

1. DATE - TIME GROUP (19 Dec ?) 29 December 64 29/2005Z	2. LOCATION Patuxent River, Maryland
3. SOURCE Military	10. CONCLUSION Radar Anomalies
4. NUMBER OF OBJECTS Two, One	
5. LENGTH OF OBSERVATION 48 Seconds, 36 Seconds	11. BRIEF SUMMARY AND ANALYSIS Radar report of returns indicating reported speed of 4,800 - 6,000 knots. Information given wide coverage in Newspapers over wire services. SEE CASE FILE.
6. TYPE OF OBSERVATION Ground-Radar	
7. COURSE From 120 Deg	COMMENTS: Navy evaluation indicates that the returns were due to some other electronical device within the Station or an intermittent abnormality within the circuitry of the Radar set itself.
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



# OFFICIAL FILE COPY

TDEW

Analysis of Radar Targets, Patuxent Naval Air Station, Md 12 Jan 65

Hq USAF SAFOI-PB  
Wash D C 20330

1. Based on results of a Navy investigation and analysis of the information supplied to Project Blue Book by the Navy, it has been determined that the target reported by the Patuxent Naval Air Station as an unidentified flying object on 29 Dec 1964 was not a valid target. Shape and illumination of the target, indicates that the target was created by some other electronic device within the station or was caused by intermittent abnormality within the circuitry of the radar set itself.
2. A check with an independent radar complex at Patuxent and with adjacent radar sector centers on the east coast revealed no unidentified targets.

FOR THE COMMANDER

HECTOR QUINTANILLA, Jr  
Major, USAF  
Chief, Aerial Phenomena Branch



Based on results of a Navy investigation and analysis ~~and an independent~~  
~~analysis~~ of the information supplied to Project Blue Book by the Navy,  
it has been determined that the target reported by the Patuxent Naval  
Air Station as an unidentified flying object on 29 Dec 1964 was not a  
valid target. Shape and illumination of the target, indicates that the  
target was created by some other electronic device within the station  
or was caused by <sup>intermittent abnormality</sup> ~~noise~~ within the circuitry of the radar set itself.

A check with an independent radar complex <sup>AT</sup> ~~on~~ Patuxent and with adjacent  
radar sector centers on the east coast revealed no unidentified targets.

*Aracut D. Bryant*

*W. L. KAF.*





DEPARTMENT OF THE NAVY  
NAVAL AIR STATION  
PATUXENT RIVER, MARYLAND 20670

IN REPLY REFER TO

AD  
3163  
Ser 45

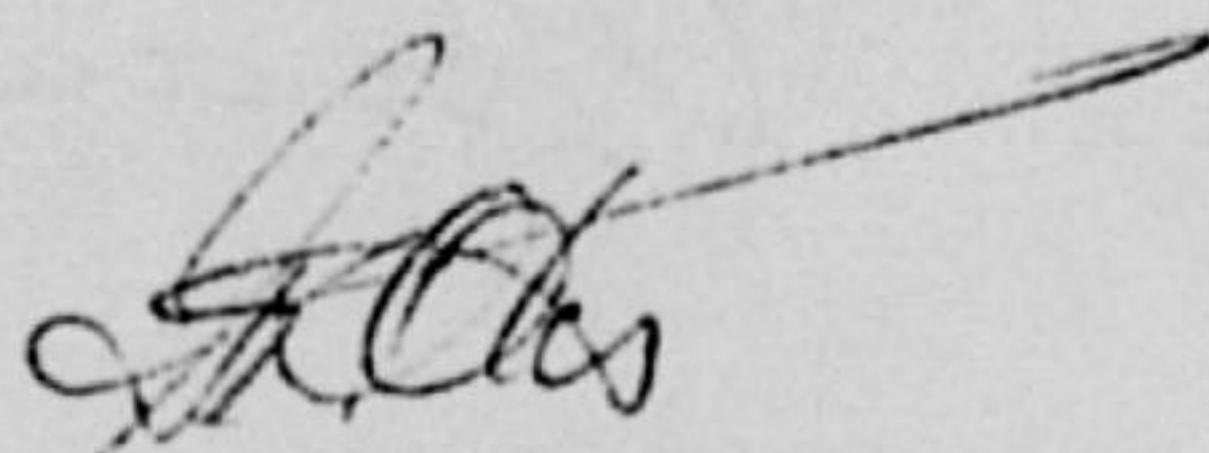
MAY 29 1969

From: Commanding Officer, Naval Air Station,  
Patuxent River, Maryland  
To: Commander, Wright Patterson Air Force Base,  
Ohio (TDPT[UFO])

Subj: Declassification of UFO Reports

Encl: (1) Headquarters Foreign Technical Division  
(AFSC) ltr TDPT(UFO) 15 May 1969 w/encls. (2)

1. The [REDACTED] attachments of enclosure (1) have been reviewed by this Command and have been downgraded to unclassified in accordance with OPNAV Instruction 5510.1C.

  
G. R. OTIS  
By direction



[REDACTED]

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



15 MAY 1969

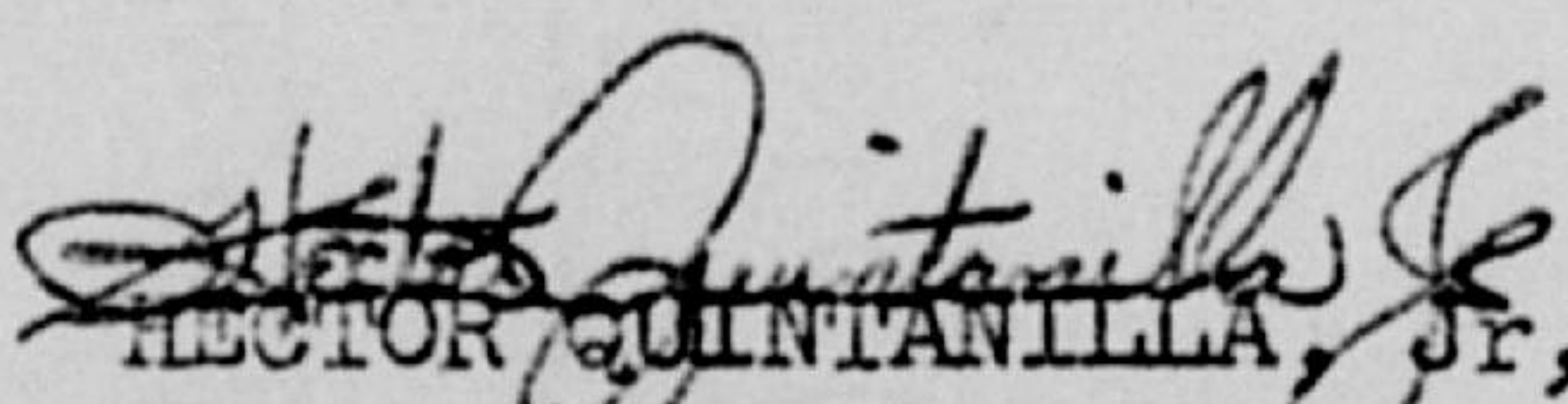
REPLY TO  
ATTN OF: TDPT (UFO)

SUBJECT: Declassification of UFO Report (Speedletter, 8 Jan 65; Msg. Nr  
P 082239Z)

TO: Commanding Officer  
U.S. Naval Air Station  
Patuxent River, Maryland 20670

The attached Confidential message and letter from Patuxent NAS is forwarded for your review and proper classification. All UFO files in our project office, located at Wright-Patterson Air Force Base, are considered to be permanent files and are available to the news media and scientific researchers. All unclassified reports are made available to them in accordance with the "Freedom of Information Act". Request that you consider downgrading this report to Unclassified.

