PROJECT 10[illegible] RECORD

| | |
|---|---|
| 1. DATE - TIME GROUP<br>29/2130 EDT<br>30/0130Z | 2. LOCATION<br>Navarre, Ohio |
| 3. SOURCE<br>Civilian | 10. CONCLUSION<br>Probable Astro (MARS) |
| 4. NUMBER OF OBJECTS<br>One (1) | |
| 5. LENGTH OF OBSERVATION<br>45 to 60 minutes | 11. BRIEF SUMMARY AND ANALYSIS<br>The observer apparently sighted a light in the SE that was changing between white and red. She observed it for 45 to 60 minutes before the clouds obscured it.<br><br>COMMENTS: The observer was requested to complete an AF Form 117. This has not been returned as of 30 Jul 69. With the information available, it appears the observer was looking at Mars which was at an elevation of 14 degrees and azimuth of 138 degrees at the end of the sighting. At this time of year, Mars has a stellar magnitude of -1.9. |
| 6. TYPE OF OBSERVATION<br>Ground-Visual | |
| 7. COURSE<br>Seen in SE | |
| 8. PHOTOS<br>☐ Yes<br>☒ No | |
| 9. PHYSICAL EVIDENCE<br>☐ Yes<br>☒ No | |

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

29 May 69

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

REPLY TO ATTN OF: TDPT (UFO)

6 JUN 1969

SUBJECT: UFO Observation , 29 May 1969

TO: Mi[redacted]
Navarre, Ohio 44662

Reference your recent unidentified flying object sighting which you reported to the Air Force. The information which we have received is not sufficient for a scientific investigation. Request you complete the attached AF Form 117 and return it in the self-addressed envelope. Thank you for reporting your observation to the Air Force.

HECTOR QUINTANILLA, Jr, Lt Colonel, USAF
Chief, Aerial Phenomena Office
Aerospace Technologies Division
Production Directorate

1 Atch
AF Form 117 w/envelope

on May 29th
at 2130 EDT
Moon at elev of 14 deg, Az. 132 deg.
at 2220 EDT
elev of 18 deg, Az. 138 deg.
Stellar Mag. of -1.9

Duty Officer - Lt.

# SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R253

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. *(IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)*

1. WHEN DID YOU SEE THE PHENOMENON? DAY 29 MONTH May YEAR 1969

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON? HOUR 2130 MINUTES 45-60 ☐ A.M. ☒ P.M.

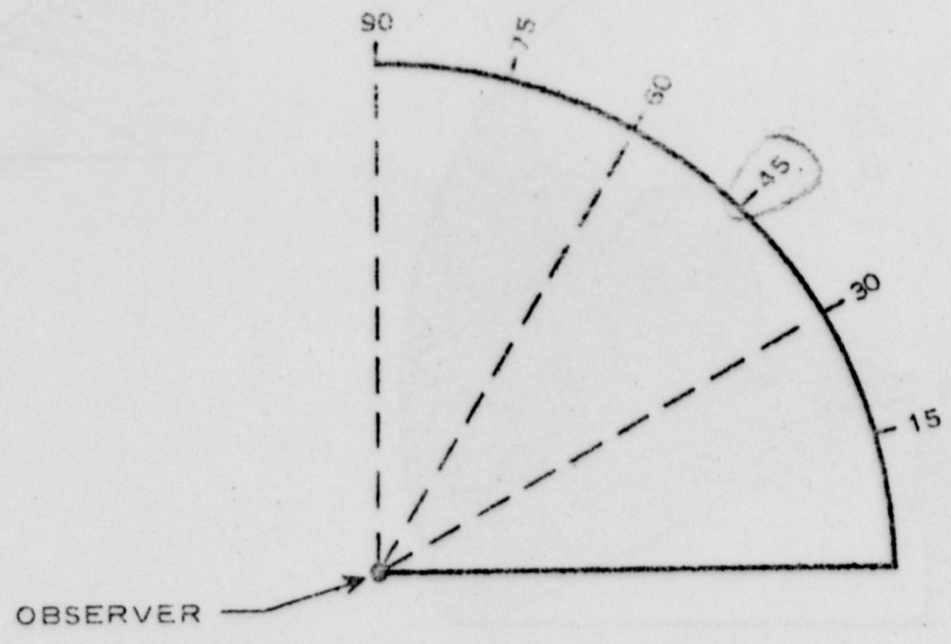
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON? HOUR 22 MINUTES 20 ☒ A.M. ☐ P.M.

4. TIME/ZONE ☐ DAYLIGHT SAVINGS ☐ STANDARD
☑ EASTERN ☐ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☐ OTHER

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

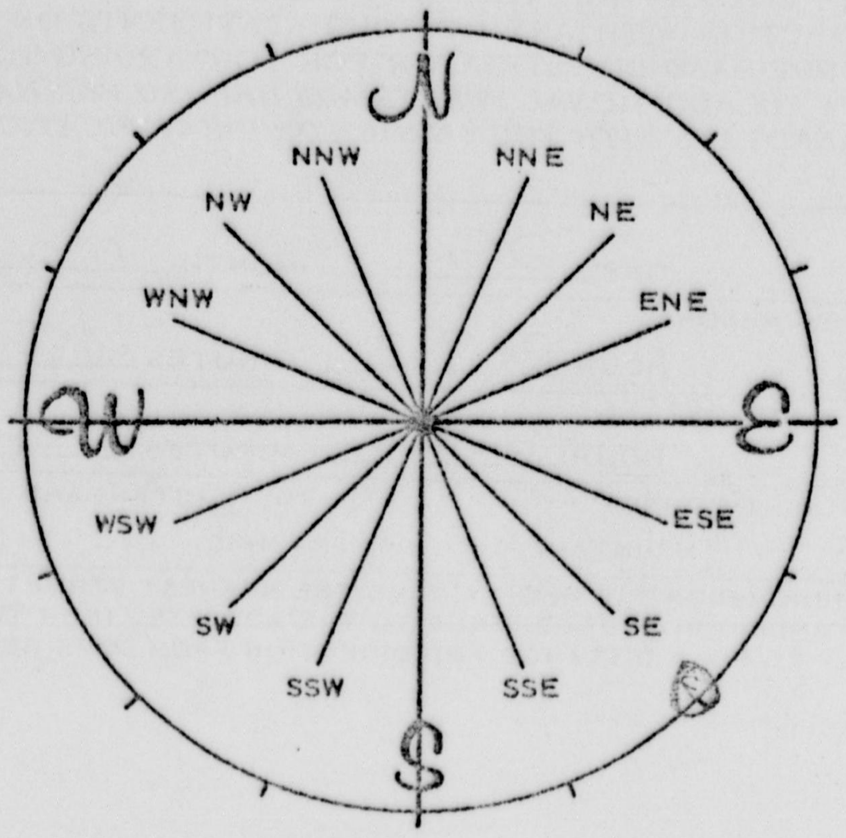
Front yard of address

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

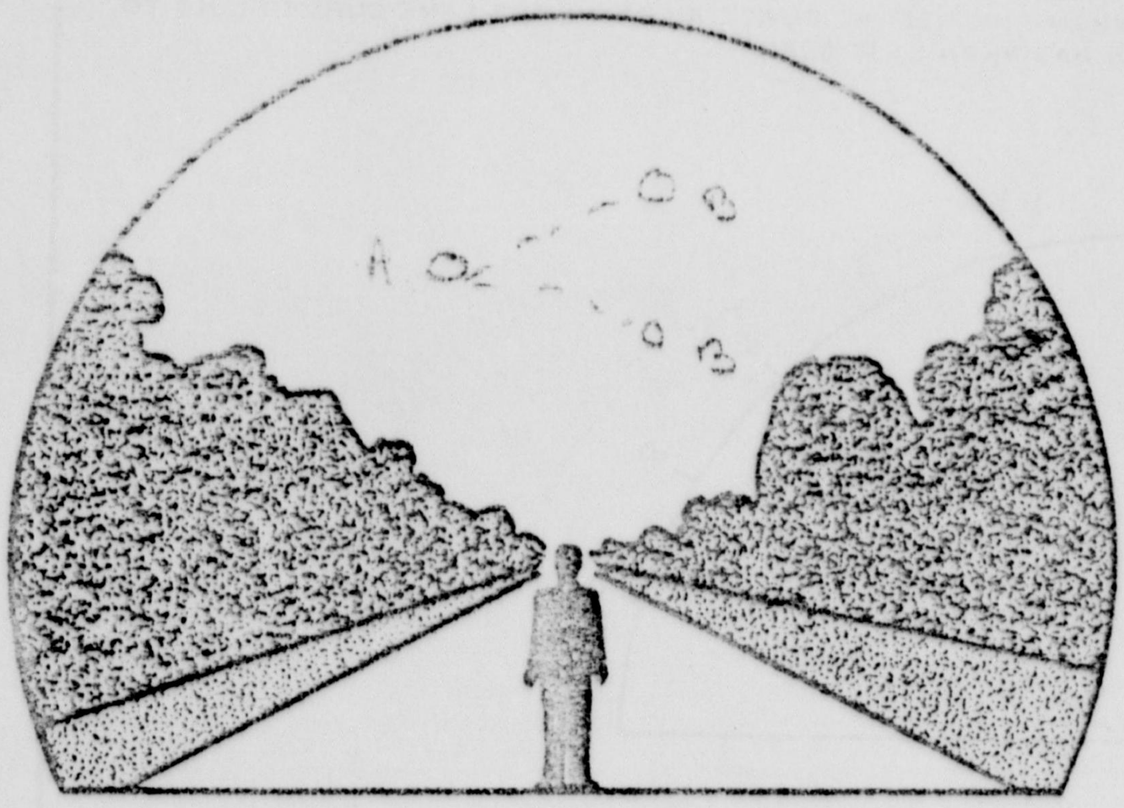


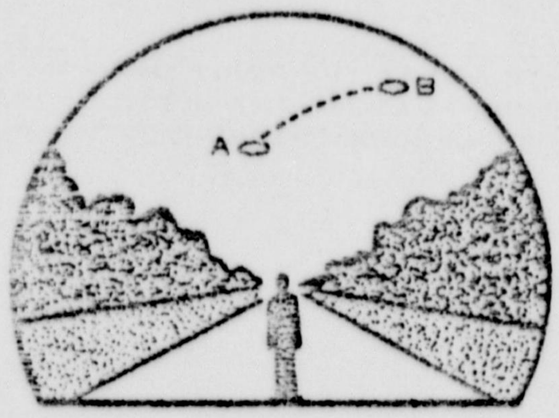

AF FORM AUG 67 117

6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.




7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? *(Check appropriate blocks.)*

| | | | |
|---|---|---|---|
| X | OUTDOORS | | IN BUSINESS SECTION OF CITY |
| | IN BUILDING | | IN RESIDENTIAL SECTION OF CITY |
| | IN CAR ☐ AS DRIVER ☐ AS PASSENGER | X | IN OPEN COUNTRYSIDE |
| | IN BOAT | X | NEAR AIRFIELD |
| | IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER | | FLYING OVER CITY |
| | OTHER | | FLYING OVER OPEN COUNTRY |
| | | | OTHER |

A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?

| | | | |
|---|---|---|---|
| | NORTH | | EAST |
| | SOUTH | | WEST |
| | NORTHEAST | | SOUTHEAST |
| | NORTHWEST | | SOUTHWEST |

HOW FAST WERE YOU MOVING?

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? ☐ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

HOW MUCH OTHER TRAFFIC WAS THERE?

DID YOU NOTICE ANY AIRPLANES? ☐ YES ☒ NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME 45 min - 60 min

| | | | |
|---|---|---|---|
| X | CERTAIN OF TIME | | NOT VERY SURE |
| | FAIRLY CERTAIN | | JUST A GUESS |

HOW WAS TIME DETERMINED?

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? ☒ YES ☐ NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

only one

11. CONDITIONS *(Check appropriate blocks.)*

| A. SKY | | B. WEATHER | | | |
|---|---|---|---|---|---|
| | DAY | | CUMULUS CLOUDS *(Low fluffy)* | | FOG OR MIST |
| | TWILIGHT | | CIRRUS CLOUDS *(High fleecy or Herring-bone)* | | HEAVY RAIN |
| X | NIGHT | | | | LIGHT RAIN OR DRIZZLE |
| | CLEAR | | NIMBUS CLOUDS *(Rain)* | | HAIL |
| X | PARTLY CLOUDY | X | CUMULONIMBUS CLOUDS *(Thunderstorms)* | | SNOW OR SLEET |
| | COMPLETELY OVERCAST | | | | UNKNOWN |
| | | | HAZE OR SMOG | | NONE OF THE ABOVE |

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

| (1) STARS | | (2) MOON | | |
|---|---|---|---|---|
| X | NONE | X | BRIGHT MOONLIGHT | NO MOONLIGHT |
| | A FEW | | MOON WITH HALO | UNKNOWN |
| | MANY | | MOON HIDDEN BY CLOUDS | |
| | UNKNOWN | | PARTIAL *(New or quarter)* | |

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

| | | | |
|---|---|---|---|
| | IN FRONT OF YOU | TO YOUR RIGHT | OVERHEAD *(Near noon)* |
| | IN BACK OF YOU | TO YOUR LEFT | UNKNOWN |

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

S No

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

Light (white - red), reflection, Solid, sharp, Point stars, motion ⇒ zigzag, and stright

| 13. DID THE PHENOMENON | YES | NO | UNKNOWN |
|---|---|---|---|
| MOVE IN A STRAIGHT LINE? | X | | |
| STAND STILL AT ANYTIME? | X | | |
| SUDDENLY SPEED UP AND RUN AWAY? | | | |
| BREAK UP IN PARTS AND EXPLODE? | | X | |
| CHANGE COLOR? | X | | |
| GIVE OFF SMOKE? | | | X |
| CHANGE BRIGHTNESS? | | X | |
| CHANGE SHAPE? | X | | |
| FLASH OR FLICKER? | X | | |
| DISAPPEAR AND REAPPEAR? | | X | |
| SPIN LIKE A TOP? | | | X |
| MAKE A NOISE? | | X | |
| FLUTTER OR WOBBLE? | | | X |

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

Looking at moon

A. HOW DID IT FINALLY DISAPPEAR?

clouds

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☐ YES ☒ NO. IF "YES," DESCRIBE.

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.




16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

| | | | |
|---|---|---|---|
| | EYEGLASSES | | CAMERA VIEWER |
| | SUNGLASSES | X | BINOCULARS |
| | WINDSHIELD | X | TELESCOPE |
| | SIDE WINDOW OF VEHICLE | | THEODOLITE |
| | WINDOWPANE | | OTHER |

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

B. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED fast.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE _____.

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☒ YES ☐ NO. IF "YES," GIVE DATE AND LOCATION.

Last Summer

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☒ YES ☐ NO. IF "YES," DID THEY SEE IT TOO?

☒ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES

mrs [redacted]

mrs.

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME [redacted] MIDDLE NAME

ADDRESS [redacted] Navarre Navarre Ohio

TELEPHONE [redacted] | | MALE | X | FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME _____ DAY _____ MONTH _____ YEAR _____

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY _____ MONTH _____ YEAR _____

NCIO

1 May 69

Wallops Island

# NEWS RELEASE

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

WALLOPS STATION, WALLOPS ISLAND, VIRGINIA 23337
TELEPHONE: VALLEY 4-3411 - EXTS. 584 and 579

FOR RELEASE: May 2, 1969

Release No. 69-9

## BLACK BRANT IIIB ROCKET LAUNCHINGS

A more powerful Black Brant IIIB rocket, built by Bristol Aerospace of Winnipeg, was launched yesterday at 2:26 p.m. EDT by NASA at the Wallops Island, Virginia launch site.

The Canadian rocket, using a higher impulse solid propellant, carried a 112-pound payload to an altitude of about 135 miles. The present Black Brant III is capable of carrying an 88-pound payload to 114 miles.

Two of these uprated rockets were scheduled to be fired from Wallops Island for vehicle testing. The first was successfully launched at 1:57 p.m. on February 28.

NASA contracted with the company to modify the existing Black Brant III for a more powerful propellant to enable the rocket to reach altitudes in excess of 200 kilometers with nominal scientific payload experiment weights.

Ralph Bullock was the Bristol Aerospace Project Manager, Arthur A. Rudmann was the NASA Goddard Space Flight Center's Vehicle Manager, and Roger L. Navarro and Robert S. Nock were the NASA Wallops Island Project Engineers.

####

U.S. DEPARTMENT OF COMMERCE/Environmental Science Services Administration/Environmental Data Service

# DAILY WEATHER MAPS

## WEEKLY SERIES MAY 5-11, 1969

The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, Daily Weather Map. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in Daily Weather Map. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may also be ordered, at a cost of $2.30 per 50 copies. Checks should be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 6, 12, and 18 hours preceding map time are indicated by small black squares enclosing white crosses. Areas of precipitation are indicated by shading. The weather reports that are printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occational apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

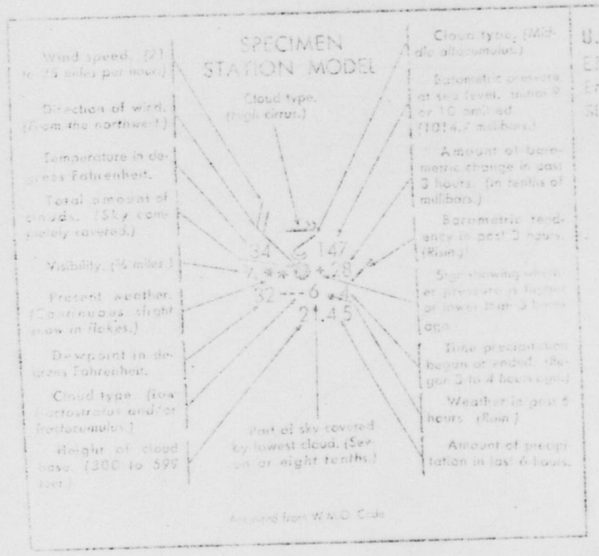
Wind speed, (21 = 25 miles per hour) SPECIMEN STATION MODEL Cloud type (Middle Altocumulus)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION

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above sea level. The isotherms are 7:00 a.m. of the previous day.




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ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
Environmental Data Service
SILVER SPRING, MD. 20910

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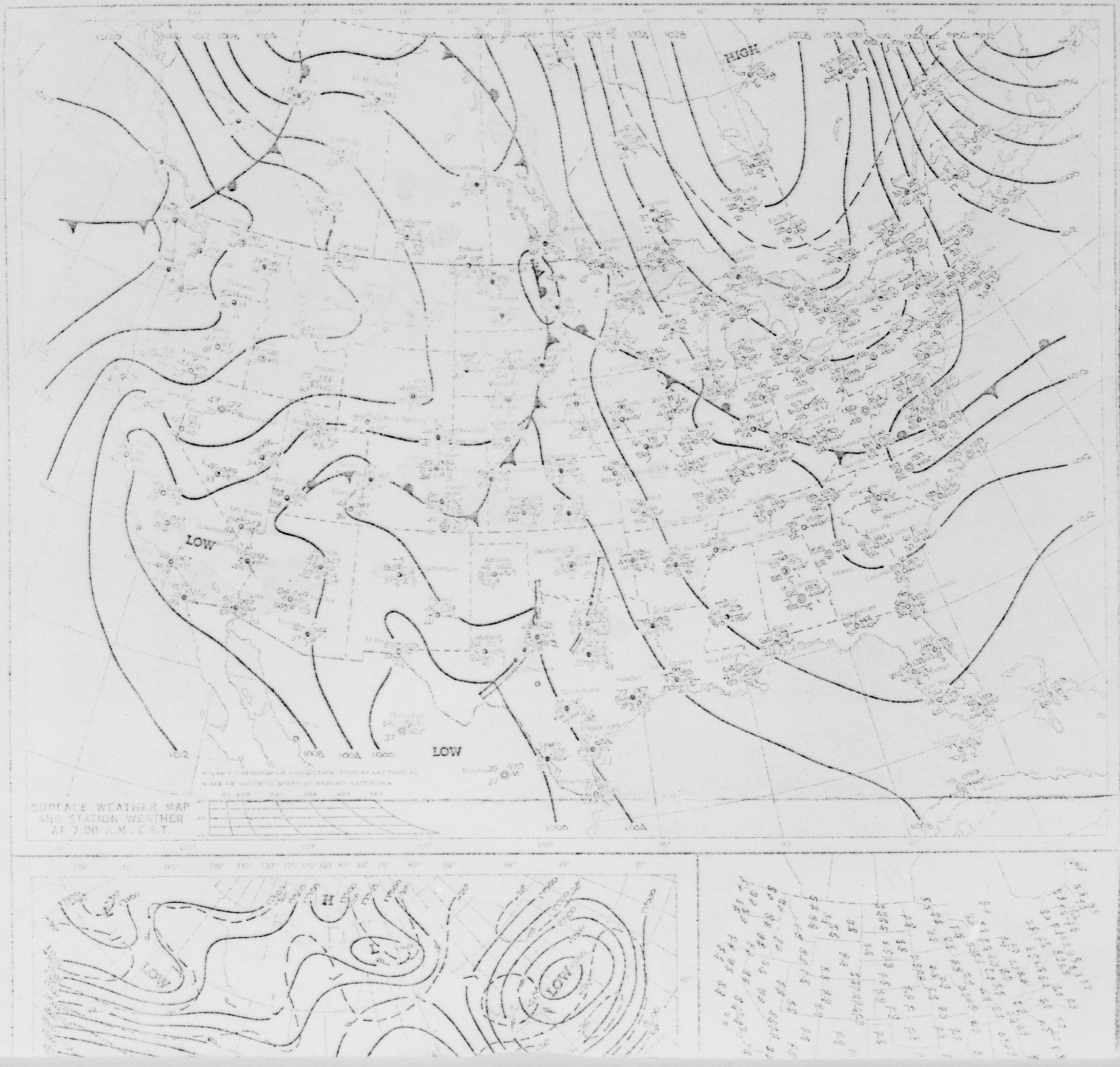
IMMEDIATE – U.S. Weather Report

FIRST CLASS MAIL

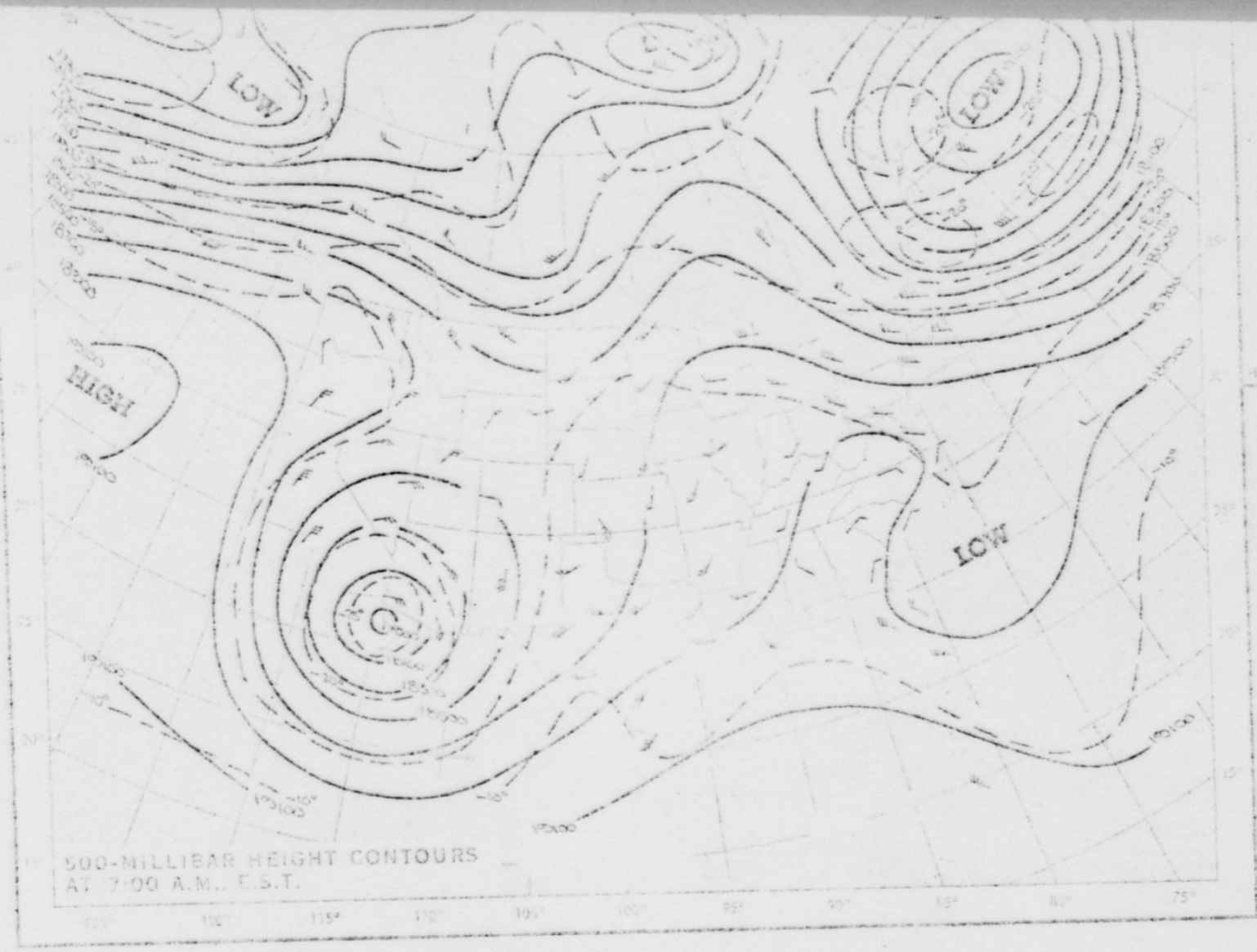
[illegible] OF THE AIR FORCE
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AFSC-TDBA
WRIGHT-PATTERSON AFB, OHIO 45433
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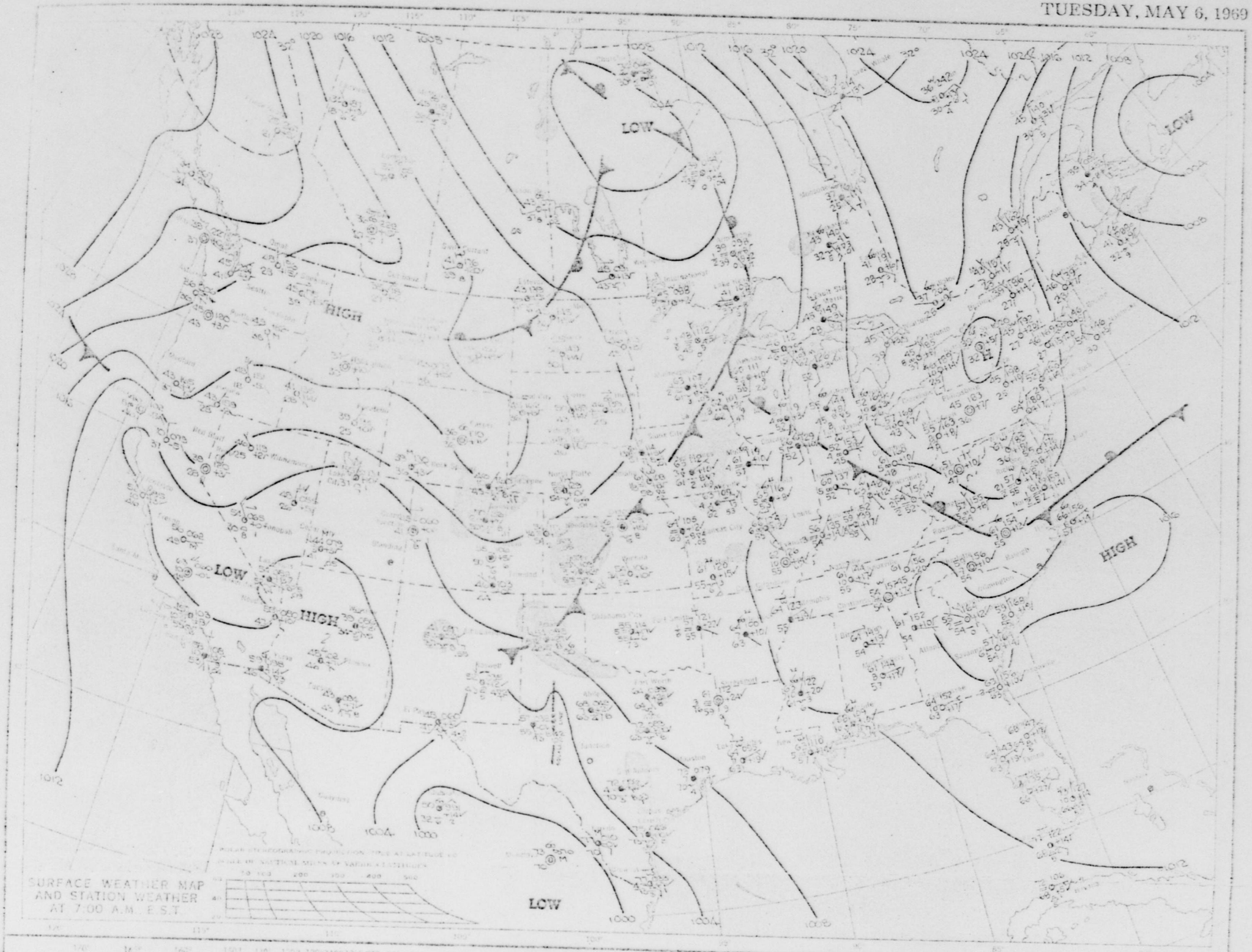
Subscription price – $4.50 per year, $5.20 additional for airmail within the U.S., $3.25 additional for foreign mail, single copy – 15c each. Send remittance to: Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

USCOMM-ESSA-DC WEA 101

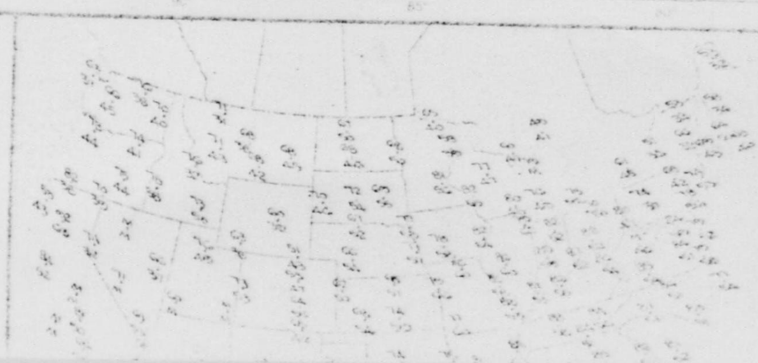

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.


