

PROJECT 10073 RECORD CARD

1. DATE 22 Jan 52		2. LOCATION NORWALK, CONN.		12. CONCLUSIONS	
3. DATE-TIME GROUP Local 22/1730 EST GMT 22/2230Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE CIVILIAN WOMAN		☒ Other Psychological ☐ Insufficient Data for Evaluation ☐ Unknown	
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS 1		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Civilian woman observed "space ship" with machinery filled dome. Object moved slowly and hovered. Woman saw same object a week later from inside building.				11. COMMENTS 1. Source is considered by some to be a bit neurotic. 2. Description of the object seems to border on fantasy. 3. The impression left is that the sighting probably is a fragment of the observer's imagination.	

ATTC FORM 100 (REV 24 SEP 52)

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DD FORM 100-1

22 JAN 1952

NORWALK, CONN.

OTHER (PSYCHOLOGICAL)

UNCLASSIFIED

SECURITY CLASS

TION (If any)

DISPOSITION FORM

UNCLASSIFIED

FILE NO.

SUBJECT

(Unclassified) Material for Project Blue Book

TO Chief, Air Technical
Intelligence Center
Wright-Patterson AFB
Ohio

FROM Dept of the Air Force
Hq USAF - AFOIN

DATE NOV 12 1952

COMMENT NO. 1

Maj Fournet/dbv/71379

1. Inclosures were received from the Director of Special Investigations, this Headquarters and are for your information and retention.

2. A fourth report, file 24-8-41 from OSI DO #17 dated 8 Oct 52 and regarding a sighting at Tucson, Arizona on 2 Sep 52 by a USAF M/Sgt, was not forwarded since you were indicated as the action addressee by the originator and should have received a copy direct.

3 Incls

1. AIIR, Form 112, dtd 9 Oct 52
2. AIIR, Form 112, dtd 15 Oct 52
3. Ltr fr DO #2, dtd 16 Oct 52

WILLIAM A. ADAMS

Colonel, USAF

Chief, Topical Division

Deputy Director for Estimates

Directorate of Intelligence, DCS/O

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DOD DIR 5200.10

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9-3712-42

COUNTRY United States	REPORT NO. 24-0-164	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYORPT		
AREA REPORTED ON NORWALK, CONNECTICUT	FROM (Agency) DO #2, OSI (IG) 67 Broad St., New York, N.Y.	
DATE OF REPORT 15 OCT 1952	DATE OF INFORMATION 22 January 1952	EVALUATION
PREPARED BY (Officer) NEWTON HANFELDT	SOURCE [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5, Hqs, Dept. of A.F., dated 29 April 1952		
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.)		

1. On 25 August 1952, the 1st OSI District Detachment at Hartford, Connecticut, was contacted by the New Haven Field Office, Federal Bureau of Investigation, concerning a phone call from Mrs. [REDACTED], Norwalk, Connecticut. Mrs. [REDACTED] advised that she possessed information concerning the sighting of an unconventional aircraft which she would divulge only to the proper authorities.

2. Mrs. [REDACTED] was contacted telephonically on 25 August 1952, and advised that on 22 January 1952, she had sighted some unidentified object which she desired to report at this time to USAF authorities. When queried as to the reason for the delay in reporting this information, [REDACTED] disclosed that she felt she would be ridiculed if she had reported the sighting at the time of occurrence.

DETAILS:

AT NORWALK, CONNECTICUT

3. On 8 September 1952, Patrolman WILLIAM CARPENTER, Clerk of Records, Norwalk Police Department, Norwalk, Connecticut, advised a search of their files failed to reveal any record pertaining to Mrs. [REDACTED].

4. On 8 September 1952, a review of the Norwalk City Directory indicated that [REDACTED] and [REDACTED] reside at [REDACTED], Norwalk, Connecticut. [REDACTED] is listed as a Postal Clerk, Norwalk Post Office.

5. On 8 September 1952, Mr. [REDACTED], Postal Clerk, Norwalk Post Office, residing at [REDACTED], Norwalk, Conn., advised on interview that he has known [REDACTED] and his wife, [REDACTED], for about ten (10) years, and regards them as honest, trustworthy, loyal, and dependable people.

6. On 8 September 1952, Mr. [REDACTED] Postman, who has delivered mail to the [REDACTED] residence at [REDACTED], stated that he regards the [REDACTED] as honest, reliable people. [REDACTED] stated that [REDACTED] is a local girl who is considered "high hat", but is otherwise all right in every way.

2 INCL. (in quad)

1. Map
2. Drawing

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7. On 8 September 1952, Mr. [REDACTED], Norwalk, Connecticut, stated on interview in the absence of his wife, Mrs. [REDACTED], that he could offer no details of the sighting which his wife reported to him on the night of 22 January 1952, but stated that he has every reason to place credence in her report.

8. On 8 September 1952, Mr. V. P. BROSOAKAS, Assistant Personnel Manager, Remington Rand, Inc., Wilson Avenue, Norwalk, Connecticut, advised that records reflect that Mrs. [REDACTED], born 3 April 1925, place not indicated, residing at [REDACTED], Norwalk, Conn., has been employed with this concern since 28 March 1951 doing "simple assembly of electrical and mechanical devices." Mr. BROSOAKAS stated that Mrs. [REDACTED] employment is satisfactory, that she has been rated "good" by two (2) former supervisors, that she normally gets along well with others. Mr. BROSOAKAS stated that he has known Mrs. [REDACTED] since her employment, and has learned that when she was a youngster she either had a brain tumor or an injury to her brain which necessitated an operation. After the operation there was a "decided change in her for the better." As a result of this history, under emotional stress or strain she "flies off the handle", and becomes "difficult to talk to." Under normal conditions Mrs. [REDACTED] was described as a "very pleasant girl, good worker, intelligent"; when provoked she is "loud, belligerent, strongly opinionated. Mr. BROSOAKAS stated that he knew of no reason to question Mrs. [REDACTED] veracity. Also contained in [REDACTED] personnel file is the following information concerning her background: six (6) years Elementary School; two (2) years Junior High School; four (4) years High School; one (1) year Merrill Business College; Art Courses for three (3) summers; studied at Silver Mine Guild (Art School). The Plant Medical Examiner, Dr. McMAHON, noted that he [REDACTED] " Nothing further was learned.

9. On 8 September 1952, Mr. SALEM S. SHAPIRO, Director of Planning, City Planning Commission, Norwalk, Connecticut, provided the 1952 edition of the Map of the City of Norwalk, Connecticut, and the geodetic coordinates of the Norwalk Hospital area, appended to this report as an inclosure. The geodetic longitude is approximately 73° 25' 30" and the latitude 41° 06' 30".

10. On 8 September 1952, Mrs. [REDACTED], residing at [REDACTED], Norwalk, Connecticut, stated on interview that she was born and brought up in Norwalk, Connecticut. Mrs. [REDACTED] has a five (5) year old daughter and a two (2) year old son, and lives at this address with her husband and her mother. Mrs. [REDACTED] related, in substance, the following information concerning what she had observed: At about 1730 hours, 22 January 1952, [REDACTED] left her home at [REDACTED], Norwalk, Conn., and drove alone in the family car, a light gray two (2) door, 1940, Oldsmobile Sedan, to buy milk at the Hill Market on the Southeast corner of Stevens and Stuart Avenues. (Mrs. [REDACTED] told the remainder of this account from the driver's seat of her car, returning to the location of the sighting). She stated that she was in the store for ten (10) or fifteen (15) minutes, after which she got back into her car and proceeded east along Stevens Avenue. She said the night was "dark, clear, and dry", "a lovely crisp night." She stated that she did not believe there was a moon; that the sky was very black and the streets lonely; that there "was not much traffic because most people were probably eating." The informant stated that as she arrived at a point west of Woodbury Avenue on Stevens Avenue, which is at the top of the Stevens Avenue Hill, she saw "lights" for the first time. There were no other vehicles, no bicycles, no busses, on the street. There was one (1) street light burning on the south side of Stevens Avenue. Interviewee stated that she looked through the rear view mirror, checked for reflections on the venti-pane, and was unable to determine the origin of the light. Mrs. [REDACTED] stated that she saw

