

PROJECT 10073 RECORD

1. DATE - TIME GROUP 29 May 64 30/0104Z	2. LOCATION Palmetto, Florida
3. SOURCE civilian	10. CONCLUSION OTHER: BIRD
4. NUMBER OF OBJECTS one	COMMENTS: Duration, and object being below clouds coupled with description of object similarity to pelican, leads to evaluation as a <u>BIRD</u> .
5. LENGTH OF OBSERVATION 5 - 7 seconds	11. BRIEF SUMMARY AND ANALYSIS Object like bird with 5 lights observed at 90 deg elevation toward West moving to 85 deg elevation in East observed for 5-7 seconds. Flight straight. Alt estimated at 300-350 ft. No sound, no trail. Believed to be below clouds. Lights were lighter colored spots.
6. TYPE OF OBSERVATION ground visual	
7. COURSE East	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

a/c

HEADQUARTERS
836TH AIR DIVISION (TAC)
UNITED STATES AIR FORCE
MACDILL AIR FORCE BASE, FLORIDA



REPLY TO
ATTN OF: DOI 12

12 OCT 1964

SUBJECT: UFO Report

TO: Air Force Systems Command
Foreign Technology Division (TDEW)
Wright-Patterson AFB, Ohio

The attached report is transmitted to you in accordance with
AFR 200-2.

FOR THE COMMANDER

EDWARD H. CONNOR, III
Colonel, USAF
Deputy Commander for Operations

1 Atch
UFO Report

HEADQUARTERS
836TH AIR DIVISION (TAC)
UNITED STATES AIR FORCE
MACDILL AIR FORCE BASE, FLORIDA



REPLY TO
ATTN OF: DOI 12

SUBJECT: UFO Report

TO: AFSC (FTD), Wright-Patterson AFB, Ohio

The following report is the analysis of an Unidentified Flying Object observed on 29 May 1964 and reported to this office during August. The format used is that given in AFR 200-2.

a.

- (1) The UFO was triangular shaped.
- (2) The size of the UFO was approximately ~~one fourth~~ ^{one fourth} X the size of a match head held at an arm's length.
- (3) Color of the object was dark with five lighter colored spots.
- (4) There was only one object.
- (5) None.
- (6) The craft was described as, "a distinct triangular silhouette with four lights in line along one edge and a single light at the apex of the triangle".
- (7) None.
- (8) None.
- (9) None.

b.

- (1) N/A.
- (2) The UFO appeared almost directly overhead coming from due West.
- (3) The UFO disappeared when its position was approximately 85° above the horizon with a heading of due East.
- (4) The UFO appeared in the West and traveled in a straight line to the East. The heading of the object was 090°.

(5) "The object disappeared as a large dark bird would after dark."

(6) The UFO was in sight for 5 - 7 seconds.

c.

(1) The sighting was a ground-visual.

(2) There were no optical aids other than the observer's eyeglasses.

d.

(1) The sighting was on 29 May at 0104 hours Zulu time.

(2) The sighting was at night.

e. The approximate position of the observer was 0823500W by 273000N.

f.

(1) [REDACTED] Age 64

[REDACTED] Street, Palmetto, Florida Ph [REDACTED]

(2) N/A.

g.

(1) The observer noted the weather as cloudy with no apparent moon and a few stars visible.

(2) thru (6) See attached weather report.

(7) N/Available.

h. None reported.

i. N/A.

j. None reported.

k. Air Intelligence Officer, DAFSC 8054.

The reliability of the subject is doubtful. Weather conditions were clear and the Highway Patrol reported no sighting. There is no apparent substantiating material. I doubt the veracity of the observer's statement.

FAA reports an aircraft in the vicinity at the time of the sighting. The aircraft was on a flight from Orlando to Sarasota, arriving Sarasota 2009 local time (see attached map). The aircraft was a PA22 #5080Z. There are five lights visible from the ground on this aircraft. The port and starboard wing lights plus two landing lights which form four lights in line. A single tail light is visible.

As stated in the attached weather report, the wind direction was 270° at 6 knots. Under these conditions an aircraft making a landing at the Sarasota Airport would land on the runway heading East and West with the aircraft heading approximately 90°. Such a landing pattern might put the aircraft over the Palmetto area sometime between 2000 and 2009 hours local time.

During a phone conversation with [REDACTED] on 15 September 1964, he amended his estimate of the object's speed to "slightly more than the speed of a jet airliner." Also, he emphasized that, "the outline of the object was very distinct."

It is my opinion that the sighting was the PA22 previously mentioned. The cloud movement may have given the aircraft the illusion of traveling from West to East (see illustration). I cannot justify the observer's estimate of speed and his observation that the craft emitted no sound. However, I might submit that a possible explanation for this phenomena is that the object was too far away to be heard and/or there may have been a fault in the observer's hearing sense. In consideration of the observer's estimate of speed, I would suggest that his estimate is inaccurate due to the fact that he is an unqualified observer.

1. None.

Dale C. Hogue
DALE C. HOGUE, AO3159993
2dLt, USAF

- 4 Atch
1. FTD Form 164
2. Drawing
3. Weather Info.
4. Map (Miami)

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

29th May 1964
Day Month Year

2. Time of day:

8 04
Hour Minutes

(Circle One): A.M. or (P.M.)

3. Time Zone:

(Circle One): (a) Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
(b) Standard

4. Where were you when you saw the object?

Palmetto Town Florida
Nearest Postal Address City or Town State or County

5. How long was object in sight? (Total Duration)

_____ 5 7
Hours Minutes Seconds

a. Certain

(b) Fairly certain

c. Not very sure

d. Just a guess

5.1 How was time in sight determined? By speed of object

5.2 Was object in sight continuously? (Yes) _____ No _____

6. What was the condition of the sky?

DAY

a. Bright
b. Cloudy

NIGHT

a. Bright
(b) Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right

d. To your left
e. Overhead
f. Don't remember

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- ☒ b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- ☒ c. No moonlight - pitch dark
- d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS (Circle One):

- a. Clear sky
- b. Hazy
- ☒ c. Scattered clouds
- d. Thick or heavy clouds

WEATHER (Circle One):

- ☒ a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

10. The object appeared: (Circle One):

- ☒ a. Solid
- b. Transparent
- c. Vapor
- d. As a light
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object:

The under side of a Pelican's wings ✓

12. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - ☒ c. Sharply outlined
 - d. Don't remember

e. Other _____

13. Did the object:

(Circle One for each question)

- | | | | |
|---|-----|-------------------------------------|------------|
| a. Appear to stand still at any time? | Yes | <input checked="" type="radio"/> No | Don't know |
| b. Suddenly speed up and rush away at any time? | Yes | <input checked="" type="radio"/> No | Don't know |
| c. Break up into parts or explode? | Yes | <input checked="" type="radio"/> No | Don't know |
| d. Give off smoke? | Yes | <input checked="" type="radio"/> No | Don't know |
| e. Change brightness? | Yes | <input checked="" type="radio"/> No | Don't know |
| f. Change shape? | Yes | <input checked="" type="radio"/> No | Don't know |
| g. Flash or flicker? | Yes | <input checked="" type="radio"/> No | Don't know |
| h. Disappear and reappear? | Yes | <input checked="" type="radio"/> No | Don't know |

14. Did the object disappear while you were watching it? If so, how?

✓ The object disappeared as a large dark bird would after dark.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes No Don't Know IF you answered YES, then tell what in front of: This object traveled under very low clouds

17. Tell in a few words the following things about the object:

a. Sound none

b. Color dark with five lighter colored spots

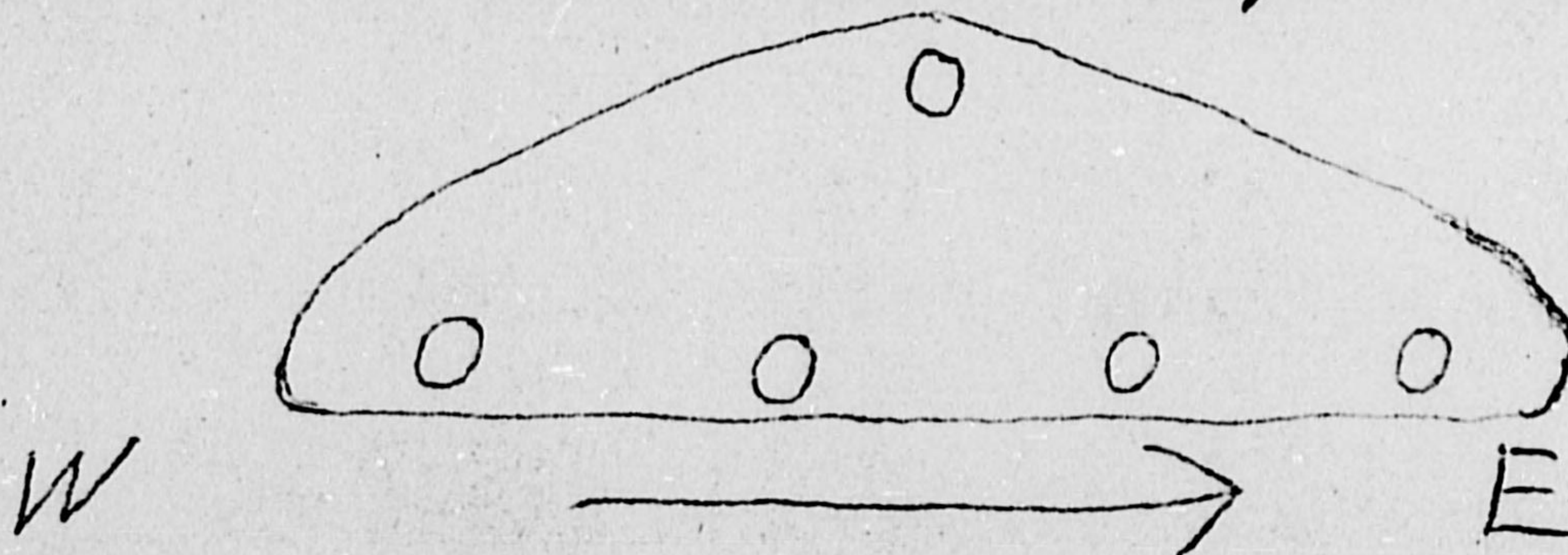
18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

I would say not more than one fourth

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails.

