

PROJECT 10073 RECORD CARD

1. DATE 6 SEP 55	2. LOCATION 1. Washingtonville, New York 2. Near Poughkeepsie, New York Red Hook, New York, Albany		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input checked="" type="checkbox"/> Was Astronomical Fireball <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local _____ GMT 1.07/0027Z 2.07/0025Z	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		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE civilian (multiple)		
7. LENGTH OF OBSERVATION 1. four to five seconds 2. approx five seconds	8. NUMBER OF OBJECTS one	9. COURSE 1. West to East 2. East to West	
10. BRIEF SUMMARY OF SIGHTING 1. One bright bluish flash as big as an airplane with a trail extending a mile behind. 2. One obj with a blue-white exhaust flame emitting blue sparks, and then exploding with a blinding flash of light. Seen by different flight of Colonial Airlines.		11. COMMENTS FIREBALL	

HEADQUARTERS
4602d AIR INTELLIGENCE SERVICE SQUADRON (ADC)
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

AISOP

20 September 1955

SUBJECT: UFOB Sighted by Personnel of Colonial Airlines, Inc.

TO: Commander
Air Technical Intelligence Center
ATTN: AFOIN-4E4
Wright Patterson Air Force Base
Dayton, Ohio

1. Inclosed herewith is a letter from Colonial Airlines, Inc., 8 September 1955, desiring information on a UFOB sighted by personnel of their organization.

2. Investigation by Detachment 3, 4602d AISS, indicated that this sighting was probably generated by a fireball exploding in the atmosphere for the following reasons:

a. The object was also seen by Flight 412, Colonial Airlines, Inc., fifty miles north of the location of the sighting as reported by Flight 14, Colonial Airlines, Inc.

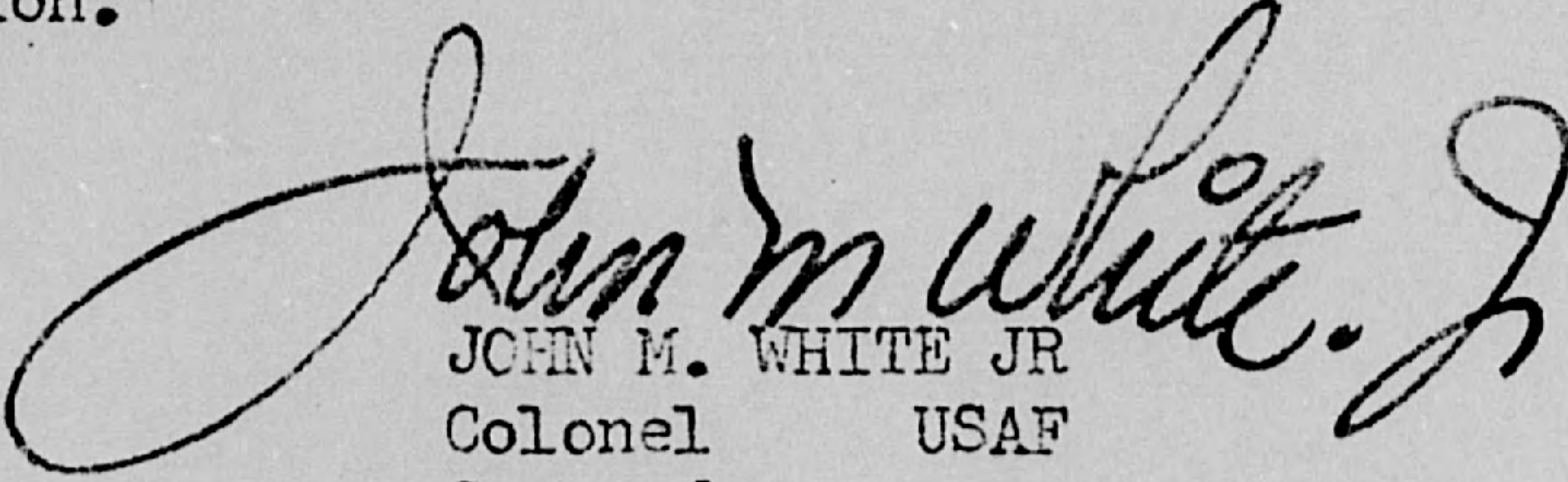
b. The object was seen by two observers on the ground, giving an identical description of the object, forty miles south south-west of Flight 14.

c. The duration of the sighting, agreed upon by all observers, was three to five seconds, substantiating the astronomical hypothesis.

d. It is highly improbable that any object other than an astronomical phenomena could be observed at night by observers located approximately one hundred miles apart.

3. In accordance with paragraph 9, AFR 200-2, 12 August 1954, release of the above hypotheses to Colonial Airlines, Inc. by this organization is prohibited. Request that appropriate action be taken by your organization.

1 Incl
a/s


JOHN M. WHITE JR
Colonel USAF
Commander

Director of Flight Operations

9-7-55

Captain ~~REDACTED~~

FLIGHT 14 - SEPTEMBER 6, 1955

RED Hook -
N.Y.
6 Sept 55

On Flight 14 of the 6th at approximately 1925 EST, geographical position approximately 16 nautical miles north of the PCU Omni Range, 004 degree track, at 5000 ft. with a clear sky above, unlimited visibility horizontally and a smoke layer below, sighted an unidentified object with a blue-white exhaust flame between a half mile or mile directly ahead at approximately 1000 ft. above our position on what appeared to be about a 200-210 degree heading in about a 15-20 degree angle descent.