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reflections on her windshield and then what appeared to be a "pair of headlights", "like a pair of headlights, only it was faint." She stated that they were just "clear enough to be distinguished." The observer stated she stopped her car and kept "staring at the lights." At that time of year, it was pointed out, there was no foliage, and she could see through the barren branches of the trees. The lights were located at about ten (10) o'clock on the windshield and were coming from a point on the horizon "as far as the eye can see." "They were approaching me in a straight line from the left of the gas tank." (The gas tank is a storage tank for the Connecticut Light and Power Gas Company on Harbor Avenue and Chapel Street, Norwalk, Conn.). Mrs. [redacted] stated that in January the new hospital wing was not yet constructed, and that the lights were visible just to the right of the hospital. The lights were allegedly "as large as traffic lights look at a distance of fifteen (15) or twenty (20) feet, only these were white." Mrs. [redacted] stated that she was "amazed at the rapidity of its motion." She stated that she permitted the car to roll down hill, inching along at three (3) to five (5) miles per hour, until she arrived at the Brush Street triangle in line with the sign post, where she stopped the car in the middle of the road. Mrs. [redacted] advised that she had moved in order to keep the "thing" in view. Mrs. [redacted] stated that she normally does not wear glasses, but that she happened to be wearing her "rest glasses" which she requires for "close work at Remington Rand." She stated that, at this juncture, she slid the glasses down her nose and peered over them, following the "thing" with her eyes. "It had come to a gradual stop", and, until it had slowed down, the interviewee stated that she had seen nothing but the two (2) headlights. The headlights were further described as emitting great brilliance, "like searchlights, only there was no diffusion." Mrs. [redacted] stated that the lights which had come from the East, flying in a straight course West, changed their direction and turned toward the South. She added that the "ship" flew at a slow speed from just North of Stevens Avenue, and then travelled across Stevens Avenue, and "hung in mid-air over the Armory building" located at the Southwest corner of Connecticut and Stevens Avenues, or between one (1) and two (2) o'clock on her automobile windshield. The informant stated "it's big—terribly big", and that she could see the "top of the ship" as it travelled across her path. In answer to questions posed in an attempt to establish altitude, Mrs. [redacted] stated the object was low enough to be seen with the "aid of the reflection from the light from Norwalk and South Norwalk business districts." She stated that she was only able to judge the height at approximately that of "four (4) telegraph posts." At this altitude she remarked, "It's the most beautiful piece of mechanism I have ever seen---it's out of this world." "I would not call it a Flying Saucer--- I would call it a 'ship'." She continued by stating that it is "dome-shaped, perfectly smooth, flat on the bottom, perfectly round on top"; "it is the color of dull stainless steel"; its height is that of a two (2) family house"; "as far as its circumference is concerned, it was about eighty (80) or ninety (90) feet wide." Mrs. [redacted] stated she saw the "center of the top of the ship" as it travelled across her path, and that altogether, from the time she first sighted the ship, about eight (8) or nine (9) minutes elapsed. She said that she "watched for five (5) or six (6) minutes" while she was stopped in the middle of the road. From the "side view", Mrs. [redacted] stated there was a "beautiful band of white light." The band of light was about ten (10) feet high and extended from one end of the ship to the other, and was horizontal and circumferential. The band was located about ten (10) feet above the base of the ship, and above the band there was about another twenty (20) feet of metal to the top of the dome. Mrs. [redacted] stated that the band was transparent, and that she could see "a vast amount of machinery inside." The machinery was in the center of the ship, and "reached the very top of the dome." The interviewee stated "I would say that about six (6) men could walk shoulder-to-shoulder around the ship between the machinery in the center and the glass encasement on the outer edge." The machinery was described as being of the same metallic substance as the fuselage,

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"dull finished stainless steel." Mrs. [REDACTED] advised that she "saw nothing in it move" and "saw no one in it", but that she had the "feeling of being watched." She stated that she "had a peculiar sensation of no fear"; that she was "boundlessly fearless"; that had it landed she would have approached it. The observer further described the light from the inside of the ship as "indirect", that it was "soft"; and that she could not tell its source. There was only one red tail light visible from "inside the ship." Mrs. [REDACTED] stated the red tail light was one-fourth (1/4) the size of the headlights. The tail light was located a "few feet" below the top of the band of light, and was "inside the ship." The headlights, on the other hand, were located in the middle of the band of light, and were "flush" with the outer shell. Mrs. [REDACTED] stated that "at no time did any of these lights blink"; "it did not make a sound at any time." The informant had this to say about the bottom of the ship: "That is a work of art." The bottom had no lights. It was composed of a flat surface completely covered with a "very definite pattern of lines too highly intricate to accurately describe." These lines were "angular"; "not all alike"; "differently shaped"; "all the same size"; "all very evenly spaced." These pieces of angled metal were also made of the same "dull stainless steel." Mrs. COOK stated that she was unable to see any bolts, joints, doors, or landing gear. After hanging in mid-air, motionless, for about five (5) or six (6) minutes, it moved slowly at the same altitude, travelling parallel to Connecticut Avenue toward Long Island Sound. The observer stated that it went out of sight over the hill which rises up and completely obstructs visibility. The object allegedly flew at an altitude so as to be on a level with the middle of the trees on top of the Elmcrest and Connecticut Avenues Hill. Mrs. [REDACTED] stated that she did not see it any more that night. Mrs. [REDACTED] stated that the ship left no vapor trail, and apparently had no exhaust system. The ship had no propellers, no holes, and travelled "faster than anything I have ever seen." Mrs. [REDACTED] stated that she had observed the foregoing through the windshield of her automobile, at all times; that the motor was running, and the lights of her vehicle were burning. No optical or electronic equipment was used, and she did not get out of the car. Mrs. [REDACTED] stated that she possessed no physical evidence of this sighting; that, to her knowledge, no photographs were taken; and that, to her knowledge, there were no witnesses. After the object departed, Mrs. [REDACTED] stated that she went home immediately to check on the time; it was 1805 hours, Eastern Standard Time on her arrival at [REDACTED], Norwalk, Connecticut. Mrs. [REDACTED] estimated that the ship was observed by her from approximately 1750 to 1800 hours, 22 January 1952. The informant stated that she told her mother about her experience immediately and, later that evening when her husband came home from work, she told him. The next day she repeated the story to her supervisor at Remington Rand, and subsequently to the company engineers. Mrs. [REDACTED] stated she could see that the account was not being well received, and did not give them too many details. A week later, at about 1500 hours, Eastern Standard Time, 29 January 1952, Mrs. [REDACTED] saw the "thing" again, travelling at a "terrific rate of speed", while she was sitting on the couch in Remington Rand's Research Laboratory Rest Room, Department 31, second floor, at Wilson Avenue, in Norwalk, Connecticut. The object was allegedly seen through the window, which has an Eastern exposure, and was flying a course the "shape of an arc." Mrs. [REDACTED] stated that having seen it before, she recognized it immediately, and that it went by so fast that she "didn't dare mention it to anyone in the Rest Room." The informant stated that it was flying at a distance to appear to be the size of a "nickel" coin, and was flying at the altitude of conventional aircraft. Mrs. [REDACTED] stated that she is familiar with the silhouettes of "helicopters, dirigibles, seaplanes, transports, fighters, and flying advertisements", but that this was entirely different, and that she was "quite able to distinguish one from the other."

11. On 8 September 1952, Mrs. [REDACTED], Norwalk,

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Connecticut, mother of Mrs. [REDACTED], stated that about three (3) days after her daughter had seen the object at close range, that she saw from the kitchen window, due west of [REDACTED], a streak of light "about a foot long" and "two (2) inches wide." This line blended into the darkness and was not a distinct, sharply defined light. Mrs. [REDACTED] stated that it was "going so fast that it disappeared as though someone had drawn a curtain." The informant stated that she was not able to see anything but the light, that was "like a big cigar, only thicker" or "like a large neon tube travelling across in the dark." The light was allegedly travelling from north to south "a little above the horizon", at a great distance. Mrs. [REDACTED] stated she heard no sound, and saw no vapor trail. Mrs. [REDACTED] advised that the night was clear and the stars were shining. After observing that the light did not blink as do conventional aircraft lights, Mrs. [REDACTED] called her daughter's attention to the object, which was gone before she could get to the window. Mrs. [REDACTED] affirmed that she was certain it was not a "falling star", because she is familiar with them. Neither Mrs. [REDACTED] nor Mrs. [REDACTED] have seen anything unusual or related to the incidents since the January, 1952, sightings.

