

PROJECT 10073 RECORD CARD

1. DATE 22 May 1956	2. LOCATION 50 miles NW of Monroe, La.	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 type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
3. DATE-TIME GROUP Local _____ GMT 23/0515Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF pilot & observer	
7. LENGTH OF OBSERVATION 15 min three to five mins	8. NUMBER OF OBJECTS one	9. COURSE NE
10. BRIEF SUMMARY OF SIGHTING (Following fm phone call to obsrvr rather than fm TT msg which was in error.) One cross-shaped obj larger than C-47 a/c, brilliantly lighted. Pilot after seeing obj tried to intercept it w/negative results but did pass within 200 yds of it. After this, the obj at maneuvered the T-33. Pilot also stated that light was blinding, and that the object was the size of his palm at arms length.		11. COMMENTS Conversation w/pilot revealed he had flown approx 100 missions in Korea & is experienced in interceptions. He stated that he had experienced many types of unknown objs but that this type obj was a new phenomena. Previously he had been able to later identify his sightings. Investigation of this sighting assigned to Flt 2-D at 23/1500Z May 56. Results to be recorded on this card upon receipt of AF Form 112.

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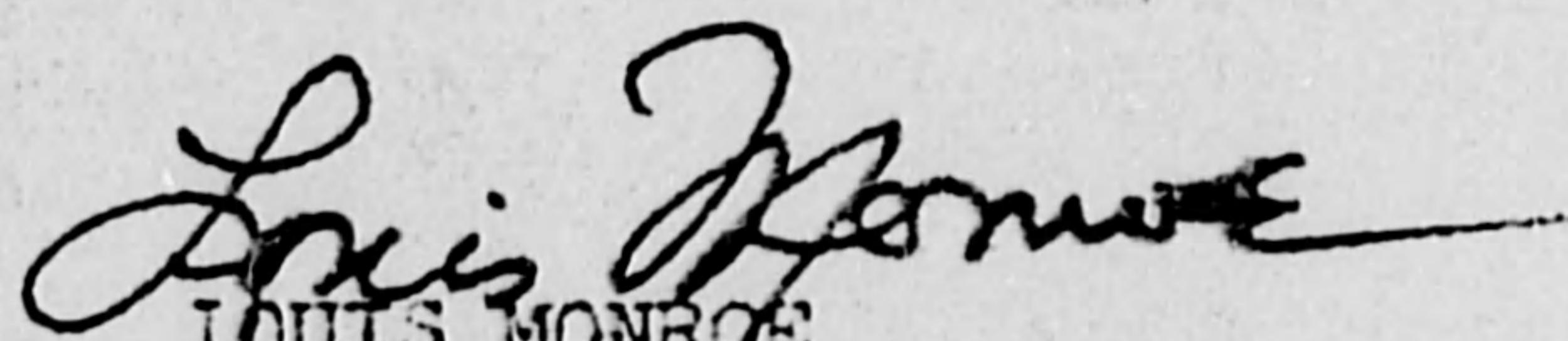
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COMMENTS OF PREPARING OFFICER:

1. In the opinion of the preparing officer the sighting as observed by SOURCES generally conforms to the characteristics of an optical phenomena hypothesis. A temperature inversion reported in the area of the sighting may have been a contributing factor to the occurrence of this sighting.
2. Supplementary investigative efforts and the descriptions of sighting provided by SOURCES generally eliminates the possibility that this sighting was caused by a balloon, astronomical phenomena, or any known type of aircraft.



LOUIS MONROE
Captain, USAF
Officer in Charge

COMMENTS of Approving Officer:

1. This headquarters does not concur with the opinion of the Preparing Officer that this sighting was caused by an optical phenomenon. Inasmuch as the object appeared to become larger as the SOURCES approached it and then appeared to become smaller in size as the SOURCES withdrew from it, the existence of a solid object rather than a type of optical phenomenon is indicated.

2. It is the opinion of this headquarters that this sighting was caused by the radiosonde balloon launched from the U.S. Weather Observatory at Shreveport, La., at 22/2100CST May 1956. (See para 5a, page 9). The following data is given in support of the above hypothesis:

a. The investigative unit placed a 500 gram radiosonde balloon in the area of the sighting at the time of the sighting.

b. During the passage of a jet aircraft near a balloon, the air currents generated by the passing aircraft coupled with the jet exhaust would create the impression of deceptive and erratic movements on the part of the balloon. Striking at a floating child's balloon with an open hand would simulate this action.

c. As the aircraft passed beneath the object a bright light flashed in the observers' eyes. Note that the light on the radiosonde balloon is mounted on the end of the suspension train, beneath the balloon. (See attached diagrams). Even a small light would appear particularly bright after one's eyes had become adjusted to the darkness of night flight.

d. The oscillation of the suspension train due to winds would cause the light on the end of the suspension train to appear in any position in relation to the balloon, other than above it.

e. At the time of the sighting there was a three-quarter moon in the southern sky which would have illuminated the white balloon, creating the dome effect.

f. The red light which was noted by one SOURCE could have been the white running light as seen through the red parachute attached to the suspension train. (See attached diagrams).