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LOW

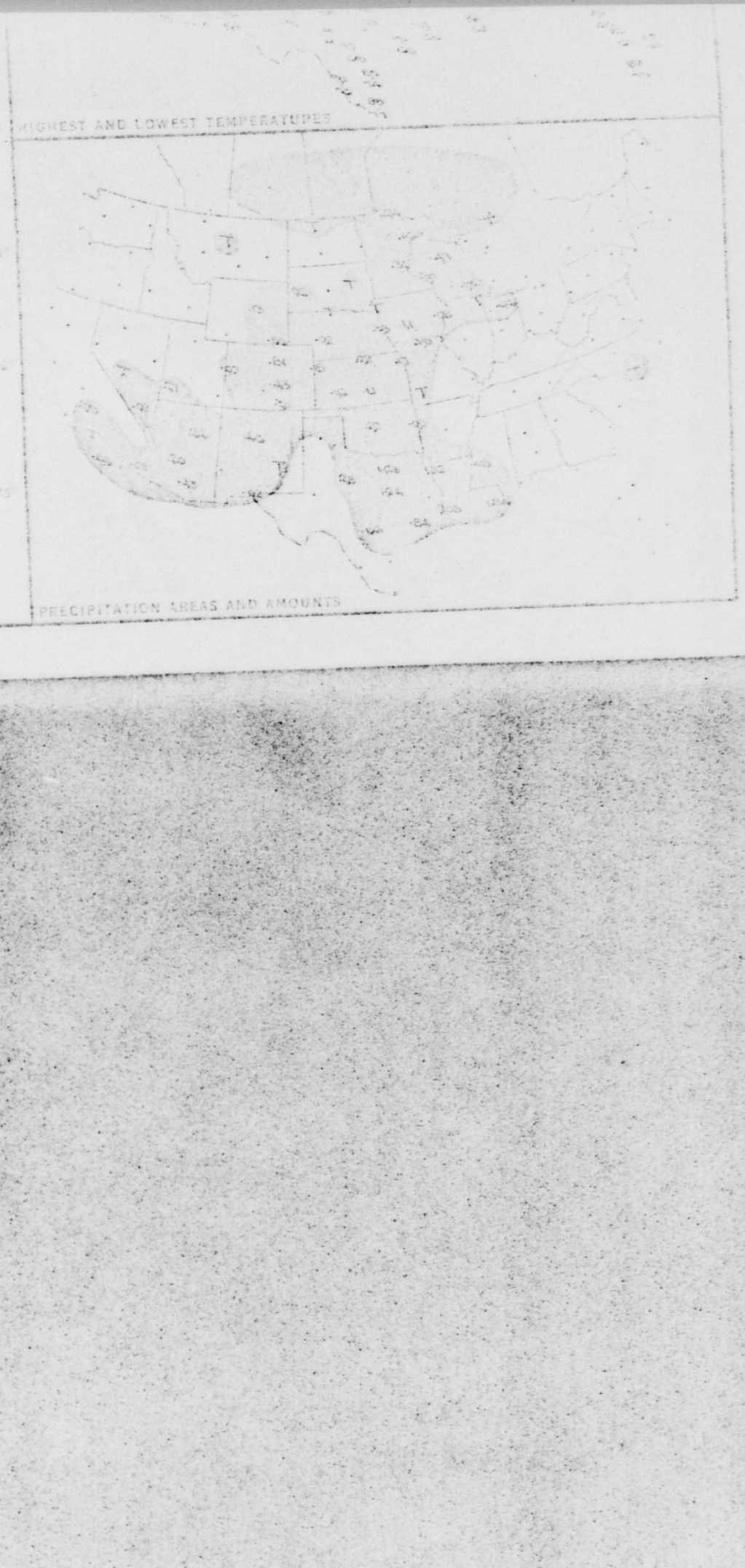

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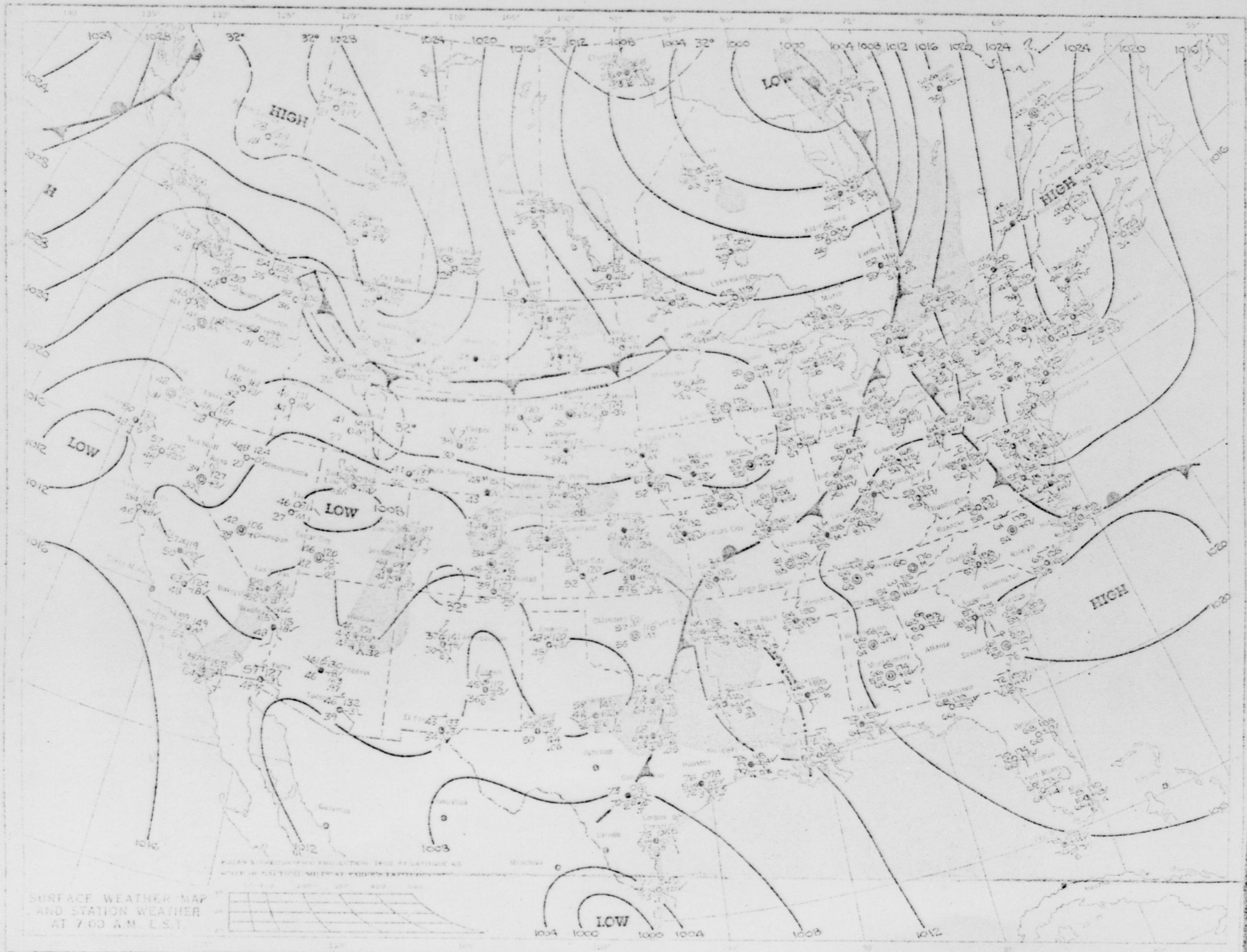

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.

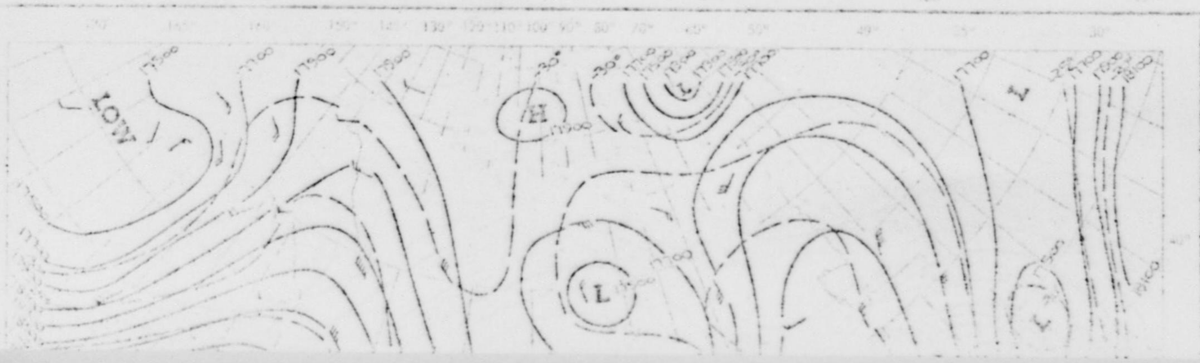

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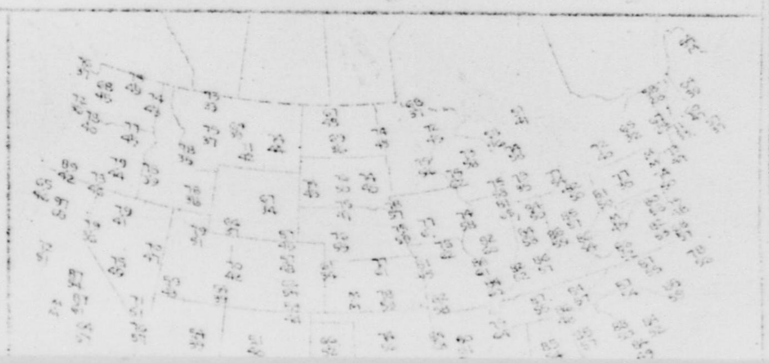


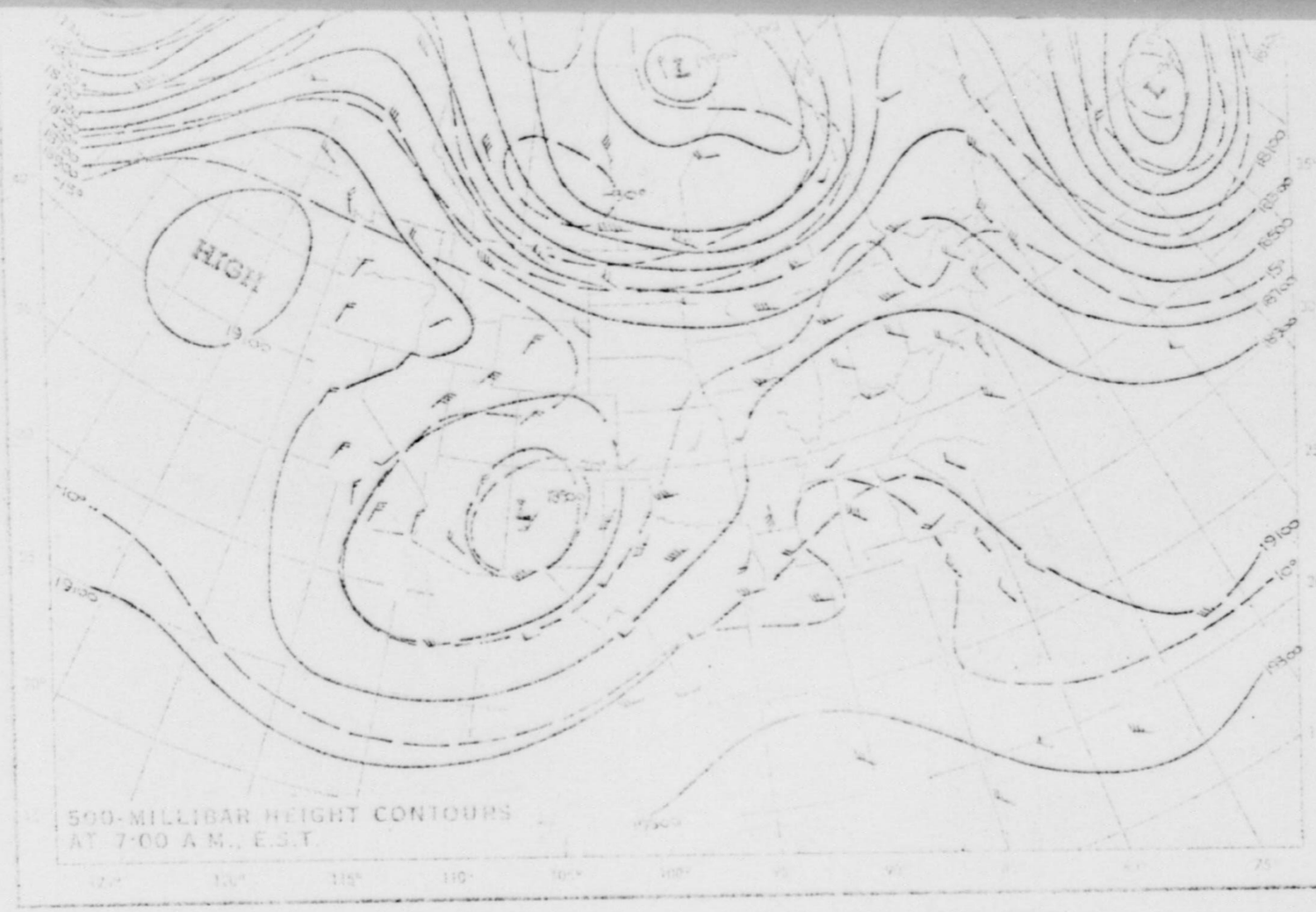

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.


HIGHEST AND LOWEST TEMPERATURES
PRECIPITATION AREAS AND AMOUNTS

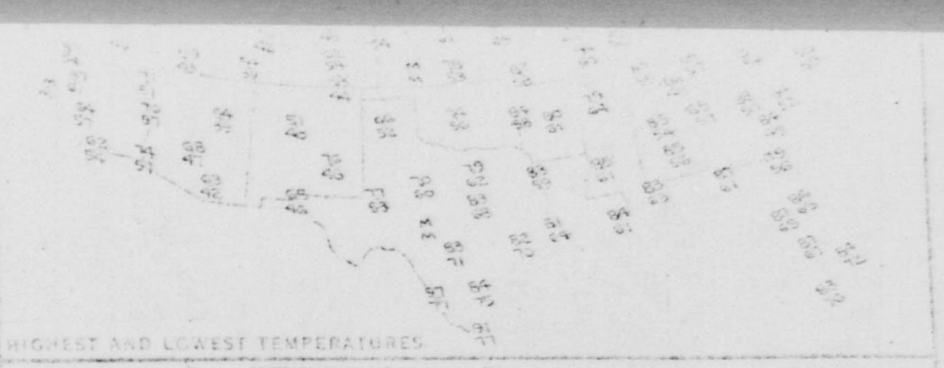

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


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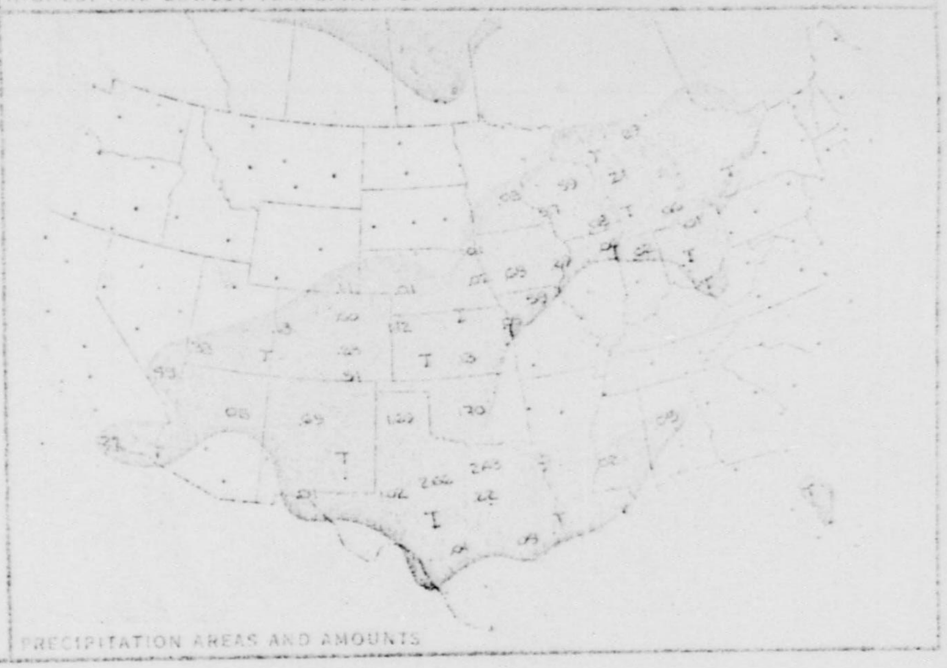




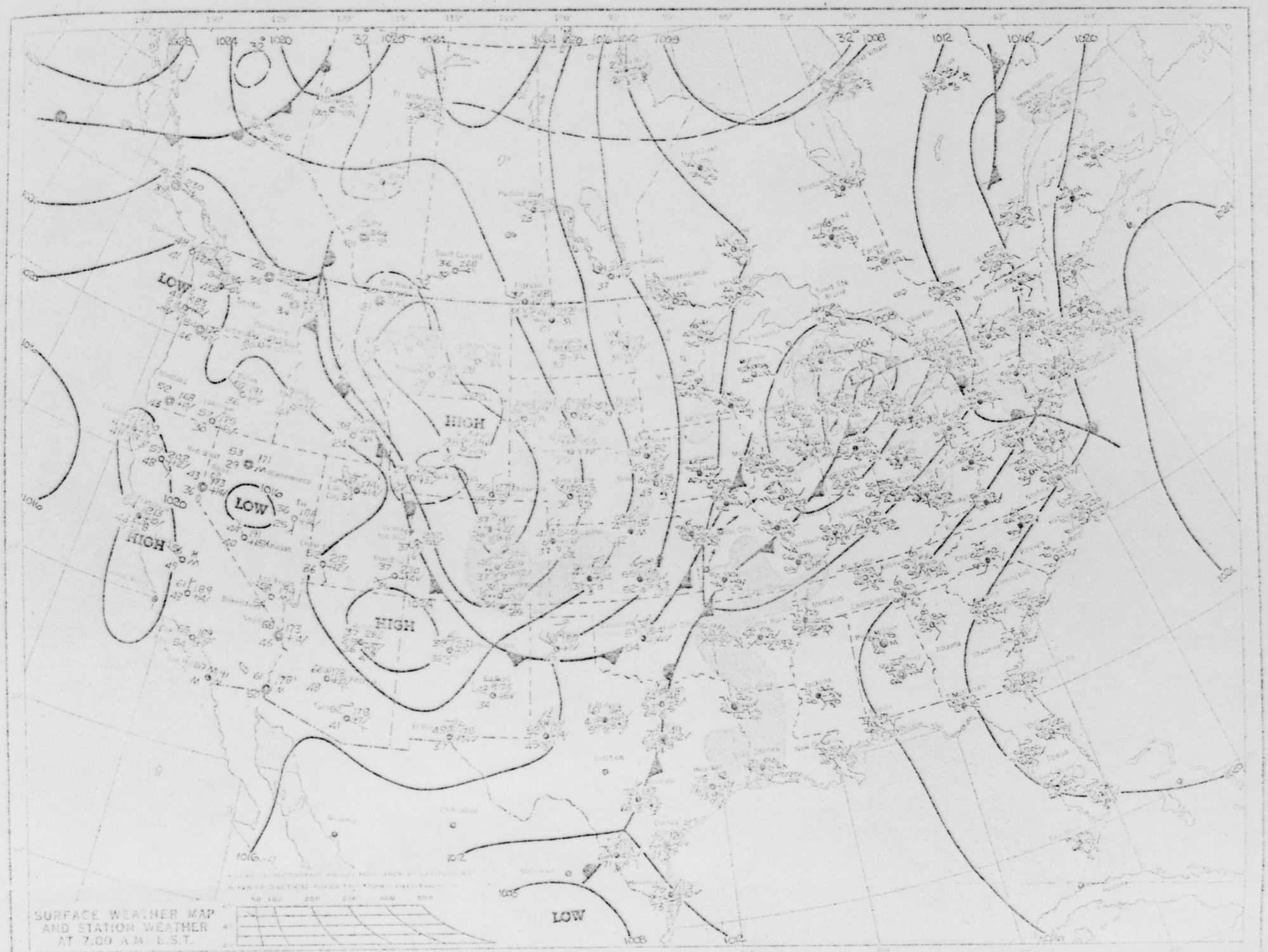

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.