In approximately 3 seconds the object had moved from directly in front of us to about 100 degrees from our track placing it off our left beam and was then omitting a lot of sparks as well as the blue flame. At that time, it exploded with a blinding flash within, I would say, a half mile or mile of our position.

Flight 412, who, I believe, was in the vicinity of ALB at about 8000 ft. reported seeing the flash although he was northbound. Southbound Flight 33, who was approximately just south of Cox-sackie at about 6000 ft., also reported seeing the flash.

I could not see what the object was except that it appeared like a rocket ship - although that is, perhaps, partially imagination because all I really got a look at was this trail of flame and, just before it exploded, it seemed like pictures I have seen of a stage falling off of a rocket. I don't think it was an airplane as I did not observe any position lights. I feel certain that it was not a meteor as we had been looking in that direction and it just appeared. There was no trace of it until it got right in front of us. Its speed did not seem to have been in excess of 400-500 mph.

FHC:GA

~~REDACTED~~

~~REDACTED~~
First Officer

COLONIAL AIRLINES, INC.

LA GUARDIA AIRPORT STATION • FLUSHING 71, N. Y.

September 8, 1955

Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

Dear Sir:


In accordance with CIRVIS procedure for reporting vital intelligence sightings, attached are copies of three reports turned in by flight crews on an unidentified object sighted September 6, 1955.

If possible, we would be very interested in knowing what the object was and if there is any way we can prevent future occurrences.

Thanking you in advance, I am

Very truly yours,

COLONIAL AIRLINES, INC.


Director of Flight Operations

Enc.

Director of Flight Operations

9-7-55

Captain ~~XXXXXXXXXX~~

At approximately 1925 EST while southbound at 6000 ft. on B 18 at Red Hook intersection, noticed a bright flash above us. Because we were flying through slight Cu buildups with the fuselage lights on, I attributed it to the flash of these lights while inside one of these Cu's. I thought no more of it until I heard Flight 14 advise New York of his sighting and we then advised that we had seen the flash.

~~XXXXXXXXXX~~

Director of Flight Operations

9-7-55

First Officer [REDACTED]

On Flight 33 over Red Hook southbound at approximately 1925 EST, there was a flash, which appeared more like an explosion rather than a lightning flash, approximately 10 or 15 degrees off our course at somewhere near our altitude of 6000 ft.

[REDACTED]

H. NO SOUND.

I. FOUR OR FIVE TIMES SPEED OF JET A/C.

II.

A. BECAUSE OF BLUE FLASH IN SKY.

B. APPROXIMATELY 5000 FT.

C. APPROXIMATELY 4000 FT.

D. WEST TO EAST OR FROM CHESTER, N.Y.
TO WASHINGTONVILLE, N.Y.

E. BECUASE FLASHING BLUE LIGHT DISAPPEARED.

F. FOUR OR FIVE SECONDS.

III.

A. VISUAL

B. NEGATIVE.

C. N/A

IV.

A. 07/0027Z

B. NIGHT

V.

A. N/A

E. NEAR WASHINGTONVILLE, N.Y.

VI. SEEN BY

MR. [REDACTED]

MR. [REDACTED]

MRS. [REDACTED]

RD 1, [REDACTED], N.Y. TEL. NBR WASH [REDACTED]

15

-7 SEP 1963 07 23

all

$$\left. \begin{matrix} 1 \\ 2 \\ 3 \end{matrix} \right\} 4E4$$

4-4x2a
Jc

G. TRAIL EXTENDED A MILE

COUNTRY USA		REPORT NO. D3-UFOB-5-55	(LEAVE BLANK) AF687371
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT U F O B			
AREA REPORTED ON N/A		FROM (Agency) Det 3, 4602d AISS	
DATE OF REPORT 17 Sep55	DATE OF INFORMATION 15 and 16 Sep 55	EVALUATION	
PREPARED BY (Officer) JAMES E RADFORD, 1/LT., USAF		SOURCE See contents below	
REFERENCES (Control number, directive, previous report, etc., as applicable) Telecon AISOP 15 Sep 55; EADF TTMSG CIC #1 UFOB Report; AFR 200-2; ADC 200-7; ATIC Form A			
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.)			

I. CONTENTS

PART ONE: Description of sighting by Captain [REDACTED] NY (GEOREF HJBL 2946) and copilot [REDACTED] Ave., Massapequa, LI, NY (GEOREF HJBL 3239).

PART TWO: Description of sighting by Captain [REDACTED] Port Washington, LI, NY (GEOREF HJBL [REDACTED]) and Copilot [REDACTED] Jackson Heights, LI, NY (GEOREF HJBL 0845).

PART THREE: Description of sighting by Mr. [REDACTED] Chester NY (GEOREF HJAM 4422).

PART FOUR: Description of sighting by Mrs. [REDACTED] Washingtonville, NY (GEOREF HJAM 5025).

PART FIVE: Supplementary Investigative efforts.

