PROJECT 10073 RECORD CARD

1. DATE November 1951	2. LOCATION Montreal, Canada	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical METEOR ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other_____ ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local _____ GMT _____	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☐ No	6. SOURCE	
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS / 9. COURSE	
10. BRIEF SUMMARY OF SIGHTING SEE CASE FILE	11. COMMENTS Based on discription probable meteor	

ATIC FORM 329 (REV 26 SEP 52)

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The S P H E R E A N N O P L A N E

Report on the vision of a ring shaped flying plane seen in the sky, by the author, about the end of October or the beginning of November, 1951, over the City of Montreal, at the intersection of Decary Boulevard and Sherbrooke Street. by [redacted]

Part I

On a clear night, at about 11 p.m., the author was standing on the northwest side of Decary Boulevard and Sherbrooke Street, gazing up the hill and waiting for a bus to go downtown; but....no bus....as usual.
At the intersection of Notre Dame de Grace and the Boulevard, 1980 feet away from Sherbrooke Street, there is a traffic light which would tell when the light changes to red if a bus from Notre Dame de Grace Ave. could be expected to come turning down the hill.
The author had just left his daughter's abode, after a pleasant cards evening, and he was far from expecting such a vision he was about to witness; though he is a meteors and stars observer, being an amateur astronomer, and as such, his eyes often scrutinize the sky instinctively.
After a minute of waiting for the bus, a green spot is seen in the sky coming above the Decary Boulevard from around Cartierville or Ville St-Laurent. It took but a few seconds for the author to realize that something unusual was happening. The supposition that it was a meteor was quickly dispelled, or that it could be the green lights of a plane of the usual type was just as quickly foregone; for, as the seconds spent, the green luminescence faded to a mauve hue getting dimmer till the shape of a huge disc-type ship began to outline in the brightly lit sky of Sunset Row (surname of the upper Decary Boulevard, on account of the huge display of lights of signs, stores and restaurants).
However, as the disc-plane kept coming its sight darkened, but then, an orange-red crescent appeared under it, gradually changing to a bright halo ranging from the rim from 2000° Fahrenheit (Bethlehem standard 31-40 steel) to 1200° in the center, then to the much darker 1100° near the middle body of the disc-ship. Then it happen, -the vision was now a reality-.
Silently and gracefully it came flying apparently slowly, but actually its speed was very fast, and the dimensions of the ring-ship were so huge that the sight was overwhelming and dumfounding. As the ship sped overhead it was timed, during its course till it turned left and disappeared, at an approximate basis of one diameter of its span per second, for a lapse of time of about 20 seconds.
The enormous size and relatively low ceiling of the disc ship permitted almost minute observation of its details, construction, performance and operation.
For eight split seconds, the author had the opportunity to engrave numerous details in his memory for along time to come. It is never to be forgotten.
As the disc-ship went by overhead, two mark points of triangulation were observed, as shown on the drawing no. 2. First, the near edge was very approximately at the zenith of the position of the author; secondly, a 12000-volts high tension near side wire was seen across the inner circular ring surface of the outer part of the ship, in such a way, as to very near coincide with the center line of the outer circular ring body.
Flowing mysteriously through the sky, the fiction-like ship faded away silently in the darkness, but its belly aglow; and its jet streaming a huge flame of orange red, yellow, green and ~~mauve~~ mauve colors, which reach was as long as the ship's diameter.
Then again it happen, but this time in reverse. The mauve hue surrounding the ship became gradually a luminescent green, in a furious boiling aspect; and when it finally vanished, after making quite a sharp curve, considering its size and speed, it had definitely the appearance of an elongated green fire ball.
When the ship had almost completed its apparently 90° leftward curve, another fire ball appeared at the right of the first ship, from a southwest direction, and apparently flew the same course as the first ship had just chosen. Evidently the first ship had swayed to the left, to follow in a parallel course the other incoming ship. And it was all over.

