PROJECT 10073 RECORD CARD

1. DATE 22 November 1957	**2. LOCATION** Lower California, Mexico	**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other_____ ☒ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 1940 PST GMT 23/0304Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Civilian	
7. LENGTH OF OBSERVATION 5 minutes	**8. NUMBER OF OBJECTS** one	**9. COURSE** 110 dgr

10. BRIEF SUMMARY OF SIGHTING

Object at extreme altitude observed for 5 minutes and observed clearly for 2 minutes. Drawing representing a missile. Believed to crash inland.

11. COMMENTS

Possibly an unreliable report. No missile activity in this area and duration excessive. Inconsistancies in report. Insufficient data for evaluation.

ATIC FORM 329 (REV 26 SEP 52)

1 Witness

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

31 DEC 57 02 02Z

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOOK	MULTI	SINGLE			
INFO			X	AF		

FROM:
COMDR ATIC

SPECIAL INSTRUCTIONS

TO:
COMMANDER AF
PACIFIC FLEET (BuDAC)
SAN DIEGO, CALIFORNIA

UNCL/FROM: AFCIN-4E4 12-2032-E

INVESTIGATION OF UFO SIGHTED 115 DEGREES, 16 MINUTES WEST, 27 DEGREES, 32 MINUTES NORTH, (VICINITY OF POINT EUGENIA, LOWER CALIFORNIA, MEXICO) 22 NOV 57, AT APPROXIMATELY 1904 HRS (PST) IS SUBJECT. SIGHTED BY AMERICAN MINING ENGINEER, AND JUST REPORTED BECAUSE OF APPARENT INABILITY of source (4/3) TO COMMUNICATE AT THAT TIME. SLENDER, MISSILE-LIKE OBJECT, TRAVELING AT HIGH SPEED AND ON HEADING OF APPROXIMATELY 110 DEGREES. BELIEVED BY SOURCE TO HAVE CRASHED IN GENERAL VICINITY OF 113 DEGREES WEST, 26 DEGREES NORTH. REQUEST CHECK OF ANY AIRBORNE OR SURFACE FLEET ACTIVITIES OR OPERATIONS, PARTICULARLY IF ANY MISSILES FIRINGS THAT WOULD ACCOUNT FOR THE MISSILE-LIKE OBJECT IN THAT AREA. IN REPLY REFER TO BAJA CALIFORNIA CASE, AFCIN-4E4.

COORDINATION

AFCIN-4E4 _____ DATE 30 Dec 57

AFCIN-4E DR. H. D. MILEY (VLC) DATE 12/30
COL. H. K. GILBERT

DATE 30 | TIME 1440
MONTH DEC | YEAR 1957

WRITER

SYMBOL

30 DEC 57 1858

TYPED NAME AND TITLE (Signature, if required)
CAPT. G. T. GREGORY G. T. Gregory

PHONE 69216 | PAGE NR. 1 | NR OF PAGES 1

SECURITY CLASSIFICATION
UNCLASSIFIED

RELEASER

SIGNATURE
Robert E. O'Connor

TYPED (or stamped) NAME AND TITLE
ROBERT E. O'CONNOR
Captain, USAF
Assistant Adjutant

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

2 JAN 58 0 9 1 4 DEC 31 21 5 2 57

RF121

SCF139 XYD144BXA093BWD C365

RR RJEDSC

DE RBWDQ 116

R 311920Z

FM COMNAVAIRPAC

TO COMDR ATIC

NAVY GRNC

BT

YOUR 301440Z X REF BAJA CALIFORKNIA CASE AFOIN - 4E4 X NO REPORT

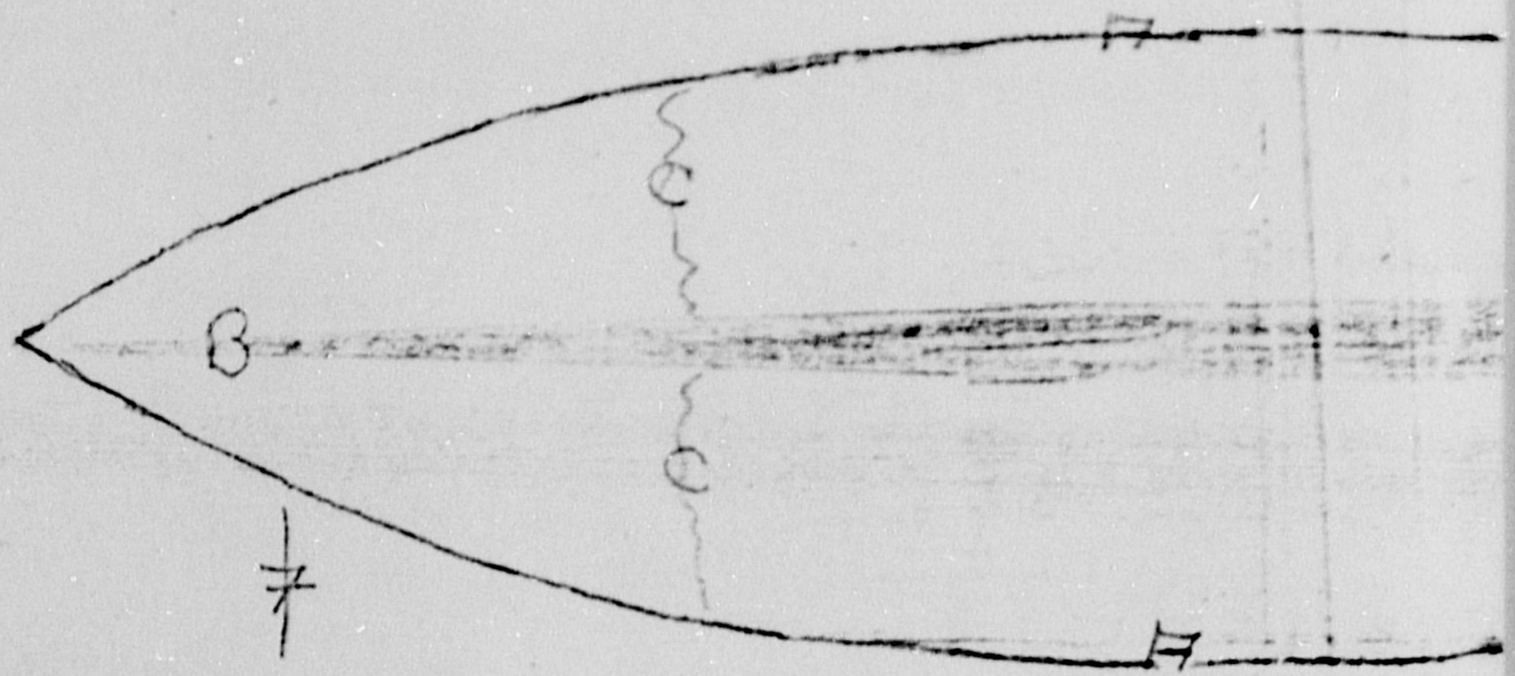
NAVAIRPAC MISSILE OPS 22 NOV 57

BT

CFN 301440Z AFOIN - 4EJR WW TU

EQXOOQOZ DEC RBWDU

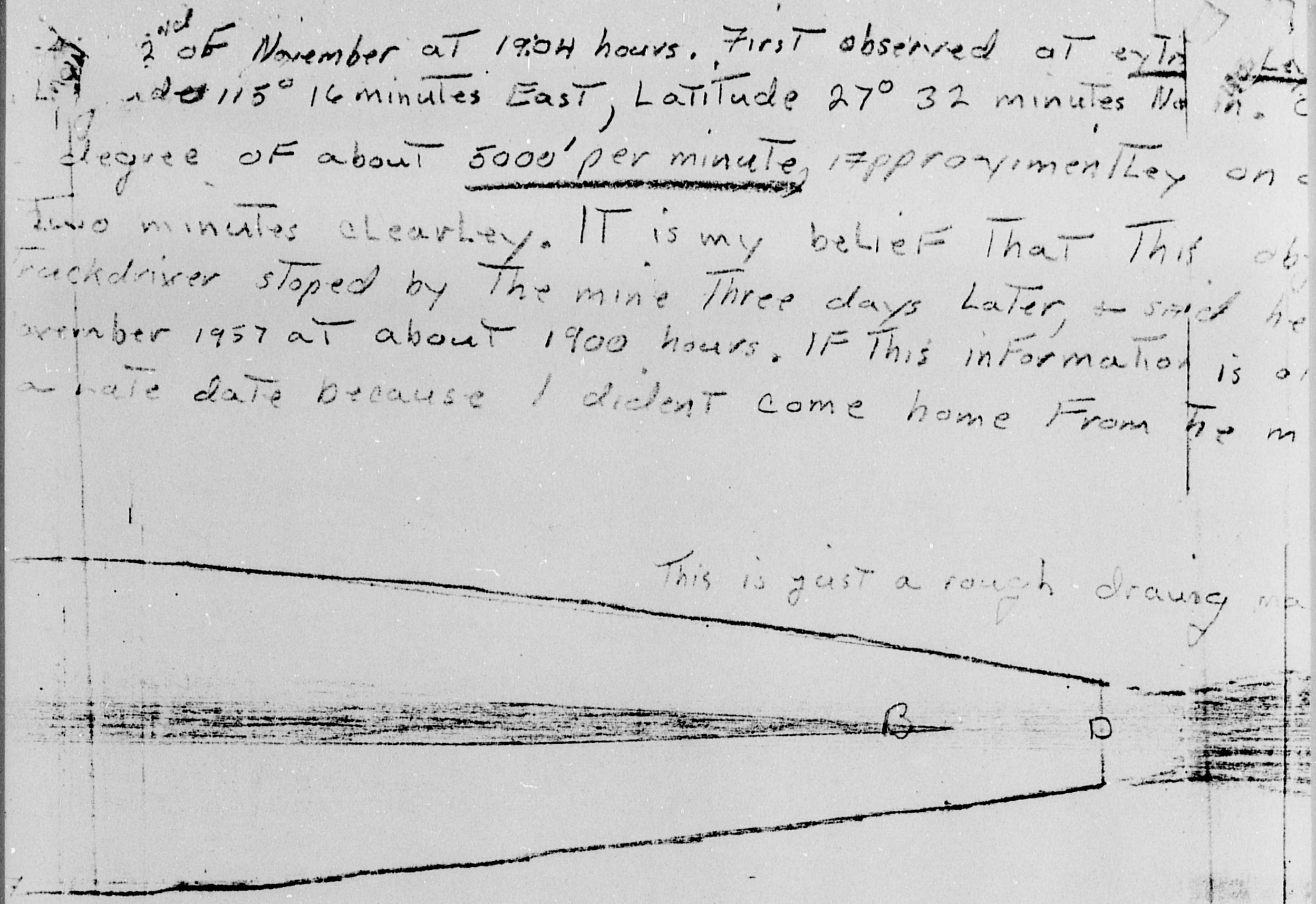
The place was at my mine in Baja Calif. Lat. 1[illegible]
Southwest of The mine and decending on a degree
For Five minutes Sighting direction However only about Two mi
Area of Longitude 113° Latitude 26° 15 a Truckdrive
Fall behind a hill in That area on 22 November
eLaborate. For you. This information is of a late
is in Tijuana B.C. Calif.