PART SIX: Comments of Preparing Officer

II. SUMMARY: At 15/1545Z Sep 55 Det 3 was notified by Hq 4602d AISS to conduct a follow-up investigation of a UFOB sighting, sixteen (16) miles north of Poughkeepsie, NY, omni range station (GEOREF HJBM 0833). At 07/0025Z Sep 55, SOURCES, crews of flights #14 and #33 of Colonial Airlines reported this sighting by radio to their Director of Operations who initiated a CIRVIS report. Through investigative efforts it was found that the Director of Operations for Colonial Airlines further submitted statements of the SOURCES' to D/I 26th Air Division, Roslyn AFB, NY. These statements were subsequently forwarded to Hq EADF where investigators were able to obtain same. Descriptions of

6 INCLS. (see individual reports)

Nodey

DISTRIBUTION BY ORIGINATOR

D320163

D/I, USAF; Comdr, ATIC; D/I, 26 ADiv; Comdr, 4602d AISS; OIC, Det 3, 4602d AISS

VII.

A. QUITE GOOD.

- B. 1. 160 DEGREES AT 9K
2. 230 DEGREES AT 10K
3. 240 DEGREES AT 15K
4. 255 DEGREES AT 25K
5. 270 DEGREES AT 35K
6. 250 DEGREES AT 40K
7. 270 DEGREES AT 35K
8. NEG.

VIII. C. NO CEILING.

D. 4 MILES - HAZE.

E. 6000 FT. - SCATTERED.

F. NEG.

VIII. NEG.

A. NEG.

B. NEG.

C. NEG.

IX. N/A

X. JET A/C LANDED AT STEWART AFB AT 07/0230Z.

XI. STEWART A. PENNELS, 2ND LT. DIO AT EADF, STEWART AFB, NEWBURGH,
N.Y.

A. PROBABLY EXHAUST AND/OR LIGHTS OF JET A/C THAT LANDED AT
STEWART AFB.

XII. N/A.

XIII. DIDN'T LOOK LIKE A SHOOTING STAR.

17

07/0235Z SEP RJEPNE

SUPPLEMENT TO AF FORM 112

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Det 3, 4602d AISS

REPORT NO.

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PAGES

Incl #1, PART ONE, Rept D3-UFOB,-5-55
Statement of SOURCES

S T A T E M E N T

Director of Flight Operations

Captain [REDACTED]

9-7-55

FLIGHT 14 - SEPTEMBER 6, 1955

On flight 14 of the 6th at approximately 1925EST, geographical position approximately 16 nautical miles north of the POU Omni Range, 004 degree track, at 5000 ft. with a clear sky above, unlimited visibility horizontally and a smoke layer below, sighted an unidentified object with a blue-white exhaust flame between a half mile or mile directly ahead at approximately 1000 ft. above our position on what appeared to be about a 200-210 degree heading in about a 15-20 degree angle descent.

In approximately 3 seconds the object had moved from directly in front of us to about 100 degrees from our track placing it off our left beam and was then omitting a lot of sparks as well as the blue flame. At that time, it exploded with a blinding flash within, I would say, a half mile or mile of our position.

Flight 412, who, I believe, was in the vicinity of ALB at about 8000 ft. reported seeing the flash although he was northbound. Southbound Flight 33 who was approximately just south of Coxsackie at about 6000 ft., also reported seeing the flash.

I could not see what the object was except that it appeared like a rocket ship - although that is, perhaps, partially imagination because all I really got a look at was this trail of flame and, just before it exploded, it seemed like pictures I have seen of a stage falling off of a rocket. I don't think it was an airplane as I did not observe any position lights. I feel certain that it was not a meteor as we had been looking in that direction and it just appeared. There was no trace of it until it got right in front of us. Its speed did not seem to have been in excess of 400-500 mph.

/t/ [REDACTED]
/s/ [REDACTED]

THIS IS A TRUE COPY:

John W. Wong Maj., USAF

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

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ONE

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PAGES

I. SOURCE: [REDACTED]

Age: Unknown

Occupation: Pilot for Colonial Airlines

Address: [REDACTED], Hicksville, Long Island,
New York

SOURCE: [REDACTED]

Age: Unknown

Occupation: Copilot for Colonial Airlines

Address: [REDACTED], Massapequa, Long Island,
New York

II. RELIABILITY: SOURCES were not personally interviewed by investigators and therefore their reliability is unknown. SOURCES' statements were submitted through 26th Air Division to Hq, EADF. The investigators obtained these statements from EADF.

III. SOURCES' DESCRIPTION OF SIGHTING:

1. SOURCES were pilot and copilot on Colonial Airlines [REDACTED] on the night of 6 Sep 55. They were flying at 5000 ft altitude on a heading of 004 degrees and were 16 nautical miles north of Poughkeepsie, NY (GEOREF HJBM 0833) OMNI station.

2. At 07/0025Z Sep 55 SOURCES sighted an unidentified object directly ahead and slightly above their position. The object had a blue white exhaust flame and was moving on a heading of about 200 to 210 degrees in about a 15 to 20 degree angle of descent.

3. The object was observed for about 3 seconds and disappeared off the airliners left wing tip at which time it was emitting a lot of sparks as well as blue flame and disappeared in what appeared to be an explosion with a blinding flash.

4. SOURCES stated that two other airliners also observed the flash of light. One of them located over Albany, NY (GEOREF HJBN 0448) and one approximately 10 miles north of Flight #14's position.