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At the very line of vision of the vanishing point of the first ship, a mark point was instinctively located on the roof of an appartments block, across the Decary Boulevard, south of Sherbrooke street, and upon inspection was earmarked as of being approximately 100 feet from the north corner of the appartments block.
The observation proved to the author, without a single hint of mistake, that the disc-ship seen was a "SPHEREANNO" plane as never seen or heard of previously, except as referred to as "floating island", supposed to be designed by the Germans, and of which no details are available. It is said that someone in France claimed to have photographed similar ones in formation flight.
The author painfully regrets that no witnesses were with him or around. However the bus driver reported of having seen people gazing at the sky on the Notre Dame de Grace Ave. and Decary Boulevard intersection. We hope that this bus driver may be located, as the author related this observation to him, as he did to many other people.
It was the first time the author was glad a bus was long to come.
The author has made long research on the geography and topography of the City of Montreal and suburbs in relation to his project of a Planetarium and Amusement Center to be built on the Mont-Royal Mountain. Besides the fact that the author was born and lived in the City of Montreal for about 40 years, his study and knowledge of the city enabled him to well locate the basic factors and ascertain the accuracy of his observation.
In the triangulation of the sphereanno plane's course and its dimensions, the accuracy of the results, confirmed by the final checking of the last vision markpoint (with a time error of only 0.08 seconds) is a tribute to the value of the observation and its author who truthfully reports it.

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The Triangulation of the Observation.

The triangulation would have been almost impossible without some basis on which to stand for figuring the size, the altitude and the speed of the sphereanno plane. Three guesses were made and two lucky markpoints plus the timing were fortunately available.
First guess:- The near edge of the plane appeared and was guessed as being about at the zenith of the observer's position (O);
Second guess:- The speed of the ship appeared and was guessed as being about equal to one diameter of the sphereanno plane per second, as first observed and checked between sequences (S-2) and (S-4);
Third guess:- The distance of flight from (S-3) to point of disappearance (4-1) was guessed as equal to 4 miles approximately.
Of course the greatest luck of all (and coincidence) was the plane's path above and parallel to Decary Boulevard.
First markpoint:- Of course, is the lucky location of the observer at (O, S-4) in relation to the plane's path of flight; from which location three lines of vision radiated-to the near (2) zenith up to the near edge of the plane, -approximately to the section center point of the far edge of the sphereanno plane's ring (2-1), -and to the markpoint (4) on the roof across the Boulevard (south of Sherbrooke Street) which line of vision marked the vanishing point of the plane at (4-1);
Second markpoint:- As stated above, is the line of vision determined by (4) marking at (4-1) the disappearance of the plane which followed the path of (1, S-4 (2), 5 and 4-1), the path between (5 and 4-1) being a curve.
The first triangulation is to determine the approximate size of the sphereanno plane by using second and third guesses, thus:-
4 miles = 21120 feet which divided by 20 seconds we get 1056 feet as the diameter (or width) of the sphereanno plane, which is smaller by 126 feet of the now assumed size as explained further on.
However, taking account of the 90 degrees curve at end of visible course of the flight we get, by assuming a curve of approximately 3000 feet in radius, thus:-
21120 - 3000 = 18120 plus 2 X 3000 X $\frac{2.1416}{4}$ = 18120 plus 4712.4 = 22832.4 feet which divided by 20 seconds we get 1143.2 feet..... which makes it 39 feet smaller.
In the first instance, the approximation is 10.57% below; and in the second instance, the approximation is 3.3 % below.
In order to get more accurate figures, as to dimensions and altitude of the sphereanno plane, the author assumed that the plane was men made (earthly men) and by the fact it is yet unknown that the British or the United States people are in the process of making one or had actually built one, that such sphereanno planes were built on the metric basis by either such people as the Germans (in Argentina) or the Soviets.
Thus, on such assumption and the near mathematical value as figured out above, the author assumed that the sphereanno plane was about 300 meters in diameter (center to center), that the ring's section diameter was about 1/5 that of the plane's, which makes the ring 60 meters in cross section diameter.
Transposing the decimal into sexagecimal system we get in feet the cross section and over all diameter by using the center to center basis, thus:-
300 meters = 984.2 feet (center to center diameter), and $\frac{984.2}{5}$ = 196.84 feet as cross-section diameter of the ring; now:-
984.2 plus 196.84 equal 1181.04 feet as the over all diameter (width) of the plane.
However, the diameter of the center sphere body of the sphereanno plane was obtained by visional approximation. First, drawing the ring on an arbitrary scale, than on perspective, on which was drawn the center sphere about the size it appeared to be to the observer, then this sphere was reported and drawn on the scale drawing from which the near diameter of the sphere body was scaled and found to be about 80 meters; though perpsective error very well could make it larger or smaller by 5 meters. Nevertheless, the author feels it would rather be 75 meters than 85 meters.
In relation to the angle determined by (O, 2) and (O, 2-1) it must be noticed that any variation in size, either larger or smaller, in whole, of the sphereanno plane, the dimension would be in ratio determined by the triangle thus formed, and as shown on drawing 3, figures 1 and 2

