PAN AMERICAN WORLD AIRWAYS **PROJECT 10073 RECORD CARD**

1. DATE	2. LOCATION	12. CONCLUSIONS
24 Jun 60	Vicinity Ascension Island	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 2334 GMT 25/0034Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Military and Civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 10 sec	8. NUMBER OF OBJECTS: one 9. COURSE: ---	☐ Other Flare ☐ Insufficient Data for Evaluation ☒ Unknown

10. BRIEF SUMMARY OF SIGHTING

Bright surface flare was observed in immediate vicinity of recovery operation during Test 1802. Witnesses at sea level at first thought this to be a/c flare. Crew of one plane thought other plane had dropped it. Questioning of both a/c crews later confirmed that neither a/c had dropped any object at any time during test.

11. COMMENTS

No positive conclusion regarding the identity of this object can be reached with the available data. The object was a flare of some type; source, or origin, remains unidentified.

ATIC FORM 329 (REV 26 SEP 52)

HEADQUARTERS
AIR FORCE MISSILE TEST CENTER
AIR RESEARCH AND DEVELOPMENT COMMAND
UNITED STATES AIR FORCE
PATRICK AIR FORCE BASE, FLORIDA

AIR FORCE MISSILE TEST CENTER

REPLY TO ATTN OF: MTGRY

SUBJECT: Report of Unidentified Surface Sighting

27 Jul 1960

TO: Hq ARDC (RDYI)
Wash 25 DC

1. The attached file on a sighting in the Ascension Island recovery area is forwarded for your information. Because the report was not received in this Branch until 27 July 1960, no further action could be taken to identify the source of the light. Corrective measures have been taken to insure prompt reporting of future incidents.

2. A copy of this file has been turned over to the Naval Ordnance Test Unit here for onward transmission through their channels.

FOR THE COMMANDER:

Oscar C Bridgeman Jr

OSCAR C. BRIDGEMAN Jr.
Captain, USAF
Chief, Technical Information and
Intelligence Branch

Atch a/s

1st Ind (RDYIC)

6 September 1960

Hq ARDC, Andrews AFB, Wash 25 DC

TO: Hq USAF (AFCIN), Wash 25 DC

For your information.

FOR THE COMMANDER

for K. W. Buchanan

LAURENCE C. SHERMAN
Colonel, USAF
Director of Intelligence Support
DCS/Intelligence

1 Atch
Ltr, Pan American World Airways, Inc, 26 Jul 60, Unidentified Surface Flare Light Sighted During Test 1802 Recovery w/4 Atch

JUL 26 1960

Log No. 61A-4130-12

Commander
Air Force Missile Test Center
Patrick Air Force Base, Florida

ATTN: Down Range Affairs Office
(MTGRY) U-7-2550

SUBJECT: UNIDENTIFIED SURFACE FLARE LIGHT SIGHTED DURING TEST 1802 RECOVERY

Dear Sir:

A bright surface flare was observed in the immediate vicinity of the recovery operation during Test 1802. This flare persisted for approximately 10 seconds.

Range Contractor personnel at first thought this light to be an aircraft flare dropped to illuminate the recovery area and consequently made no effort to photograph this light. By the time the Ship Operations Manager had confirmed the fact that none of the aircraft had dropped a flare, it was too late to attempt to photograph it.

atch. 7

Personnel engaged in the recovery operation were unable to identify the light or its source. Statements describing what was seen by eye witnesses are herewith attached for your information and further pursuance.

Very truly yours,

PAN AMERICAN WORLD AIRWAYS, INC.

[redacted]

Operations Manager

DHT/ccr

Encl. -4

sub detection gear ? friend.

TO: Manager, Operations Planning
GMRD
PAFB

COPY To AFCIN
To Dept Navy

DATE: 28 June 1960

SUBJ: INCIDENT REPORT: FLARE LIGHT SIGHTED DURING DATA CASSETTE RECOVERY, TEST 1802

REF: Test 1802

Ascension Island. 25 June 60 130 AM

During actual recovery of the data cassette on Test 1802 a bright flare-like light was observed by various personnel stationed aboard the A/C, ORV, and the small recovery boat. Statements by observers who sighted the flare light are attached.

The undersigned was aboard ORV WHISKEY as observer and advisor for Test 1802. The following statement is submitted concerning my observations from the small boat at the time of sighting.

"Missile impact occured at approximately 25/0034Z. The data cassette blinking light was first sighted from ORV WHISKEY at approximately 25/0115Z at a range of 4 NM bearing 192 deg. true from OSP. The vessel proceeded immediately toward the flashing light. The aircraft reported sighting the strobe light shortly after and was orbiting the data cassette awaiting the arrival of the ORV.

"At approximately 0145Z the ORV approached to within 1 NM of the blinking light. The vessel was stopped, and the small recovery boat was launched with the recovery crew, RCA photographer, and test observer.

