

# PROJECT 10073 RECORD CARD

|                                                                                     |  |                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                |  |
|-------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 1. DATE<br>27 Aug 52                                                                |  | 2. LOCATION<br>Birmingham, Ala.                                                                                                                                                                       |  | 12. CONCLUSIONS                                                                                                                                                                                                                                                                |  |
| 3. DATE-TIME GROUP<br>Local 2043<br>GMT                                             |  | 4. TYPE OF OBSERVATION<br><input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar<br><input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar |  | <input type="checkbox"/> Was Balloon<br><input type="checkbox"/> Probably Balloon<br><input type="checkbox"/> Possibly Balloon<br><input type="checkbox"/> Was Aircraft<br><input type="checkbox"/> Probably Aircraft<br><input checked="" type="checkbox"/> Possibly Aircraft |  |
| 5. PHOTOS<br><input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |  | 6. SOURCE<br>military                                                                                                                                                                                 |  | <input type="checkbox"/> Was Astronomical<br><input type="checkbox"/> Probably Astronomical<br><input type="checkbox"/> Possibly Astronomical                                                                                                                                  |  |
| 7. LENGTH OF OBSERVATION<br>10 min.                                                 |  | 8. NUMBER OF OBJECTS<br>1                                                                                                                                                                             |  | 9. COURSE<br>NE                                                                                                                                                                                                                                                                |  |
| 10. BRIEF SUMMARY OF SIGHTING<br>Pale blue. Light.                                  |  |                                                                                                                                                                                                       |  | 11. COMMENTS<br>Blinking pale blue light - similar object sighted same night but earlier at Noddian, Miss.                                                                                                                                                                     |  |



**RESTRICTED**  
(CLASSIFICATION)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                               |                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-------------------|
| COUNTRY<br>U. S. A.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | REPORT NO.<br>IR-50-52                                                                        | (LEAVE BLANK)     |
| AIR INTELLIGENCE INFORMATION REPORT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                               |                   |
| SUBJECT<br>FLYOVER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                               |                   |
| AREA REPORTED ON<br>Birmingham, Alabama                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | FROM (Agency) Headquarters, 3015th Pilot Training Wing, Craig Air Force Base, Ala. (Int. Sec) |                   |
| DATE OF REPORT<br>4 Sept. 1952                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | DATE OF INFORMATION<br>27 August 1952                                                         | EVALUATION<br>B-2 |
| PREPARED BY (Officer)<br>JAMES R. MIDKIFF, M/Sgt.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SOURCE Capt. CLARENCE W. FISHER, AO705 571<br>1st Lt. WILLIAM P. WALLICK, AO 2070720          |                   |
| REFERENCES (Control number, directive, previous report, etc., as applicable)<br>AF Ltr. 200-5, dtd 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.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                               |                   |
| <p>On the night of 27 August, 1952, the two officers listed as the source of this information were in an F-51 airplane at 8,000 feet just west of the Birmingham Airport, Birmingham, Alabama. They were flying at a speed of 250 MPH. At 2043 hours they saw an unidentified object moving toward the northwest below them and at an altitude of about 5,000 feet.</p> <p>Source identified the object as a pale blue light of undeterminable size and of no specific shape. It left no trail and no exhaust or other sound was audible. It kept blinking off and on in no particular cadence or frequency. No method of propulsion was discernible.</p> <p>At first this object moved around the city of Birmingham in a wide circle in a counter-clockwise direction. It finally began to climb, at which time its course became elliptical in shape, interrupted by slight changes in direction to the right or left each time the light blinked off and on. It eventually disappeared to the northeast of Birmingham at an altitude of about 15,000 feet. It was last seen at 2055 hours after having been under source's observation for ten minutes. All during this time it was traveling at a speed estimated at from 1,000 to 1,250 MPH.</p> <p>The weather was clear with a slight haze over Birmingham. There was little or no wind. This sighting cannot be explained by any known activity or condition meteorological or otherwise. There are no photographs or other material evidence of the nature or existence of the object. No effort was made to intercept it.</p> <p>Students on cross country flights in F-51 airplanes came over Birmingham at frequent intervals. They were all well below the object sighted. No other aircraft were seen.</p> |                                                                                               |                   |
| <p style="text-align: right;">James R. Midkiff<br/>JAMES R. MIDKIFF<br/>M.Sgt., USAF<br/>HCOIC Int Sec.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                               |                   |
| <p>2 INCL.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                               |                   |
| <p>1. Statement of Capt Fisher<br/>2. Statement of 1st Lt Wallick</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                               |                   |
| <p style="text-align: right;">APPROVED:<br/>James H. Hunter<br/>JAMES H. HUNTER, Lt. Col., USAF<br/>Wg Tng &amp; Opn Officer</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                               |                   |
| DISTRIBUTION BY ORIGINATOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                               |                   |
| 6 cys Headquarters, Flying Training Air Force, Waco Texas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                               |                   |
| 88580                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                               |                   |