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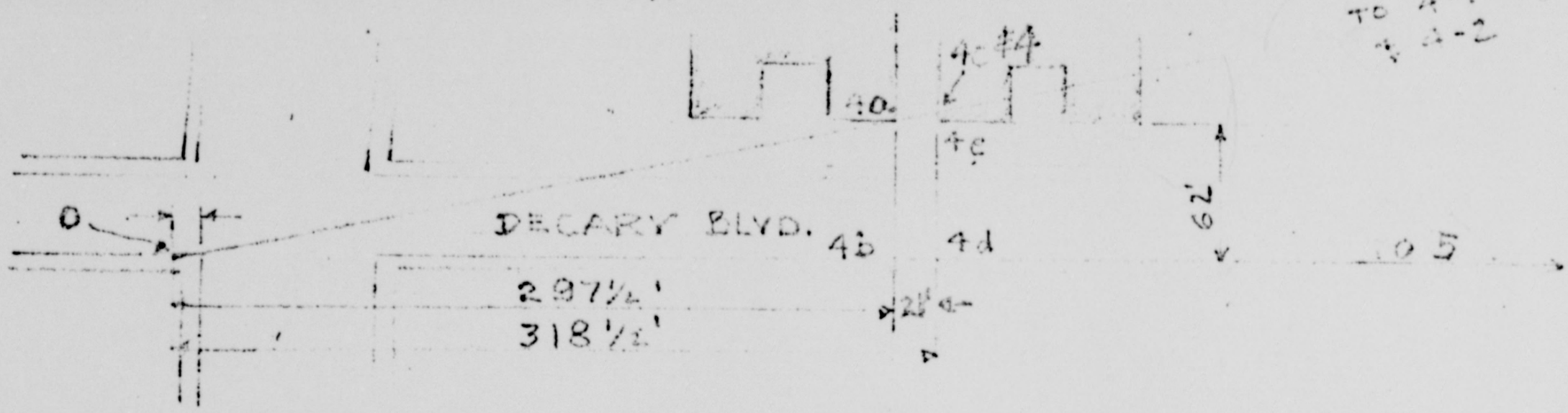
From these assumptions the altitude of the plane is easily determined by the triangulation data of drawing 2, thus:-

$\frac{43}{35} = \frac{x}{1082.62}$ so $x = \frac{43 \times 1082.62}{35} = 1330.8$ or 1330 feet = Plane's altitude.

The final stage of triangulation involves the angle of vision at the very moment of the disappearance of the sphereanno plane for which there is fine markpoints as shown on drawing 2 figs. 1 & 2 at points (0, 4), and as shown below:



The angle at wall edge of court as per markpoint (4-a) to (0) and (4-b) is tang.A = $\frac{a}{b}$

so tang.A = $\frac{62}{297.5}$ = 0.208 = 11.75° and markpoint (4-c) across court is a = Tang A X b