"The small boat proceeded slowly in sea state 04 toward the blinking light. The blinking light was not observed directly from the small boat because of wave action and distance from Data Cassette. The light appeared as a blinking glow. Half way toward the Data Cassette the small boat members and myself observed a steady bright glow appearing 100 yards from the direction of the data cassette. As the small boat closed to within 300 to 500 yards of cassette (now within line of sight) the flare light disappeared. The light was white or yellowish and appeared to radiate in a 360 deg. circle rather than a directional pattern. Its glow was of constant intensity during its entire observed duration.

"The small boat approached the data cassette, and retrieval was completed by 25/0218Z. A SOFAR event was coordinated with Station 12 at point of pickup.

"The SOM aboard WHISKEY was below deck maintaining communications at the time of data cassette pickup.

"It has been established by written statements received from the A/C Commander and vessel personnel, that the aircraft did not release a flare, and that the light's origin was from other than test participants."

[redacted]
Recovery Specialist

TO: Operations Planning
Attn: [redacted]

FROM: [redacted]
PAA Diver

DATE: 30 June 1960

SUBJ: LIGHT SIGHTED DURING TEST 1802 RECOVERY

REF: Recovery Test 1802

At approximately 0110, 25 June 1960, while standing on the main deck I sighted a light about two points forward of the starboard beam only about two hundred yards from the cassette. This additional light was not flashing like the strobe light of the cassette. It appeared to be a flare judging from its color, great intensity, and short period of illumination.

[redacted]
PAA Diver

Encl: #2

Ascension Island
28 June 1960

[redacted]
Operations Planning

Dear Sir:

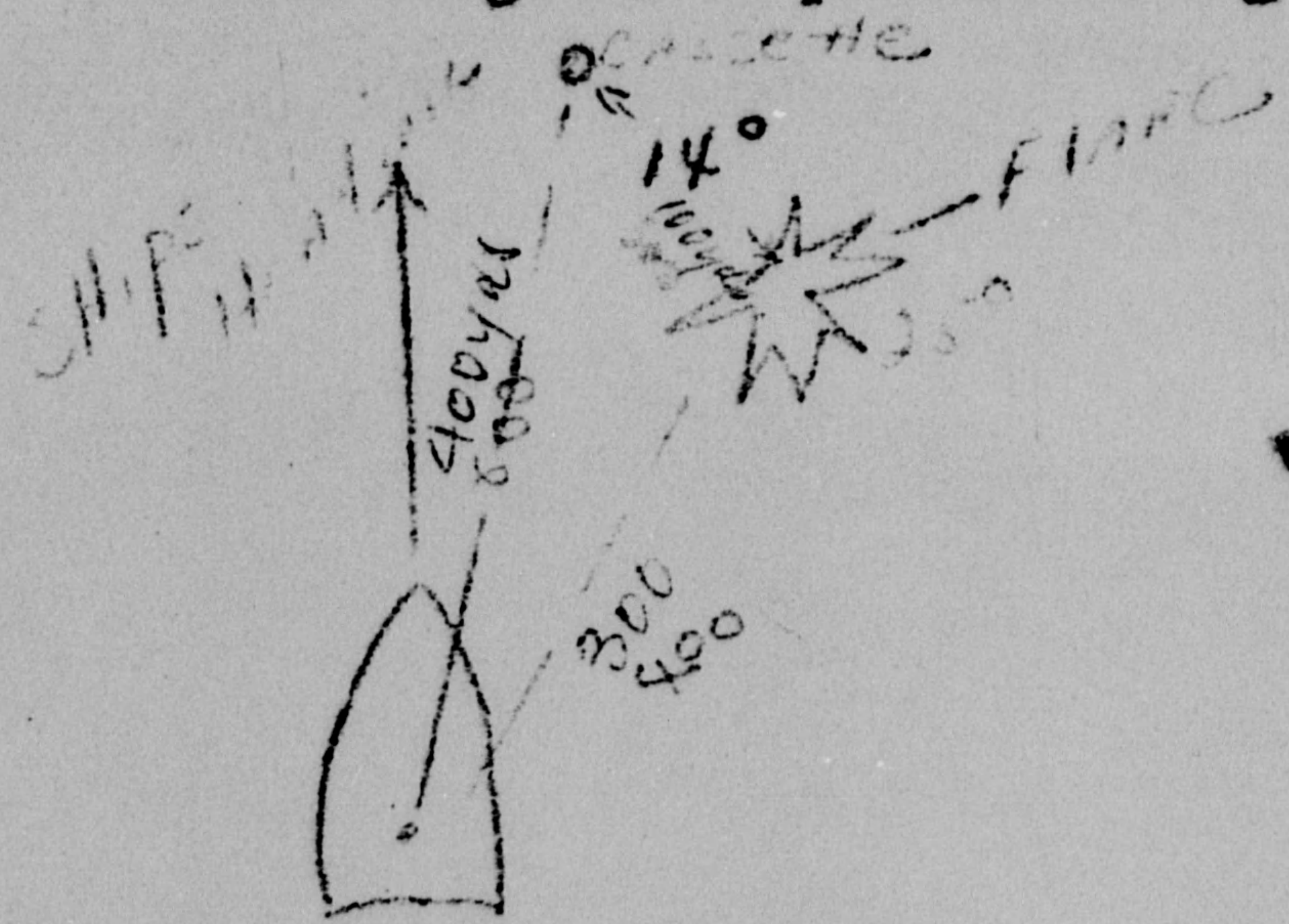
In answer to your letter of 28 June 1960 regarding an unidentified flare of light observed during Test 1802, I would like to state briefly what I saw while photographing the recovery.