Place an arrow beside the drawing to show the direction the object was moving.

There were no exhaust or vapor trails visible.



20. Do you think you can estimate the speed of the object?

(Circle One)

☒ Yes

No

IF you answered YES, then what speed would you estimate? 700 m. per hr.

21. Do you think you can estimate how far away from you the object was?

(Circle One)

☒ Yes

No

IF you answered YES, then how far away would you say it was? 250' to 300'

22. Where were you located when you saw the object?

(Circle One):

a. Inside a building

b. In a car

☒ c. Outdoors

d. In an airplane (type)

e. At sea

f. Other _____

23. Were you (Circle One)

a. In the business section of a city?

☒ b. In the residential section of a city?

c. In open countryside?

d. Near an airfield?

e. Flying over a city?

f. Flying over open country?

g. Other _____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North

c. East

e. South

g. West

b. Northeast

d. Southeast

f. Southwest

h. Northwest

24.2 How fast were you moving? _____ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One)

Yes

No

25. Did you observe the object through any of the following?

☒ a. Eyeglasses

Yes

No

e. Binoculars

Yes

No

b. Sun glasses

Yes

No

f. Telescope

Yes

No

c. Windshield

Yes

No

g. Theodolite

Yes

No

d. Window glass

Yes

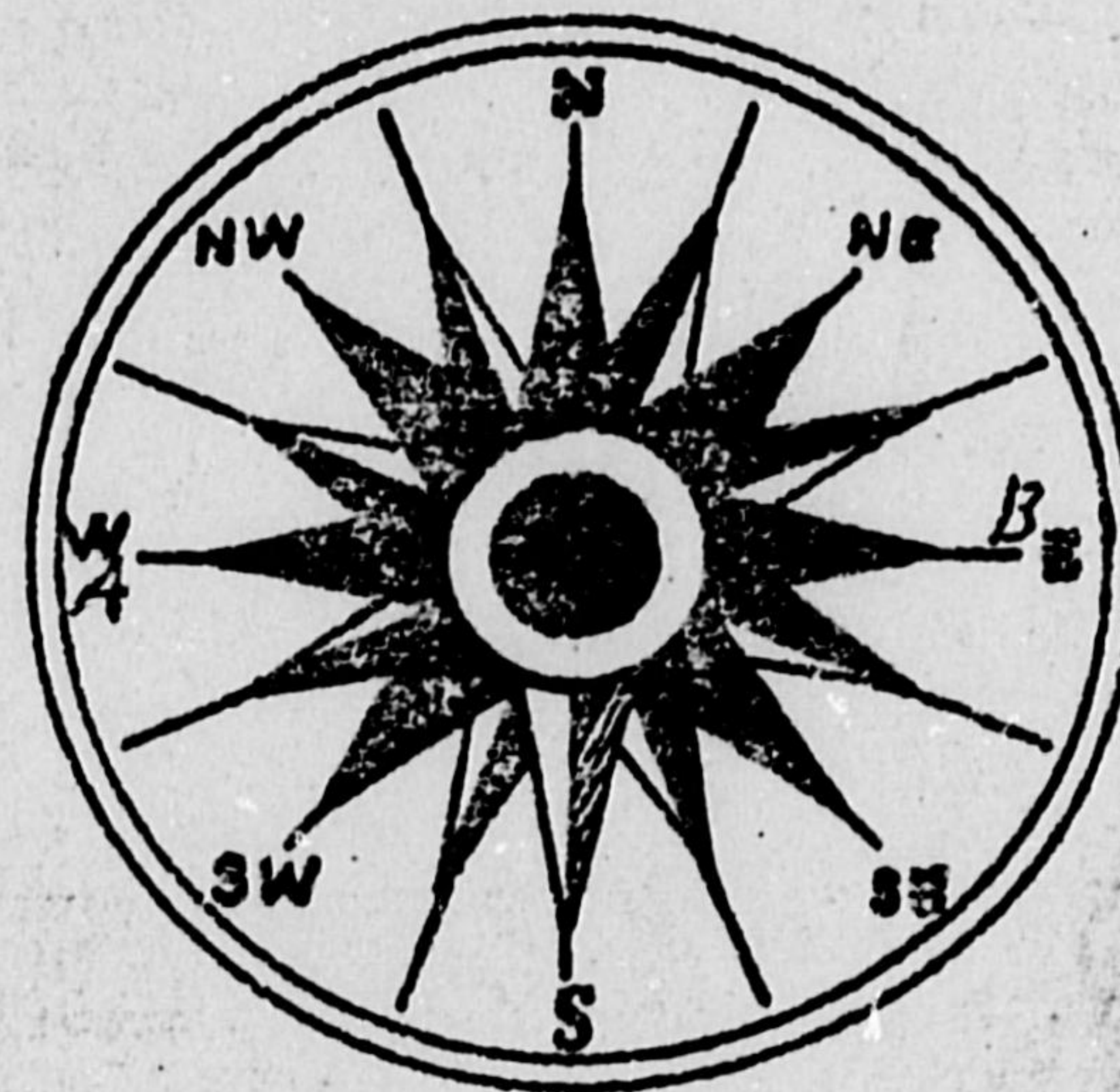
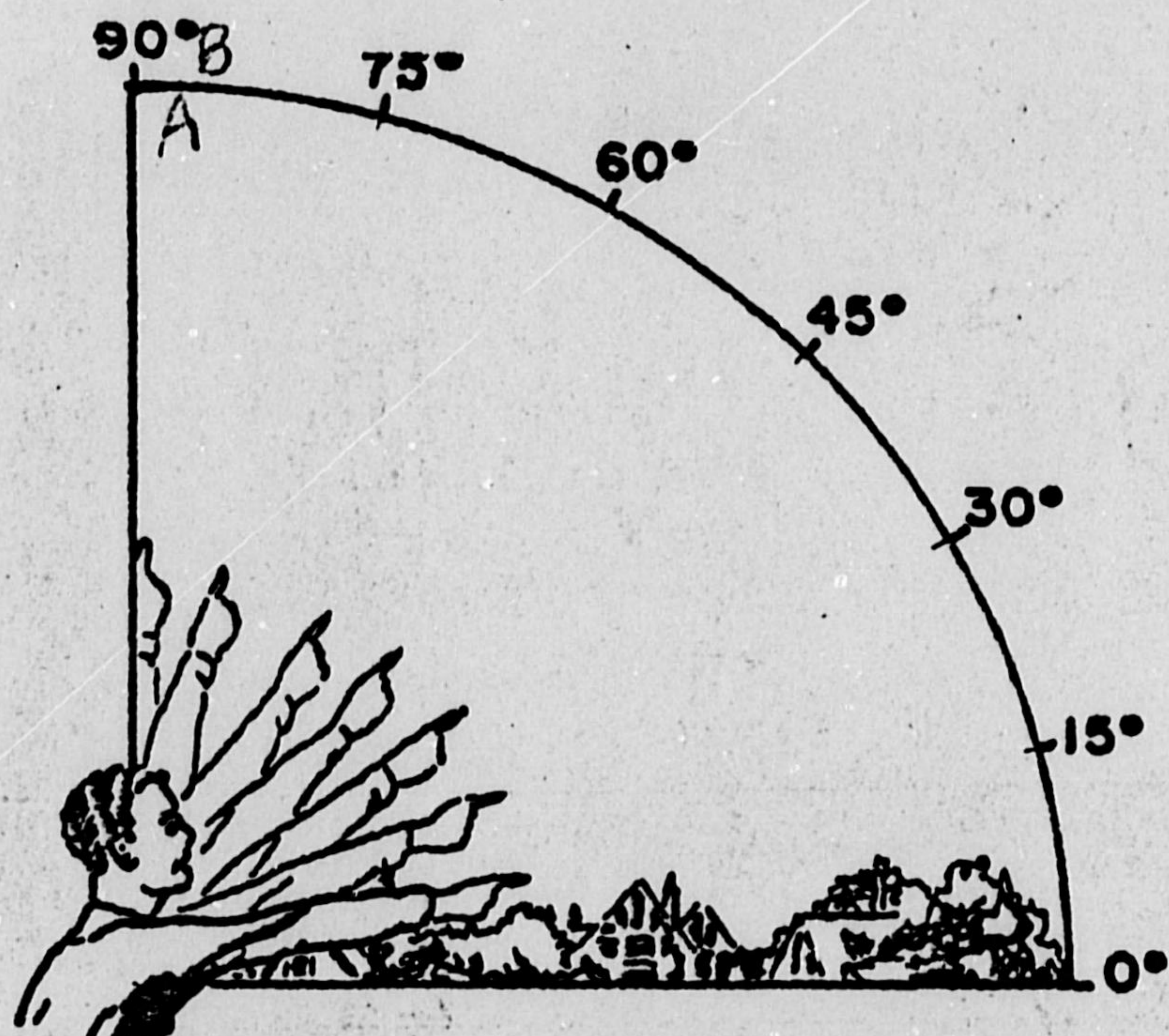
No

h. Other _____

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

I can ~~think~~ think of none.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.



