PROJECT 10073 RECORD CARD

1. DATE 20 April 1955	2. LOCATION Van Nuys, California	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon XX Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other_____ ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local _____ GMT 21/0630Z	4. TYPE OF OBSERVATION XX Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes XX No	6. SOURCE Civilian (GOC)	
7. LENGTH OF OBSERVATION 8-10 minutes	8. NUMBER OF OBJECTS one	9. COURSE northwest
10. BRIEF SUMMARY OF SIGHTING One red, flashing light seems to come out of nowhere after a multi engine a/c passes overhead and moves in a straight line toward the NW.	11. COMMENTS Definitely identified as an United Airlines Flight a/c with a red, rotating beacon attached to the tail structure.	

ATIC FORM 329 (REV 26 SEP 52)

IN

12

RF195

22 APR1955 09 15 -

K WPB189 YDB151 XYC261 XDB171 XXF24 PNB55020 BEC522

21 APR 55 20

RR JEDEN JEDWP JEPHQ JWPJB

DE JWPJB 2E

R 211700Z

FM COMDR 669TH ACWRON PORT HUENEME CALIF

INFORMATION

TO JEDEN/COMDR ADC ENT AFB COLO

JWPJB/COMDR 27TH ADIV DEF NORTON AFB CALIF

JEDWP/COMDR AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

UEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASHDC

//UNCLASSIFIED// 669 ACWS 068-Y. UFOB. 1. A. DIAMOND. B. NICKEL AT ARMS LENGTH. C. RED. D. ONE. E. N/A. F. NEGATIVE. G. NEGATIVE. H. NEGATIVE. I. NEGATIVE. 2. A. UNKNOWN. B. UNKNOWN. C. UNKNOWN. D. UNKNOWN. E. SWAYED BACK AND FORTH, THEN SHOT AWAY TO THE NORTHWEST. F. EIGHT MINUTES. 3. A. GROUND-VISUAL. B. NEGATIVE. C. N/A. 4. A. 210615Z APRIL 55. B. NIGHT. 5. EJBE 2912. 6. A. [redacted]R, AGE 35, [redacted]O, VAN NUYS, CALIFORNIA, HOUSEWIFE. B. N/A. 7. A. CLEAR, COLD, SLIGHT BREEZE. B. UNKNOWN. C. UNKNOWN. D. UNKNOWN. E. UNKNOWN. F. CNKNOWN. 8. NEGATIVE. 9. NEGATIVE. 10. NEGATIVE. 11. OBSERVER STATES THAT SHE HAS SIGHTED THIS OBJECT THREE OR FOUR TIMES IN THE PAST WEEK. IT IS ALWAYS IMMEDIATELY FOLLOWING A SCHEDULED AIRLINER'S PASSING OVERHEAD. AIRLINER TYPE UNKNOWN. 12. NEGATIVE.

BT

21/1802Z APR JWPJB

UFOB INDEX CARD

1. DATE 20 ~~21~~/0630Z April 1955	2. LOCATION Van Nuys, California	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 21/0630Z April 1955	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian (GOC)	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION Eight-Ten Minutes (8-10)	8. NUMBER OF OBJECTS One (1) / 9. COURSE North-West	☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

One (1) red, flashing light seems to come out of nowhere after a multi-engine a/c passes overhead and moves in a straight line toward the NW.

11. COMMENTS

Definitely identified as an United Airlines Flight a/c with a red, rotating beacon attached to the tail structure.

AISOP Form 5 (15 Oct 54)

AF-ADC-COLO. SPRINGS, COLO

AF FORM 112—PART I
APPROVED 9 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

12

COUNTRY: USA	REPORT NO.: TC-UFOE-7-55	LEAVE BLANK

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UFOB

AREA REFERENCED: VAN NUYS, CALIFORNIA, USA	FROM (Agency): Flight 1-C, 1602d AISS
DATE OF INFORMATION: 25 April 1955	DATE OF INFORMATION: 20 April 1955	EVALUATION: C
PREPARED BY (Office): CALVIN HAMMOND, Jr., 1st Lt, USAF	SOURCE: [redacted]

[illegible]

1. CONTENTS:

PART ONE: Description of sighting by [redacted] Van Nuys (KUBIC 1265), California.

PART TWO: Supplementary Investigative Effort.

PART THREE: Comments of Preparing Officer.

2. SUMMARY: The sighting at VAN NUYS, CALIFORNIA, at 21/0630Z April 1955 was determined to be a new type of aircraft (illumination and searching device (beacon)) not being produced by several commercial establishments and assume the LOS ANGELES - VAN NUYS - BURBANK vicinity. This particular sighting was determined to have been a LOCKHEED AIRCRAFTS cargo plane, type DC-6, with the red warning beacon installed on the rear stabilizer of the aircraft. This plane left the LOCKHEED AIRCRAFT, BURBANK, CALIFORNIA, (KBUR/Burbank) at 21/0615Z April 1955, heading in a WESTERN direction, thus placing it at the precise area of the sighting at 21/0630Z April 1955.

