contributing factor

Swords, Michael, Robert Powell, et al., *UFOs and Government: A Historical Inquiry*, Anomalist Books, San Antonio, Texas, 2012, page 298.

**1962 - 10 July - 7:10 a.m. - Naval Air Auxiliary New Iberia, LA -  
(now Acadiana Regional Airport) - [Google Map](#)**



**Grumman S2F ASW Tracker**

**Summary:**

Disc buzzed Naval Air Station. Excerpts from a report sent to NICAP:

" At 7:10 a. m....a group of S2F Trackers were making touch and go landings....Suddenly a discus-shaped object came in very fast and low, slowed over the runway and hangar, then went out of sight while climbing at a 20 to 30 degree angle....only unusual feature aside from the fact that it was a non-conventional aircraft, was a rotating dome on top that appeared to be equally divided into two sections, one half light gray in color, the other half black. Estimated speed of rotation about 90 RPM. The main section did not appear to rotate.... No S2F's were sent after the object (which) accelerated rapidly, was soon out of sight."

Source: NICAP, "UFO Investigator", Vol. 2, No.5, August-September, 1962  
Hall, II

**1963 - 11 September - Between 7:15 and 7:35 p.m. - About 3 miles south-east of Texas Tower II (located about 130 miles east of Chatham, Massachusetts) - [Google Map](#)**



**Texas Tower II off Georges Bank, east of Chatham, Mass. early 1960s**

*Click photo for additional images*

**Witnesses:**

Patrick Laurenno, of Staten Island, NY, foreman and  
18 other members of the dismantling crew

**Summary:**

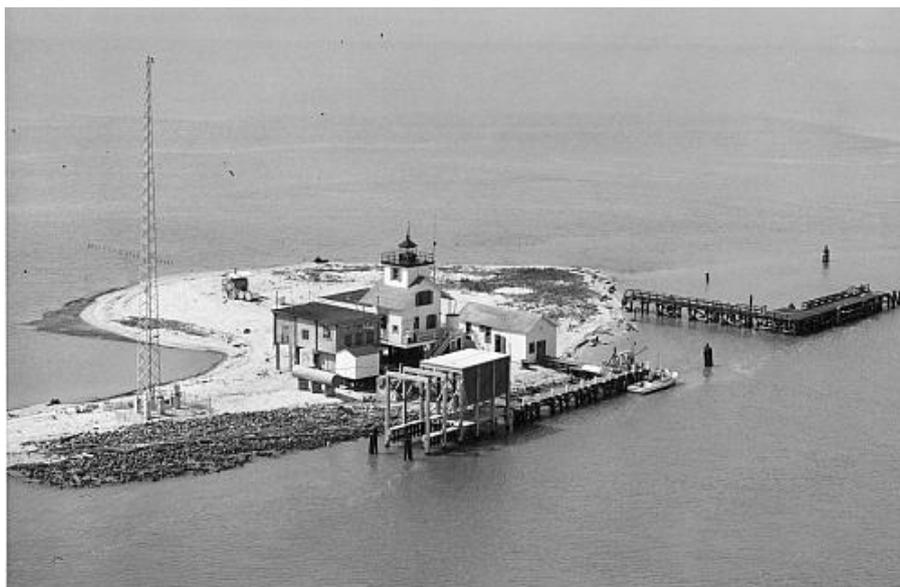
The members of a dismantling crew on Texas Tower II, an abandoned, USAF early air defense radar site built off Cape Cod, watched an unidentified object sink into the sea before they were able to render aid. "They said it had a controlled white light and smoke appeared on the surface and seemed like steam....They searched for about 15 minutes and found no debris so when they notified us (US Coast Guard), we sent a plane which searched from 8:40 to 9:46 and they found nothing. They dropped flares to search and found no debris."

The tower personnel later stated that the only vessels in the area were on the horizon far from the spot.

Sources: [Springfield, Massachusetts, Union, 13 September, 1963](#)

[Hartford Connecticut, Hartford Courant, 13 September, 1963](#)

**1965 - 4 March - 0135 hours - Point Au Fer Reef Coast Guard Station,  
Louisiana - [Google Map](#)**



**USCG Point Au Fer Reef Lighthouse, 1963**

**Witnesses:**

Coast Guard personnel

**Summary:**

Received from AFCP at 040135 Mar 65: "Service [CIRVIS] Report from U.S. Coast Guard Station at Point AUFER (sic) REEF. Position 2919.8 North 9122 West reported the following: Observed ball of light 040421Z to 040427Z hovering over water 1000 ft. above surface. Was not a helicopter. It hovered in one spot East of the station then moved back again. When it departed it headed in a Southwest direction at great speed."

Point Au Fer is about 80 miles southwest of New Orleans.

New Orleans Air Traffic Control stated to AF that there was no traffic scheduled in the area at the time. State Police had no reports of such an object.

Source: Project Blue Book files.

**1965 - 6 May - 0910 (GMT?) - Philippine Sea - 20°22' N, 135°50'E  
- [Google Map](#)**

**Witnesses:**

Commanding Officer, bridge personnel and others on deck.

### Summary:

USN ship heading W at 265 degrees, speed 15 knots, sighted an unknown aircraft at bearing 000 degrees approaching. At 9:14, the SPS-6C air search radar detected 4 targets at ranges up to 22 miles for the next 6 minutes, traveling at up to 3000 knots, and various maneuvers. Viewed through binoculars there appeared to be three lighted objects, one bright as a 1st magnitude star, the other 2 as 2nd magnitude. Objects hovered directly over the ship for 3 minutes observed by Commanding Officer and other witnesses. No IFF response, one object to starboard appeared larger on radar. Objects departed to the SE at extremely high speed.

Source: Project Blue Book

Hynek, II

**1965 - 1 September - After lights out - 10:00 - off Azores - [Google Map](#)**



**USS Albany CG-10**

*Click photo for additional images*

### Witnesses:

Electronic Technician ET3R

USS Albany, CG10, in task force with aircraft carrier

### Summary:

3 radar contacts, no visuals following at a distance of about 40 miles for over an hour. Jets scrambled, but could not close to less than 20 miles to objects speed. No visual contact only radar. Objects stayed in triangular formation.

Source: NUFORC 2/15/2007+

---

### **1966 - 16 February - 8:30 p.m. - Brunswick Naval Air Station, Maine**

- [Google Map](#)

#### **Summary:**

A luminous object flashing red, blue, and green lights, landed in the woods. A second object was later seen to join the first one.

Source: Vallée, Magonia Catalogue

### **1966 - 3 April - 6:50 p.m. - Along the coast close to Los Angeles International Airport near Playa Del Rey, CA - [Google Map](#)**

#### **Witnesses:**

Coast Guard helicopter pilot and another witness

#### **Summary:**

4 pairs of flashing red lights in changing geometric formations. The pilot reported an oblong object with body lights. About 1 mile over the ocean.

