

# PROJECT 10073 RECORD CARD

1. DATE 21 Oct 52		2. LOCATION DULUTH MINN		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input checked="" type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon	
3. DATE-TIME GROUP Local 21/1600 CST GMT 21/2200 Z		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE 2 civilian men		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical	
7. LENGTH OF OBSERVATION "few minutes"		8. NUMBER OF OBJECTS 1		9. COURSE <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
10. BRIEF SUMMARY OF SIGHTING Cubic or diamond-shaped object, approx 5' x 5' x 9' was sighted by three separate sources at Duluth, Minn. Object moved slowly, close to ground, rising to clear trees and fences. Object gained speed as it gained altitude. First source sighted object at 1550 CST, saw object vary altitude from 3' to 40'. Second source sighted object at 1605 CST, claimed object was at 2000-3000', traveling 250-300 mph.  Small boys were able to throw stones and hit object.				11. COMMENTS	



[REDACTED]  
[REDACTED]  
73RD AIR BASE SQUADRON  
Williamson-Johnson Airport  
Duluth, Minnesota

O  
P  
Y

29

73 Intell 333.5

18 November 1952

SUBJECT: FLYOERPT

THRU: CG, 31st Air Division, Fort Snelling, Minnesota  
CG, CADF, Kansas City, Missouri  
CG, ADC, Ent Air Force Base, Colorado Springs, Colorado

TO: CG, USAF  
ATTN: Director of Intelligence  
Washington, D. C.

1. In accordance with AFR 200-5, dated 29 April 1952 herewith submit FLYOERPT Reports for evaluation and dissemination.

2. Due to shortage of personnel and Air Police activities subject report slow in being submitted.

FOR THE COMMANDING OFFICER:

1 Incl  
1. FLYOERPT (4 cys and exhibits)

s/t MARIO V. PREVOSTI  
Captain, USAF  
Adjutant

Info to:

Chief, ATIC, ATTN: ATIAA-2C  
Wright-Patterson AFB, Ohio

2 DEC 25 12 28

[REDACTED]  
[REDACTED]  
[REDACTED]



~~SECURITY INFORMATION~~  
~~RESTRICTED~~

R7C

Hq 73rd ABS 73Intell 333.5 Subj: FLYOBRPT

WD 333.5 (18 Nov 52)

1st Ind

28 NOV 1952

HEADQUARTERS, 31ST AIR DIVISION, Fort Snelling, Minnesota

TO: Commanding General, Central Air Defense Force, P.O. Box 528, Kansas City, Missouri

Attached report is forwarded in accordance with AFR 200-5.

FOR THE COMMANDING GENERAL:

ROBERT L. BOWMAN  
CAPTAIN USAF  
ASSISTANT ADJUTANT  
35776

1 Incl

1. FLYOBRPT (3 cys and Exhibits)

INT 333.5 (18 Nov 52)

2nd Ind

HEADQUARTERS, CENTRAL AIR DEFENSE FORCE, Box 528, Kansas City, Mo.

THRU: Commanding General, Air Defense Command, Ent AFB, Colorado Springs, Colorado

3 DEC 1952

TO: Director of Intelligence, Hq USAF, Washington 25, D. C.

1 Incl  
n/c

Info:

Chief, ATIC,

ATTN: ATIAA-2c

Wright-Patterson AFB, Ohio

QUENTIN RAND  
Capt, USAF  
Asst Adjutant General

2 DEC 25 12 : 00



(CLASSIFICATION)

COUNTRY

USA

LEAVE BLANK

## AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Sighting of unidentified object in local area

Forwarding Enclosures

AREA REPORTED ON

Duluth, Minn - Duluth (X-6) FK-47 NB-13

FROM (Agency)

Williamson-Johnson Apt  
73rd Air Base Squadron Duluth, Minn

DATE OF REPORT

24 October 1952

DATE OF INFORMATION

22 October 1952

EVALUATION

B-2

PREPARED BY (Officer)

2nd Lt Henry Lopez, Intell Officer

SOURCE

Mrs. [REDACTED]

REFERENCES (Control number, directive, previous report, etc., as applicable)

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

One unidentified object, color tan or beige-cream, yellowish tint, cubic in shape, diameter about 9 feet, one side about 5 feet, dark object at bottom point appears to oscillate. No sound or exhaust trail. Moved slowly, an rise slowly and can rise vertically with speed. Observed by Mrs. [REDACTED] about 75 feet distant, 3 or 4 feet above the ground.

Winds at surface from 200° 19 knots, visibility unlimited. No meteorological activity. No physical evidence, no interception or identification.

One t-33 landed in Duluth at 1553Z, other air traffic unknown.

*Henry Lopez*

HENRY LOPEZ  
2nd Lt, USAF  
Intelligence Officer

5

INCL.

1. Map, Duluth (X-6) Exhibit #1
2. Area map, Exhibit #2
3. Diagram of object Exhibit #3
4. Statement by Mrs. [REDACTED], Exhibit #4
5. Statement by [REDACTED], Exhibit #5

DISTRIBUTION BY ORIGINATOR

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.

INCL. #1<sup>3</sup>



ACTION

OPERATIONAL IMMEDIATE

1. Attn  
2. Attn  
3. Attn  
4. C. Files

ACTION INFOR. AGO. 1 INFOR.