FOR THE COMMANDER

  
HECTOR QUINTANILLA, Jr., Lt Col, USAF  
Chief, Aerial Phenomena Branch  
Aerospace Technologies Division  
Production Directorate

- 2 Atch  
1. Msg from Patuxent NAS,  
Patuxent River, Maryland, (C).  
2. Speedletter, dtd 8 Jan 65,  
Patuxent NAS, Patuxent River,  
Maryland, (C).

If inclosure 1 & 2 is withdrawn (or  
not attached), the classification of this cor-  
respondence will be downgraded to UNCLASS in  
accordance with AFM 5-1.

66346



UNCLASSIFIED  
PRIORITY

1965 JAN 9 03 22

CZCSQA757ZCJYX162

PP RUCDSQ

DE RUECPA 065 08/2239Z

P 082239Z

FM NAS PAKRIW

TO RUECYG/NAVDISTWASH

INFO RUECW/CNO

RUEAGL/ANDREWS AFB

RUCDSQ/NAIR/ PATTERSON AFB

BT

ATTN: MAJ QUENTONILLA

A. UFO REPORT

UNCLASSIFIED

1. LWO RADAR INDICATIONS SIZE OF NORMAL PENCIL ERASSER APPEARED ON SCOPE AT 40MI MAX RANGE HEADING 300 DEG. M DIRECTLY TOWARD ANTENNA. 3 SWEEPS TRACKED BLIPS TO 20 MI. WHERE THEY FADED. 12 R SECS LATER A SINGLE BLIP APPEARED AT POSITION OF FADED AND TRACKED RECIPROCAL THROUGH 3 SWEEPS AT 20, 30, 40 MI RESPECTIVELY. (ALL SWEEPS 6 SEC.) ABOUT 5 MINS LATER A SINGLE BLIP APPEARED AT 120 DEG. M 40 VI. IT TRACKED TOWARD ANTENNA THROUGH SWEEPS AT 40, 30 20, 10 MI

PAGE TWO RUECPA 065

FADED 1 SWEEP, REAPPEARED AT 100 DEG. M 10 MI, TRACKED OUT TO 20 MI THROUGH 2 SWEEPS AND DISAPPEARED. NO FURTHER INDICATIONS. ARTCC CHECKED



IMMEDIATELY, NO VERIFICATION.

2. FIRST INDICATION LASTED 43 SECONDS, SECOND LASTED 36 SEC.

3. RADAR WAS GROUND ELECTRONIC CPN-18A, MTI IN.

4. TIME 191930Z DEC 64 FROM PATUXENT RIVER RATTG. ANTENNA LOCATION  
33-17-15N, 76-24-04W

5. TWO OBSERVERS EXCELLENT CREDIBILITY, ONE OBSERVER DOUBTFUL.

6. WEATHER: CIG UNL/TEMP 31/DEWPT 4/ ALT 30.74/VIS 10

7. UNABLE TO FIRMLY ESTABLISH TIME AND DATE. ARTCC TAPES BEING CHECKED  
FOR VERIFICATION. MANY TAPES, ULOW PROCESS, CONTINUING CHECK.

8. SUSPECTED ELECTRONIC FREAK

9. LTR REPORT IAW PRNC INST 3320.1A IN MAIL THIS DATE.

GP-4

BT

3

UNCLASSIFIED

Classification Cancelled  
( ) OPNAV  
Auth. LTR PD 3163 INST 3112  
By H. Jones  
Date 30 June 69



UNCLASSIFIED

AO  
3700  
Ser 03

~~SECRET~~  
SPEEDLETTER

JAN 8 1965

From: Commanding Officer, U.S. Naval Air Station, Patuxent River, Maryland  
To: Commandant, Naval District, Washington, D.C.

Subj: Unidentified Flying Objects; report of

Ref: (a) COMPRECINST 3820.1A

1. The following information is submitted in compliance with reference (a).  
The format used is as set forth in enclosure (1) of reference (a).

I. Description

- a. Unknown (radar target)
- b. Same as the diameter of a normal pencil eraser (eraser matched radar target in size).
- c. NA
- d. Two on first occasion - one on second.
- e. Two in 60° line of bearing to the left 10 miles apart, first occasion inbound only.
- f. NA
- g. Oblong in shape and tapered at tail.
- h. NA
- i. Great speed - clear definition - brightness.

Classification Cancelled

(~~SECRET~~)

Auth: AD 3163 SER 45

By H. Jones

Date 30 June 69

all  
29 May  
OPNAV  
Instruction  
5570.1C

II. Description of Course

- a. Speed, brightness and size on radar scope.
- b. Angle of elevation unknown - Azimuth 120°M.
- c. Angle of elevation unknown - Azimuth approximately same.
- d. Two objects first appeared on the scope at the 40 mile range ring heading approximately 300°M directly toward the antenna. Objects

DOWNGRADED AT 3-YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR. 5200.10

UNCLASSIFIED



IMMEDIATELY, NO VERIFICATION.

2. FIRST INDICATION LASTED 48 SECONDS, SECOND LASTED 36 SEC.

3. RADAR WAS GROUND ELECTRONIC CPN-18A, MTI IN.

4. TIME 191930Z DEC 64 FROM PATUXENT RIVER RATTG. ANTENNA LOCATION  
33-17-15N, 76-24-04W

5. TWO OBSERVERS EXCELLENT CREDIBILITY, ONE OBSERVER DOUBTFUL.

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7. UNABLE TO FIRMLY ESTABLISH TIME AND DATE. ARTCC TAPES BEING CHECKED  
FOR VERIFICATION. MANY TAPES, ULOW PROCESS, CONTINUING CHECK.

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9. LTR REPORT IAW PRNC INST 3320.1A IN MAIL THIS DATE.

