

PROJECT 10073 RECORD

1. DATE - TIME GROUP <u>3 Nov 66</u> <u>0540Z</u>	2. LOCATION <u>Memphis, Tenn.</u>	one witness
3. SOURCE <u>Civilian</u>	10. CONCLUSION <u>Aircraft(possible)</u>	
4. NUMBER OF OBJECTS <u>one</u>		
5. LENGTH OF OBSERVATION <u>4 minutes</u>	11. BRIEF SUMMARY AND ANALYSIS	
6. TYPE OF OBSERVATION <u>Ground Visual</u>	<p>Observer watched a star shaped object that had four lights in a diamond shape-two white on the left and right sides; two red one fore and one aft. No sound was heard but when the object moved away during the second sighting there was a dull pitched raspy sound. Object appeared to be hovering above a group of trees and a house, thereby attracting the observers attention. Object was hovering when first sighted and after three minutes it moved toward the SW.</p> <p>The description is consistent with that of an aircraft observation. Any aircraft in the area under VFR would not have been known to the FAA.</p>	
7. COURSE <u>SW</u>		
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

3 Nov 66

Memphis

TDETR / Maj H Quintanilla, Jr/70916/mhs/16 Nov 66

Request for Helicopter Information

NOV 21 1966

Federal Aviation Agency
Attn: Mr. James F. Arthur
Airport Traffic Control Tower
P.O. Box 30050
Memphis, Tennessee 38130

1. Our office has received an unidentified flying object report from the Memphis, Tennessee area. The description in many aspects is consistent with that of a helicopter sighting. As the object moved away it was displaying four lights in a diamond shape — two white, on the left and right sides, two red, fore and aft. The object appeared to be hovering above a group of trees and a house in the east prior to its departure to the southwest.
2. Request information on any helicopters or similar type of craft operating in the Memphis area at approximately 0540Z 3 Nov 66. If the Naval Air Station to the northeast of Memphis had a detachment of helicopters please advise if known. Any information which you can provide will be appreciated.

Louis DeGoes
LOUIS DeGOES, Colonel, USAF
Director of Technology and Subsystems

TDETR OFFICIAL FILE COPY

COORDINATION

Quintanilla DATE 16 Nov 66
TDETR/Maj Quintanilla

Jed P. Van Dam DATE 16 Nov 66
TDET

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 56452 (8 Nov 66) R/rph

ACTION: RDC-4

INFO : XOP-1, XOPX-2, SAF-OS-3, NIN-7, DIA/JCS-1 (19) ADV CY DIA

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SMB D24 0RFTU JAW RUEDWXB 0360 3122224-UUUU--RUED HQA.

DE RUNGHU 1374 3122017

ZNR UUUUU

R 082030Z NOV 66

FM 9780MBWG BLYTHEVILLE AFB ARK

TO RUWMFVA/ADC ENT AFB COLO

RUNGKG/29ADIV RICHARDS GEBAUR AFB MO

RUEDF1F/FTD WPAFB OHIO

RUEDHQA/AFNIN WASH DC

RUEDHQA/SAFO1 WASH DC

INFO RUCVAAA/2AF BARKSDALE AFB LA

BT

UNCLAS FOR OFFICIAL USE ONLY DCOI 04090 NOV 66. TO ADC ENT
AFB COLO, 29 ADIV RICHARDS-GEBAUR AFBZZ MO, FTD WPAFB OHIO FOR
TDETR, AFNIN WASH DC, SAFO1 WASH DC. INFO ""2AF BARKSDALE AFB LA.

SUBJECT: UFO REPORT. REFERENCE PARA 14, AFR 200-2. PARA 14A:

(1) STAR. (2) ESTIMATED 15 FEET HIGH AND 50 FEET LONG. (3) DARK.
(4) ONE. (5) N/A. (6) AT THE TIME OF THE FIRST SIGHTING, OBJECT
WAS DISPLAYING ONE WHITE AND ONE RED LIGHT IN STEADY MODE. AS THE
OBJECT MOVED AWAY THE OBJECT WAS DISPLAYING FOUR LIGHTS IN A DIA-

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MOND SHAPE-TWO WHITE ON THE LEFT AND RIGHT SIDES; TWO RED FORE
AND AFT. THERE WERE NO WINDOWS. (7) NONE. (8) NO SOUND WHEN
FIRST SIGHTED BUT WHEN OBJECT MOVED AWAY AFTER THE FIRST SIGHTING

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IT EMITTED A "DULL LOW PITCHED RASPY SOUND." (9) NONE. PARA 14B:
(1) OBJECT APPEARED TO BE HOVERING ABOVE A GROUP OF TREES AND A
HOUSE, THEREBY ATTRACTING OBSERVERS ATTENTION. (2) APPROXIMATELY
60 DEGREES. OBJECT OBSERVED TO THE EAST OF OBSERVERS POSITION AT
A DISTANCE OF APPROXIMATELY 100 YARDS AND AN ALTITUDE OF 200 YARDS.
(3) APPROXIMATELY 60 DEGREES. (4) OBJECT WAS HOVERING WHEN FIRST
SIGHTED AND AFTER THREE MINUTES MOVES TOWARD SOUTHWEST
FROM OBSERVERS POSITION. OBSERVER COULD NOT MAKE AN ESTIMATE OF
THE SPEED OF THE OBJECT. (5) FIRST TIME BEHIND TREES: SECOND TIME
OBJECT MOVED TOO FAR AWAY TO OBSERVE. (6) THREE MINUTES DURING
FIRST SIGHTING; ONE MINUTE DURING SECOND. PARA 14C; (1) GROUND
VISUAL. (2) EYEGLASSES. (3) N/A. PARA 14D: (1) FIRST SIGHTING
AT 030530Z NOVEMBER 1966. SECOND SIGHTING AT 030540Z NOVEMBER
1966. (2) NIGHT. PARA 14E; APPROXIMATELY 200 YARDS WEST OF VIA-
DUCT AT THE INTERSECTION OF PERKINS AND WINCHESTER ROADS, MEMPHIS,
TENNESSEE. PARA 14F (1) T [REDACTED] VENUE,