P 1

OCT 23 PM 4:04

REB134

WPE123

YDC131

CBC146

YMB091

JEDKFD48

OPOP JEDEN JEDWP JEPHQ 333

DE JEDKF 333A

OP 231745Z ZNJ

FM CO 73 ABS WM JHN APRT DULUTH MINN

TO JEPHQ/DIR OF INT HQ USAF WASH DC

JEDWP/AIR TECH INT CTR WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLO SPCS COLO

AL1/CG CADF KANSAS CITY MO

OVJ/CG 31 ADIV FT SNELLING MINN

/ [REDACTED] 30PS 1082 PD ATTN ATIAA-2C PD FLYOBRPT

OBJECT SIGHTED OVER CITY OF DULUTH, MINNESOTA, 1605CST 21 OCT

52 BY [REDACTED] COUNTY COMMISSIONER, ST LOUIS COUNTY,

MINNESOTA, WHO WAS AT INTERSECTION OF [REDACTED] AVENUE AND [REDACTED]

BOULEVARD AT TIME OF SIGHTING. WITNESS DESCRIBED IT AS BEING

"HUGE" OBJECT (ABOUT THE SIZE OF A GOOD SIZED BALLOON) TRAVELLING

AT "TERRIFIC" SPEED ("250 TO 300 MPH"), DIAMOND SHAPED, SILVER

IN COLOR, TRAVELLING SW TO NE AT 2000-3000 FEET ABOVE THE SURFACE.

NO EXHAUST, TRAIL OR SOUND. WITNESS BELIEVED OBJECT POWERED BECAUSE

OF HIGH SPEED. OBJECT DESCENDED, THEN ROSE AND DISAPPEARED OVER

ACTION

PAGE TWO HM2 333

ACTION

HILL. WITNESS ESTIMATES OBJECT ONE AND ONE HALF MILES FROM HIM AT

CLOSEST POINT. OBJECT OBSERVED FOR APPROX FIVE MINUTES. WITNESS

OWNS AND OPERATES PRIVATE AIRPLANE. BELIEVED RELIABLE.



11/CG CADF KANSAS CITY MO

OVJ/CG 31 ADIV FT SNELLING MINN

[REDACTED] 30PS 1082 PD ATTN ATIAA-2C PD FLYOBRPT

OBJECT SIGHTED OVER CITY OF DULUTH, MINNESOTA, 1605CST 21 OCT  
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PAGE TWO HM2 333

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TWO YOUNG BOYS REPORT SIGHTING OBJECT AT 1600CST, SAME DATE,  
SAME AREA. SAME GENERAL DESCRIPTION EXCEPT DESCRIBED AS WHITE,  
APPARENTLY PLASTIC AND APPROX NINE FEET ACROSS. WEIGHT HUNG FROM  
LOW POINT OF DIAMOND. OBJECT CAME LOW TO GROUND. BOYS THREW  
STONES WHICH BOUNCED OFF OBJECT. OBJECT ROSE AND DISAPPEARED  
OVER HILL. RELIABILITY OF WITNESSES UNKNOWN.

WEATHER AT TIME OF SIGHTINGS: CLEAR VIS 15 T US. SURFACE WINDS SW  
16K GUSTS TO 21K. WINDS 2000MSL 210DEGREES 21K; 3000MSL 230 AT  
27K; 4000MSL 240 AT 34K; 5000 MSL 250 AT 50K; 6000MSL 260 AT 58K.  
756 AC2 SQ REPORTED NO TARGETS IN THAT AREA AT TIME OF SIGHTINGS.  
ONE T-33 ACFT LANDED DLH 1553 CST. OTHER AIR TRAFFIC UNKNOWN.

23/1830Z OCT HM2

cy #1



# PROJECT 10073 WORKSHEET

## I. GENERAL

1. DATE <i>2/0ct 52</i>	2. LOCATION <i>Duluth, Minn.</i>	3. TIME Local: <i>1600 CST</i> Zebra: <i>2200 Z</i>
4. WAS OBJECT OBSERVED FROM THE GROUND? <input checked="" type="checkbox"/> Yes <input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<input type="checkbox"/> A/C Observed Object <input 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 checked="" 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 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>73rd ABSC WM-JNN Apt, Duluth, Minn.</i>		

## II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?		
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
14. DID OBJECT HAVE A TAIL?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
15. DID OBJECT APPEAR TO DISINTEGRATE?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)		
<input 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 type="checkbox"/> Yes <input checked="" 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
22. TIME SINCE SCHEDULED BALLOON RELEASE: <u>60</u> Minutes						
23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:						
	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.	<i>Duluth</i>	<i>D</i>	<i>W.B.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b.				<input type="checkbox"/>	<input type="checkbox"/>	
c.				<input type="checkbox"/>	<input type="checkbox"/>	
d.				<input type="checkbox"/>	<input type="checkbox"/>	
(attach overlay)						