GP-4

BT

3

UNCLASSIFIED

Classification Cancelled

( ) OPNAV  
Auth. LTR RD 3163 INST 3320.1A  
By H. Jones  
Date 30 June 69 29 May 69



UNCLASSIFIED

were tracked into a range of twenty miles where they both faded. Calculated speed is 4800-6000 knots max. About 12 seconds after both radar targets faded from the scope, a single target reappeared at the point of fade and tracked out in the reciprocal direction. About five minutes later, another similar target entered the scope at forty miles bearing 120° and was tracked toward the antenna for a distance of 30 miles. At 10 miles from the station, the target faded momentarily then reappeared at 10 miles bearing 100°M and was tracked on this heading until it disappeared at maximum radar range (40 miles).

e. Radar fade inbound exceeding maximum radar range outbound.

f. First occasion 48 seconds, second occasion 36 seconds.

### III. Manner of Observation

a. Ground - Electronic, CPN-18A, MTI in, 40 mile scale.

b. None

c. NA

### IV. Time and Date

a. 19<sup>2005</sup>~~FEB~~ (1505 Local)

b. Day

V. Location of Observers - Patuxent River Radar Air Traffic Control Center. Antenna location - 38°17'15" North, 76°24'04" West.

### VI. Personnel Identification

a. NA

b. (1) PINKERTON, Everett D., ACC, USN, Radar Approach Controller, excellent.

(2) FLAMAGIN, James D., ACC, USN, RATCC Watch Supervisor, excellent.

(3) SUJKA, Bernard R., AC3, USN, Precision Approach Controller, good.

VII. a. CIG UNL/Temp 31°F/DEWPT 4°F/ACT 30.74

b. Surface 340/8 6 340/38 10 315/53 16 300/66 20 300/66  
30 280/113 35 280/127

c. UNL


DOWNGRADED AT 3-YEAR<sup>19</sup> INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR. 5200.10

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e. Seven tenths - Cirrus

4. None

## VIII. Bone

IX. Contacted Washington Air Route Traffic Control Center via hot line for confirmation of radar contact. Center advised no traffic in the area, nor could they gain radar contact. No further action taken.

X. None

XI. Air Operations Officer's Comments. The circumstances creating this report were prompted by a phone call from a local radio announcer to the SIO at about 2000L on 4 January 1965 inquiring about a rumor from an undisclosed and unofficial Navy source. The inquiry was based upon the rumor of events that had occurred at about 1930Z on 19 December 1965. Two of the observers immediately regarded the radar scope indications as an electronic freak and thought no more of it. The other observer discussed the incident freely with other members of the division. By 4 January 1965 the information had expanded to a joking situation. Until the time of the inquiry, knowledge of the events was limited to the three RATCC watchstanders plus those that may have overheard "barracks or bar room type conversation". Until the time of the telephone inquiry no supervisory personnel had been made aware of the unusual sightings. Had this been done it is doubtful that any report would have been made due to the nature of radar presentation. Investigations and discussions with the air controller observers and others reveal the following additional information:

a. The CPN-10A radar was not being peaked nor repaired by any technician. This radar had been routinely checked one day prior and was reported in excellent condition.

b. Only one repeater scope of the CPN-18A was set on the 40 mile range; the other three scopes across the room were set on the 10 mile scale and were not checked for similar data. The range settings on these scopes depend upon the circumstances and operator's desire.

c. The FPS-37 radar was checked to verify the signal but revealed nothing.

d. Each observer saw a radar signal. Though not one of them claims to have seen the entire group of signals they saw collectively, they agree basically to the size, shape, direction, speed, range and fade of the signals.

c. All radar signals were tracked in a straight line directly toward the antenna or directly away from it. The signals indicated no turns. The last outbound indication was claimed to have been seen by only one observer who interpreted the change of location of indication after the B-29 had 3-7 miles left as being a turn.

DOWNGE ~~SECRET~~ 1003-7012 10T 0474 89

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f. No other radar at any location is known to have acquired similar data.

g. The observers agree they have never seen any radar target similar to the characteristics of this indication; they also agree they have never witnessed interference of this nature.

h. The observers made no report initially because they felt there was nothing of significance to report.

i. The individual(s) who informed the local radio announcer is unknown. It is not felt to be any of the observers.

j. Information relating to this incident was released to the public from a source other than local shortly after the investigation started and long before it was completed.

The data presented by the information considered factual and statements by the observers indicate radar presentations of extreme size, exceptional speed and great brilliance. No maneuvers (turns) were ever observed. The initial presentation on the scope was in the form of 2 oblong shaped indications proceeding directly in a line toward the scope center. The after indication was positioned about  $210^{\circ}$  relative to the track about 8 miles from the closer one. The indications were tracked for 3 successive sweeps (six seconds per sweep). They appeared on the scope at about 40 miles, 30 miles, and 20 miles at which point they faded. The next 3 successive sweeps revealed no information. The seventh successive sweep revealed a single indication at about 20 miles; the 2 remaining sweeps with indications showed it at about 30 and 40 miles respectively. The track was the reciprocal of the inbound track. About 5 minutes later another single indication showed at 40 miles. Three successive sweeps displayed it at about 30, 20 and 10 miles respectively. The next successive sweep showed it in a fade and the following 2 sweeps with indications showed it at 10 and 20 miles respectively and outbound and tracking about  $100^{\circ}$ N where it was last seen. The last two indications were noticed (reported) by only one observer.

The facts show a large indication moving toward the scope center and a departure from the scope center at a speed of about 6000 knots. Mere supposition would indicate while in the fade a nearly instantaneous reversal of direction or an extremely tight and rapid turn occurred, both without loss of speed. Although a logical explanation of the phenomena is not available, it is felt the indication was a false target due to temperature inversion, unusual interference created by other electronic devices, or merely a spurious return.

The basic delay in the submission of this report is due to inability to firmly establish a day and time of the observation. The two more mature and experienced observers agree on the date stated earlier in this report. Other factors and statements tend to corroborate this time and date.

However, this does not discount completely the claims of the younger

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and less experienced observer who originally stated the events occurred on 29 December, and then later, 28 December. It is felt the precise time and day may be obtained from a taped recording of the brief conversational inquiry to Washington ARTCC (see para. IX). Many tapes are available for each of the days and ARTCC is processing these in an effort to locate the taped inquiry and answer. This investigation will continue but may take several days to determine.

XII. None

XIII. Confidential

R. W. SCHUMANN, JR.

Copy to:

CNO

Andrews AFB

COMNAFBPRC

Wright-Patterson AFB ATTN: Major QUINTANILLA,

TDEW/UFO

DOWNGRADED AT 3-YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR. 5200.10

UNCLASSIFIED



USE FOR URGENT  
LETTERS ONLY

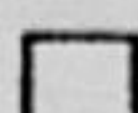
## NAVAL SPEEDLETTER

DO NOT CLEAR THROUGH  
COMMUNICATION OFFICE

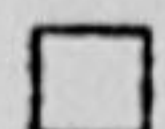
(One box must be checked)



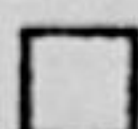
REGULAR MAIL



SPECIAL DELIVERY



AIR MAIL



REGISTERED MAIL

UNCLASSIFIED

IN REPLY REFER TO

AO

3700

Ser: 082

DATE

JAN 18 1965

TO: Commandant  
Naval District, Washington, D. C.  
Washington Navy Yard  
Washington, D. C.