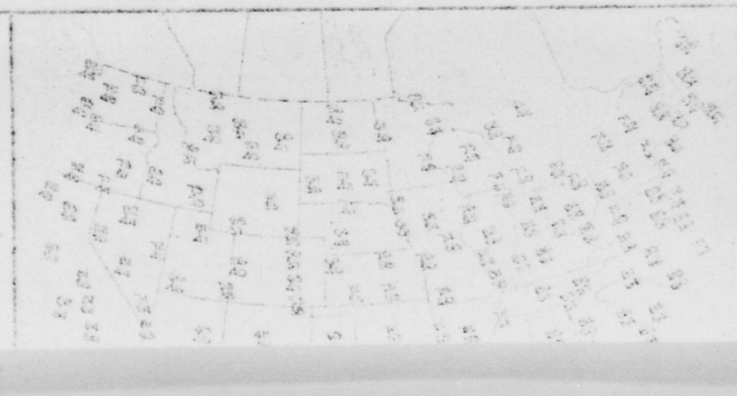
HIGHEST AND LOWEST TEMPERATURES

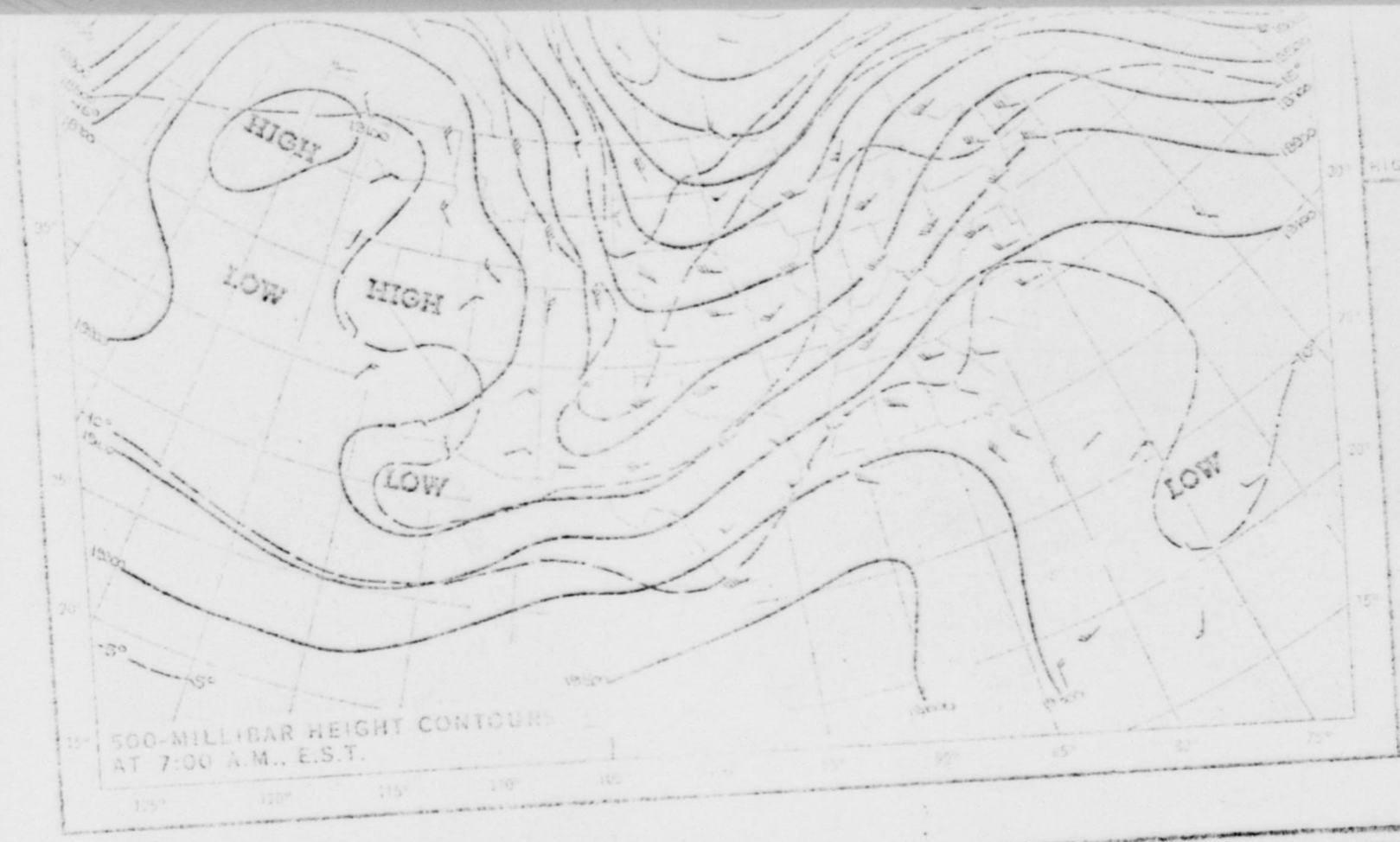


PRECIPITATION AREAS AND AMOUNTS

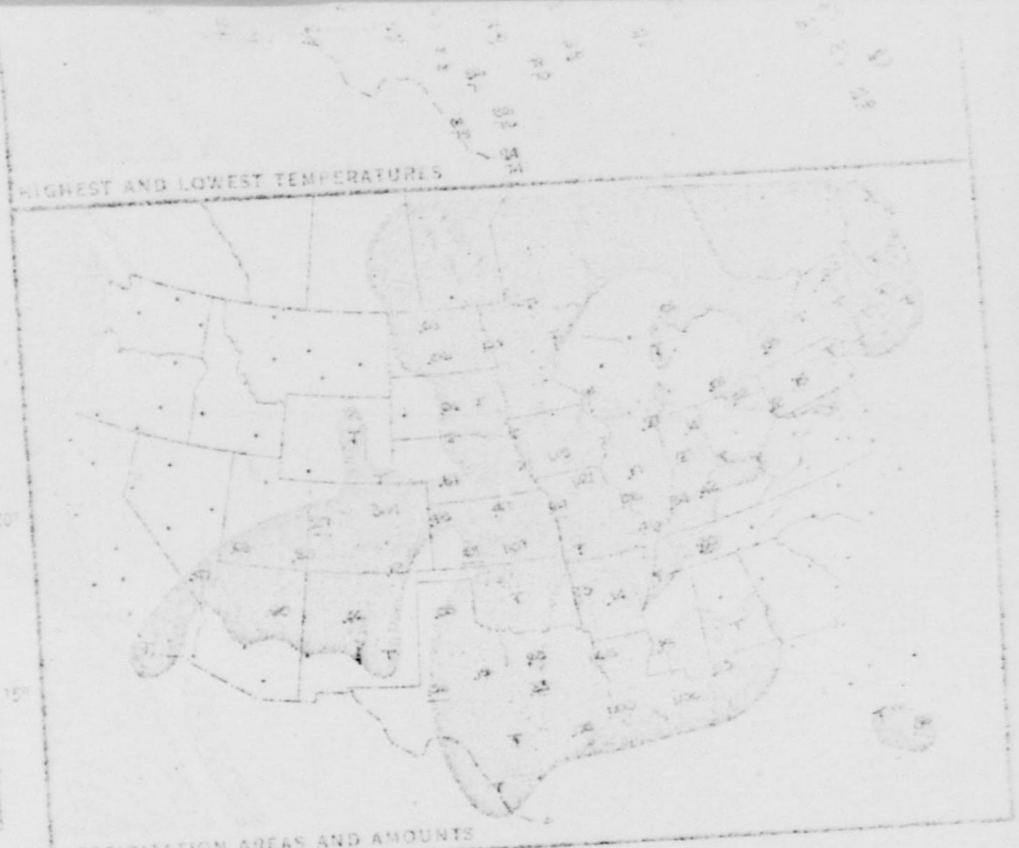

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


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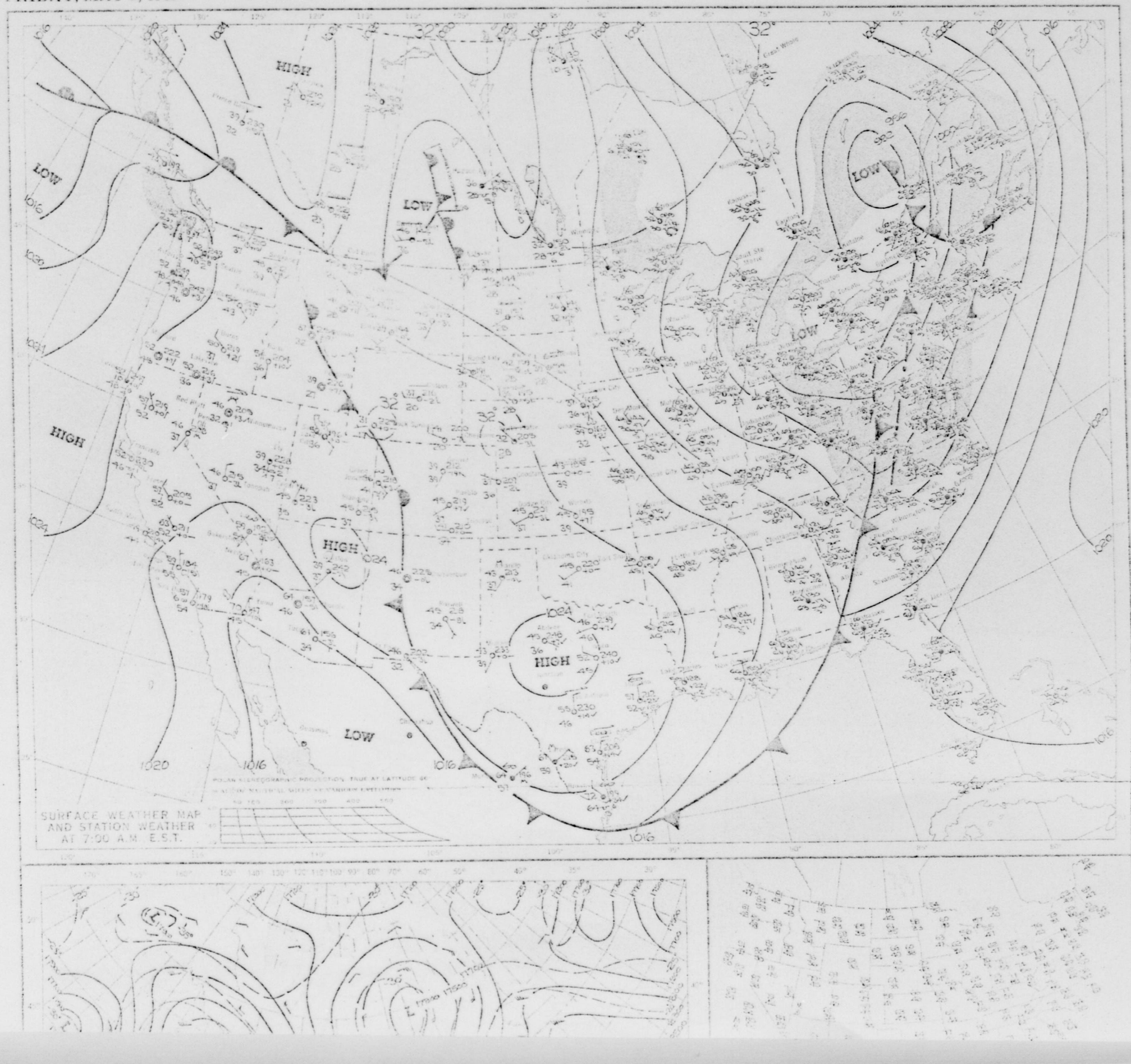


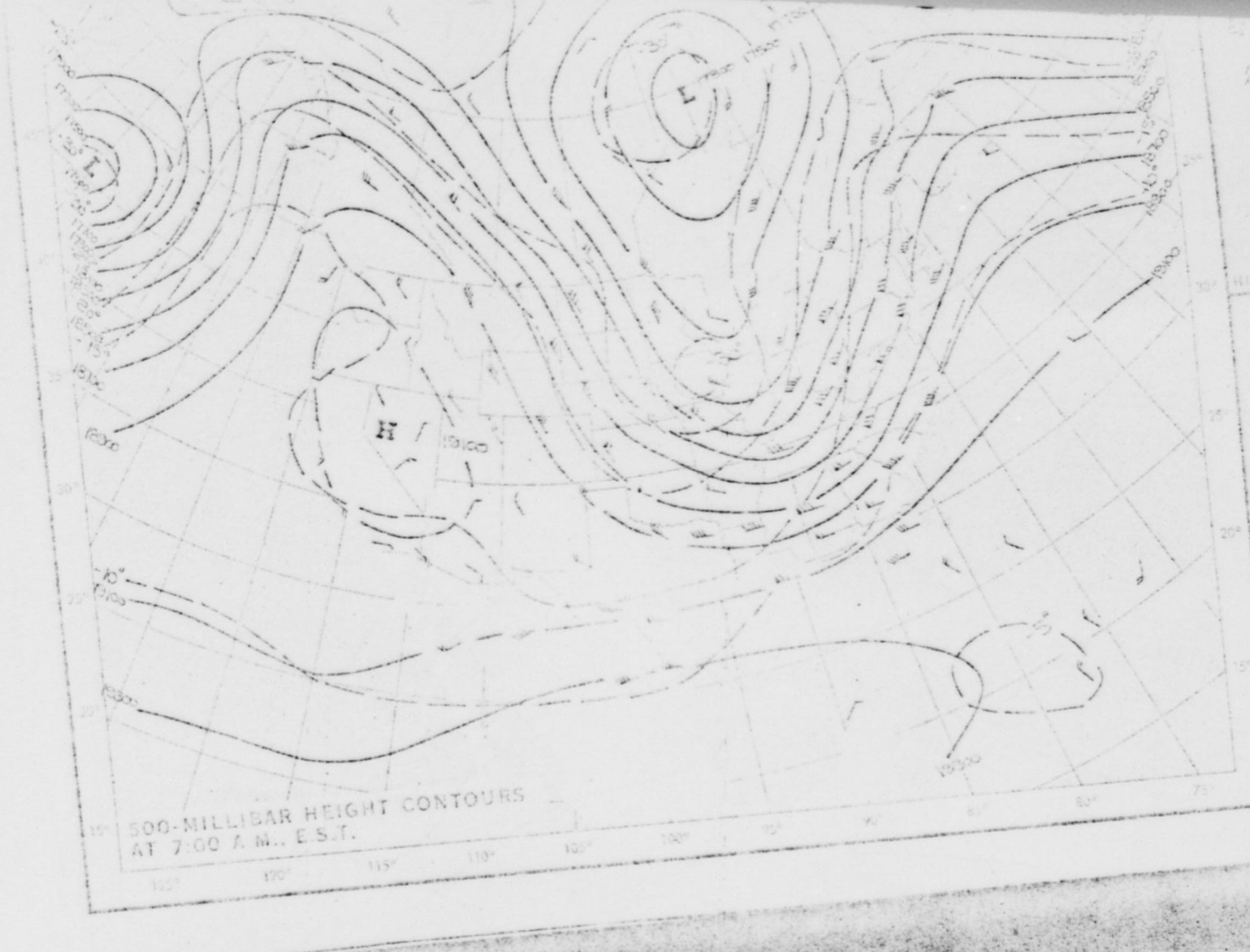

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

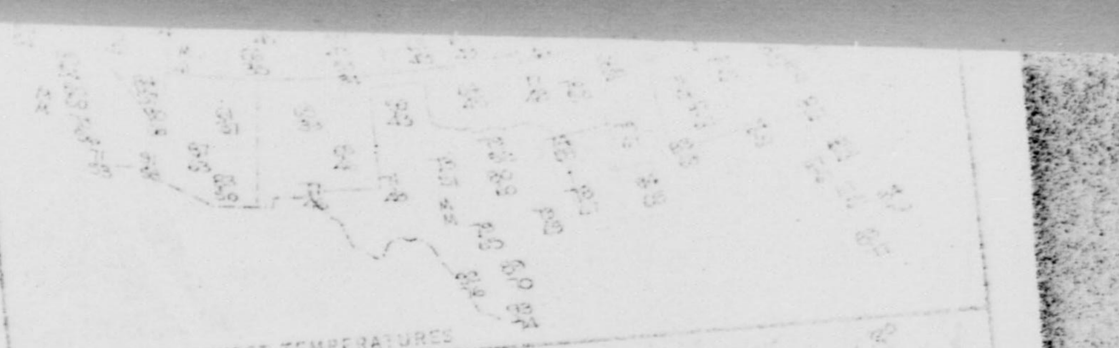


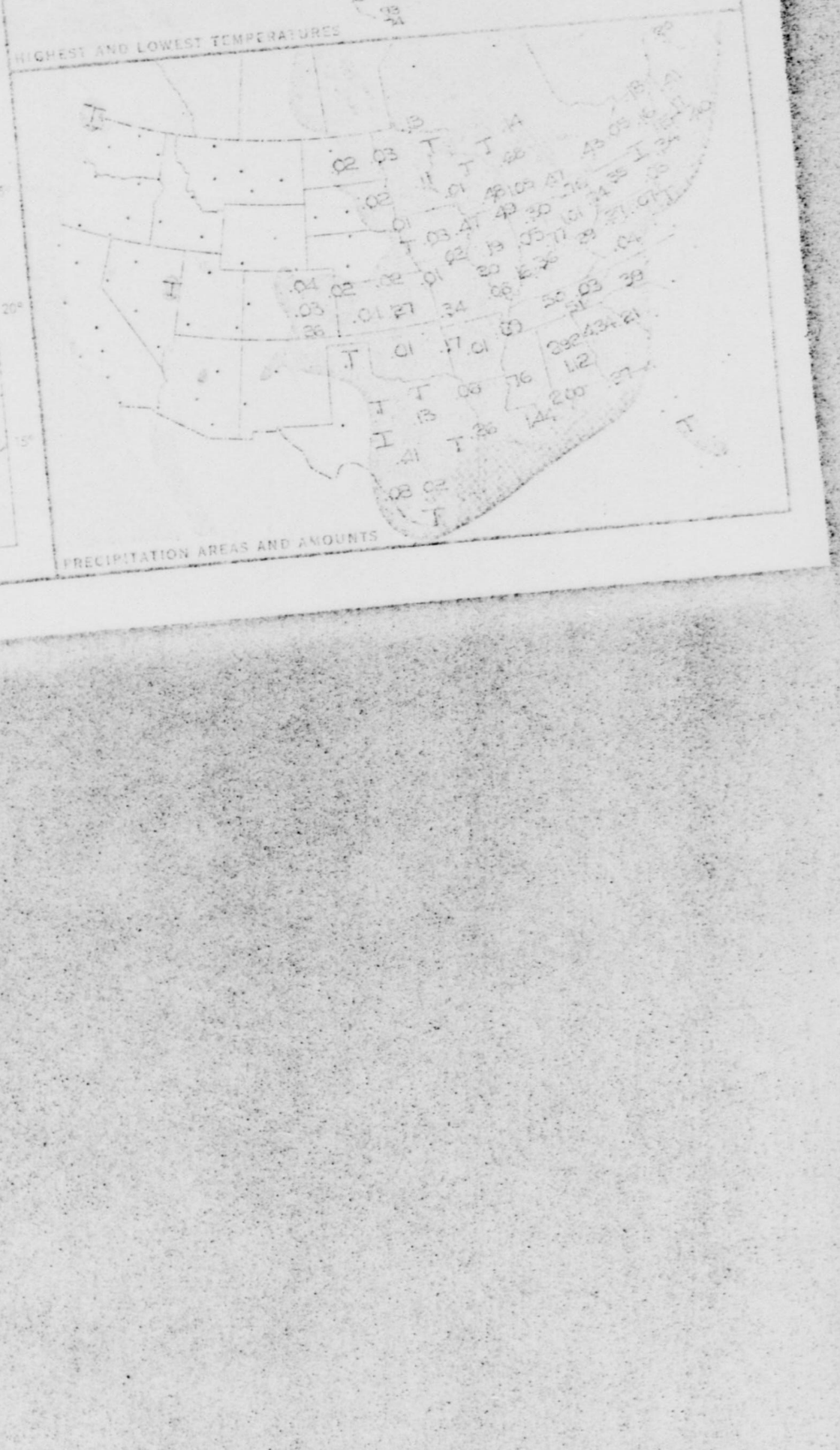
HIGHEST AND LOWEST TEMPERATURES

PRECIPITATION AREAS AND AMOUNTS


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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.


HIGHEST AND LOWEST TEMPERATURES


PRECIPITATION AREAS AND AMOUNTS

SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.

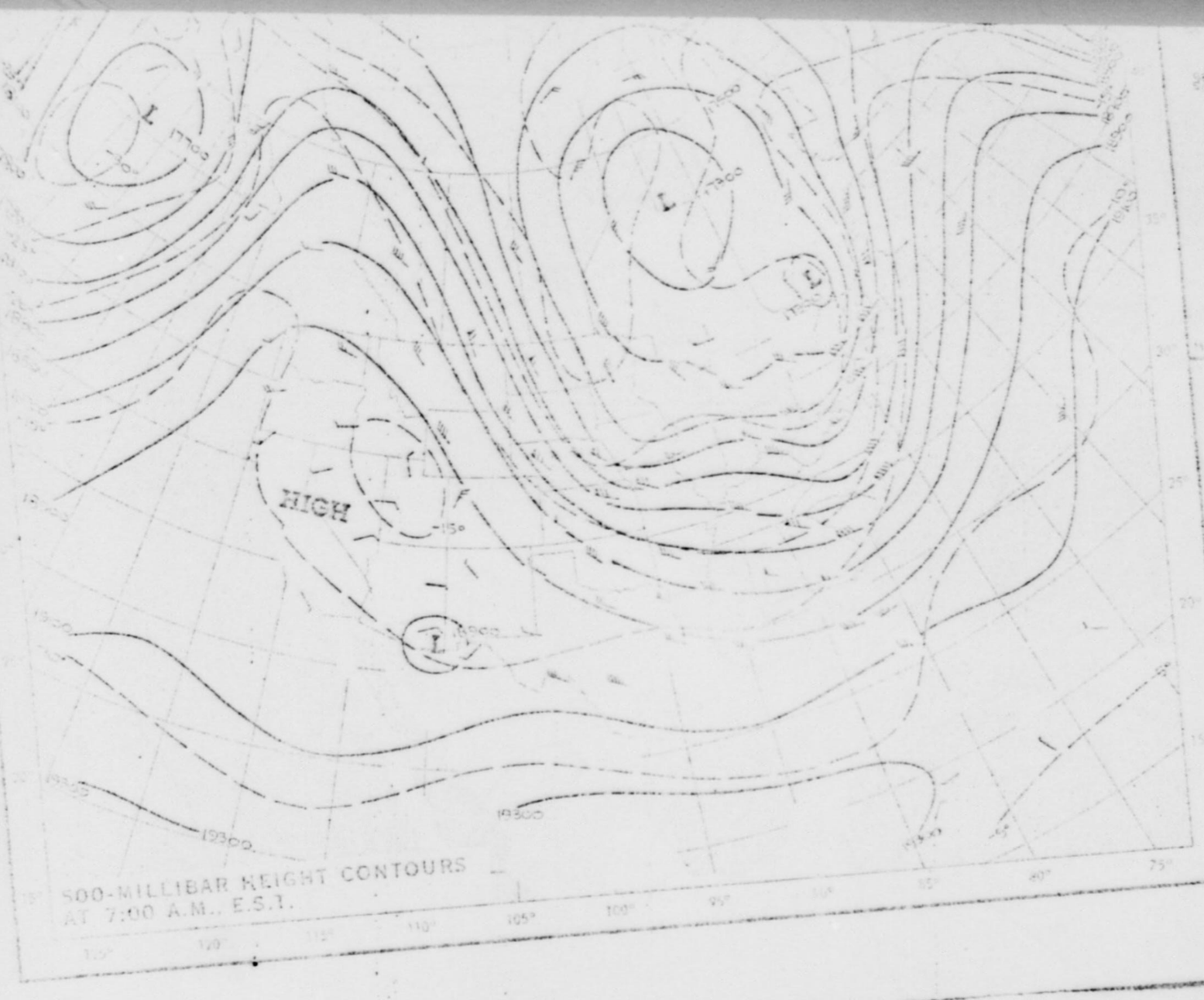
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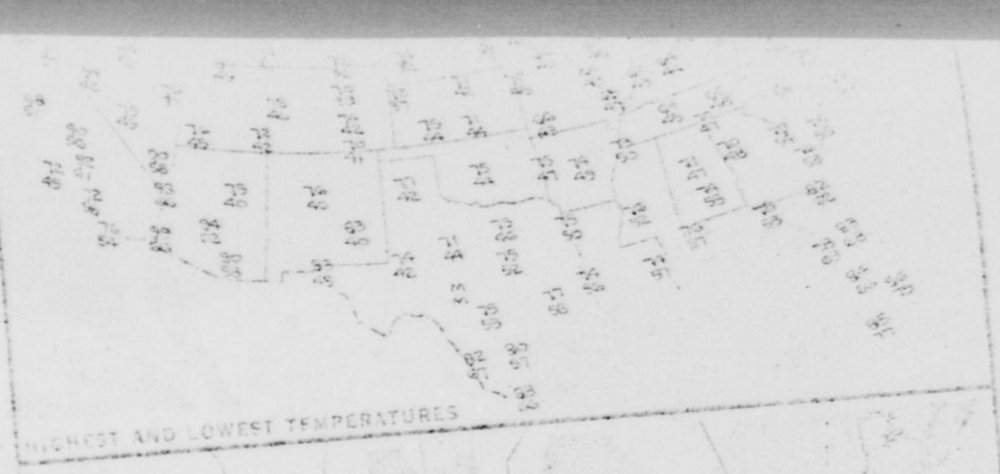
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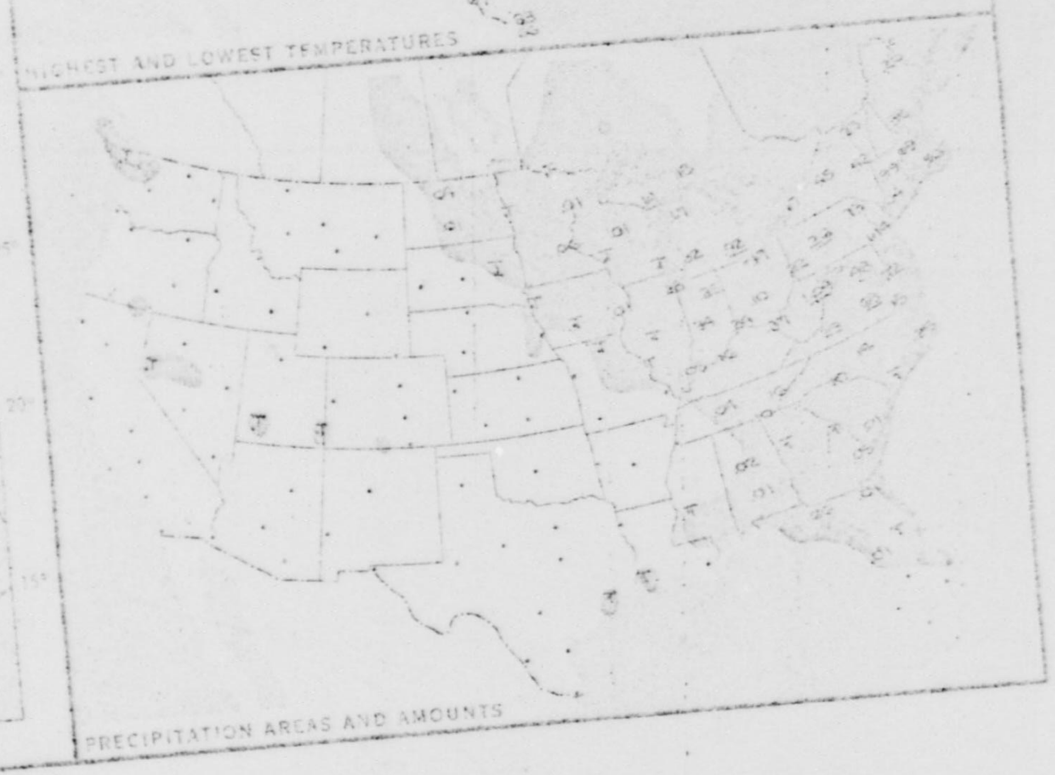
SATURDAY, MAY 10, 1969




500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

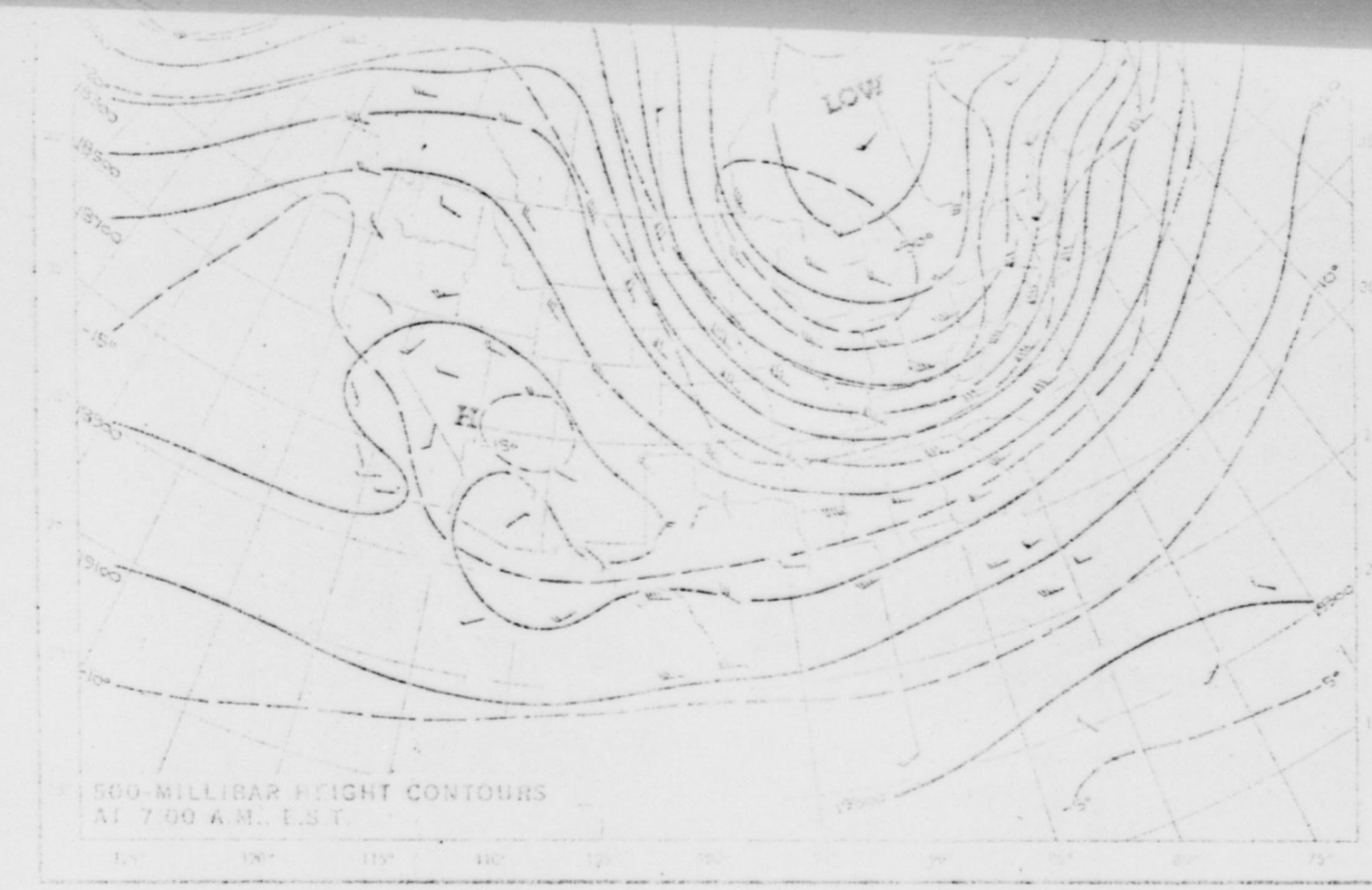


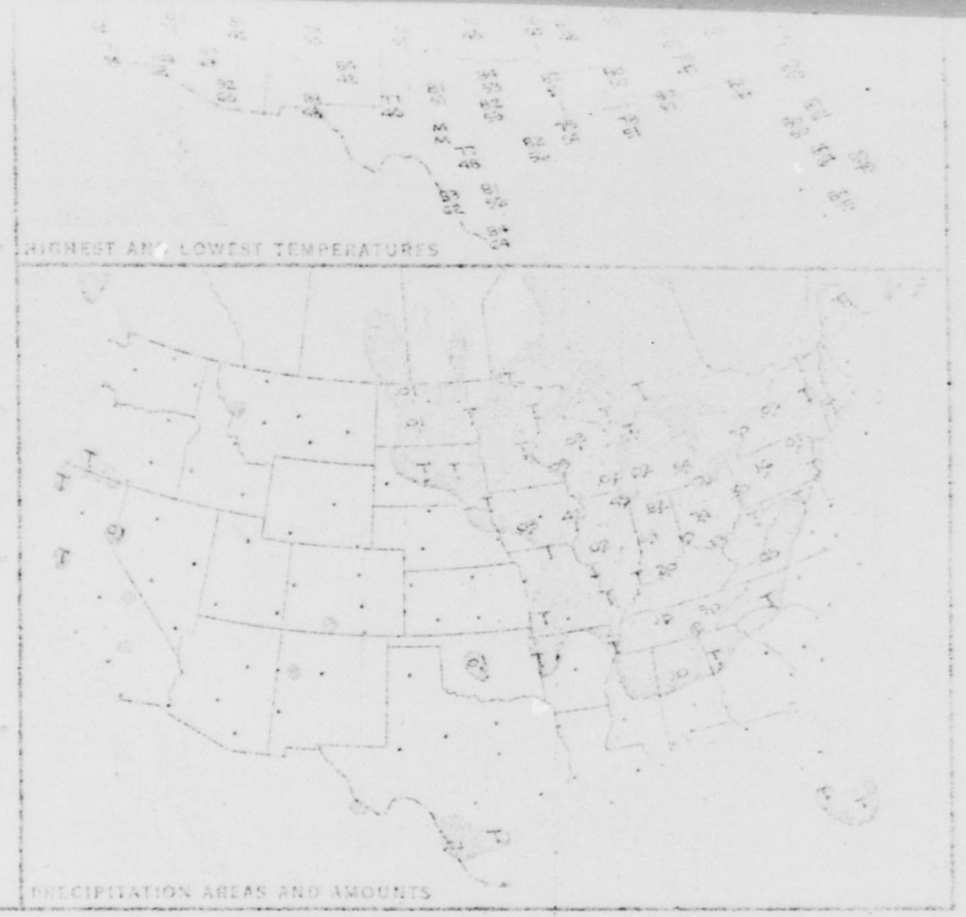
HIGHEST AND LOWEST TEMPERATURES



PRECIPITATION AREAS AND AMOUNTS

SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


LOW
H
500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.