Source: Hall IV, page 19

### **1966 - 24 April - 3:30 a.m. - Johnson City, TX - [Google Map](#)**

#### **Witnesses:**

LCDR Thomas M. Lasseter, architect and Naval Reserve Officer, and daughter

#### **Summary:**

While camping, heard a fluttering sound, then they saw a disc-like object 20 feet in diameter with double row of lights around rim, 150-200 ft away at tree top level. It appeared to be rotating and a blue light pulsated around its rim. It gradually accelerated away to the South West.

Source: Hall IV, page 25, NICAP report form

"UFO Investigator", Vol III, #8, May-June 1966, p. 8

**1966 - 22 July - 11:25 p.m. - Fremont, IL - [Google Map](#)****Witnesses:**

Realtor (Retired Naval Officer) and his son

**Summary:**

While driving to the railroad station, an illuminated 25 ft diameter disc with " portholes" on its lower convex surface was encountered. Object descended low over the car and hovered above it. When 2 other cars approached the object it extinguished its lights, then shot straight, up leaving a trail of bluish light.

Source: Hall IV, page 30 and NICAP notes

Hynek II, pp. 95-96

Ridge 1994, pp. 12-13

**1966 - 15 August - 5:40 p.m. CST - Forest Park, IL - [Google Map](#)****Witnesses:**

Navy technician

**Summary:**

A flat, round disc-shaped object with red and yellow segments on the underside. The object had dark center sections and colors around the rim. It flew slowly overhead for 5 Minutes as a storm gathered.

Source: Hall IV, page 32, from a NICAP report form

**1966 - November 22 - 6:25 p.m. - Atlantic Ocean, 10 miles off the New Hampshire Coast - [Google Map](#)****Witnesses:**

Lt. Cdr. John R. Butler, pilot

Lt. John H Gould, co-pilot

US Coast Guard Station, Winter Island, Salem, MA.

**Summary:**

First seen from rear of aircraft. They saw a light for two seconds moving upward at an angle of 70-80 degrees. In 5-10 seconds the light appeared again, same duration. The light appeared for a third time, then the object flew over the aircraft. It seemed to the pilots that it was a light aircraft

with an unusual light – white and flashing. It passed 100-200 feet from the plane vertically with "negligible horizontal clearance." Lt. Gould had the impression of swept wings on the object.

Account was given to Ray Fowler at a speech he presented at the USCG station, Salem, MA. Rear Adm. Childress was also present due to interest in the UFO subject.

Source: NICAP Mass Subcommittee case

---

## **1967 - January - Baker Range, Naval Weapons Center, China Lake, California - [Google Map](#)**

### **Witnesses:**

Two men on the range

### **Summary:**

"Dr. McDonald recently interviewed two men involved in an interesting close-range daytime sighting out on the Baker Range at NWC in January 1967. This sighting and several others will be one of several that have been made in the area that Dr. McDonald hopes to discuss at the RESA [Research Society of America, China Lake Branch] meeting Tuesday night." NFIA

**Project 1947 comment:** This may be an incorrect date and refer to a sighting on Baker Range, 18 January, 1966.

Source:

"The Rocketeer," Official Weekly Publication of the U. S. Naval Weapons Center, China Lake, California, May 23, 1969.

## **1967 - 29 April - 0315 hours - Courthouse Bay, Camp Lejunne, North Carolina - [Google Map](#)**

### **Witnesses:**

Lance Corporal Richard L. Duke, 2d ANGLICO Force Troop  
(Air Naval Gunfire Liaison Company)

### **Summary:**

While on guard duty at post #7, in a roving patrol with a truck driving to a secluded area of the combat engineer section, he saw an object about the size of a two-man helicopter which looked like an egg on its side. It landed in the brush about fifty feet from him. Against his better judgment, he decided to go closer to investigate. He got out of the truck and walked down a dirt road about 20 feet and observed it. Its color was gunmetal, without any light while on the ground. There were four legs supporting it. He proceeded closer to about 15 feet behind the cover of a thicket and pulled his .45 calibre automatic pistol and cocked the hammer. As soon as the hammer cocked, an object resembling a periscope came out of the top of the "egg" and seemed to point right exactly at his position. It pointed in his direction for a few seconds, then it was drawn back into the object. The object proceeded to take off with a green glow shining from the bottom. It drew in the landing gear and another green glow shone from the end of the egg as it rose rapidly somewhat like an airplane and disappeared over Courthouse Bay. He did not report it. ("...because I was and still am afraid of being locked up a nut by the Marine Corps.")

Duke's letter to NICAP was sent to the North Carolina NICAP investigative subcommittee and Dr. James McDonald. Dr. McDonald tried to telephone him only to find he had been transferred. McDonald send him a letter which was never answered.

NFIA

**Project 1947 Comment:** Resembles the Australian Centurion tank encounter of about the same time. (Tape recording in McDonald's file.)

Source: Letter from L/Cpl Duke 28 September, 1967

McDonald's papers

## 1967 - 10 July - 5:50 p.m. - Lizelia, Mississippi - [Google Map](#)

### Witnesses:

Harold Washington, Captain USMC, retired, and golf professional

### Summary:

While driving along Washinton's car suddenly stalled and his radio faded out. He saw a large object with a dome above him. The top was gunmetal blue and the bottom was the color of old lead. It was moving east, passing 300 feet over his car, crossing the highway tilted upward to the right. It then accelerated and disappeared into low clouds, with a swishing sound.

Source: Project Blue Book files # 11869

## 1967 - 6 October - About noon - China Lake area, California

### Witnesses:

Navy pilot

### Summary:

A Navy pilot was buzzed more than one time by an unidentified aerial object. Vandenberg Air Force Base Operations Control Center was queried by the Naval Weapons Center (NWC) whether any aircraft from Vandenberg might be flying in the area. The answer was negative. (Incident occurred the same day as Condon Case 35 at Vandenberg AFB.) NFIA

Source: McDonald's papers.

---

## 1968 - 2 April - Night - Stockton, California - [Google Map](#)



**US Navy Douglas C-118 *Liftmaster***

### Witnesses:

CDR Robert T. Hays, Aircraft commander and engineer at  
McDonnell-Douglas Corp.

LCDR H. O. Engh

L. P. Rudolph, ADRC [?] engineer

On a training flight aboard a C-118 aircraft. (US Navy version of the DC-6)

### Summary:

On a clear night with no moon and few clouds, about 60 miles from Stockton, they observed a bright white object judged to be about 20 miles away. It appeared to rise and fall twice after coming to complete stops. It disappeared after a rapid descent on a 30 degree angle. They noticed the object because of its high speed compared to objects they were familiar with seeing during their aviation careers.