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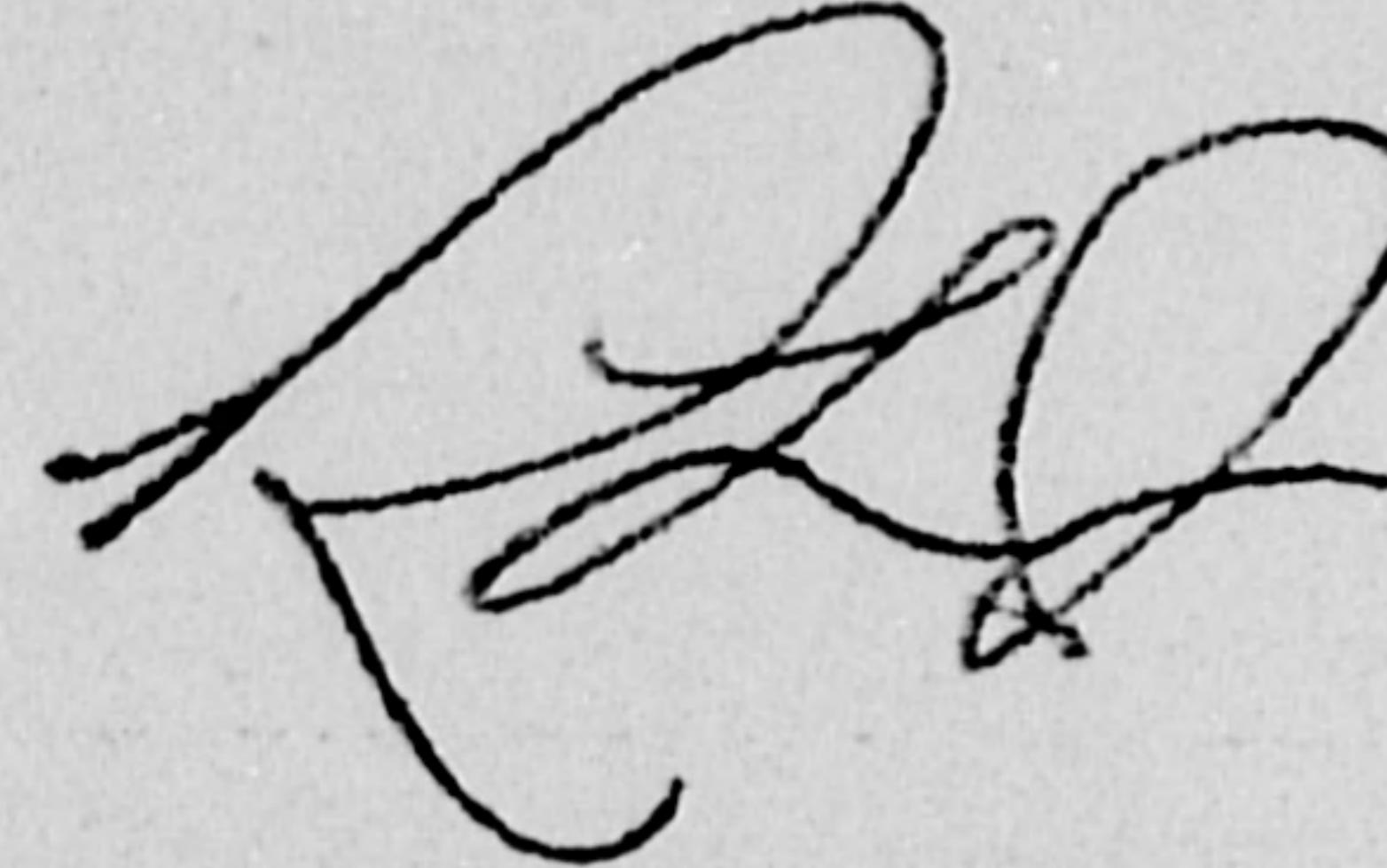
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COMMENTS of Approving Officer (cont'd)

g. One SOURCE estimated the object to be 10° above the horizon at initial contact and 25° above horizon at last contact, indicating that the object was slowly ascending.



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DESCRIPTION OF 500 GRAM RADIOSONDE WEATHER BALLOON

The following is a description of a 500 gram Radiosonde weather balloon released at Shreveport, La., at 2100 CST on date of sighting:

- a. Size of balloon at 19,000 ft---approximately 14 ft high and 12 ft diameter. These figures are only estimates, since noone knows exactly how much expansion has taken place at the given altitude. Size of balloon when released is 6 ft high and 5 ft diameter.
- b. Color of balloon---white
- c. Color of attached parachute---red
- d. Position and size of all lights---one light only, suspended approximately 60-80 ft below balloon, at end of train. There is no compulsory length for train, so the one on subject balloon was not measured. Light consisted of one regular sized flashlight bulb attached to battery 3 in by 2 in by 1 in. Life of battery normally 2 to four hours. Light was white.
- e. Length of Train---approximately 60 to 80 ft (was not measured).
- f. Method of attaching lights to train---light tied securely to train with cord.
- g. Power supply for lights---one small battery--see d, above
- h. Diagram of balloon---Ref Incl #1, attached
- i. Diagram of power supply---Ref Incl #2, attached

It was pointed out by technicians who release weather balloons, that the train is not of sufficient weight to remain suspended directly the balloon in winds of relatively high velocity, (not over 5 pounds, including parachute, transmitter and light). Therefore, the light might be, at times, in any position in relation to the balloon, other than above it.

T/Sgt T. V. Munn for and
in absence of LOUIS MONROE
Capt., USAF
OIC, Flt 2-D

2 Incls:

1. Sketch of 500 gram Radiosonde Balloon and train at 19,000 ft
2. Sketch of Battery and light on train of 500 gram Radiosonde weather balloon

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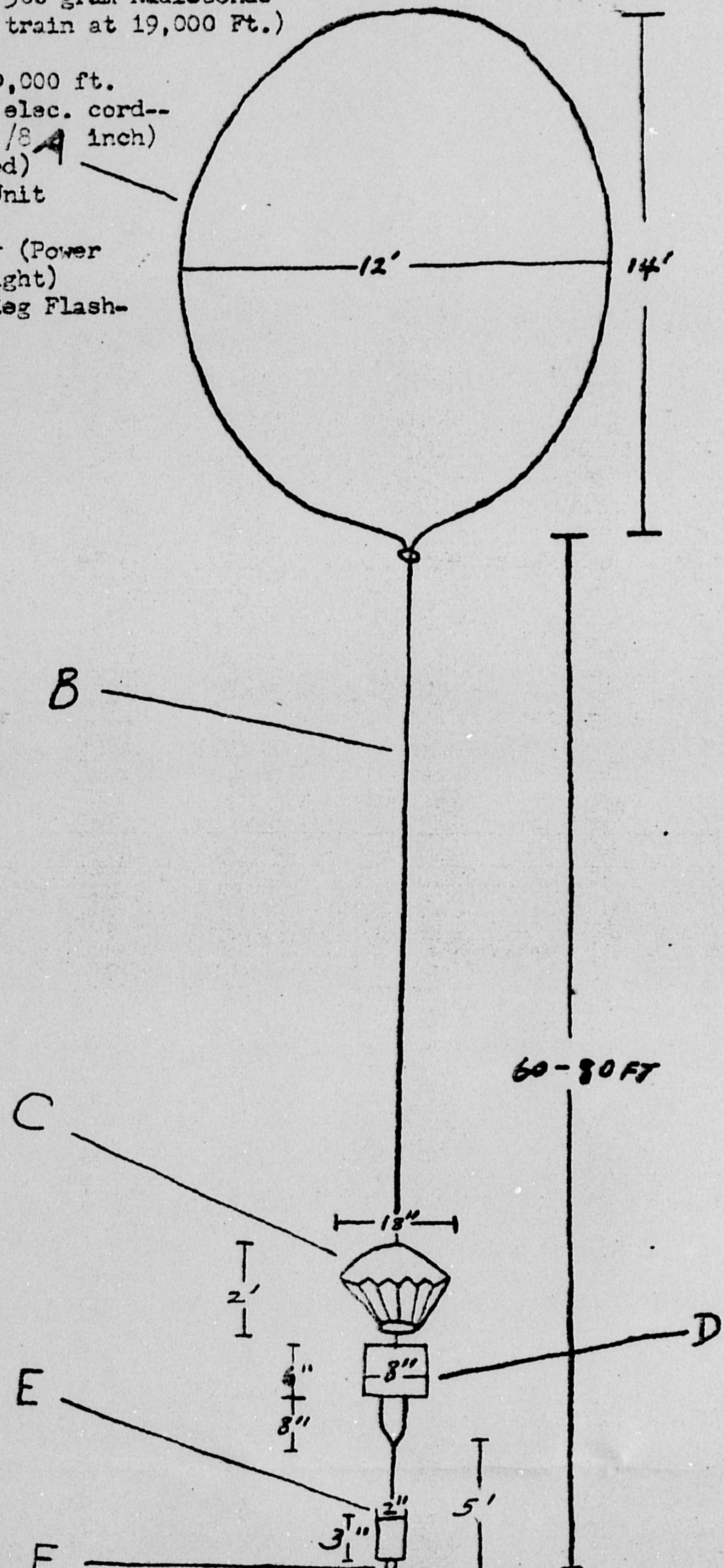
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Incl #1. (Sketch of 500 gram Radiosonde
Balloon & train at 19,000 Ft.)