HIGHEST AND LOWEST TEMPERATURES
PRECIPITATION AREAS AND AMOUNTS

U.S. DEPARTMENT OF COMMERCE/Environmental Science Services Administration/Environmental Data Service

# DAILY WEATHER MAPS

## WEEKLY SERIES MAY 12-18, 1969

The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, Daily Weather Map. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in Daily Weather Map. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may also be ordered, at a cost of $2.30 per 50 copies. Checks should be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 6, 12, and 18 hours preceding map time are indicated by small black squares enclosing white crosses. Areas of precipitation are indicated by shading. The weather reports that are printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occational apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

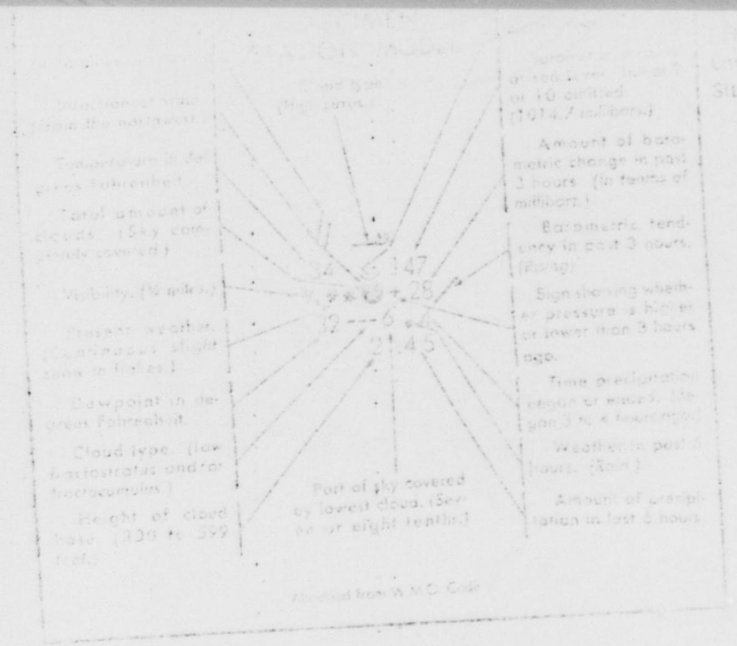
The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

SPECIMEN

U.S. DEPARTMENT OF COMMERCE

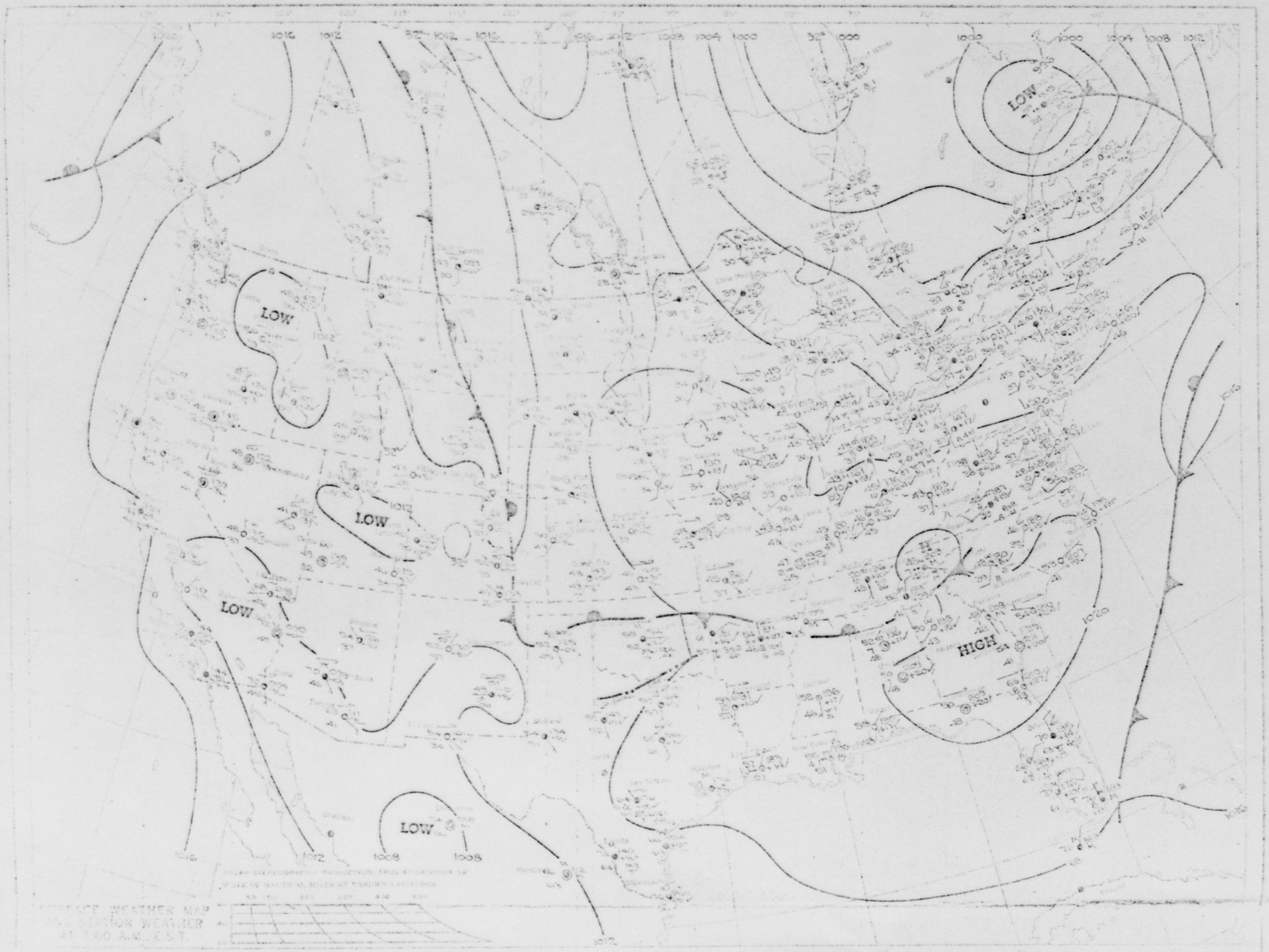



IMMEDIATE - U.S. Weather Report
FIRST CLASS MAIL

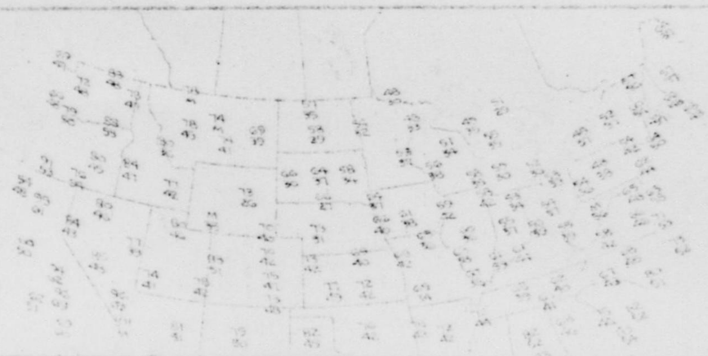
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AFSC-TDFTR
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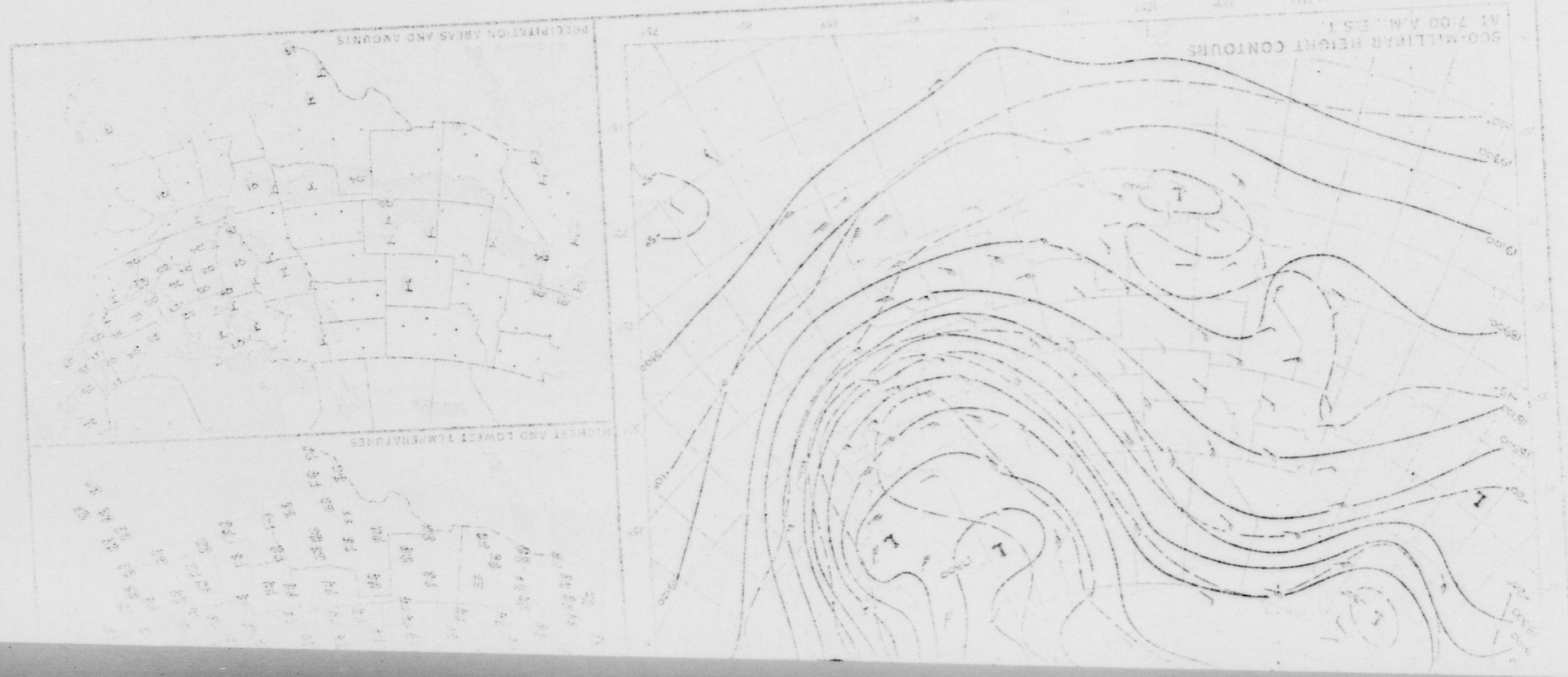
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USCOMM-ESSA DC WEA 101

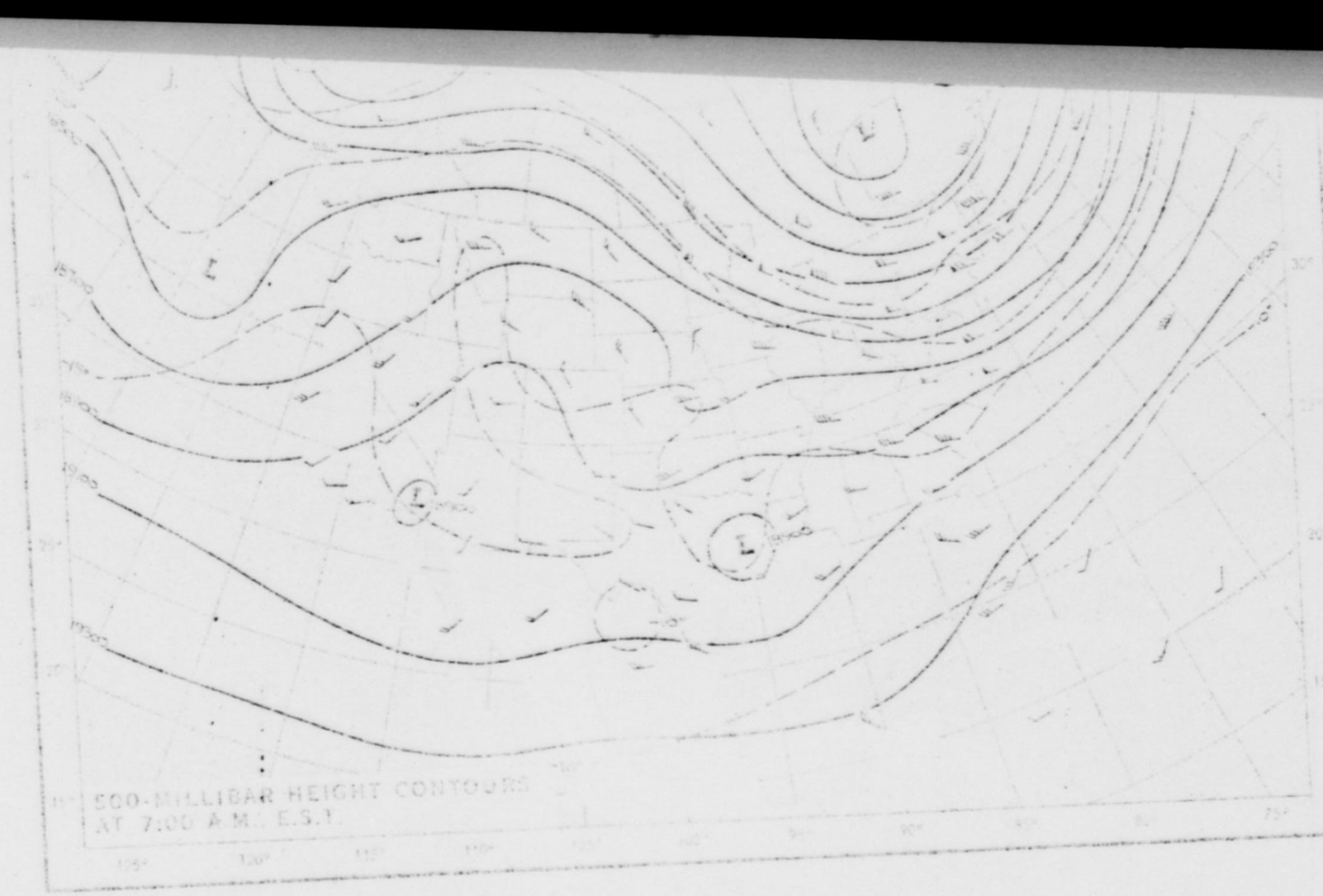

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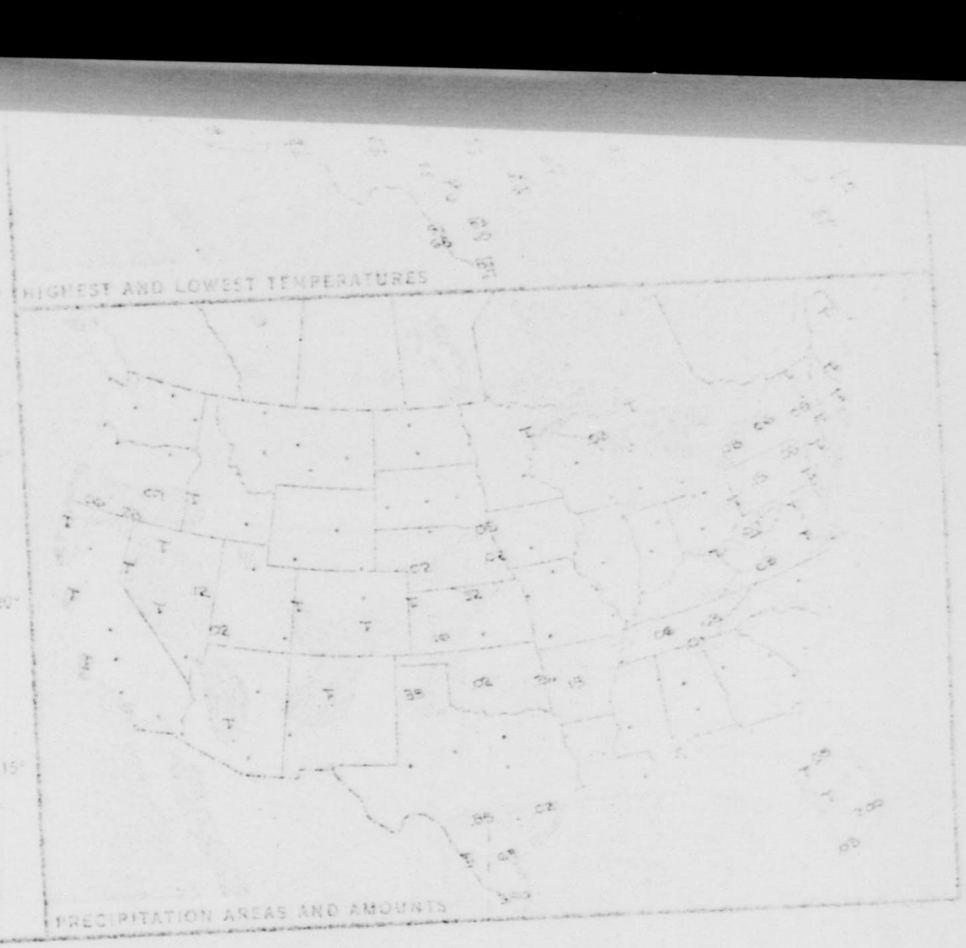





500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.
PRECIPITATION AREAS AND AMOUNTS
HIGHEST AND LOWEST TEMPERATURES

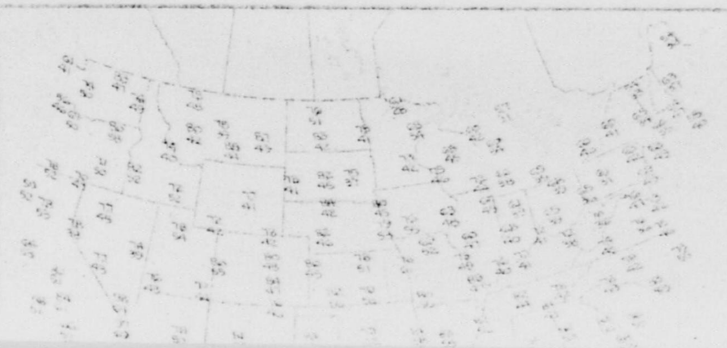
SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.

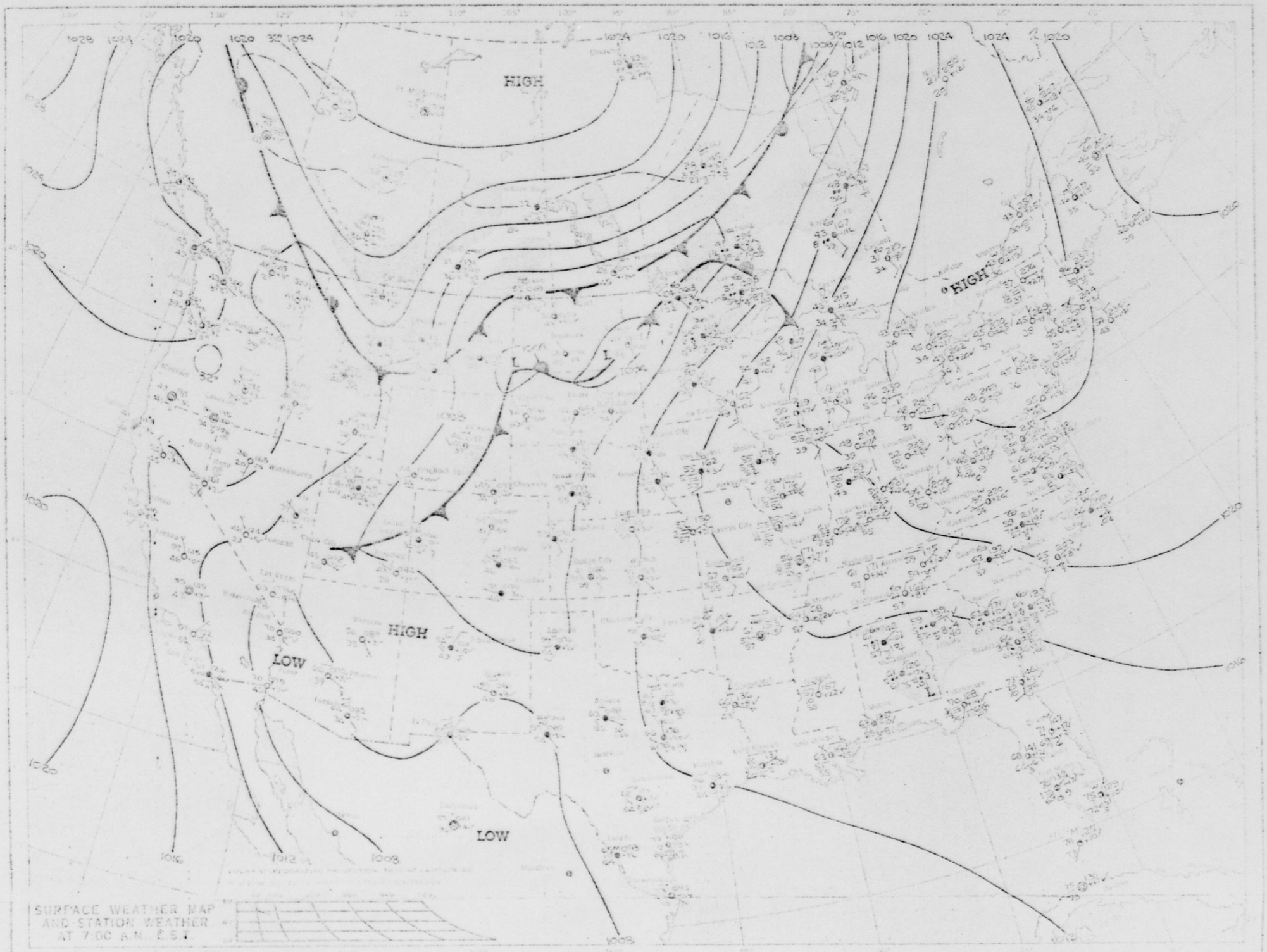

HIGHEST AND LOWEST TEMPERATURES
PRECIPITATION AREAS AND AMOUNTS

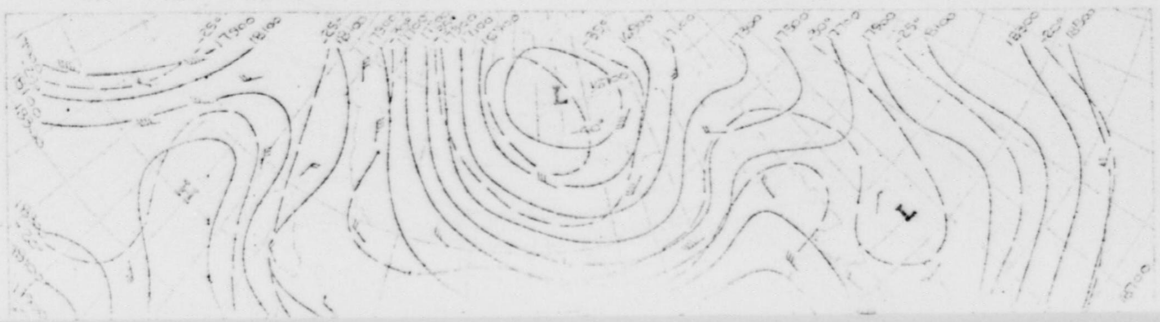

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AND STATION WEATHER
AT 7:00 A.M., E.S.T.

