

PROJECT 10073 RECORD CARD

1. DATE 26 27 July 1956	2. LOCATION a/c in flight 43°12' N - 49°30' W 500 Mi SE of Gander, Newfoundland		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical Meteor ☐ Probably Astronomical ☐ Possibly Astronomical
3. DATE-TIME GROUP Local _____ GMT 27/0112Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian (airlines pilot)		
7. LENGTH OF OBSERVATION 15-20 seconds	8. NUMBER OF OBJECTS one	9. COURSE S to N	☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown
10. BRIEF SUMMARY OF SIGHTING One object circular light, size of golf ball. Color blue green. Object disappeared behind clouds. Observer first thought object was exhaust from a/c. Speed greater than any a/c.		11. COMMENTS Probable meteor sighting.	

[REDACTED]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

IN REPLY REFER TO: 5D 24-21-181

27 September 1956

SUBJECT: (Confidential)
Unidentified Flying Object sighted
27 July 1956 by [REDACTED],
approximately 500 miles Southeast of
Gander, Newfoundland
SPECIAL INQUIRY

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

1. Transmitted herewith are two (2) photostatic copies of an interview with Mr. [REDACTED] of [REDACTED] Roslyn Heights, New York on 2 August 1956 concerning an unidentified flying object. It is noted that Mr. [REDACTED] is a pilot for Pan American World Airways.
2. No further investigative action is contemplated by the Office of Special Investigations.
3. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.
4. This letter is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

1 Incl (in dupe)
a/s

Copy furnished:
Dir OSI w/o Incl

Wm G. HINLS
Wm G. HINLS
Colonel, USAF
District Commander

DOWNGRADED AT 3 YEAR INTERVAL;
DECLASSIFIED AFTER 10 YEARS.
DOD DIR 5200.10

Ln (5D-24-21-223)

UNCLASSIFIED

[REDACTED]

[REDACTED]
6LF

2. On 2 August 1956, [redacted] Civilian, [redacted] Roslyn, [redacted] and JAMES [redacted] stated substantially that at approximately 0112 hours (Greenwich time) on 27 July 1956, while piloting a Pan American World Airways aircraft on a non-stop flight from New York to Paris, France, he sighted a pulsating light which first appeared dead ahead of the aircraft at an unestimated distance. The light was unlike any other he had ever seen and traveled at a speed greater than any aircraft with which [redacted] has ever come in contact. [redacted] could give no description of any specific size, shape, or design, inasmuch as he described the object he had seen as simply a pulsating light.

(I) Description of the object.

- (a) Shape: A light, generally circular in size, not elongated, pulsating, two or three pulses per second. Interviewee stated it was difficult to describe because it seemed a light only, and there were no tangible outlines of any visible object connected with the light.
- (b) Size: Approximate size of a golf ball as seen, without making any compensation for distance between the observer and the light.

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Subj: Unidentified Flying Object Sighted 27 July 1956, dated
2 August 1956

- (c) Color: Blue-green, similar to the color of an aircraft exhaust flame when the aircraft engine has a very rich mixture setting.
- (d) Number: One.
- (e) Formation: Not applicable.
- (f) Discernible features or details: None, other than cited herein.
- (g) Tail, trail, or exhaust: None noticed. Observer first assumed the light itself was an exhaust.
- (h) Sound: Negative.
- (i) Other pertinent features: Negative.

(2) Description of course of object.

- (a) The question posed is what first called the attention of observer to the object. Normal observation of sky and horizon by the observer in his duties as an aircraft pilot.
- (b) Angle of elevation and azimuth of the object when first observed: Approximately 15 degrees above the horizon, dead ahead of the aircraft (bearing zero degrees from the aircraft - aircraft course approximately 110 degrees magnetic).
- (c) Angle of elevation and azimuth of object upon disappearance: Approximately 15 degrees above the horizon, bearing of 320 degrees from the nose of the aircraft (40 degrees to the left of the observer).
- (d) Description of flight path and maneuvers of object: Object traveling approximately on a southerly to northerly straight course, with no change in altitude or elevation, and no observed deviations from the course.
- (e) Manner of disappearance of object: Object disappeared behind high altitude stratus cloud formation (3/8 also stratus clouds at 12,000 feet).
- (f) Length of time in sight: Approximately 15 to 20 seconds.