so a = 0.208 X 21 = 4.368 feet; so that line (0, 4-d) equal 318.5 ft. and line (4d, 4-c) is equal to 62 plus 4.368 that is 66.368 ft. The line of vision determined by edge of wall (4-a) and top of roof (4-c) and the angle thus formed with the Horizon line is obtained by first figuring the hypothenuse of angle (4-c, 0 and 4-d) which is approx. 381.5 feet. From the horizon line, to the top of the roof at (4) the height was figured out at 21.5 ft. Now, the tangent of this vertical angle is 21.5/381.5 equal to 0.0564 or 3.2246° ; then, with a surmised altitude of 1330 feet we will get the approximate distance of line of vision (0, 4-1) carried down vertically to point (4-2) thus:- b = a / tang A, so b = 1330 / 0.0564 equal 21805.5 feet.
Figuring the time on the above triangulation and an assumed curve radius of 3000 feet we get 21805.5 minus 3000 equal 18805.5 plus 2 X 3000 (3.1416 / 4) equal 23517.9, and 23517.9 / 1181.04 equal 19.912 seconds, which is the theoretical length of time the plane travelled from (2) to (4-1), that is from the zenith at the location of the observer to the point of disappearance. From the counted time an error of 0.088 seconds is thus registered. This extraordinary result demonstrates that the assumed size of the sphereanno plane was correct.

The field triangulation was made with the help of

Mr. [redacted], Montreal; Tel. No. [redacted]

Mr. [redacted] " " " " " " " " [redacted]

Mr. [redacted] " " " " " " " " " [redacted]

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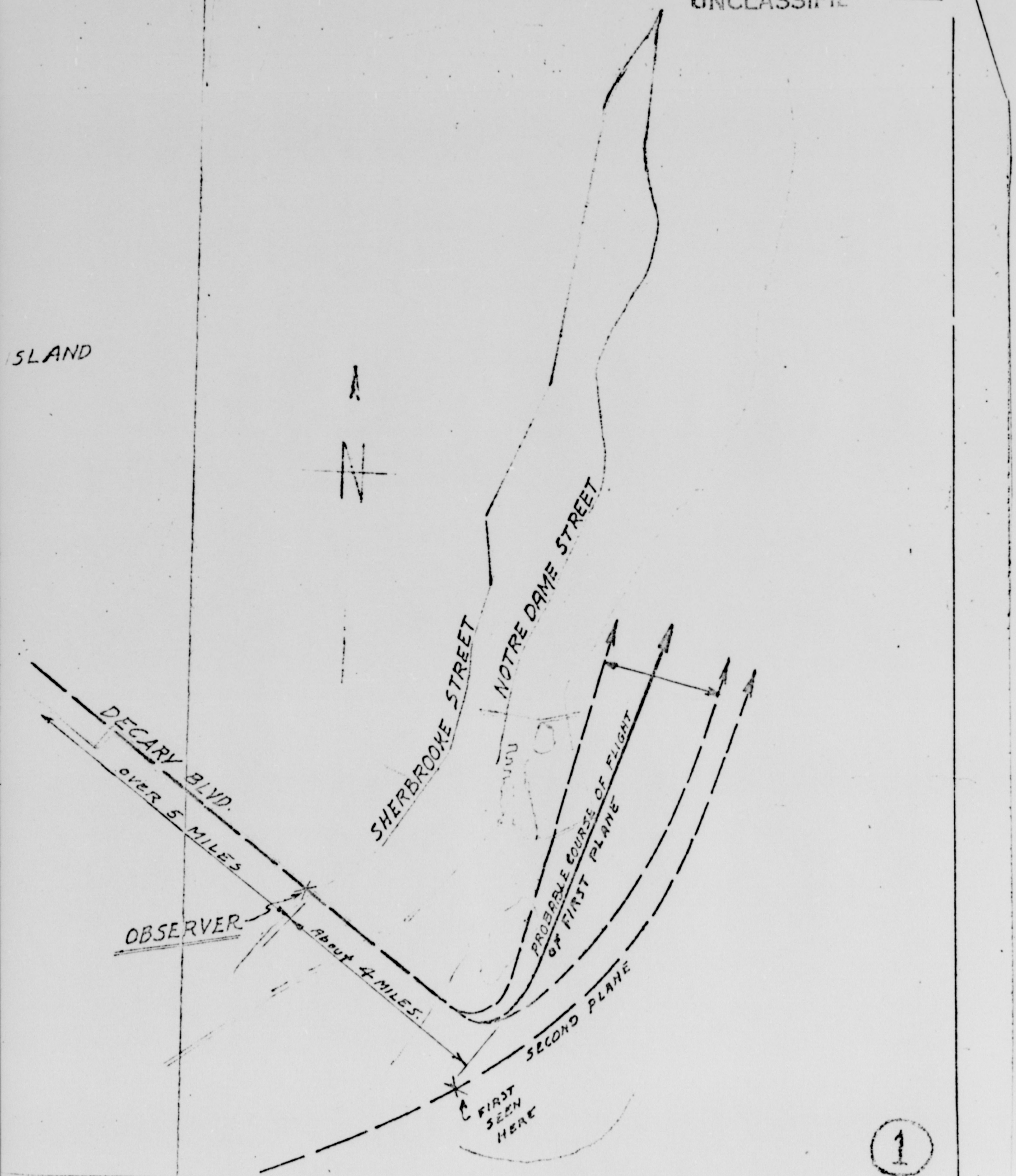