Source: "SKYLOOK", July 1968, page 3

### 1968 - 15 May - 2300 - Mediterranean Sea - [Google Map](#)



**USS Zellars DD-777, circa 1967**

*Click photo for additional images*

### Witnesses:

Sailor on board USS Zellars, DD 777, engaged in NATO task force operations

### Summary:

A number of lights like flares rose out of the water off the port beam. Lights appeared to come from the sea, rising up and disappearing in the sky. Seconds later the 5 lights dropped down into the sea again. A few minutes later they rose out of the sea and performed synchronized maneuvers moving up and laterally in formation. Then they rose up in the sky and disappeared. Initially, it was thought a ship was in distress and the USS Gearing was dispatched to check with negative results. No radar fix on the object. Not logged as a UFO sighting, but as an unsubstantiated ship distress signal.

Source: NUFORC 2/7/2009

## 1968 - 23 May - About 9:00 p.m. - Atlantic Ocean near the Azores enroute to Norfolk, Virginia



**USS Monrovia APA-31, mid 1960s**

*Click photo for additional images*

### **Witnesses:**

Crew of the USS Monrovia, APA-31

### **Summary:**

Returning from a deployment to the Mediterranean, a large submerged object was sighted on the starboard side just aft of the stern.

The object was an elongated ovoid in shape, luminescent orange in color, and appeared to have a translucent quality.

The USO matched several course and speed changes. It rendered compass, radar and radio equipment inoperative. When the object disappeared the equipment returned to working order.

**Project 1947 Comment:** One more Keyhoe/NICAP "hidden" case which has some relevance to this incident was referred to briefly in an issue of "UFO Investigator":

1966 (date and exact location deleted due to the witnesses still being on active duty with the Air Force at that time). An active duty USAF Captain and pilot came to the NICAP office and related that while he and other Air Force pilots were on a routine mission over the Atlantic at night, they sighted a large disc-shaped object rotating under the

surface of the water which was clearly visible because of a brilliant blue-greenish glow.

(Like other NICAP hidden cases the whereabouts of this file is currently unknown.)

Source: Feindt, Carl W. *UFOs and Water*, page 395

### 1968 - 1 June - 2300 - off Azores - [Google Map](#)



#### **USS Hyades AF-28**

*Click photo for additional images*

#### **Witnesses:**

Sailor on duty on the USS Hyades AF-28 operating 24" mercury arc searchlight

#### **Summary:**

When USS Scorpion was overdue in Haydes area, ship was pressed into search. On second night, an object was reflected in the searchlight. As the ship turned toward the object it went out of the beam and was lost in darkness. Next day they were relieved from search duty and continued on their way to join the 6<sup>th</sup> Fleet.

Source: NUFORC 3/12/2002

### 1968 - Approximately June - About 2345 hours - Near Puerto Rico - [Google Map](#)



### **USS Waldron DD-699 in the 1960s**

*Click photo for additional images*

#### **Witnesses:**

The watch on the USS Waldron, DD-699, during “Operation Racer Run”

#### **Summary:**

Two objects tracked on radar. No IFF. They were moving at about 400 mph and making right angle turns. Crew watched them visually at about a few thousand yards. One submerged into the water while the other waited above. When the first emerged, they rapidly left at a 45 degree angle, disappearing in about 10 seconds. Reported to Washington.

Source: MUFON CSM case #3683

### **1969 - 22 August - 0022 hours - near Havana, Cuba - [Google Map](#)**

#### **Witnesses:**

Not identified in Navy message. Probably an aircraft or ship north of Cuba

#### **Summary:**

THIS DOCUMENT DECLASSIFIED BY  
COMNAVSECGRU ON APRIL 30, 1979

AT 220032 AUG, VIS OBSVD BRIGHT WHITE LIGHT APPEARING AT BEARING 026 (TRUE NORTH), ELEVATION APPROX 15 DEGREES POSIT OF MULLER 23 17 N 82 19 W. DURING THE FIRST MIN OF OBSERVATION THE LIGHT WAS PULSATING OR FLUCTUATING IN BRIGHTNESS AT APPROX ONE SECOND INTERVAL. FOR THE NEXT TWO MINS OF OBSERVATION THE LIGHT BEGAN PULSATING [AS IF IT] CONCENTRIC

RINGS OF LIGHT, WHICH FLOWED FROM THE CENTRAL SOURCE IN A RIPPLING, SHIMMERING FASHION DIMINISHING IN BRIGHTNESS AS THEY GREW FURTHER AND FURTHER AWAY FROM THE ORIGINATING SOURCE. DURING THE FOURTH MIN OF THE OBSERVATION A BLUISH-GREEN BEAM OF LIGHT APPEARED FROM THE CENTRAL CORE OF THE CONFIGURATION, EXTENDING OUTBOARD AND DOWNWARD TO THE LEFT AT AN ANGLE OF APPROX 45 DEGREES, AND REACHING TO THE FADE OUT POINT OF THE RADIATING RINGS OF LIGHT, APPROX FIVE MINS AFTER THE APPEARANCE OF THE BLUISH-GREEN BEAM (SIMILAR IN APPEARANCE TO A SEARCHLIGHT BEAM) THE RADIATING CIRCLES OF LIGHT DISAPPEARED, LEAVING ONLY THE [CIRCULAR?] WHITE CORE OF LIGHT AND THE COLORED BEAM. FOLLOWING THE DISAPPEARANCE OF THE CIRCLES, THE BEAM SEEMED TO RETRACT TOWARD THE CENTRAL CORE, GROWING BROADER AND STOUTER AS IT RETRACTED. FINALLY, THE BEAM AND CORE SEEMED TO FORM INTO A NEBULOUS CLOUD-SHAPED MASS, WHICH DRIFTED ON THE WIND FADING FROM VIEW AFTER APPROX 14 MINS. DURING THIS EVENT. THE FOLLOWING ATMOSPHERIC DATA WAS ACCUMULATED: BAROMETER 29.91 TEMPERATURE 83 DEGREES DRY/78 DEGREES WET, VISIBILITY EXCELLENT, FOUR-TENTHS CLOUD COVER 9STRATUS AND CUMULUS) WIND E X N.S. AT 12 KTS. ELECTRICAL STORM FORMING OVER IMMEDIATE AREA OF CITY OF HAVANA.

**Project 1947 Comment:** This document was found in the National Security Agency (NSA) files and listed in the result of the FOIA lawsuit against the agency. [The document was referred to the Navy for possible declassification](#) and the Naval Security Group Command Headquarters determined that the document was releasable under the Freedom of Information Act. A number of other documents held by the NSA were referred to various agencies including the Defense Logistic Agency, Defense Intelligence Agency, Air Force and State Department which were also released.