Pt A---Balloon at 19,000 ft.
Pt B---Train (Waxed elec. cord--
diam approx 1/8 inch)
Pt C---Parachute (red)
Pt D---Transmitter Unit
(no light)
Pt E---Small Battery (Power
Supply for light)
Pt F---Light Bulb (Reg Flash-
light size)



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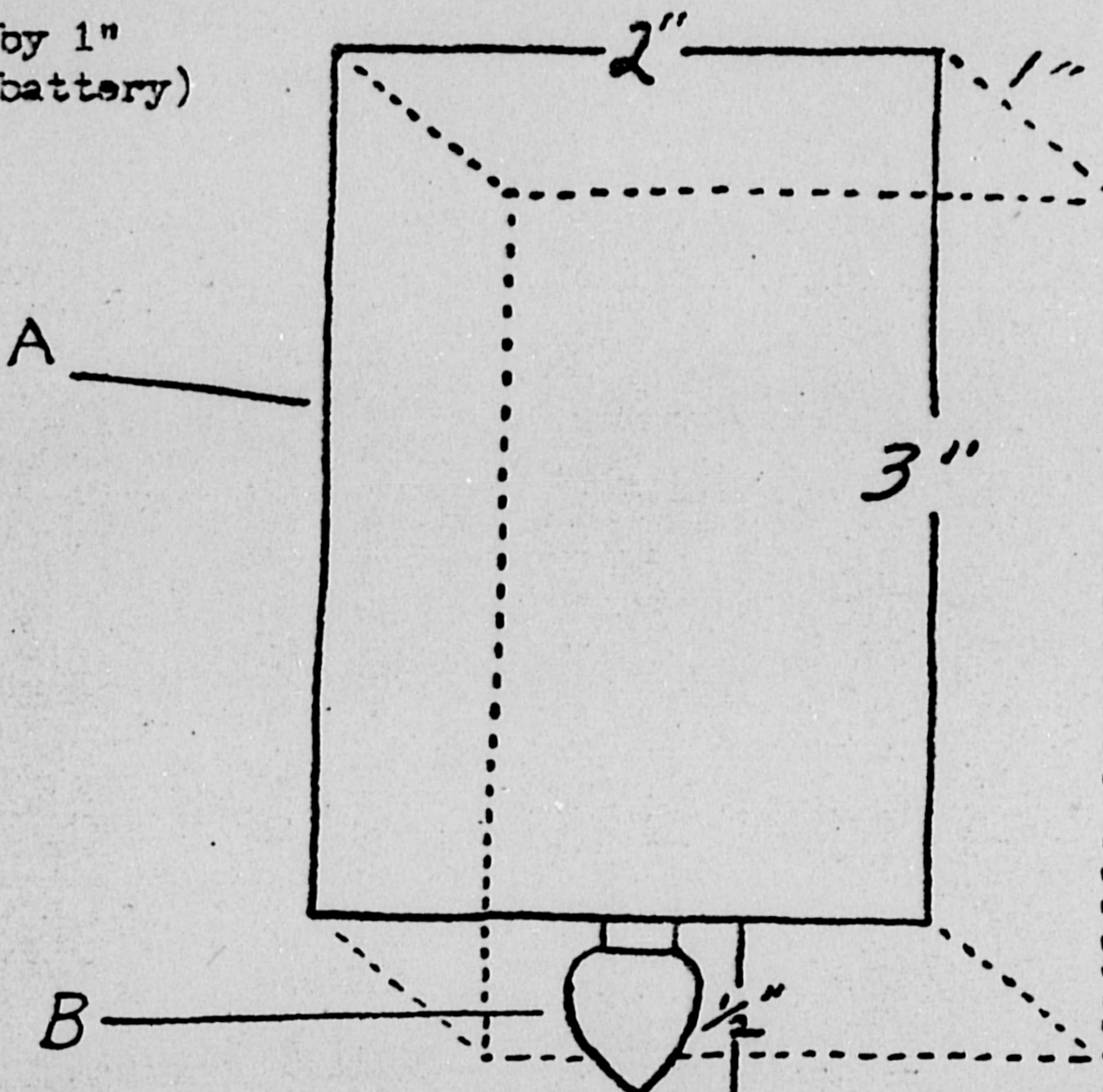
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Incl #2, (Sketch of Battery and light on train
of 500 gram Radiosonde weather balloon--
Actual size)

Pt A---Battery, 3" by 2" by 1"
Pt B---Bulb (screws into battery)