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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**SECURITY INFORMATION**



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(CLASSIFICATION)

## AIR INTELLIGENCE INFORMATION REPORT

|               |                                                        |            |          |      |   |    |   |       |
|---------------|--------------------------------------------------------|------------|----------|------|---|----|---|-------|
| FROM (Agency) | Headquarters, 3615th Pst<br>Tng Wg, Craig AFB, Alabama | REPORT NO. | IR-58-52 | PAGE | 1 | OF | 1 | PAGES |
|---------------|--------------------------------------------------------|------------|----------|------|---|----|---|-------|

### STATEMENT

The following statement is submitted in accordance with paragraph 7, c, AF letter 200-5 dated 29 April 1952.

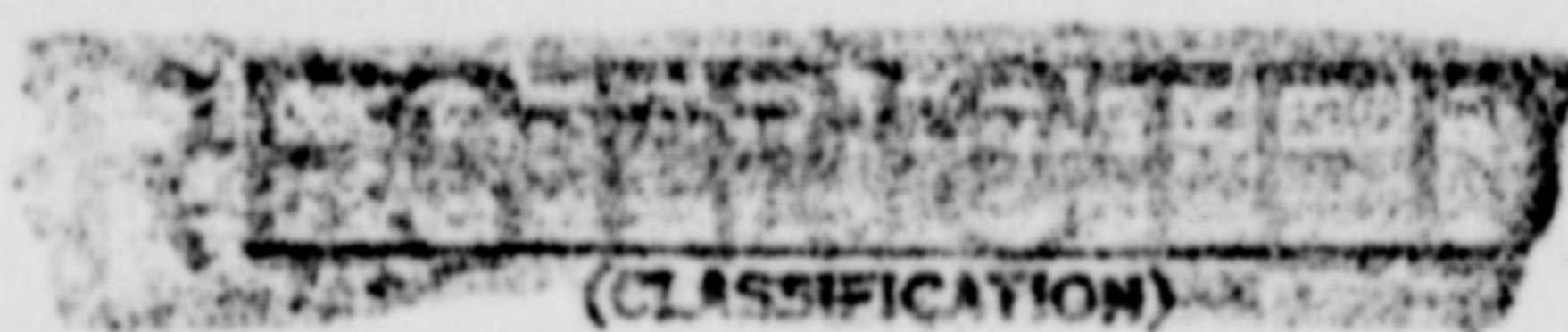
1. At 2043 hours on 27 August 1952, we spotted a pulsating unidentified light. The light was a pale blue color of undetermined size. We observed only one light. We observed no exhaust trails. The unidentified light would flicker on and off with no set sequence between its blinks. It would blink off and on immediately. The object was moving at a tremendous rate of speed approximately four or five times our rate of speed. It was impossible for us to detect any sound due to our own exhaust and radio. The light was moving counter clockwise around Birmingham and when first spotted it was below us. We were at 8,000 feet and it looked to be at approximately 5,000 feet and it circled in a wide orbit of approximately five to ten miles. It then started climbing at a tremendous rate of climb and its orbits of Birmingham became erratic now in an elliptical shape. When the light would flicker out and back on it looked as though it changed course 5 degrees. It disappeared northeast of Birmingham at a very high rate of speed and climb. We could spot no shape.
2. It was sighted at 2043 and we lost contact at 2053.
3. We sighted object visually from air at 8,000 feet. We were flying a two seated F-51 and were flying at 250 MPH.
4. I was over Birmingham at 8,000 feet just west of Birmingham Airport. I was in the front cockpit. I sighted light moving from southeast to northwest slightly north of the airport.
5. I was a fighter pilot in World War II, flying P-47's. I flew 110 missions. I got out of the service in 1945 and was recalled in May 1951. I have been an advanced single engine instructor since my recall.
6. The weather was clear except for a very light haze over Birmingham.
7. I know of no conditions or activity that can explain the object.
8. I know of no material evidence of the existence or nature of this object.
9. We made a tight turn to keep object in sight but could not intercept it in any way.
10. Students in F-51 airplanes reported over Birmingham at approximately three minute intervals. No other aircraft were seen.