Eng[redacted]
Col. Casho
Tijuana B.C. Calif.

Scale Lines Lines Lines Line Lines Forwa instan This

2nd of November at 1900 hours. First observed at eyeball
ade 115° 16 minutes East, Latitude 27° 32 minutes North. C
degree of about 5000' per minute, Approximentley on a
two minutes clearley. IT is my belief That This ob
truckdriver stoped by The mine Three days Later, + stated he
ovember 1957 at about 1900 hours. IF This information is o
a late date because I dident come home From the m



Scale ½ inch = 1 Foot
Lines "A" Represent outLine of Object
Lines "B" " " " " Center
Lines "C" " " " " Forward glow dumino
Line "D" " " " " AFT end of obj
Lines "E" " " " " " " " " "dumino
Forward of Line "F" was not as observed Clearley, hower at
instant forward of Line "F" appeared as shown.
This drawing is as I saw it, or nearley so.

[redacted]
Mining Engineer

Very high altade, Traveling at high speed.
Main: Object was sighted approximately 20 minutes
Ley on a M. H. of = 110°. This object was observed by
No cpts of any kind in the area *
This object Crashed or Landed in the
said he had seen a strange ball of fire
that is of any value I would be glad to
in the mine until Dec 5, 1957. My home

Yet, he was able to give a detailed drawing such as this?

drawing made very hastily

1200'

1100'

1000'

900'

800'

700'

Low luminous
= obj:
luminous
hover at one

UNCLASSIFIED

(CLASSIFICATION)

[redacted]

(SECURITY INFORMATION when filled in)

COUNTRY OF ORIGIN	REPORT NO AISS-UFOB-777-57	(Leave blank)
USA	DIO-UFOR-2-57	

AIR INTELLIGENCE INFORMATION REPORT

This is the Final AISS Report as result of investigation requested by ATIC. First "FLASH" Report attached

AREA REPORT CONCERNS

TONOPAH, NEVADA, USA

AGENCY OF ORIGIN	DATE OF REPORT
Detachment 10 1006th Air Intel Serv Sq	27 Dec 57
SOURCE OF INFORMATION	DATE OF INFORMATION
JOSEPH F. LONG, 1ST LT, USAF	23 Nov 57
PREPARING OFFICER	EVALUATION
BENJAMIN C KENYON JR, Captain, USAF	

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

Msg, SWISA 11-517-57, 4935 ABRON, Indian Springs AFB, Nevada

SUBJECT

Unidentified Flying Object

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 112a.*)

I. CONTENTS:

PART ONE: Description of Sighting by 1st Lt Joseph F. Long

PART TWO: Supplementary Investigative Efforts

PART THREE: Comments of the Preparing Officer

II. SUMMARY: Report of a sighting of four (4) disc-like objects in the Nevada desert on 23 Nov 57. The objects were observed from a distance of fifty (50) feet for about twenty (20) minutes. When SOURCE approached the objects, they rose into the air and slowly disappeared behind nearby low hills. Indications are that an explanation for the sighting may remain unknown.

III. INVESTIGATOR: T/Sgt RALPH H GOTTSCHALK, AF 11166135

Benjamin C Kenyon Jr.

BENJAMIN C KENYON JR
Captain, USAF
Commander

5 Incls
(See Individual Parts)

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DOD DIR 5200.10

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[redacted]

DISTRIBUTION BY ORIGINATOR

Original to AC/I, HEDUSAF
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Copy to D/I, 85th Air Div (Def)
Copy to D/I, 26th Air Div (Def) (Info)
Copy to Comdr, 1006th AISS
Copy to Comdr, Det 10, 1006th AISS

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[redacted] ect 1515, 22 Jan 58

1006TH AISS Classified Document Log # 58-0002

Incl #2 Recd. Aerial Photographs [redacted] 4FCIN-4E7

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ORIGINATING AGENCY	REPORT NO.	PAGE 3 OF 12 PAGES
Detachment 10, 1006th AISS	AISS-UFOB-779-57 D10-UFOB-2-57	PART ONE

I. SOURCE: Joseph F. Long, 1st Lt, USAF, AO 3028640

Address: 321st Fighter-Interceptor Squadron, ADC
Paine Air Force Base
Everett, Washington

(Note: SOURCE will be at above address after 18 Jan 58. He is presently on delay enroute status during a permanent change of station from Newcastle County Airport, Wilmington, Del, where his former unit, the 97th Fighter-Interceptor Sq, was de-activated.)

Age: 24

Occupation: 1st Lt, USAF, Interceptor Pilot

Education: 8 Yrs grade school, 4 yrs high school, 4 yrs college including ROTC. SOURCE studied speech and related subjects for subsequent work at TV station or the like.

Note, Importance! Possible Motive. 92A

Qualifications: All-weather instrument school, flying training, qualified in F-94 and T-33.

II. RELIABILITY: SOURCE appeared intelligent, and he was friendly and cooperative. Initially he appeared somewhat nervous, but it is believed that this was due to his uncertainty as to how his information would be received. When it became apparent to him that the interviewer received his information with unbiased interest, his nervousness left him, and he presented his account of the incident without hesitation. He answered all follow-up questions willingly. One minor inconsistency occurs in the report: SOURCE drew a sketch of the top view of one of the objects. While he probably meant this to be a top view of the objects as he imagined it (never actually having seen the objects from the top), it would seem more logical had he drawn a bottom view, since he did see the objects passing almost directly above him (50 ft). During the latter part of the interview, while working on SOURCE's narrative description of the incident, his commanding officer and his adjutant were present in the room. Both spoke favorably of SOURCE's ability as a fighter pilot and of his character. His C.O. passed remarks to the effect that he, for one, believed SOURCE, although he himself had never made any UFOB sightings.

III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE was returning to Newcastle County Airport, Del. after completion of USAF Advanced Survival School, Stead AFB, Nev. on 23 Nov 57 in his automobile. At about (0630) he was approximately thirty (30) miles west of TONOPAH, Nev., traveling towards LAS VEGAS, Nev. at about eighty (80) mph, when the engine of his car suddenly stopped. Attempts to re-start the engine were unsuccessful, and SOURCE got out of his car to investigate the trouble. Outside the car he heard a steady high-pitched whining noise which drew his attention to four (4) disc-shaped objects that were sitting on the ground about 300 - 400 yards to the right of the highway. These objects were totally unlike anything he had ever seen, and he attempted to get closer for a better look at them. He walked for several minutes until he was to within approximately fifty (50) feet from the nearest object. The objects appeared identical and about fifty (50) feet in diameter. They were disc-shaped, emitting their own source of light which caused them to glow brightly. They were equipped with a translucent dome in the center of the top which was obviously not of the same material as the rest of the craft. The entire body of the objects emitted the light, they did not seem to be dark on the underside. They were equipped with three (3) landing gears each