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COUNTRY USA	REPORT NO. 2D-UFOB-2-56 AISS-UFOB-136-56	(LEAVE BLANK) AF 750-348
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB	FROM (Agency) Flight 2-D, 4602d AISS	
AREA REPORTED ON MONROE, LOUISIANA, USA	DATE OF INFORMATION 22 May 1956	EVALUATION
DATE OF REPORT 31 May 56	PREPARED BY (Officer) LOUIS MONROE, CAPTAIN, USAF	
REFERENCES (Control number, directive, previous report, etc., as applicable) Tel Msg from AISOP, 23 May 56; Sqn Guide 200-2		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures on lower left. Begin text of report on AF Form 112—Part II.)		
<p>I. CONTENTS:</p> <p>PART ONE: Description of Sighting by Earl D. Holwadel, 1st Lt., USAF</p> <p>PART TWO: Description of Sighting by Curtis Carley, 1st Lt., USAF</p> <p>PART THREE: Supplementary Investigative Efforts</p> <p>PART FOUR: Comments of Preparing Officer</p>		
<p>II. SUMMARY: Investigation concerned a reported sighting on 22 May 1956 between 2305 and 2315 CST of an unidentified object described as egg-shaped, resembling a bulky cross, solid, emitting an intense white light, capable of high speeds and extremely maneuverable. Supplementary investigative research seems to indicate that the object has the characteristics of an optical phenomena.</p>		
<p>III. INVESTIGATOR: CAPT LOUIS MONROE AO 1864170</p>		
<p>LIBRARY SUBJECT & AREA CODES S-01 5/56 603 ✓</p>		<p>15</p> <p><i>John Monroe</i> LOUIS MONROE Captain, USAF Officer in Charge</p>
<p>APPROVED: <i>John M. White Jr.</i> JOHN M. WHITE JR. Colonel, USAF Commander <i>major</i></p>		
<p>INCL. (See Individual Parts)</p>		
<p>DISTRIBUTION BY ORIGINATOR D/I, USAF; Comdr, ATIC; D/I, 33rd ADIV; Comdr, 4602d AISS; OIC, Flt 2-D, 4602d AISS</p>		

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I. SOURCE: Earl D. Holwadel

Address: Office of Resident Auditor, Greenville AFB, Miss.

Age: 25

Occupation: Officer, USAF; Auditor, Pilot

Education: B. S., Business Administration; Graduate, Pilot Training, 1954

Qualifications: SOURCE has been on active duty for approximately three years and on flying status for approximately three years.

II. RELIABILITY: SOURCE appeared to be highly intelligent. He was completely sincere and answered all questions frankly. SOURCE indicated that, although subjected to the ridicule that often accompanies reports of this type, he felt it his duty to report the sighting as completely as possible. SOURCE's estimates of measurements may be considered fairly reliable as indicated by his estimates of the relative size of known objects. In view of SOURCE's military background, information may be considered reliable.

III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE indicated that on 22 May 1956 at approximately 2305 CST while flying in the front seat of a T33 aircraft 50 Knots northwest of Monroe, La. (Georef FJNC 5329), his attention was attracted to a bright object in the easterly portion of the sky. SOURCE's course at time of sighting was 050° at 18,000 feet. At 2315 the object was again noted apparently due east, and the decision was made to investigate, since the possibility of the object being a planet or star appeared doubtful. SOURCE stated he "peeled off" to the south and moved in trail of object, which at that time appeared to be in the southeast, (See sketch, Incl #1, path and movement of object). The object appeared to be a great distance away from the aircraft, when suddenly it came straight at the observer at a rapid rate of speed. SOURCE stated they crossed the rear of the object, experienced no wash, and moved south of it. Object moved away and then returned at high speed on a westerly course. SOURCE stated they cruised in front of the object and noticed odd and extremely bright lighting which did not resemble lighting of any known aircraft. Shape of the object could not be clearly determined and no wash was apparent on object's west side. SOURCE said maneuverability of object was fantastic and at no time did it change its positional attitude in relationship to the aircraft. SOURCE stated that his aircraft passed under the "nose" of object at a distance of approximately 75 yards and on a heading of 330°, at which time an intensely bright white light flashed from object lighting up canopy of his aircraft. SOURCE stated object appeared to be squat, bulky and cross-shaped. It appeared to be shorter than a C47 and wider than a C47. There was no visible wing span. Longest dimension of the bulk of object appeared to be 30 to 40 feet, (Incl #2, sketch of object). SOURCE saw no clear outline of object other than the bulk or dome which was positioned at the center of the cross. It was from this dome that the bright white light appeared. In addition to the white light SOURCE noted one red light, resembling an aircraft running light on top of the dome. However, the brightest light emanated from the high windshield type observation glass in the front of the dome. SOURCE obtained a good view of underneath side of object from 75 yards distance. It seemed to him that the under surface of object was of steel construction, and had a rib-like appearance with the ribs extending 2 to 4 feet and creating a wave-like impression, (Incl #3, sketch of under side of object). During the 15 minutes duration of sighting SOURCE noted that there

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were many stars in the sky and a three-quarters full moon. Object appeared brighter than background of the sky and resembled the brightness of an automobile headlight approximately one block away. Object appeared to stand still at times, speed up and rush away, (twice), did not break into parts, give off smoke, change brightness or shape. It did not appear to flicker, throb, or pulsate. Object did not move behind anything or in front of anything during period of sighting. Object appeared to be solid and was view with the naked eye through the canopy of the aircraft. Object emitted no perceivable sound and the edges appeared to be fuzzy or blurred. Only one object was noted. At the closest point of observation SOURCE was certain object appeared to be as large as the size of a grapefruit held at arm's length, and at farthermost point of observation resembled the size of a pinhead at arm's length. Object was still apparent in the sky when a decision was made to leave the area. SOURCE stated that if he could construct the object from known material it would be of steel construction, bulky cross-shaped, approximately 40 feet long, 30 feet wide, and 15 feet thick at the center point. SOURCE unable to indicate a resemblance of object to any known configuration or common object. SOURCE was looking approximately east when he first saw the object and approximately west when he last saw the object. SOURCE estimated object was 90° from true north and 10° above horizon when he first saw it, and 225° from true north and 25° above horizon when he left the area. There were thin, and very scattered clouds during the sighting. The weather was dry and cool. A 20 knot wind at 260° was indicated. SOURCE stated this was the first time he had seen this type of object, and could not give an opinion as to what it might be. Speed of object ranged from hovering to velocities in excess of the 300-400 knots his aircraft was flying at the time. Closest and farthermost points of observation were 75 yards and 60 miles approximately. SOURCE was quite disturbed by the occurrence and did not attempt radio contact with any air base or with the object during the period of sighting. SOURCE was extremely impressed by the maneuverability of the object.