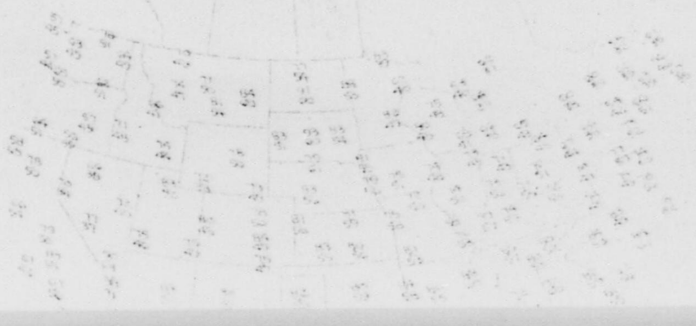

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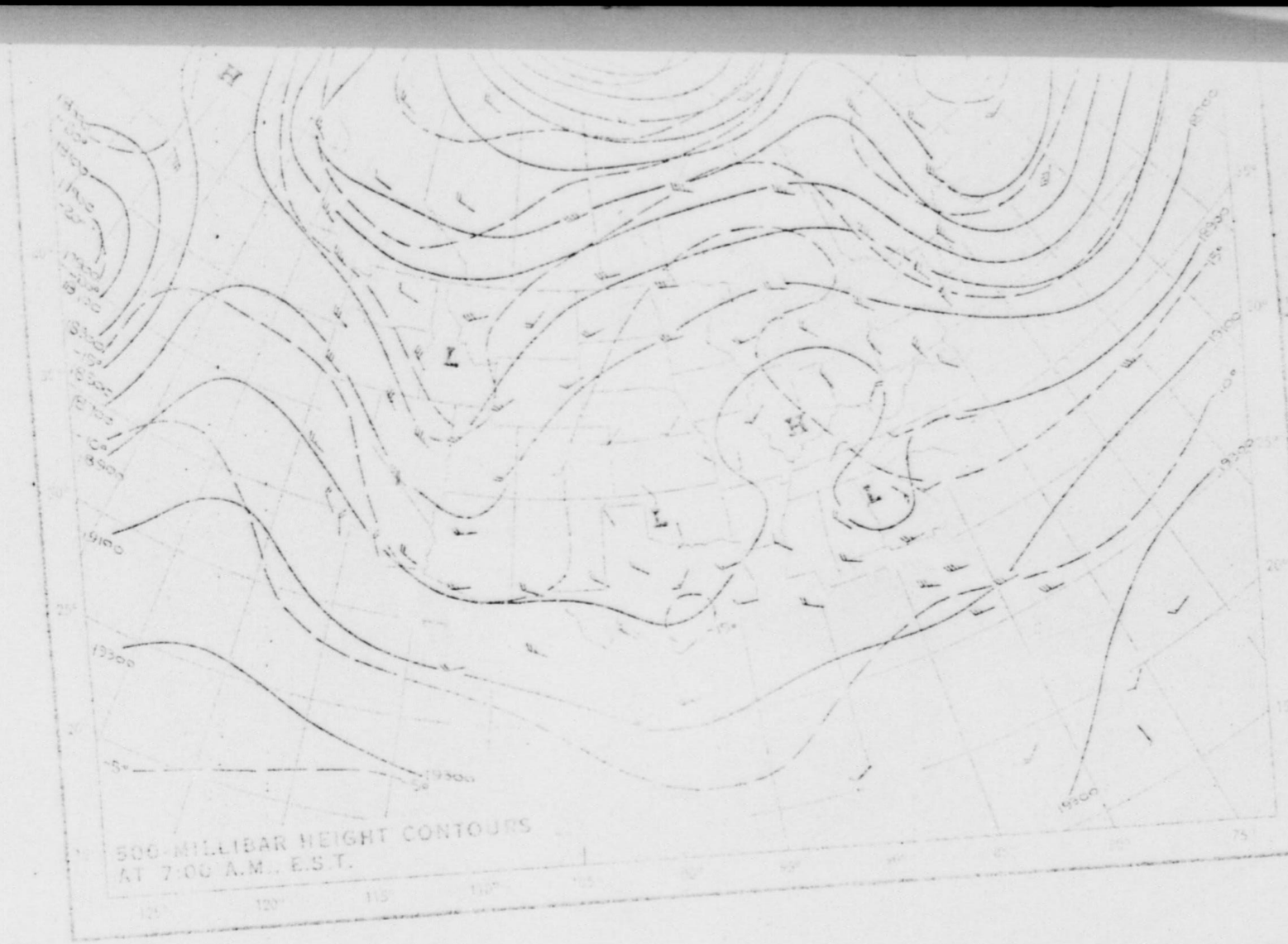



PRECIPITATION AREAS AND AMOUNTS
HIGHEST AND LOWEST TEMPERATURES
500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.
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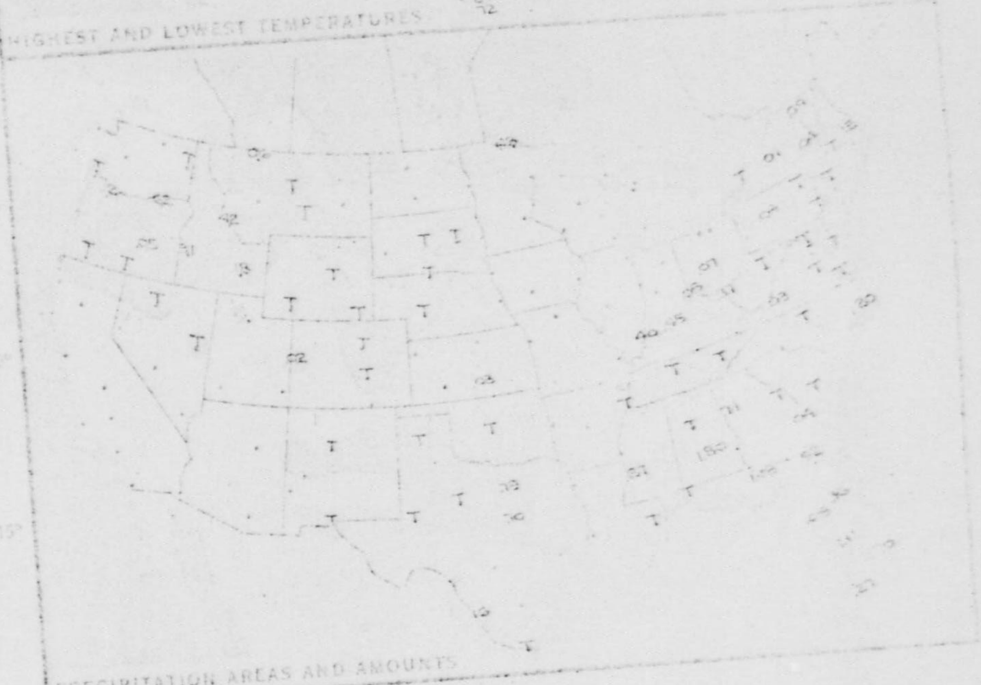

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.

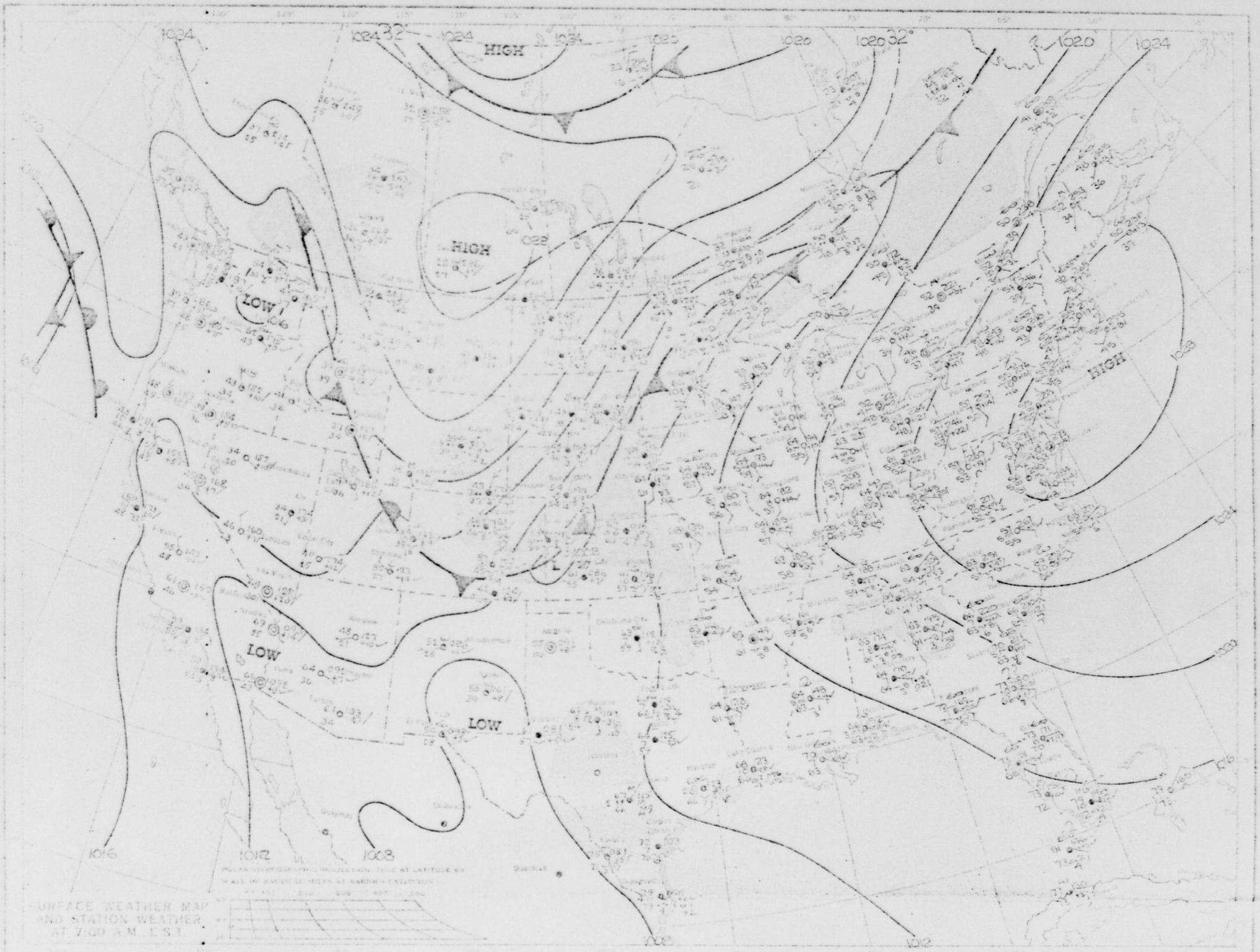

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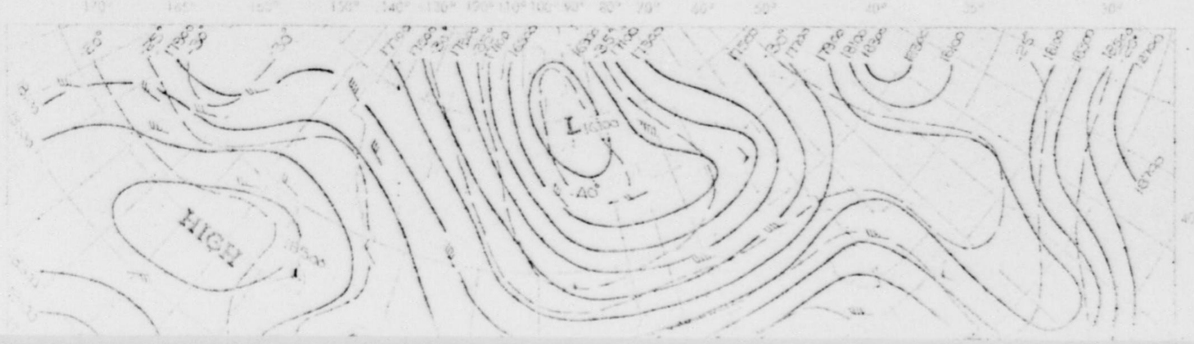


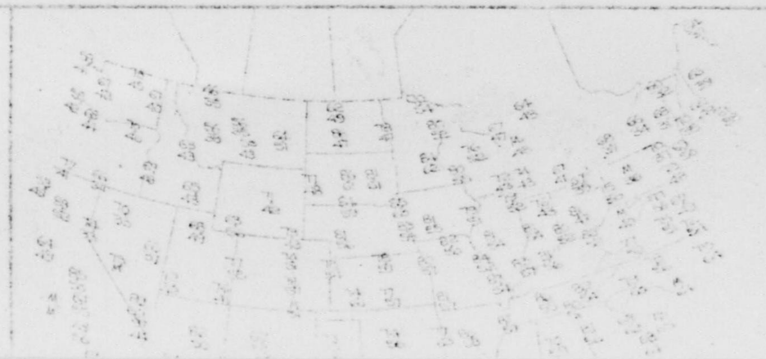

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

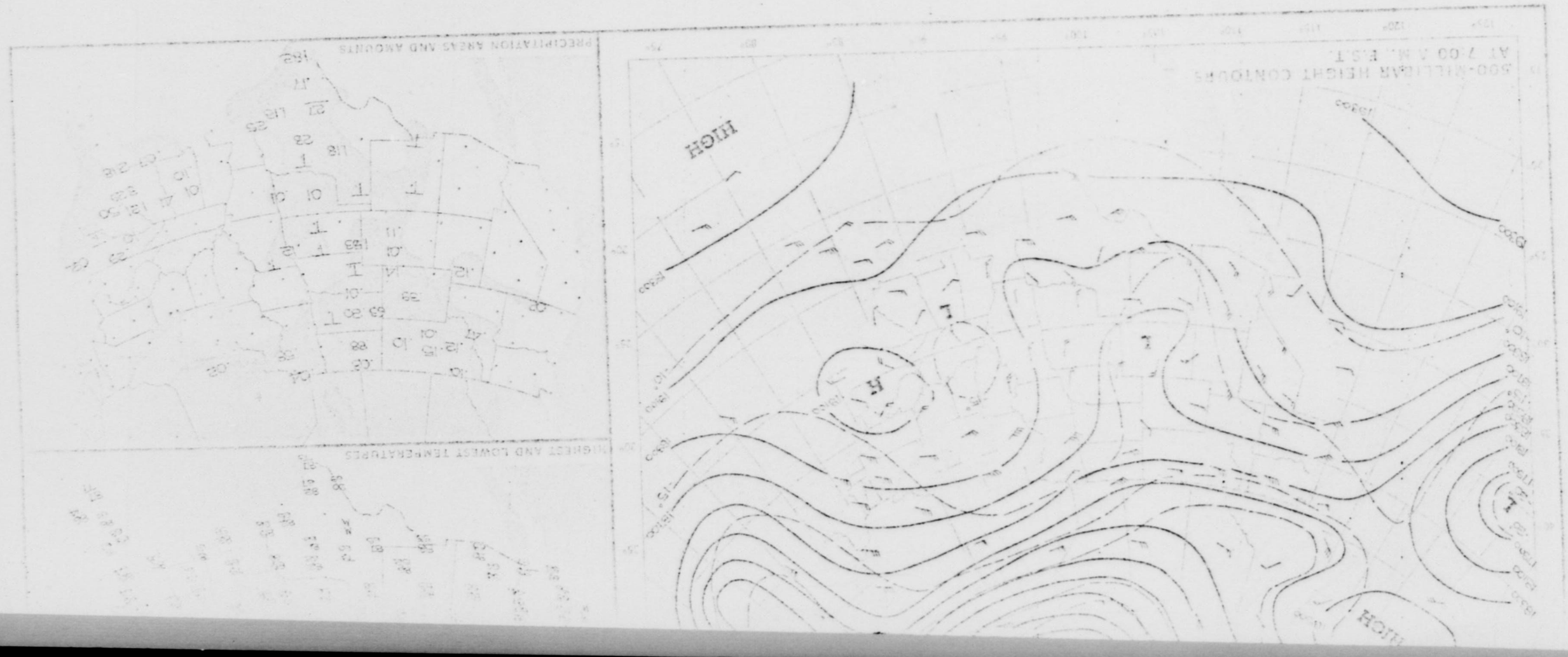

HIGHEST AND LOWEST TEMPERATURES

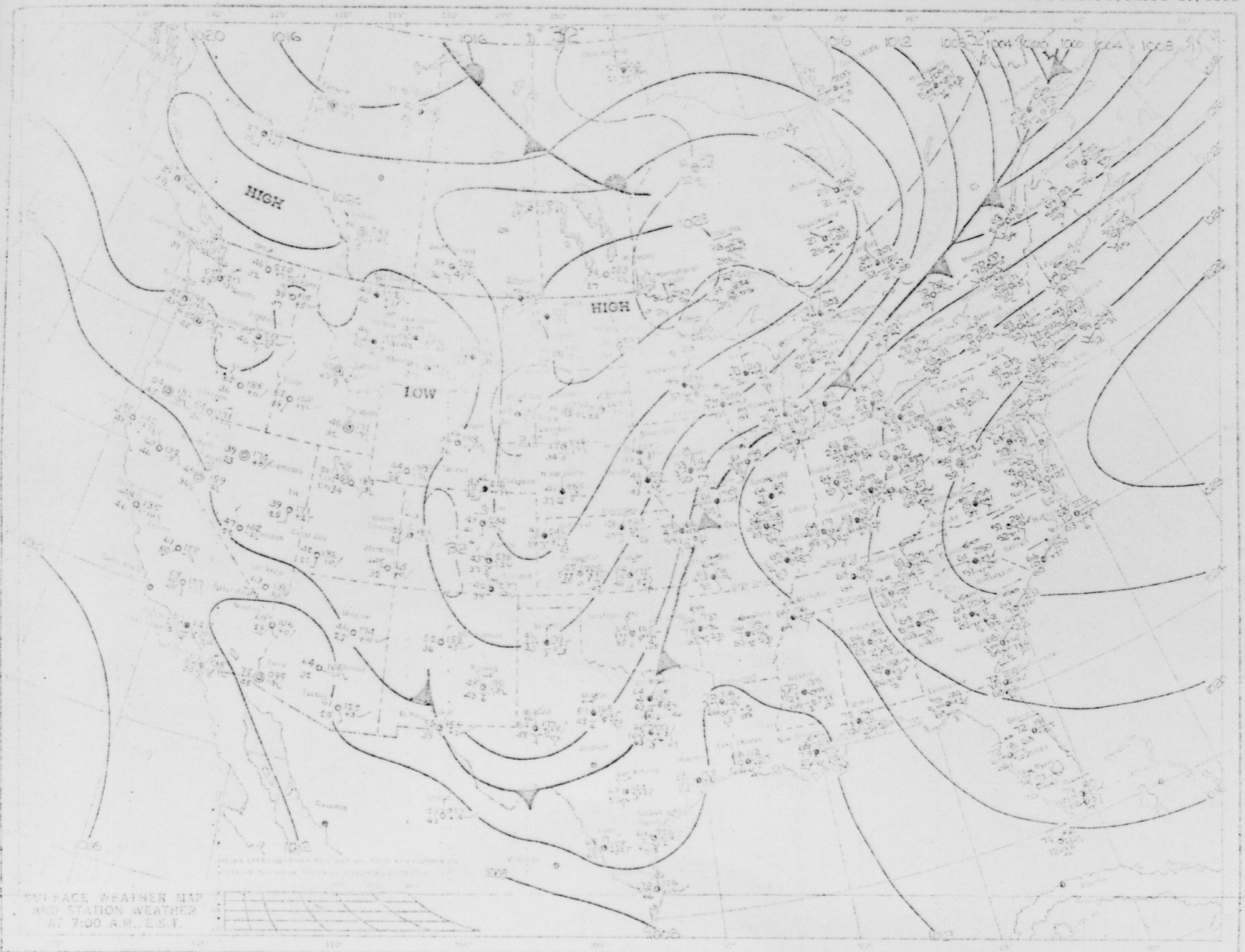

PRECIPITATION AREAS AND AMOUNTS

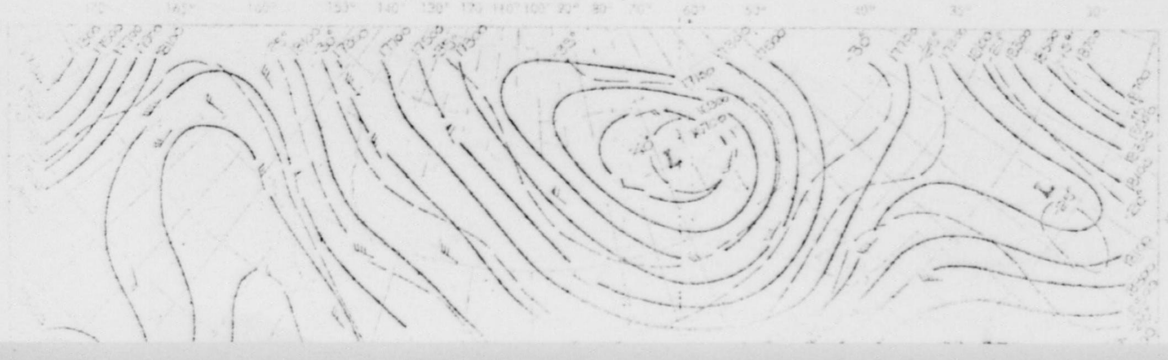

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


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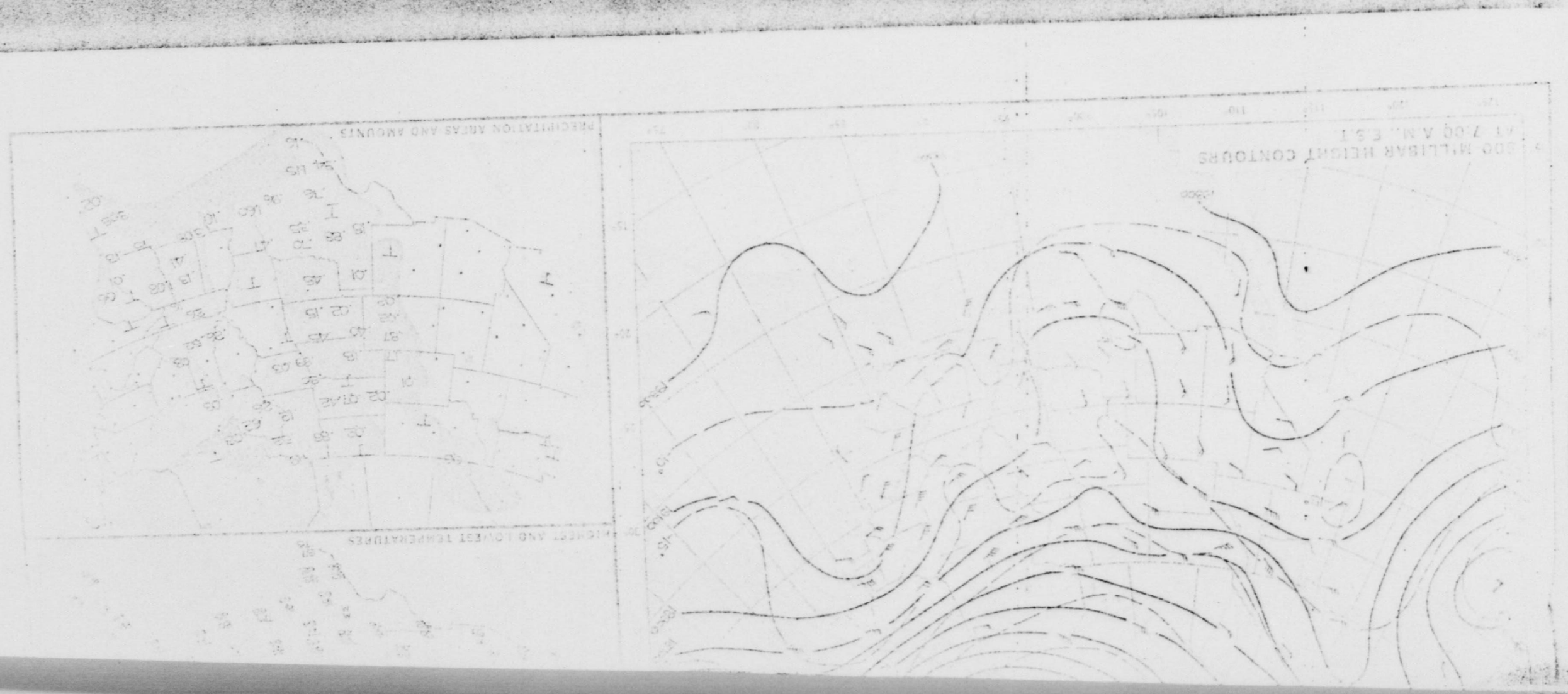


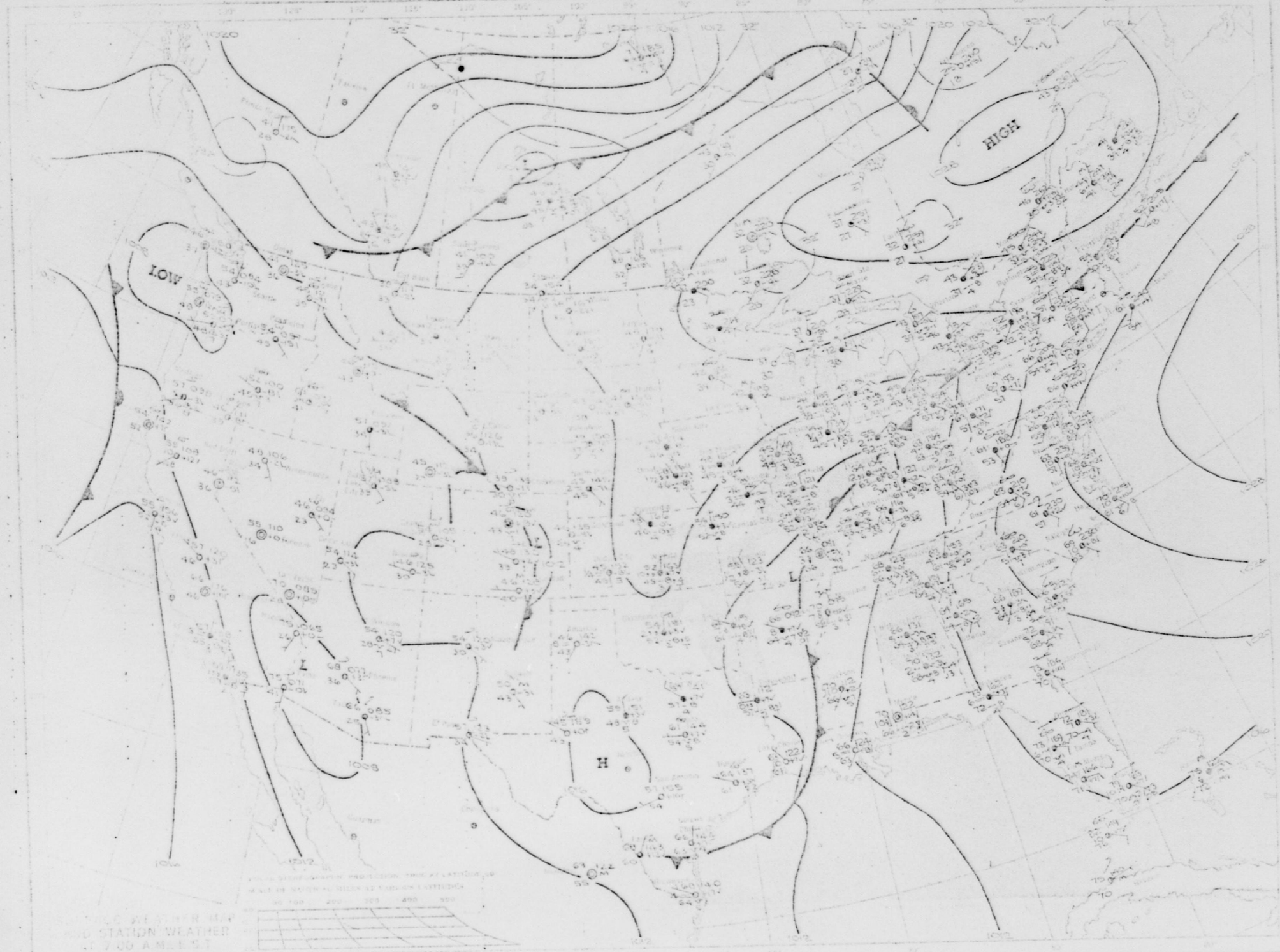

PRECIPITATION AREAS AND AMOUNTS
HIGHEST AND LOWEST TEMPERATURES
500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.
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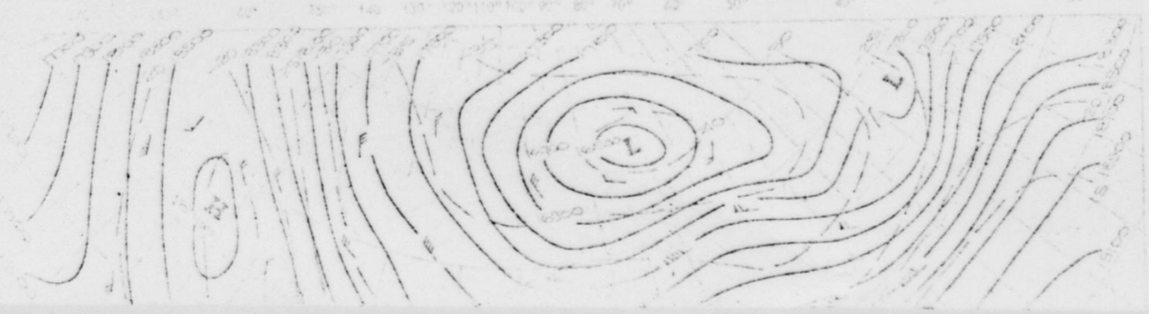

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.