#### V. EVALUATION

21. EVALUATION OF SOURCE: <ul style="list-style-type: none"> <li><input type="checkbox"/> Excellent</li> <li><input type="checkbox"/> Good</li> <li><input checked="" type="checkbox"/> Fair</li> <li><input type="checkbox"/> Poor</li> <li><input type="checkbox"/> Unreliable</li> <li><input type="checkbox"/> Extremely Doubtful</li> <li><input type="checkbox"/> Hoax</li> </ul>	22. DETAILS OF REPORT: <ul style="list-style-type: none"> <li><input type="checkbox"/> Good</li> <li><input checked="" type="checkbox"/> Fair</li> <li><input type="checkbox"/> Poor</li> <li><input type="checkbox"/> Insufficient to Evaluate</li> </ul>
23. FINAL EVALUATION: <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Was Balloon</li> <li><input checked="" type="checkbox"/> Probably Balloon</li> <li><input type="checkbox"/> Possibly Balloon</li> <li><input type="checkbox"/> Was Aircraft</li> <li><input type="checkbox"/> Probably Aircraft</li> <li><input type="checkbox"/> Possibly Aircraft</li> </ul> </div> <div style="width: 48%;"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Was Astronomical</li> <li><input type="checkbox"/> Probably Astronomical</li> <li><input type="checkbox"/> Possibly Astronomical</li> <li><input type="checkbox"/> Other: _____</li> <li><input type="checkbox"/> Insufficient Data For Evaluation</li> <li><input type="checkbox"/> Unknown</li> </ul> </div> </div>	
24. COMMENTS: <div style="font-size: 1.2em; margin-top: 10px;"> <i>Descriptions fit both RA type balloon and Skyhook type</i> </div>	



# PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION		2. TIME OF OBSERVATION		3. STATION OBSERVING	
4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0	16	225	25,000		
1,000	20		30,000		
2,000	21		35,000		
3,000	27	230	40,000		
4,000	34	240	45,000		
5,000			50,000		
6,000	58	250	55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		
5. WAS AN INVERSION LAYER NOTED? <span style="float:right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>					
(If yes, at what altitude? _____)					
6. WERE ANY THUNDERSTORMS NOTED IN AREA? <span style="float:right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>					
(If yes, at what quadrant? _____)					
7. CLOUD COVER: <u>Clear</u>				8. VISIBILITY WAS	
_____ tenths at _____ feet.		_____ tenths at _____ feet.		<u>15</u> MILES.	
_____ tenths at _____ feet.		_____ tenths at _____ feet.			
9. COMMENTS:					



WPB014

YDC011

CBB003

YMB001

JEDKF 104

OPOP JEDEN DWP JEPHQ 333

DE JEDKF 368A

OP 242312Z ZNJ

FM CO 73RD AESQ WM-JHN APRT DULUTH MINN

TO JEPHQ/D/I HQ USAF WASHINGTON DC

JEDWP/ATIC WRIGHT PATTERSON AFB OHIO

3TP/CG ADC ENT AFB COLORADO SPRINGS COLO

/████████████████████/73 INT-1103 ATTN CLN ATIAA-2C. FLYOBRT 1. CUBIC  
IN SHAPE, 5 FT FROM CORNER TO CRNER, 9FT IN HEIGHT. LIGHT TAN OR  
BEIGE. ONE OBJECT. NO TRAIL OR EXHAUST VISIBLE. PROPULSION SYSTEM  
THOUGHT TO BE OBJECT AT BOTTOM OF OBJECT THAT OSCILLATED VERTICALLY.  
SPEED CLOSE TO GROUND RATHER SLOW, ASCENDED RATHER RAPIDLY AND GAINED  
SPEED AT HIGHER ALTITUDE SPEED UNCERTAIN. NO SOUND TO BE HEARD.  
TRAVELED PARALLEL TO GROUND AT ABOUT THREE FT ALTITUDE. ASCENDED TO  
CLEAR FENCE AND TREES, THEN TRAVELLED HORIZONTALLY, DISAPPEARING OVER  
HILL.

2. TIME OF SIGHTING 2150Z. TIME SIGHED, FEW MINUTES.

3. VISUAL FROM SURFACE.

27 OCT 52 09 35

OPERATIONAL IMMEDIATE

ACTION

ACTION INFOR. AGO 1 INFOR.

24 PM 8:40

1. Atia  
2. Atia  
3. Files

ACTION



PAGE TWO DE HM2 368A

4. OBSERVER WAS IN RESIDENCE LOOKING OUT KITCHEN WINDOW RAN OUTSIDE TO OBTAIN BETTER VIEW. RADIO TOWER 1 BLOCK FROM HOUSE. GEOREF FKNB 4946. OBJECT ABOUT 75 FEET NW OF KITCHEN WINDOW, TRAVELLING SLOWLY IN AN EASTERLY DIRECTION. WHEN LAST OBSERVED WAS TRAVELLING RATHER FAST IN SAME DIRECTION ABOUT 40 FT ABOVE GROUND.

5. WITNESS OBSERVED TO BE RELIABLE. HAS COLLEGE EDUCATION, AND IS AN ARTIST. ALSO SEEN BY WITNESSES SON AND THREE OTHER CHILDREN.

6. WINDS AT SURFACE FROM 200 DEGREES 19 KNOTS. VISIBILITY UNLIMITED. WINDS AT 2,000 FT FROM 210 DEGREES 21 KNOTS. VISIBILITY UNLIMITED.

7. NO METEOROLOGICAL ACTIVITY

8. NO PHYSICAL EVIDENCE

9. NO INTERCEPTION OR IDENTIFICATION TAKEN.

10. ONE T-33 LANDED AT DULUTH 1553. OTHER AIR TRAFFIC UNKNOWN.

24/2315Z OCT HM2

ACTION

cy #1



STATEMENT

By  
Mrs. [REDACTED] - taken 24 October 1952

Question: What was the shape of the object?

Answer : It was cubic in shape, one corner had something like a weight that went up and down and it was dark in color.