3/ Incls:

1. SOURCE's sketch of path and movement of object
2. SOURCE's sketch of object
3. SOURCE's sketch of under side of object

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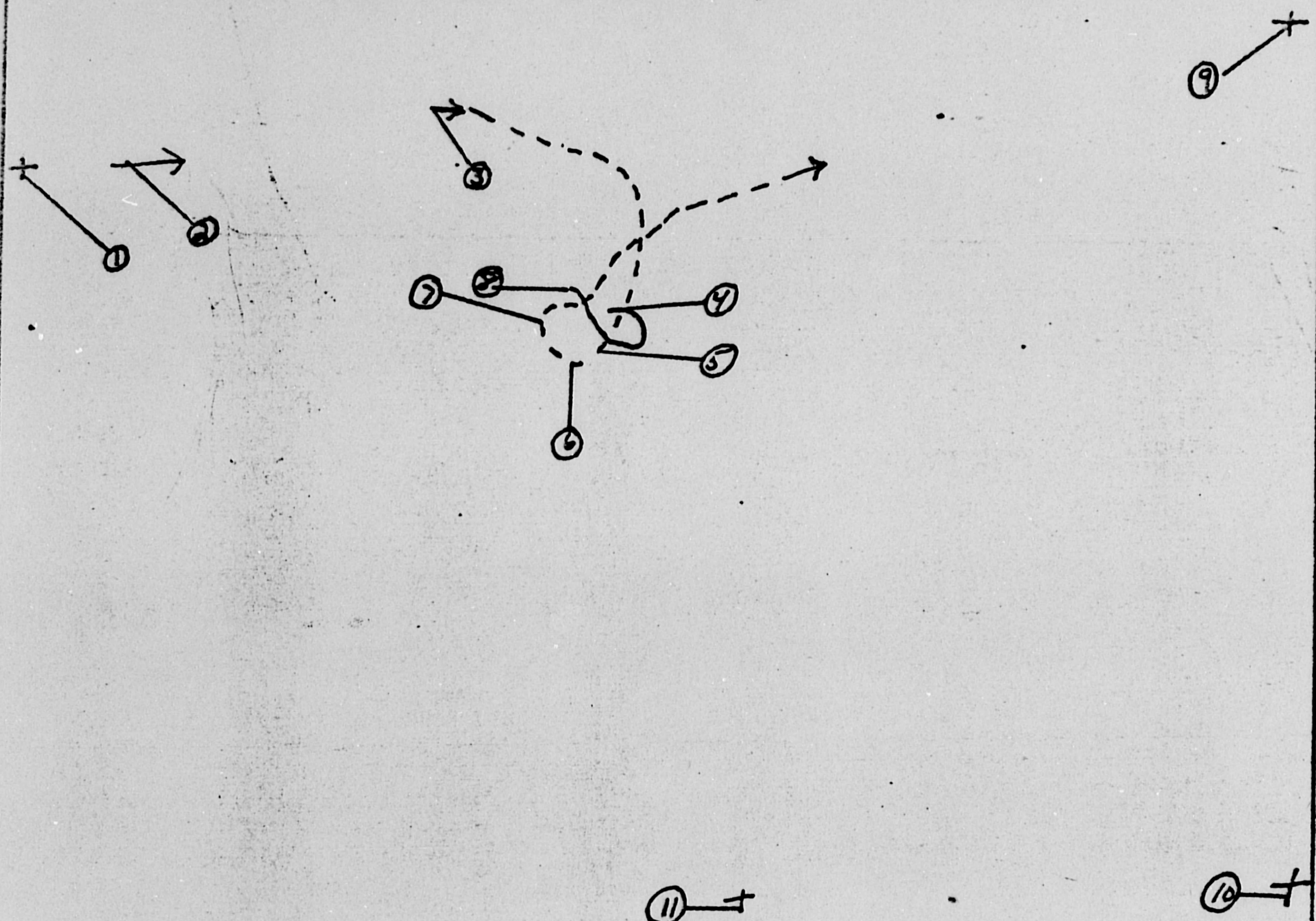
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Incl. # 1. Source's sketch movement of object.



— — — — — Path of A/C.
— — — — — Path of object.

Pt. 1. Approx. location of Shreveport, La.

Pt. 2. A/C at 18,000 feet, 050 degrees, first noticed bright object at 1 o'clock.

Pt. 3. A/C at 18,000 feet, 050 degrees.

Pt. 4. Position of object at beginning of its path.

Pt. 5. A/C above object.

Pt. 6. A/C level with object.

Pt. 7. A/C below object.

Pt. 8. End of object's path.

Pt. 9. Approx. location of Greenville AFB, Miss.

Pt. 10. Approx. location of Vicksburgh, Miss.

Pt. 11. Approx. location of Monroe, La.