Source: Re-written message released by US Naval Security Group Command Headquarters

---

## 1970 - 21 March - 8:00 p.m. - Camp Pendleton, CA - [Google Map](#)

### Witnesses:

Marines using night vision scopes

### Summary:

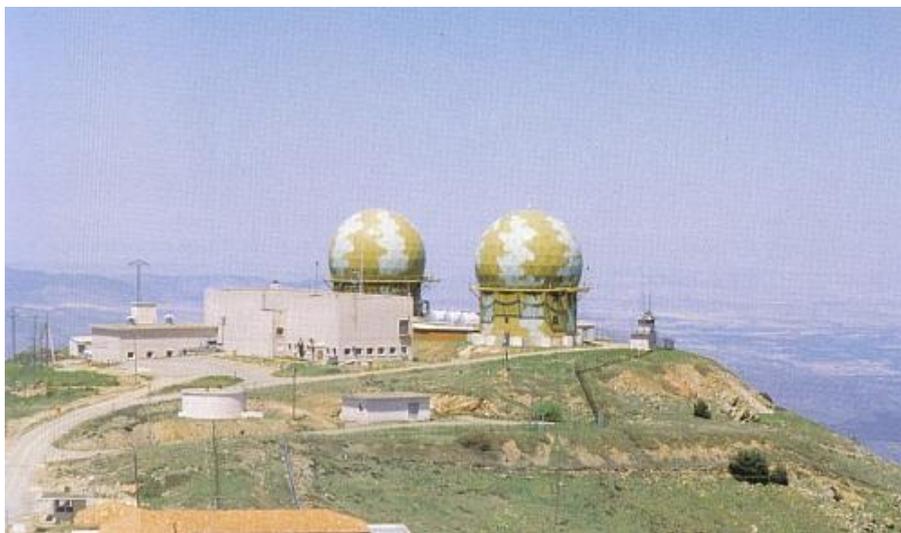
Observed three saucer-shaped objects hovering near rifle range for 15 to 20 minutes.

Source: NUFORC

**1970 - 4 November - 10:40 LT - Air route from Valladolid to Zaragoza, Spain - [Google Map](#)**



**Spanish Air Force F-86F Sabre as flown by Sáez-Benito and Carbayo**



**Radomes of Escuadrón de Vigilancia Area #1 (EVA-1) in Calatayud, Zaragoza**

**Witnesses:**

Capt Juan Alfonso Sáez-Benito Toledo

Lt. Luis Carbayo Olivares, both F-86F Sabre pilots of the Spanish Air Force, 102nd Fighter Squadron

Ground Radar of Escuadrón de Vigilancia Area #1 (EVA-1) (No. 1 Air

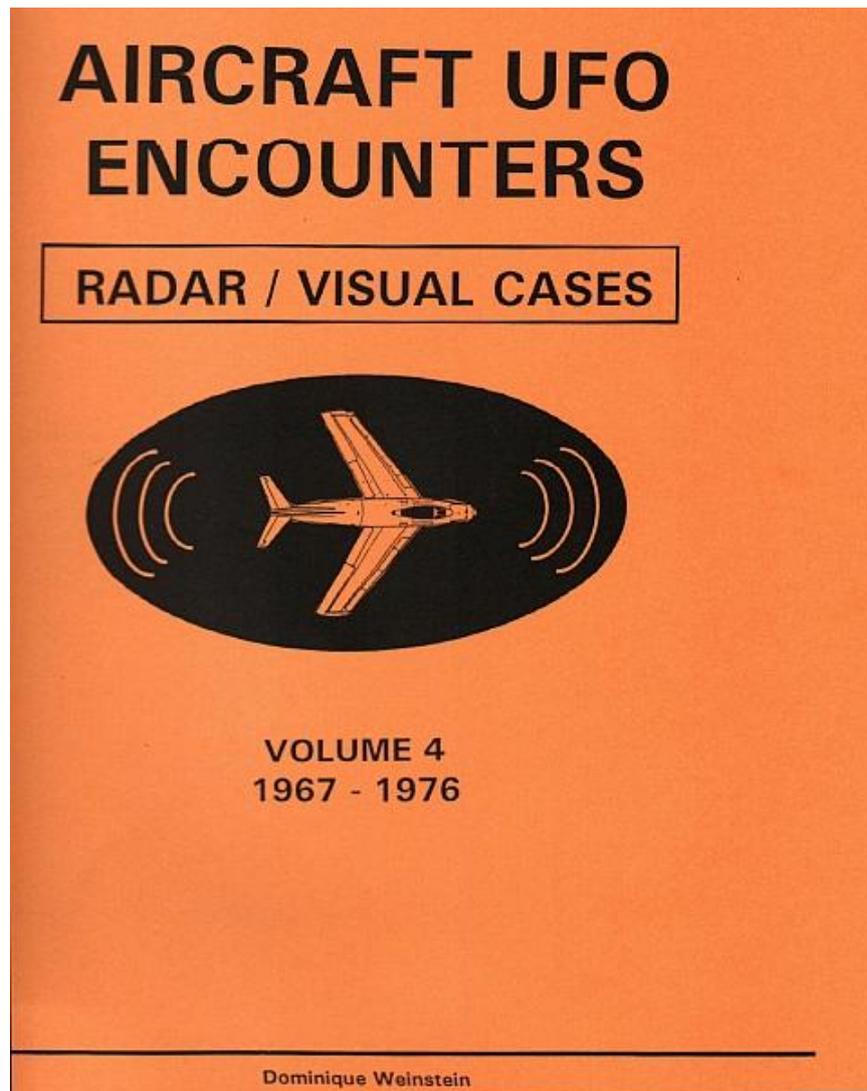
## Surveillance Squadron) in Calatayud, Zaragoza.

### Summary:

During a "Red Eye" air defense exercise two F-86F pilots from Zaragoza air base observed one bright grey egg-shaped object flattened in the upper portion with two porthole-like windows. The object seemed to be flying at a speed of 800 km per hour at an estimated altitude of 27,000 to 33,000 feet. Radar at Zaragoza tracked the object for about 25 minutes. Elements of the US VI Fleet participated in the Red Eye exercises, but there is no information regarding any contact with this object. Spanish results of Red Eye exercises are still classified.

The two pilots were extensively debriefed about their encounter, but when the Spanish Air Staff began declassifying their UFO files in 1991, inquiries about this case were met with the response "FILE MISSING". Most of the information about this case comes from witness interviews long after the event.

Sources:



Weinstein, Dominique, Project ACUFOE, Aircraft UFO Encounters: Radar/Visual Cases, Vol. 4, 1967-1976

1999 Case from Vicente-Juan Ballester Olmos and Joan Plana, Spanish Aircat from pilots' reports.

---

## 1971 - 30 August - Night, near Laguna Beach, California - [Google Map](#)

### Witnesses:

Guests in hotel

### Summary:

A cluster of 9 blinking lights was sighted at low altitude over the ocean from a hotel. The lights appeared to be moving in some sort of formation toward shore. As they approached, they split into two groups, the first forming a straight line and coming to a stop, the second continuing in its original arrangement. One light from the latter group suddenly separated from the rest, dropped down to the water, then returned to the others. The lights then regrouped into a 'V' formation and disappeared. When a report was made to police, the police said other reports had been received and the Coast Guard had been alerted. About 20 minutes later a helicopter was seen circling the area where the lights had been observed.