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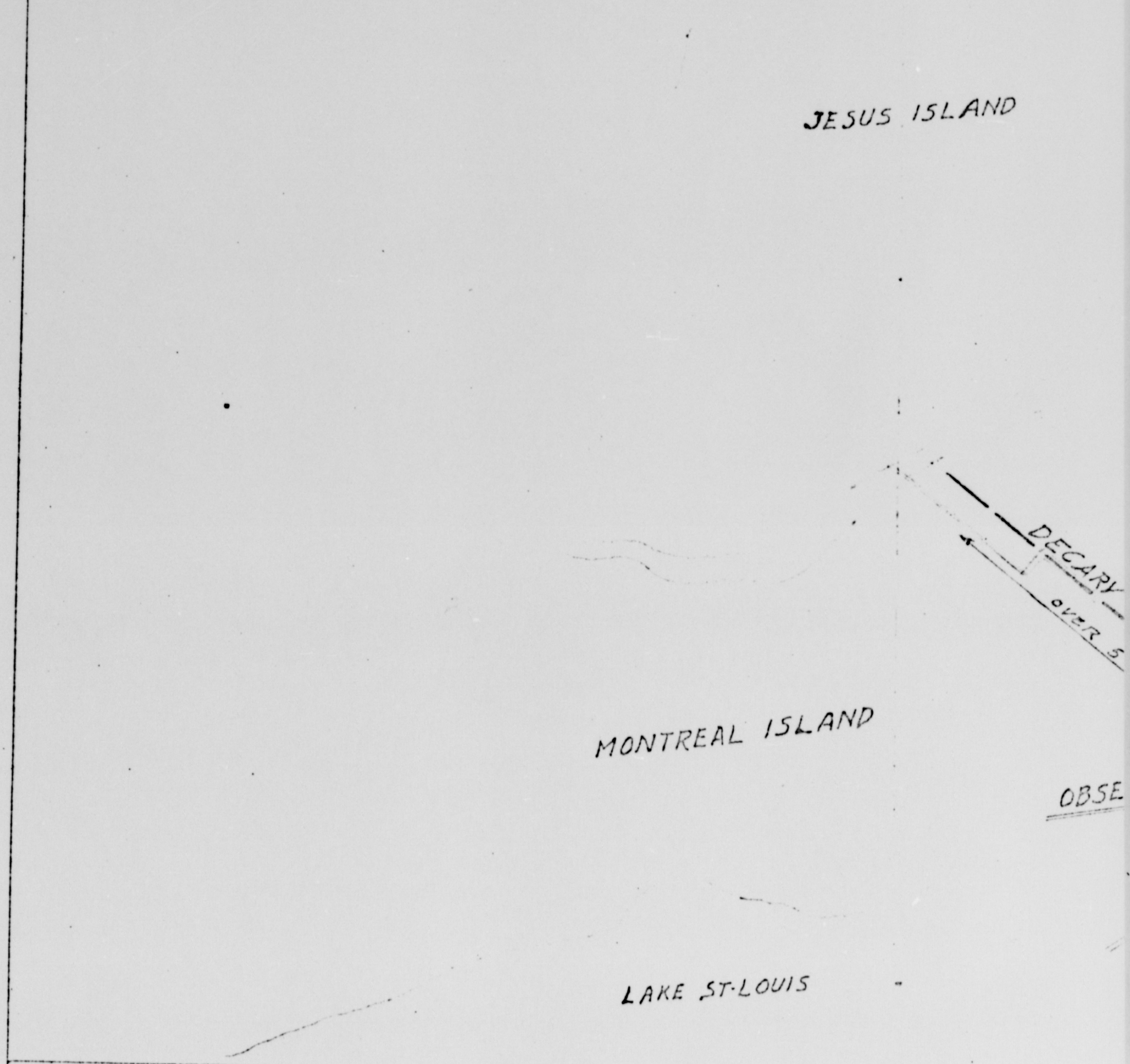
The SPHEREANNO PLANE,
REPORT OF VISION,
MAPPING OF FLIGHT,
BY: [redacted]