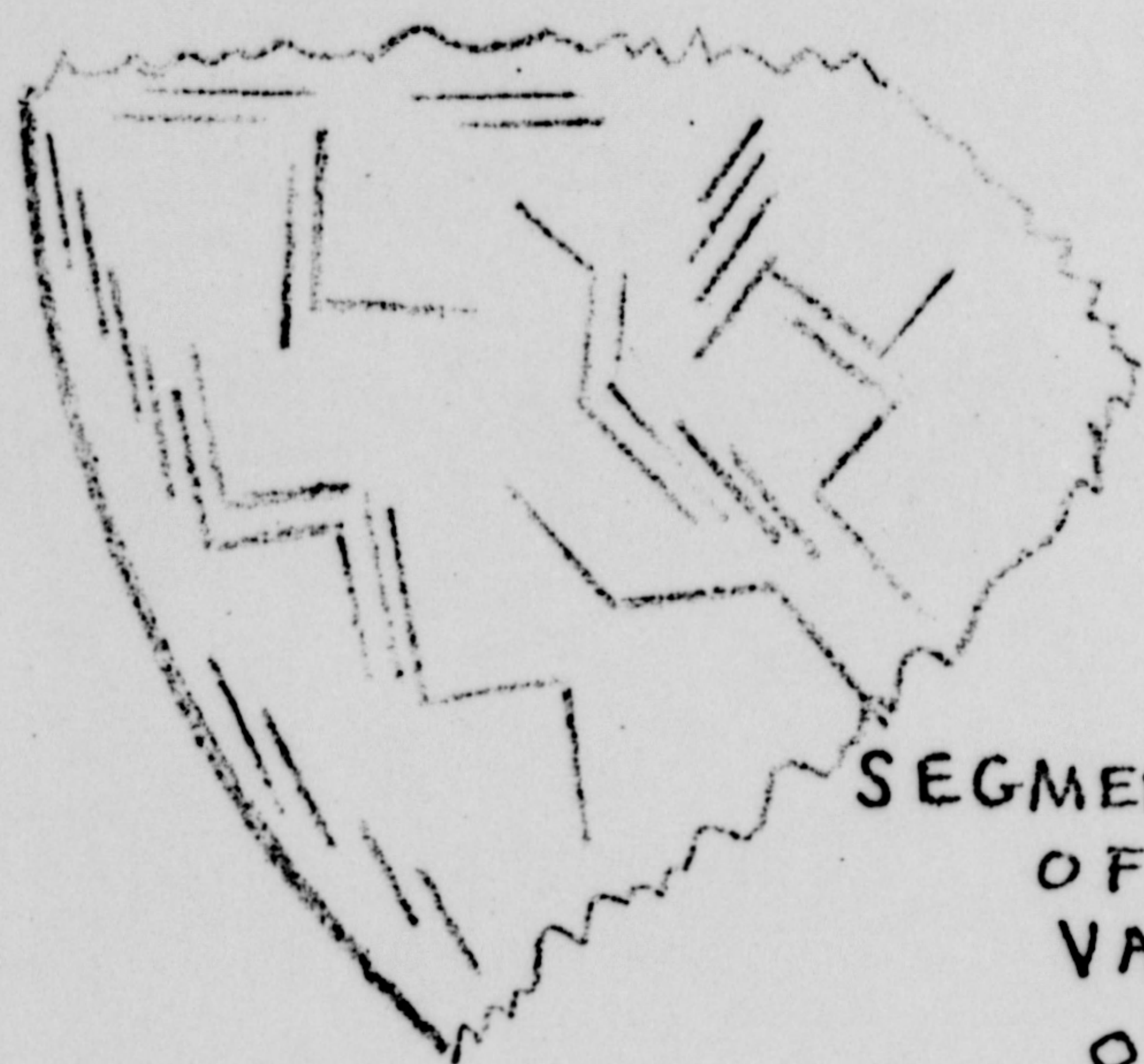
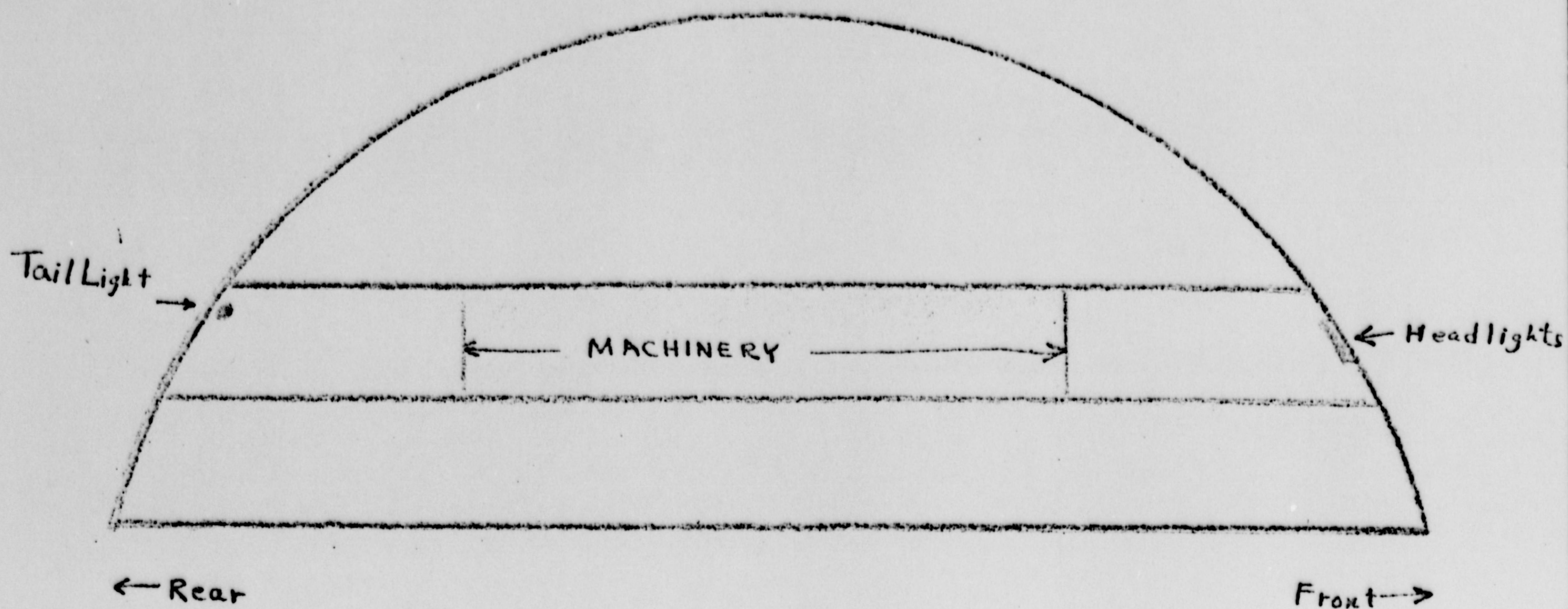
12. Attached as inclosures are a drawing of object, prepared by Special Agent of this office, as described by Mrs. [REDACTED] and a map of the City of Norwalk, Connecticut, showing course of unknown object.

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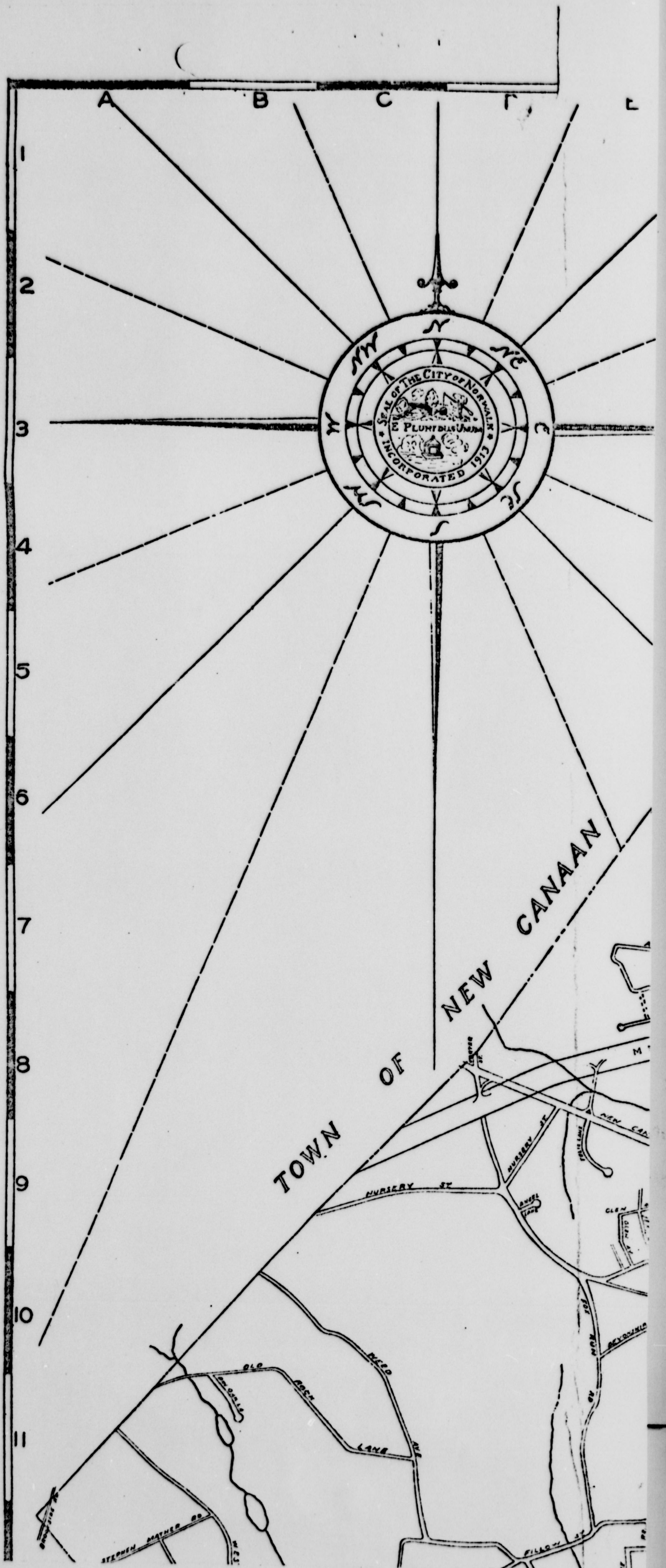
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SEGMENT OF BOTTOM
OF SHIP INDICATING
VARIOUS DIRECTIONS
OF "LINES" REFERRED
TO BY Mrs. [REDACTED].