*Charles H. Fisher*  
CLAR H. FISHER  
Capt., USAF

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SECURITY INFORMATION  
(CLASSIFICATION)





## AIR INTELLIGENCE INFORMATION REPORT

|                                                                         |                        |                   |
|-------------------------------------------------------------------------|------------------------|-------------------|
| FROM (Agency)<br>Headquarters, 3615th Flt<br>Tng Sq, Craig AFB, Alabama | REPORT NO.<br>IR-58-52 | PAGE 1 OF 1 PAGES |
|-------------------------------------------------------------------------|------------------------|-------------------|

### STATEMENT

The following statement is submitted in accordance with Paragraph 7, c, A.F. letter 200-5, dated 29 April 1952.

1. The item sighted was a flickering light affair of undetermined size. The light was white to blue white, traveling on a straight course. The light seemed to turn out at 1 1/2 to 2 second intervals but in no regular sequence. It flickered in a manner comparable to some kind of rocket propulsion which would burn out intermittently. The object in my opinion was under control, or at least it knew it had a destination. It traveled in smooth wide orbits around Birmingham making a circle of 10-15 miles radius. At the times when the light flickered extra intensely, the object appeared to suddenly angle off its course 2 or 3 degrees, both to the right and left. I was positioned so that the left side of the object was all I saw the entire 10 minutes of observation, except when it passed directly overhead at an altitude of 15,000 feet or more. When I was directly below it the light flickered in the same manner as when I was above and to the side of it. An estimation of speed based upon the relative radius of circles it was making to what I was making would be approximately 4 times faster than my 250 M.P.H. It climbed at a terrific speed in wide orbits. It was easily discernible over the stars until it flew to a great distance above us and disappeared to the northeast.

2. The object was sighted at 2043 and was kept in sight until 2053.

3. The object was seen visually from the air from an F-51 traveling 250 mph indicated.

4. I was sitting in the rear seat of a patrol F-51 flying an easterly direction, when the light came to view about 3,000 feet below me traveling from southeast to northwest very close to the Birmingham airport.

5. I have a total of 1,450 hours single engine time. A veteran of 101 missions in Korea and 6 months service in Austria in 1945.

6. The weather was clear except for slight moisture which resulted in very light haze from the lights of the city of Birmingham.