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that appeared hemispherical in shape, about two (2) feet in diameter, and of some dark material. SOURCE estimated the height of the objects from ground level to the top of the dome to be about ten (10) to fifteen (15) feet. The objects were equipped with a ring around the outside that was darker than the rest of the craft and was apparently rotating. When SOURCE got to within fifty (50) feet of the nearest object, the hum, which had been steady in the air ever since he first observed the objects, increased in pitch to a degree where it almost hurt his ears, and the objects lifted off the ground. The protruding gears were retracted immediately after take-off, the objects rose about fifty (50) feet into the air and proceeded slowly (about ten mph) to the north, across the highway, contoured over some small hills about a half (½) mile away, and disappeared behind those hills. As the objects passed directly over SOURCE, he observed no evidence of any smoke, exhaust trail, heat, disturbance to the ground or terrain, or any visible outlines of landing gear doors, or any other outlines or openings on the bottom. The total time of sighting lasted about twenty (20) minutes. After the objects disappeared, SOURCE examined the place where he had first seen them on the ground. There was no evidence that any heat had been present, or that the ground had been disturbed in any other way other than several very small impressions in the sand where the landing gears had obviously rested. The impressions were very shallow and bowl-shaped, triangular in pattern (an equally sided triangle). SOURCE did not measure the distance between the impressions, but estimated it to be about eight (8) to ten (10) feet. After his investigation of the impressions, SOURCE returned to his car, and the engine started immediately and ran perfectly. The car SOURCE was driving was a 1956 Chevrolet, and he had not experienced a trouble of similar nature before or after the incident. At the time of sighting, SOURCE had driven from RENO, Nev. to the point of sighting during the night and had slept for about two (2) hours in his car between 2400 hrs and 0200 hrs that same day. SOURCE had had no intoxicants or any sleep-retarding drugs. He described his physical condition at time of sighting as excellent. After the sighting, SOURCE proceeded to INDIAN SPRINGS AFB, Nev., where he reported the sighting to the Base Security Officer.

(Per statement a investigator)

The times of day referred to above are given in Pacific Standard Time. At time of sighting it was daylight, but the sun was still behind the mountains. The sun was about to rise in front of SOURCE. There were no stars or moonlight. There was no overcast. The weather was dry, rather cold, and there was no wind. There were no other witnesses to the observation to the best of SOURCE's knowledge.

(stated or claimed that; not a proven fact.)

5 Incls:
1. SOURCE's sketch of UFOB
2. SOURCE's sketch of UFOB arrangement
3. SOURCE's sketch of UFOB motion
4. SOURCE's sky diagram
5. SOURCE's sketch of UFOB elevation

After traveling all night through some pretty rough country, I see and Chart ft 363, and after one of my tanks (objects) the ... (objects) ... come in the AF? (STEAD SURVIVAL SCHL) 4TG

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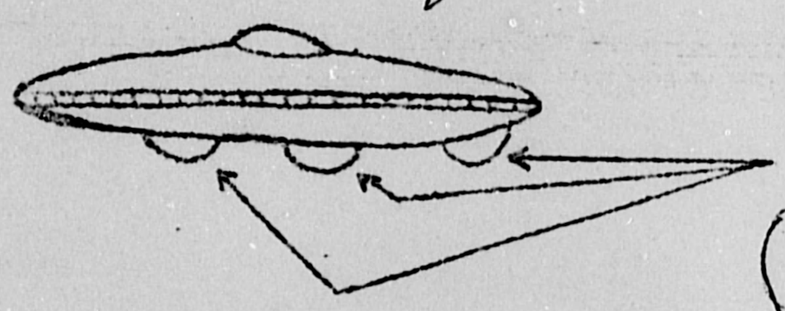
Part One, Fig One:
SOURCE's Memory Sketch, unretouched,
of one (1) of four (4) UFOBs
sighted near TONOPAH, Nev. on
23 Nov 57

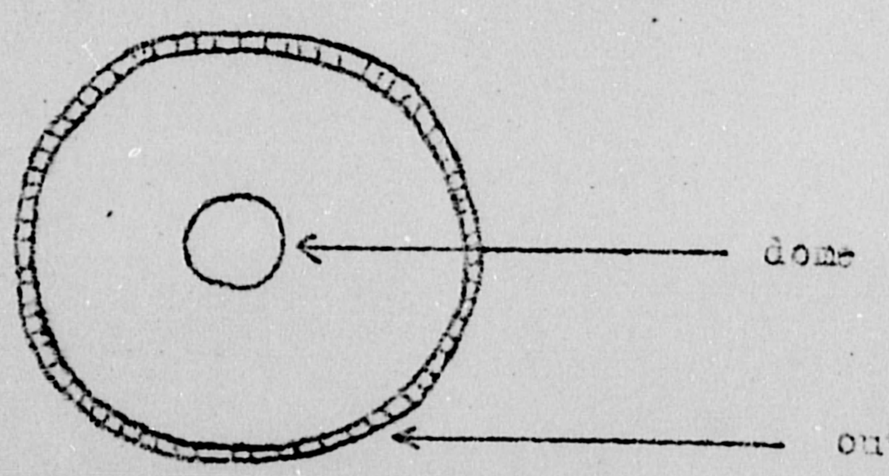
Side View

Resembles Adamski's saucers somewhat



(See Adamskis book)

Top View



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APPROVED:

JOHN W MEADOR
Colonel, USAF
Commander

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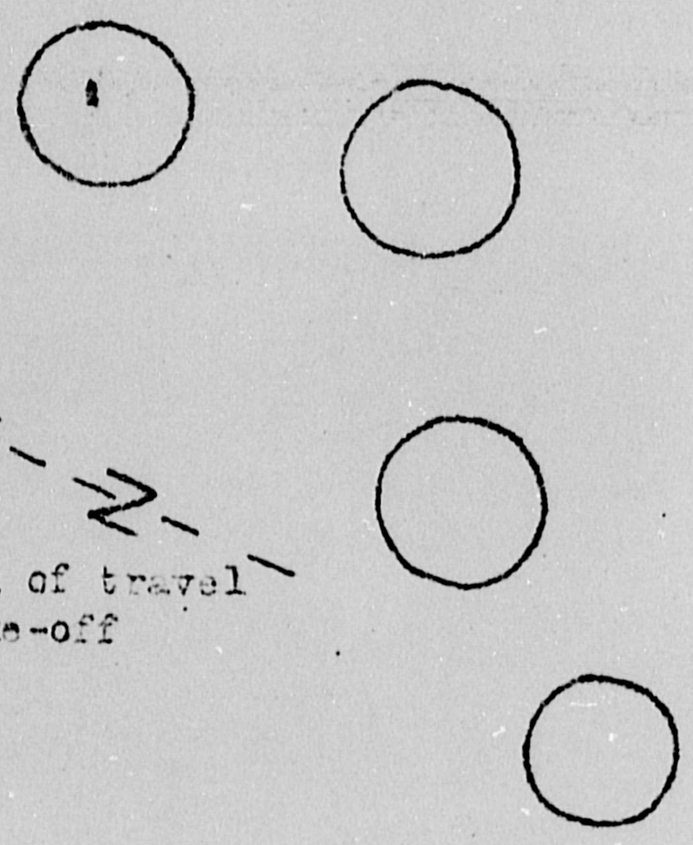
Part One, Fig Two:
SOURCE's Memory Sketch, unretouched, of the arrangement of the subject UFOBs on the ground before they took off.



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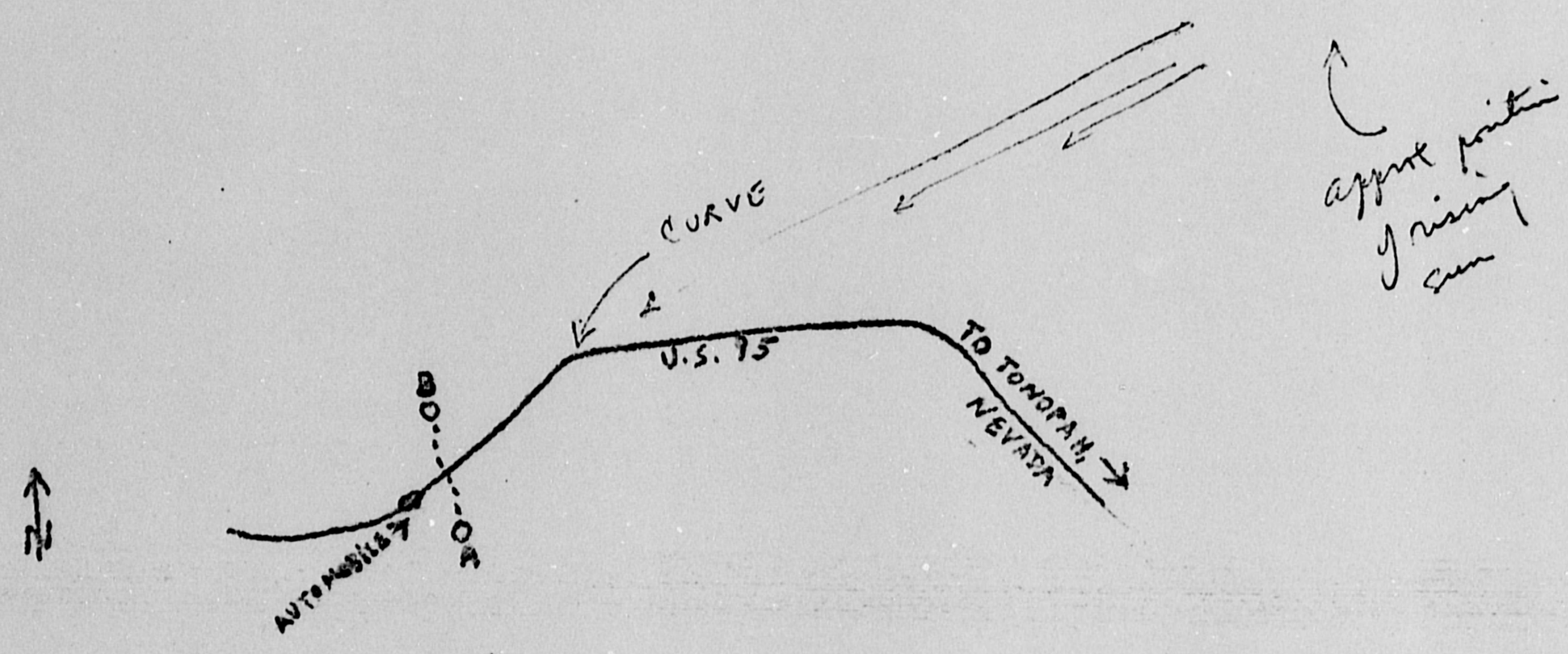
Part One, Fig Three:
SOURCE's Memory Sketch, unretouched,
of the motion of subject UFOBs
in reference to a prominent
landmark.
(Sectional Aeronautical Chart RENO, T-2, was used
for orientation.)