NAVAL SPEEDLETTER—

Permits dispatch or informal language.

May be sent (1) with enclosures, (2) in a window envelope (size 8 1/4" x 3 1/4"), if contents are not classified as confidential or higher, (3) to both naval and nonnaval activities.

Is packaged 500 sheets of white or of one color: yellow, pink, or green.

(Fold)

Subj: Unidentified Flying Objects; supplemental report of

My speedletter AO 3700 ser 03 of 8 Jan 1965 stated an investigation was being continued to locate the precise time and date of the radar sighting. That time has now been determined to be 192054Z which is relatively close to the estimated time and date reported officially.

Enclosure (1) is a complete transcript of all conversation related to the incident.

This is a final report.

R. W. SCHUMANN, JR.

Encl:

(1) Transcript from ARTCC tape recording

Classification Cancelled

Auth.

By

Date

LTR: AO 3163 SER 45 29 May 69  
OPNAV  
Instructions  
5370.1C

COPY TO

CNO

COMNABPRNC

Andrews AFB

Wright-Patterson AFB

CHINFO

ATTN: MAJ QUINTANILLA

DOWNGRADED AT 5-YEAR INTERVALS  
ADDRESS: Commanding Officer

U. S. Naval Air Station  
Patuxent River, Maryland

DOD DIR. 5200-10

UNCLASSIFIED

← SENDER'S MAILING ADDRESS

Address reply as shown at left; or reply  
hereon and return in window envelope  
classified as



UNCLASSIFIED

Enclosure (1)

AO  
3700  
Ser: 032

TRANSCRIPT FROM ARTCC TAPE RECORDING

PXT UFO RPT  
12-19-64  
Tape 5-29  
Channel 26

2054 GMT

PXT Washington Radar Patuxent Sector high altitude this is Patuxent (unintel) fifty one line.

DCA Washington, what sector do you want Patuxent.

PXT Ah Patuxent sector ah somebody in high altitude. I got a couple targets down here. Must be doing two thousand knots. I just wanta see if they had 'em.

2055 GMT

DCA Ah whereabouts (pause) what area.

PXT Ah they're forty ah I keep losing them and picking them up forty miles southeast of Patuxent over to ah victor one area and they're northwest bound and then they go in for awhile and come back out and they're well over a thousand knots -- they're giving me monstrous big targets and on the forty mile scale here they jump about ten miles a sweep.

DCA Ah ah up around ah all the way up towards Salisbury way.

PXT Yeah, well it'll be just a little bit south of Salisbury.

DCA South of Salisbury

PXT Ah southeast of Salisbury, I guess. Ah correction southwest (pause) I don't know what they are. I don't paint them on my ah long range radar.

DCA I'm picking up a little bit of interference all the way down from about ah twenty miles to the south of Salisbury up victor one to about ah thirty-five miles to the northeast of Salisbury. I'm picking up interference down there.

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DOD DIS. 5000.10

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Enclosure (1)



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Enclosure (1)

AO  
3700  
Ser: 082

[REDACTED]

PXT Yeah, I'm picking up that interference too and I'm picking it up every time they come inbound.

DCA Is that right.

1056 GMT

PXT Yeah, and these I (pause) I never saw a target move like them before. I never saw one give such a big radar return. They give a radar return on this radar scope about the size of a pencil eraser.

DCA Ah, I'm not (pause) I'm not picking that up at all. All I'm getting (pause) ah (pause) that interference there. I'll keep ----

PXT I'm only picking it up on the on the short range. I'm not picking it up on the long range radar.

DCA Is that right.

PXT Yeah.

DCA Well, I'm not picking anything up right now on it.

PXT Okay.

DCA Thank you.

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DECLASSIFIED AFTER 12 YEARS

DOD DIR. 5200.10

2  
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[REDACTED]  
Enclosure (1)



M/R 5 Jan 65, Sightings (RADAR), at Patuxent Radar, Navy Missile Test Center, Patuxent River, Maryland on the night of 29 December 64 and 4 January 1964, Supposedly these nights.

First information received regarding these sightings was from Major Maston Jacks, SAFOI at approximately 0930, 5 Jan 65. Associated Press has a release of sighting. Sighting was by the Patuxent Radar at Patuxent Naval Station, Patuxent River, Maryland. Radar track on 29 Dec indicated speeds of in excess of 4,800 mph also radar track on night of 4 Jan 65 indicated same thing plus having a 180 deg turn. We then called Public Information Office, at Patuxent, area code 301, 863-3111, ext 7450, Lt Volz. He said that a report had not been made to ADC. Also said that a time mentioned for the night of 29 DEC 64 was 130. We later found out it was 2030 local time on 29th, and 0130Z/30 Dec 64. He said that there was not much information on it as yet as they were in a conference regarding this matter. He is sending us, as info, a complete comprehensive report by Navy speed letter with SAFOI also info. Major Realson, DOD Press Duty Officer on the night of 4 Jan 65 apparently made news release. Lt Dvoranik, Chief Information Navy Officer in Washington had the same information that Lt Volz had available. Lt Dvoranik's numbers are OX 7 - 5342, OX 7 - 5343, at Pentagon.

Captain Bretthauer, ADC Liaison officer checked out info regarding ADC. This included checking some 20 radar sites in the same general area of Patuxent. Negative all the way. Also ADC did not have any reports from Patuxent.

FTD's press desk was notified to see if anything had come over the wires regarding this sighting. Negative reply.

Call from SAFOI at approximately 1500 hours, 5 Jan. They indicated that report for 4 Jan targets was false.

Mr Steponkus from the Journal Herald called Major Quintanilla, after duty hours, at his home requesting information regarding this sighting. Told him that we had not received a report on this as yet.

At Approximately 1630 hours Major Quintanilla, also received a call from Major Maston Jacks. He told Maj Jacks that there was no additional matter.



M/R 6 Jan 65

Called Major Mills, meteorological liaison officer, and requested weather data for hours of 2030, 29 Dec 64 to 0130, 30 Dec 64, local time at Patuxent. He will try to obtain this data for us today.

Contacted Captain Bretthauer and requested an official TWX from ADC giving the checkout of the 20 radar sites in the area which was given over the phone on 5 Jan 65.

Major Gregory from AFSC (SCF) called. People there were bugging him regarding this sighting. Told him we did not have an official report as yet and that information of this type should be obtained from SAFOI, Major Jacks. Also mentioned to him that ADC did not have any tracks in that area.