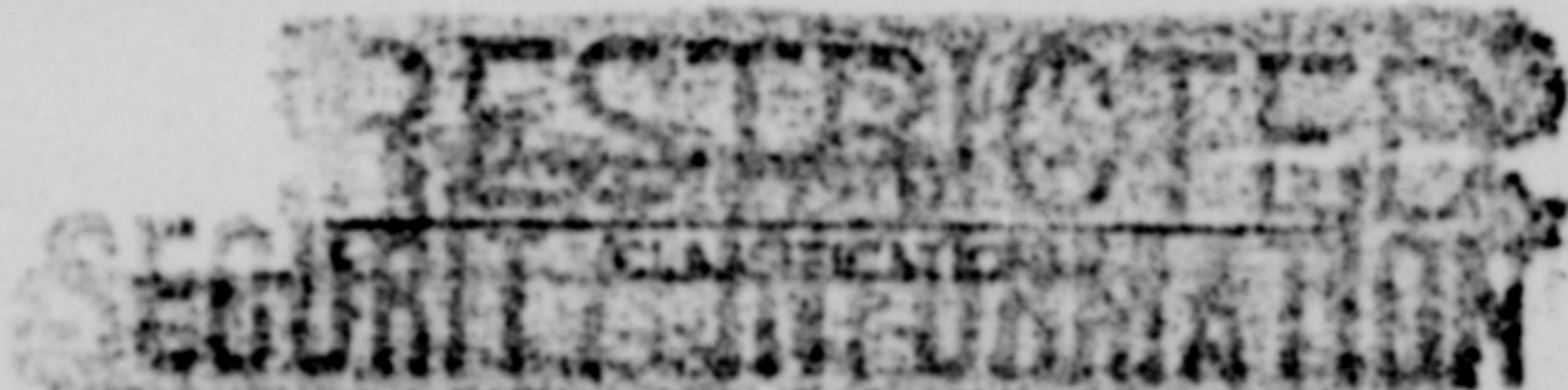
7. I know of no activity or condition that could explain the object.

8. I know of no physical evidence to prove the existence or nature of this object.

9. I took no interception action.

10. Students in F-51 airplanes reported over Birmingham at approximately three minute intervals. No other aircraft were seen.

*William P. Wallick*  
WILLIAM P. WALLICK  
1st Lt., USAF





# PROJECT 10073 WORKSHEET

## I. GENERAL

|                                                                     |                                       |                                                     |
|---------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------|
| 1. DATE<br><i>27 Nov 52</i>                                         | 2. LOCATION<br><i>Birmingham, Ala</i> | 3. TIME<br>Local: <i>2:43</i><br>Zebra: <i>0243</i> |
| 4. WAS OBJECT OBSERVED FROM THE GROUND?                             |                                       |                                                     |
| <input type="checkbox"/> Yes                                        |                                       | <input checked="" type="checkbox"/> No              |
| <input type="checkbox"/> Naked Eye                                  |                                       |                                                     |
| <input type="checkbox"/> Binoculars                                 |                                       |                                                     |
| <input type="checkbox"/> Telescope                                  |                                       |                                                     |
| <input type="checkbox"/> Theodolite                                 |                                       |                                                     |
| 5. WAS OBJECT OBSERVED BY GROUND RADAR?                             |                                       |                                                     |
| <input type="checkbox"/> Yes                                        |                                       | <input checked="" type="checkbox"/> No              |
| <input type="checkbox"/> By One Set                                 |                                       |                                                     |
| <input type="checkbox"/> By Two Sets                                |                                       |                                                     |
| <input type="checkbox"/> By Three Sets                              |                                       |                                                     |
| 6. WAS OBJECT OBSERVED FROM THE AIR?                                |                                       |                                                     |
| <input checked="" type="checkbox"/> Yes                             |                                       | <input type="checkbox"/> No                         |
| <input type="checkbox"/> A/C Observed Object                        |                                       |                                                     |
| <input checked="" type="checkbox"/> Interception Attempted          |                                       |                                                     |
| <input type="checkbox"/> No Intercept Attempted                     |                                       |                                                     |
| 7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?                            |                                       |                                                     |
| <input type="checkbox"/> Yes                                        |                                       | <input checked="" type="checkbox"/> No              |
| <input type="checkbox"/> A/C Scrambled                              |                                       |                                                     |
| <input type="checkbox"/> Visual Contact Made                        |                                       |                                                     |
| <input type="checkbox"/> A/I Contact Made                           |                                       |                                                     |
| <input type="checkbox"/> No Contact Made                            |                                       |                                                     |
| 8. DID OBJECT CHANGE DIRECTION AT ANY TIME?                         |                                       |                                                     |
| <input checked="" type="checkbox"/> Yes                             |                                       | <input type="checkbox"/> No                         |
| <input type="checkbox"/> Normal                                     |                                       |                                                     |
| <input type="checkbox"/> Violent                                    |                                       |                                                     |
| 9. IF OBJECT WAS A "LIGHT", WAS IT:                                 |                                       |                                                     |
| <input checked="" type="checkbox"/> Blinking                        |                                       |                                                     |
| <input type="checkbox"/> Steady                                     |                                       |                                                     |
| 10. LENGTH OF TIME IN SIGHT:                                        |                                       |                                                     |
| <input type="checkbox"/> 1-15 Seconds                               |                                       |                                                     |
| <input type="checkbox"/> 1-5 Minutes                                |                                       |                                                     |
| <input checked="" type="checkbox"/> Over 10 Minutes                 |                                       |                                                     |
| 11. REPORTING AGENCY (Unit Number and Mailing Address)              |                                       |                                                     |
| <i>4. 3615th Pilot Training Wing, Craig AFB, Tex. (C. D. Wells)</i> |                                       |                                                     |

