

PROJECT

BLUE



BOOK

Lakehurst, New Jersey 1950

1
00:00:08,770 --> 00:00:04,809
only this single steady white light

2
00:00:11,209 --> 00:00:08,780
November 7 1950 Lakehurst New Jersey

3
00:00:16,250 --> 00:00:11,219
Navy pilot

4
00:00:18,890 --> 00:00:16,260
from I t j g two headquarters U.S Air

5
00:00:23,510 --> 00:00:18,900
Force attention at Lieutenant Colonel

6
00:00:26,090 --> 00:00:23,520
Willis Pentagon building Washington DC

7
00:00:29,450 --> 00:00:26,100
commanding officer air development

8
00:00:32,030 --> 00:00:29,460
Squadron 3. subject encounter with

9
00:00:34,490 --> 00:00:32,040
strange phenomena while nightfly while

10
00:00:36,889 --> 00:00:34,500
on a routine night radar navigation

11
00:00:39,889 --> 00:00:36,899
flight from nas Atlantic City on the

12
00:00:41,510 --> 00:00:39,899
night of 7th November 1950 the following

13
00:00:44,389 --> 00:00:41,520

incident took place

14

00:00:47,950 --> 00:00:44,399

I was flying in ad4q returning from

15

00:00:50,869 --> 00:00:47,960

seaward and homing in on NAS Lakehurst

16

00:00:54,170 --> 00:00:50,879

as we approached Lakers at approximately

17

00:00:56,750 --> 00:00:54,180

3 500 feet I became aware of a single

18

00:00:58,790 --> 00:00:56,760

steady white light to my starboard about

19

00:01:02,090 --> 00:00:58,800

five miles which I judge to be another

20

00:01:04,609 --> 00:01:02,100

aircraft's fuselage

21

00:01:06,649 --> 00:01:04,619

this light was slightly above me at

22

00:01:08,929 --> 00:01:06,659

about four thousand feet moving in his

23

00:01:12,250 --> 00:01:08,939

southeasterly Direction at approximately

24

00:01:14,750 --> 00:01:12,260

my air speed or slightly greater

25

00:01:16,850 --> 00:01:14,760

because of the steady light I believe

26

00:01:19,250 --> 00:01:16,860

this was another military aircraft

27

00:01:22,190 --> 00:01:19,260

operating from Lakehurst or Atlantic

28

00:01:24,469 --> 00:01:22,200

City and instructed my crewmen to switch

29

00:01:27,170 --> 00:01:24,479

our radar to intercept so we could test

30

00:01:28,110 --> 00:01:27,180

out this part of our gear before

31

00:01:30,530 --> 00:01:28,120

returning to base

32

00:01:33,830 --> 00:01:30,540

[Music]