Source: NICAP "UFO Investigator", September 1971, page 3

---

## 1972 - 8 March - 9:15 p.m. - Muskegon, Michigan - [Google Map](#)

### Witnesses:

Police officers  
FAA officials,  
Coast Guard personnel  
Numerous residents

### Summary:

An object giving off a bright, yellowish-white as it traveled slowly across the sky. The object appeared to stop at times and change color. The Coast Guard also indicated that channel 16 UHF band used by the Coast Guard was filled with a strong code signal which could not be deciphered.

Michigan State Police contacted the USAF which said that Selfridge AFB was not interested in assisting, although press reports indicated that a government investigation would be conducted.

Source: NICAP, "UFO Investigator", May, 1972, page 3

## **1972 - 15 July - (approximate date)- Early morning - Roosevelt Roads, Puerto Rico - [Google Map](#)**

### **Witnesses:**

On guard duty

### **Summary:**

"Real bright light appeared over top of our gate house". The power went out and the phone was dead. As fast as it appeared, it disappeared and power phone worked again. Guards reported it to superiors.

Source: NUFORC 10/4/2003

## **1972 - 3 July - 7:30 p.m. - Scituate-Duxbury area and South Weymouth Naval Air Station, MA - [Google Map](#)**

### **Witnesses:**

SK1 Robert J. Clark on watch  
TD2 Timothy Collins, radar operator  
Dozens of civilians  
Radar station

### **Summary:**

Stationary object viewed for 30 minutes, shaped like an Apollo capsule, or triangle. Object disappeared in cloud cover. Radar station contact after sightings said they tracked object for 7 or 8 miles.

Source: Boston, MA, *Boston Globe* 5 July, 1972

"Skylook"

NAS Jacksonville/OPREP-3 Navy Blue 171800Z May 78/006 Excerpts from

Pinecastle Electronic Warfare Range Duty Officer Log 14, May, 1972

[http://www.nicap.org/780514pinecastle\\_dir.htm](http://www.nicap.org/780514pinecastle_dir.htm)

Philadelphia PA, *Evening Bulletin*, 17 May 1978

Letters from NORAD, Naval Intelligence and Office of Chief of Naval Operations say no further information available.

---

## 1973 - 22 May (date approx.) - 2300 - Ocean station duty Atlantic



**USCGC John C. Spencer WHEC-36 in 1969**

*Click photo for additional images*

### **Witnesses:**

Crew members of USCGC John C. Spencer, WHEC-36

### **Summary:**

Sighted bright object that changed colors. The object moved and hovered above the ship. It appeared to have portholes. It rotated as it hovered, then it would accelerate upwards very quickly and appear very small. Flew across the sky at very high speed making right angle turns. Photographs were taken and reported. On return to Governor's Island, Yankee Pier, the crew was questioned by men in civilian clothing, and photos and cameras were taken. Crew told to sign affidavits stating that nothing had happened during cruise.

Source: NUFORC 7/31/2010

## 1973 - 10 October - 2300 - Bermuda Naval Air Station - [Google Map](#)

### **Witnesses:**

## Air Traffic Controller on duty

### Summary:

2 controllers observed a fast moving blip on 150 mile radius radar screen. It traveled 25 to 35 miles in one sweep. Reported it to supervisor who watched for one sweep, then instructed the witness to go outside. He was able see a light move from East to West, then turn South. When he returned the supervisor confirmed the same action on radar and instructed him to say nothing about it.

Source: NUFORC 12/30/2001

## 1973 - 25 October - 1915 - North West Cape, US Navy Communication Station "Harold E. Holt", Western Australia - [Google Map](#)

### Witnesses:

LCDR "M"

USN Fire Capt Bill L., an Australian employed by the US Navy

### Summary:

"A large black airborne object" at about 8 km away, 600 meters altitude was seen by Lt Cdr driving from base South along the Murat Road toward Exmouth. It hovered for about 25 to 30 seconds, then accelerated "at an unbelievable speed" to the North. Fire captain on base saw the object over Area B (Mt. Athol) hovering with a halo around the center, either revolving or pulsating. Went North at high speed.

Source: Bill Chalker saw report form in 1975, *The OZ Files*, page 154

<http://www.project1947.com/forum/bcoz4.htm#defcon>

Additional research by Paul Dean and Keith Basterfield may be found at:

<http://ufos-scientificresearch.blogspot.com.au/2014/07/william-gordon-lynn-25-october-1973.html>

<http://ufos-scientificresearch.blogspot.com.au/2013/12/north-west-cape-25-october-1973-initial.html>

<http://ufos-scientificresearch.blogspot.com.au/2014/01/time-check-for-north-west-cape-incident.html>

<http://ufos-scientificresearch.blogspot.com.au/2014/01/another-anomaly-with-north-west-cape.html>

<http://ufos-scientificresearch.blogspot.com.au/2014/01/raaf-base-pearce-western-australia-uap.html>

<http://ufos-scientificresearch.blogspot.com.au/2014/02/north-west-cape-incident-some-further.html>

<http://ufos-scientificresearch.blogspot.com.au/2014/07/north-west-cape-follow-up-questions.html>

See also: [A US military UFO case found in Australian records.](#)

## 1973 - 6 November - about 2130 CST off Pascagoula, Mississippi - [Google Map](#)

### Witnesses:

Nation, Lawrence A., BM2, US Coast Guard  
Crews, Charles, BM3, US Coast Guard  
Ryan Rayme, fisherman, age 42, Pascagoula Ryan, Larry, son of Rayme age 17, Pascagoula  
Ryan, Raymond, fisherman, age 42 (Rayme's twin), Pascagoula  
Ryan, Earl, son of Raymond, age 16, Pascagoula  
Rice, Fred N., Jr., fisherman, age 35, Pascagoula  
Rice, Edward fisherman, age 48, Pascagoula  
Rice, Velma, sister of Fred, age 37, Pascagoula  
Rice, Eddie, age 15, Pascagoula

### Summary:

The Rices and Ryans were mullet fishing in the mud/oyster bed flat area southwest of Pascagoula. Sky was clear, little moonlight, slick calm with intermittent breeze from the north. Water was about 4 to 6 feet in the area. Rayme Ryan first spotted a stationary glowing object in the water and attempted to strike it with an oar. When he did so, the object dimmed. It regained its original brightness when left alone. When disturbed it would dim, move and "reilluminate" (Navy report). The object eventually disappeared and fishing resumed.

About 30-40 minutes later Rayme Ryan was retrieving his net about 1/2 mile southwest of the original sighting. As he came up on one of his buoys, he again saw the object stationary near the buoy. He called for the others who decided not to disturb it and called the Coast Guard. A launch was dispatched from the Pascagoula Coast Guard Station with Nation and Crews.

The Coast Guard men repeated earlier attempts to explore with the object which dimmed or moved when attempts were made to strike it with an oar. After 10-15 minutes the object extinguished its light and could not be relocated. Coast Guard men returned to station and filed their report and the fishermen resumed fishing. (Their total catch was only 400 pounds compared with a normal run of almost a ton per boat.

