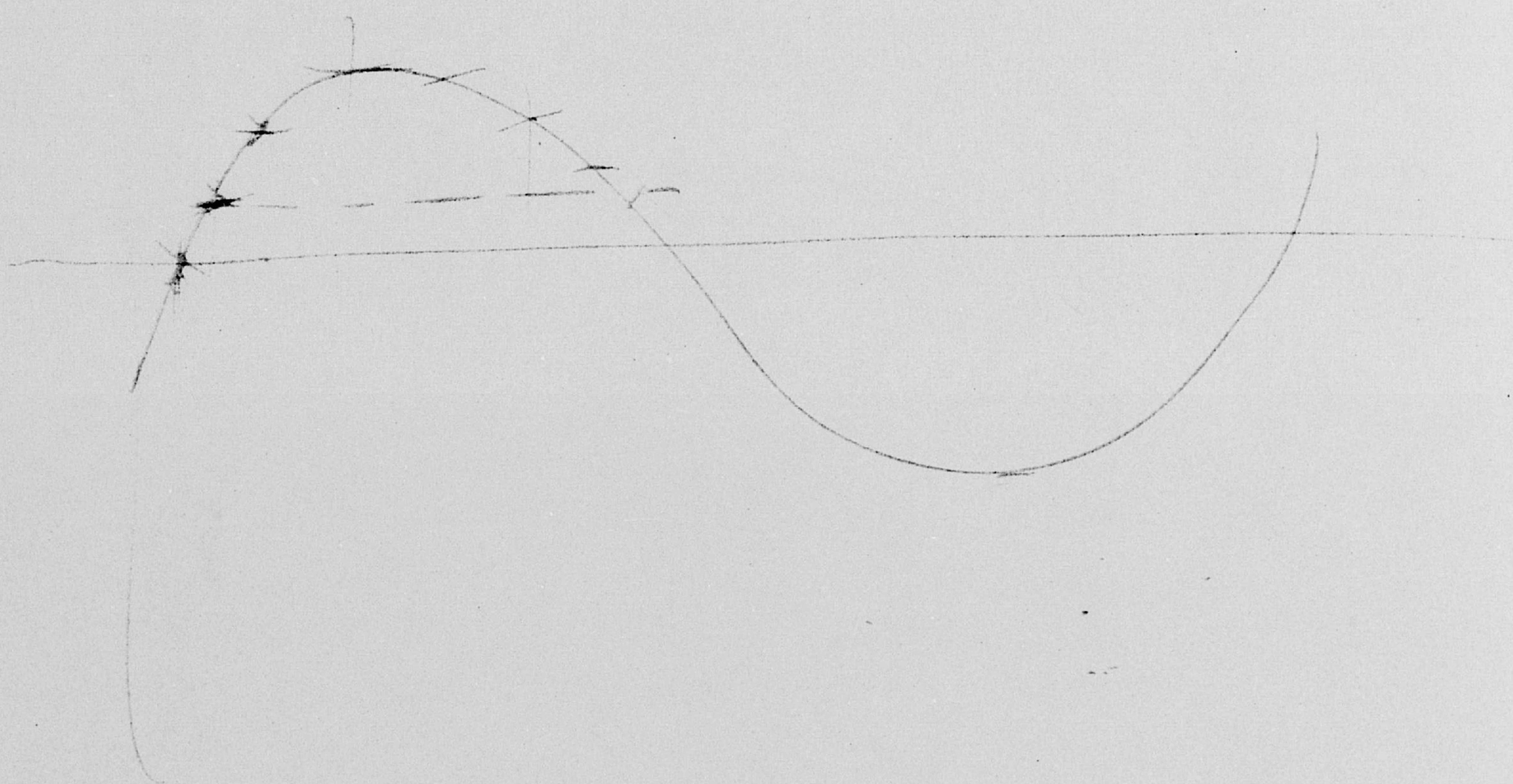


PROJECT 10073 RECORD

1. DATE - TIME GROUP 14 June 66 15/0130Z	2. LOCATION Burnside, Kentucky
3. SOURCE Civilian	10. CONCLUSION Aircraft (Possible)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Several minutes	11. BRIEF SUMMARY AND ANALYSIS See CASE FILES
6. TYPE OF OBSERVATION Ground Visual	
7. COURSE ESE to West, then South	On 15 June at 0100Z a B-52 was making several low level runs at 3000 feet altitude traveling west. The runs were made at a radar bomb scoring site. B-52 made several runs during this period.
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



LOW ALTITUDE, HIGH SPEED TRAINING ROUTES (OIL BURNER) IIA-9

ORANGE TREE (03-11)

EFFECTIVE 27 FEBRUARY 1966

HOURS OF OPERATION: 24 hrs. dly, 7 days a week.