At approximately 1115 we contacted Lt Volz at Patuxent. The investigation board was in session all day yesterday, 5 Jan. Therefore, speed letter was not sent out. The reports that were released are quite inaccurate. Much conflicting data. Speed was more likely 2400 knots. The ground electronics people were still checking the radar out and the reports. The report had evidently started by a rumor with someone (youngster) talking about town and laughing about it. He suggested that interest in the area was provoked by this being the first report of this nature at that station and also by the article written by (Major) Mr Donald E Keyhoe in TRUE Magazine in Jan 65 issue. People from town requesting information on this called. ~~They were told that this was completely~~. They were told that there was no information at all on this matter. Lt Volz at this time told Information Office in Washington (Navy) that this was a completely unconfirmed report. For at this time the information he had was quite scanty. As of 1115 no technical report (analysis) had been made. And that information provided at first was conflicting, inaccurate and in error. He will call us back this afternoon regarding this matter and for additional information.

At approximately 1130 we notified SAFOI (Sara Hunt) of the above conversation and gave her the above information.

FTD's press service (Ann Henry) gave us an extract from the wires, pertaining to this sighting. They will continue to look for more information.



11 Jan 65 - Received Msg from Patuxent at 1100 hrs. At 1130 received a call from Lt Volz at Patuxent asking if we had received the report as yet. Told him we had just received the message. A preliminary analysis was made from this message by Vincent D Bryant, GS-14, Electronics Engineer, FTD, TDEE. At 1145 we gave preliminary analysis of what was suspected to SAFOI over phone.

12 Jan 65 - Received Navy Speedletter, at 1000 hrs,. ~~A~~ Lt Volz called at 1038, he was at Wright-Patterson refuelling and will be here for approx 45 minutes, wanted to know what we thought about report. We called him back at 1100 hours. At 1110 Navy Commander called regarding Patuxent Speedletter, he gave the correct time of sighting. Also told Major Quintanilla that this time was confirmed by a replay of tapes. At 1130 we submitted Navy report to Mr Vincent Bryant for radar analysis. At 1145 Sara called and requested analysis. Informed her that we expected the analysis to be completed between 1330 and 1400 hours. At 1400 hours we called Sara and gave her the analysis. She called us at 1410 requested that Major Quintanilla submitted a draft for a news release regarding the analysis. At 1515 we phoned SAFOI and gave the suggested news release. Between 1515 and 1545 news release was discussed and coordinated with SAFOI. A

13 Jan 65 at 1130 final press release from SAFOI was received.

14 Jan 65 at 0800 hours we submitted a copy of the Navy report and Project Blue Books report on the analysis of the Patuxent NAS sighting to SAFOI. *a final analysis*



Patuxent NAS, Maryland  
29 December 1964

Based on results of an investigation by the Patuxent NAS and analysis of information supplied to the Air Force by the Navy, it has been determined that false radar targets were mistakenly reported as unidentified flying objects on 29 Dec 64. Study of the shape and illumination of the return indicates that they were created by some other electronic device within the station or were caused by an intermittent abnormality within the circuitry of the radar set itself. This conclusion has been further verified by a check with an independent radar complex at Patuxent NAS and with adjacent radar sector centers on the East coast which revealed no corresponding radar return on that date.



Information Only  
Source: Saucer News, Vol 12, #1, March 1965

Petuxent Naval Air Station, Md.  
29 December 1964

...On December 29th, radar operators at Petuxent Naval Air Station, Maryland, reported an observation of two unidentified objects which came onto their scope at 4,800 miles per hour, at a distance of 30 to 40 miles. The objects approached the naval air station, executed a tight turn, and disappeared from the scope. The fastest American aircraft is said to be the X15 experimental plane, which has a top speed of 4,100 miles per hour. It is based on the West Coast and has a very short range...



HEADQUARTERS  
FOREIGN TECHNOLOGY DIVISION  
AIR FORCE SYSTEMS COMMAND  
UNITED STATES AIR FORCE  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO




REPLY TO  
ATTN OF: TDFCC/Maj Mills/58213  
SUBJECT: Radiosonde Data

6 Jan 65

TO: TDEW (Maj Quintanilla)

1. Reference your telephone request of 6 January 1965.
2. The attached radiosonde plotted data is representative of the Pawtuxet area for your time of interest. There are two inversions. A low level inversion of 8 degrees Celsius exists from 2000 to 3000 feet. The upper level inversion refers to a shallow (approximately 500 feet thick) moist layer around 21000 feet. Unusual propagational effects could be created by either of these layers.
3. Please call if you wish further explanation of this data.

  
GEORGE MILLS II  
Major, USAF  
Meteorologist

1 Atch  
USAF SKEW T, log p  
Diagram



YOU - THE NUCLEUS OF SECURITY!



A82Wx

UFO (150)

WASHINGTON, JAN. 5 (AP)-THE AIR FORCE IS INVESTIGATING THE REPORTED SIGHTING OF TWO HIGH-SPEED UNIDENTIFIED FLYING OBJECTS BY NAVY RADAR OPERATORS AT PATUXENT NAVAL AIR STATION, MD.

THE NAVY SAID TODAY THAT THE OPERATORS OBSERVED "TWO OBJECTS ON THEIR SCOPE APPROACHING AT APPROXIMATELY 4,800 MILES AN HOUR FROM 30 TO 40 MILES SOUTH" OF THE BASE AT 8:30 P. M. DEC. 29.

THE OBJECTS APPROACHED THE NAVAL AIR STATION, EXECUTED A TIGHT TURN AND DISAPPEARED FROM THE SCOPE, THE NAVY SAID.

ABOUT THE FASTEST AIRCRAFT IN EXISTENCE IS THE X15 EXPERIMENTAL PLANE, WHICH HAS FLOWN AT 4,104 MILES AN HOUR. THE X15 IS BASED ON THE WEST COAST. IT HAS A VERY SHORT RANGE.

THE AIR FORCE MAINTAINS A SPECIAL OFFICE AT WRIGHT-PATTERSON AIR FORCE BASE IN DAYTON, OHIO, FOR INVESTIGATION OF UNIDENTIFIED FLYING OBJECT REPORTS.

LT/CR612PES



#### NO UFOs OVER VIRGINIA - MARYLAND?

The Air Force is investigating the reported sighting of two high-speed UFOs by Navy Radar operators at Patuxent Naval Air Station, Maryland.

The radar operators observed "two objects on their scope approaching at approximately 4,800 m.p.h. from 30 to 40 miles south" of the base at 8:30 P.M. December 29. (1964) (Cleveland P.D. January 6, 1965)

That would put them over the mouth of the Rappahannock River in Virginia. (38 degrees latitude)

One of them made a 180 degree turn in five miles, a tighter radius than many an ocean liner can manage at 30 knots. What happened to the other blip was not mentioned.

#### NO UFOs SAYS THE AIR FORCE

The Navy passed on the report to the AF at Wright-Patterson Base, Dayton, Ohio. Meanwhile the Maryland press kept asking questions. Last week the AF announced that there weren't any UFOs at all over Virginia.

"False radar returns," the AF said. A study of the shape and the illumination of the radar blips the announcement said, indicated they were created by some other electronic device within the station, or by intermittent trouble in the radar circuitry. Nobody else on the East coast got any similar blips, it said.