A - Point of initial sighting

B - Point of disappearance

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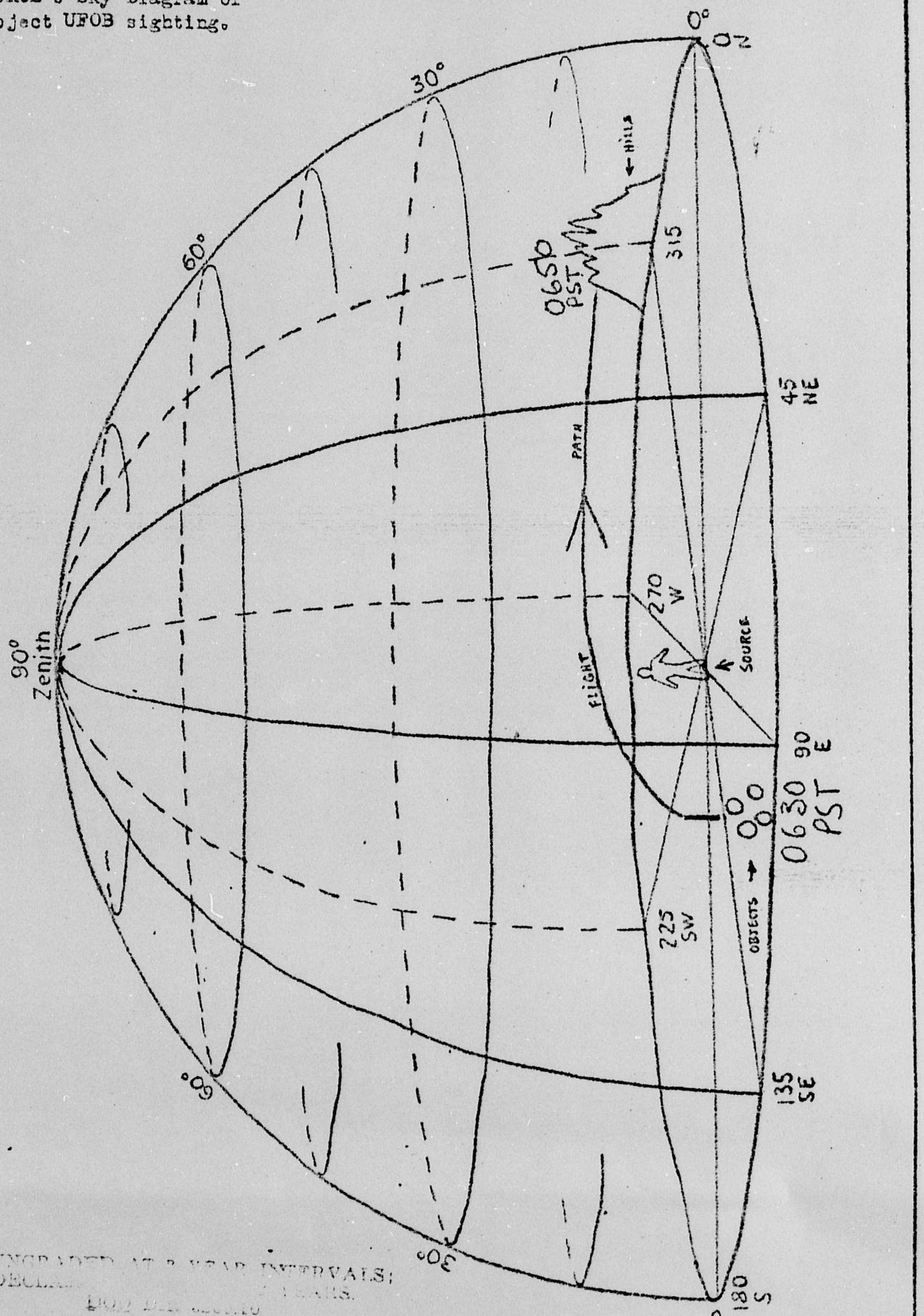
Part One, Fig Four:
SOURCE's Sky Diagram of
subject UFOB sighting.



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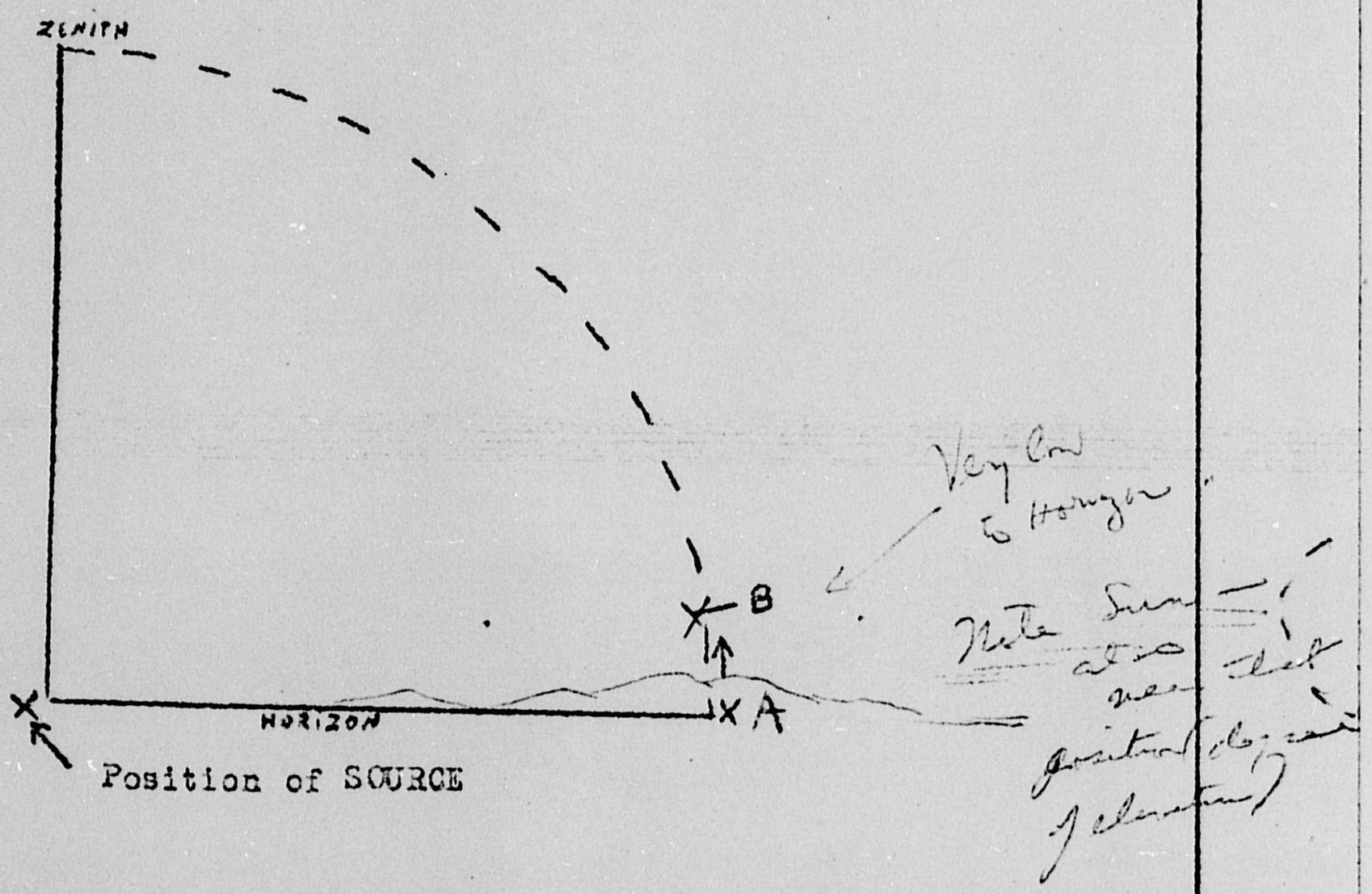
Part One, Fig Five:
SOURCE's Memory Sketch, unretouched, showing elevation of subject UFOBs above horizon at time of last observation.