Newcombe, Ky. VOR Entry

Aircraft shall cross the Newcombe, Ky. VOR at FL 250, maintain FL 250 direct 38°05'N 82°53'W; then start descent so as to cross 37°41'N 82°48'W at 17,000' MSL; cross 37°34'N 82°55'W at 14,000' MSL; cross 37°25'N 83°04'W at 10,000' MSL; then at 10,000' MSL direct 37°01'N 83°24'W; then start descent so as to cross the route entry point at 36°55'N 83°36'W at 4800' MSL; then at 4800' MSL direct 36°45'N 84°01'W; then descend so as to cross 36°41'N 84°14'W at 3700' MSL; then at 3700' MSL direct 36°35'N 84°32'W; direct 36°32'N 85°15'W; descend so as to cross 36°32'N 85°21'W at 2500' MSL; then at 2500' MSL direct 36°31'N 85°40'W; then turn right to 36°36'N 85°49'W; direct 37°28'N 85°44'W; then turn right, climb to cross 37°32'N 85°35'W at 2700' MSL; then at 2700' MSL direct 37°25'N 85°05'W; direct 37°30'N 84°38'W.

Short Look and Lay Down - After passing 37°30'N 84°38'W aircraft shall maintain between 2700' MSL and 4000' MSL through the bomb run corridor (4 NM either side of centerline from 37°30'N 84°38'W to 37°36'N 84°00'W). After exiting the route at 37°36'N 84°00'W aircraft shall cross 37°36'N 83°50'W at 4000' MSL, then at 4000' MSL direct 37°36'N 83°20'W; then start climb direct 37°36'N 83°15'W; cross 37°44'N 83°05'W at or below 9000' MSL; continue climb direct 37°50'N 83°15'W; then climbing direct so as to cross 37°51'N 83°30'W at or below 17,000' MSL; then via the Lexington VORTAC 098° radial climbing so as to cross 37°56'N 84°11'W (Lexington VORTAC 098/14) at FL 250, then at FL 250 direct to the Lexington VORTAC.

Re-Entry - After completing the initial bomb run aircraft that are scheduled to execute an additional bomb run shall, after exiting the route at 37°36'N 84°00'W, turn right so as to cross 37°30'N 83°50'W at 3000' MSL; then at 3000' MSL continue right turn to 37°22'N 83°58'W; direct 37°13'N 85°17'W; then turn right to 37°19'N 85°26'W; continue right turn to 37°28'N 85°16'W; descend to cross 37°26'N 85°05'W at 2700' MSL; thence via the "ORANGE TREE" route. Aircraft may proceed at 3000' MSL from 37°22'N 83°58'W; direct 37°15'N 85°03'W; turn right to 37°21'N 85°11'W; continue turn, descend so as to cross 37°26'N 85°05'W at 2700' MSL; thence via the "ORANGE TREE" route.

VFR and Contour - If the encountered weather conditions along the VFR segment of the route are equal to or better than ceiling 3000', visibility 5 miles, the pilot may descend VFR and operate at the VFR altitude indicated on the chart between the following points: From 36°55'N 83°36'W to 37°36'N 84°00'W. Some aircraft will operate below VFR altitude and may fly as low as 800' above the immediate terrain. Therefore, aircraft may be operating between the IFR altitude (MSL) indicated on the high speed low level chart and 800' (AGL).

Newcombe, Ky. VOR Alternate Entry

Aircraft shall cross the Newcombe, Ky. VOR at FL 250, then at FL 250 direct 38°05'N 82°53'W; then start descent so as to cross 37°41'N 82°48'W at 17,000' MSL; cross 37°34'N 82°55'W at 14,000' MSL; cross 37°25'N 83°04'W at 10,000' MSL; then at 10,000' MSL direct 37°19'N 83°25'W; then start descent so as to cross 37°22'N 83°58'W at 3000' MSL; then at 3000' MSL direct 37°15'N 85°03'W; turn right to 37°21'N 85°11'W; continue turn, descend so as to cross 37°26'N 85°05'W at 2700' MSL; thence via the "ORANGE TREE" route.