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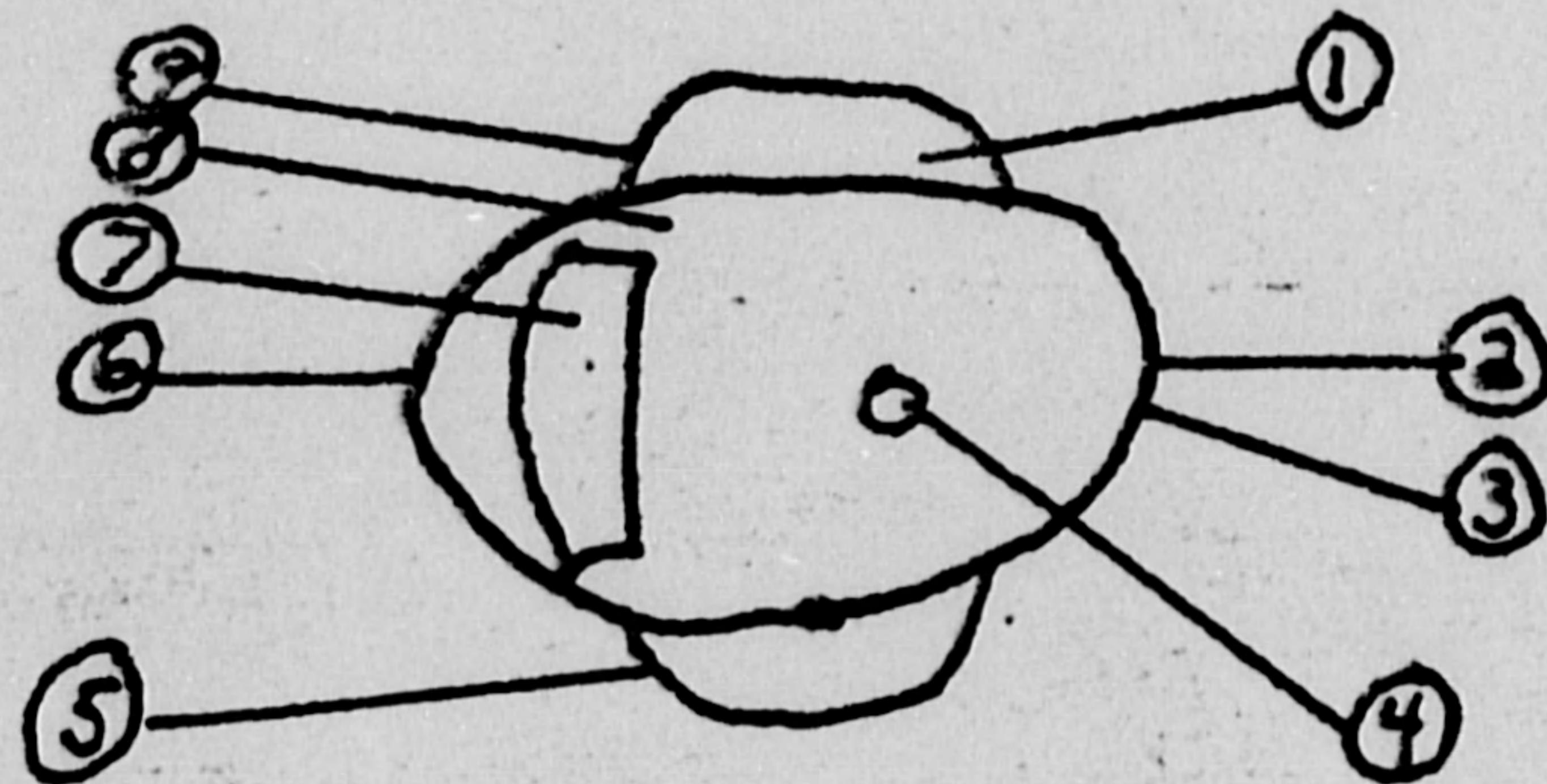
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Incl #2. Top view of object, looking down. (Source's sketch)

Legend:

- Pt. 1. Extension on both sides of object not over six feet from bulk of object.
- Pt. 2. Rear of object.
- Pt. 3. No visible structure from the rear of object.
- Pt. 4. One steady red running light, of normal A/C intensity.
- Pt. 5. More than one white light 2 to 3 feet from bulk of object.
- Pt. 6. Front of object.
- Pt. 7. Bright light, white-solid of very high intensity.
- Pt. 8. Bulk of object egg shaped.
- Pt. 9. More than one white light 2 to 3 feet from bulk of object.