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MEMPHIS, TENNESSEE, STOCK CLERK, RELIABLE. (2) N/A. PARA 14G: CLEAR AND COLD. (2) 280/12 AT SURFACE; 330/20 AT 6,000; 320/25 AT 10,000; 310/40 AT 16,000; 320/50 AT 20,000; 320/25 AT 30,000; PAGE 3 RUNGHU 1374 UNCLAS
230/30 AT 50,000; AND NOT AVAILABLE AT 80,000. (2) N/A. (3) CLEAR. (4) FIFTEEN. (5) NONE. (6) NONE. (7) INVERSION TO 20,000 FEET. TEMPERATURE DEVIATION TO 20,000 WAS MINUS 7. NORMAL ADIABATIC LAPSE RATE ABOVE 20,000 FEET. PARA 14H: NONE. PARA 14I: NONE. PARA 14J: UNKNOWN. PARA 14K: CHIEF, INTELLIGENCE DIVISION, 97TH BOMBARDMENT WING, BLYTHEVILLE AFB, ARKANSAS 72315. THE PREPARING OFFICER HAS NO FIRM BASIS FOR DETERMINING THE POSSIBLE CAUSE OF THIS SIGHTING. THIS IS THE FIRST REPORT RECEIVED IN WHICH THE DESCRIPTION OF THE OBJECT IS SOMEWHAT COMPARABLE TO THAT OF THE SO-CALLED "FLYING SAUCERS." THE DEPARTURE OF THE OBJECT FIRST TO THE WEST AND LATER TO SOUTHWEST SUGGESTS A HELICOPTER SINCE THESE DEPARTURES ARE IN THE DIRECTION OF THE MEMPHIS METROPOLITAN AIRPORT. HOWEVER, AN EXAMINATION OF A MAP OF THE MEMPHIS AREA DOES NOT SHOW ANY REASON WHY A HELICOPTER SUCH AS MIGHT BE USED IN PASSENGER SHUTTLE SERVICE WOULD BE FLYING NEAR THE POINT OF SIGHTING AT SUCH A LATE HOUR. OBSERVER DISPLAYED A REASONABLE SPEAKING ACQUAINTANCE

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WITH MODERN AIRCRAFT TYPES BY DESCRIBING THE MOVEMENT OF THE OBJECT AS BEING LIKE A PHANTOM II DURING A MAXIMUM PERFORMANCE TAKE OFF. THIS SUGGESTS A HIGH RATE OF CLIMB AND GREAT SPEED FOR THE OBJECT. BUT OBSERVER STATED THAT OBJECT MOVED AWAY AT A CONSTANT ALTITUDE.

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IT IS LIKELY THAT THE OBSERVER WOULD HAVE READILY RECOGNIZED A HELICOPTER AS SUCH BY ITS NOISE, SILHOUETTE OR MANEUVERS. THE PARTICULAR SOUND ATTRIBUTED TO THE OBJECT AND THE MYSTERY OF THE RADIO NOISE REMAIN UNACCOUNTED FOR AT THE TIME OF THIS REPORT. THE MEMPHIS FLYING SERVICE ALSO IS LOCATED NEAR THE POINT OF SIGHTING BUT INFORMATION ON THE TYPES OF AIRCRAFT IN USE OR SCHEDULES IF ANY, ARE NOT AVAILABLE. THESE CONSIDERATIONS AND THE AVAILABLE INFORMATION DOES NOT LEAVE A CLEAR VIEW OF WHAT MIGHT HAVE BEEN THE CAUSE OF THIS SIGHTING. PARA 14L: NONE.

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FEDERAL AVIATION AGENCY
Airport Traffic Control Tower
P. O. Box 30050
Memphis, Tennessee

December 5, 1966

IN REPLY
REFER TO:

Colonel Louis DeGoes
Director of Technology and Subsystems
Headquarters Foreign Technology
Division (AFSC)
Wright-Patterson AFB, Ohio 45433

Dear Colonel DeGoes:

This is in reply to your request of November 21, 1966, for information concerning helicopters or a similar type of aircraft operating in the Memphis area at approximately 0540 GMT, November 3, 1966.

A search of all available records at this facility does not reveal any helicopter operations in progress at that time. This does not necessarily mean there were no helicopters in the area since they could have been operating VFR and not under the control of the Memphis Tower.

Inquiries made of the Memphis Naval Air Station resulted in the information that they had no record of any helicopter operations at that time.

Sincerely yours,

James F. Arthur
James F. Arthur
Chief, Memphis Tower