(Times-Dispatch 1-27-'65 Richmond, Virginia)

#### Editorial Comment:

"Nobody else reported any similar blips," the AF said. For now we'll accept that, but future "breaks" may tell a different story. Why didn't the trained personnel at Patuxent Naval AFB recognize the electronic interference, etc., for what it was - if it was? Why did they release this report without checking first? Why did they release the report at all?



✕ December 29, 1964--Patuxent Naval Air Station, Maryland--Two Navy Radar Operators Picked up two UFOs on their screens. They were located 30 miles south of the base traveling 4,800 m/p/h when they approached the station, executed a tight turn, and disappeared from the scopes still flying in formation. SOURCE: Seattle Post Intelligencer, Washington State.

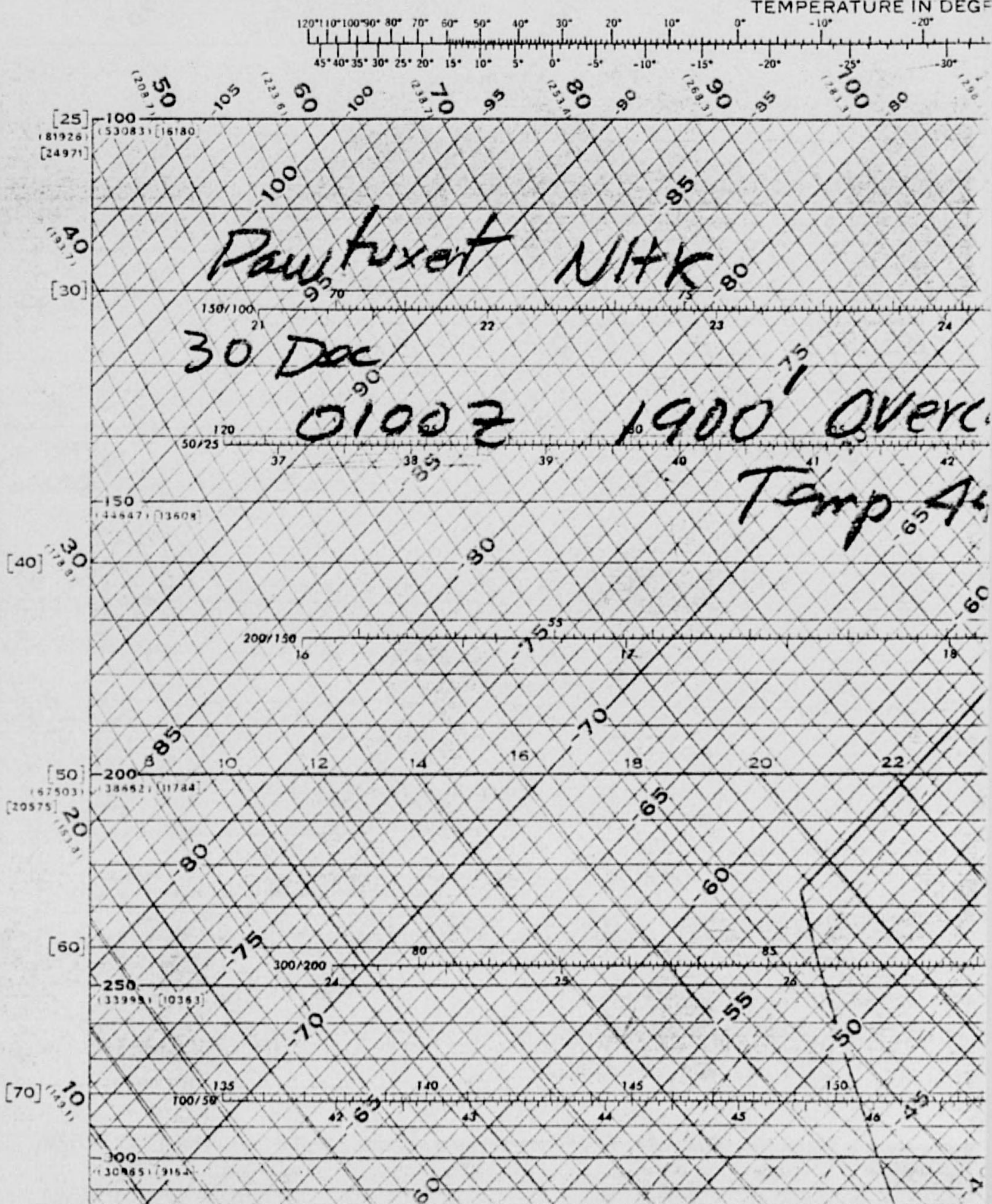


Form: AWS WPC 9-16-1

# USAF SKEW

TEMPERATURE IN DEGREES

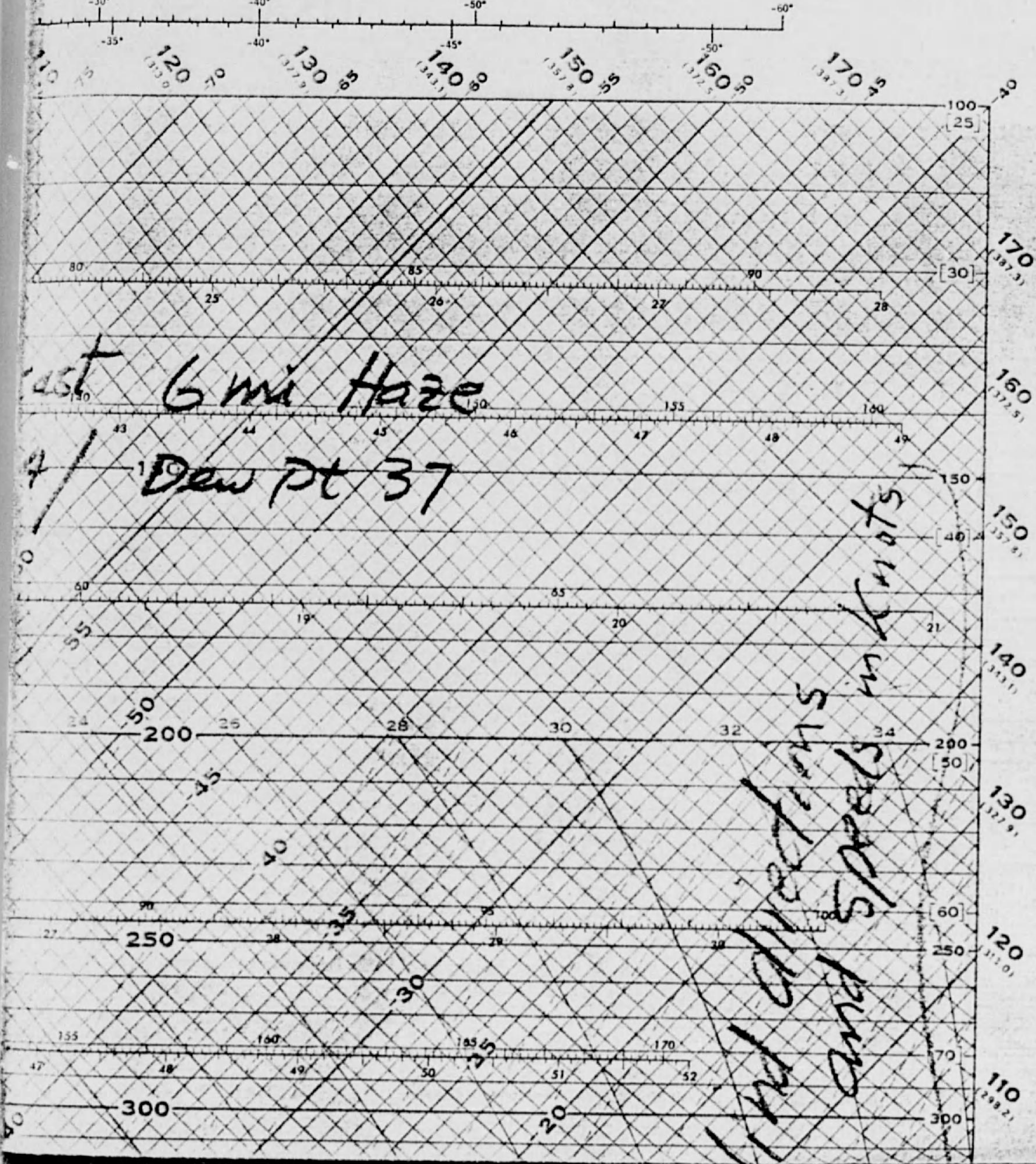
SKEW T - LOG P ANALYSIS			
TIME		TIME	
AIRMASS ANALYSIS			
TYPE		FT.	FT.
BOUNDARY			
TYPE		FT.	FT.
BOUNDARY			
TYPE			
FREEZING LEVEL(S)			
INVERSIONS			
FRONTAL			
RADIATION			
SUBSIDENCE			
TROPOPAUSE			
L.C.L.			
C.C.L.			
L.F.C.			
SIGNIFICANT WIND			
MAX.			
MIN.			
LEVELS OF SHEAR			
STABILITY			
INDEX		INDEX	
TO		TO	
TO		TO	
TO		TO	
CLOUDS			
TYPE			
AMOUNT			
BASES			
TOPS			
ICING			
TYPE			
SEVERITY			
BOUNDARIES			
CONTRAILS			
PERSISTENCE			
HEIGHT			
TURBULENCE			
DEGREE			
HEIGHT(S)			
MAX WIND GUSTS			
HAIL SIZE			
TEMPERATURES			
MAX.			
MIN.			
CUMULUS CLOUD FORMATION AT TEMP		TIME	
DISSIPATION OF LOW LEVEL INVERSION AT		TIME	





# T, log p DIAGRAM

DEGREES FAHRENHEIT AND CELSIUS





REMARKS	
FORECASTER	FORECASTER