A - Position of Objects at initial Sighting

B - Elevation of Objects at Time of Disappearance

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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

Agencies, such as flight service centers, air traffic control centers, weather stations, astronomical observatories, etc. were not contacted because of their inaccessibility to the investigator owing to the distance of the investigating field unit from the point of sighting.

This is bad investigative approach — for there are the very agencies which would have knowledge of any flight tests, experimental operations, events, etc. that would provide a clue as to the nature of objects — as has been proven during the past 12-years. Bad feature: many of them themselves do not keep records over 48 hours. Must therefore attempt to contact

GTG

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COMMENTS OF PREPARING OFFICER:

1. Considering the excellent weather conditions and the circumstances surrounding the sighting as well as the physical phenomena involved, SOURCE concluded that the objects were "not of this Earth". He shared with his C.O. the opinion that in all of the expanse of the universe it is possible that other forms of intelligence exist and that they may be well advanced in technology beyond human comprehension. He assumed further that such intelligent beings would attempt to avoid human contact for perhaps a multitude of reasons. SOURCE concluded further that the objects could not have been any of the following for reasons indicated below:

a. He stated that they could not have been any known or common aerial vehicles (dirigibles, balloons, aircraft, helicopters, missiles, etc.) because he saw the objects clearly and is familiar with airframes of this sort.

b. He did not believe that they were U.S. experimental models because he doubted that flight tests would be conducted with four (4) prototypes at a time and in uncontrolled areas such as the vicinity in which the sighting was made. He ruled out the possibility of a forced landing of such experimental models because their movement indicated that they could maneuver and could have landed just as easily at a spot not visible from the road.

c. SOURCE ruled out the possibility that the objects belonged to another Earth power attempting to spy on the U.S. by means of these vehicles due to the fact that there was nothing important to gain from an investigation at the location of the sighting.

d. SOURCE did not believe that they were experimental models of a foreign nation because nobne would want to take a chance on an experimental model of such revolutionary design and propulsion crashing where it might reveal all of these advances to another power.

e. He also concluded that attempts by any country to conceal anything as revolutionary as this for so many years ("ever since UFOB sightings began") would be unsuccessful. "Something is bound to leak out."

f. SOURCE did not believe that the objects were freak reflections in the air because they had left slight impressions in the desert sand.

g. He ruled out misinterpretation of other weather phenomena because weather, light, and visibility were excellent at time of sighting.

h. SOURCE stated that the only physical evidence other than the noted impressions in the sand and the whining noise was the fact that his automobile engine had stopped completely. (He failed to check his lights or horn). He assumed that this was due to electro-magnetic forces which might be the means of propulsion for the objects. "That alone makes me believe that they were space ships, because we would have some hint if we were able to do such a thing."

(A certain amount of hesitancy on the part of SOURCE had to be overcome by the investigator to extract SOURCE's reasoning indicated above.)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PART THREE
Detachment 10, 1006th AISS	AISS-UFOB-779-57 D10-UFOB-2-57.	PAGE 12 OF 12 PAGES

2. SOURCE regretted the fact that he had no film in his camera and that he did not make a closer investigation of the observation on the spot or that he did not note the exact spot of sighting on a road map or mark the spot on the road for later reference.

3. Judging only by the description of the sighting and its circumstances, the investigator does not believe that the incident was due to misinterpretation of any natural or man-made phenomena.

4. Based again on the same information, it is the investigator's belief that the entire story may be of complete manufacture by SOURCE although the latter never showed any signs of "acting."

5. The investigator was able to ascertain that SOURCE was not unfamiliar with science fiction literature of a "higher" type. SOURCE did not deny knowledge of such authors as Leinster, Bradbury, Heinlein, Sturgeon, Asimov, etc. ← Science fiction and "Saucer" writer

6. SOURCE's motives for possibly manufacturing such a story remain mere conjecture to the investigator.

Conjecture? See 1, 3 above, as well as "Education" & "Saucer" writers as p. 3, for clue to motives

William R Brunson 1st Lt
for BENJAMIN C KENYON JR
Captain, USAF
Commander

2TB

COMMENTS OF THE APPROVING OFFICER:

1. In the opinion of the Approving Officer, SOURCE's reliability cannot readily be questioned for the following reasons:

a. SOURCE's Commander and Adjutant "spoke favorably of SOURCE's ability as a fighter pilot and of his character." ← A Source's reliability not based strictly on opinions of associates (old intelligence rule)

b. The Preparing Officer states: "SOURCE's motives for possibly manufacturing such a story remain mere conjecture to the investigator." The Approving Officer shares this opinion.

2. Therefore, in view of the above, the Approving Officer forwards this sighting as "Unknown."

* See Analysts report as to a probable solution based on investigative data and facts reported, 4 Feb. 58, (right-hand folder material)

(Another example illustrating the oft repeated maxim that investigators should not attempt to evaluate or analyze motives — only to get the information and facts)

JOHN W MEADOR
Colonel, USAF
Commander

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

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.

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

18—55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1957—O-918332

CHART OF AREA OF INCIDENT

AND

ROUTE ASSUMED TAKEN

BY LT. LONG FROM

LAS VEGAS TO TONOPAH

1. FIRST (FLASH) REPORT ON INCIDENT.

2. FINAL (AIIR) REPORT AS RESULT OF AISS INVESTIGATION REQUESTED BY ATIC.

PARAGRAPHS NOT PUBLISHED EXCEPT PRIOR TO CANCELLATION. CANCELLATION REMOVE ALL INTERNAL REFERENCE TO THE GROUP PRIOR TO DECLASSIFICATION. NO UNCLASSIFIED REFERENCE IF THE DATE-TIME GROUP IS QUOTED.

UNCLASSIFIED

25 NOV 57

AC PRIORITY-ROUTINE
FM COMDR 4935 ABRON INDIAN SPRINGS AFB NEV 24 2322ZØZ
TO COMDR ADC ENT AFB
COMDR 27 ADIV HAMILTON AFB
COMDR ATIC WPAFB
DIR OF INTELLIGENCE HQS USAF
INFO COMDR ARDC BALTO
COMDR AFSWC KIRTLAND AFB

SWSIA ltr 11-517-57 25 Nov 57

FLASH REPT

1) 2) 4E4
3) 4-4x2c

FROM SWSIA 11-517-57. IN ACCORDANCE WITH AFR 200-2 THE FOLLOWING INFORMATION IS SUBMITTED. PARA 7D (1)(A). CIRCULAR ELLIPIGAL DISK, (B) AS OBSERVED FROM APPROXIMATELY 25 YARDS IT IS APPROXIMATELY 50 FEET IN DIAMETER, APPROXIMATELY 15 FEET IN HEIGHT INCLUDING LANDING GEAR AND DOME; (C) ILLUMINATE AS IF SUNLIGHT ON ALUMINUM, HOWEVER, SUN WAS NOT SHINING ON THE OBJECTS; (D) 4; (E) SINGLE FILE; (F) DOME ON TOP WAS APPROXIMATELY 2 FEET HIGH AND APPARENTLY MADE OF PLEXIGLASS, HOWEVER, IT WAS TRANSLUCENT. CENTER OF THE OBJECT HAD WHAT APPEARED TO BE A BLADE OR BLADES SPINNING AT A HIGH RATE OF SPEED. THIS BLADE OR BLADES COULD HAVE BEEN SPINNING FROM A CENTRAL AXIS OR POSSIBLY A CONVEYOR BELT ARRANGEMENT AROUND THE OUTSIDE OF THE CRAFT. THE LANDING

Informal Comments



PAGE TWO
GEAR WAS THREE LARGE SPHERES WHICH WERE APPROXIMATELY TWO TO THREE FEET IN DIAMETER. (G) NONE; (H) WHILE THEY WERE ON THE GROUND THEY HAD A HIGH PITCHED HUMMING WHINE. AT TAKE-OFF THE HUM AND WHINE INCREASED TO A HIGHER AND LOUDER PITCH (SIMILAR TO AN F-102). THE NOISE AT TAKE-OFF WAS ALMOST UNBEARABLE (I) AS THESE CRAFT TOOK OFF THERE WAS NEITHER HEAT GENERATED NOR ANY BREEZES OR WINDS. (7D)(2)(A) THE ENGINE OF THE OBSERVERS VEHICLE STOPPED. AS HE GOT OUT OF HIS VEHICLE, HE HEARD THIS PECULAR NOISE AND THEN SIGHTED THE FOUR OBJECTS ON THE GROUND APPROX-IMATELY ONE FOURTH MILE AWAY. HE STARTED WALKING TOWARD THEM AND WALKED FOR APPROXIMATELY TEN TO FIFTEEN MINUTES UNTIL HE WAS WITHIN APPROXIMATELY 25 YARDS OF THE OBJECTS BEFORE THE OBJECTS TOOK OFF; (B) ON THE GROUND; (C) OBJECTS WERE NEVER MORE THAN SIX INCHES ABOVE THE GROUND. WHEN THE OBJECTS HAD LIFTED APPROXIMATELY SIX INCHES ABOVE THE GROUND THE LANDING GEAR RETRACTED INSTANTLY; (D) OBJECTS ROSE TO A HEIGHT OF APPROXIMATELY FIFTY FEET, HOVERED A MOMENT AND PROCEEDED AT APPROXIMATELY TEN MILES PER HOUR, ACCROSS THE ROAD, OVER A HILL (APPROXIMATELY ONE MILE AWAY) AND DISAPPEARED; (E) OVER A HILL AND OUT OF SIGHT; (F) 20 TO 25 MINUTES. (7D)(3)(A) GROUND-VISUAL; (B) NAKED EYE; (C) NOT APPLICAL ECHO. (7D)(4)(A) 1430Z TO 1500Z, 23 NOV 57; (B) DAWN, SUN WAS NOT YET OVER THE HILLS BUT VISIBILITY WAS GOOD.