Question: What was the estimated size?

Answer : It was about 5 feet from corner to corner and from bottom to top tip about 9 feet. I judged the size from the fence that was in the vicinity. It was quite close to the ground, almost touching the ground when I first saw it.

Question: What was the color?

Answer : It was light tan or beige cream, more yellow.

Question : Did it have any markings?

Answer : I did not notice any markings although I first thought it could have been an advertisement of some kind. I did not see any markings.

Question: Did it make any sound?

Answer : It did not make any sound that I heard, I was inside at the kitchen window wondering what to get for supper and I was dumbfounded when I saw it.

Question: What would be the estimated speed?

Answer : It went very slow lifting from the ground. I saw it up over the hill then I couldn't see it any more.

Question: Would you say it had been on the ground?

Answer : At first it was close to the ground and I told my son to see if he could catch it.

Question: About how high was it?

Answer : When it went over the hill it was about 30 or 40 feet in the air and went quite fast. I thought it might get fast in the trees.

Question: What time was it when this happened?

Answer : It was about 5 or 10 minutes to four o'clock in the evening.

Question: How far was it from the tower?



~~\_\_\_\_\_~~  
~~\_\_\_\_\_~~  
~~\_\_\_\_\_~~  
Answer : Looking out of kitchen window it was about 75 feet away almost touching the ground, perhaps 3 or 4 feet. I was dumbfounded. I couldn't imagine what it could be. It disappeared behind the end of the house and when I ran out to see where it was it was 3 or 4 feet in the air. I thought it was caught in the trees but all of a sudden it went straight up into the air real fast about 6 or 7 feet.

Question: Did you notify anyone?

Answer : My husband notified the police and they wanted to know if I was all there. My husband notified the Duluth Herald and the party wanted to talk to me, I do not remember the name he gave me. I did give him the information that I have given you.

Question: What kind of material did you think it was?

Answer : It looked like plastic. It wasn't canvas or metal but it did look like plastic or rubber, looked hard and shiny.

Question: Can you think of anything else to tell us?

Answer : Can't think of anything else.

~~\_\_\_\_\_~~  
Signature of Mrs. ~~\_\_\_\_\_~~

NOTE: Airport (Civilian) was called by ~~\_\_\_\_\_~~ son of ~~\_\_\_\_\_~~ and the call was transferred to 179th and then to 73rd. Son also called the Police and Herald. Clarifying question: "Did you notify anyone?"

CERTIFIED TRUE COPY

*Henry Lopez*  
Lt. Henry Lopez  
2nd Lt, USAF  
~~\_\_\_\_\_~~  
~~\_\_\_\_\_~~



STATEMENT

By

taken 24 October 1952

Question: What time did you first notice this object?

Answer : I was throwing rocks outside with some other boys when I first noticed it, it was about 12 feet from the ground, and it went straight up into the air.

Question: What color was it?

Answer : Looked white and shiny color.

Question: What about the bottom of it?

Answer : It was the same color all over.

Question : When did you first see it?

Answer : I was throwing rocks at tin cans when I noticed it. I was with 3 other kids and we all saw it.

Question: What did you do?

Answer : After I saw it I went after it and trailed it 2 or 3 blocks.

Question: How far was it before and above you?

Answer : About as high as the house. I hit it with a rock and it was about 12 feet from the ground and it went straight up in the air.