### EXPLANATION

ISOBARS are straight, horizontal brown lines. The heights of the pressure surfaces in the ICAO Standard atmosphere, below the pressure values on the left, are in parentheses ( ) for values in feet and brackets [ ] for meter values.

ISOTHERMS (°C) are the straight, roundabout brown lines running diagonally upward from left to right.

DRY ADIABATS are the slightly curved brown lines that intersect the 1000 mb. isobar at intervals of 2°C and run diagonally upward from right to left. The Dry Adiabats for the overlap portion of the pressure range are labeled with two values. (See below.)

SATURATION ADIABATS are the curved green lines that intersect the 1000 mb. isobar at intervals of 2°C. Diverging upward and tending to become parallel to the dry adiabats.

SATURATION MIXING RATIO (in gm. per kg.) is represented by dashed green lines. The values appear between the 1000 and 950 mb. lines.

THICKNESS (in hundreds of geopotential feet and meters) of the layers 1000-700, 1000-500, 700-500, 500-300, 300-200, 200-150, 150-100, 100-50, and 50-25 mb. is represented by numbers and a graduation along the middle of each layer. The thicknesses are obtained from the virtual temperature curve by the equal-area method, using any straight line as a dividing line.

HEIGHT in geopotential feet or meters above mean sea level, or station level of the 1000 mb. surface is obtained from the nomogram in the upper left-hand corner by drawing a straight line from the temperature scale (°F) or (°C) through the point  $\sigma$ , (mean sea level or station pressure) on the pressure scale, and reading height on the appropriate height scale.

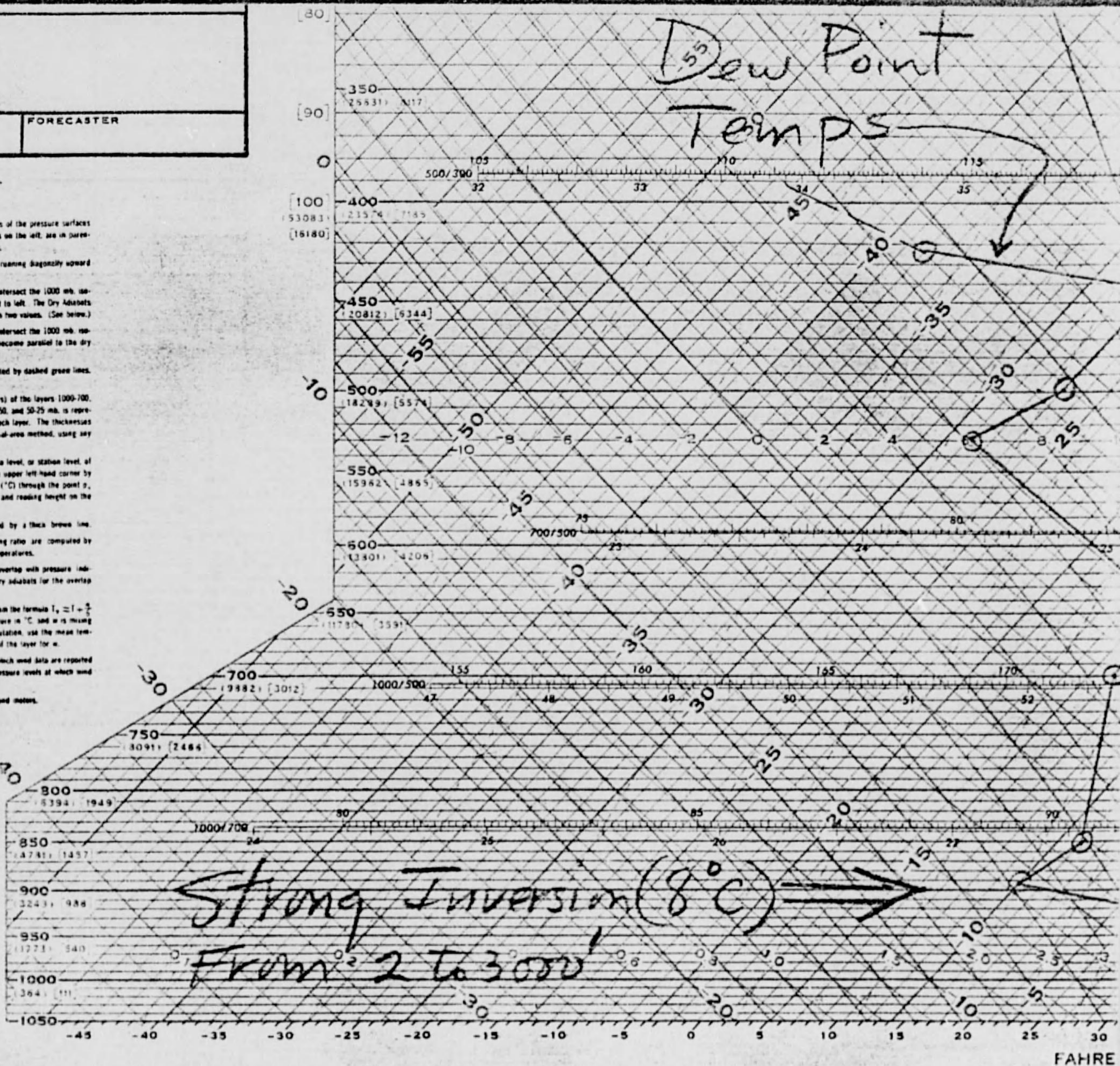
ICAO STANDARD ATMOSPHERE SOUNDING is indicated by a thick brown line. The saturated adiabats and isopleths of saturation mixing ratio are computed by use of vapor pressure over a plane water surface at all temperatures.