Route Width - The IFR route width is reduced to 4 NM either side of centerline. The VFR route width is reduced to 2 NM on the north side of centerline from 37°28'N 84°52'W to 37°36'N 84°00'W.

ROAD BED (03-37)

EFFECTIVE 4 APRIL 1966 THRU 24 SEPTEMBER 1966

HOURS OF OPERATION: 24 hrs dly, 7 days a week.

Sheridan, Wyo. VORTAC Entry

Aircraft shall cross the Sheridan, Wyoming VORTAC at FL 230 or as assigned by ARTCC; maintain FL 230 or assigned altitude direct to 45°08'N 106°36'W; then start descent so as to cross the route entry point at 45°15'N 104°35'W at 5800' MSL; then at 5800' MSL direct to 45°20'N 103°30'W; then descend so as to cross 45°18'N 103°23'W at 4500' MSL; then at 4500' MSL direct 44°57'N 102°20'W; then descend direct so as to cross 44°55'N 102°14'W at 4000' MSL; then at 4000' MSL direct to 44°50'N 102°00'W; then descend direct so as to cross 44°50'N 101°55'W at 3500' MSL; then at 3500' MSL direct to 44°53'N 100°30'W; then climb so as to cross 44°53'N 100°23'W at 3600' MSL; then at 3600' MSL direct to the entry point of the bomb run corridor at 44°47'N 99°49'W.

Short Look and Lay Down - After passing 44°47'N 99°49'W, aircraft shall maintain between 3600' MSL and 4000' MSL through the bomb run corridor (4 NM either side of centerline from 44°47'N 99°49'W to 44°39'N 98°55'W). After exiting the route at 44°39'N 98°55'W, aircraft shall turn left climbing so as to cross 44°52'N 98°51'W at 8000' MSL; then at 8000' MSL continue left turn direct 44°47'N 99°06'W; then start climb direct so as to cross 44°35'N 99°17'W at 14,000' MSL; then at 14,000' MSL direct 44°05'N 99°33'W; then start climb direct O'Neill, Nebraska VORTAC 265/74 (42°35'N 100°21'W) crossing 43°36'N 99°49'W at or above FL 200; crossing 43°16'N 100°00'W at FL 230; then maintain FL 230 to O'Neill 265/74.

Re-Entry - After completing the initial bomb run, aircraft that are scheduled to execute an additional bomb run shall, after passing 44°39'N 98°55'W, turn left and climb to or maintain 4000' MSL to 44°52'N 98°51'W; then at 4000' MSL direct to 45°06'N 100°26'W; then turn left and descend to 3500' MSL direct to 44°53'N 100°30'W; thence via the published route.

VFR and Contour - If the encountered weather conditions along the route are equal to or better than ceiling 3000', visibility 5 miles, the pilot may descend VFR and operate VFR between the IFR altitudes indicated on the chart and 800' above the immediate terrain between the following points: from 45°15'N 104°35'W to 44°39'N 98°55'W.

Dupree, S. Dak. VORTAC Alternate Entry

Aircraft shall cross the Dupree, South Dakota VORTAC 329/53 (45°55'N 102°06'W) at FL 200 or below as assigned by ARTCC; then descend direct so as to cross 45°23'N 101°16'W at 16,000' MSL; then descend direct so as to cross 45°18'N 101°08'W at or above 14,000' MSL; then descend direct so as to cross 44°53'N 100°30'W at 3500' MSL; thence via the published route.

Route Width - The route width is reduced to 4 NM on the north side of centerline from 45°20'N 103°30'W to 44°53'N 100°30'W.

SEA HORSE (03-12)

EFFECTIVE 27 FEBRUARY 1966

HOURS OF OPERATION: 24 hrs a day, 7 days a week.