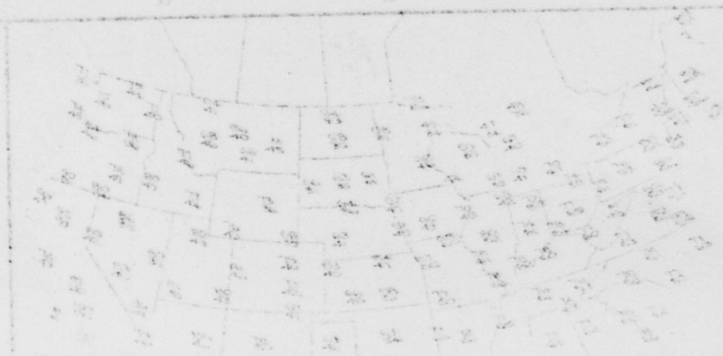


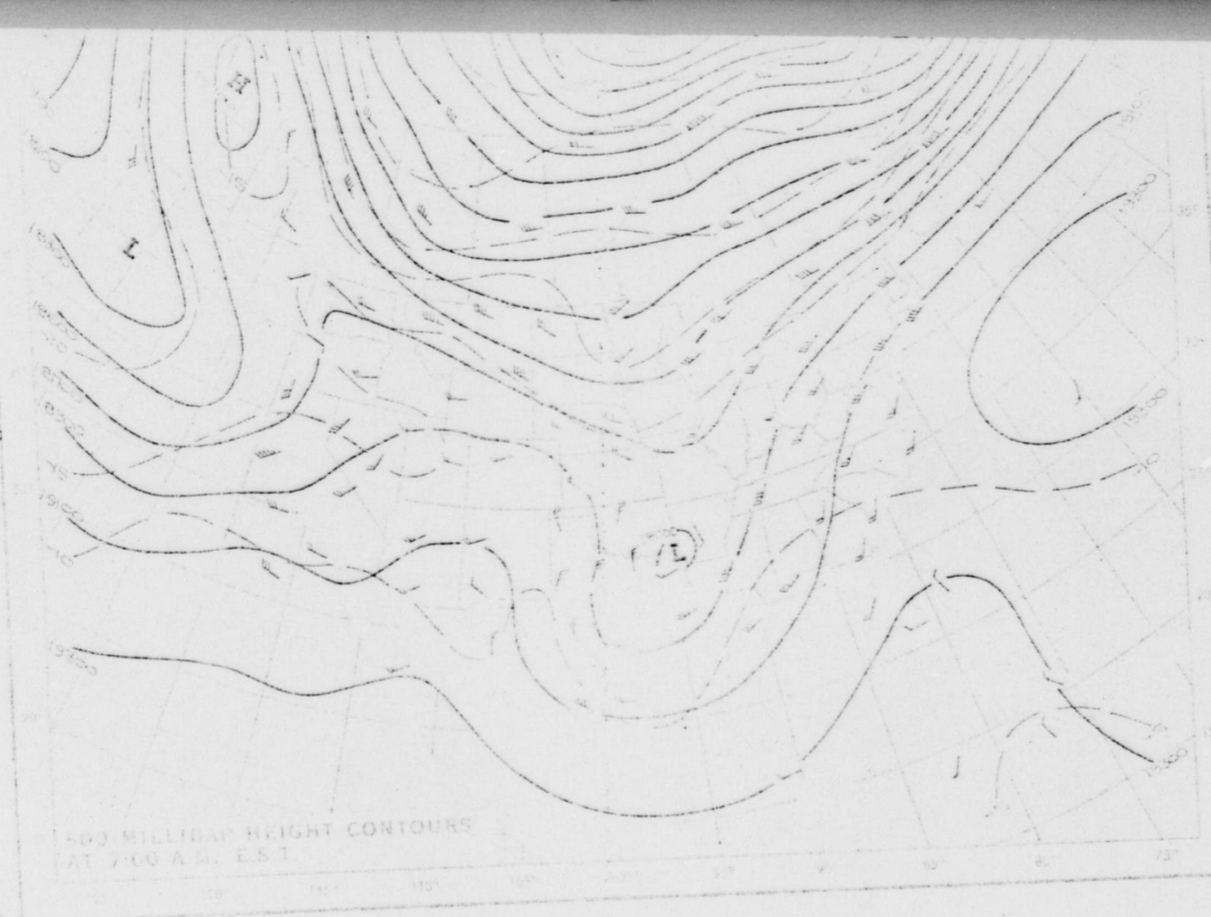


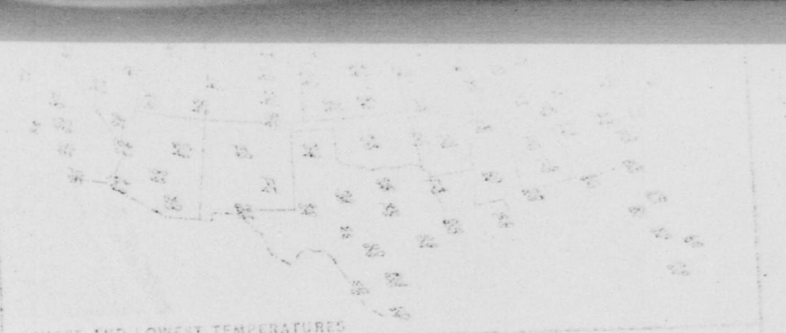


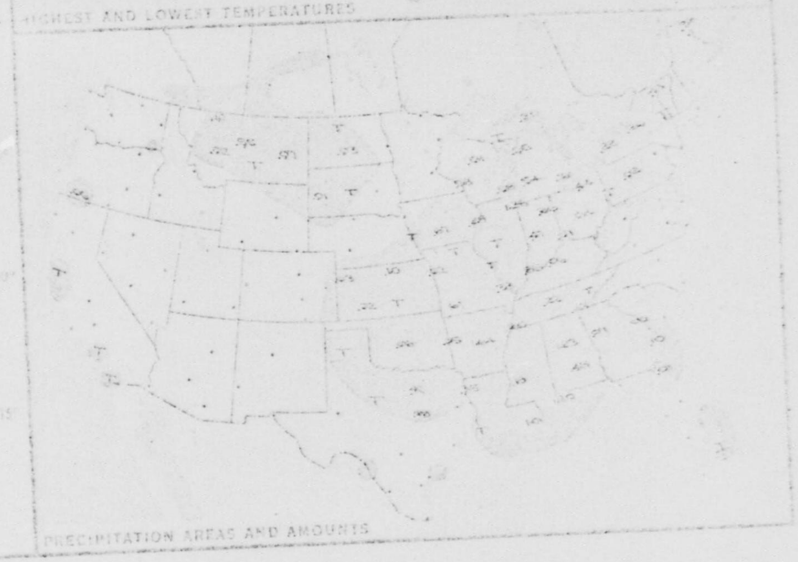

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500 MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.


HIGHEST AND LOWEST TEMPERATURES


PRECIPITATION AREAS AND AMOUNTS

U.S. DEPARTMENT OF COMMERCE/Environmental Science Services Administration/Environmental Data Service

# DAILY WEATHER MAPS

## WEEKLY SERIES MAY 19-25, 1969

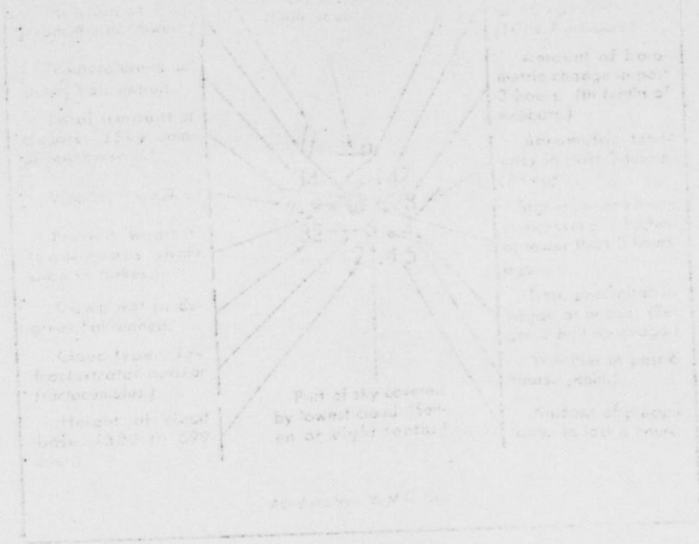
The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, Daily Weather Map. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in Daily Weather Map. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, A/O 142, Rockville, Maryland 20852. Bulk copies may also be ordered, at a cost of $2.30 per 50 copies. Checks should be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 6, 12, and 18 hours preceding map time are indicated by small black squares encrosing white crosses. Areas of precipitation are indicated by shading. The weather reports that are printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occasional apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

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FIRST CLASS MAIL

DEPARTMENT OF THE AIR FORCE
FOREIGN TECHNOLOGY DIV.
AFSC-TDPAR
WRIGHT-PATTERSON AFB, OHIO 45433
M

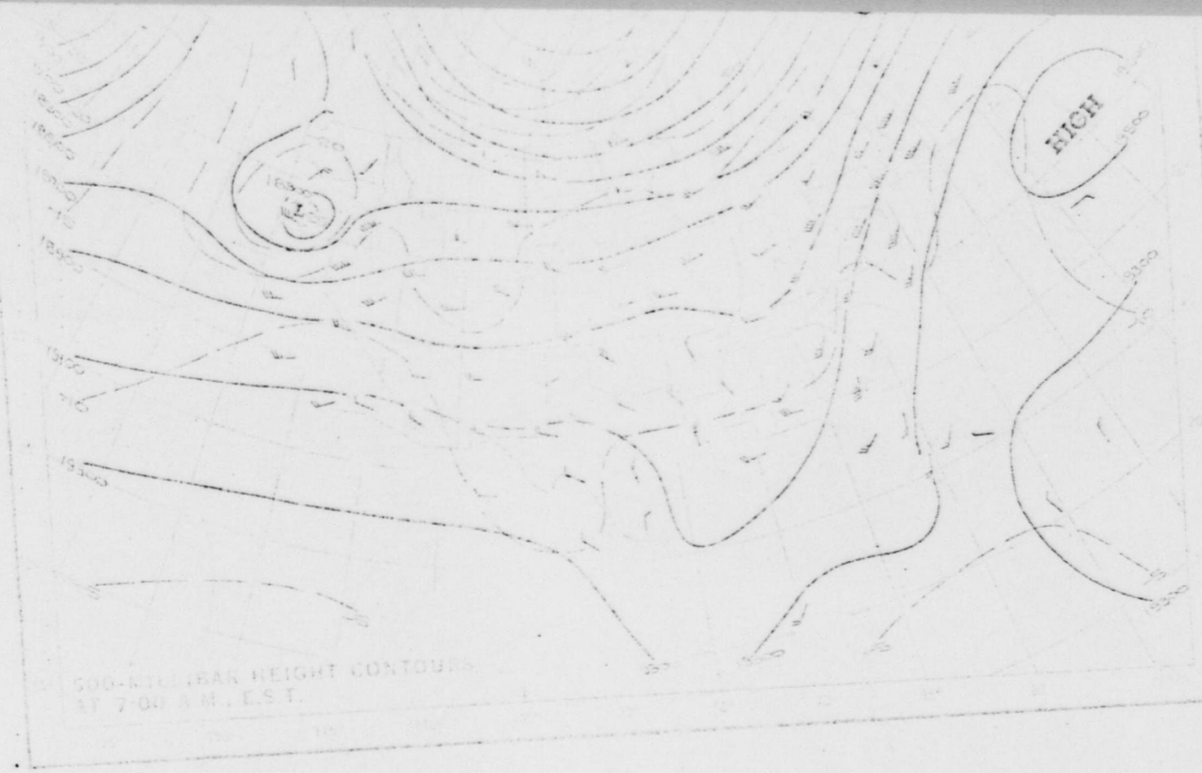
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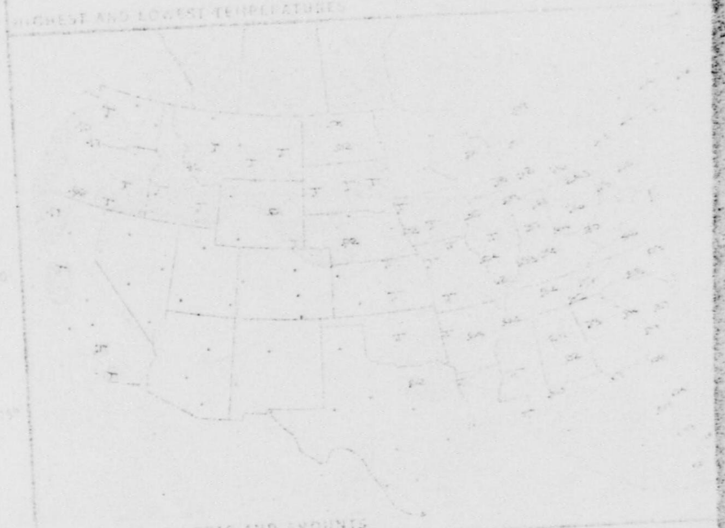
MONDAY, MAY 19, 1969

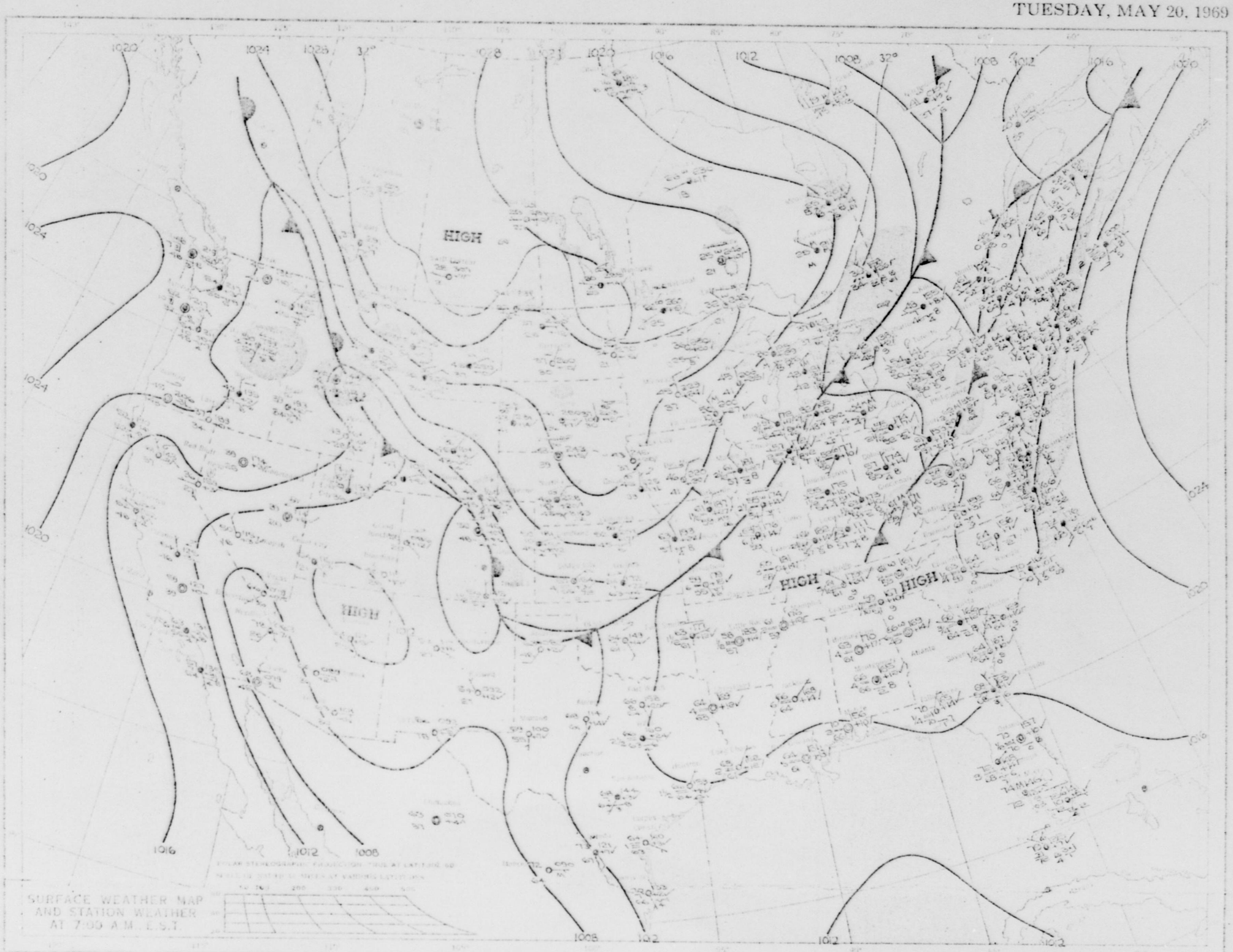




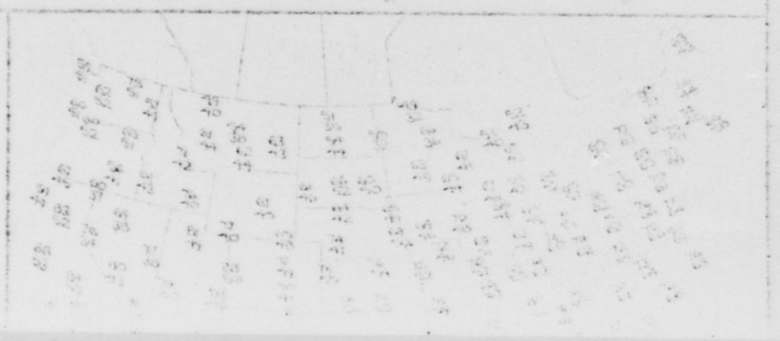


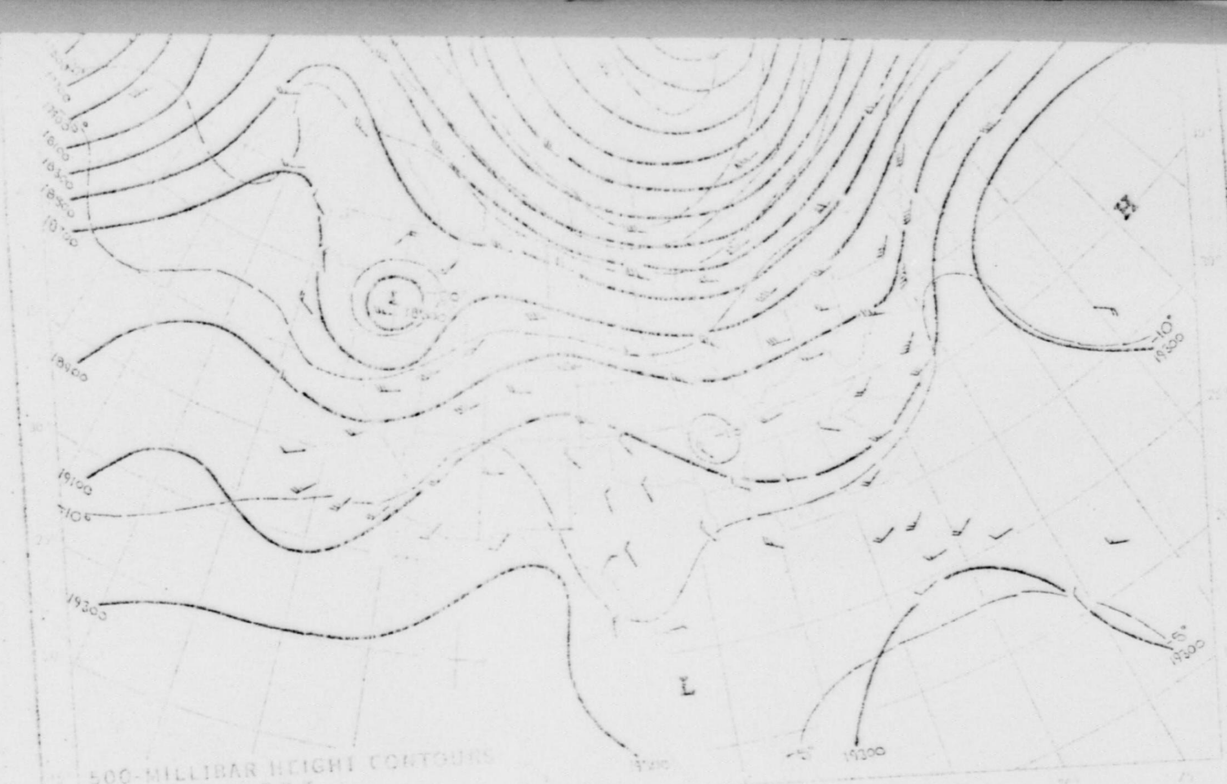


HIGH
500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.


HIGHEST AND LOWEST TEMPERATURES
PRECIPITATION AREAS AND AMOUNTS

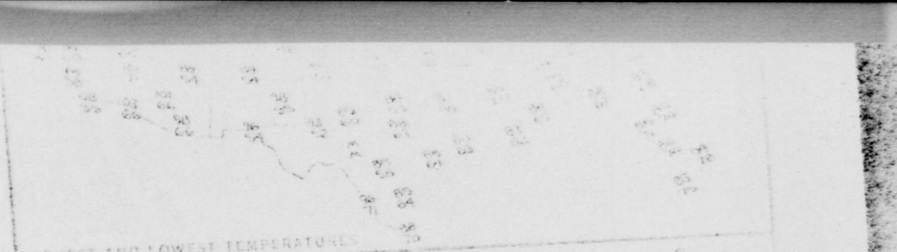

HIGH
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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.