observed for 20-25 mins

Note

Basic Data
Date: 23 Nov 1957
Time: 1430Z = 7:30 AM - 8:00 AM
Place: 30 mi N Tonopah
observed for: 20-25 mins

PAGE THREE
(7D)(5) OBSERVER NOT FAMILIAR WITH THE TERRITORY BUT STATES THAT OBSERVATION WAS MADE APPROXIMATELY 30 MILES NORTH OF TONOPAH, NEVADA

[redacted]

IS, NEW CASTLE COUNTY AIRPORT, WILMINGTON, DELAWARE, PILOT, A RELIABLE SOURCE. PARA 7D(7)(A) CEILING AND VISIBILITY UNLIMITED; (B) NOT AVAILABLE; (C) UNLIMITED; (D) UNLIMITED; (E) NONE; (F) NONE. PARA 7D (8) NONE. PARA 7D (9) NONE; (10) NONE; (11) PROVOST MARSHAL, OBSERVER APPEARED TO BE SINCERE, LEVEL HEADED AND QUALIFIED TO GIVE THIS REPORT. NO PRELIMINARY ANALYSIS MADE AND POSSIBLE CAUSE OF SIGHTING UNKNOWN; (12) NONE AVAILABLE. ADDITIONAL INFORMATION: OBSERVER IS ON DELAY ENROUTE WITH REPORTING DATE OF 4 DEC 57 (RETURNING FROM TDY) CAN BE REACHED IN CARE OF FRED LONG, PARSONS, WEST VIRGINIA). OBSERVER WENT TO THE AREA WHERE THE OBJECTS WERE SITTING AND STATED THAT THERE WERE INDENTATIONS ON THE GROUND WHERE THE SPHERES HAD BEEN. THERE WERE NO INDICATIONS OF EXHAUST BURNS OR FOOT PRINTS. OBSERVER NOTED NO STRANGE ODORS. AS THE OBJECTS FLEW OVERHEAD HE COULD SEE NO INDICATIONS OF WHEEL WELL COVERS. THE UNDERNEATH OF THE OBJECT ALSO GLOWED AS DESCRIBED.

[redacted]

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Note: Apparently another inconsistency: In this (1st Rpt) observer describes "blade" or "blades spinning from the center of the object. In the report prepared by investigators (T58-1782) he makes no mention regarding this.

GTG

UNCLASSIFIED

[redacted]

1st Flash

Suggest: Contact AFOSI and request "full-scale" UFO investigation w/ 112 to me A.S.A.P. GTG

[redacted]

[redacted]

(363) MT. WHITNEY

DJ | (Joins 304) 121°Q | DJ 120°A EJ

(Joins 364) | 40° | 18°E | K 39°

Honey Lake | Flanigan | 8174 | A | S. Pyramid Lake | 8750 | Sutcliffe | WADSWORTH 8340 | RENO SKY RANCH 4528 — 50

Crescent Mills | QL | Keddie | Genesee | Doyle | AL | 3377 | 3300

SAN FRANCISCO ADIZ

Quincy GANSNER 3515 — H 31 | 7878 | PLUMAS CO 4900 — 38 | Vinton | Portola | 7950± | RENO (NG) 5046 — H 80 396 126.1R

7816 | 7846 | La Porte | 8200 | Calpine | Loyalton | Lumber mill | CALPINE 3000 — 27 | SIERRA BUTTES 8615 | Downieville | 8749 | RENO SKYLINE 4500 — 33 | 8270 | Verdi | Reno | SPARKS 4415 — 32 | 8010 | Wadsworth | WADSWORTH 4500 — 19

S | 9359 | 9160 | 8447 | 17 | UNITED AIR LINES 4404 LH 64 278 118.3 126.1a | RBS RDH 630 | CHURCHILL 4279 — H

BLUE CANYON (CAA) 5280 — 34 | 7324 | 9114 | Soda Springs | 16A | 16B | TRUCKEE (CAA) 5820 — 34 | Truckee | 10800 | RENO RADIO 234 RNO | Virginia City

13 | 12 | 048° | Blue Canyon | 8030 | 9020 | Brockway | Carson R

A | BLUE CANYON | DONNER SUMMIT RADIO 385 DOS | Tahoe | CARSON CITY 4584 — 49 | Carson City | STEWART 178 — 21 | 8784 045°

N | Auburn | 9274 | 8887 | Lake Tahoe | A | 9173 | TAHOE SKY HARBOR 6230 — 42 | DOUGLAS-TAHOE 4 9 — H 74 | N | 9016 | YERING 4378

K | 236 SAC | To Sacramento | GREEN | CEDAR SPRINGS 4230 — 15 | QK | E | EMERALD BAY 6229 — S 50 | Camp Richardson | 10020 | Mmoth | Ludwig

ELEVATIONS IN FEET | 14495 | 12000 | 9000 | 7000 | 5000 | 3000 | 2000 | 1000 | Sea Level | 200

CAUTION - Gradient tints delimited by dashed contour lines indicate approximate relief only

Placerville | Pacific | PLACERVILLE 2595 — 29 | 10386 | 10900 | Woodfords | NEVADA | CALIFORNIA | 9550 | Hudson

10075 | 10955 | Coleville | Wellington

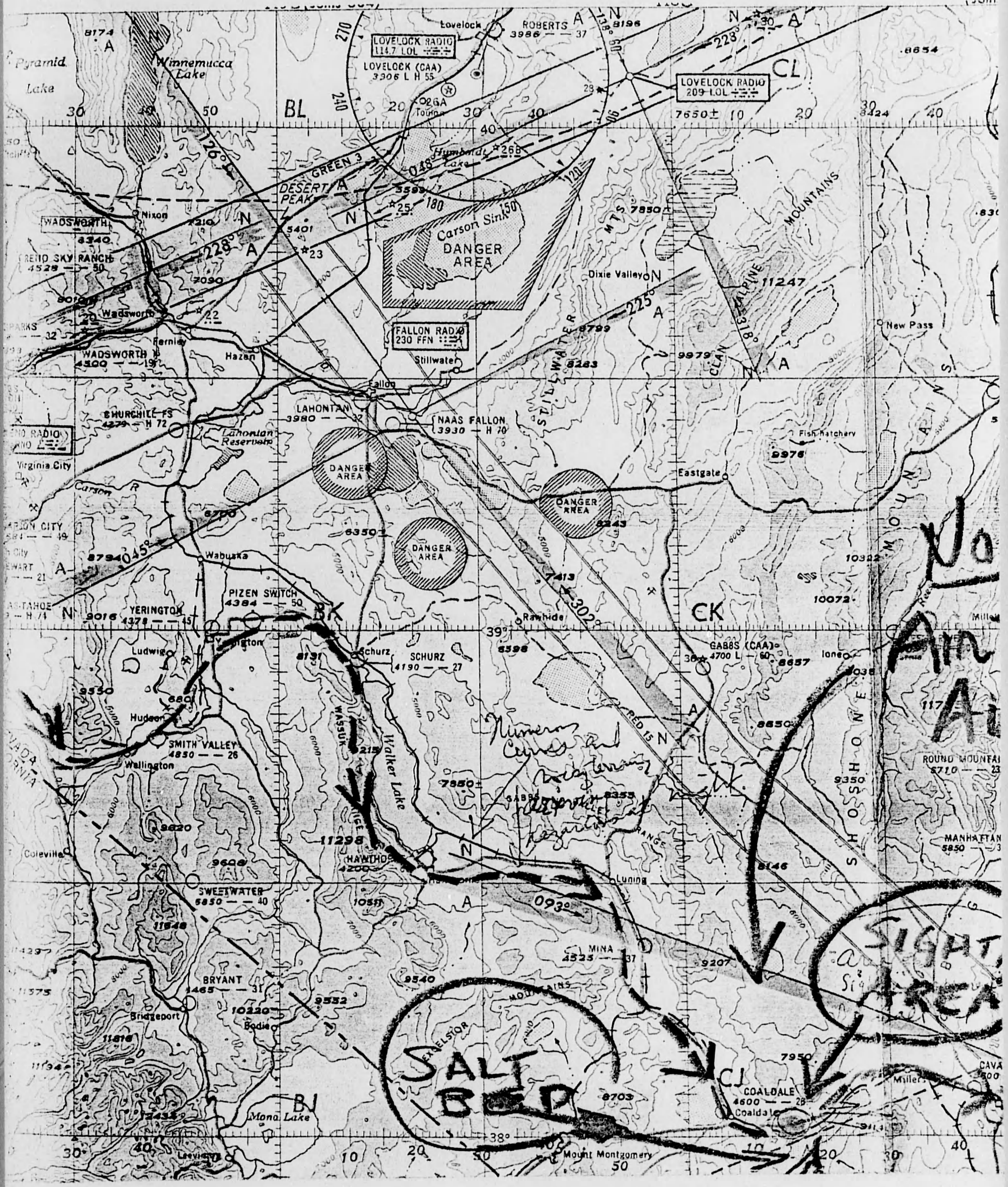
Sutter Creek | Martell | AMADOR COUNTY 1717 — 23 | Ione | Jackson | 11429 | Dardanelle | IDENTIFICATION ZONE