ACAL ST	15P
ACADEMY ST	13L
ACORN LANE	20P
ADAMS AVE	11M
ADAMS LANE	4H
ADAMSON AVE	20N
AIREN ST	9H
ALBRECHT CT	16-0
ALDEN AVE	18N
ALLEN ROAD	8N-9S
ALLVILLO AVE	15H
ALPADO DR	12P
ALVIN DR	5P
AUBLER DR	12N
AUMENSEN ST	15P
ANCHOR RD	25D
ANDERSEN RD	7-0
ANGEL LANE	10D
ANN ST	16N
ANSON RD	9E
APPLE ST	11-0
APPLE TREE LANE	7E
ARCH ST	13H
ARLINGTON ST	10H
ARIZO LANE	20D
ASSIST JAY	9P
AUBURN ST	18H
AUSTIN ST	11H
AUTUMN ST	16H
AVENUE A	16H
AVENUE B	16D
AVENUE C	16D
AVENUE D	16D
AVENUE E	18D
AVIATION CT	12P
AVON ST	8Q
BALDWIN RD	20H
BANKS CT	10J
BANKS ST	120
BARBARA DR	23D
BARCLAY CT	7L
BARJUNE RD	11U
BARNUM AVE	9H
BARTLETT AVE	10H
BARTLETT MANOR	17J
BATES CT	19K
BAXTER DR	7H
BAYBERRY LANE	4N-4L
BAYNE ST	16J
BAYVIEW AVE	18D
BEACH AVE	14N
BEACON ST	11H
BLAU ST	17D
BEAUFORD RD	13K
BEDFORD AVE	8D
BELAIR RD	12K
BELDEN AVE	12L
BELDEN PL	9E
BELFOR RD	18J
BELLE AVE	20D
BELMONT PL	13M
BENEDICT ST	13L
BERKELEY	17N
BETHEL ST	12D
BETHARLEA RD	16M
BETTS PL	12N
BLETTSWOOD RD	11J
BEVERLY PL	12M
BIRCH ST	9D
BIRCHSIDE DR	10Q
BISHOP ST	8F
BISSELL RD	22E
BITTERSWEET TR	
BLACKBERRY LANE	8D
BLACKSTONE DR	19N
BLAKE ST	10N
BLUE MOUNTAIN RD	9H
BLUFF AVE	23G-24E
BOND ST	15P
BOSSING PL	9L
BOUTON ST	18H-20Q
BRANFORD ST	16N
BRIAR ST	19E
BRIDGE ST	15-0
BRIERWOOD RD	6H
BROAD ST	9J
BROADVIEW TER	11H
BROOK ST	12M
BROOKFIELD ST	10Q
BROOKLAND AVE	15J
BROOKSIDE CT	17E
BROWN PL	24E
BRUSH ST	14K
BRYAN RD	22E
BUCKINGHAM PL	13N
BUDA ST	18H
BURBANK ST	17J
BURCHARD LANE	21F
BURLINGTON DR	9N
BURN PL	16N
BURRITT AVE	18K
BURGELL ST	20K
BUTLER ST	14L
BUTTRY RD	6E
BUTTERNUT LANE	5L
BUTTONBALL TRAIL	10L
BYINGTON PL	14L
BYRD RD	13H
BYSELLE ST	13-0

CAESAR ST	12-0
CAMP ST	11L
CANFIELD AVE	19-0
CANNON ST	11M
CARDINAL ST	19J
CARLIN ST	10-0
CARLISLE ST	12H
CARLSON CT	15-0
CARDL DR	11N
CAROLYN CT	20D
CARTER ST	9C
CATALPA ST	12P
CATHERINE ST	11H
CAVANAUUGH ST	10H
CAVWAY RD	16P
CEGAR ST	15J
CEGAR CREST PL	15S
CENETERY ST	16N
CENTER AVE	10L
CENTER AVE EXT	9L
CENTRAL AVE	25E
CHAMBERLAIN AVE	20K
CHAPPEL ST	13L
CHARLES ST	15M
CHATHAM DR	16D
CHESTER ST	11H
CHESNUT HILL RD	19-0P
CHESTNUT ST	19J
CHOLLA ST	5-0



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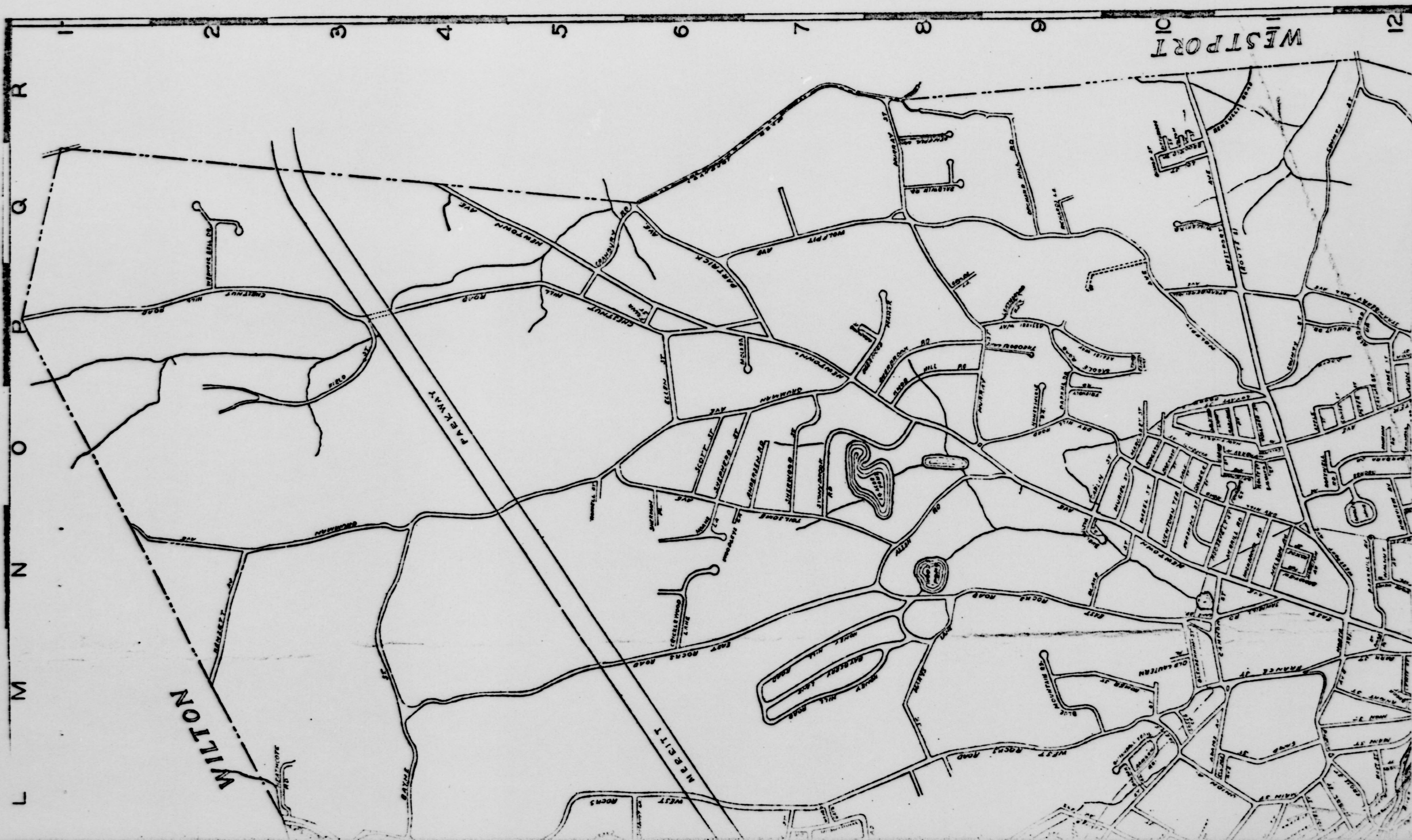
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TOWN OF WILTON