28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

A ————— B
The path of travel did not vary.

29. IF there was MORE THAN ONE object, then how many were there? only one
 Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location. NO

31. Was anyone else with you at the time you saw the object? (Circle One) Yes ☐ No ☒

31.1 IF you answered YES, did they see the object too? (Circle One) Yes ☐ No ☐

31.2 Please list their names and addresses:

32. Please give the following information about yourself:

NAME [REDACTED] [REDACTED] [REDACTED]
Last Name First Name Middle Name
ADDRESS [REDACTED] Palmetto Fla.
Street City Zone State
TELEPHONE NUMBER [REDACTED] AGE 64 SEX male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

I scan the sky every night weather permitting

33. When and to whom did you report that you had seen the object? my landlady

29th. May 1964
Day Month Year

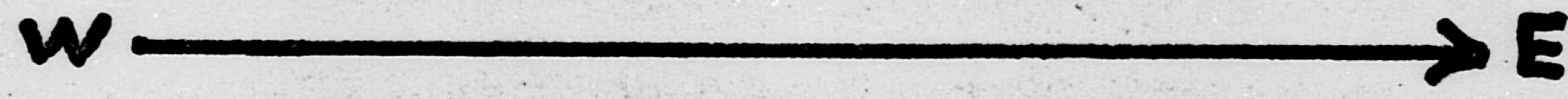
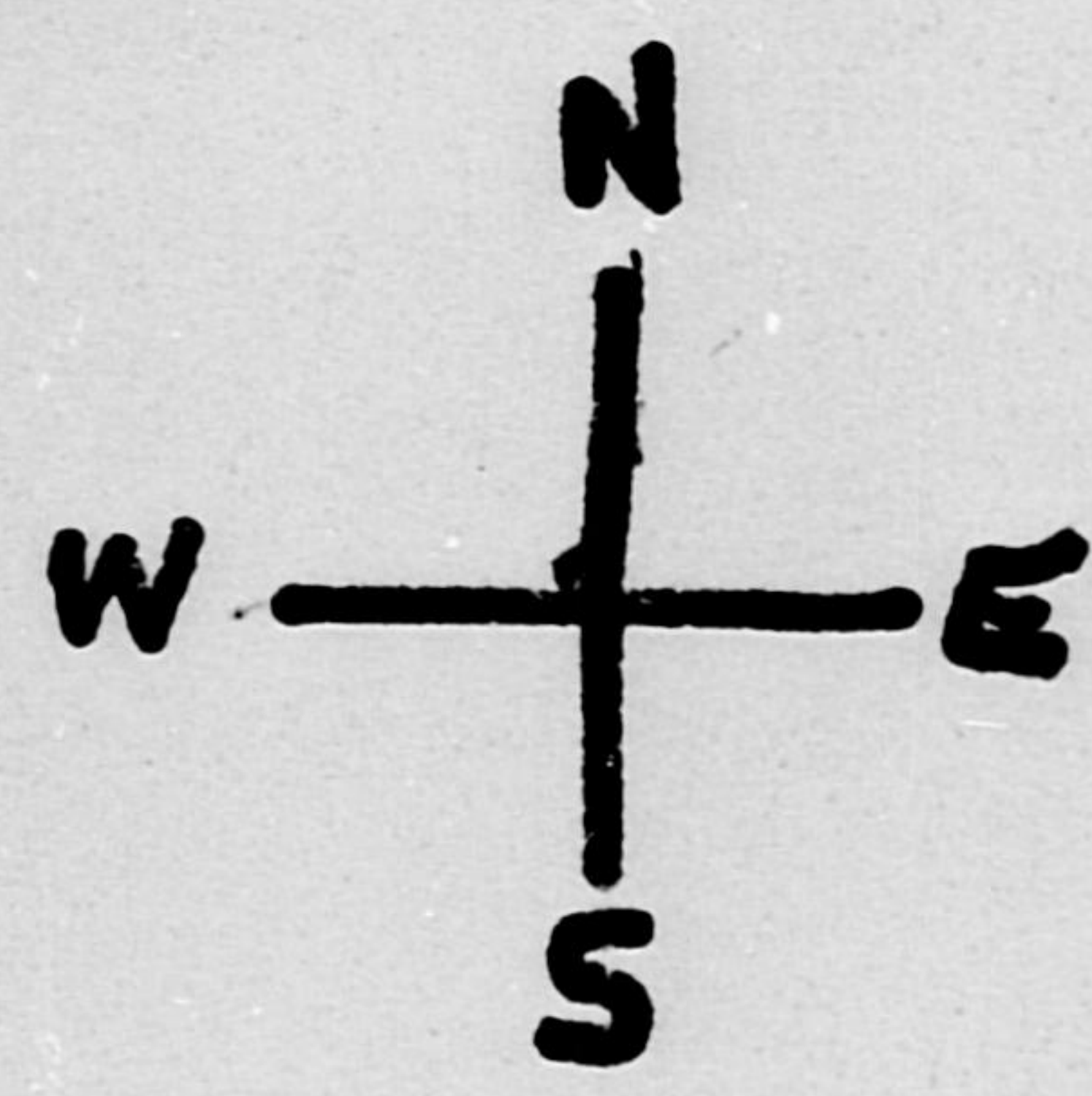
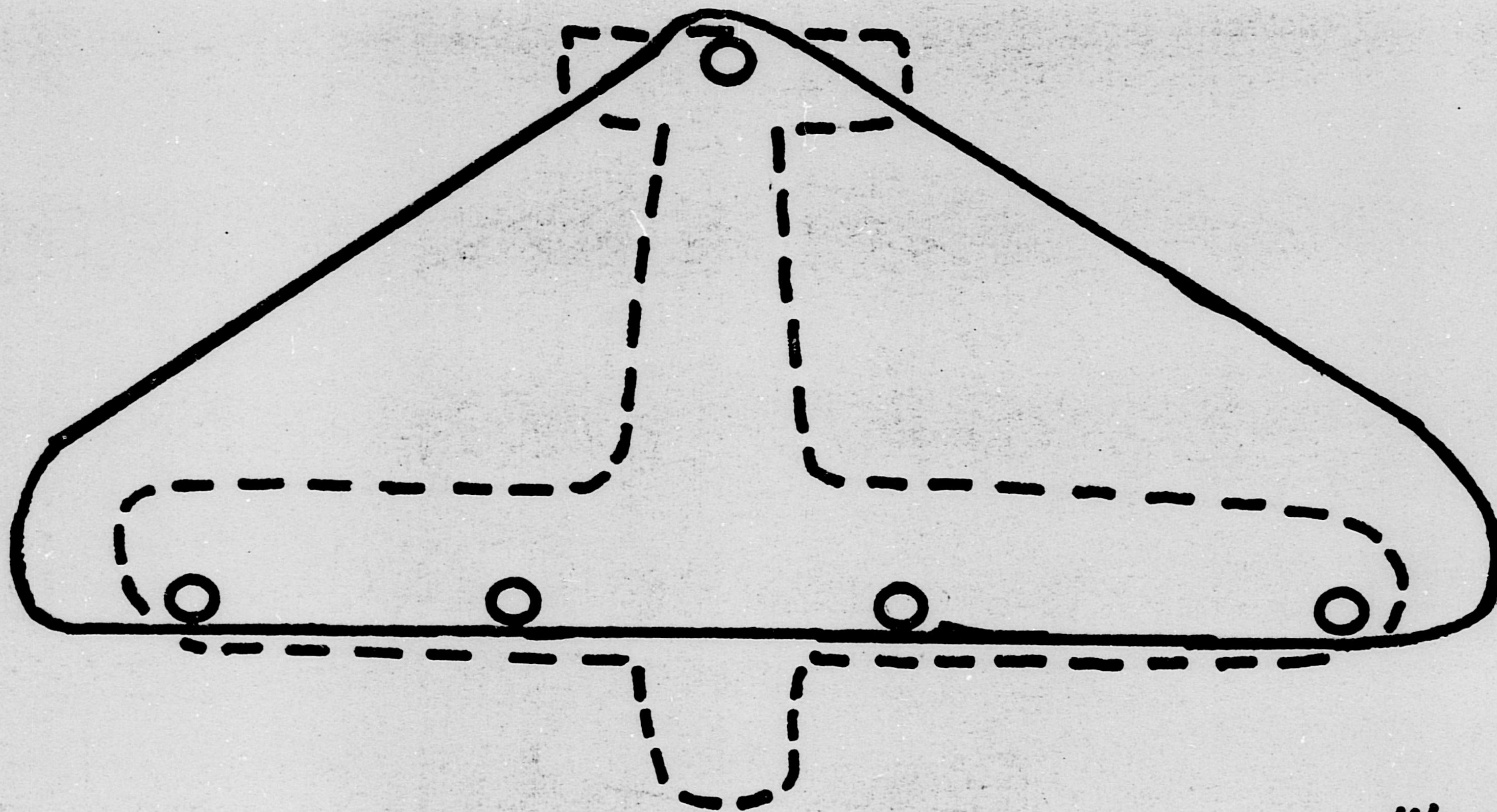
[REDACTED]
her daughter a
[REDACTED]