Valley Springs | San Andreas | 11575 | Bridgepo

Q | 11818 | 11794

Milton | Angels Camp | COLUMBIA 2112 — 33 | AJ | 245° | Copperopolis | Sonora | Tuolumne | Hatch Hatchery

38°


LOVELOCK RADIO
114.7 LOL
LOVELOCK (CAA)
3906 L H 55
LOVELOCK RADIO
209 LOL
ROBERTS
3986 — — 37
Lovelock
Pyramid Lake
Winnemucca Lake
Humboldt Lake
DESERT PEAK
GREEN 3
WADSWORTH
6340
REID SKY RANCH
4529 — — 50
Nixon
Wadsworth
Fernley
Hazen
SPARKS
WADSWORTH
4500 — — 19
Carson Sink
DANGER AREA
FALLON RADIO
230 FFN
Stillwater
Fallon
Dixie Valley
MTS
MOUNTAINS
CLAN ALPINE
11247
New Pass
Eastgate
Fish Hatchery
LAHONTAN
3980 — — 32
Lahontan Reservoir
NAAS FALLON
3930 — H 70
DANGER AREA
Virginia City
Carson R
Wabuska
PIZEN SWITCH
4384 — — 50
YERINGTON
4378 — — 45
Ludwig
Hudson
SMITH VALLEY
4850 — — 26
Wellington
Schurz
SCHURZ
4190 — — 27
Rawhide
GABBS (CAA)
4700 L — 60
Ione
Walker Lake
WASSUK RANGE
HAWTHORNE
4200
Luning
Coleville
SWEETWATER
5850 — — 40
BRYANT
1465 — — 31
Bridgeport
Bodie
Mona Lake
Leevining
MINA
4525 — — 37
SALT BED
EXELSIOR MOUNTAINS
COALDALE
4600 — — 28
Coaldale
Mount Montgomery
ROUND MOUNTAIN
5710 — — 23
MANHATTAN
5850 — 3
Millers
Tonopah
126°
228°
270
240
138°
045°
093°
302°
318°
225°
180
120
150
RED 15

(Joins 304) 117°D (Joins 305) To Battle Mountain (Joins 305) 116°E

LOVELOCK RADIO
209 LOL

CL DL EL

CK DK EK

CJ DJ EJ

MOUNTAINS

New Pass

Austin

AUSTIN
5730 — H 60

Fish Hatchery

Eastgate

Cortez

Tonkin

Eureka

Quarry

Building

Ranch

Mill

GABBS (CAA)
4700 L — 60

Ione

ROUND MOUNTAIN
5710 — 23

Round Mountain

MANHATTAN
5850 — 34

Manhattan

Belmont

Tybo

Duckwater

Locke

Warm Springs

Buildings

TONOPAH RANGE
22½ TPH

TONOPAH
5425 — H 39

Tonopah

CAVANAUGH
5500 — 32

COALDALE
4600 — 28

Coaldale

Miller's

9604

10466

8969

10741

10100

10072

10322

11477

11247

9976

9350

9207

7950

7170

9275

9169

8654

8406

8424

8553

9162

10319

9307

10125

10628

8657

8650

9979

9546

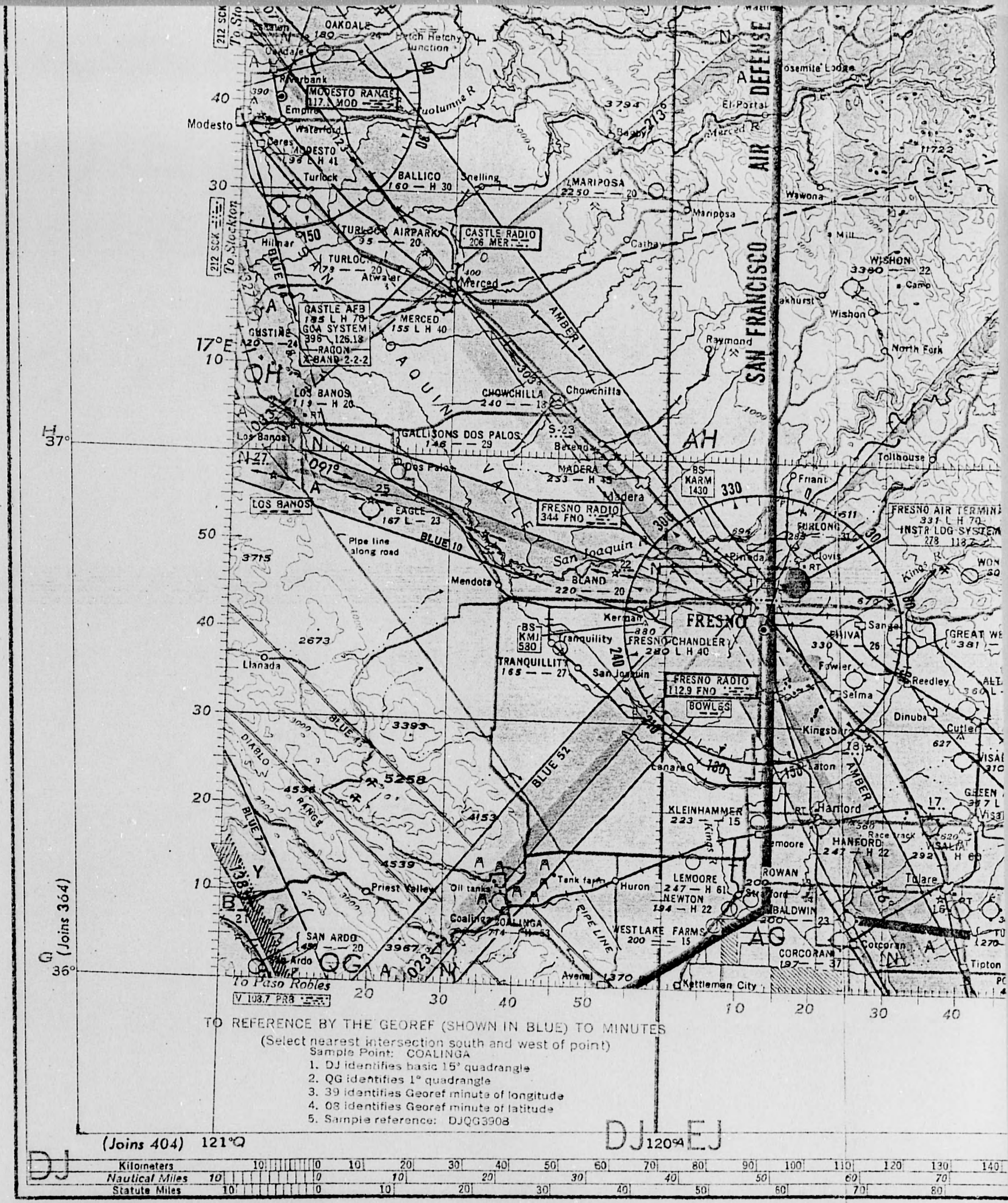
8300

110203

Note
Air Traffic
Area into Tonopah

LIGHTING
AREA

To Elko
115°F
114°G (Joins 305)
Cold Hill
Ranch
10319
9307
Cherry Creek
9653
Callao
HAYSTACK PK
12088
6000
NEVADA
UTAH
320°
342°
098°
10205
Warm Springs
8703
DANGER
7200
Gandy
McGill 11890
Smelter
ELY
6258 — H.60
10823
12050
Hamilton
10741
Ruth
Ely
7812
RANGE
AREA
10929
GARRISON
5000 — 40
Baker
13061
BAKER
5354 — 21
Garrison
11493
LUND
5800 — 25
Lund
8500
Currant
10992
Cave Valley
9400
Sunnyside
11268
9783
9145
8916
8596
Bristol Silver
8940
Ursine
9500
Hamlin Valley
Beryl
Piache
To Delta (212 DTA)
(Joins 362)
40°
39°
38°
MOUNTAINS
RANGE
SHELL CREEK
SNAKE RANGE
CONFUSION
SUN



TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES

(Select nearest intersection south and west of point)

Sample Point: COALINGA

1. DJ identifies basic 15° quadrangle
2. QG identifies 1° quadrangle
3. 39 identifies Georef minute of longitude
4. 08 identifies Georef minute of latitude
5. Sample reference: DJQG3908

(363) PRICE 25 CENTS
THIRTEENTH EDITION March 7, 1951

Principal Sources: U.S. Geological Survey, U.S. Army Corps of Engineers, U.S. Air Force, U.S. Dept. of Agriculture, [illegible] Aeronautics Administration, and the U.S. Coast and Geodetic S[illegible]