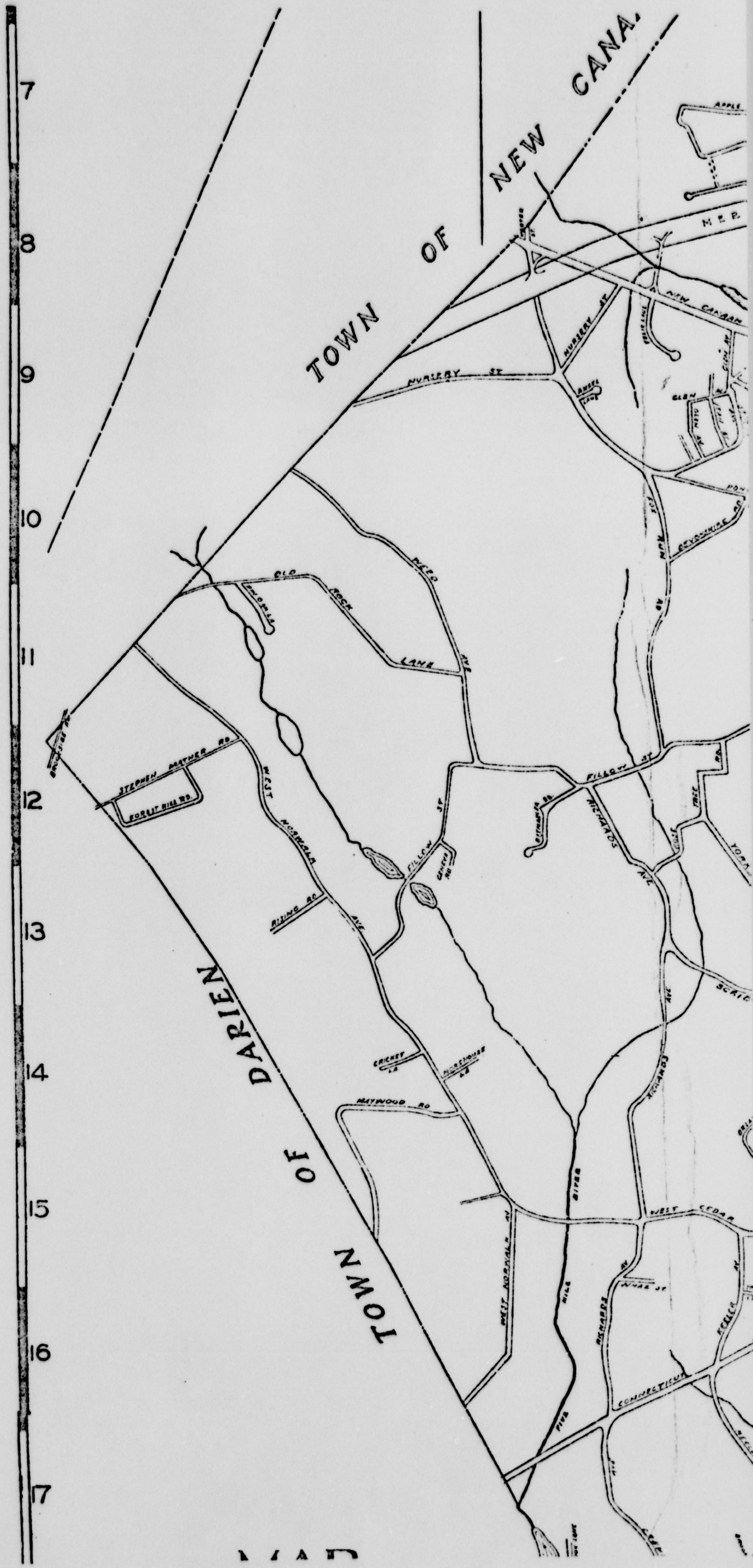




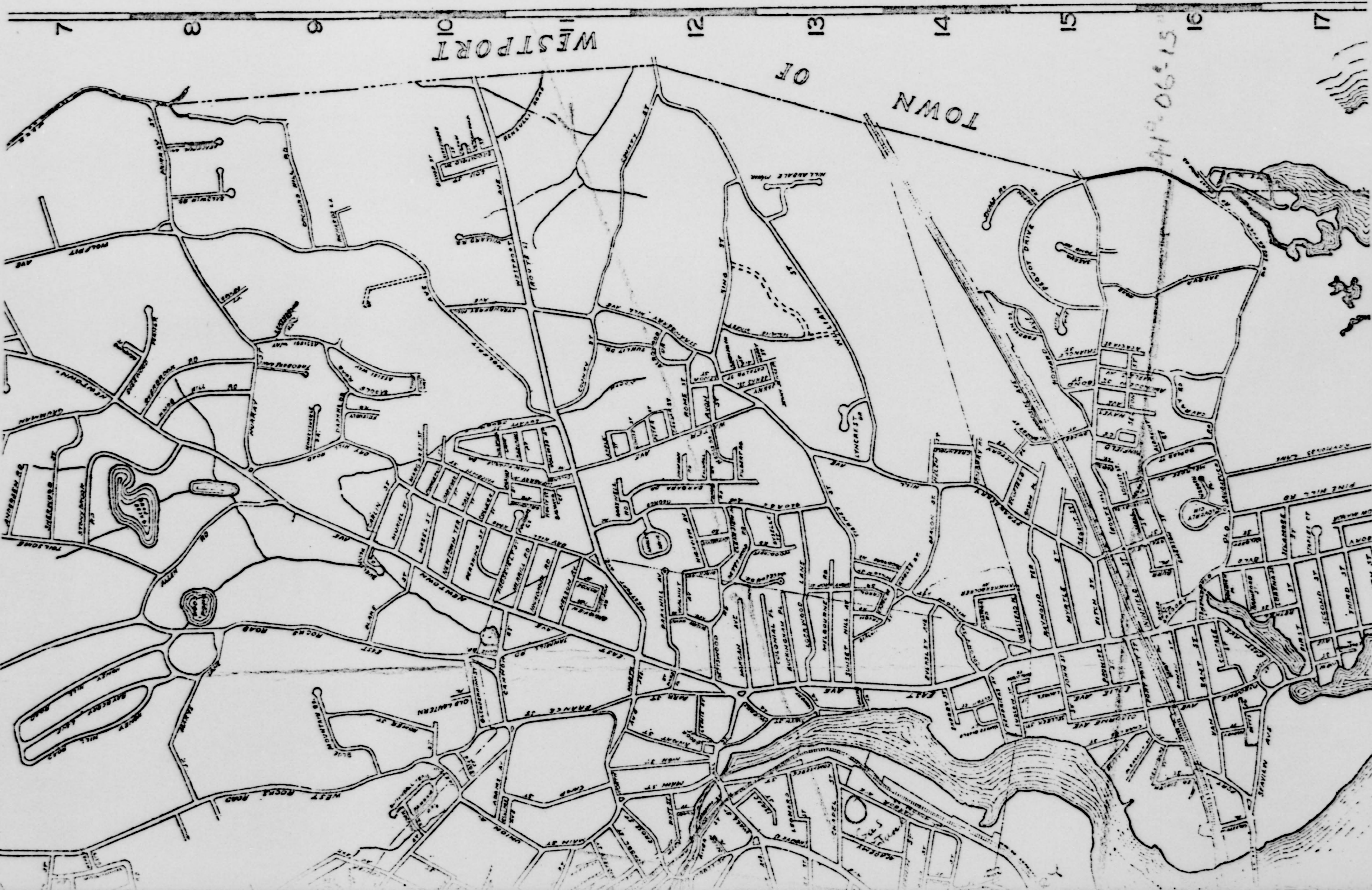
BLACKBERRY LANE 88
BLACKSTONE DR 19N
BLAKE ST 10N
BLUE MOUNTAIN RD 9N
BLUFF AVE 2:0-24E
BOND ST 15P
BOSSING PL 9L
BOUTON ST 18N-200
BRANFORD ST 16N
BRIAR ST 19E
BRIDGE ST 15-0
BRIERWOOD RD 6N
BROAD ST 9J
BROADVIEW TER 17N
BROOK ST 12W
BROOKFIELD ST 10Q
BROOKLAWN AVE 15J
BROOKSIDE CT 17E
BROWN PL 24E
BRUSH ST 14K
BRYAN RD 22E
BUCKINGHAM PL 13N
BUDA ST 18N
BURBANK ST 17J
BURCHARD LANE 21F
BURLINGTON DR 9N
BURN PL 16N
BURRITT AVE 18K
BURRELL ST 20K
BUTLER ST 14L
BUTTERNUT RD 6E
BUTTERNUT LANE 5L
BUTTSBALL TRAIL 10L
BYINGTON PL 12L
BYRD RD 13N
BYSELLE ST 13-0