5. SOURCES feel that the object was not a meteor and that its speed was not in excess of 400 to 500 mph.

1 Incl

Statement of SOURCES

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Incl #1, PART ONE, Rept D3-UFOB,-5-55
Statement of SOURCES

S T A T E M E N T

Director of Flight Operations

Captain [REDACTED]

9-7-55

FLIGHT 14 - SEPTEMBER 6, 1955

On flight 14 of the 6th at approximately 1925EST, geographical position approximately 16 nautical miles north of the FOU Omni Range, 004 degree track, at 5000 ft. with a clear sky above, unlimited visibility horizontally and a smoke layer below, sighted an unidentified object with a blue-white exhaust flame between a half mile or mile directly ahead at approximately 1000 ft. above our position on what appeared to be about a 200-210 degree heading in about a 15-20 degree angle descent.

In approximately 3 seconds the object had moved from directly in front of us to about 100 degrees from our track placing it off our left beam and was then omitting a lot of sparks as well as the blue flame. At that time, it exploded with a blinding flash within, I would say, a half mile or mile of our position.

Flight 412, who, I believe, was in the vicinity of ALB at about 8000 ft. reported seeing the flash although he was northbound. Southbound Flight 33 who was approximately just south of Coxsackie at about 6000 ft., also reported seeing the flash.

I could not see what the object was except that it appeared like a rocket ship - although that is, perhaps, partially imagination because all I really got a look at was this trail of flame and, just before it exploded, it seemed like pictures I have seen of a stage falling off of a rocket. I don't think it was an airplane as I did not observe any position lights. I feel certain that it was not a meteor as we had been looking in that direction and it just appeared. There was no trace of it until it got right in front of us. Its speed did not seem to have been in excess of 400-500 mph.

/s/ [REDACTED]

/t/ [REDACTED]

/s/ [REDACTED]

THIS IS A TRUE COPY:

John W. [REDACTED] Maj., USAF

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

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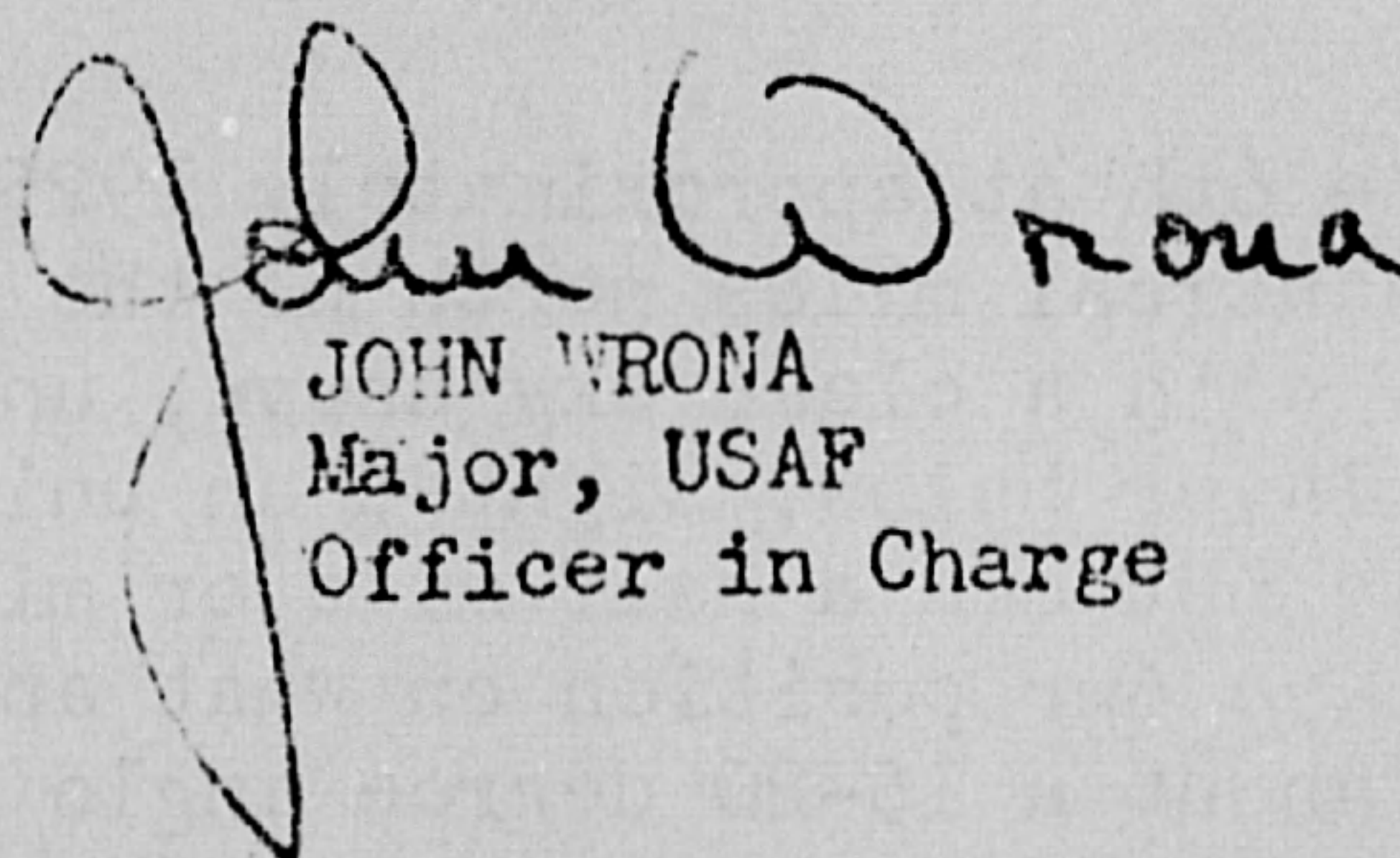
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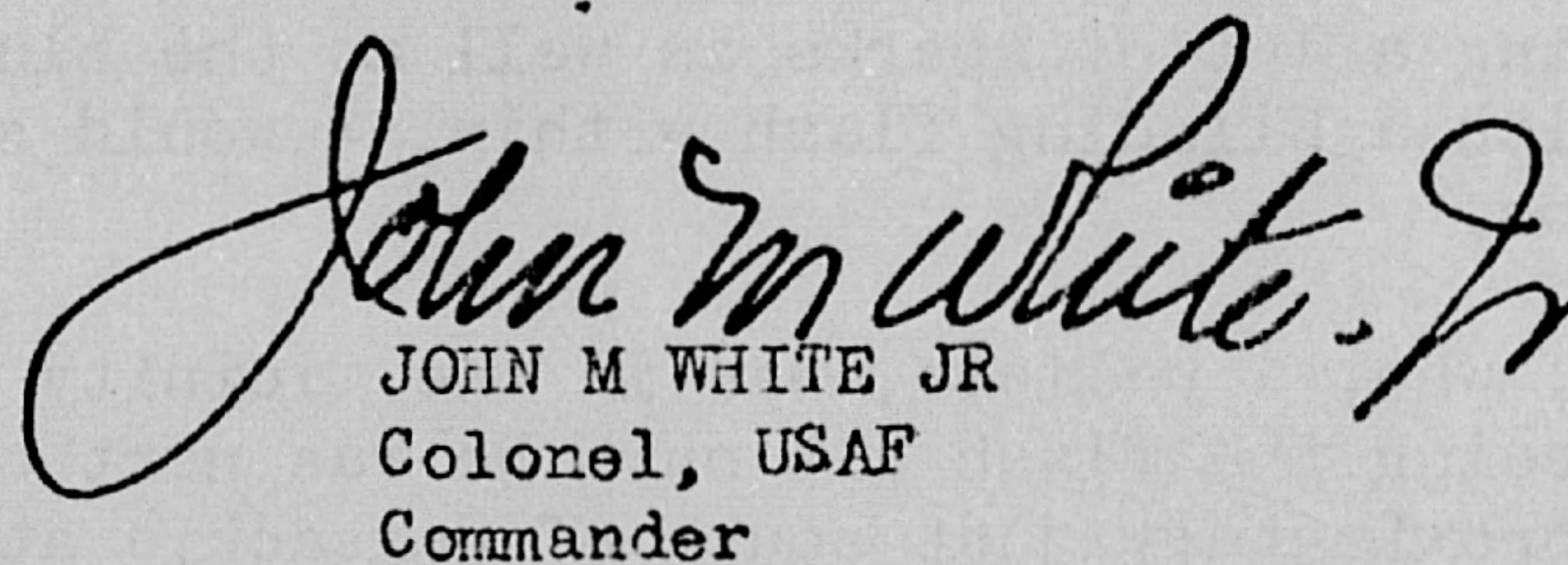
PAGES