34. Date you completed this questionnaire:

31st. July 1964
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

Atch. #2



← WIND
270°

WEATHER INFORMATION 29 MAY 1964 - 1956E

To Whom it May Concern:

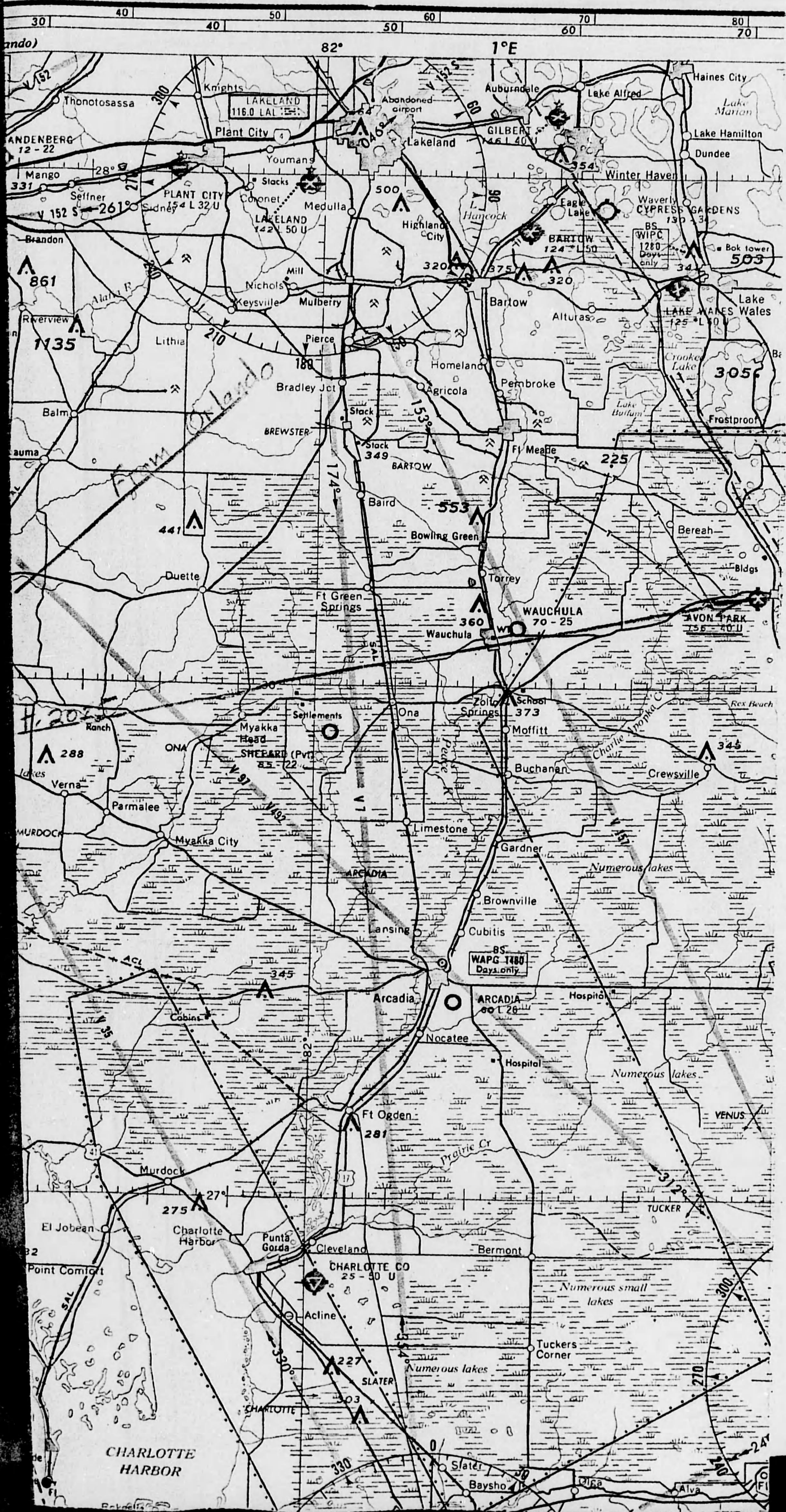
1. MacDill Surface Observation: 40 SCTD VSBY 15+ TEMP 76°F
DEW POINT 72°F WIND 270° AT 6 KNOTS. (PARTLY CLOUDY - 1/10 CLOUD
COVER).
2. There were no thunderstorms visible at MacDill AFB.
3. Information concerning winds aloft and vertical temperature
gradient not available.