A 3-inch light source shone from the object which appeared to be 10x12 feet at the surface. Its color was "yellowish-amber with a red tint" and "almost too bright to look right at" to almost dark depending on the amount of disturbance. When struck with an oar the object appeared metallic, but attempts to strike it were not possible sometimes because of the difficulty seeing the oar when it entered the object's brilliant light. The object when traveling appeared to make 4-6 knots.

Various investigations, both by officials, journalists and ufologists yielded no explanation. The US Navy conducted an "informal investigation" by a number of officers.

**Project 1947 Comment:** A large number of UFO sightings were reported during this time in the southern US and specifically in Mississippi.

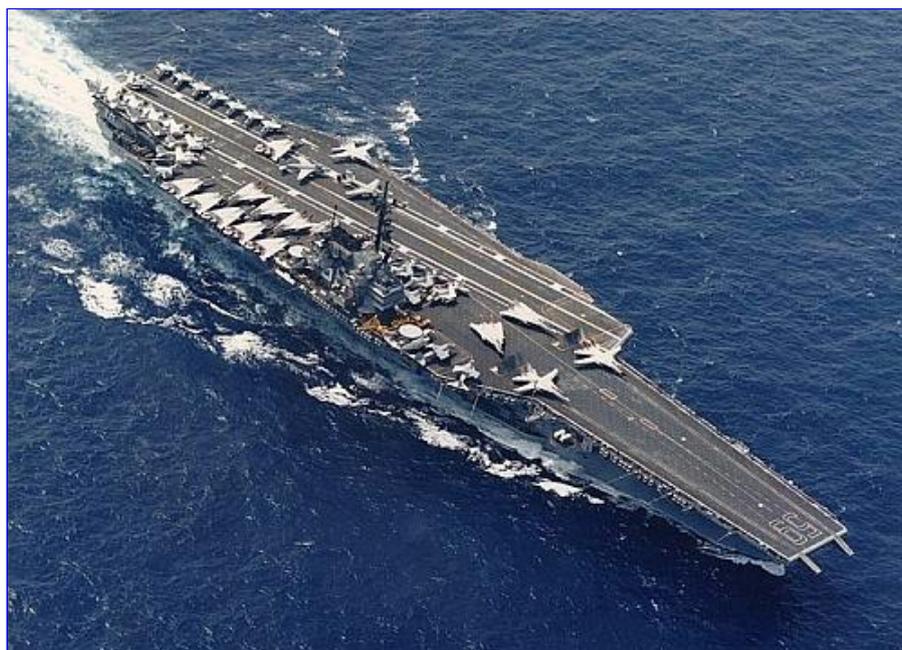
Source: Memorandum: E. A Wilbanks (720S), and LCDR C. E Dorman (770S), Naval Ship Research and Development Laboratory, Panama City, Florida, dated 12 November 1973, Subject: Pascagoula "Unidentified Submerged Object": report of trip concerning.

Coast Guard messages

Water UFO file: <http://www.waterufo.net/item.php?id=461>

---

**1974 - 15 July - (approximate date) - 0200 - Mediterranean Sea - [Google Map](#)**



**USS Forrestal CVA-59 (redesignated CV-59) in 1987**

*Click photo for additional images*

**Witnesses:**

E-2 signalman on watch on the signal bridge of the USS Forrestal, CVA-59

**Summary:**

A bright light under the water seen through binoculars 210 degrees off the port beam. Informed bridge and was told there was no Sonar contact. Shortly after, the Captain, XO, Flight director and other officers came to the signal bridge. For 20 minutes the object moved back and forth across the bow at about 60 mph, all under water. Suddenly it pulled away and disappeared into the depths. Witness was called into the Captain's' quarters with his log. He was told to leave the log and not to talk about the incident.

Source: NUFORC 6/5/2004

---

**1975 - 6 February - about 9:00 p.m. - Pensacola Naval Air Station, FL**

- [Google Map](#)



**T-39D Sabreliner**

**Witnesses:**

Capt Larry Jividen, USMC pilot T-39D Sabreliner

**Summary:**

Descending from about 30,000 ft, witness saw a red light. Attempted to close but light sped away. On landing filed a written report.

Source: Huffington Post 4/30/2012

[http://www.huffingtonpost.com/2012/04/03/ufo-encounter-pilot\\_n\\_1396078.html](http://www.huffingtonpost.com/2012/04/03/ufo-encounter-pilot_n_1396078.html)

## **1975 - June - South of Iceland about 200 miles W of the UK**

- [Google Map](#)

### **Witnesses:**

Navigator-Communicator on flight out of Iceland

Flight under radio silence and no use of radar.

### **Summary:**

1. Round metal ball about 20 feet in diameter floating on the surface of the water. Marked position, but when aircraft was turned to check on it, could not find it. As it was getting dark, and there was a mission to do, finding the object was abandoned.
2. 20 to 25 minutes later, someone said there was a light on the starboard side of the aircraft. Could not see anything behind the light which was bright, glaring, day-glo green. It was about half a mile away and stayed in the same place keeping pace with the aircraft. The flight crew then witnessed it accelerate towards the front of the aircraft and disappear in just a couple of seconds. Crew did not want to report it, but it was entered in the Nav-Com log, which was turned in. There were no questions about the two incidents to witnesses.

Source: MUFON CMS System

## **1975 - 15 June - 2-3 a.m. - Mediterranean Sea - [Google Map](#)**



**USS Dahlgren DLG-12, underway in 1965, location unknown**

*Click photo for additional images*

**Witnesses:**

Watch members on the USS Dahlgren, DLG-12

**Summary:**

Rapidly moving object approached the ship which was then closely observed at a distance of about 2000 feet hovering about 50-100 feet over the waves. It was round with unusual multi-colored lights coming from the bottom of the object in a circular glowing pattern (and shining?) on the water. It was not picked up on radar. After about 15 minutes, it shot off so fast, it was like a "flash."

Source: MUFON CMS System Case #3890.

**1975 - 10 September - About 150 miles off the north coast of Puerto Rico**

- [Google Map](#)



## USS *Steinaker* DD-863 on Chesapeake Bay, fall of 1974

*Click photo for additional images*

### Witnesses:

Captain,  
OOD (Officer Of the Deck),  
CICWO (Combat Information Center Watch Officer),  
and other crew men USS *Steinaker*, DD-863

### Summary:

Normal steaming conditions when the OOD asked the CICWO to come to the bridge to view an unusual object in the air. CICWO instructed radar operators to search for the object. When that failed, CICWO went to the bridge to see a strange object 20 degrees off the starboard bow about 5-6 miles away. OOD changed ships course to head toward the object. It was never picked up on radar. The Captain was summoned to the bridge as they steamed toward the object. After a time the ship sailed under the object which was estimated to be 300 feet in diameter and appeared to be about 100 feet under the cloud deck floating along sedately. "The entire surface of it was a total roiling mass of 'lightning' completely surrounding it and moving in every direction all over the object." Its light was bright enough to read by. Ball lightning was mentioned and the Captain agreed it might be just that.