sighting by SOURCES in PARTS THREE AND FOUR of this report are on a separate UFOB report which occurred approximately same time on which a preliminary investigation was made by Hq EADF in accordance with AFR 200-2 on teletype message EADF CIC NBR 1 (R 07/0125Z Sep 55).

III. INVESTIGATORS: 1st Lt James E Radford, AO 1863715
M/Sgt Robert L Young, AF 13121396


JOHN WRONA
Major, USAF
Officer in Charge

APPROVED:


JOHN M WHITE JR
Colonel, USAF
Commander

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ORIGINATING AGENCY

Det 3, 4602d AISS

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PAGES

I. SOURCE: [REDACTED]

Age: Unknown

Occupation: Pilot for Colonial Airlines

Address: [REDACTED], Port Washington, Long Island,
New York

SOURCE: [REDACTED]

Age: Unknown

Occupation: Copilot for Colonial Airlines

Address: [REDACTED], Jackson Heights, Long Island,
New York

II. RELIABILITY: SOURCES were not personally interviewed by investigators and therefore their reliability is unknown. SOURCES statements were submitted through 26th Air Division to Hq, EADF where they were obtained by the investigators.

III. SOURCES' DESCRIPTION OF SIGHTING:

1. SOURCES were pilot and copilot on a Colonial Airlines [REDACTED] southbound at 6000 feet altitude over Red Hook, New York (GEOREF HJBM 0759).

2. At 07/0025Z Sep 55 SOURCES noticed a bright flash above them while flying in cumulus clouds.

3. SOURCES were unable to account for the flash due to low visibility while in clouds. When two other airliners in the area reported sighting a bright object the SOURCES also reported the bright flash that they had noticed.