Martin M. Sinter Jr.
MARTIN M. SINTEFF JR.
Captain, USAF
Chief Forecaster

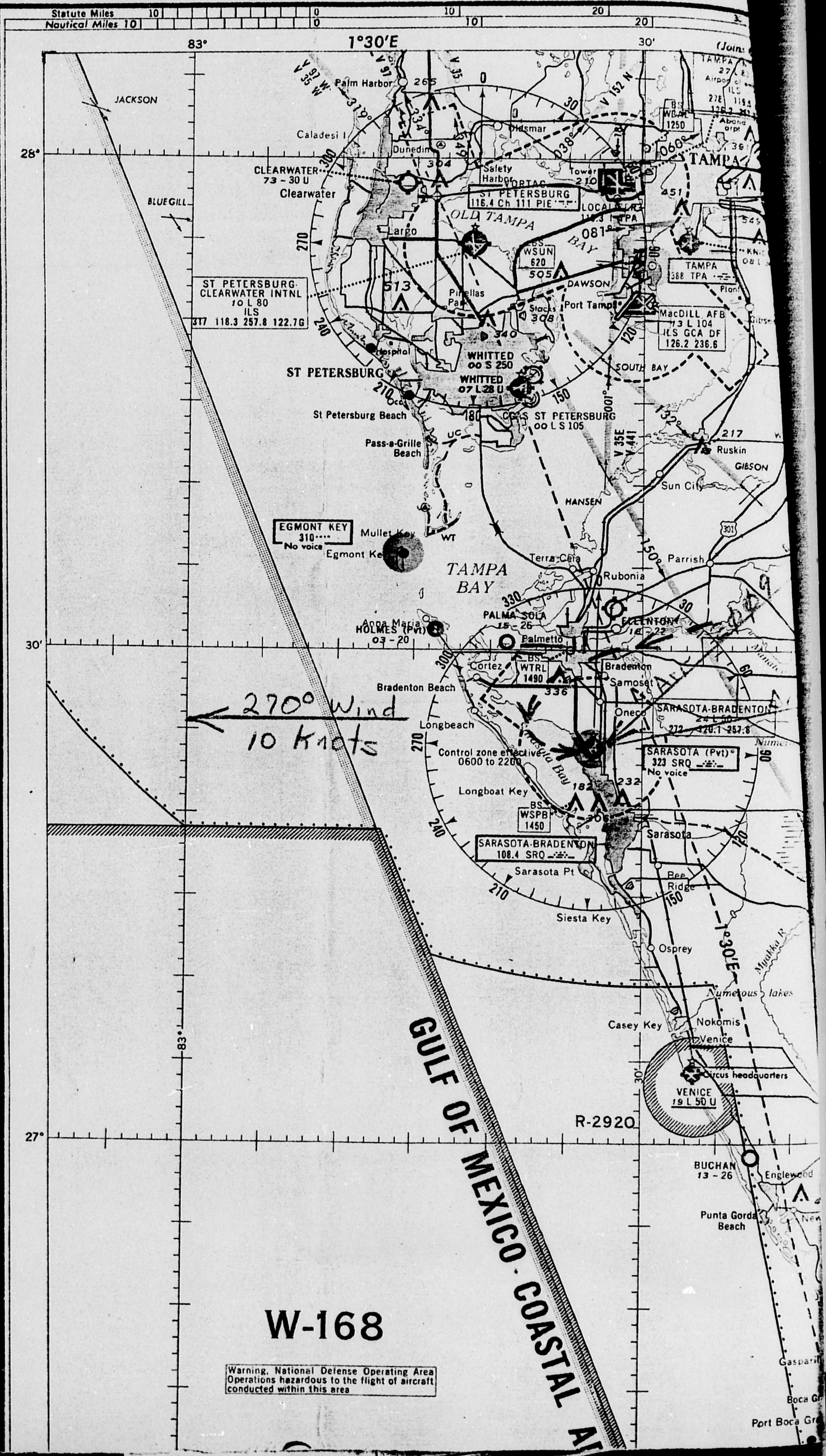
21 September 1964

File # 3

ELEVATIONS IN FEET



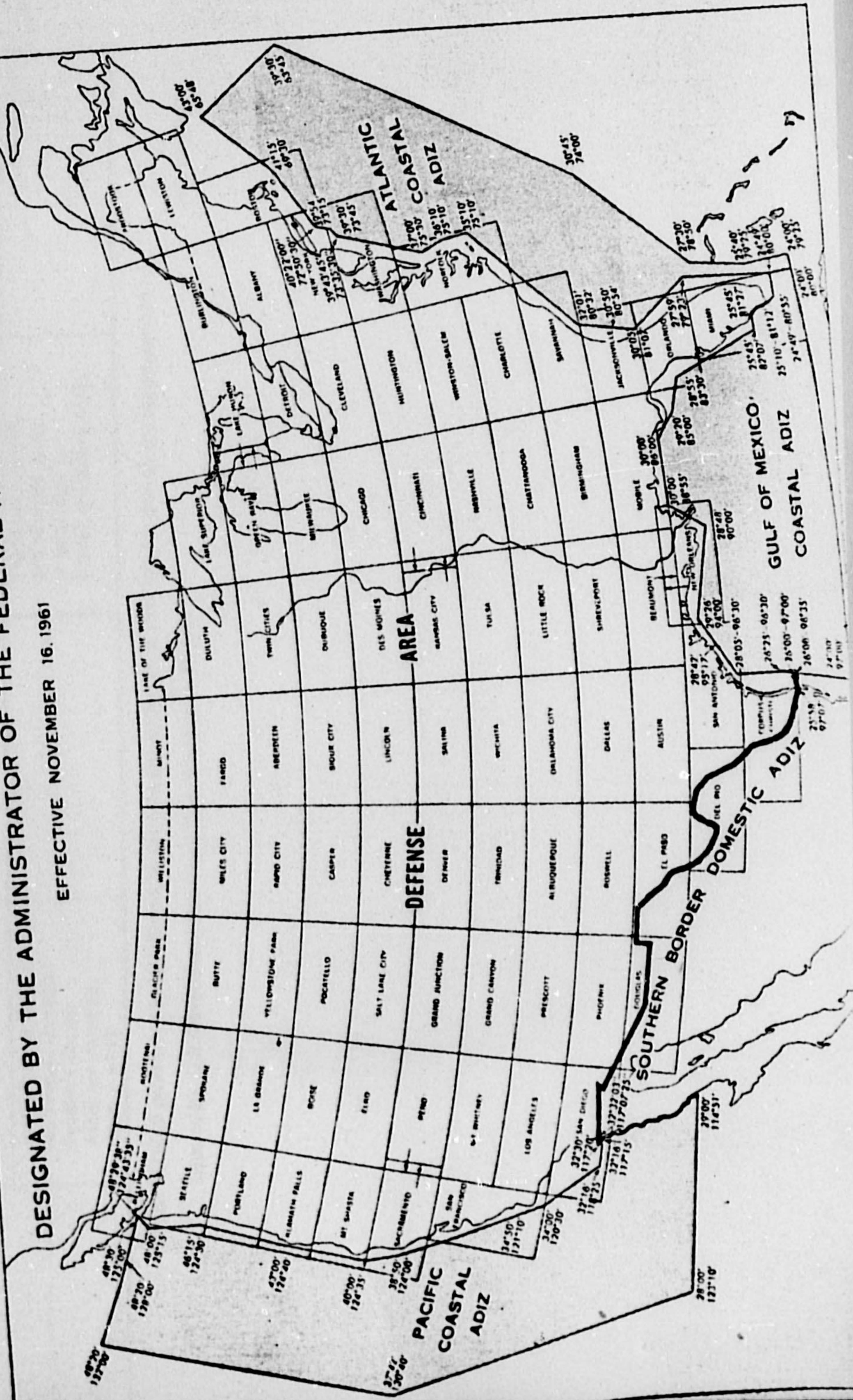
MIAMI



U.S. AIR DEFENSE IDENTIFICATION ZONES AND DEFENSE AREA

DESIGNATED BY THE ADMINISTRATOR OF THE FEDERAL AVIATION AGENCY

EFFECTIVE NOVEMBER 16, 1961



SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the FAA, Air Force, Coast Guard, and Civil Air Patrol in cooperation with other organizations such as State Aeronautics Authority, Sheriffs Air Patrol, State Police, and Local Search and Rescue Units. It provides search, survival aid, and rescue personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. File a Flight Plan with a FAA Flight Service Station (FSS) in person or by telephone or radio.
2. File an Arrival Report.
3. If you land at a location other than intended destination, report the landing to the nearest FAA Service Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest service station.
5. Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. Remember that if you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.

Searches are expensive, they inconvenience other people, and on numerous occasions the lives of other pilots sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT IMMEDIATELY!

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES	I	REQUIRE SIGNAL LAMP WITH BATTERY, AND RADIO	I	REQUIRE FUEL AND OIL	L
REQUIRE MEDICAL SUPPLIES	II	INDICATE DIRECTION TO PROCEED	K	ALL WELL	LL
UNABLE TO PROCEED	X	AM PROCEEDING IN THIS DIRECTION	↑	NO	N
REQUIRE FOOD AND WATER	F	WILL ATTEMPT TAKE-OFF	▷	YES	Y
REQUIRE FIREARMS AND AMMUNITION	▽	AIRCRAFT SERIOUSLY DAMAGED	L7	NOT UNDERSTOOD	JL
REQUIRE MAP AND COMPASS	□	PROBABLY SAFE TO LAND HERE IF IN DOUBT, USE INTERNATIONAL SYMBOL	Δ	REQUIRE MECHANIC	W
			50 S		

INSTRUCTIONS:

and made by using strips of fabric or parachutes, pieces of wood, stones, or any available material

CIVIL AIR REGULATIONS - PART 620 - SECURITY CONTROL OF AIR TRAFFIC

Operational Requirements, Abbreviated Form


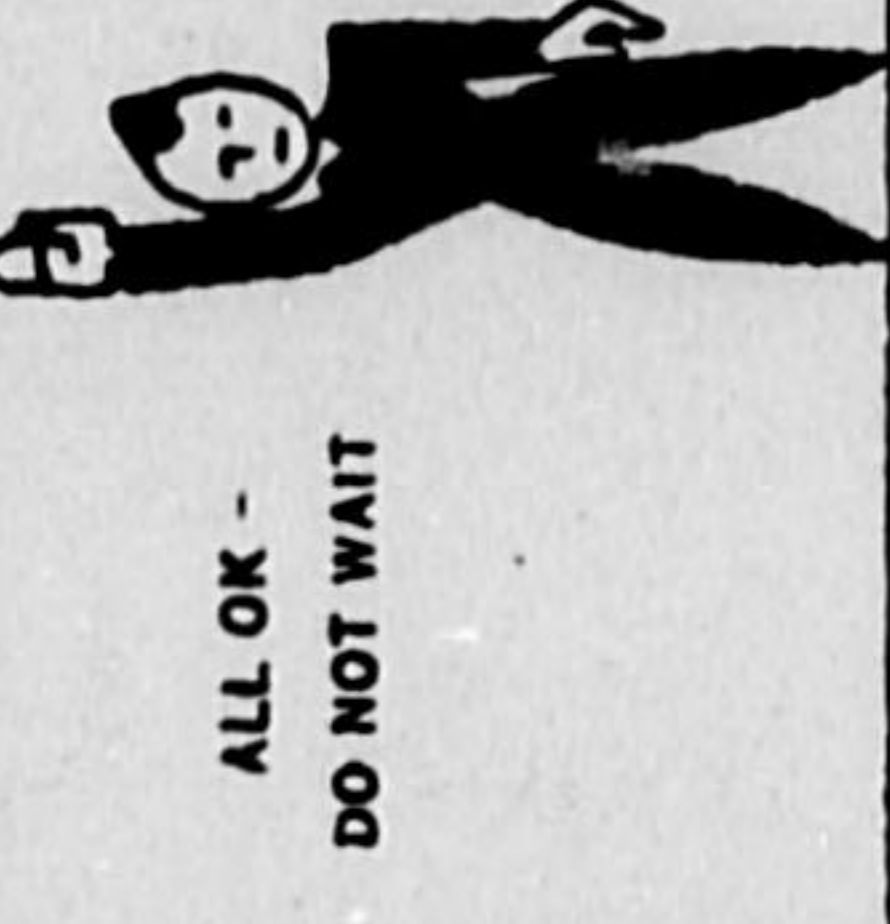
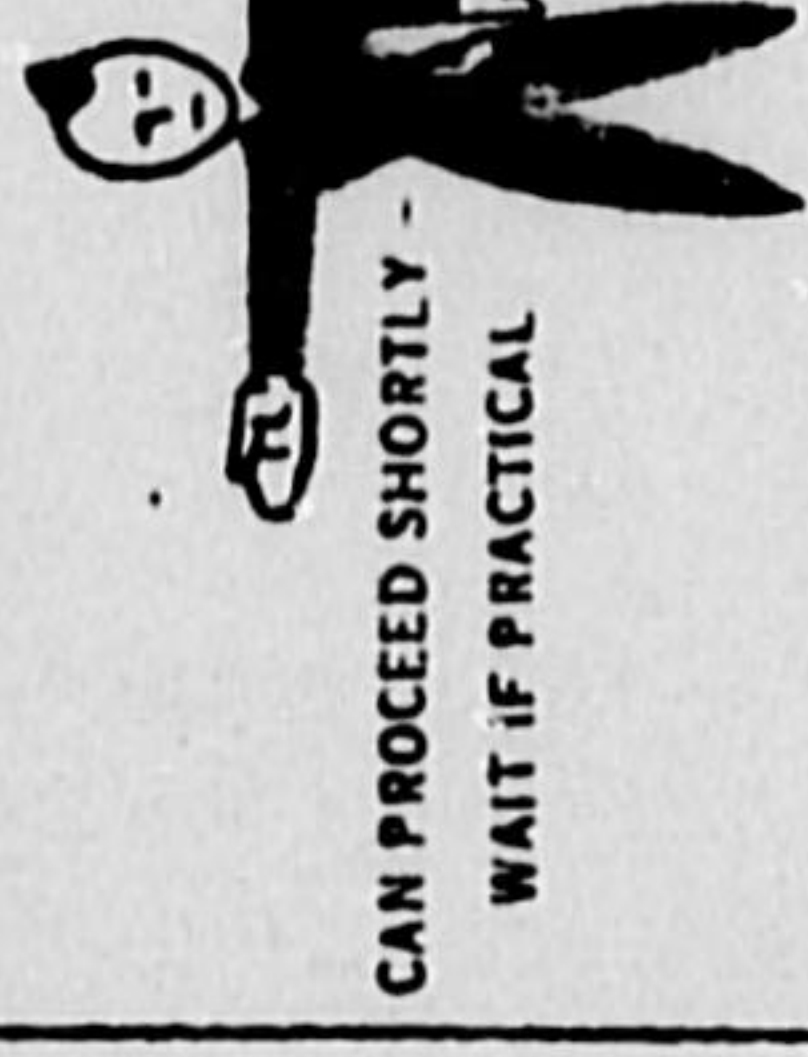