SALT BED

ARCULARIUS RANCH 7100 — 58

LONG VALLEY 7100 — 43

Mammoth Lakes

WHITE MOUNTAIN PEAK 14242

Oasis

Lida 9057

Goldfield 8426

Laws

BISHOP 4121 L H 75

Bishop

Owens R

Big Pine

Buildings

SCOTTYS (CAA) 4280 — 60

Huntington Lake

Big Creek

North Fork

Tollhouse

Aberdeen

Independence

INDEPENDENCE 3926 — 29

Inyokern

INYO COUNTY 3675 — 50

Olancha

Lone Pine

LONE PINE 3700 — 26

MOUNT WHITNEY 14495

Sequoia National Park

Keeler

Owens Lake

Factory

TUNNEL (USFS) 9100 — 18

Cartago

ADAMSON 3648 — 26

GRANT 3700 — 31

Darwin 4790 — 18

DARWIN

COSO PK 8135

DANGER AREA

Wildrose

Hume

WONDER VALLEY 600 — 22

FRESNO AIR TERMINAL 337 L H 70 INSTR LDG SYSTEM 273 118

GREAT WESTERN 381 — 23

Reedley

ALTA 360 L — 33

Badger

Dinuba

Cutler

Elderwood

VISALIA-DINUBA 310 — 25

THREE RIVERS 850 — 20

Mineral King

GREEN ACRES 377 L — 28

Woodlake

Visalia

Exeter

Tulare

Lindsay

EXTER-LINDSAY 340 L — 21

TRAUGER 429 — H 20

RANKIN 300 — 27

TULARE RT 270 — 25

Springville

Porterville

Tipton

PORTERVILLE 444 L H 50

MONACHE MEADOW (USFS) 9000 — 25

COSO JUNCTION 3380 — 26

Bldgs.

LOS ANGELES ADIZ

BG

BH

CH

CG

To Inyokern 326 NID

ALTITUDE CONVERSION SCALE

Meters 3 5 10 15 20

Feet 10 20 30 40 50 60 70

For conversions above 100 feet, add like number of ciphers to the figures on b

119°B (Joins 404)

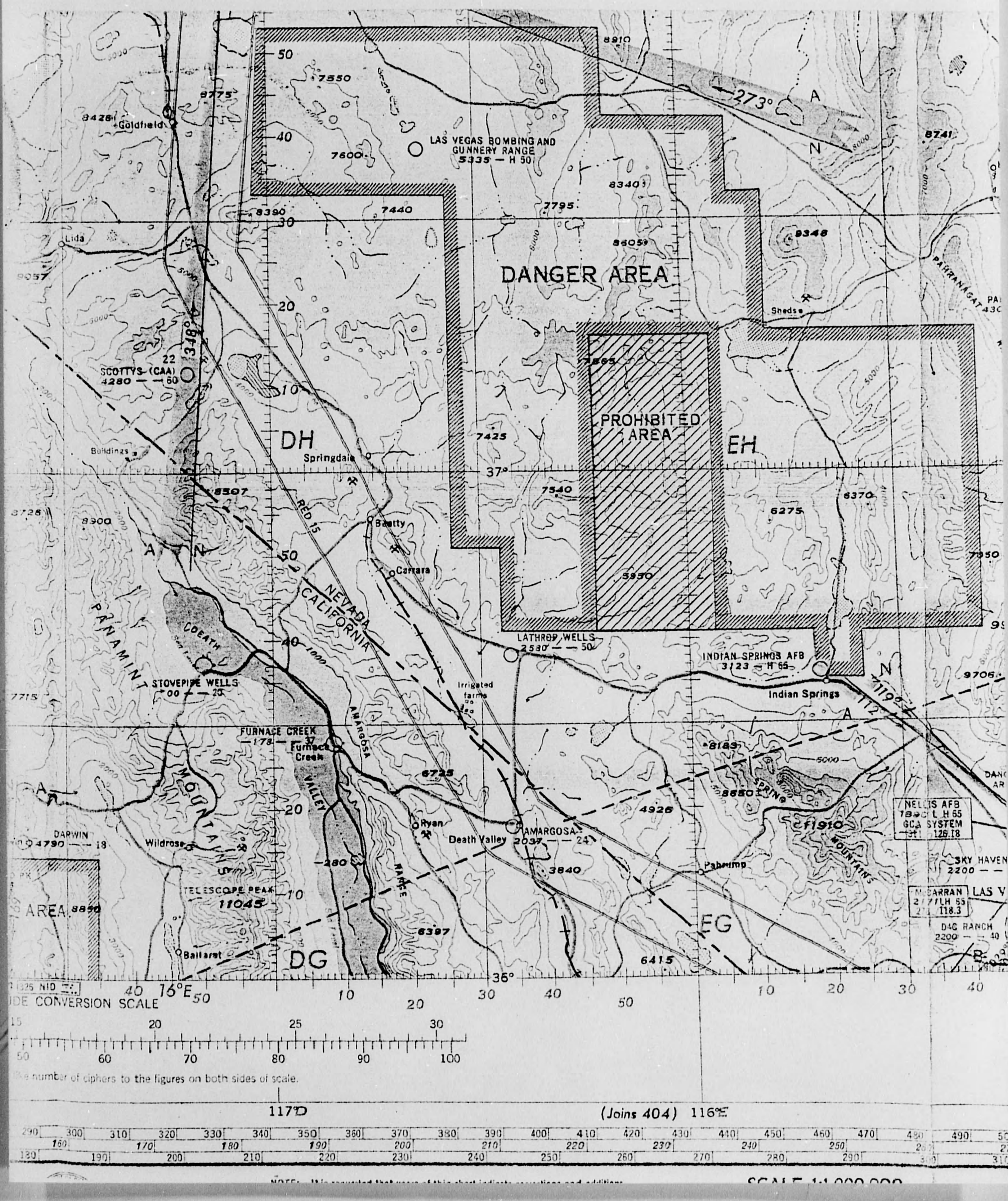
118°C

120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320

70 80 90 100 110 120 130 140 150 160 170

80 90 100 110 120 130 140 150 160 170 180 190 200

Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey


LAS VEGAS BOMBING AND GUNNERY RANGE
5335 — H 50
DANGER AREA
PROHIBITED AREA
273°
318°
A
N
Goldfield
Lida
SCOTTYS (CAA)
4280 — — 60
Buildings
Springdale
Beatty
Carrara
RED 15
NEVADA
CALIFORNIA
PANAMINT
MOUNTAINS
COEATH
STOVEPIPE WELLS
00 — — 20
FURNACE CREEK
178 — 37
Furnace Creek
DEATH VALLEY
Irrigated farms
AMARGOSA
Ryan
Death Valley
AMARGOSA
2037 — — 24
LATHROP WELLS
2580 — — 50
INDIAN SPRINGS AFB
3123 — H 65
Indian Springs
Sheds
PAHRANAGAT
Pahrump
SPRING
MOUNTAINS
NELLIS AFB
L H 65
GCA SYSTEM
126.18
McCARRAN
LH 65
118.3
SKY HAVEN
2200
DAC RANCH
2200
LAS V
DARWIN
4790 — — 18
Wildrose
TELESCOPE PEAK
11045
Ballarat
AREA
DH
EH
EG
DG
7550
7600
8390
7440
8340
7795
8605
8348
8741
8910
7565
7425
7540
6370
6275
5930
7950
8507
8900
8390
7715
8057
6725
6397
4926
3840
6415
8183
8650
7910
9706
7050
16°E
117°
(Joins 404) 116°E
CONVERSION SCALE
like number of ciphers to the figures on both sides of scale.

PANACA
5000 — — 58
Modena
ENTERPRISE CAA
5204 L — 39
Crestline
ENTERPRIZE RADIO
341 ENP
Issue at Cedar City
Caliente
Enterprise
Hiko
CALIENTE FS
4853 — H 64
Barclay
Central
Elgin
Vayo
Alamo
PAHRANAGAT
4300 — — 26
PAHRANAGAT RANGE
Carp
Wash
UTAH
NEVADA
ARIZONA
AMBER 2
RED 6
Valley
Rox
Meadow
Mesquite
MESQUITE
GLENDALE
1490 — 27
Moapa
Virgin
MORMON MESA (CAA)
2072 L — 50
OVERTON
1380 — H 48
Overton
Dry Lake
CRYSTAL
DANGER AREA
NELLIS AFB
1890 L H 65
GCA SYSTEM
126.18
LAS VEGAS (NEV) RADIO
206 LAS
SKY HAVEN
2200 — — 42
LAS VEGAS (NEV) RADIO
W 109.1 LAS
VAR
McCARRAN
2171 LH 65
118.3
D4C RANCH
2200 — — 40
Henderson
Boulder
2050
LAKE MEAD
1200 — S 250
Hoover Dam
TEMPLE BAR
1330 — — 36
PIERCE FERRY
3000 — — 32
Colorado
Lake Mead
MOUNTAINS
RANGE
To St. George
V 108.7 SGU
(Joins 362) G
(Joins 404) 115°F (Joins 405)
114°G (Joins 405)
460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 Kilometers
250 260 270 280 290 300 310 320 330 Nautical Miles
290 300 310 320 330 340 350 360 370 380 Statute Miles
1:1,000,000
Date of magnetic information 1950
MT WHITNEY