Lake Charles, La. VORTAC Entry

Aircraft shall cross the Lake Charles, La., VORTAC at FL 240, or as assigned; maintain FL 240 or as assigned via the Lake Charles VORTAC 148° radial to 25 NM fix; start descent, cross 29°31'N 92°47'W at 19,000' MSL, descend direct to cross 28°55'N 92°28'W at 15,000' MSL, descend direct to cross 28°28'N 92°15'W at 8000' MSL or below, descend direct to cross 28°10'N 92°06'W at 1200'

The following information was received from the Indianapolis Sector on 21 June 1966.

On 15 Jun/0100Z a B-52 was making several low altitude runs at 3000 ft alt going West. The runs were at a Radar Bomb Scoring Site, ~~on~~ Oil Burner and Orange Tree. Plane was East of Burnside near London, Kentucky. B-52 would dip to 3000 ft alt while making practice runs. B-52 made several runs.

Call Indianapolis
and Radar
center contact

[REDACTED]
Burnside, Kentucky
June 16, 1966

Major Hector Quintanella, Jr.
Project Bluebook
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Major Quintanella:

The purpose of this letter is to report an incident that occurred at my home in Burnside, Kentucky on June 14, 1966 between 8:30 PM and 9:00 PM E.S.T. I reported this incident to the local authorities immediately, but since their response has been so apathetic I am sending this account directly to you. It may be that this incident is of no significance to your office; if so, please accept my apology.

To make sure that this report is free of conjectures and imagination I will report my findings exactly as I experienced them.

On June 14th at approximately 8:30 PM my brother, who was visiting from Oklahoma, and I retired to the patio of my home. We were involved in a discussion of U.S. Agriculture when I casually surveyed the eastern horizon over a clump of trees. In the direction of East-Southeast a star of usual intensity was visible in the exceptionally clear sky. Immediately below this star appeared two additional^{stars} (at least I thought they were stars) about one inch apart and lying on a line parallel to the earth. These two additional stars prompted me to take a more concentrated look because they appeared to be flashing instead of twinkling and they were rapidly becoming brighter. At this time I called my brother's attention to these flashing lights, (I had then realized that they were not stars), he studied them momentarily and then remarked that it appeared to him as an object traveling along a zig-zag course directly toward us. He and I viewed this for a short period (probably about one minute); then as the lights became more intense and the distance between them had grown to about one foot, I went into the house to get my wife and sister-in-law to

view this. As we emerged from the house the lights were much lower and much closer with the distance between them being about three (3) feet. The lights were now almost as intense as the low beam of automobile headlights, there was a dim red glow between the two flashing white lights. In a very brief period of time the red glow was joined by a dim green glow on the right (I am speaking of my right as I looked directly at the lights). The forward progress of the lights now ceased momentarily when they seemed to be about 200 yards east of my house. Then deliberately the direction of the lights were turned along a course a few degrees (probably less than 30°) toward the south. At this time the red and green glow had changed to a sharp red flashing light and a sharp green flashing light. The red and green lights were now as clear as a traffic light would appear from a distance of ½ block. It was now clear that the red and green lights were centered between the white lights and slightly above them, with the red one on the left (my left) and the green one on the right. The lights now proceeded along their new course at a velocity of less than 5 miles per hour. As they crossed over the street in front of my house, the distance between the white flashing lights appeared to be about the same as the distance between the headlights of an automobile. As the lights moved closer it was very clear that the colored lights were forward of the white lights. The lights were now at their nearest point; about 50 feet south of our viewing point and a height beyond throwing distance but well within the range of a .22 rifle. No sound (except that of the turbines at the electrical generating plant, located about 1000 feet from my house), was heard. The white light nearest to my position was now reflecting off a surface immediately above the light. This reflection was not bright enough to determine any characteristics of the surface. The lights had proceeded about 100 feet forward when a steady but slightly dimmer red light appeared about 20 feet to the right and slightly below the original lights. Then both the original and the new lights continued forward a distance of less than 100 feet. At this time the new red light slowly moved to a position directly behind and slightly below the original lights. They now continued forward at this same slow rate until they disappeared behind a grove of trees. I quickly ran about 200 feet west to a break in the trees. At this position I saw the lights momentarily and then they disappeared as if they had suddenly been turned off.

The above events are described as accurately as my eye can see and as well as my pen can write. I have never before observed a flying object that I could not identify, but I am convinced that what I saw was real and unconventional.

Sincerely,

[REDACTED]

[REDACTED]

Instructor in Mathematics
Somerset Community College