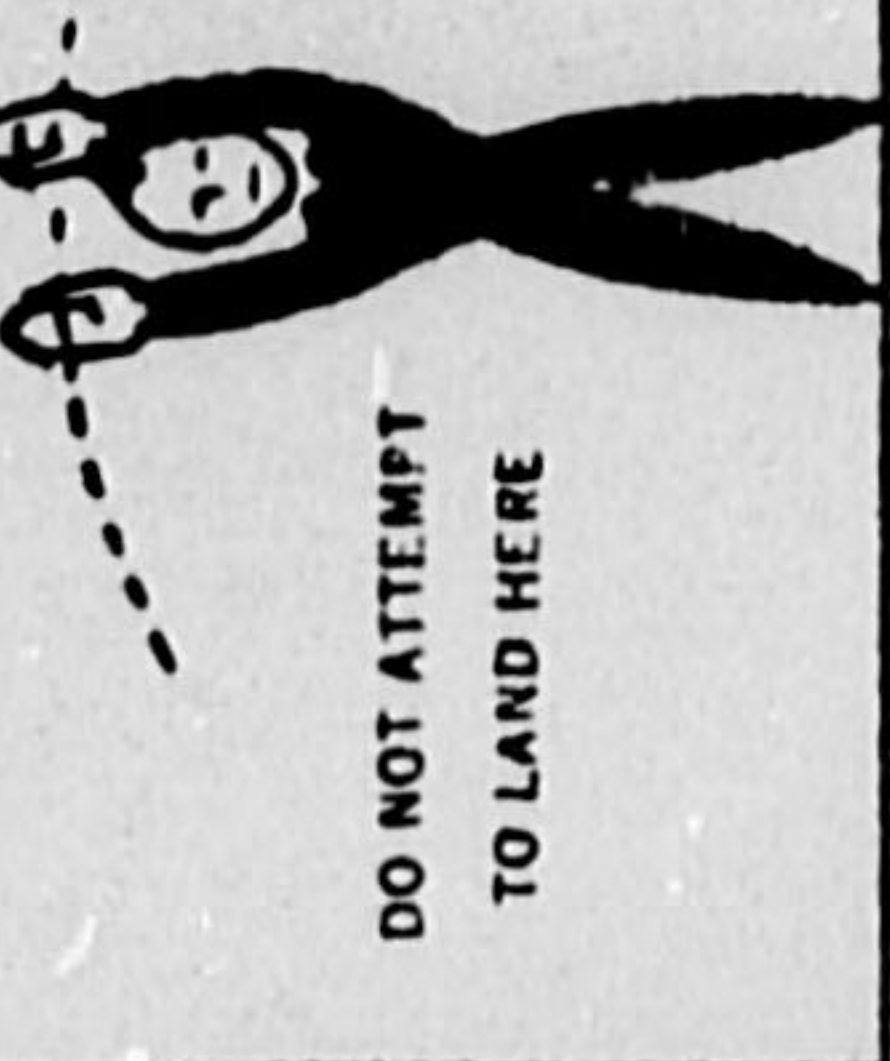



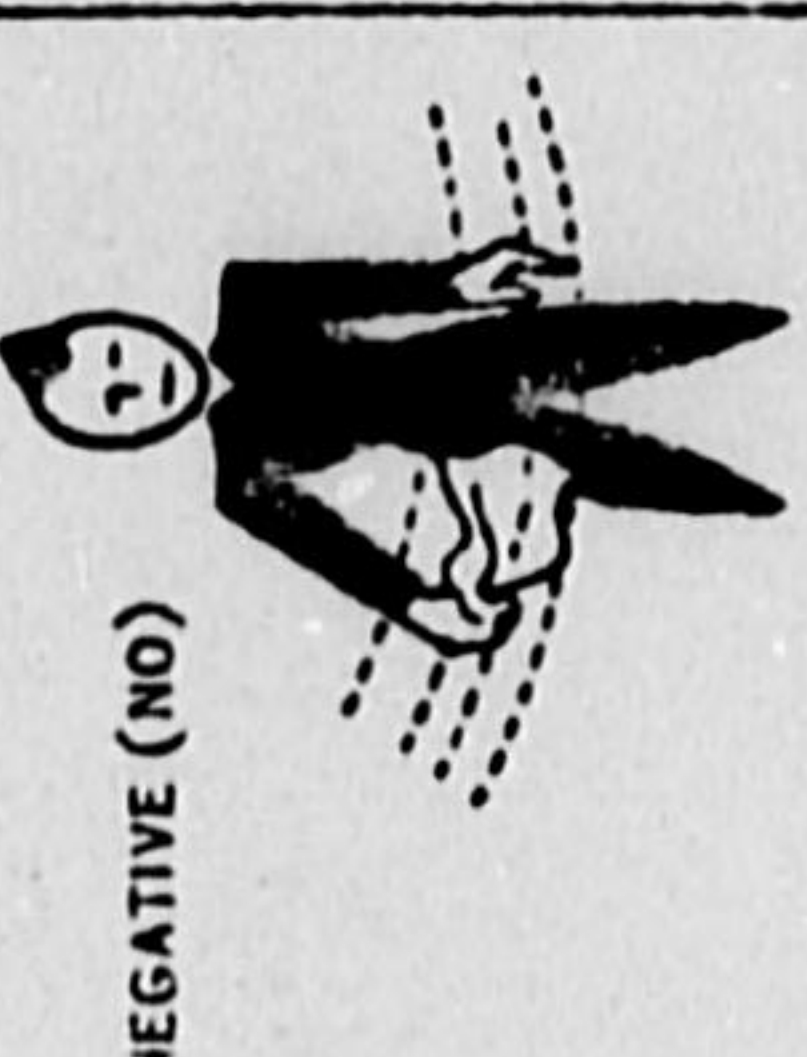




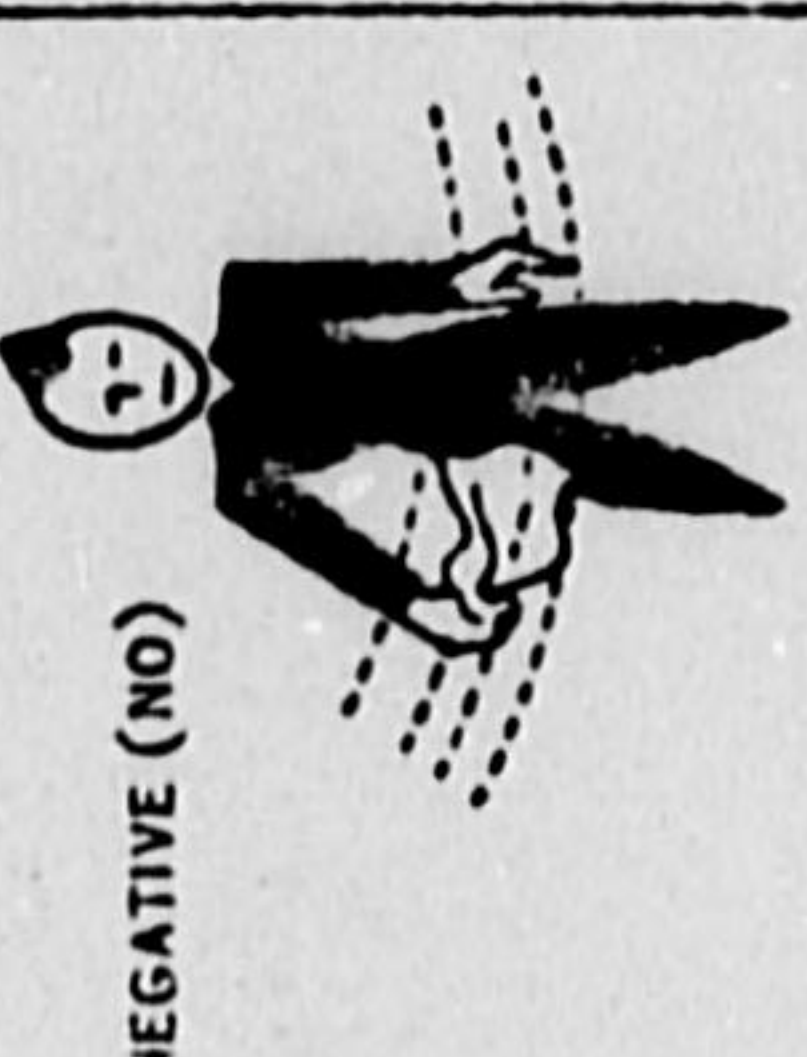

