

4602D AISS UFOB LCG

1. REPORT NO <i>123</i> AISS-UFOB- 77 -55	2 DATE/TIME OF SIGHTING 10/2410Z March 1955	3 RECD HQ 4602D
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4 LOCATION OF SIGHTING Edwards AFB, California		
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5 MEANS RECD	6 ACTION <i>Investigation Authorized</i>	
7 INVES UNIT Flight 1-C	8 DATE INVES ASSIGNED 24 March 1955	9 ASSIGNING OFFICER

10 DATE IR RECD HQ	11 DATE IR APPROVED	12 DATE IR TO ATIC
13 AISOP FORM 5 3 June 1955		

14 COMMENTS Investigated by Flight 1-C with the following conclusions:		
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15 CONCLUSIONS Definitely established to be a flight of geese.		
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AISOP FORM 7 (2Ark 55)

AF FORM 112—PART I
APPROVED: 1 JUNE 1948Unclassified
(CLASSIFICATION)

COUNTRY USA	REPORT NO. 1C-UFOB-6-55 AISS-UFOB-123-55	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB		
AREA REPORTED ON EDWARDS AFB, CALIFORNIA, USA	FROM (Agency) Flight 1-C, 4602D AISS	
DATE OF REPORT 13 April 1955	DATE OF INFORMATION 24 March 1955	EVALUATION
PREPARED BY (Officer) CALVIN HAMMOND JR, 1st Lt, USAF	SOURCE	
REFERENCES (Control number, directives, previous report, etc., as applicable) AISIC 035, 252200 MAR 55;		

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

I. CONTENTS:

PART ONE: Description of sighting by Mr. [REDACTED] engaged in Procurement and Supply activities at North American Aviation, Inc, Aerophysics Division, EDWARDS AFB, CALIFORNIA. (EJCE 5508)

PART TWO: Supplementary Investigative Efforts

PART THREE: Comments of Preparing Officer

III. SUMMARY: The sighting with which this report deals was definitely established to be the result of a flock of geese by Captain WILLIAM D RAYMOND, Plans and Requirements Division, Deputy Chief of Staff/Operations, Hq AFFTC, EDWARDS AFB, CALIFORNIA.

III. INVESTIGATOR: T/Sgt CHARLES M HOWARD AF 18 180 066

Calvin Hammond Jr.
CALVIN HAMMOND JR.
1st Lt USAF
Officer in Charge

APPROVED:

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

1 INCL (See individual Parts)

DISTRIBUTION BY ORIGINATOR:

1/C, USAF; Comdr, ATIC; D/I, 27th ADIV; Comdr, 4602D AISS

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

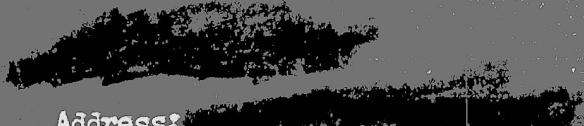
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I. SOURCE:

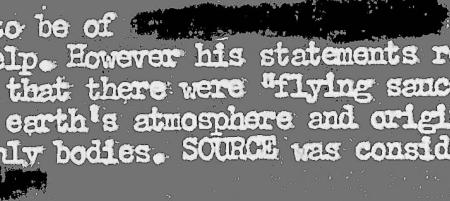
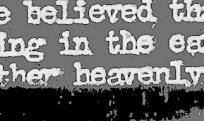
Address:  EDWARDS (EJCE 5608)
CALIFORNIA.

Age: 35 yrs

Occupation: Engineering administration

Education: high School, two (2) yrs of college
engineering

Qualifications: unknown

II. RELIABILITY: SOURCE appeared to be of  and was eager to be of help. However his statements revealed that he believed that there were "flying saucers" operating in the earth's atmosphere and originating from other heavenly bodies. SOURCE was considered to be 

III. SOURCE'S DESCRIPTION OF SIGHTING:

1. Time of sighting 2410 10 Mar 55

2. (See SOURCE'S Statement)

Incls: SOURCE'S Statement, Description of Sighting

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ORIGINATING AGENCY

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Incl #1, Description of Sighting by [REDACTED]

I was watching a Douglas Sky Ray going overhead at a tremendous rate of speed and leaving a clear straight con-trail. As the Ray approached the sun I shifted my gaze back to the contrail and noted that it kept almost intact. As I was looking almost straight up and slightly to the north-east, I noted that there was a group of objects moving toward due north and crossing the contrail. I looked carefully and saw them pass ABOVE the contrail which was at about 30,000 ft. They were moving at an extremely high rate of speed and grouped closely together. There was a constant shifting of positions and this made it difficult to count them, but I estimated at least seven because I realized the difficulty and grouped off four and then three as a method of counting. Their shape was not too distinct because of the extremely high altitude but, I have given the nearest likeness possible. That is that there was a tear-drop shape with the larger end in the forward position. Color was a dirty-white, more of a pastel off-white shade. Behavior in flight for their speed was like nothing I have ever witnessed. They seemed to dart and flop about like paper plates with no banking action for their turns or movements. Speed was estimated to be from 1200 to 2000 mph or even greater, depending on actual altitude. After observing the speed of the sky-ray moments before, I had a good chance of relative speed even with increased altitude. The formation was without any conventional design like a "V" or straight line but was more like a flock of birds. Had they not passed OVER the contrail, I would have mistaken them for birds by the way they flew.

There was nothing further eventful about the sighting except that they just kept on a straight heading into North and kept shifting about. One dipped lower than the group and then darted back up among the group in an almost straight-up flipping motion. The group faded into the horizon-haze at about 15 degrees from horizon.

/s/
/t/ [REDACTED]

THIS IS A TRUE COPY

*Calvin Hammond Jr.*CALVIN HAMMOND JR.
1st Lt USAF

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

a. [REDACTED] test pilot with the Douglas Aircraft Facility at EDWARDS AFB (EJCE 5 508) who was flying the Sky Ray (F4D) that the SOURCE was watching at the time of the sighting reported that he had seen nothing unusual during his flight that day. However a telephone call from Capt William D. Raymond to T/Sgt Charles M Howard revealed that later when confronted with the possibility that the objects could have been a flock of geese, Mr. [REDACTED] recalled that he had observed geese flying over EDWARDS AFB during his flight on 24 March 1955 at the approximate time of the sighting. He also stated that he had to alter his course slightly so as to be sure not to hit any of the geese.

1. Incl: Ltr, N.Y. AFMTO, AFOR CPC-9, Subj: UFOB, dtd 5 Apr 55

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COMMENTS of Preparing Officer:

1. It is the opinion of the Preparing Officer that the sighting was definitely the result of a flock of geese, on the strength of the statement made by Mr. [redacted] and the letter received from Capt. Raymond.



CALVIN HAMMOND, Jr.
1st Lt., USAF
Officer in Charge

COMMENTS of Approving Officer:

Concur with the opinion of the Preparing Officer that the sighting was caused by a flight of birds.



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