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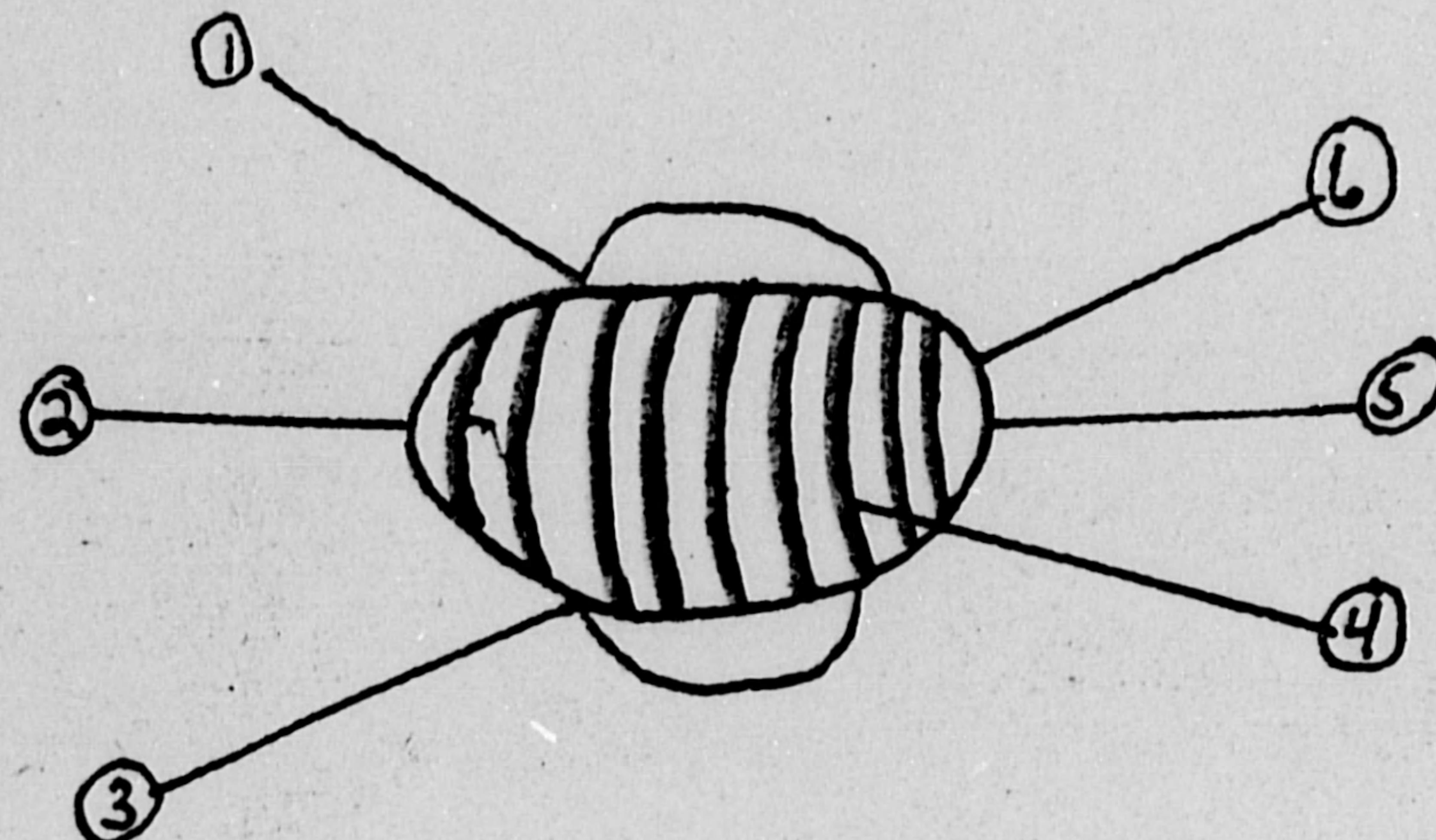
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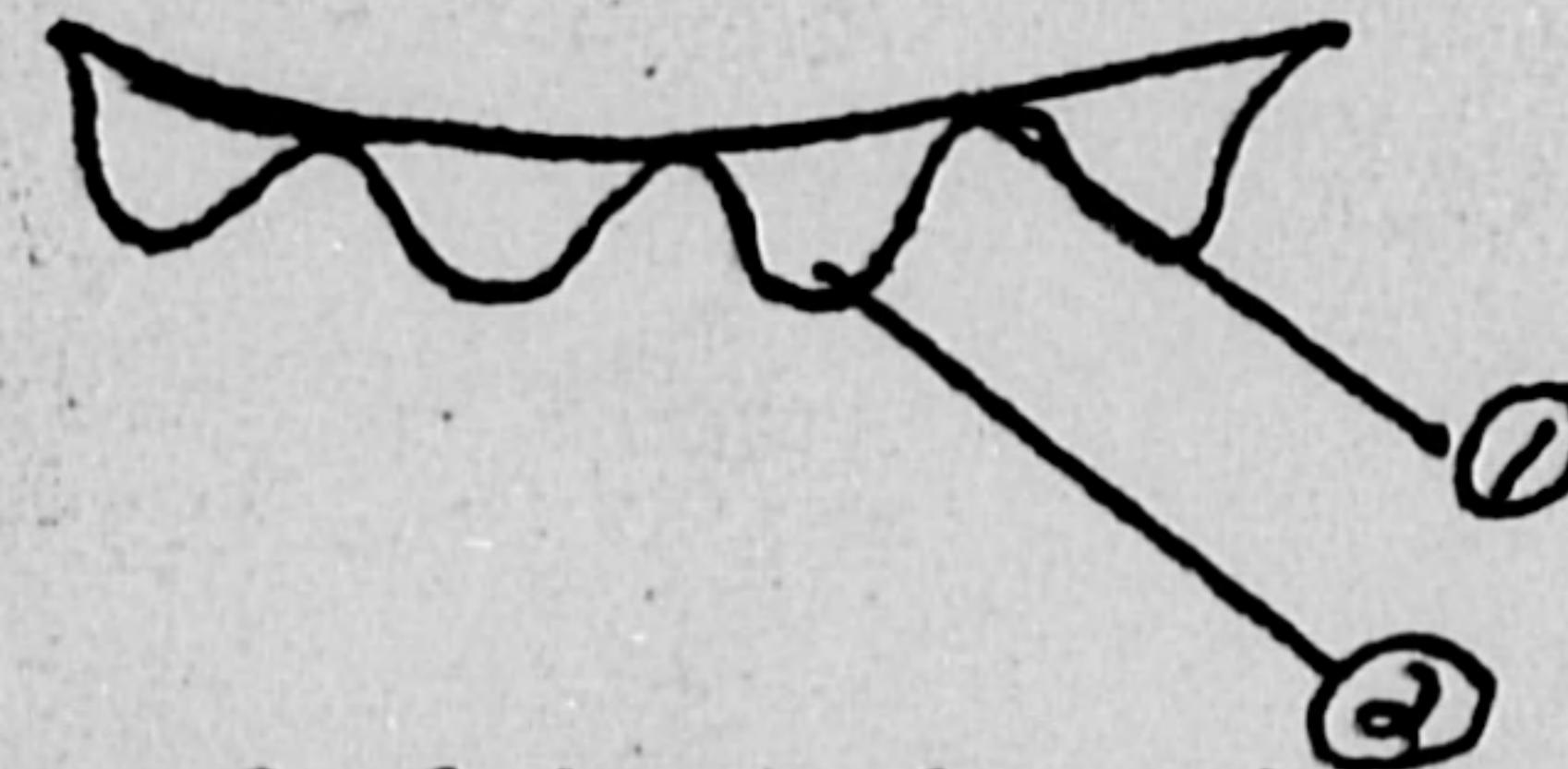
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Incl # 3. Bottom view of object looking up. (Source's sketch)



Sketch #1.

- Pt. 1. Lights on sides appeared to be reflected light from top.
- Pt. 2. Front of object.
- Pt. 3. Lights on sides appeared to be reflected light from top.
- Pt. 4. Ribs.
- Pt. 5. Rear of object.
- Pt. 6. Bulk of object was egg shaped.



Sketch #2. Oblique view of object from below.

- Pt. 1. Bottom view of object, looking up.
- Pt. 2. Top of ribs extend 2 to 4 feet from underside.

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I. SOURCE: Curtis Carley

Address: Box 61, Greenville AFB, Miss.