33

00:01:38,030 --> 00:01:33,840

the time was about 1915 as we were due

34

00:01:39,950 --> 00:01:38,040

to land at 1930. then I pulled up in a

35

00:01:41,710 --> 00:01:39,960

slight climbing turn in order to get on

36

00:01:44,030 --> 00:01:41,720

this object's tail

37

00:01:45,770 --> 00:01:44,040

divisibility was extremely excellent

38

00:01:47,929 --> 00:01:45,780

with no overcast

39

00:01:49,609 --> 00:01:47,939

and with all the stars and planets

40

00:01:51,950 --> 00:01:49,619

showing brightly

41

00:01:53,870 --> 00:01:51,960

it was no effort to discern the motion

42

00:01:55,550 --> 00:01:53,880

of this object because of the background

43

00:01:57,649 --> 00:01:55,560

of the Stars

44

00:01:59,990 --> 00:01:57,659

after rolling out on this object's

45

00:02:02,270 --> 00:02:00,000

course it turned a little more southerly

46

00:02:04,670 --> 00:02:02,280

in seemed to settle down and I presumed

47

00:02:06,350 --> 00:02:04,680

I was directly behind it still somewhat

48

00:02:08,690 --> 00:02:06,360

lower

49

00:02:10,370 --> 00:02:08,700

in less time than it takes to tell this

50

00:02:13,070 --> 00:02:10,380

light without making any kind of

51
00:02:18,229 --> 00:02:15,770
bore down on me in a slight dive passing

52
00:02:21,770 --> 00:02:18,239
directly over my canopy at an incredible

53
00:02:23,750 --> 00:02:21,780
speed about 100 to 200 feet

54
00:02:26,570 --> 00:02:23,760
above me

55
00:02:29,330 --> 00:02:26,580
puzzled at this my first reaction was

56
00:02:30,890 --> 00:02:29,340
that we had originally met head on and

57
00:02:33,290 --> 00:02:30,900
that this was some aircraft without

58
00:02:36,670 --> 00:02:33,300
running lights and that had been a close

59
00:02:41,990 --> 00:02:38,990
informing that crewman of what took

60
00:02:43,729 --> 00:02:42,000
place he disregarded his radar operation

61
00:02:45,170 --> 00:02:43,739
and proceeded to witness the following

62
00:02:47,150 --> 00:02:45,180
events

63
00:02:49,490 --> 00:02:47,160

I then pulled into a tight flipper

64

00:02:52,970 --> 00:02:49,500

reversal turn in order to see this light

65

00:02:56,570 --> 00:02:55,490

as before it was still slightly higher

66

00:02:58,970 --> 00:02:56,580

than I

67

00:03:01,009 --> 00:02:58,980

and this time I was positive we were on

68

00:03:03,110 --> 00:03:01,019

his tail pushing the normal rate of

69

00:03:04,850 --> 00:03:03,120

power and climbing I attempted to hold

70

00:03:06,650 --> 00:03:04,860

the light in front of me this object

71

00:03:09,229 --> 00:03:06,660

made another hard-on pass fearing

72

00:03:13,610 --> 00:03:09,239

slightly port and below so that my crew

73

00:03:19,309 --> 00:03:15,589

still nothing but a single white light

74

00:03:22,790 --> 00:03:19,319

close to 10 to 12 inches in diameter

75

00:03:24,770 --> 00:03:22,800

it moved with fantastic speed

76

00:03:27,229 --> 00:03:24,780

since we were close to board Navy

77

00:03:30,170 --> 00:03:27,239

Lakehurst about five miles north

78

00:03:35,210 --> 00:03:30,180

I tried contacting their Tower twice on

79

00:03:38,270 --> 00:03:35,220

142 .74 with no response

80

00:03:40,789 --> 00:03:38,280

still engaging in this cat Mouse tag

81

00:03:42,890 --> 00:03:40,799

game with this light and recalling that

82

00:03:44,990 --> 00:03:42,900

our own Squadron had some Jets and other

83

00:03:47,750 --> 00:03:45,000

ads in our airspace

84

00:03:49,670 --> 00:03:47,760

switch to our Squadron common frequency

85

00:03:53,149 --> 00:03:49,680

and requested assistance from any

86

00:03:56,030 --> 00:03:53,159

confined aircraft in the vicinity

87

00:03:59,750 --> 00:03:56,040

the commanding officer in his wingman in

88

00:04:01,729 --> 00:03:59,760

two f-94s answered and set course for

89

00:04:03,830 --> 00:04:01,739

Lakers

90

00:04:05,869 --> 00:04:03,840

in the meanwhile after five to six

91

00:04:07,190 --> 00:04:05,879

passes this object and I got into Port

92

00:04:09,170 --> 00:04:07,200

orbit

93

00:04:11,449 --> 00:04:09,180

I frequently check my instruments for

94

00:04:14,149 --> 00:04:11,459

altitude and engine limitations and flew

95

00:04:18,289 --> 00:04:14,159

into 60 degree climbing Port Bank

96

00:04:20,689 --> 00:04:18,299

indicating 130 to 135 knots this light

97

00:04:22,790 --> 00:04:20,699

continued to turn about me and wider

98

00:04:25,129 --> 00:04:22,800

climbing turns making about two orbits

99

00:04:28,189 --> 00:04:25,139

to my one

100

00:04:30,290 --> 00:04:28,199

at 11 500 feet I abandoned the Chase and

101
00:04:31,420 --> 00:04:30,300
simply orbited in order to keep the

102
00:04:33,230 --> 00:04:31,430
object in sight

103
00:04:35,090 --> 00:04:33,240
[Music]

104
00:04:37,550 --> 00:04:35,100
when the commanding officer reported

105
00:04:39,710 --> 00:04:37,560
over McGuire Air Force Base at 14 000

106
00:04:41,749 --> 00:04:39,720
feet I turned my lights from dim to

107
00:04:44,090 --> 00:04:41,759
Bright reporting we were still in Port

108
00:04:46,969 --> 00:04:44,100
orbit but I estimated the object sighted

109
00:04:48,830 --> 00:04:46,979
about 18 000 feet still climbing in a

110
00:04:50,450 --> 00:04:48,840
wide orbit and growing dimmer at the

111
00:04:52,129 --> 00:04:50,460
time they arrived over me the object

112
00:04:54,469 --> 00:04:52,139
still appeared

113
00:04:56,510 --> 00:04:54,479

they'll faint at about 25

114

00:04:59,150 --> 00:04:56,520

000 feet all this took place in a period

115

00:05:01,010 --> 00:04:59,160

of 25 to 30 minutes

116

00:05:04,249 --> 00:05:01,020

and at the commanding officer's

117

00:05:06,950 --> 00:05:04,259

suggestion we return to base

118

00:05:07,969 --> 00:05:06,960

commanding officer never did sight the

119

00:05:09,830 --> 00:05:07,979

light

120

00:05:11,689 --> 00:05:09,840

but as wingman did

121

00:05:13,790 --> 00:05:11,699

having had experience with Jets against

122

00:05:15,469 --> 00:05:13,800

conventional and dogfights

123

00:05:17,990 --> 00:05:15,479

I have a good idea of their speed but

124

00:05:19,969 --> 00:05:18,000

this object in the encounter described

125

00:05:21,350 --> 00:05:19,979

previously was making at least twice

126

00:05:26,150 --> 00:05:21,360

that speed

127

00:05:31,010 --> 00:05:28,129

while it was passing I tried hard to

128

00:05:33,230 --> 00:05:31,020

distinguish the shape or form or Wing or

129

00:05:36,350 --> 00:05:33,240

airfoil

130

00:05:39,529 --> 00:05:36,360

see nothing but this white light

131

00:05:41,629 --> 00:05:39,539

pulling up even more after it passed I

132

00:05:43,320 --> 00:05:41,639

tried to see if I could hit its wash or

133

00:05:44,629 --> 00:05:43,330

slipstream but there was none

134

00:05:50,990 --> 00:05:44,639

[Music]