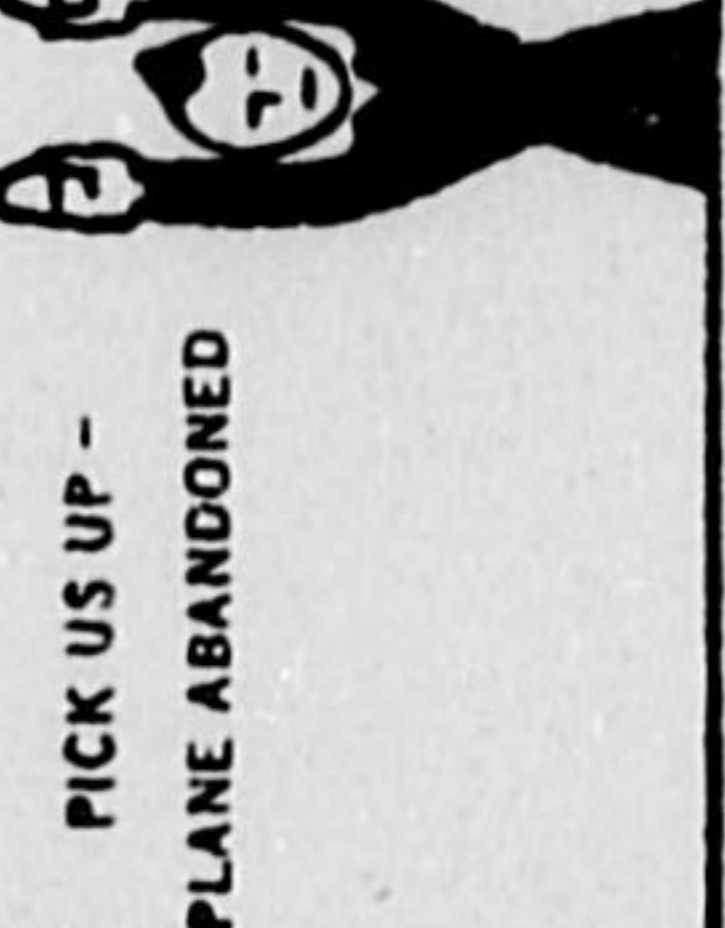


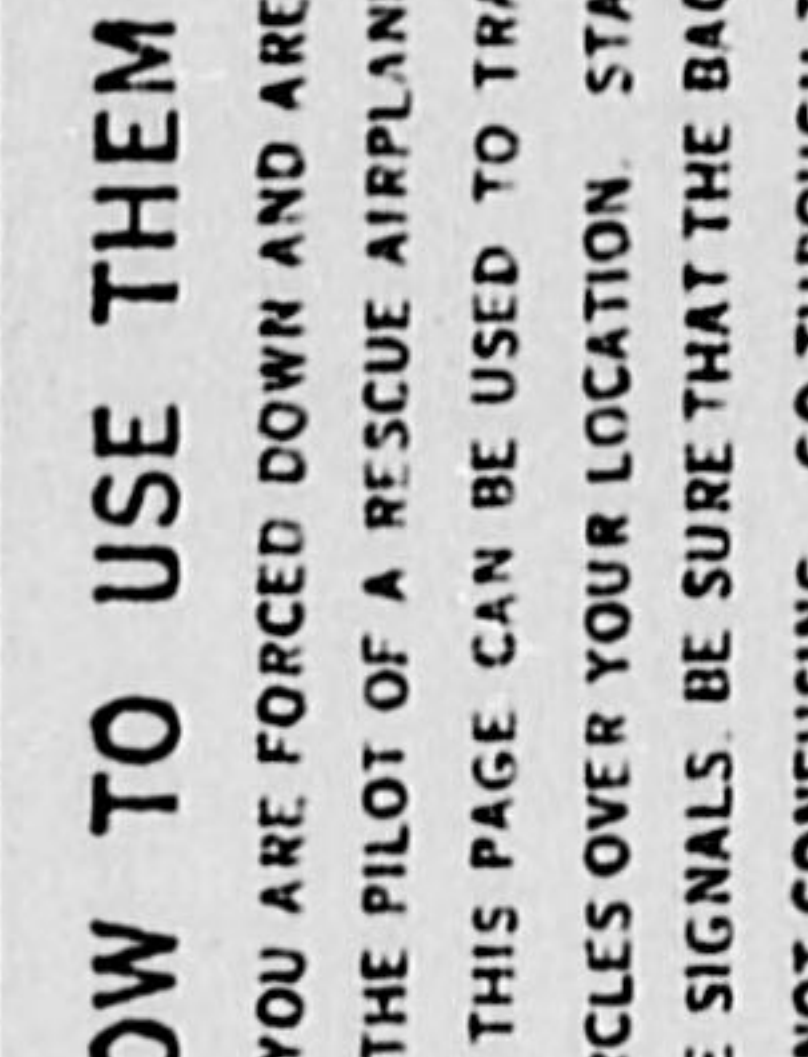
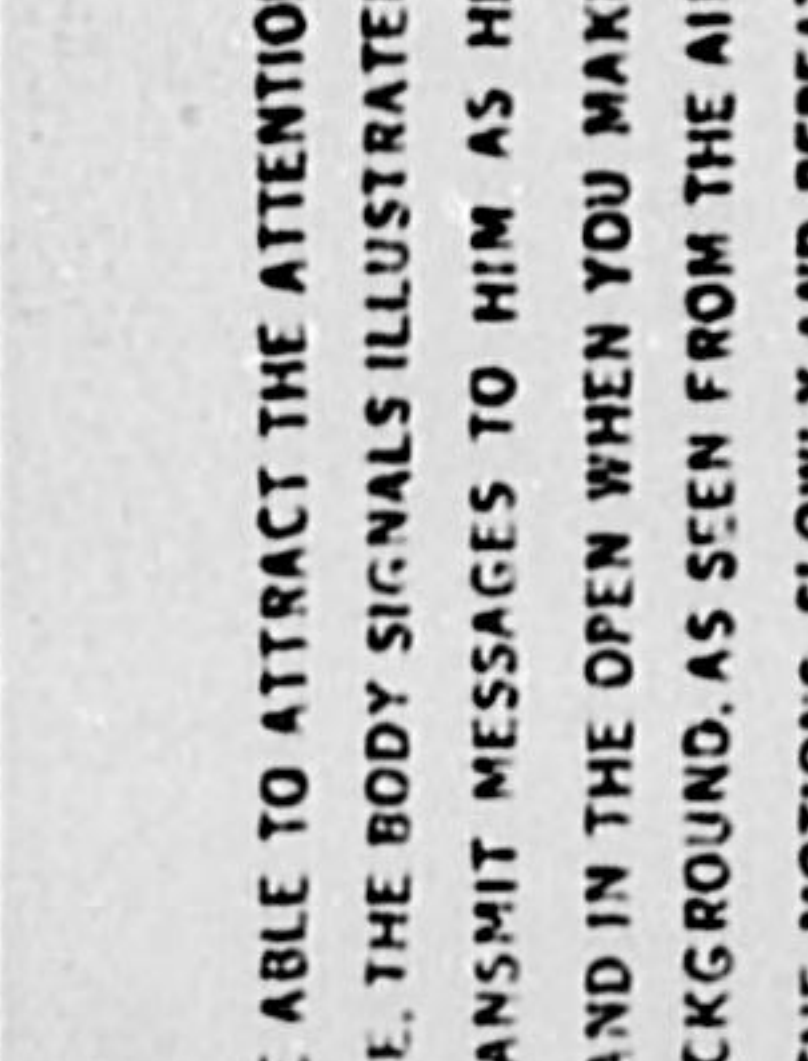
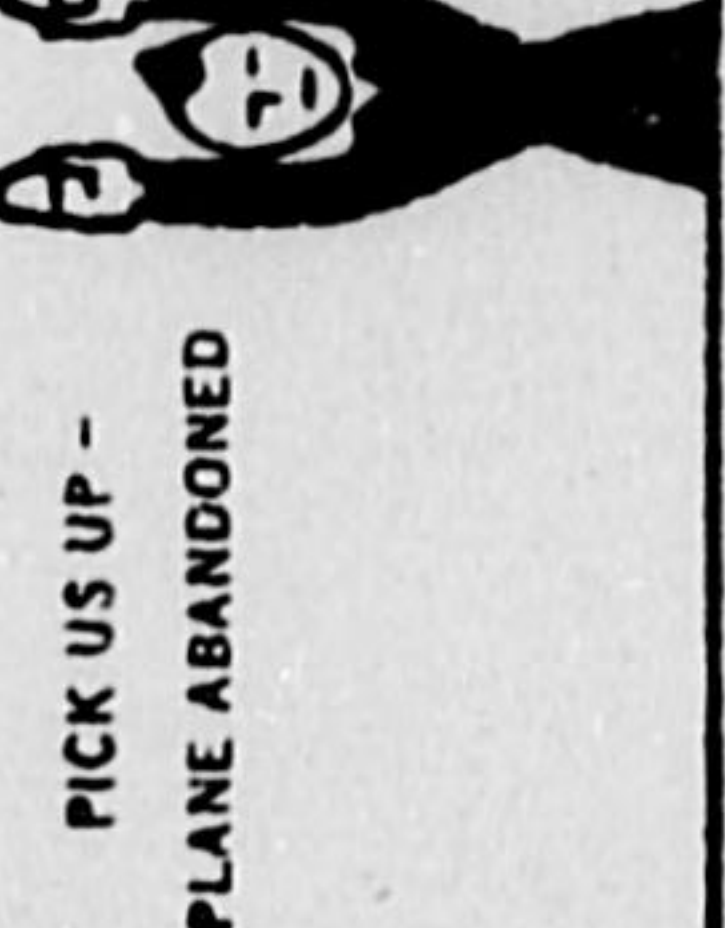