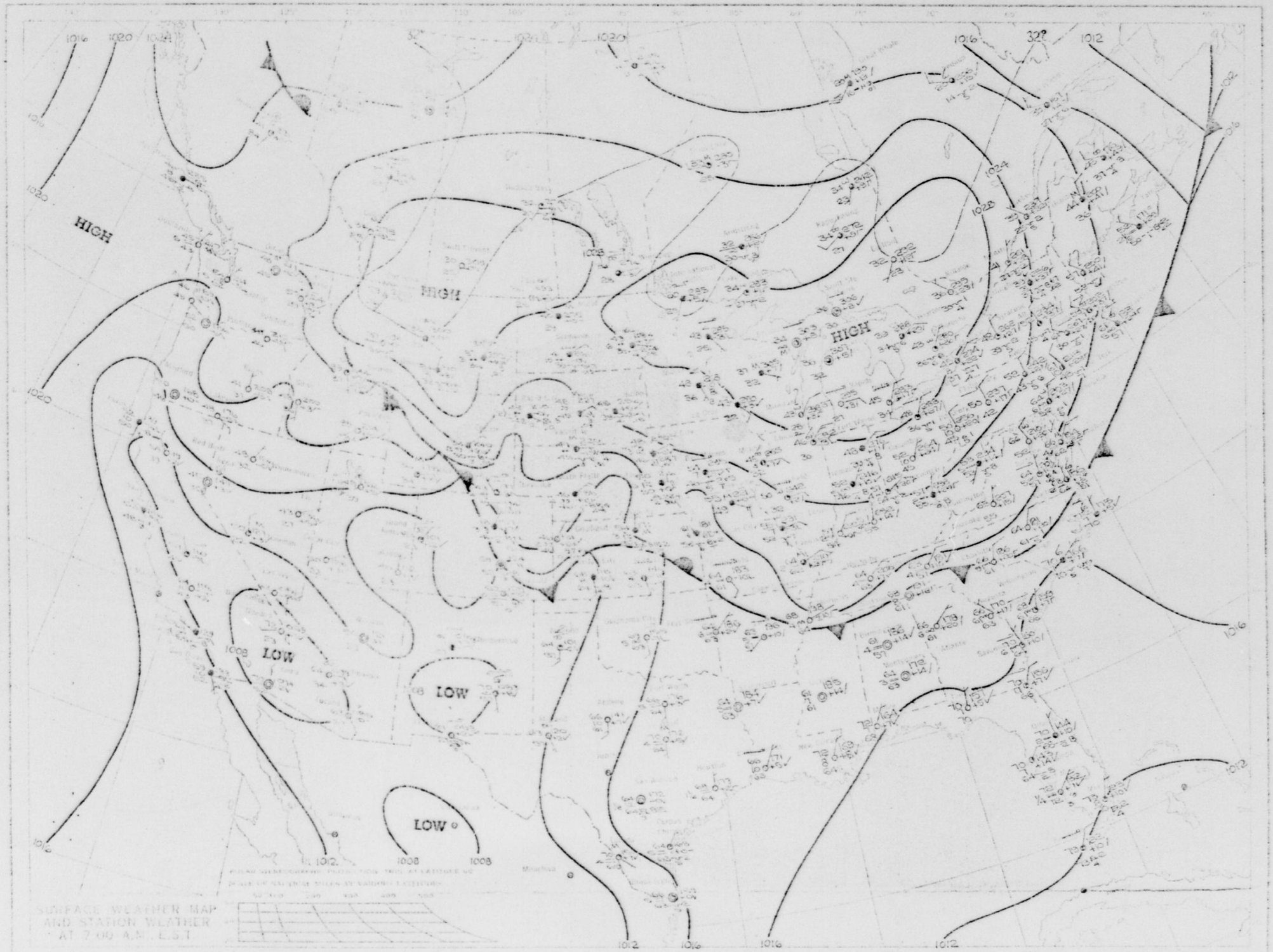

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

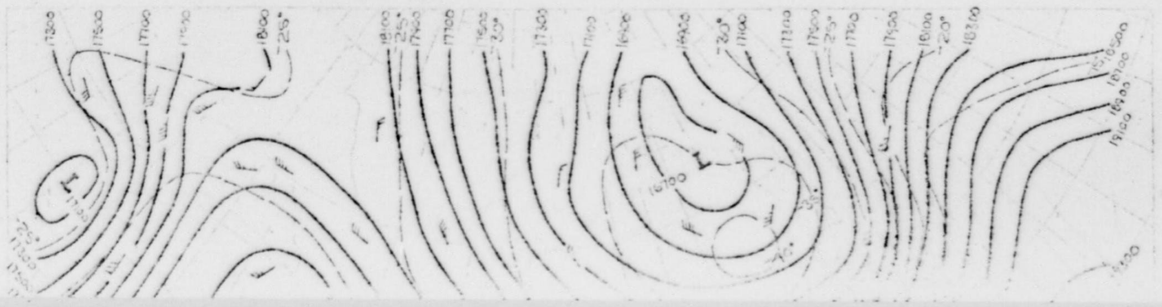


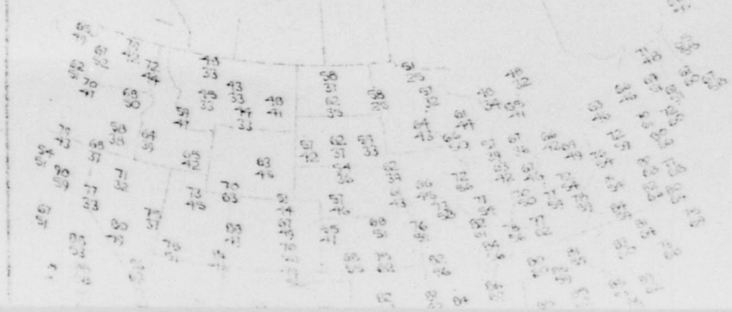
HIGHEST AND LOWEST TEMPERATURES

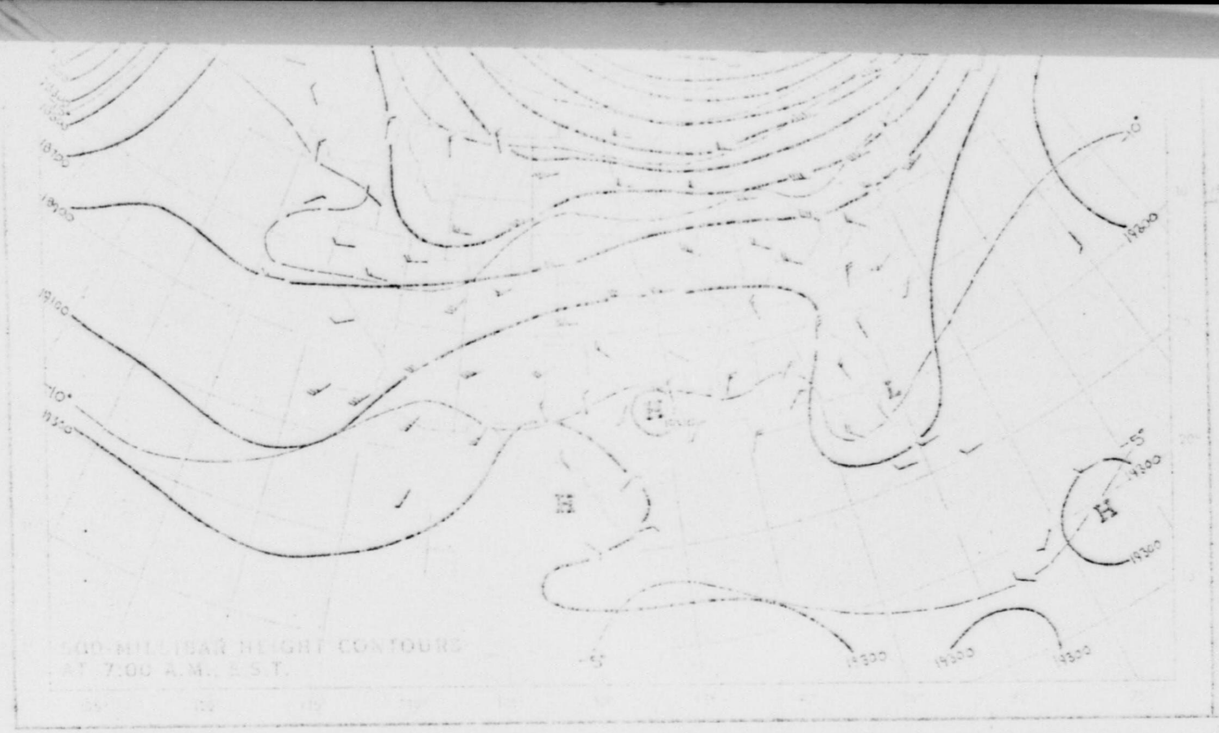


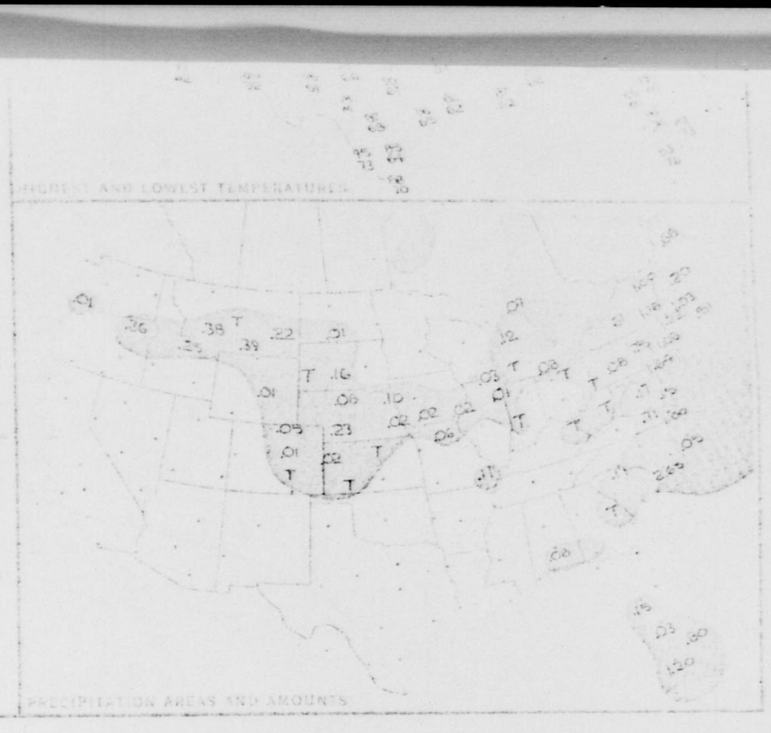
PRECIPITATION AREAS AND AMOUNTS

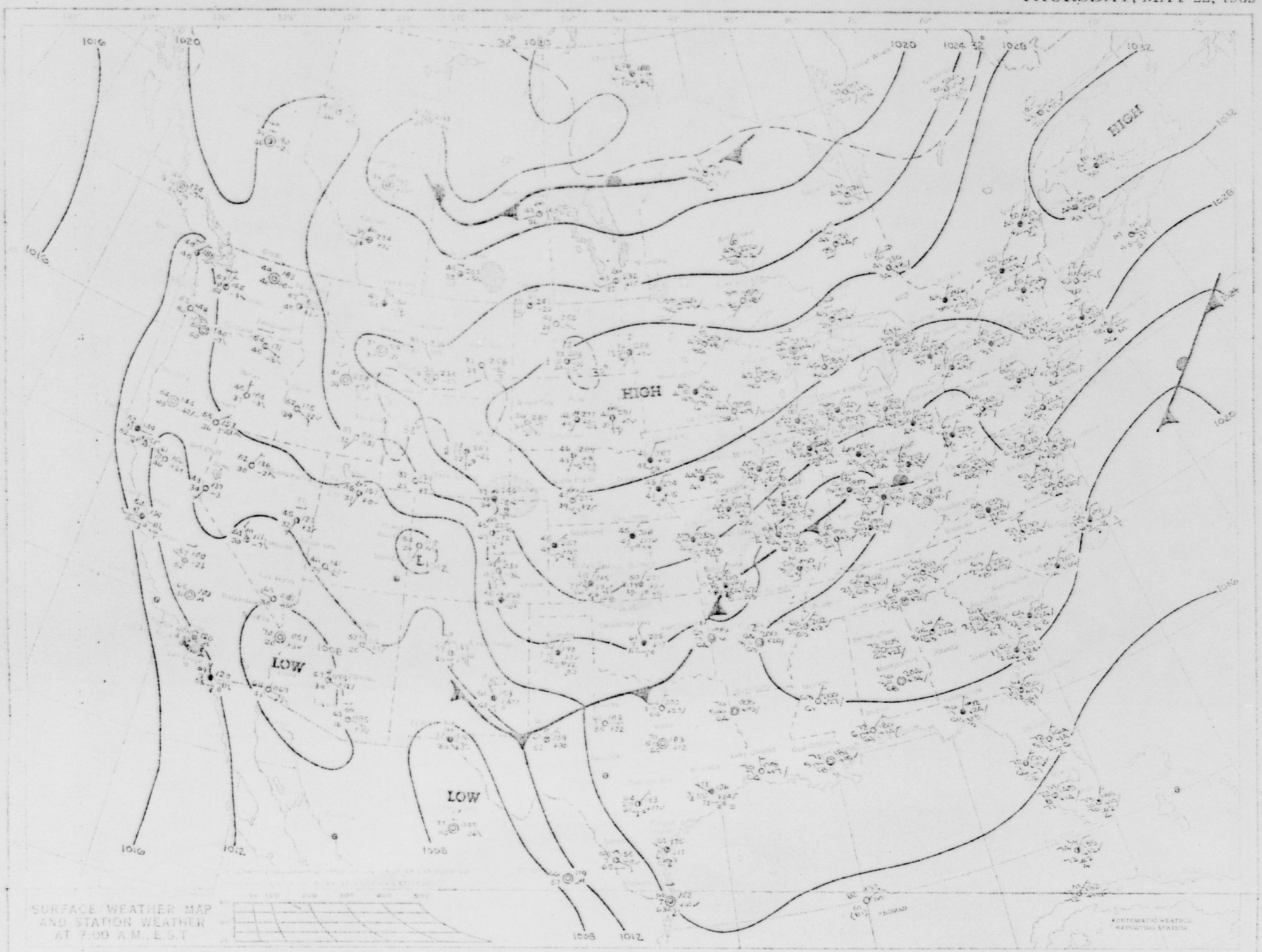

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.

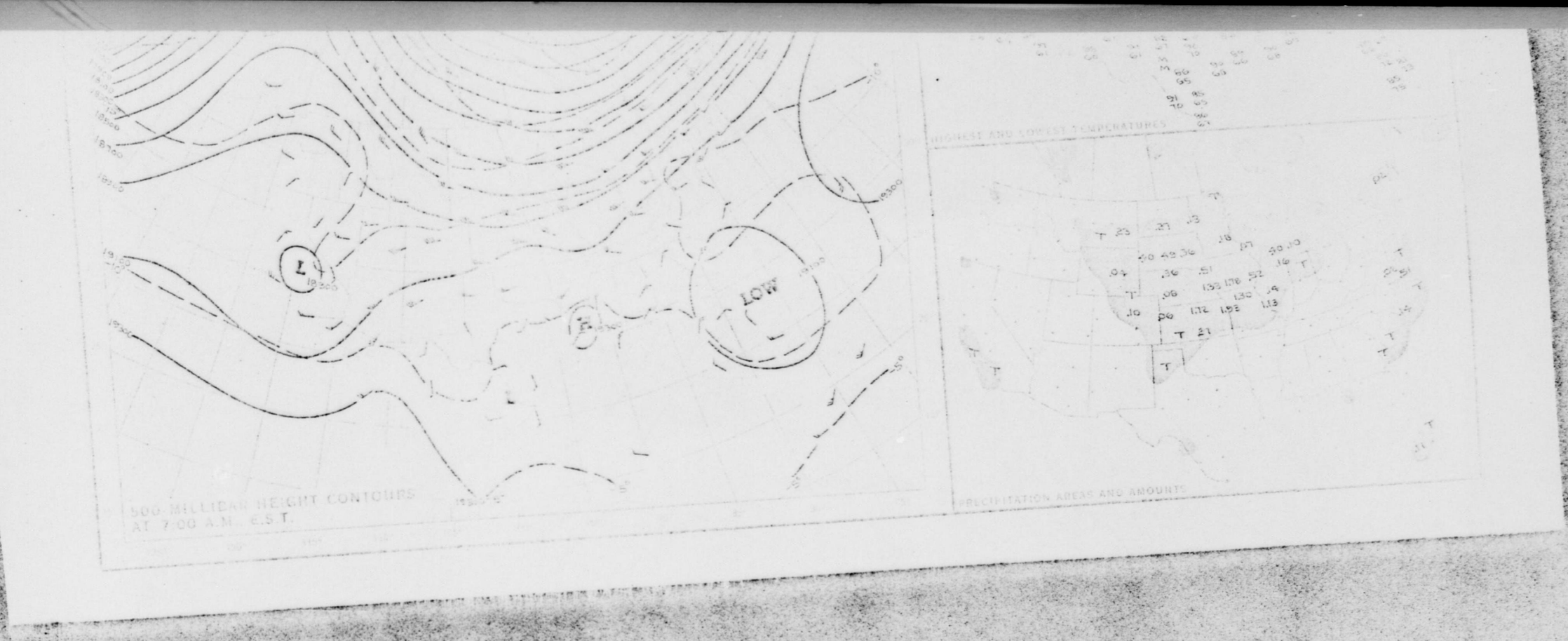


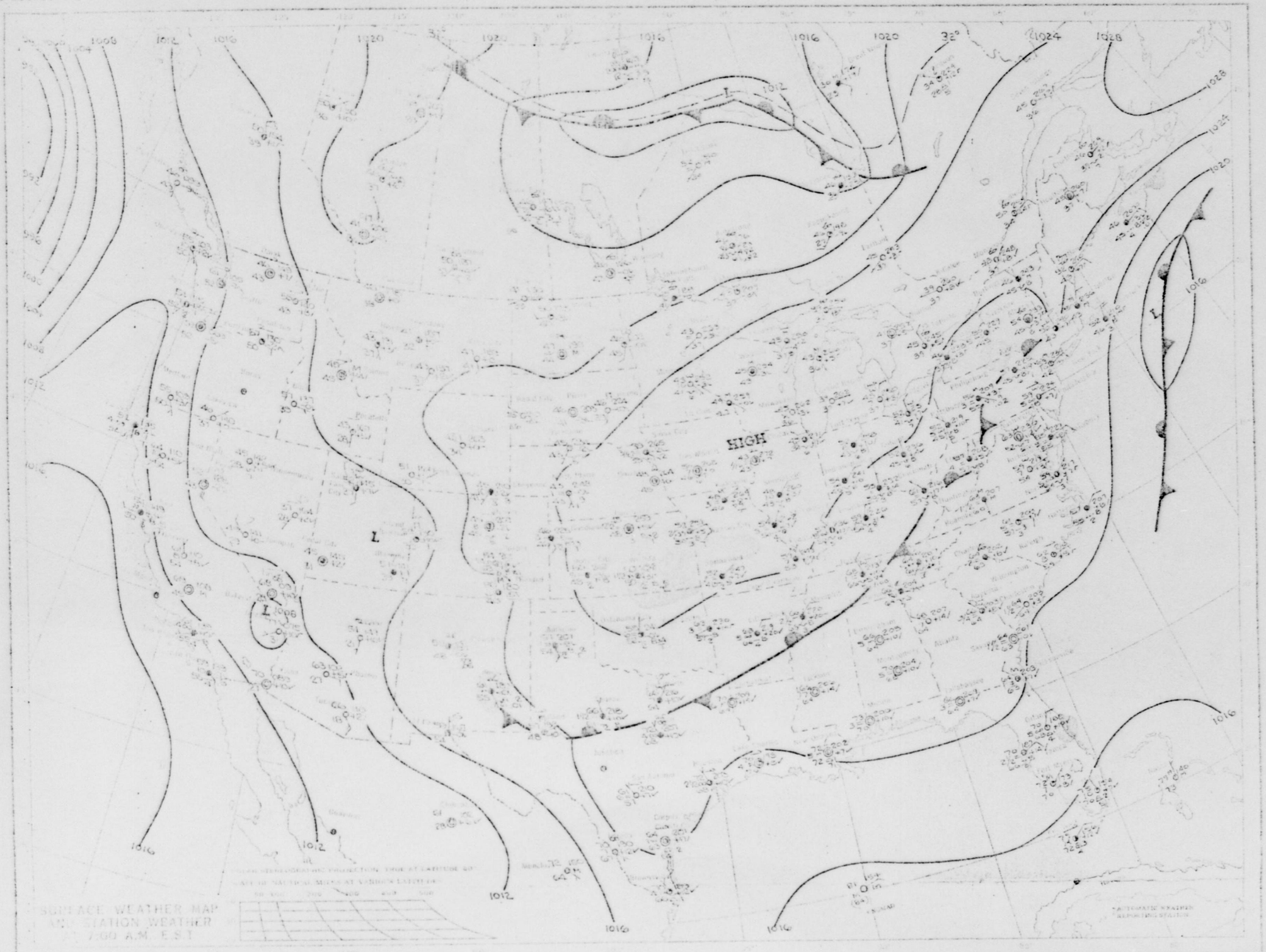


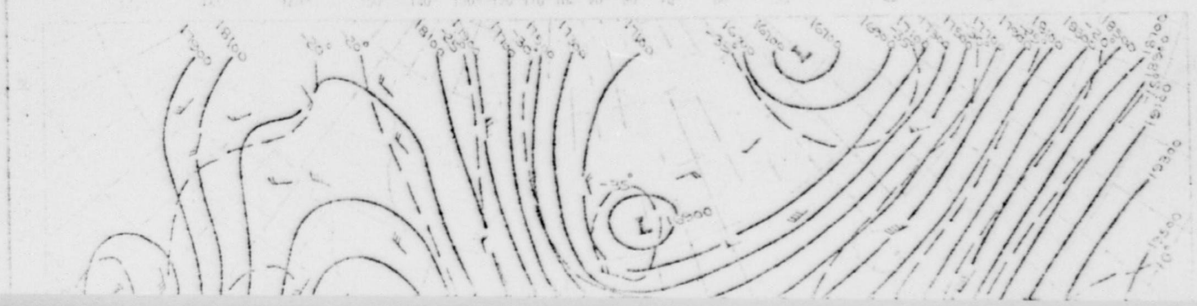

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

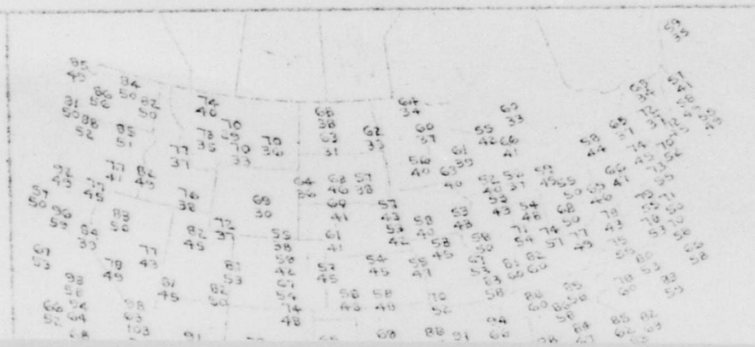

HIGHEST AND LOWEST TEMPERATURES
PRECIPITATION AREAS AND AMOUNTS

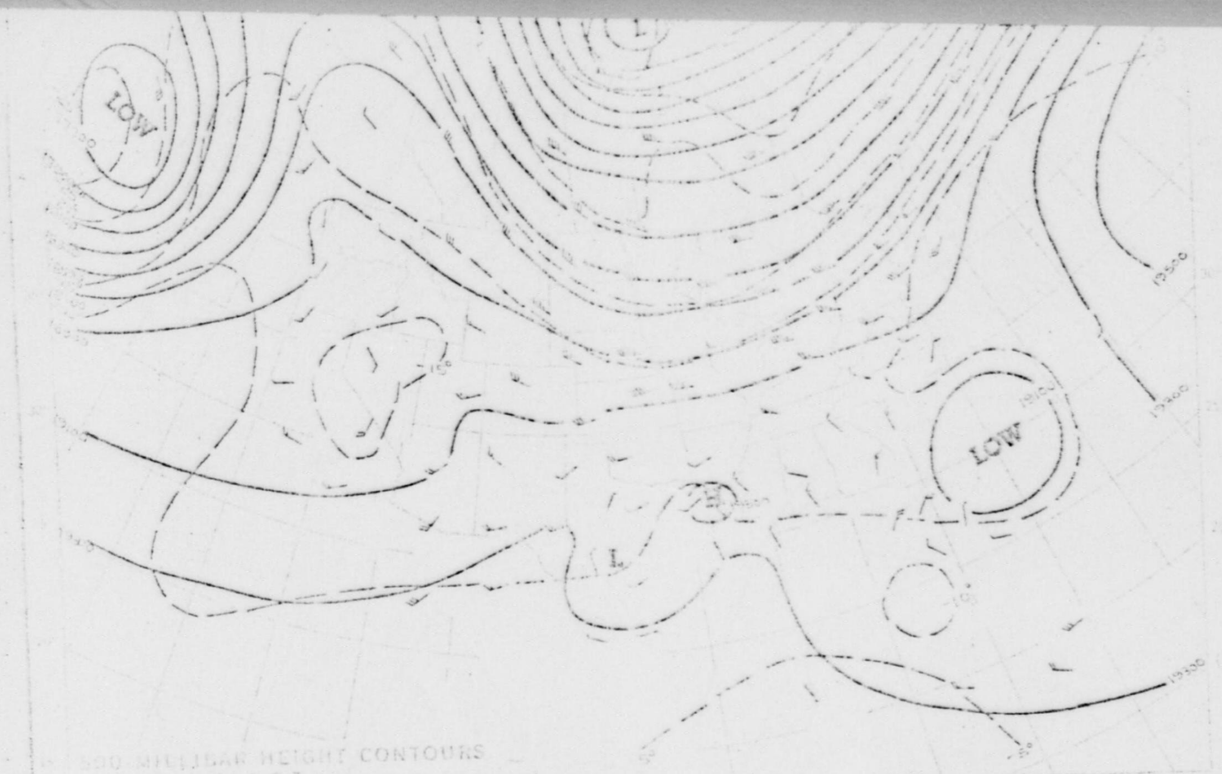

HIGH
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LOW
SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


500 MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.
LOW
PRECIPITATION AREAS AND AMOUNTS

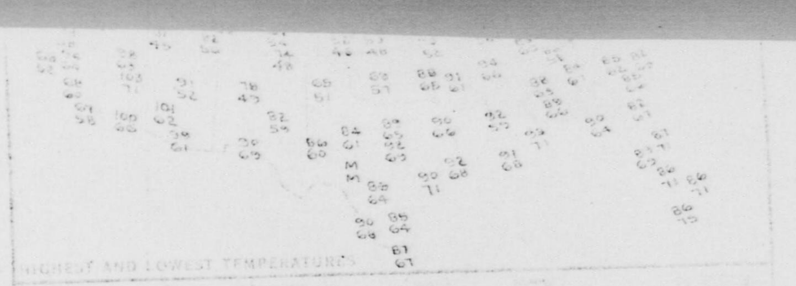

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.



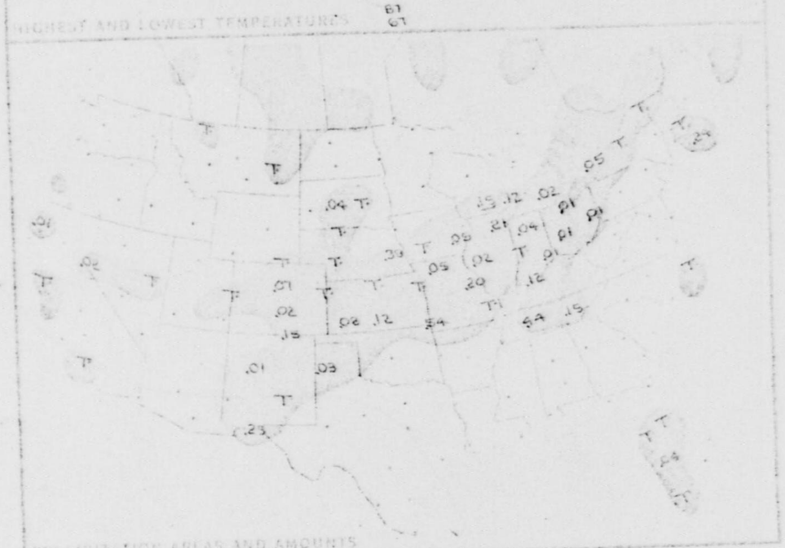




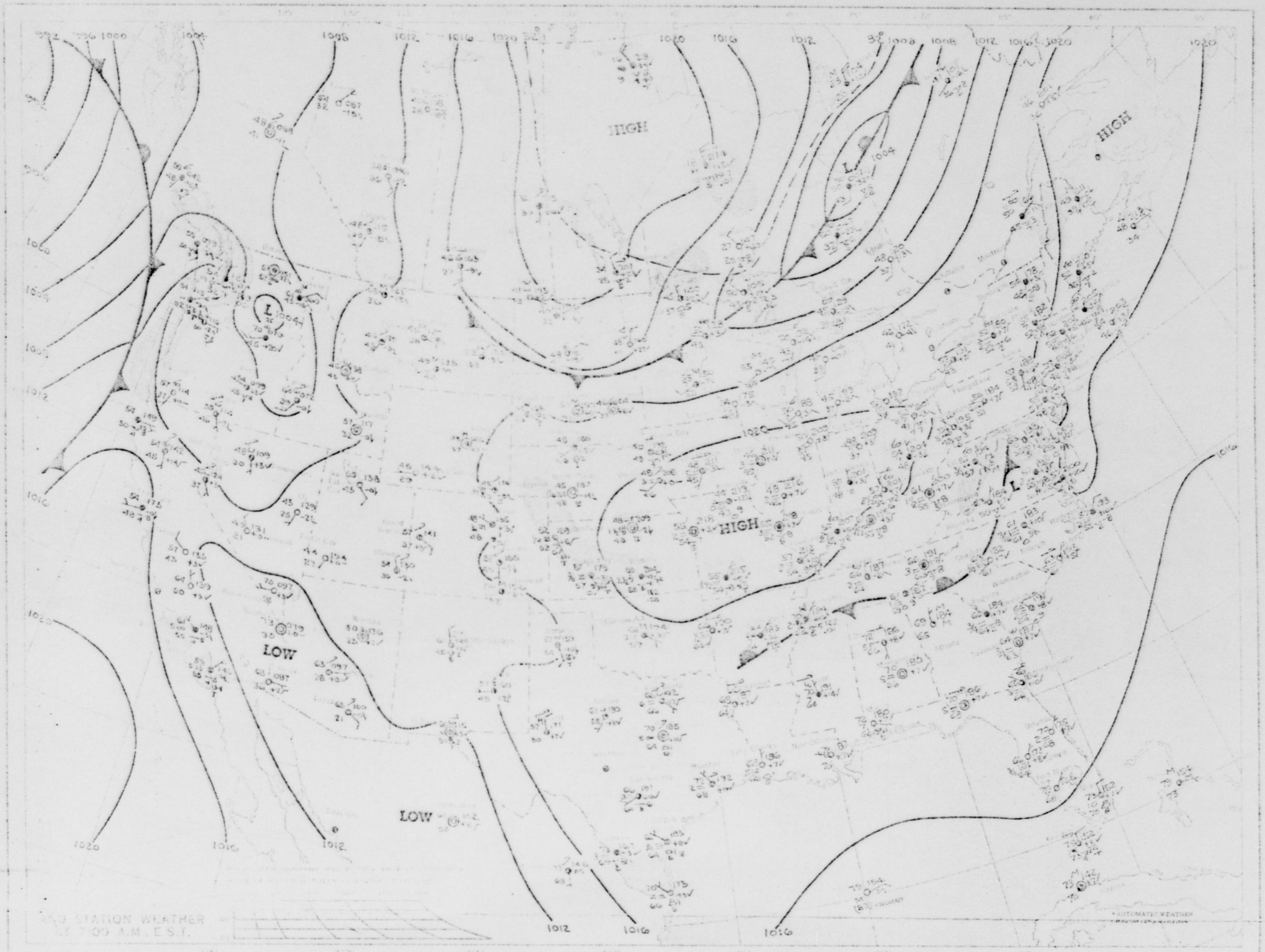

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AT 7:00 A.M. E.S.T.