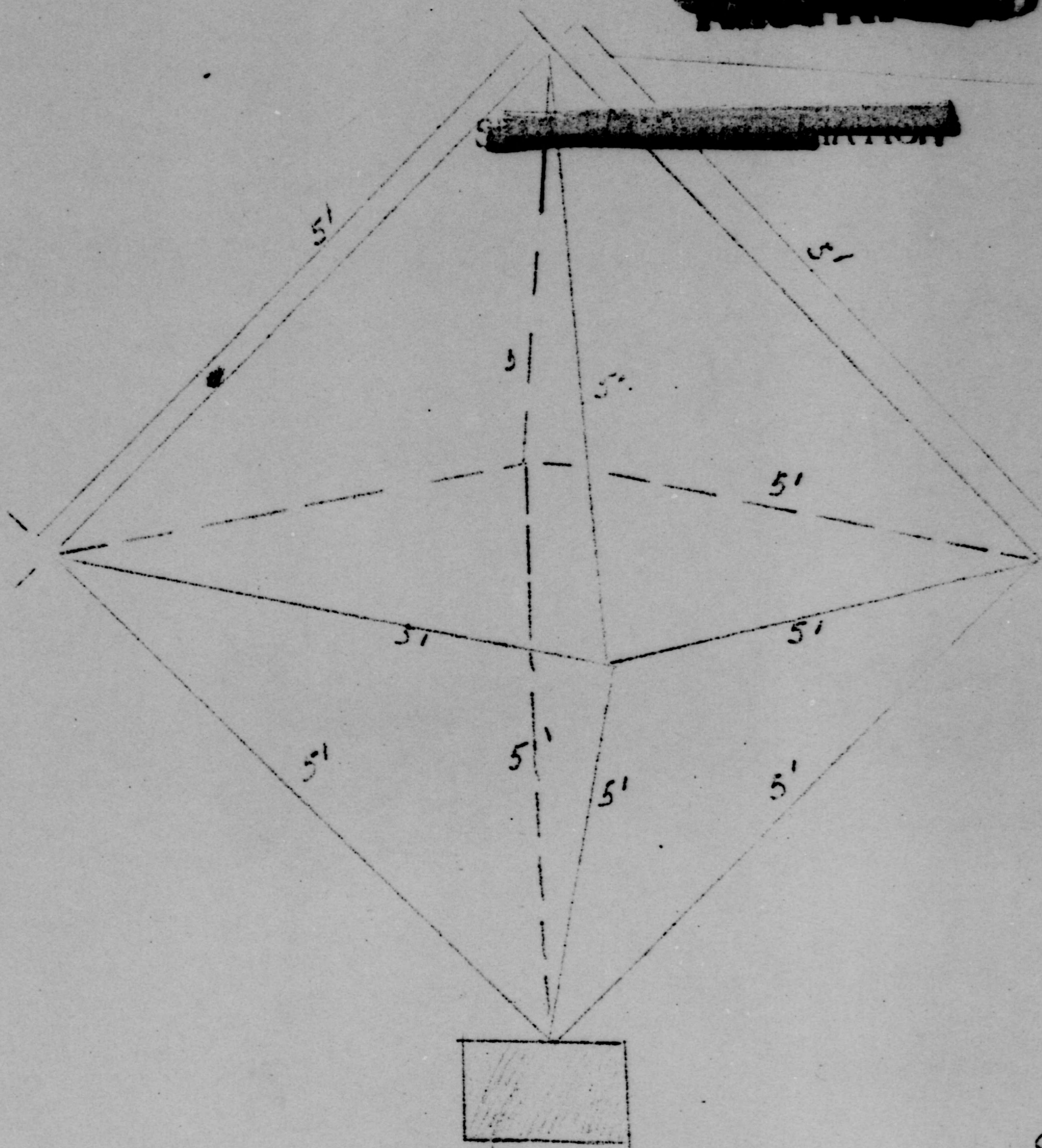
Signature of witness

aged 9 years.

CERTIFIED TRUE COPY