2 Incls

1. Statement of SOURCE [REDACTED]
2. Statement of SOURCE [REDACTED]

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when filled in)

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Statement of SOURCE [REDACTED]

S T A T E M E N T

Director of Flight Operations

9-7-55

Captain [REDACTED]

At approximately 1925HST while southbound at 6000 ft. on B18 at Red Hook intersection, noticed a bright flash above us. Because we were flying through slight Cu buildups with the fuselage lights on, I attributed it to the flash of these lights while inside on of these Cu's. I thought no more of it until I heard Flight 14 advise New York of his sighting and we then advised that we had seen the flash.

/t/ [REDACTED]
/s/ [REDACTED]

THIS IS A TRUE COPY:

John W. [REDACTED] Maj., USAF

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

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I. SOURCE: [REDACTED]

Age: 22

Occupation: Route Driver

Address: [REDACTED], Washingtonville, New York

II. RELIABILITY: SOURCE was a young man, very cooperative in rendering answers to questions proposed to him concerning his observation. Although encouraged to exaggerate the facts of his observation by an over enthusiastic father and brother, SOURCE, nevertheless, waived this inducement and gave a clear account of the actual occurrence. In view of the above, it is the opinion of the investigator that the SOURCE can be considered reliable.

III. SOURCES DESCRIPTION OF SIGHTING:

1. SOURCE, together with his brother and sister-in-law, was standing on the front sidewalk of his father's home (GEORGE HAM 4722) at 07/0027Z Sep 55.
2. SOURCE glanced up and observed a blue ball of flame, which lasted for about five (5) seconds.
3. The object was travelling in an west to east direction and then disappeared over the tree tops.
4. The object was observed for about five (5) seconds before disappearing. The sky was clear with no moon or stars observed. The night was very dark.
5. The object was estimated by the SOURCE to be approximately a mile or more away from the position of observation.
6. The object disappeared in a red flame. There was no sound given off by the object.

1 Incl

Statement of SOURCE

UNCLASSIFIED

(CLASSIFICATION)

(SECURITY INFORMATION when filled in)

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Statement of SOURCE [REDACTED]

S T A T E M E N T

Director of Flight Operations

9-7-55

First Officer [REDACTED]

On Flight 33 over Red Hook southbound at approximately 1925EST, there was a flash, which appeared more like an explosion rather than a lightning flash, approximately 10 or 15 degrees off our course at somewhere near our altitude of 6000 ft.

/s/ [REDACTED]
/s/ [REDACTED]

THIS IS A TRUE COPY:

John W. Rowe Maj., USAF

UNCLASSIFIED
CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

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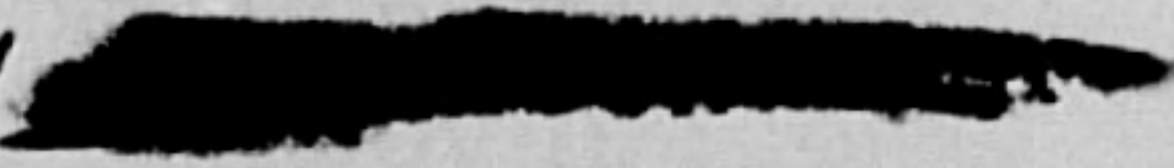
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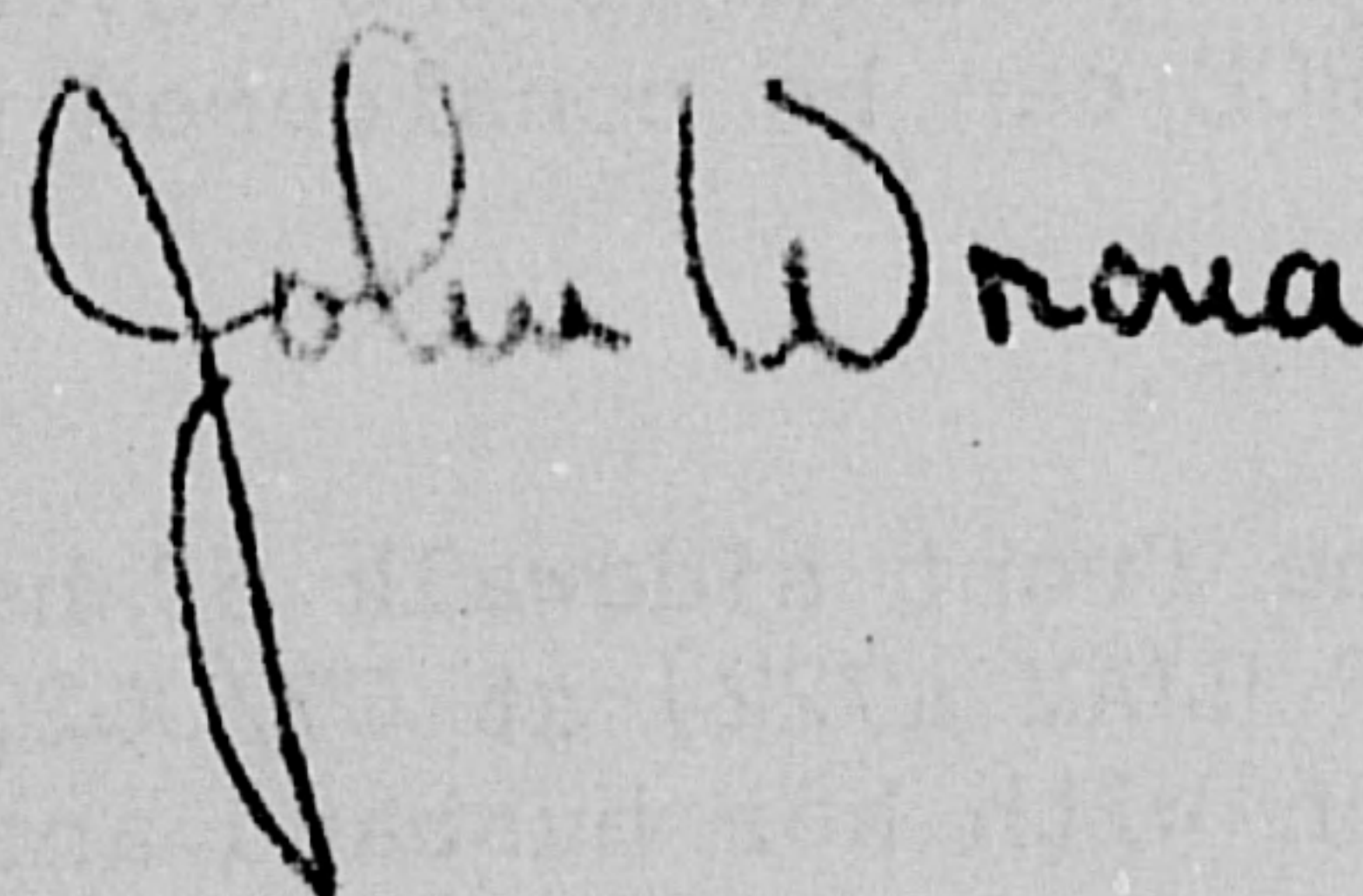
Incl #1, PART THREE, Rept D3-UFOB-5-55
Statement of SOURCE