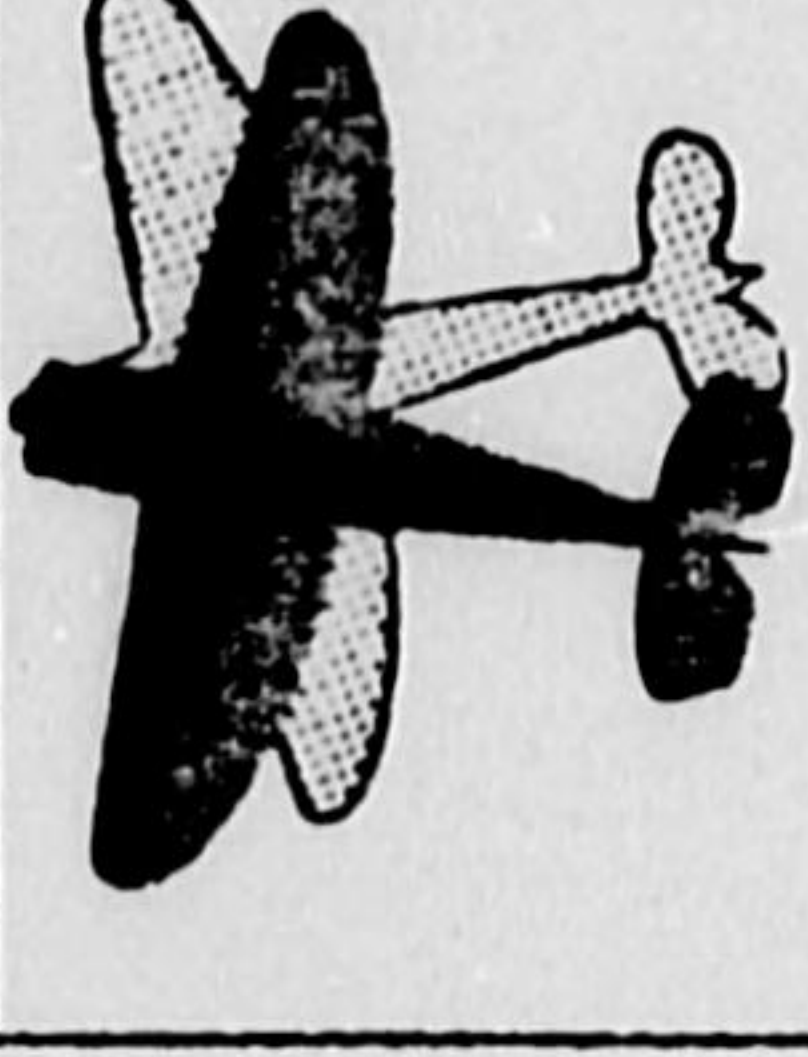
	Southern Border Domestic ADIZ	Alaskan Domestic ADIZ	Coastal ADIZs	DEWIZ
Flight Plan.	Required for northbound aircraft.	Required.	Required.	Required before take-off; ETDZ required. Exception permitted in §620.14(c).
Functioning Two-Way Radio.	Required except as stated in §620.13(b) (1) (iii).	Required except as stated in §620.13(b) (1) (iii).	Required except as stated in §620.13(b) (1) (iii).	Required.
DIZ Tolerances in Part 620.14(c).	Within 5 minutes of estimate and 10 nautical miles of course centerline.	Within 5 minutes of estimate and 10 nautical miles of course centerline.	Within 5 minutes of estimate and 20 nautical miles of course centerline.	Within 5 minutes of estimate and 20 nautical miles of course centerline.
Position Reports.	Normal IFR reports or - VFR give ETP at least 15 minutes before penetration.	Normal IFR reports or - VFR give ETP at least 15 minutes before penetration.	Same as Domestic ADIZ or - inbound foreign aircraft initial report at least one hour from U.S.	Normal IFR reports or - VFR report prior to penetration. Correlation of ground filed data may be requested.
Air Defense Emergencies §620.17.	ALL AUTHORIZED EXCEPTIONS WILL BE SUSPENDED AND ADDITIONAL SPECIAL SECURITY INSTRUCTIONS MAY BE ISSUED DURING DEFENSE EMERGENCY OR AIR DEFENSE EMERGENCY CONDITIONS.			
Aircraft excepted from compliance with the provisions of Part 620 other than §620.17.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.
	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.
	Aircraft with T.A.S. less than 180 knots.	Aircraft with T.A.S. less than 180 knots.	Aircraft with T.A.S. less than 180 knots, north of 28°N. or west of 85°W.	Aircraft with T.A.S. less than 180 knots - listening watch required.
	Aircraft from U.S. southbound through Southern Border ADIZ not entering Coastal ADIZ.		Flight over or within 3 nautical miles of any island in Hawaiian Coastal ADIZ.	

NOTE: Detailed procedures to be followed by the pilot are contained in Part 620, for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C.

216/11-24-61

- 2. Provide as much color contrast as possible between different symbols. Symbols are exposed.
- 3. Symbols should be at least 10 feet high or larger, if possible. Care should be taken to lay out symbols exactly as shown to avoid confusion with other symbols.
- 4. In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
- 5. When ground is covered with snow, signals can be made by dragging, shoveling or tramping the snow. The depressed areas forming the symbols will appear to be black from the air.
- 6. Pilot should acknowledge message by rocking wings from side to side.

VISUAL EMERGENCY SIGNALS

 NEED MEDICAL ASSISTANCE - URGENT USED ONLY WHEN LIFE IS AT STAKE	 ALL OK - DO NOT WAIT	 CAN PROCEED SHORTLY - WAIT IF PRACTICAL	 NEED MECHANICAL HELP OR PARTS - LONG DELAY	 DO NOT ATTEMPT TO LAND HERE
 LIE SUPINE	 WAVE ONE ARM OVERHEAD	 ONE ARM HORIZONTAL	 BOTH ARMS HORIZONTAL	 BOTH ARMS WAVED ACROSS FACE
 LAND HERE	 USE DROP MESSAGE	 OUR RECEIVER IS OPERATING	 NEGATIVE (NO)	 AFFIRMATIVE (YES)
 BOTH ARMS FORWARD HORIZON - TALLY, SQUATTING AND POINTING IN DIRECTION OF LANDING - REPEAT	 MAKE THROWING MOTION	 CUP HANDS OVER EARS	 CLOTH WAVED HORIZONTALLY	 CLOTH WAVED VERTICALLY
 PICK US UP - PLANE ABANDONED	 AFFIRMATIVE (YES)	 NEGATIVE (NO)	HOW TO USE THEM IF YOU ARE FORCED DOWN AND ARE ABLE TO ATTRACT THE ATTENTION OF THE PILOT OF A RESCUE AIRPLANE, THE BODY SIGNALS ILLUSTRATED ON THIS PAGE CAN BE USED TO TRANSMIT MESSAGES TO HIM. AS HE CIRCLES OVER YOUR LOCATION, STAND IN THE OPEN WHEN YOU MAKE THE SIGNALS. BE SURE THAT THE BACKGROUND, AS SEEN FROM THE AIR, IS NOT CONFUSING. GO THROUGH THE MOTIONS SLOWLY AND REPEAT EACH SIGNAL UNTIL YOU ARE POSITIVE THAT THE PILOT UNDERSTANDS YOU.	
BOTH ARMS VERTICAL	DIP NOSE OF PLANE SEVERAL TIMES	FISHTAIL PLANE	7 A/3-15-60	