2nd Lt. Henry Lopez, USAF

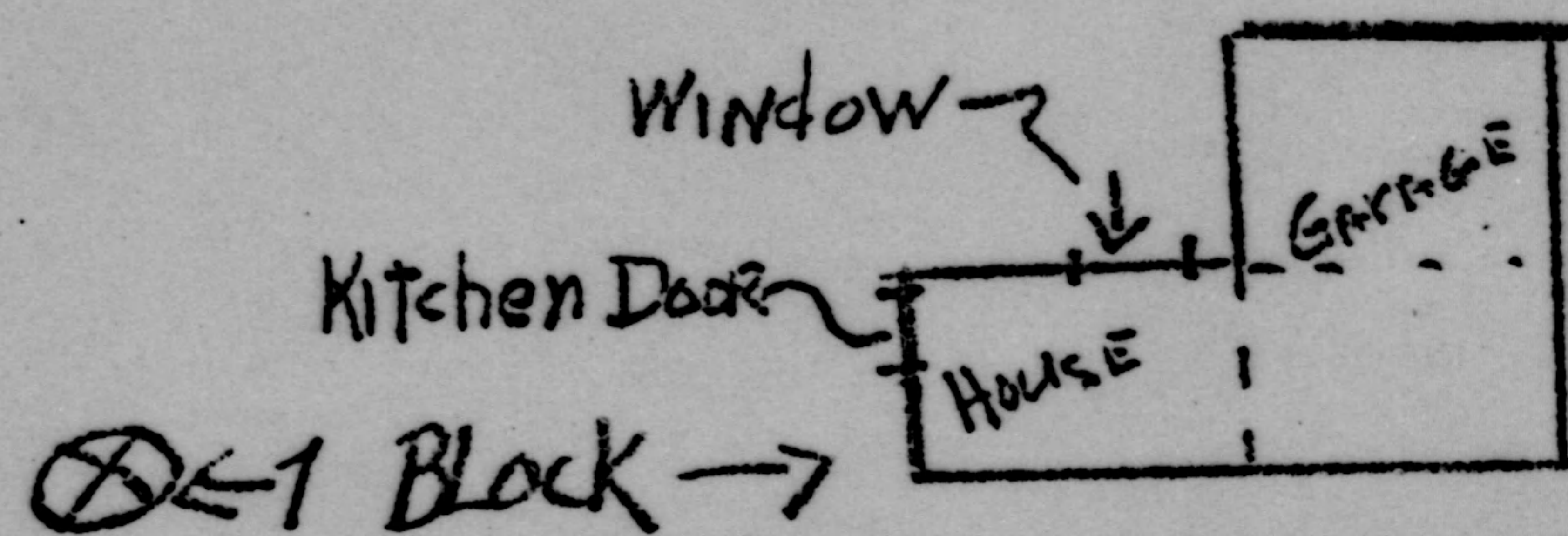
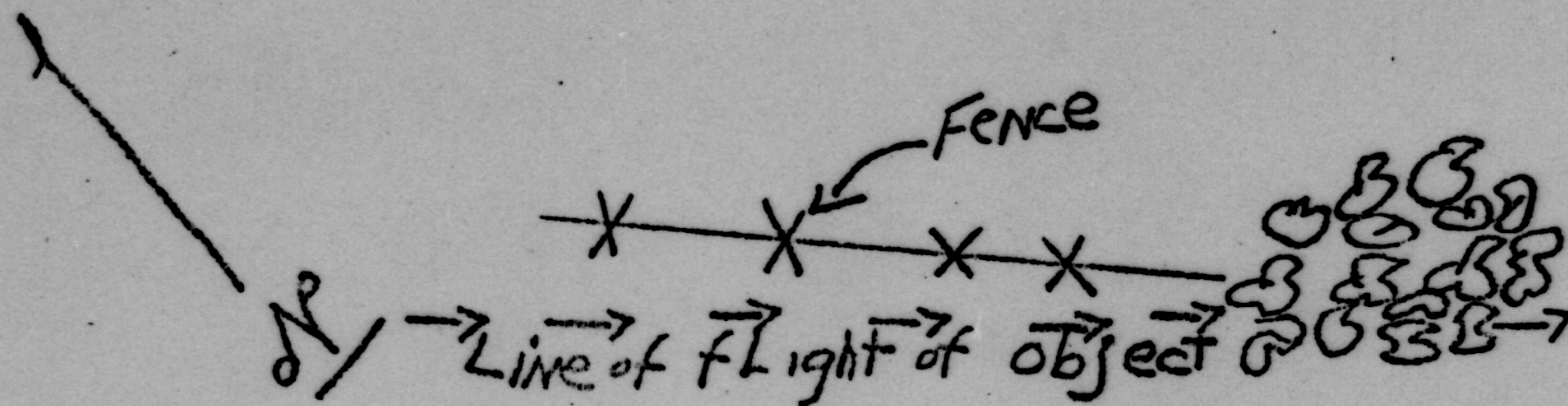