S T A T E M E N T

On the evening of September 7, 1955 we saw a blue ball of flame through the sky for about five seconds and then it disappeared. It came from the west to east and disappeared over the tree tops. There was no sound at all. It was a very dark night. The ball of flame disappeared with a red flame.

/s/ 

A TRUE COPY:

 John Wrona Maj., USAF

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

REPORT NO.

D3-UFOB-5-55

PART

FOUR

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I. SOURCE: [REDACTED]

Age: 21

Occupation: Housewife

Education: High School Graduate

Address: [REDACTED] Washingtonville, New York

II. RELIABILITY: SOURCE was a young housewife, who was somewhat nervous during the interview. Her explanation of the occurrence at the initial phase of the interrogation was incoherent and contradictory, however, as the interview progressed she began to recall more clearly the events she had observed. It is the opinion of the investigator that the SOURCE can be considered reliable.

III. SOURCES DESCRIPTION OF SIGHTING:

1. SOURCE was standing on the front sidewalk of her father-in-law's house (GEOREF HJAM 4722) at 07/0027Z Sep 55 engaged in conversation with her husband and brother-in-law.
2. SOURCE was the first to observe the object and she called the other two persons attention to it.
3. The object was travelling in an west to east direction and then disappeared behind the tree tops.
4. The object was observed for about eight (8) seconds before disappearing.
5. It first appeared to be silver blue in color and then it changed to a red-orange. This color change was observed four (4) different times during the period of observation.
6. At first the SOURCE thought the object was a plane, then when it started changing color she didn't know what it was.

1 Incl

Statement of SOURCE

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when filled in)

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Incl #1, PART FOUR, Rept D3-UFOB-5-55
Statement of SOURCE

S T A T E M E N T

It came from behind the trees. It first looked like a plane. It was silver blue in color and then it turned to red orange. This color change was observed four different times. It lasted for about eight seconds and then disappeared.

/s/ Mrs. [REDACTED]

A TRUE COPY:

John Wrona Maj., USAF

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

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SUPPLEMENTARY INVESTIGATIVE EFFORTS

1. To corroborate the statements made by pilots of Colonial Airlines, a follow-up investigation was conducted at Poughkeepsie, New York. The following agencies, however, did not observe the sightings reported by the pilots:

- a. City Police Department
- b. Civil Defense (COC)
- c. Civil Aeronautics Administration
- d. Vassar College Observatory
- e. Mid-Hudson Bridge Authorities

2. A check with D/I, EADF did result in the report of an object sighted by two residents of Washingtonville, New York, approximately two (2) minutes later than the sighting reported by Colonial Airlines. The similarity in description and time interval possibly identifies the objects observed as one and the same. The one major discrepancy, however, that could not be correlated was the directional path of the object observed by the two different parties.

3. A check with Base Operations, Stewart Air Force Base, of pilots flying in the area of the sightings revealed that Captain [REDACTED], 3894th School Group, West Point, New York was flying touch and go landings in a T-33 jet aircraft at Stewart AFB. Capt [REDACTED] stated that a few minutes before he made his final landing at 07/0030Z Sep 55, he noted a bright flash in the sky. As he was not looking in the direction of the flash he attributed it to lightning, but after thinking it over, and having observed no thunderstorm in the area he decided it could not have been lightning. Capt [REDACTED] did not report the sighting and made no further effort to find out what the flash could have been.

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

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COMMENTS OF PREPARING OFFICER

1. It is the opinion of the preparing officer that the object sighted by the different groups of observers was possibly a celestial phenomenon known as a fireball.