## II. ASTRONOMICAL DATA

|                                                                            |  |                                        |
|----------------------------------------------------------------------------|--|----------------------------------------|
| 12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?                                  |  |                                        |
| <i>Yes</i>                                                                 |  |                                        |
| 13. DID OBJECT APPEAR TO ARCH DOWNWARD?                                    |  |                                        |
| <input type="checkbox"/> Yes                                               |  | <input checked="" type="checkbox"/> No |
| 14. DID OBJECT HAVE A TAIL?                                                |  |                                        |
| <input type="checkbox"/> Yes                                               |  | <input checked="" type="checkbox"/> No |
| 15. DID OBJECT APPEAR TO DISINTEGRATE?                                     |  |                                        |
| <input type="checkbox"/> Yes                                               |  | <input checked="" type="checkbox"/> No |
| 16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac) |  |                                        |
| <input checked="" type="checkbox"/> Night                                  |  |                                        |
| <input type="checkbox"/> Day                                               |  |                                        |
| <input type="checkbox"/> Sunrise                                           |  |                                        |
| <input type="checkbox"/> Sunset                                            |  |                                        |

## III. AIRCRAFT DATA

|                                                            |  |                                        |
|------------------------------------------------------------|--|----------------------------------------|
| 17. WERE AIRCRAFT NOTED IN AREA?                           |  |                                        |
| <input checked="" type="checkbox"/> Yes                    |  | <input type="checkbox"/> No            |
| <input type="checkbox"/> One Aircraft                      |  |                                        |
| <input checked="" type="checkbox"/> More Than One Aircraft |  |                                        |
| 18. WAS ANY SOUND HEARD?                                   |  |                                        |
| <input type="checkbox"/> Yes                               |  | <input checked="" type="checkbox"/> No |
| 19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?       |  |                                        |
| <input checked="" type="checkbox"/> Yes                    |  | <input type="checkbox"/> No            |
| 20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?             |  |                                        |
| <input checked="" type="checkbox"/> Yes                    |  | <input type="checkbox"/> No            |



# IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☒ Yes ☐ No

22. TIME SINCE SCHEDULED BALLOON RELEASE: \_\_\_\_\_ Minutes

*0300Z*

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

|    | Location                | Type             | Launching Agency | Lighted?                            |                          | Describe Lighting |
|----|-------------------------|------------------|------------------|-------------------------------------|--------------------------|-------------------|
|    |                         |                  |                  | Yes                                 | No                       |                   |
| a. | <i>Birmingham, Ala.</i> | <i>parachute</i> | <i>USDA</i>      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <i>white</i>      |
| b. |                         |                  |                  |                                     |                          |                   |
| c. |                         |                  |                  |                                     |                          |                   |
| d. |                         |                  |                  |                                     |                          |                   |

(attach overlay)

# V. EVALUATION

21. EVALUATION OF SOURCE:

- ☒ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Unreliable
- ☐ Extremely Doubtful
- ☐ Hoax

22. DETAILS OF REPORT:

- ☐ Good
- ☒ Fair
- ☐ Poor
- ☐ Insufficient to Evaluate

23. FINAL EVALUATION:

- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft

- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other: \_\_\_\_\_
- ☐ Insufficient Data For Evaluation
- ☐ Unknown

24. COMMENTS:

*Object*  
*Birmingham, Ala.*  
*See counter clockwise*



PROJECT 10073 WEATHER DATA SHEET

|                        |  |                        |  |                      |  |
|------------------------|--|------------------------|--|----------------------|--|
| 1. DATE OF OBSERVATION |  | 2. TIME OF OBSERVATION |  | 3. STATION OBSERVING |  |
|------------------------|--|------------------------|--|----------------------|--|

| 4. WINDS ALOFT:    |                     |                        |                    |                     |                        |
|--------------------|---------------------|------------------------|--------------------|---------------------|------------------------|
| ALTITUDE<br>(feet) | VELOCITY<br>(knots) | DIRECTION<br>(degrees) | ALTITUDE<br>(feet) | VELOCITY<br>(knots) | DIRECTION<br>(degrees) |
| 0                  | 3                   | 70                     | 25,000             |                     |                        |
| 1,000              |                     |                        | 30,000             |                     |                        |
| 2,000              |                     |                        | 35,000             |                     |                        |
| 3,000              |                     |                        | 40,000             |                     |                        |
| 4,000              |                     |                        | 45,000             |                     |                        |
| 5,000              | 12                  | 90                     | 50,000             |                     |                        |
| 6,000              | 13                  | 90                     | 55,000             |                     |                        |
| 7,000              | 11                  | 90                     | 60,000             |                     |                        |
| 8,000              | 7                   | 70                     | 65,000             |                     |                        |
| 9,000              | 11                  | 60                     | 70,000             |                     |                        |
| 10,000             | 15                  | 70                     | 75,000             |                     |                        |
| 12,000             |                     |                        | 80,000             |                     |                        |
| 14,000             | 17                  | 90                     | 85,000             |                     |                        |
| 16,000             |                     |                        | 90,000             |                     |                        |
| 18,000             |                     |                        | 95,000             |                     |                        |
| 20,000             |                     |                        | 100,000            |                     |                        |

|                                                                               |                                                          |
|-------------------------------------------------------------------------------|----------------------------------------------------------|
| 5. WAS AN INVERSION LAYER NOTED?<br>(If yes, at what altitude? _____)         | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 6. WERE ANY THUNDERSTORMS NOTED IN AREA?<br>(If yes, at what quadrant? _____) | <input type="checkbox"/> Yes <input type="checkbox"/> No |

|                                                                                                                                                                                                                                                                                                                        |                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| 7. CLOUD COVER:<br><div style="display: flex; justify-content: space-between;"> <div>_____ tenths at _____ feet.</div> <div>_____ tenths at _____ feet.</div> </div> <div style="display: flex; justify-content: space-between;"> <div>_____ tenths at _____ feet.</div> <div>_____ tenths at _____ feet.</div> </div> | 8. VISIBILITY WAS<br>_____ MILES. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|

9. COMMENTS:  

Wind  