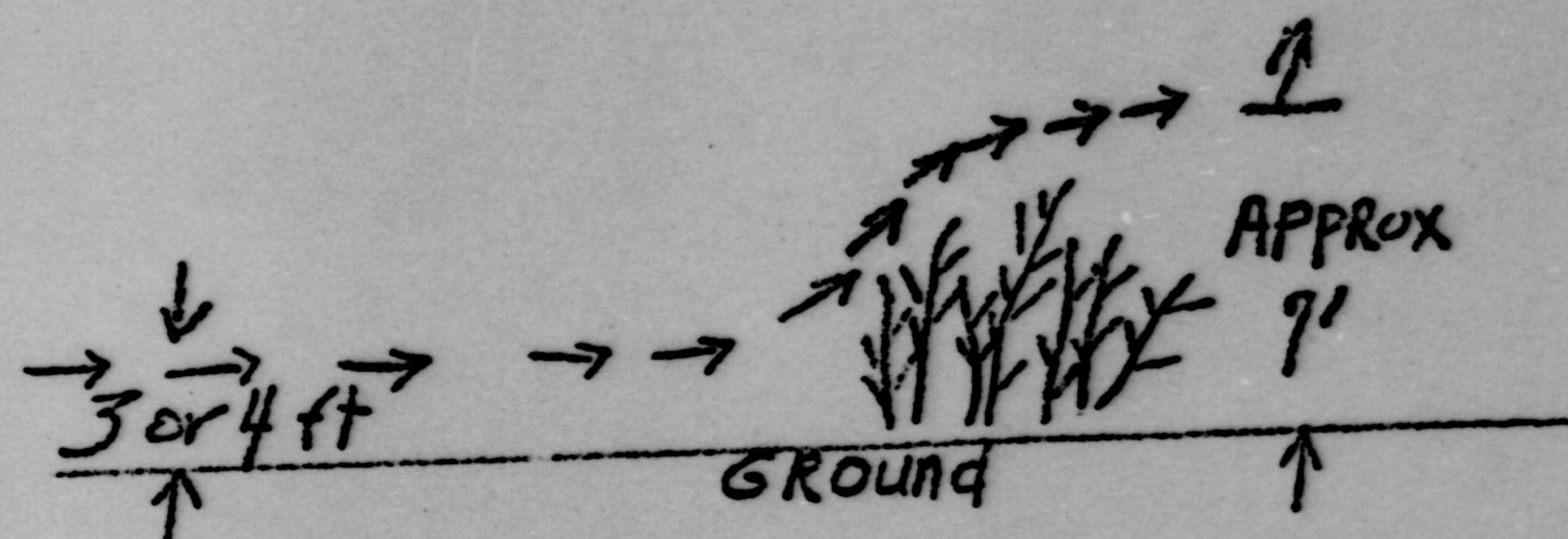
Scale  $\frac{3}{4}'' = 1'$

Diagram of Object





Plan View

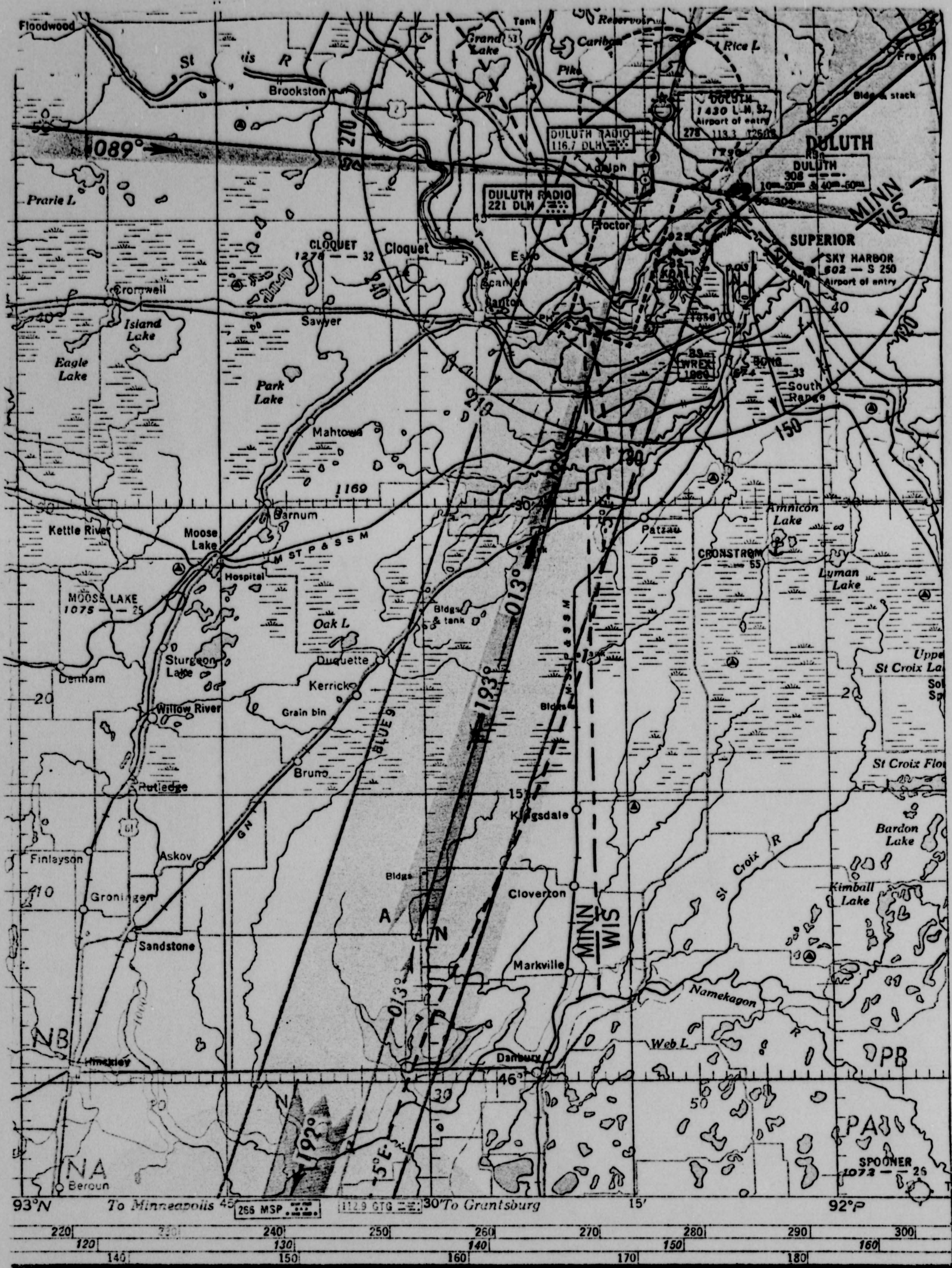


Horizontal Line of Flight

Not drawn to scale

Legend  
 ⊗ Radio Tower





BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS  
For pilot information see reverse side

FK-47  
NB-13



## CRUISING ALTITUDES

**CRUISING ALTITUDES WITHIN CONTROL AREAS AND ZONES**--Aircraft at or more than 3000 feet above the surface within control areas and/or control zones must be flown at odd or even 1000-foot levels appropriate to the direction of flight. "Odd and even" indicators are shown on Coast and Geodetic Survey Radio Facility Charts.

The following rules will govern the altitude at which aircraft shall fly when making flights along civil airways:

### Green and Red Airways

**Eastbound flights.** Aircraft making good a true course of from 0° (or 360°) to, but not including, 180° along a green or red civil airway shall fly at an ODD thousand-foot level above sea level (such as 3000, 5000, or 7000 feet).