2. The description of this object follows along the description of a fireball which explodes at the end of its flight.

3. It is believed that the report as given by the crew was in error as pertains to the distance of the object.

a. They stated that the object appeared one-half to one mile directly ahead of them about 1000 feet above, headed in a South-West direction at a 15-20 degree angle of descent and within three (3) seconds disappeared off their left wing tip. It is believed that this distance can be discounted, in view of the fact that Flt 412 over Albany, NY and Flt 33 approximately 10 miles North of their position and in cumulous clouds, also reported the object at the same time. Flt 412 approximately 50 miles north and headed in a north direction reported same and could not have possibly seen the object if it was at the close range as Flt 14 stated. Flt 33 being in cumulous clouds with 0 visibility also noted a flash in the sky. Consequently it is believed that the objects are one and the same, but at a much greater distance than as stated by Flt 14.

b. In the phenomenon of a fireball the estimate of the distance of the object can be misinterpreted.

1 Incl

Overlay map of sight area

JOHN WRONA

Major, USAF

Officer in Charge

COMMENTS of Approving Officer:

Concur with the opinion of the Preparing Officer that the sighting was probably caused by a fireball exploding in the atmosphere.

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 3, 4602d AISS

REPORT NO.

D3-UFOB-5-55

PART

SIX

PAGE

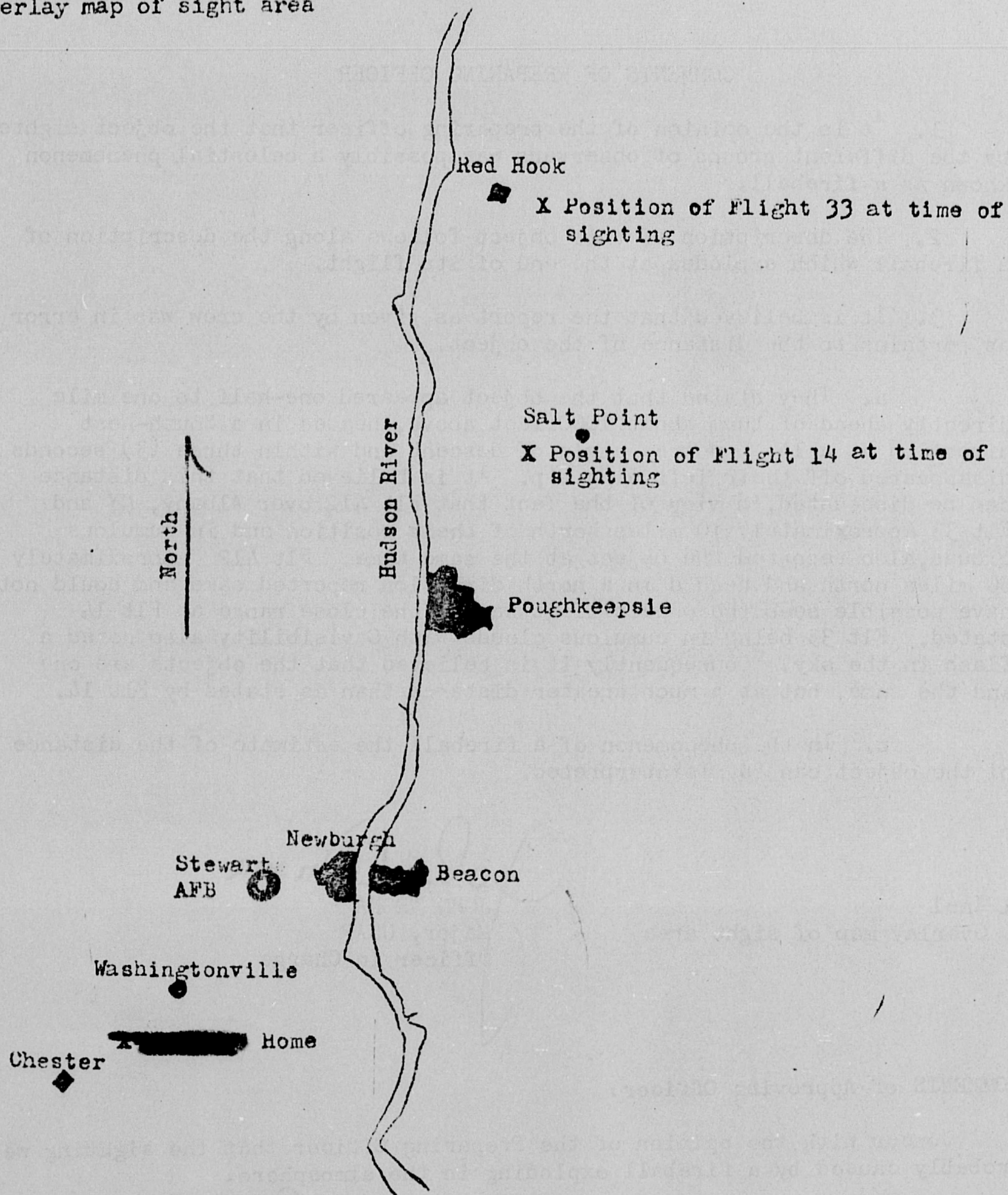
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Overlay map of sight area



New York
Sectional Aeronautical Chart
Scale 1:500,00