CAESAR ST 12-0
CAMP ST 11L
CANFIELD AVE 18-0
CANNON ST 11W
CARDINAL ST 19J
CARLIN ST 10-0
CARLISLE ST 12H
CARLSON CT 15-0
CAROL DR 13N
CAROLYN CT 20D
CARTER ST 9C
CATALPA ST 12P
CATHERINE ST 11K
CAVANAUGH ST 10W
CAVAY RD 15P
CEDAR ST 15J
CEDAR CREST PL 15C
CECTERY ST 16N
CENTER AVE 10L
CENTER AVE EXT 9L
CENTRAL AVE 25C
CHAMBERLAIN AVE 20K
CH-PEL ST 13L
CHAVLES ST 15M
CHATHAM DR 16G
CHESTER ST 11W
CHESTNUT HILL RD 1P-5P
CHESTNUT ST 19J
CHOLMELL ST 5-0
CHRISTY ST 13W
CHURCH ST 15H
CIRCLE ST 15J
CLARK ST 12L
CLARKMORE DR 13K
CLAY ST 17J
CLEARVIEW AVE 12-0
CLEVELAND TER 17H
CLIFF ST 18W
CLIFFORD ST 21U
CLIFFVIEW DR 8H
CLINTON AVE 14H
CLOVER ST 24L
CLOVERLY CIRCLE 16-0
COCKERDE AVE 20L
COLDSRING ST 12J
COLLEGE ST 10-0
COLONIAL PL 13N
COLONY ST 14N
COMBER DR 20-0
COMMERCE ST 13H
COMPASS RD 24D
CONSTOCK HILL RD 6E-8S
CONCORD ST 18J
CONNECTICUT AVE 14K-17C
COOK ST 24D
COOLIDGE ST 12W
COSSITT RD 15F
COTTAGE ST 16W
COUCH ST 16H
COUNTY ST 11P-12H
COURTLAND PL 14K
DOVE AVE 17N
COVERWOOD DR 23J
COVLEE DR 16Q
CRANBURY RD 5P-5W
CRAN AVE 24D
CREEPING HEMLOCK RD 5K
CRESCENT BEACH RD 25E
CRESCENT ST 15H
CRESCENT TER 16J
CREST RD 22D
CRICKET LANE 14C
CRICKLEWOOD LANE 9W
CROCKETT ST 24D
CROOKED LANE 24C
CROOKED TRAIL RD 21E
CROSS ST 12L
CROGAN AVE 16H
CULLIPP ST 21D
CUTRONE RD 13H

DALE PL 16H
DAPHNE DR 9-0
DARIEN AVE 25E
DARROW ST 8K
DASKAN LANE 13H
DAVENPORT ST 11L
DAVIS ST 9J
DAY ST 17K
DEANE ST 20D
DECKER ST 19H
DEEPWOOD LANE 20F







41° 06' 15"

MAP
OF
THE CITY
OF
NORWALK
CONNECTICUT
1952

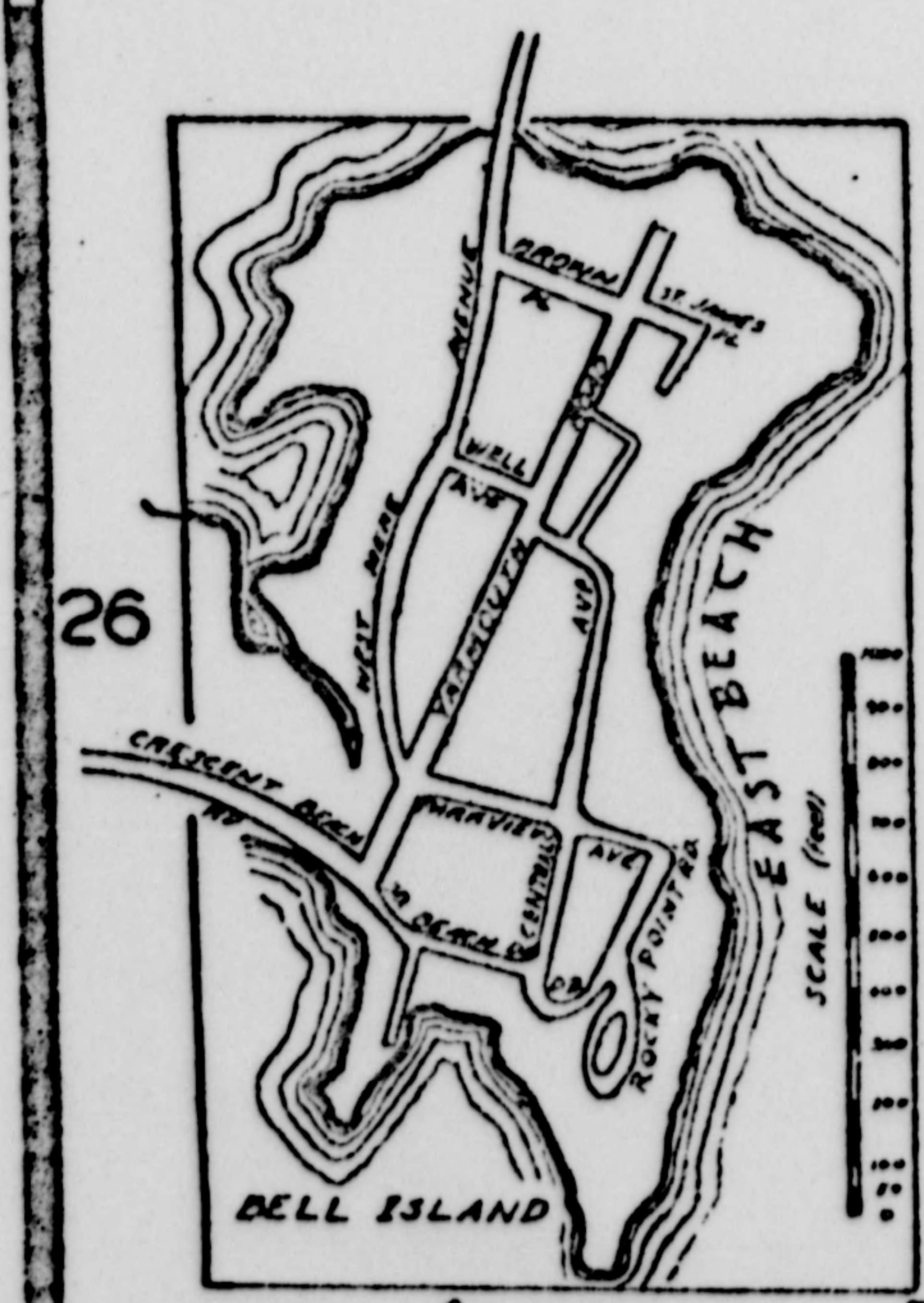
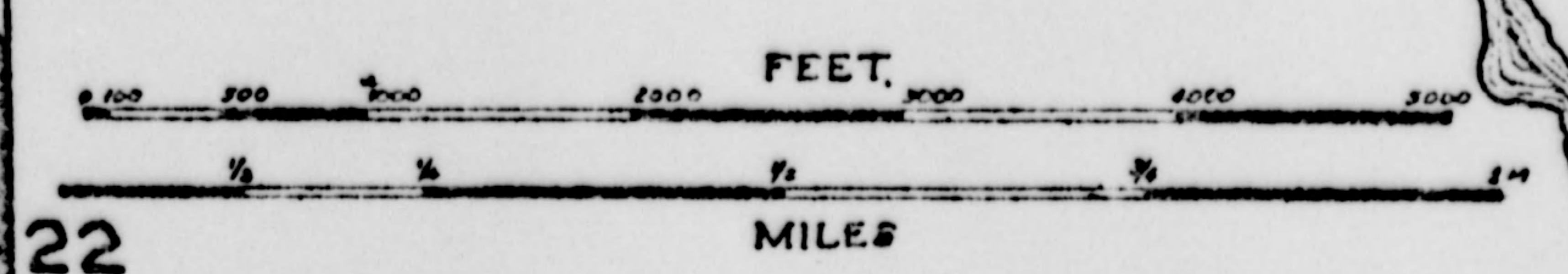
DEERWOOD CT 7P
DEERWOOD MANOR 8P
DEERLYN TER 250
DELFORD AVE 10K
DEPOT PL 16H
DEVON AVE 12J
DIBBLE ST 210
DISEA CT 11L
DIVER'S LANE 13H
DOCK RD 20J
DOODWOOD LANE 8J
DONOVAN ST 12K
DORLON ST 10H
DOVER ST 12J
DROW RD 23H
DRY HILL RD 9-0 11H
DUBOIS ST 190