Extension of chart to 25 mb. has been accomplished by overlap with pressure indicated in brackets (100) at 400 mb. and (25) at 100 mb. Dry adiabats for the overlap are labeled in parentheses ( ).

APPROXIMATE VIRTUAL TEMPERATURE may be obtained from the formula  $T_v = T - \frac{w}{2}$  where  $T_v$  is virtual temperature in °C,  $T$  is air temperature in °C, and  $w$  is mixing ratio in grams/kilogram. For purposes of thickness computation, use the mean temperature of the layer for  $T$  and use the mean mixing ratio of the layer for  $w$ .

Black dots marking wind scale line indicates the levels for which wind data are reported and plotted. The open circles (O) indicate the mandatory pressure levels of which wind data are also entered.

All heights used in this diagram are in geopotential feet and meters.

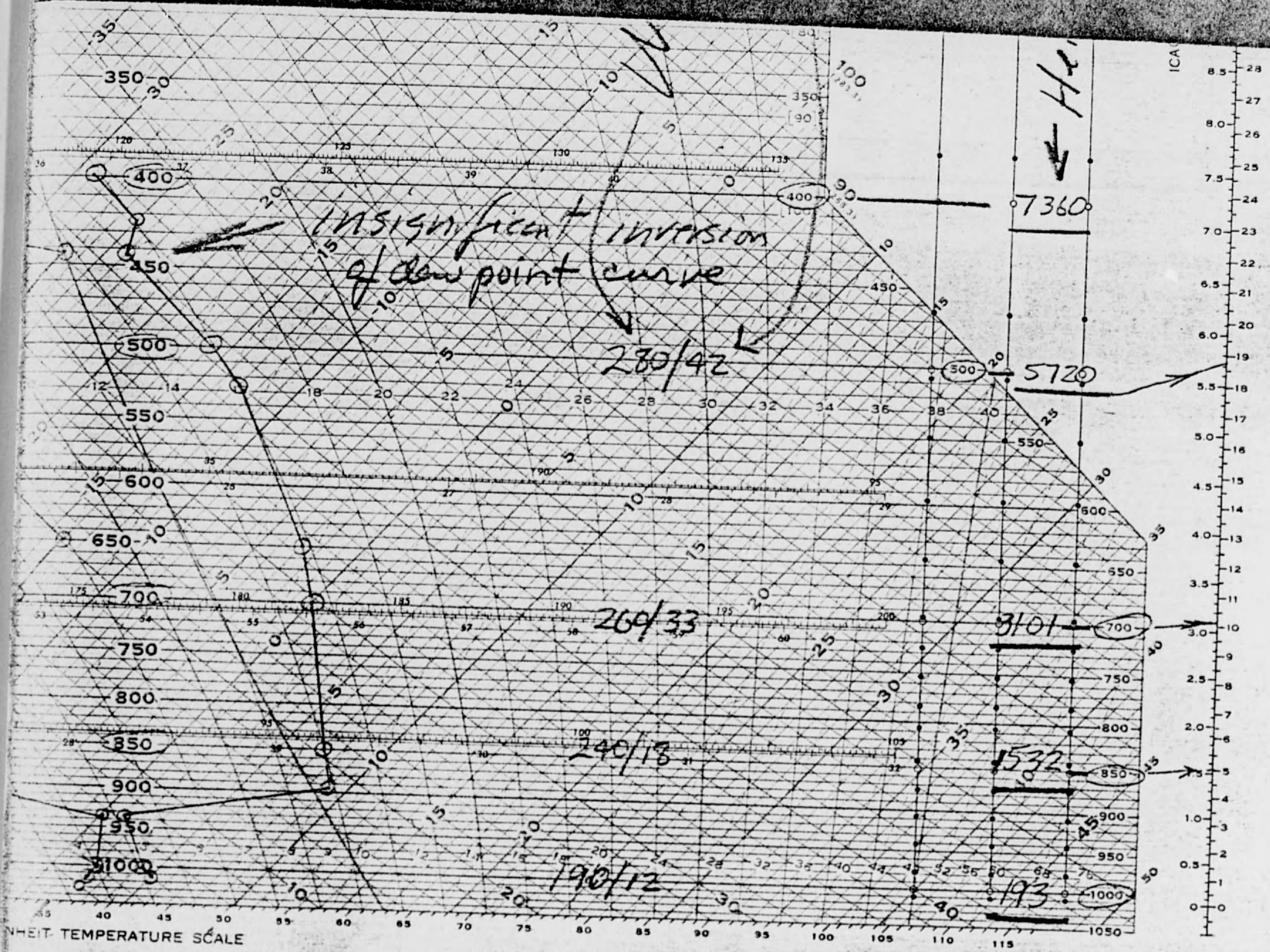


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UNITED STATES AIR FORCE  
ST. LOUIS 14, MO.  
JULY 1957 (ACIC) BASE NO. 101

NUMBER	STATION
TIME (GCT)	DATE (GCT)

NUMBER	
TIME (GCT)	





STATION \_\_\_\_\_

DATE (GCT) \_\_\_\_\_



Necessary corrections and additions to this chart will be submitted directly to HEADQUARTERS AIR WEATHER SERVICE, ATTENTION: AWSOP/STDS, SCOTT AIR FORCE BASE, ILLINOIS.

Form: AWS WPC 9-16-1  
Lithographed by ACIC 6-62

Attach 1