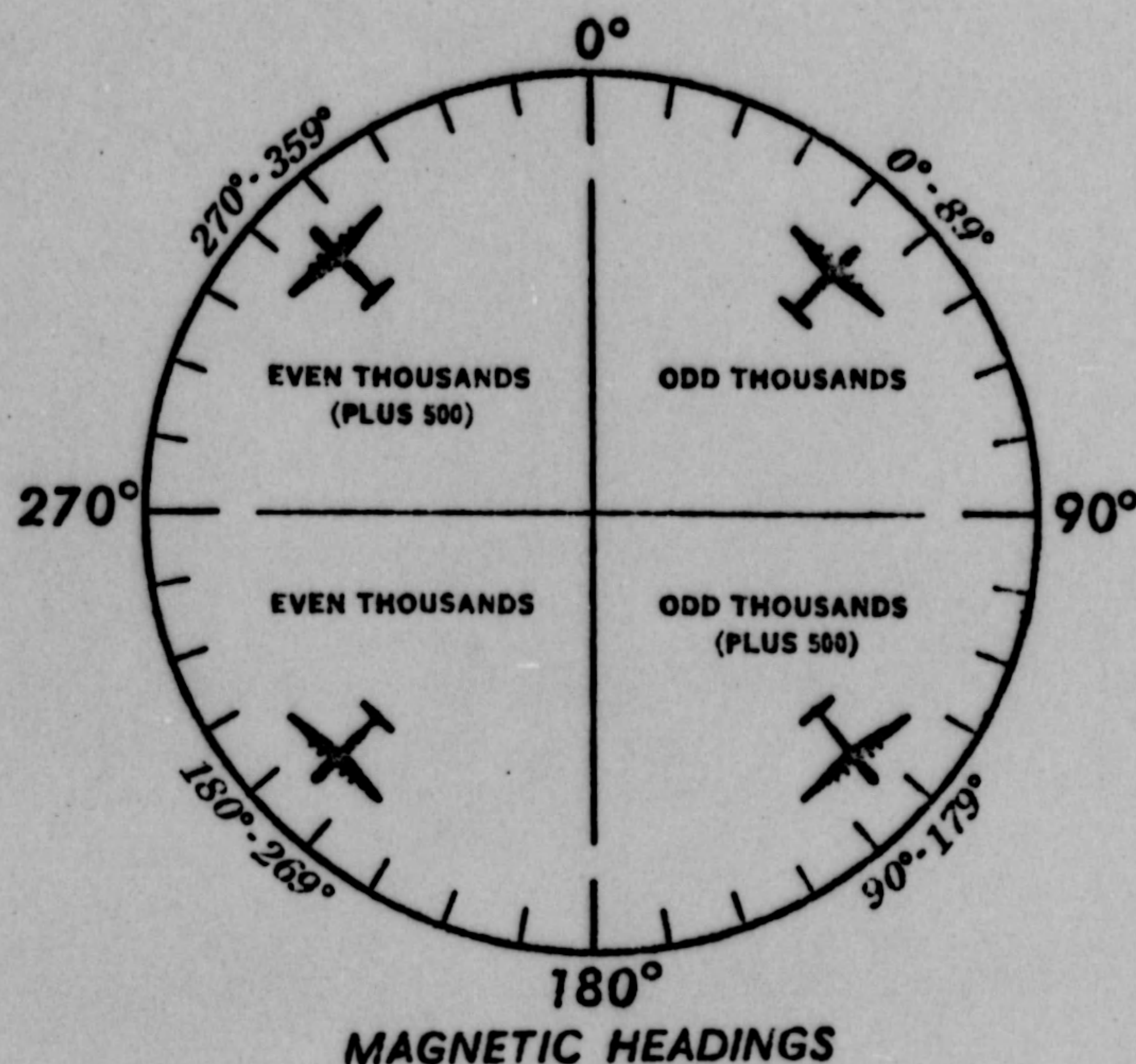
**Westbound flights.** Aircraft making good a true course of from 180° to, but not including, 360° (or 0°) along a green or red civil airway shall fly at an EVEN thousand-foot level above sea level (such as 2000, 4000, or 6000 feet).

### Amber and Blue Airways

**Northbound flights.** Aircraft making good a true course of from 270° to, but not including, 90° along an amber or blue civil airway shall fly at an ODD thousand-foot level above sea level (such as 3000, 5000, or 7000 feet).

**Southbound flights.** Aircraft making good a true course of from 90° to, but not including, 270° along an amber or blue civil airway shall fly at an EVEN thousand-foot level above sea level (such as 2000, 4000, or 6000 feet).

**CRUISING ALTITUDES OUTSIDE CONTROL AREAS AND ZONES**--When the flight visibility is less than three miles, aircraft must be flown at an altitude appropriate to the magnetic course as illustrated below.



## VISUAL FLIGHT PLANS

The Civil Air Regulations do not require that a VFR flight plan be filed for a VFR flight. However, the filing of such a flight plan is desirable, and the CAA urges that VFR flights be covered by flight plan whenever practicable as such filing materially assists in search and rescue operations if such action becomes necessary. Flight plans may be submitted to the nearest CAA airway communications station either in person or by telephone. Flight plans may be filed by radio if no other means are available but this practice should be avoided whenever possible to reduce congestion of radio channels.

If filing the flight plan, the pilot should state the name of the CAA communications station with which he will close his flight plan. If the destination is not served by a CAA communications station, or is in Canada or Mexico, the method by which the arrival report will be filed must be clearly understood by all concerned. VFR flight plans are transmitted via CAA communications facilities only to the CAA communications station with which the pilot has stated his arrival report or closing of flight plan will be filed. One hour after the estimated time of arrival, if no notice of arrival is received, queries are sent out over CAA communications systems to determine the location of the aircraft. If no information concerning the aircraft is obtained after an exhaustive communications inquiry, search and rescue operations are inaugurated. In as much as the government may be put to considerable expense in determining the location of aircraft when an arrival report is not filed, it is vitally necessary that all pilots make certain that notice of arrival is filed. If flight is terminated prior to reaching the point of intended destination specified in the flight plan, pilots should contact the nearest CAA communications station and the request that an arrival report be transmitted over CAA facilities to the CAA communications station with which the pilot stated the arrival report would be filed.

Pilots of aircraft operating on VFR flight plan who desire to make flight progress reports, should include in the report the phrase: "VFR FLIGHT PLAN FROM (blank) TO (blank)."

The flight plan shall contain the items listed under INSTRUMENT FLIGHT RULES - Flight Plan, except "Alternate Airport" and except that a visual flight rule flight plan should always specify "VFR" as a cruising altitude. The use of this term in lieu of an actual altitude indicates that the pilot intends to fly in accordance with Visual Flight Rules. Aircraft may be operated in accordance with VFR above a well defined cloud or other formation provided, climb to and descent from such "on top" flight can also be made in accordance with VFR.