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The SPHEREANNO PLANE

REPORT OF OBSERVATION

Incl 1
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BY:- [redacted]

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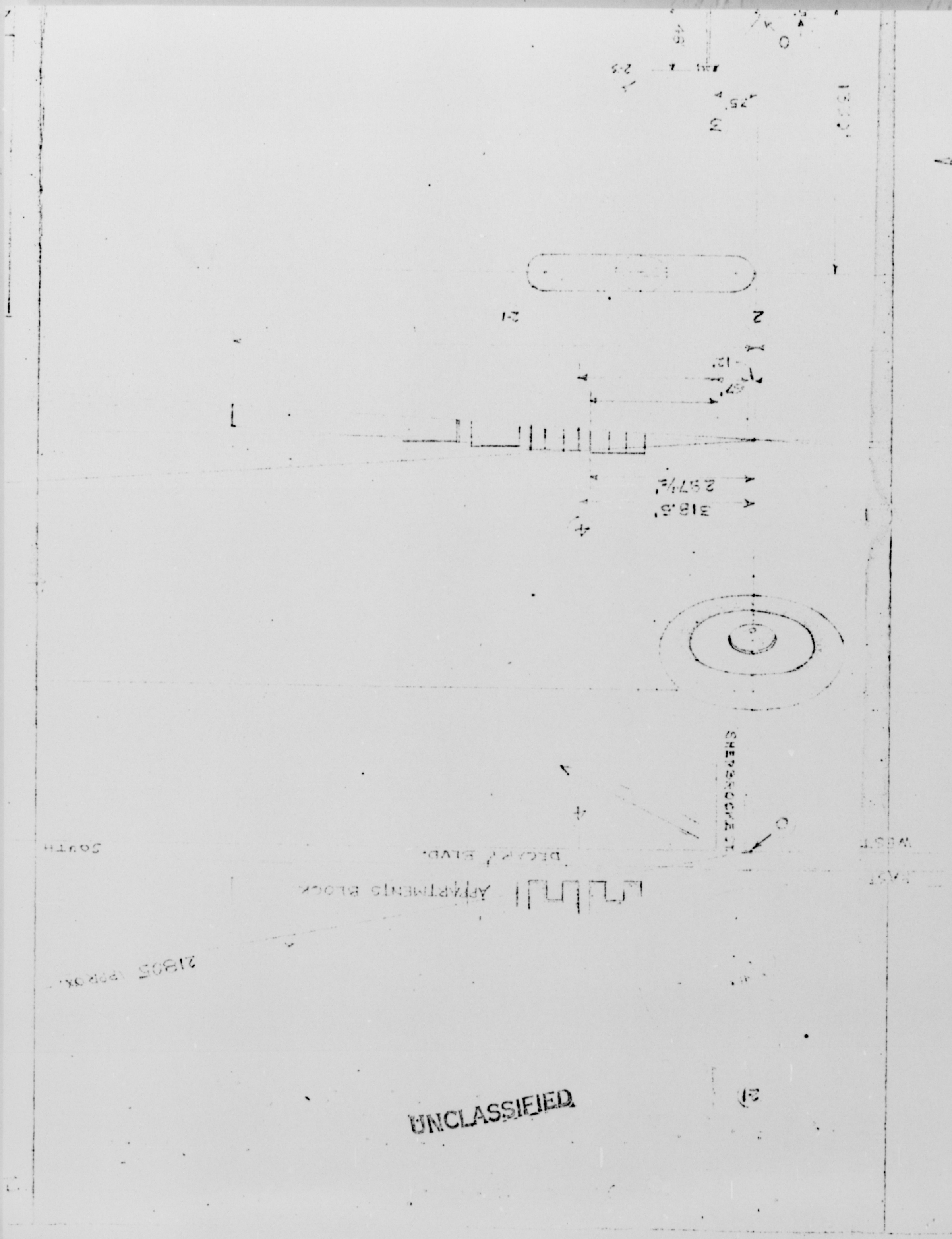