While I was setting up for pictures of the small boat lowering, I saw this flare of light which to me looked like a flare had been dropped from an Aircraft. This light was stronger than the blue-white intermittant flash of the strobe on the cassette. It was warmer and yellowish in color. It was back of the cassette and about 25 degrees off the starboard bow as we approached. The cassette at this time was clearly visible about 14 degrees off the Starboard Beam but seemed in the same line or distance from the shop.

I was with the first Mate of the Ship at the time and I mentioned it to him and said that the A/C flare was dying out, that the cassette light was still visible for the recovery.

I thought nothing more of this, as I expected this was routine for recovery, and went ahead and shot pix of the recovery.

Small diagram of position I sighted the flare-----------

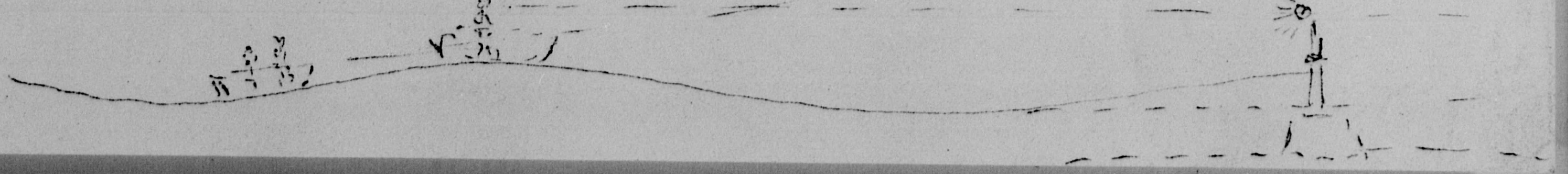


Sincerely yours,

[redacted]
RCA Photographer

state 04 = 6 ft.
Length to crest = 24 ft.
boat to flare = 300 yds
= 12 wave length

Encl: #3



[redacted]

-exagerated?

I was copilot of Silver One flying at 3500' MSL. Silver Two was at 2000' MSL and had reported visual contact with the cassette. Weather was overcast with haze and sea state of 05. The pilot and I could see Silver Two's running lights and proceeded to position our A/C above him and in orbit around the cassette. At this time (approx T+ 60) a bright light appeared. On an overcast night over the ocean in a turning A/C it is practically impossible to estimate altitude however I concluded that the light was not farther than 100 yards from the cassette and either on the surface or very near the surface. No waves appeared to break over the light; therefore the light must have been a few feet above water surface. The light intensity was approximately the same as that of a parachute flare but did not appear to be emitting smoke. The light burned for approximately 10 seconds. I immediately called the other A/C to determine whether he had dropped any flares. A negative reply was received. Questioning of both A/C crews later confirmed that neither A/C had dropped any object at any time during the test.

[redacted]
Captain USAF

Encl. #4

Maj. Friend 12 Oct 60

- This appears to have been presented on a UFO basis rather than any other

- 1 - Evaluate this - what was this flare.

2 - Determine who would profit most from use of your findings

3 - Determine whether any lesson to be ~~learned~~ learned & by whom

4 - What protection if any against unauthorized collection of information ~~to~~ is recommended.

Mr. [redacted],

The attached made interesting reading.

In answer to your questions the following is submitted:

Sea State 04 - defines a moderately rough sea; mean maximum height of waves 4 to 8 feet.

05 - rough sea; mean maximum height of waves 8 to 13 feet.

Comment: I question the estimates. The cloud cover and haze reported do not exist with this sea state which is generated by a pretty fair wind. A small boat would have a rather sticky time in either of these sea states.

ORV Operations Range Vessel

SOM Ships Operations Manager

"SOFAR event" - underwater explosives are dropped by the re-entry vehicle to provide Navy SOFAR stations with signal for determining (or confirming) location of event.

WHISKEY - Code name for the ship operating at this particular station

OSP - no explanation in any of the atch papers. Apparently it is the Operations Station Point for Whiskey or event. It may also be the Ops. sighting point used for reference.

[redacted]

7 Oct 60.

Ltr Hq AF Missile Test Center (MTGRY), 27 Jul 60, Rpt of Unidentified Surface Sighting

2nd Ind (AFCIN-2)

26 SEP 1960

TO: AFCIN-4

Forwarded for your information.

1 Atch
n/c

Richard S. Jones Lt Col

for: RICHARD B. HIBBERT
Colonel, USAF
AFCIN—2