EAGLE RD 13H
EARL ST 100
EAST AVE 11H-16H
EAST ROCKS RD 10H-4H
ECLIPSE AVE 11L
EDGEWATER PL 17H
EDGEWOOD ST 180
EDITH LANE 7L
EDLIE AVE 18H
EDWARDS ST 10J
ELAINE ST 13H
ELIZABETH ST 17K
ELLEN ST 6P
ELLIOT ST 19H
ELLS ST 10H
ELM ST 13K
ELUCRESTER 14H
ELWOOD AVE 16H
ELTON CT 14H
ELWOOD PL 12L
ELY AVE 10H-210
EMERALD ST 8J
EMERSON ST 16H
ENGLEWOOD RD 22E
EVERGREEN TER 19E
EVERSLEY AVE 14H

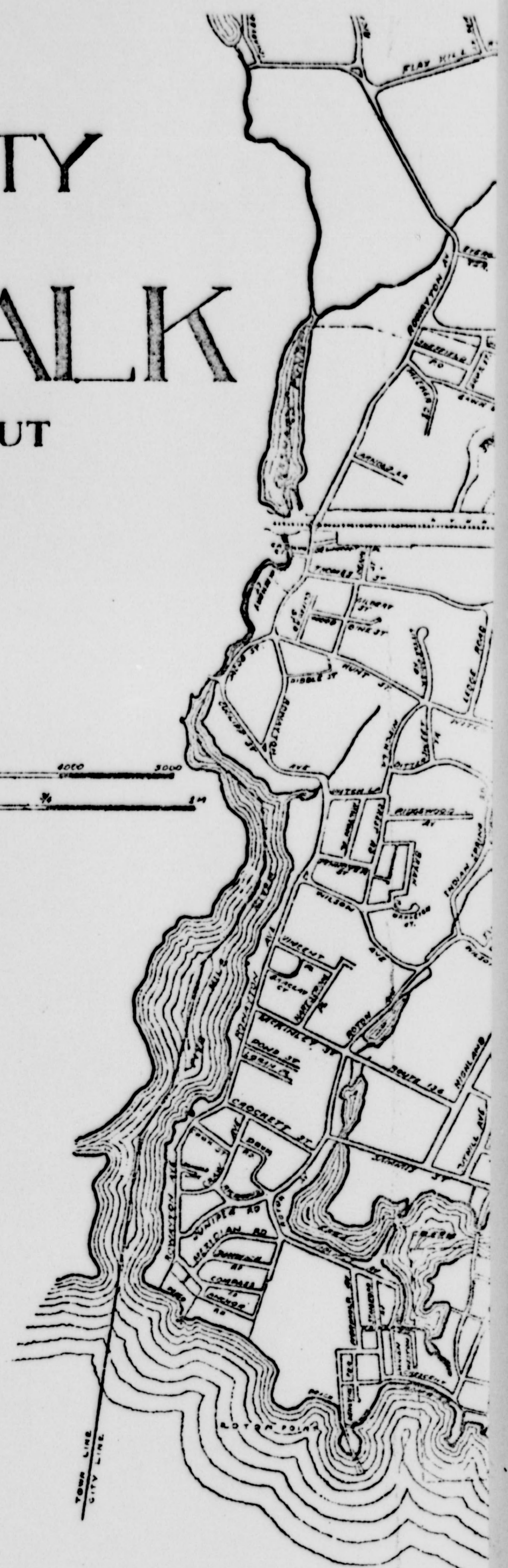
FAIR ST 11K
FAIRFIELD AVE 15J-16J
FAIRFIELD AVE 13J
FELIX LANE 9D
FENRICK PL 16H
FERN ST 10F
FERRIS AVE 14H
FIELD ST 3-0 3P
FIFTH ST 10H
FILBERT RD 12-0
FILLON ST 11F-13C
FINLEY ST 13J
FIRST ST 17H
FISHMAN DR 12J
FITCH ST 15H
FLAX HILL RD 16J-18D
FLETCHER ST 17F
FLETCHER LANE 22E
FLYNN'S LANE 14L
FOLWELL RD 12-0
FORBELL DR 9E
FORDHAM DR 14P
FOREST ST 12 K
FOREST HILL RD 12A
FORT POINT ST 16H
FOURSONS CT 10-0
FOURTH ST 17H
FOX RUN RD 10E-12E
FRANCE ST 11H
FRANCES AVE 100
FRANK ST 8Q
FRANKLIN ST 17J
FREMONT PL 10L
FRIENDLY RD 9-0
FROST ST 14J
FULLBAR LANE 7F

GARDEN PL 16-0
GARFIELD ST 15J
GARNER ST 15J
GENEVA RD 12C
GENOA ST 12P
GEORGE AVE 110-130
GIBSON CT 17J
GILBERT ST 16H
GILBERT ST 210
GILLIES LANE 15F
GIRARD ST 12J
GLASSER ST 180
GLEN AVE 9E
GLENDEENING ST 10H
GLENWOOD AVE 14H
GLOVER AVE 4K-6L
GODFREY ST 11L
GOLD ST 8J
GOLDEN HILL ST 16H
GOLDSTEIN PL 16L
GOODROB ST 16H
GORDON ST 10H
GOULD'S LANE 8P
GRAND ST 11K
GRANDVIEW AVE 12J
GRAYROCK RD 20H
GREASCHAW AVE 11-0
GREEN BLECH DR 22E
GREENFIELD RD 14-0
GREEN LANE 7F
GREENWOOD PL 20L
GREGORY BLVD 16H-17H
GREGORY CT 19H
GRIST MILL RD 4K
GROVE ST 18J
GRIMMAN AVE 2H-7P
GRENDELIN ST 12P
GYPSY ST 13P

HADIK PKBY 180
HAMILTON AVE 17J
HANFORD PL 17K
HARBOR AVE 14L
HARBOR VIEW AVE 200
HARRING ST 16H
HARRIET ST 10L
HARRIS ST 9H
HARRISON AVE 11H
HARSTROM PL 230
HARVARD ST 10-0
HARVEY ST 16H