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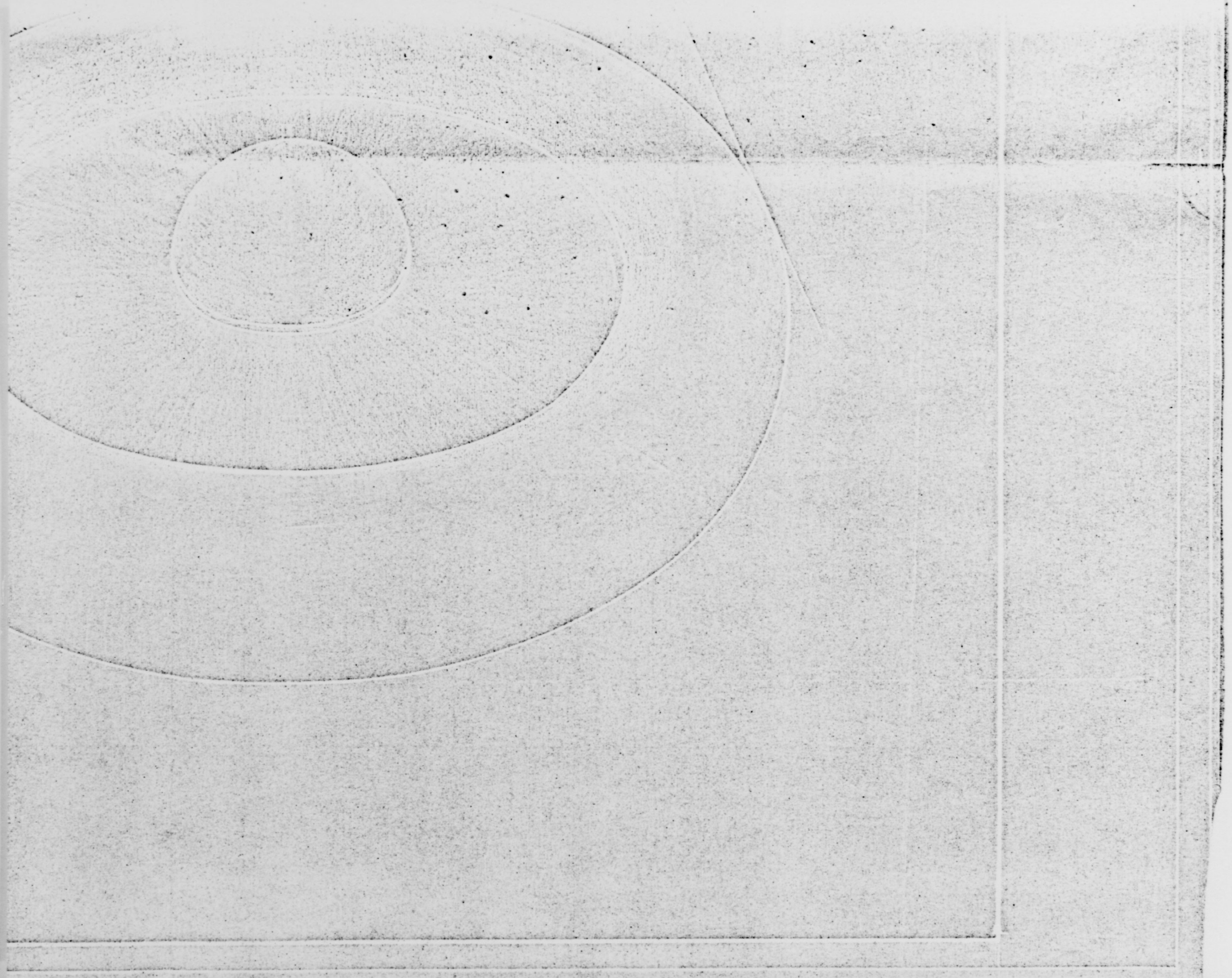