(3) Manner of observation:

- (a) Air visual. Radar on aircraft was in operation but not set at correct altitude to obtain sight.

(b) Optical aids used: Negative.

(c) Observer's aircraft: DC-7C, Pan American Airways Flight 64/26, aircraft number 737FA, approximate altitude 15,000 feet on a course of approximately 110 degrees magnetic; true air speed approximately 260 knots; home station, Pan American World Airways, Idlewild International Airport, New York; aircraft flying roughly Great Circle route from New York to Paris, France.

(4) Time and date of sighting:

(a) Zulu time-date group: 0112Z, 27 July 1956.

(b) Light conditions: Night.

(5) Location of observer: 43 degrees, 12 minutes north latitude, 49 degrees, 30 minutes west longitude; rough approximation 500 miles southeast of Gander, Newfoundland.

(6) Identifying information of observers:

(a) Interviewer: [redacted] born 8 June 1921, Roslyn Heights, New York, airline pilot (First Officer), Pan American World Airways, Idlewild International Airport, New York, who has eleven (11) years' experience as a commercial airlines pilot and four (4) years of military flying experience. [redacted] was formerly First Lieutenant, United States Air Force Reserve.

(b) Other observers not interviewed: Third Officer [redacted] and Second Engineer [redacted] both of Pan American World Airways, Idlewild International Airport, New York.

(7) Weather conditions at time and place of sighting:

(a) Observer's account: 3/8 alto stratus clouds at 18,000 feet, wind conditions not recalled, visibility unlimited, no ceiling or cloud cover above observer's aircraft, no thunderstorms or severe weather conditions in the area.

(b) Report from official weather service: On 2 August 1956, Inquiry of Air Weather Service, Mitchell Air Force Base, New York, disclosed that no information specifically concerning the reported location of the observation was available to them. However, a review of the weather charts available revealed the following propagation of weather conditions existing in the referenced area at approximately 0100 hours Z, 27 July 1956:

	<u>Winds</u>	<u>Temperature</u>
Surface	from 120 degrees, 10 knots	not indicated
6,000 ft	" 210 degrees, 20 knots	+ 9 degrees C
10,000 ft	" 220 degrees, 30 knots	+ 4 degrees C
16,000 ft	" 250 degrees, 40 knots	- 2 degrees C
20,000 ft	" 250 degrees, 50 knots	- 9 degrees C
30,000 ft	" 250 degrees, 65 knots	- 39 degrees C
45,000 ft	" 260 degrees, 60 knots	- 59 degrees C

Ceiling: 500 feet, overcast.

Surface visibility: Two (2) miles in rain and fog.

Sky cover: 8/8 strato cumulus; bases 500 feet, solid to 10,000 feet, layered to approximately 25,000 feet; moderate rime icing conditions in clouds above 12,000 feet. Light turbulence from surface to 20,000 feet.

Note: Complete weather information concerning area in question should be obtainable from the United States Air Force Weather Central, Suitland Air Force Base, Maryland.

- (8) Other unusual activity or condition: Negative.
- (9) Existence of physical evidence: Negative.
- (10) Interception or identification action taken: Negative.
- (11) Location of air traffic in the area: None in visual range.

4. [redacted] further advised that he hesitated and did not report this sighting to his employing company because of the possibility of ridicule from other employees of the company, and he further felt that reporting such a sighting might raise questions as to his suitability for continued employment. He further stated that in all his flying experience, he has never witnessed any meteorological phenomenon which could tend to explain away this sighting. Neither the color, course, or duration of the sighting could compare to any meteorological phenomenon known to him. He further stated that the object moved faster than any aircraft he had ever seen and that no warning or advisement had been received which would indicate that rocket firing was taking place in this area. [redacted] stated, in summation, that the object was unlike anything he has ever witnessed before. In the opinion of Special Agents DEKETS and CARROLL, [redacted] appeared to be an intelligent, competent, level-headed individual.

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