Source: MUFON CMS System Case #14537

---

## 1976 - March or April - About 4 a. m. off the West Coast of Crete in the Mediterranean - [Google Map](#)



## USS Dale DLG-19 off Roosevelt Roads, Puerto Rico, 5 June 1975

*Click photo for additional images*

### Witnesses:

Randy Bauer, Radar Operator on the USS Dale, DLG-19

### Summary:

A sailor brought Bauer's attention to a yellowish-orange object in the western skies. He obtained a 10x50 binoculars and watched the object rise so that the upper portion of the object was seen to be dome-shaped. Two lights issued from the object and moved about for a few second, then returned to the dome-shaped object. The object just disappeared.

Bauer reported it to the Captain and asked if it should be logged, but the Captain told him not too. The Captain told him of an incident during the Vietnam War in which his ship was paced by two UFOs, but the incident was never logged.

Source: Interview by Robert Powell, May 2013

## 1976 - 24 April - 2040 hours - Southwest of Bermuda - [Google Map](#)

### Witnesses:

Unnamed Navy Destroyer

### Summary:

The ship, bound for Boston, encountered a green light seen dead ahead in a light fog. No radar or sonar from a surface vessel other than the destroyer's own. Ship ordered to change course to investigate. During this time the light started to pace the destroyer about 50 yards away. The destroyer emerged from the fog, and then radar contact was made. The light maneuvered around the ship and entered the water and then only a dim green glow in the water could be seen. The Captain twice ordered the crew to forget the incident. The Captain made a log entry which said the ship had encountered an unidentified vessel displaying a green light and course was altered to avoid same.

Source: Donald R. Todd writing in "The A.P.R.O. Bulletin," Vol. 26, #11, May 1978

<http://www.waterufo.net/item.php?id=496>

Note: Donald R. Todd's files since his death are unavailable. The APRO files are likewise unavailable.

**1978 - 14 May - 10:35 p.m. - Pinecastle Electronic Warfare Range,  
near Ocala, FL - [Google Map](#)**

**Witnesses:**

Navy radar

**Summary:**

UFO tracked making "instant reversal of course" at 400-500 knots and "accelerated at a rate too fast to track," then reversed course, stopped, and radar locked onto it again. Civilians in Ocala National Forest observed an oblong object at treetop level with flashing body lights. Its glow illuminated trees.

Source: Hall III, page 53

NICAP "UFO Investigator", September 1978, page 1-2

Ocala (FL) *Star-Banner*, 18 May, 1978

---

**1979 - 30 November - 2148-2200 - Fallon Naval Air Station, NV  
- [Google Map](#)**

**Witnesses:**

TBAN Julian Brian

PTL Coberly

EW range radar personnel

**Summary:**

Brian spotted UFO. Upon being notified "Coberly contacted NASF radar and verified visual contact. Also verified visual." "UFO approaching base: radar on runway obtained primary fix on object." UFO moved off scope to East.

Source: FOIA request to Naval Air Station Fallon 15 Feb 1980

**1979 - 9 December - 9:45 p.m. - Coast Guard Station Keokuk, Iowa  
- [Google Map](#)**

**Witnesses:**

## Michael Williams, SK 1 and a radio man

### Summary:

Williams was backing a truck up, when he spotted a brilliant white, stationary light in the eastern sky, about 30 degrees in elevation. The light appeared be larger in size than the full moon with a dome protrusion, but it was hard to tell as the the light was so intense, he could not look at it for longer than a few seconds. It lit up the Mississippi River below it. It rushed straight up, climbing 40 degrees, changing color from white to red. It stopped for a second then the light extinguished.

He went in to get the radio man, and when they returned, they saw the same or another light in the NE sky about 2-3 miles away. It appeared like a cluster of lights on a distant airplane. It was observed through binoculars which revealed two red lights and a white light flashing irregularly. Then it flew low around the horizon over the Keokuk dam and into the distance in the WNW in a matter of seconds.

The District Coast Guard Office told the witnesses to contact CUFOS and report the sighting.

Source: CUFOS report

---

## 1980 - Vicinity of Puerto Rico - (over a period of several weeks)



**USS W. S. Sims DE-1059 off the Virginia coast, 23 July, 1981**

*Click photo for additional images*

**Witnesses:**

Sailor on USS W. S. Sims, DE-1059

**Summary:**

Initially crew told the ship was to observe underwater contact of undetermined origin. Later it was said to be of a Russian submarine. Divers said it was another "Shag Harbour" which the source did not at the time understand. Later they were told it was a natural phenomena of undetermined origin.

Source: NUFORC 8/29/2003

---

**1982 - 1 June (approximate date) - 2340 - enroute from Norfolk, VA to San Juan, PR**



**USS John King DD-3 at Antwerp, Belgium July 4, 1983**

*Click photo for additional images*

**Witnesses:**

Sailor,  
QMOW (Quartermaster of the Watch),  
Bridge crew of USS John King, DDG-3

**Summary:**

During ISE approached and observed a green glow ahead similar to the glow of stirred algae, but brighter. The six circles were like dots on a

dye. With no alteration of course the ship passed over the three on the right. The glow illuminated the bottom, the ship's draft was 20 ft. Circles were uniform with each larger than the ship. Sea state 1, moonless, warm and clear. Captain not woken, OMOW logged incident and OOD called it glowing algae.

Source: NUFORC 12/12/2011

---

## **1987 - 15 September (approximate date) - 0200 - Cubi Point Naval Air Station, Olongopo City, Philippines - [Google Map](#)**

### **Witnesses:**

Runway Support on duty with radio and binoculars

### **Summary:**

Saw what thought was an aircraft coming in and called the tower which said no traffic scheduled. It was stationary and would dart to the right and drop down to the bay. Drove to the end of the runway and saw the light dim and disappear.

Source: NUFORC 1/25/2006

---

## **2005 - 20 July - 3:15 p.m. - Exeter, NH - [Google Map](#)**

### **Witnesses:**

David A. Woody, retired USN flight engineer

### **Summary:**

Saw a huge, cigar-shaped UFO while mowing his lawn. The object appeared to rotate about 90 degrees until it was pointed directly toward him. Then as it moved toward him, what appeared to be an orange flame shot out from the bottom which seemed to stretch like a rubber band and disappear instantly from his sight.

Source: Manchester (NH) *Union Leader* 21 July, 2005

Investigated by Katherine Brisendine. Recounted by witness to Barry Greenwood and Jan Aldrich, 2011

## 2007 - 2 October - 2200 - 100 miles off S Virginia coast

### Witnesses:

Meteorologist on duty

### Summary:

During a routine weather observation aboard a naval vessel during flight operations, 1 object was seen to the East moving at great speed and changing direction rapidly. "Moving at a 45 degree elevation from East to West it abruptly changed course "it made a right-angled turn" and disappeared." No radar contact. It appeared to be 5-7 miles away.