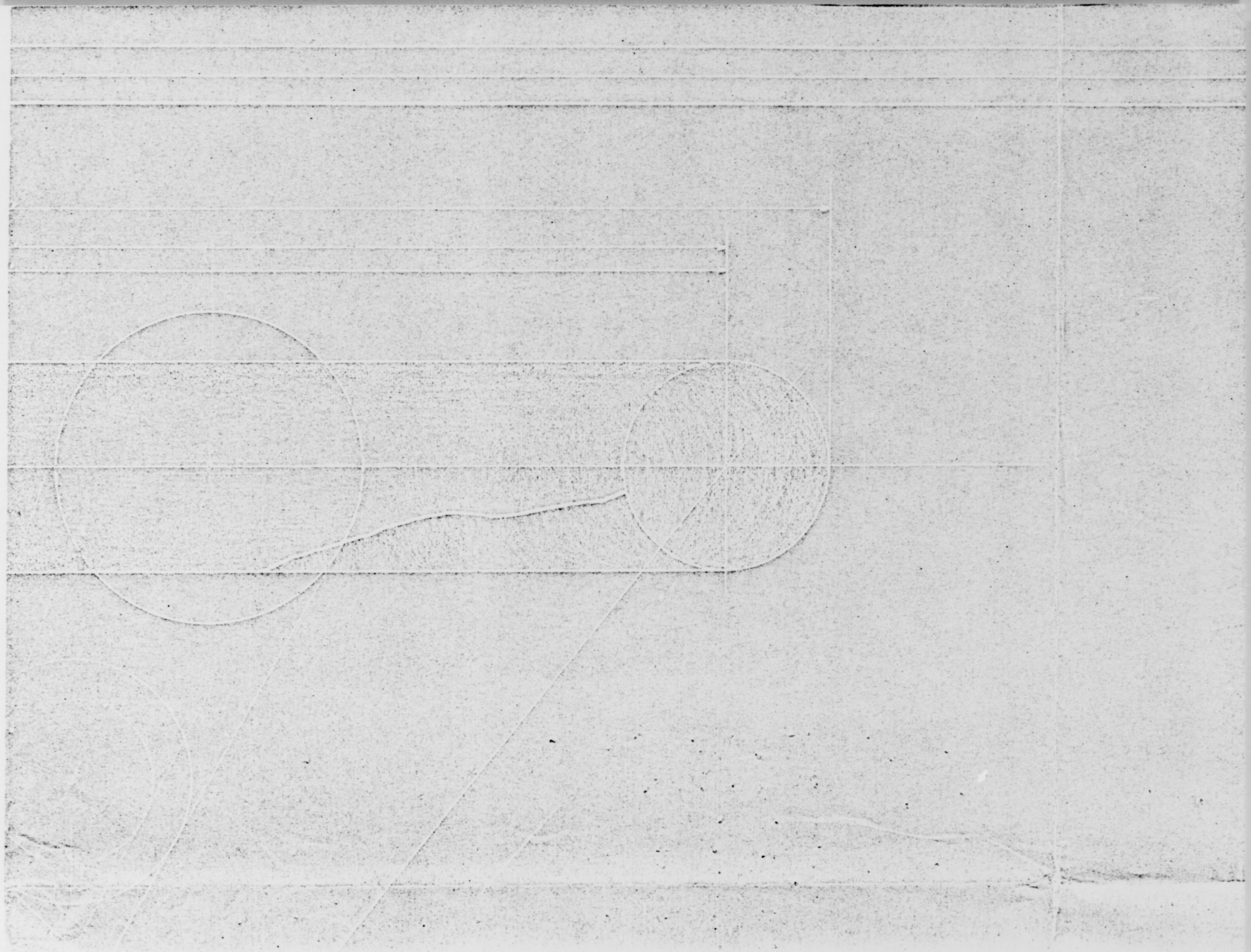

The SPHERE AND PLANE

REPORT OF OBSERVATION

SEQUENCE 0-2-21

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