

PROJECT 10073 RECORD CARD

1. DATE 5 December 1957		2. LOCATION Mountain Lake, New Jersey		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input checked="" 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 <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local <u>05/2357</u> GMT <u>06/0457Z</u>		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 Retired Military			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS two		9. COURSE E-W	
10. BRIEF SUMMARY OF SIGHTING One aircraft with tiny yellow flames flickering along leading edge, tail light brighter than usual and burned continuously rather than flashing. No sound. Another aircraft following several miles behind with usual sound.				11. COMMENTS Nothing unusual about one aircraft behind another as any U.S. aero chart will show - traffic airways provide for this.	

COUNTRY OF ACTIVITY REPORTING Mitchel AF Base, New York		REPORT NO. 2-57	(Leave blank)
AIR INTELLIGENCE INFORMATION REPORT			
COUNTRY OR AREA REPORT CONCERNS Mountain Lakes, New Jersey		DATE OF INFORMATION 5 December 1957	
ACTIVITY SUBMITTING REPORT 2500th Air Base Wing Mitchel Air Force Base, New York		DATE OF COLLECTION	SRI STATUS (If applicable) SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL Director of Operations, 2500th Air Base Wing, Mitchel AF Base, N. Y.		DATE OF REPORT 10 December 57	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE [REDACTED] Retired.		EVALUATION	ACTIVE ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

SUBJECT (Descriptive title. Use individual reports for separate subjects)

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

Attached letter from [REDACTED] Retired, 12
[REDACTED] New Jersey, is forwarded for any in-
vestigation or action you deem necessary.

FOR THE COMMANDER:

Martha G. O'Toole
MARTHA G. O'TOOLE
Captain, USAF
Adjutant

1 INCLS
a/s

*Not a UFO
Two a/c on same
set. Take.
Definitely
Aircraft*

Orig returned to HQ USAF

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WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794. Its transmission or the revelation of its contents in any manner to

[REDACTED], New Jersey,
6 December 1957.

Commanding Officer,
Mitchel Air Force Base,
Long Island, New York.

Unidentified Object

Dear Sir:

Last night at 2357 hours, I was standing outside near my house at above address. I was amazed to see an airplane approaching from the east, making no sound, and with the entire wingspan looking as if continuous tiny yellow flames were flickering along it. The tail light was somewhat brighter than most tail lights, and burned continuously rather than flashing. Based upon a comparison with 4-engine airliners, the aircraft seemed to be about the same size, and cruising at maybe 250 MPH ground speed at an altitude of 5,000 feet of thereabouts.

Several miles behind this airplane a conventional airplane followed, that I assumed was an airliner although it very likely was a military airplane having some connection with the mystery plane. This plane was flying at about the same speed and altitude, and in about the same direction as the other. Its navigation lights were flashing as customary. Both planes disappeared to the west. The noise of the supposed airliner was just what would be expected, so that my failure to hear the other plane was not due to my deafness.

I am naturally puzzled, because of my many years of Air Force piloting, and my present connection with aviation that includes a lot of travelling as an airline passenger.

Are you able to enlighten me in any way on this subject, even if it is only to tell me that it involves a classified project about which you cannot furnish information? Your reply will be greatly appreciated.

→ Nothing unusual about one a/c behind another,
As any U.S. Aero chart will show - traffic away's
provide for this.

Yours very truly,
[REDACTED]
[REDACTED]
[REDACTED] red.

P.S. A friend was with me when we both saw this. Neither of us had been drinking!