Age: 26

Occupation: Officer, USAF; Accident Investigation Officer,
Flying Safety; PilotEducation: Two years College, Business Administration; Squadron
Officers' school; Pilot training; Helicopter school.Qualifications: SOURCE has been on active duty for five years
and on flying status for five years. SOURCE
served in Korea June 1952 - Oct 1953, and has
a total of 100 combat missions in F-84 air-
craft and 20 combat missions in F-86 aircraft.II. RELIABILITY: SOURCE appeared to be intelligent and was very cooperative.
He answered all questions as completely as possible with no attempt to procras-
tinate. SOURCE indicated his observation of object was not as complete as that
of SOURCE, Part One; therefore the subsequent lack of detail. In consideration
of SOURCE's military background and combat experience information may be considered
reliable.III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE stated that on 22 May at approx-
imately 2305 CST while flying as pilot in the rear seat of a T-33 aircraft he noted
a bright light on the horizon moving in a westerly direction. SOURCE was flying
on a heading of 055° at 19,000 feet and an indicated speed of 240 knots. Object
was observed for approximately 15 minutes. Many stars were visible during the
sighting and the moon appeared to be full. Object was brighter than the background
of the sky and resembled automobile headlights one-half block away. Object appeared
to stand still twice during the sighting and would also suddenly speed up and rush
away. Object did not break up into parts or explode. It did not give off smoke
or exhaust trails. Object did not change brightness or shape, and did not flicker,
pulsate or throb. Object did not move in front of or behind anything. Object was
observed with the naked eye through the aircraft canopy. No sound was noted from
the object. SOURCE described object as having an extremely white intense light
which seemed to come from an area that might have the cockpit of the object. The
light was of such intensity as to give the appearance of being a solid glare.
Object was sharply outlined and only one such object was noted in the sky. SOURCE
estimated real size of object was 100 to 150 feet in its longest dimension. When
first noted object appeared larger than the head of a pin held at arm's length and
from approximately 200 yards it appeared the size of a half dollar at arm's length.
Object was still visible when a decision was made to leave the area. No attempt
was made to contact the object or any air base by radio during sighting. It was
not possible to make radar contact since the aircraft was not equipped for that
type of operation. SOURCE stated that if he were to construct the object of known
materials it would be made of a metallic substance and of circular shape. Object
would be constructed with a greenhouse shaped dome on top and with a very large
window in the front of the dome. Lights reflecting underneath the object gave it
the appearance of having wings. SOURCE was flying over open country during time
of sighting and was looking in a direction 090 to 120° when he first saw object.

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He was looking towards approximately 300° when he last saw the object. Object on first sighting appeared to be 075° from true north and a little above the horizon. SOURCE could not indicate the angular directions of the object when he last saw it. At time of sighting there was a light wind from 210° at 19,000 feet, the temperature was warm, and there were high, thin, scattered clouds. This was the first time SOURCE had noted this type of object and in his opinion it was some type of unorthodox aircraft. Object was probably moving faster than 300 knots. Closest approach to object was approximately 200 yards. SOURCE was particularly impressed by the apparent maneuverability of object. SOURCE unable to make a sketch or provide more extensive estimates of the size of object.

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check was made with the following Air Force Bases for aircraft in the air at the time of sighting, and reports of unusual occurrences with negative results:
 - a. Barksdale AFB, Louisiana
 - b. Greenville AFB, Miss.
 - c. Little Rock National Guard AFB, Little Rock, Ark.
 - d. England AFB, Louisiana
 - e. Texarkana AFB, Ark.
2. A check was made with the following Civil Airports for aircraft in the air at time of sighting and for reports of unusual occurrences with negative results:
 - a. Greater Shreveport Municipal Airport, Louisiana
 - b. Adams Field, Little Rock, Ark.
 - c. City of Monroe Municipal Field, Monroe, Louisiana
 - d. Texarkana Civil Air Field, Texarkana, Ark.
3. Contact was made with the following AC&W Squadrons for aircraft in the air at time of sighting and for reports of unusual occurrences with negative results:
 - a. 703rd AC&W Squadron, Texarkana, Ark.
 - b. 653rd AC&W Squadron, England AFB, Louisiana
 - c. 745th AC&W Squadron, Duncanville AF Station, Duncanville, Tex.
 - d. 747th AC&W Squadron, Ellington AFB, Houston, Tex.
 - e. 741st AC&W Squadron, Lackland AFB, San Antonio, Tex.
 - f. 683rd AC&W Squadron, Sweetwater AF Station, Sweetwater, Tex.
 - g. 746th AC&W Squadron, Tinker AFB, Oklahoma City, Okla.
4. The following Flight Service centers were contacted for aircraft in the air at time sighting and for reports of unusual occurrences with negative results:
 - a. Maxwell Flight Service Center, Montgomery, Ala.
 - b. Carswell Flight Service Center, Fort Worth, Tex.
5. The following weather observatories were contacted for release of weather balloons or for data that might have a bearing on the sighting with the indicated results:
 - a. The US Weather Observatory, Shreveport, La., was contacted and indicated that on 22 May at 2100 CST one 500 gram radiosonde balloon carrying a white light suspended 80-100 feet below the balloon was released. Indications are that it was possible for the balloon to be over the Monroe, Louisiana area at approximately 2200 CST.
 - b. Texas A&M University Observatory, Bryan, Texas, was contacted with negative results.
 - c. US Weather Observatory, Monroe, Louisiana, was contacted with negative results.
 - d. US Observatory, Houston, Texas, negative results.

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e. US Weather Observatory, Beaumont, Texas, negative results

f. US Weather Observatory, Waco, Texas reported that on 22 May at 2100 CST one 100 gram weather balloon with a white light suspended 3 - 4 feet below the balloon was released. Indications are this balloon would not have reached the Monroe, Louisiana area during the period of sighting.

g. Weather Service, England AFB, Louisiana, reported that on 22 May at 2000 CST one 100 Gram weather balloon with a white light suspended 5 - 8 feet below the balloon was released. Indications are that the balloon was located south of Monroe, Louisiana at approximately 2145 CST.

h. US Weather Observatory, Dallas, Texas, negative results.

i. Weather Service, Carswell AFB, Fort Worth, Texas, negative results.

j. US Weather Observatory, Lake Charles, Louisiana, negative results.

k. US Weather Observatory, Austin, Texas, negative results.

l. US Weather Observatory, San Antonio, Texas, negative results.

m. Weather Service at Tinker AFB, Okla, indicated a temperature inversion existed in the area of sighting with the following characteristics: Base of inversion at the surface with 69°F and top of the inversion at 2500 feet Mean Sea Level with 77°F. It was also indicated that the surface dew point was 65°F. A full moon was visible during the period of sighting. The following wind conditions existed in the area during time of sighting:

4,000 feet	200°	20 knots
6,000 feet	230°	25 knots
10,000 feet	220°	30 knots
16,000 feet	260°	10 knots
20,000 feet	260°	5 knots
30,000 feet	280°	25 knots
50,000 feet	280°	55 knots

Reports indicate no cloud coverage and no thunder storms in the sighting area.

6. Following GOC Filter Centers were contacted for reports of unusual sightings or occurrences with negative results:

- a. Shreveport, Louisiana
- b. Little Rock, Ark.
- c. Jackson, Miss.

7. The astronomical observatory, Louisiana State University, Baton Rouge, Louisiana, was contacted for reports of occurrence of any unusual astronomical phenomena or movement of solar bodies with negative results.

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