3. INVESTIGATORS: 1Lt CALVIN HAMMOND Jr. AO 1905525
A/1C JEROME G. SMITH AF 12057621

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

APPROVED:
John M. Weber
JOHN M. WEBER
Colonel, USAF
Commander

Distribution:
D/I, USAF; Comdr, 1602d; D/I, 27th AD; Comdr, 1602d AISS; OIG, USAF; Comdr, 1602d AISS

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART ONE
Flight 1-G, 1602D AISS	10-UUDB-7-55	PAGE 2 OF 4 PAGES

1. SOURCE: [redacted]

Address: [redacted], VAN NUYS, CALIFORNIA.

Age: 36 yrs.

OCCUPATION: Housewife and a Day Captain of the Ground Observers.

Education: Completed High School and Nursing College.

Qualifications: Member of the Ground Observers, acting in the capacities of both Day Captain and Asst'nt Captain.

2. RELIABILITY: Good. After a personal interview Mrs. [redacted] appeared to be both sincere and positive of the sighting that she had seen. She stated that there were other persons that had also witnessed it, or other instances when it had been sighted.

3. SOURCE'S DESCRIPTION OF SIGHTING: SOURCE was on duty at the VAN NUYS GROUND OBSERVER MONITOR at the time of the sighting. Plane was sighted seven times by myself and always when other observers have been on duty with me. Always appears after military motor (plane) flight and at the same time in every sighting. As the plane passes over, it appears larger than it appears as it goes out of range. The approach is always sighted by them appears immediately after the plane has passed over. Appears to always be in one spot, then another, without moving, and in a straight line. Slowly moves toward the North (NSH) and out of sight. Sighting takes about 8-10 minutes from first sighting to the disappearance.

6. Incl: 1.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART TWO
Flight 1-C, 1602d AISS	1C-UR03-7-55	PAGE 2 OF 4 PAGES

SUPPLEMENTARY INVESTIGATIVE REPORT:

1. A check with the LOCKHEED AIR TERMINAL tower and an interview with Mr. L. A. Henderson, man in charge of the tower at the time of the sighting (21/0630Z April 55) developed nothing had been recorded there and they had no record of any special aircraft operations in that particular area (DUBIC 1233). Asked regarding the sighting to the personnel there at the LOCKHEED tower, they immediately pointed to the use of some type of large rotating red beacon. LOS ANGELES AIRWAYS was using an Sikorsky helicopter model S55 and also that UNITED AIRLINES was using one of their planes. They were certain that this must have been one of the red beacons as the description was larger perfect with the way that they appeared. The actual instance of this particular sighting was not available from the tower and they suggested calling LOS ANGELES AIRWAYS and UA. Wasn't one of their helicopters to check that UNITED AIRLINES in the lobby of the LOCKHEED AIR TERMINAL. A call was placed to LOS ANGELES AIRWAYS and it was reported that although there was a flight (Sikorsky) in that vicinity the last flight in the evening that they had was at 0357Z daily. This ruled out the possibility of the helicopter. So a check was made with the UNITED AIRLINES and it was discovered that they had a cargo flight that left LOCKHEED AIR TERMINAL for BURBANK, CALIFORNIA at 0615Z daily and this was scheduled but that it was not a regularly scheduled flight and originated only on the demand of an ad-flight. There had been a flight 21/0615Z April 55. Further discussion revealed that all of UNITED'S planes were equipped with this red rotating beacon mounted on the tail section and thus the flight in question was not an exception.

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SUPPLEMENT TO AF FORM 112

Common Name	Incident No.	PART THREE
Flight U-6 J602D /ISS	HC-UUOB-7-55	Page 1 of 1 Pages

COMMENTS OF PREPARING OFFICER:

1. It is the opinion of the Preparing Officer that this sighting was the new type rotating red beacon now coming into use by the airlines on the East Coast Region (commercial to date), specifically the UNITED AIRLINES Cargo Flight that originated at WASHINGTON NAT. TERMINAL to BURBANK, CALIFORNIA (KBUR/BUR), on 21/0632Z April 1955. The following reasons and conclusions are submitted:

a. The flight (plane) in question had this red rotating beacon device installed on its in such a location so as not to be directly visible from the approach angle but clearly visible from the rear view.

b. The times of sighting and the take-off times correlate perfectly (sighted at 21/0630Z April 1955 and off at 21/0632Z April 1955) as do the locations of sighting and the approximate location on the heading that the flight was making.

c. The fact that the approach of the red light that was reported was never seen, and the fact that the light slowly became smaller and disappeared and that it was observed as appearing to change shape and locations while not being a clearly fixed object, points out the rotating beacon effect that this device produces.

d. Source has never seen this object in the absence of a similar motored aircraft; that when he is seen the plane has always just passed over the tower; when there is no plane sighted there is no red light; never seem to clearly point to the red device that is mounted in the tail section of aircraft and particularly the UNITED AIRLINES Cargo Flight mentioned above.

e. The fact that this flight is NOT a regularly scheduled flight rapid seem to point to the lack of seeing it every day and also tend to explain the erratic sighting that has taken place in the past.

f. The sighting as described by the SOURCE and the description of the appearance of this device by the UNKNOWN AIR UNDERWRITER tower operators coincide so closely that there seems to be little doubt but that the object in question is the red rotating beacon now in the aviation industry there and not in extensive use as yet.

CLAYTONE HAMMOND JR.
1ST LT USAF
Officer in Charge

Comments of Approving Officer:

Concur with the opinion of the Preparing Officer, particularly the fact that the rotating beacon installed in the tail of aircraft is responsible for the sighting.

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