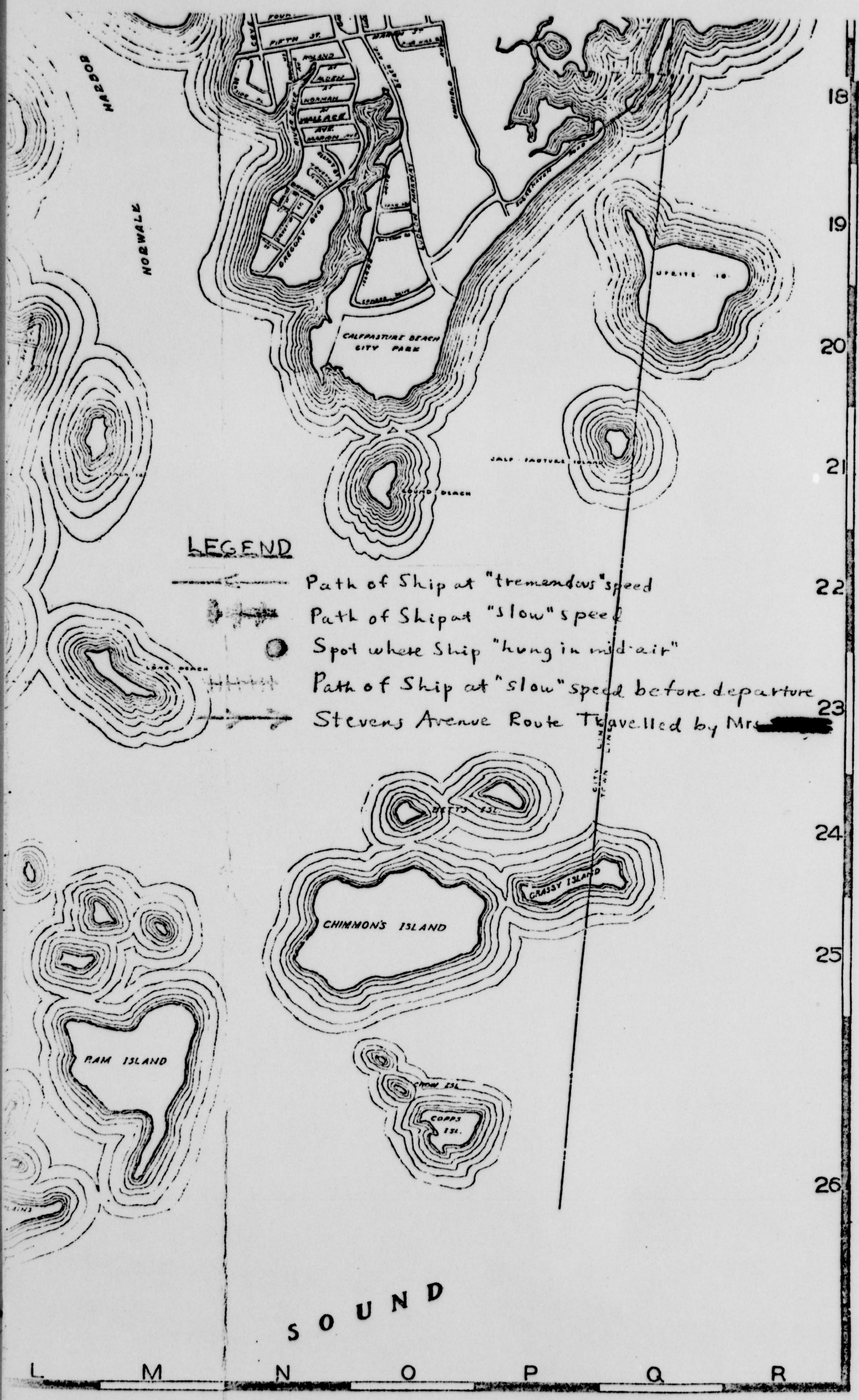


1951
F. J. J. J.
A



LONG





LEGEND

- Path of Ship at "tremendous" speed
- Path of Ship at "slow" speed
- Spot where Ship "hung in mid-air"
- Path of Ship at "slow" speed before departure
- Stevens Avenue Route Travelled by Mrs. [redacted]

S O U N D

L M N O P Q R

18
19
20
21
22
23
24
25
26

GREGORY ST
GRIST MILL RD
GROVE ST
GRUNMAN AVE
GRUNDY LN ST
GYPSY ST

186
17J
17K
14L
20E
16H
10L
9H
11H
23D
10-0
16H
19K
17K
18H
11-0
15-0
10-0
3L
12-0
14-0
19J
14H
17J
15Q
12H
12H
11H
17F-24E
12H
13J
11J
13Q
16H
22E
9H
19F
16H
11-0
24D
11L
10H
7H
9-0
19H
11K
15P
12L
13H
10H
21D
10F
14J

22E
18H
20H
11H
13L
19Q
15E

HADIK PKWY
HAMILTON AVE
HANFORD PL
HARDOR AVE
HARDOR VIEW AVE
HARDING ST
HARRIET ST
HARRIS ST
HARRISON AVE
HARSTROM PL
HARVARD ST
HARVEY ST
HAUT ST
HAYLAND ST
HAWKINS AVE
HAYTHORNE DR
HAYES AVE
HAZEL ST
HEATHCOTE RD
HEDGE DR
HELEN ST
HENLOCK PL
HENDRICKS AVE
HENRY ST
HERON RD
HICKORY DR
HIGH ST
HIGHBROOK RD
HIGHLAND AVE
HIGHVIEW AVE
HIGHWOOD AVE
HILL ST
HILLDALE MANOR
HILLSIDE ST
HILLTOP RD
HILLWOOD PL
HOLLOW SPRING RD
HOLLOW TREE RD
HOLLY ST
HOLMES AVE
HOLMES ST
HOMER ST
HONEY HILL RD
HONEYSUCKLE DR
HOPE ST
HORTON ST
HOWARD AVE
HOYT ST
HUDDLE'S LANE
HUDSON ST
HUNT ST
HUNTERS LANE
HYATT AVE

INDIAN SPRING RD
INDIANA PL
INGALLS AVE
INGLETSIDE AVE
ISAAC ST
ISLAND DR
IVY PL

JACKSON DR
JACOB ST
JAMES ST
JANIS ST
JEAN AVE
JEFFERSON ST
JENNINGS LANE
JENNY JENKS ST
JOHNAR RD
JOHNSON RD
JUHAT ST
JUNE AVE
JUNIPER RD

KAINER RD
KEELER AVE
KEITH ST
KELLOGG ST
KENSITT AVE
KERMIT ST
KING ST
KITTRIDGE ST
KNAPP ST
KNICKERBOCKER AVE
KNIGHT ST
KNOB HILL RD
KNOLLS ST
KNOLLWOOD RD
KOSUTH ST
KREINER LANE

LAFAYETTE CIRCLE
LAKE ST
LAKEVIEW DR
LAKEVIEW DR EAST
LANE RD
LAWRENCE ST
LEATHERWOOD RD
LEDGE RD
LENDX AVE
LEONARD ST
LEUVINE ST
LEWIS ST

LEXINGTON AVE
LIBERTY ST
LINCOLN AVE
LINDEN ST
LINDENWOODS RD
LITTLE BROOK RD
LITTLE WAY
LIVINGSTON ST
LOCKWOOD LANE
LOCUST ST
LOGAN PL
LOIS ST
LONGSHORE AVE
LONGVIEW CT
LOOKOUT RD
LOOMIS ST
LORENA ST
LOUEN ST
LOUISE ST
LOUNSBURY AVE
LOVATT ST
LORE ST
LOYNDES AVE
LUDRANO PL
LUDLOW MANOR
LUDLOW PKWY
LUDLOW ST
LUFFBERRY AVE
LYNCREST DR
LYNES PL

MACK ST
MADISON ST
MAGNOLIA AVE
MAIN ST
MAPLE ST
MAPLEWOOD TER
MARGARET ST
MARION AVE
MARSHALL ST
MARVIN ST
MATHIAS CT
MAURICE ST
MAXWELL RD
MAYWOOD RD
MCALLISTER AVE
MCCLINTOCK ST
MCKENRY CT
MCKINLEY ST

MEADOW ST
MEADOWBROOK LANE
MECHANIC ST
MECKER CT
MELBOURNE RD
MELROSE AVE
MEMORY LANE
MERIDIAN RD
MERRILL RD
MERRITT PKWY
MERRITT ST
MERVIN ST
MIDDLE ST
MILLS ST
MILTON PL
MINARD DR
MINERVA ST
MOLA RD
MONROE ST
MONTEREY PL
MOODY'S LANE
MOORE PL
MOREHOUSE LANE
MORGAN AVE
MORNINGSIDE AVE
MORTON ST
MOSCARELLO PL
MOTT AVE
MUELLER ST
MULVOY ST
MURIEL ST
MURRAY ST
MYRTLE ST

NAPLES AVE
NARAWAKE AVE
NASH PEA
NATHAN HALE DR
NELSON AVE
NEPTUNE AVE
NEW CANAAN AVE
NEW ST
NEWFIELD ST
NEWTOWN AVE
NEWTOWN TER
NOAH'S LANE
NOLAN ST
NORPORT DR
NORMAN AVE
NORTH AVE

NORTH BRIDGE ST
NORTH MAIN ST
NORTH TAYLOR AVE
NORTH WATER ST
NORTON PL
NORWALK AVE
NOSTRUM RD
NOTTINGHAM PL
NOVAK ST
NURSERY ST
NUTMEG PL

OAK ST
OAKFIELD RD
OAKHILL AVE
OAKLEDGE CIRCLE
OAKLEIGH CT
OAKWOOD AVE
O'BRIEN ST
OBSERVATORY PL
O'DONNELL RD
OHIO AVE
OLD BINGS HWY
OLD LANTERN PL
OLD ROCK LANE
OLD SAUGATUCK RD
OLCAN ST
OLIVER ST
OLNSTEAD PL
ORANGE ST
ORCHARD HILL RD
ORCHARD ST
ORLANDO RD
OSBORNE AVE
OUTER RD
OUTLOOK DR
OVERBROOK RD
OVERLOOK RD
OXFORD ST

PAPP ST
PARADISE ST
PARALLEL ST
PARK ST
PARKHILL AVE
PARKVIEW AVE
PATRICK AVE
PATCHEN ST
PAYMEN ST

PEACEFUL LANE
PEARL ST
PENNOYER ST
PEQUOT DR
PERRY AVE
PERSHING ST
PETER ST
PHILLIPS ST
PINE ST
PINE HILL RD
PINE POINT TER
PIN OAK LANE
PLATT ST
PLATTSVILLE AVE
PLEASANT ST
PLYMOUTH AVE
POGGANY ST
PODMORE ST
POINT PL
POINT RD
POND ST
PONUS AVE
POPLAR ST
POSSUM LANE
POWELL CT
PRICE AVE
PRINCETON ST
PROSPECT ST
PROVITT ST
PULASKI ST
PUTNAM AVE

QUINCY ST
QUINTARD AVE

RAILROAD AVE
RAINBOW RD
RAMPART RD
RANDOM RD
RANGE RD
RAYMOND LANE
RAYMOND TER
RAYMOND ST



1951
P June
A July

1952
A Jan

LONG

IS