Source: NUFORC 10/7/20070

---

**"NFIA"**:(No Further Information Available) has been added to catalog entries for which no other details or information is known to exist.

**"Hidden Cases"** A number of cases given to NICAP were often from serving military personnel or people in other high security capacities where their identities had to be protected from possible official repercussions. The authenticity of the cases were certified or sworn to by NICAP Board members or officials and they were referred to as "Hidden Cases." See: [Introduction to the First Update of the Catalogue](#) for more information.

---

**Previous NavCat Entries: 1850 - 1953**

---

**UNITED STATES NAVY, MARINE CORPS, COAST GUARD AND OTHER  
GOVERNMENT SEAGOING SERVICES UNIDENTIFIED FLYING OBJECT  
SIGHTING REPORTS**

**Some Notes on Sources**

Since *UFO Evidence* was published in 1964, few collections of US Navy UFO reports have been compiled. Notable exceptions on the Internet are:

Water UFO: (Carl Feindt) which covers not just US Navy UFO reports but reports from foreign navies, merchant marine, fishermen, and other vessels on oceans and bodies of water:

<http://www.waterufo.net/>

See also Carl's book: *UFOs and Water*

*Blue Book UFO Report at Sea by Ships* by Tony Rullan. This is a compilation of Navy and other reports from ships in the Atlantic and Pacific Oceans with discussions and analysis:

<http://www.waterufo.net/bluebook/bbpdf.pdf>

One other large source of Navy reports is contained within a Chronology of general UFO reports. See the National Investigations Committee on Aerial Phenomena (NICAP), The UFO Sighting Chronology:

<http://www.nicap.org/chrono.htm>

The current preliminary listing covers about 60% of the reports collected. They are from diverse sources: official documents, especially the US Air Force Project Blue Book files, media sources, various UFO books, and collections of reports from various UFO organizations:

Project Blue Book Archives

Official Project Blue Book and other government microfilms converted to PDF files:

<http://www.bluebookarchive.org/>

National Investigations Committee on Aerial Phenomena (**NICAP**)

J. Allen Hynek Center for UFO Studies (**CUFOS**)

Mutual UFO Network (**MUFON**)

and other UFO organizations. Authors' works cited include the following:

Bloecher, Ted

Bloecher, *Report on the UFO Wave of 1947*

Chester, Keith

Chester, *Strange Company*

Gross, Loren. *UFOs: A History* (cited by year of the booklets) later titled *The Fifth Horsemen of the Apocalypse: UFOs: A History*.

Greenwood, Barry and Larry Fawcett, *Clear Intent*

Haines, Richard, PhD

Haines I *Advanced Aerial Devices Reported During the Korean War*

Haines II *Project Delta*

Hall, Richard

Hall I *Airships to Arnold*

Hall II *UFO Evidence, Volume 1*

Hall III *UFO Evidence, Volume 2*

Hall IV *Alien Invasion or Human Fantasy? The 1966-67 UFO Wave*

Hynek, J. Allen, PhD

Hynek I *The UFO Experience*

Hynek II *The Hynek UFO Report*

Keyhoe, Donald E. Major, USMC, Retired

Keyhoe I *The Flying Saucers Are Real*

Keyhoe II *Flying Saucers from Outer Space*

Keyhoe III *Flying Saucer Conspiracy*

Keyhoe IV *Flying Saucers Top Secret*

Keyhoe V *Aliens from Space*

Ruppelt, Edward J.

Ruppelt, *The Report on Unidentified Flying Objects*

The other main source is the Internet reporting site National UFO Reporting Center ([NUFORC](#))

Large collections of newspaper clippings from Barry Greenwood, Loren Gross, the late Robert Gribble, Katherine Brisendine, and Project 1947 were used in this compilation. The authors of *UFOs and Government* contributed materially to this compilation, especially Professor Michael Swords and Robert Powell.

Other collections consulted were The Keyhoe Archives, Dr. James E. McDonald's papers, Dr. Willy Smith papers, George Fawcett's papers at the Roswell Museum and several other sources.

Origin of Reports and the Quality of Sources

The biggest reservoir of official Navy reports is the Project Blue Book files. No complete listing of Navy reports within the Project Blue Book files has been made although Tony Rullan's paper probably contains the most comprehensive for ships in the Pacific and Atlantic Oceans.

World War II cases in the current list mostly come from personal accounts in various civilian publications and reports to UFO organizations. Few reports have official documents to back them up either as ship logs or official war

diaries. However, four decades after Commander Hendershot's 1945 letter voicing concerns about unknown aerial intrusions over the Hanford Nuclear installation, we find official backing in 4th Air Force documents suggesting the Navy uses its Pasco Naval Air Station, Washington, to counter the unknown incursions.

The Navy reports of flying discs sightings during the 1947 UFO wave come mostly from the media. Some are from official documents in the Project Blue Book files. More report went to the press as opposed to those which went through intelligence channels.

After the Air Force established Project SIGN more reports started to go through channels to the Air Force, and sometimes were also reported in the press. Occasionally the accounts only appeared in the local press. A New Zealand woman wrote to Sgt. Harold Fulton who led a UFO organization in New Zealand, Civil Saucer Investigations, New Zealand, that her son-in-law, an officer in the US Navy stationed near San Diego had seen a UFO in 1952. Recently, the *San Diego Union* newspaper became available online and Barry Greenwood was able to recover the news report.

Interestingly there was a report mentioned in the CSI-LA newsletter number 2 about an incident at the Naval Air Station at San Diego:

<http://www.project1947.com/shg/csi/csv1-2.html#aero>

A very well confirmed report from an aerographer of San Diego, California, North Island Navy Station, reports that he saw numerous objects through a theodolite while tracking a weather balloon. The spectacle continued for such a long time that he informed his chief officer. Also the latter saw the objects passing by in large numbers. Other witnesses present were an aerological officer, a group of USAF and Navy pilots, the control tower operator and the commander of the field.

So it appears that rumors of this account were kicking around for years. Although in the CSI-LA newsletter the context implies it happened in 1952. A letter in the Project Blue Book files indicates the date was December 1950.

Beside official records and media reports there is a vast area of personal reports and rumors, some which have fantastical elements as one would expect occasionally from men that go down to the sea in ships. However, we have tried to maintain a serious demeanor here and eliminate the journalistic hoaxes and tall tales while keeping an open mind. Some of these reports have explanations, but are still listed here because they have historical significance.

This is a work in progress with many more accounts to be added in the future. As always, Project 1947 welcomes the addition of new accounts, clarifications, comments, criticisms at: [project1947@earthlink.net](mailto:project1947@earthlink.net)

— Jan L. Aldrich

---

<b>Return To PROJECT 1947 Catalogues</b>			
<b>Back To US Navy Draft Intro</b>			
			<b>Return To MAIN PAGE</b>

---