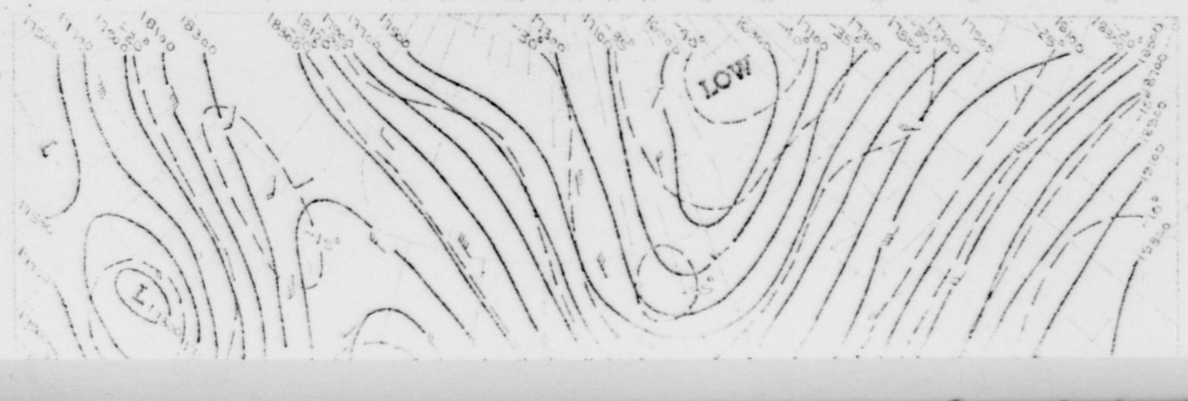


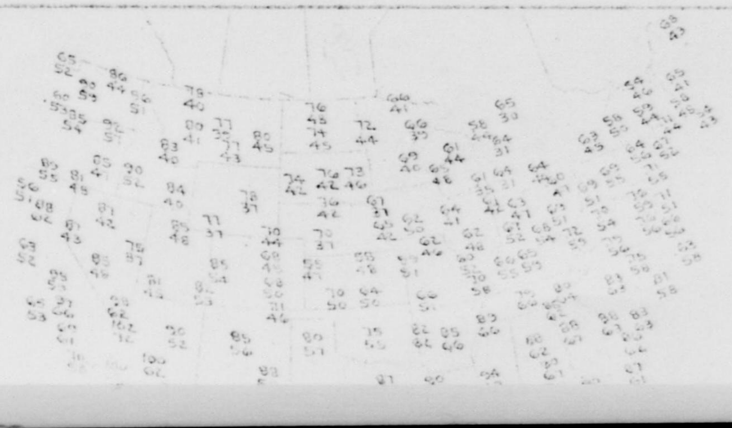
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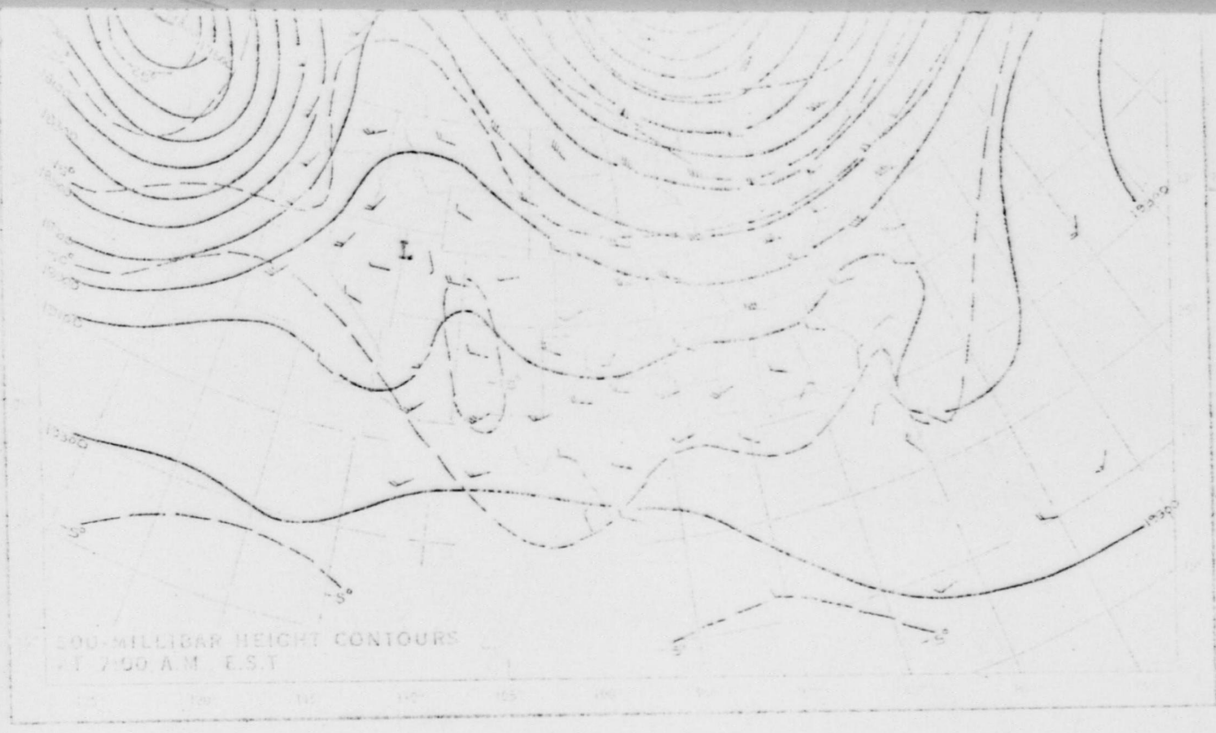


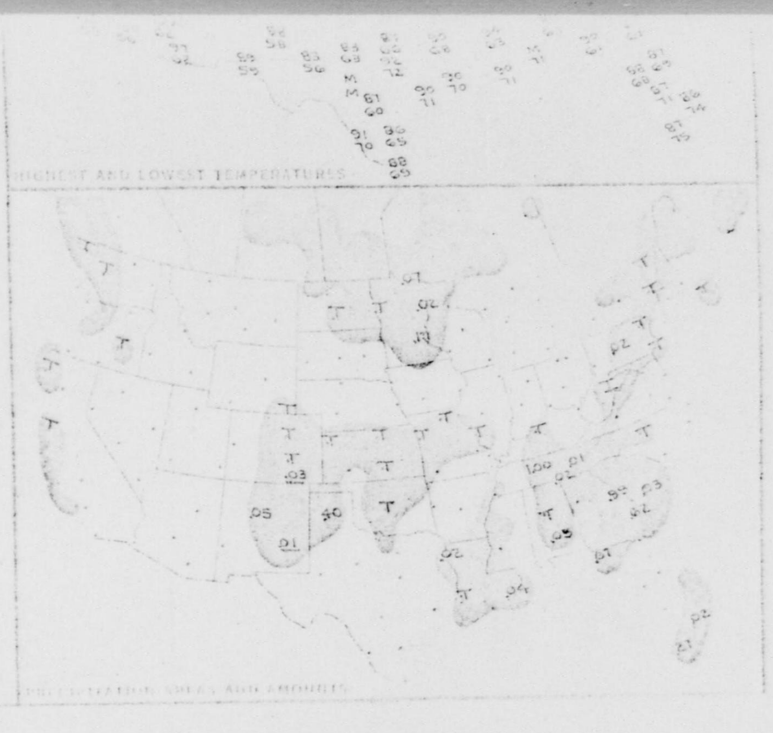
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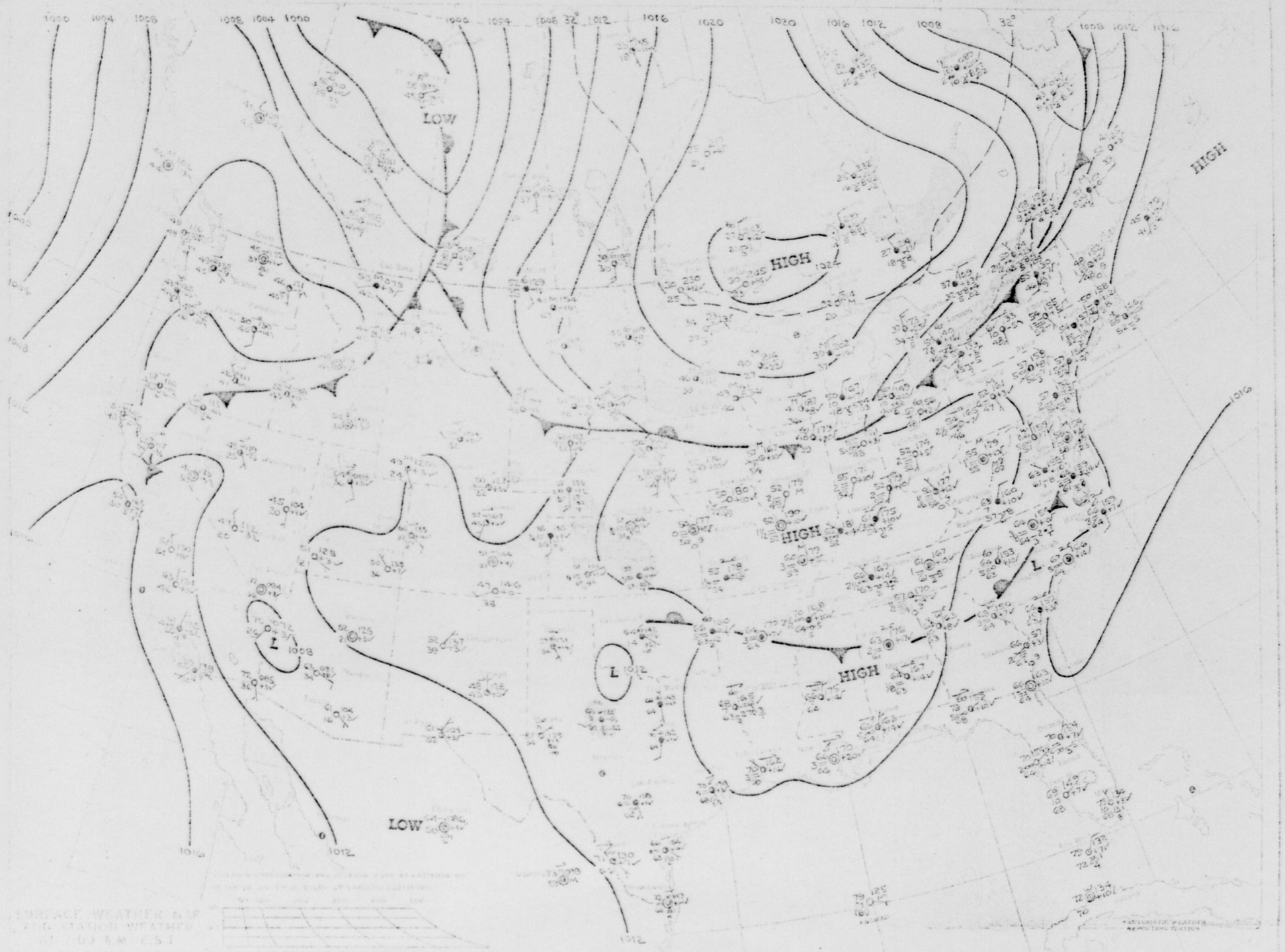

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AND STATION WEATHER
AT 7:00 A.M. E.S.T.
* AUTOMATIC WEATHER


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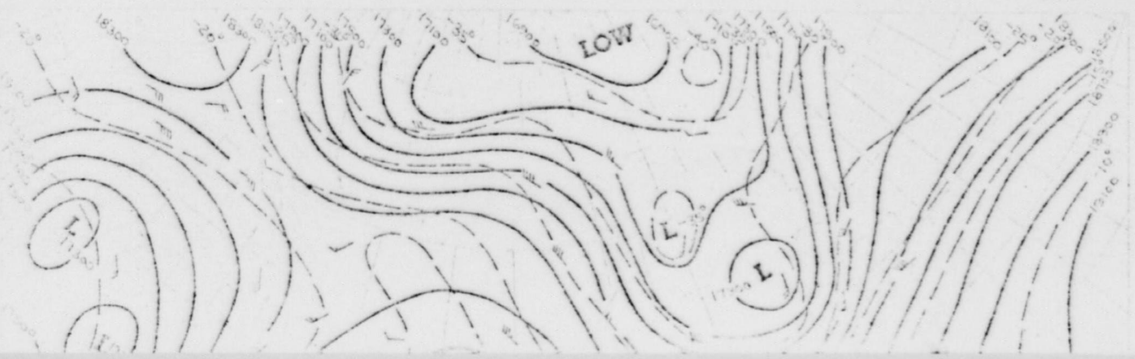


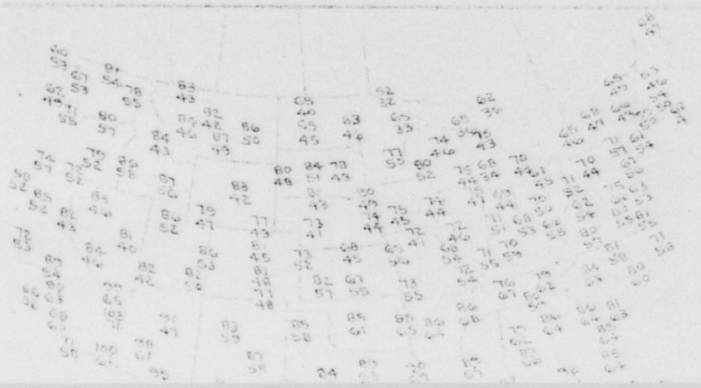

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AT 7:00 A.M. E.S.T.

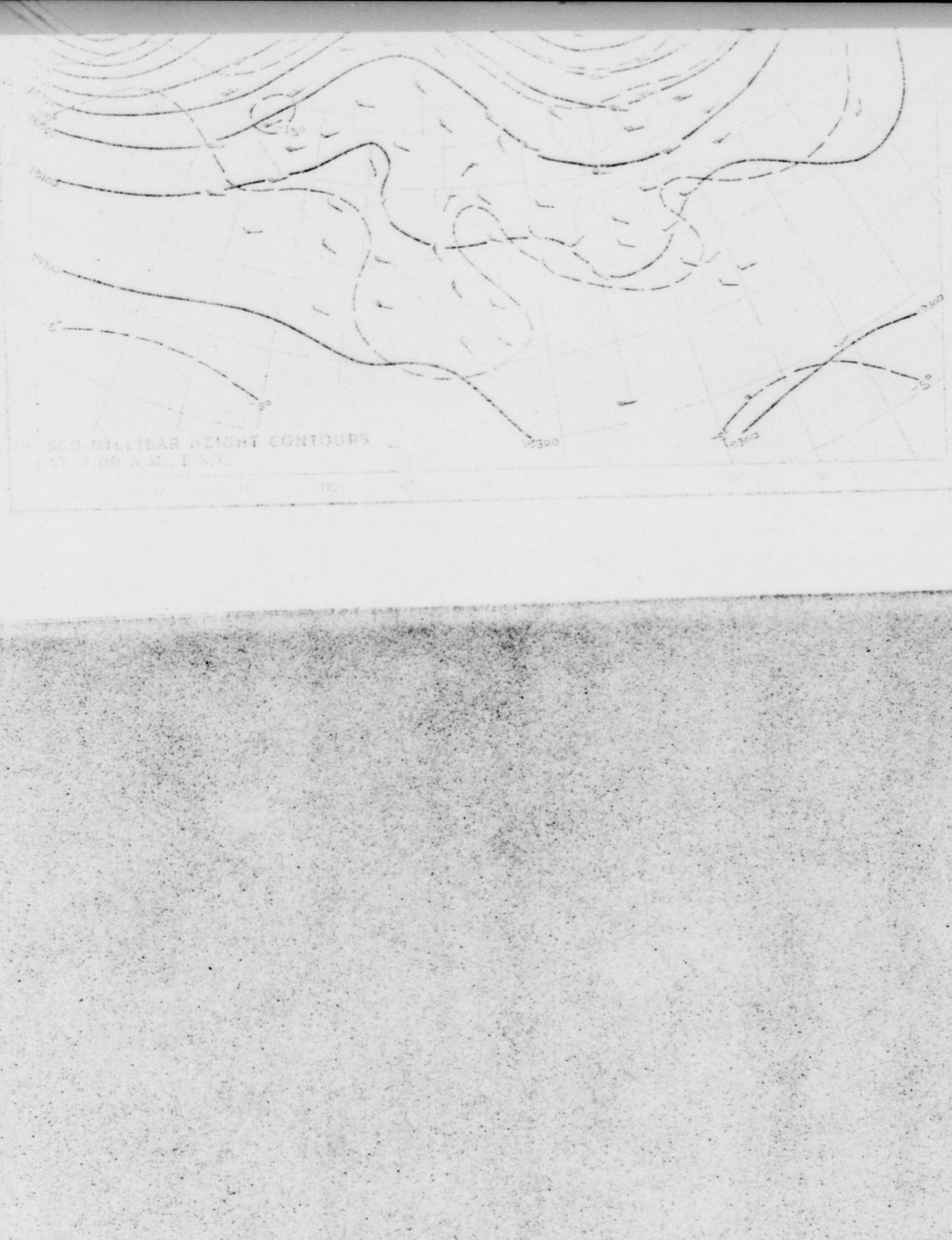

HIGHEST AND LOWEST TEMPERATURES



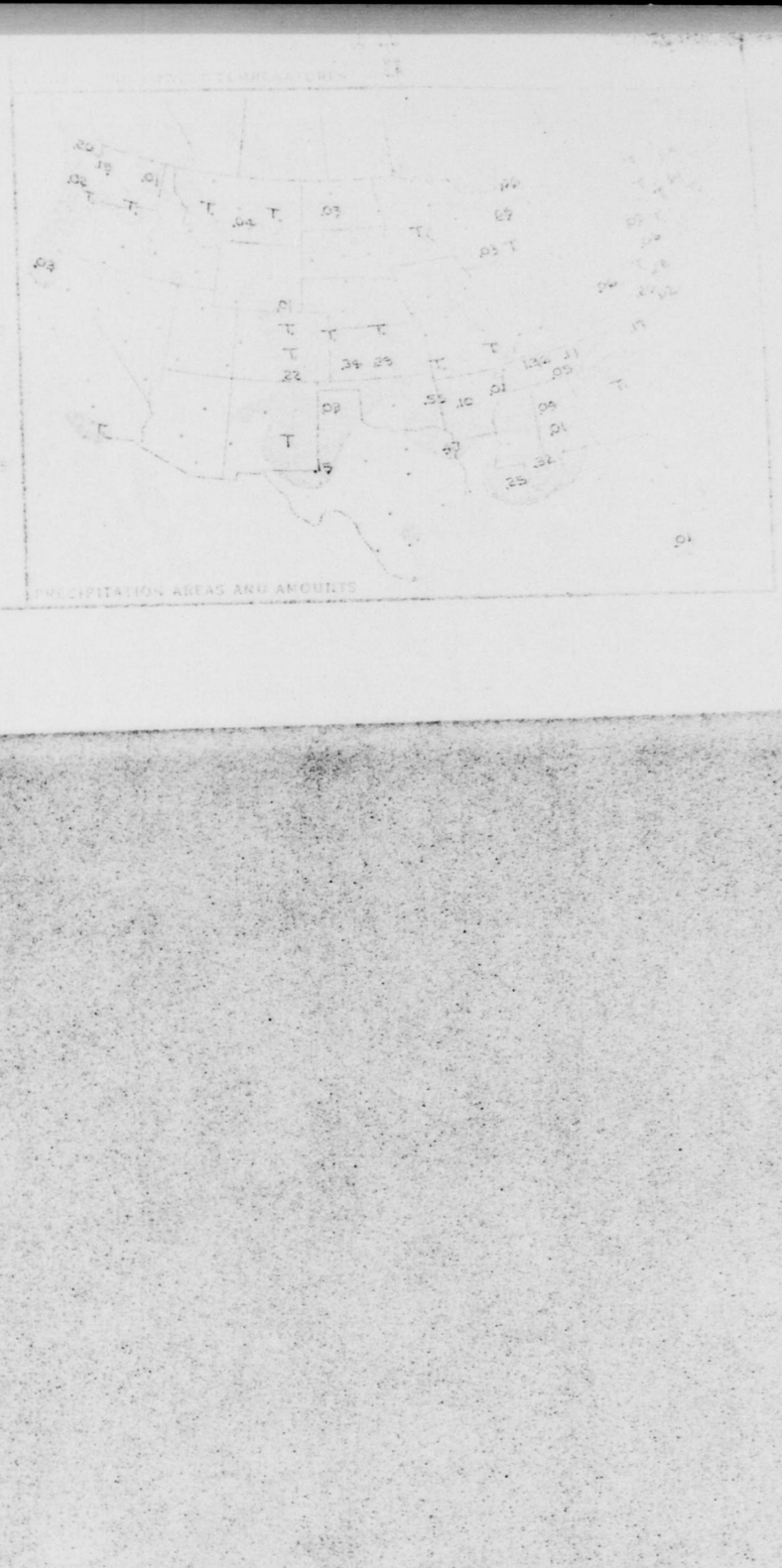

SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. C.S.T.





500-MILLIBAR HEIGHT CONTOURS
AT 7:30 A.M., E.S.T.



PRECIPITATION AREAS AND AMOUNTS

U.S. DEPARTMENT OF COMMERCE/Environmental Science Services Administration/Environmental Data Service

# DAILY WEATHER MAPS

## WEEKLY SERIES MAY 26-JUNE 1, 1969

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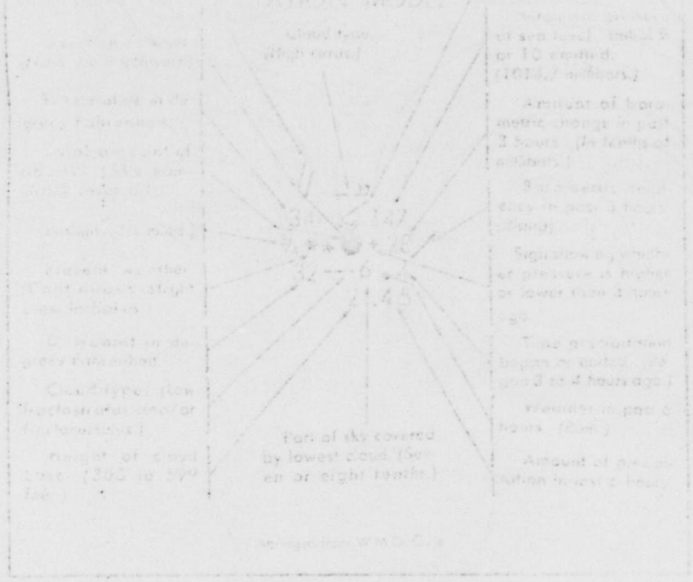
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SPECIMEN
STATION MODEL
U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE




ENVIRONMENTAL SCIENCE SERVICE ADMINISTRATION
National Weather Records Center
SILVER SPRING, MD. 20910

IMMEDIATE – U.S. Weather Report

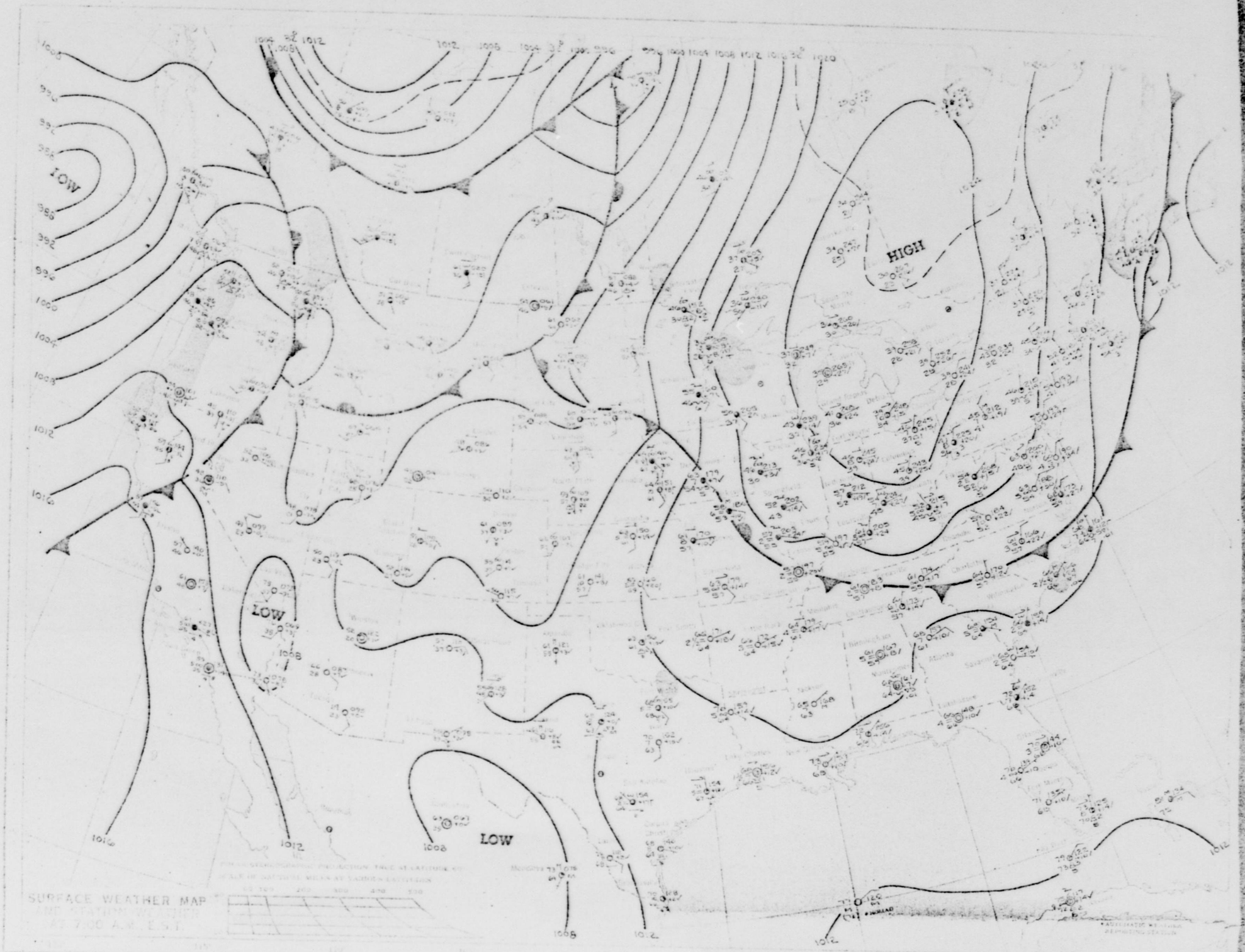
FIRST CLASS MAIL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIV.
AFSC-TDPIR
WRIGHT-PATTERSON AFB, OHIO 45433

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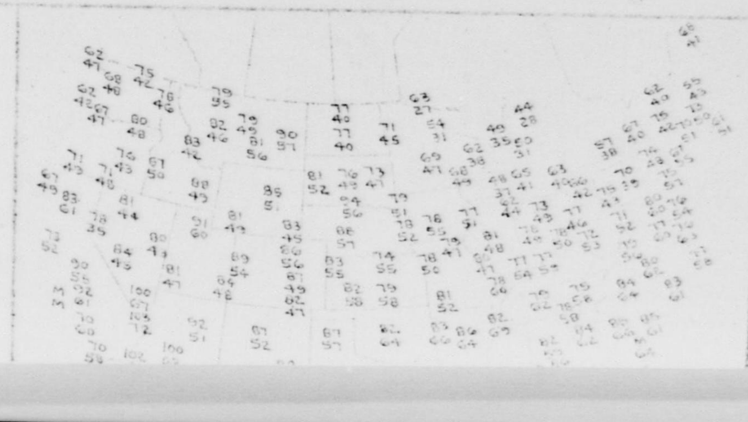
Subscription price – $4.50 per year, $2.20 additional for mailing within the U.S., $1.25 additional for foreign mail; single copy – 15c each. Send remittance to: Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

USCOMM-ESSA-DC-WFA-67

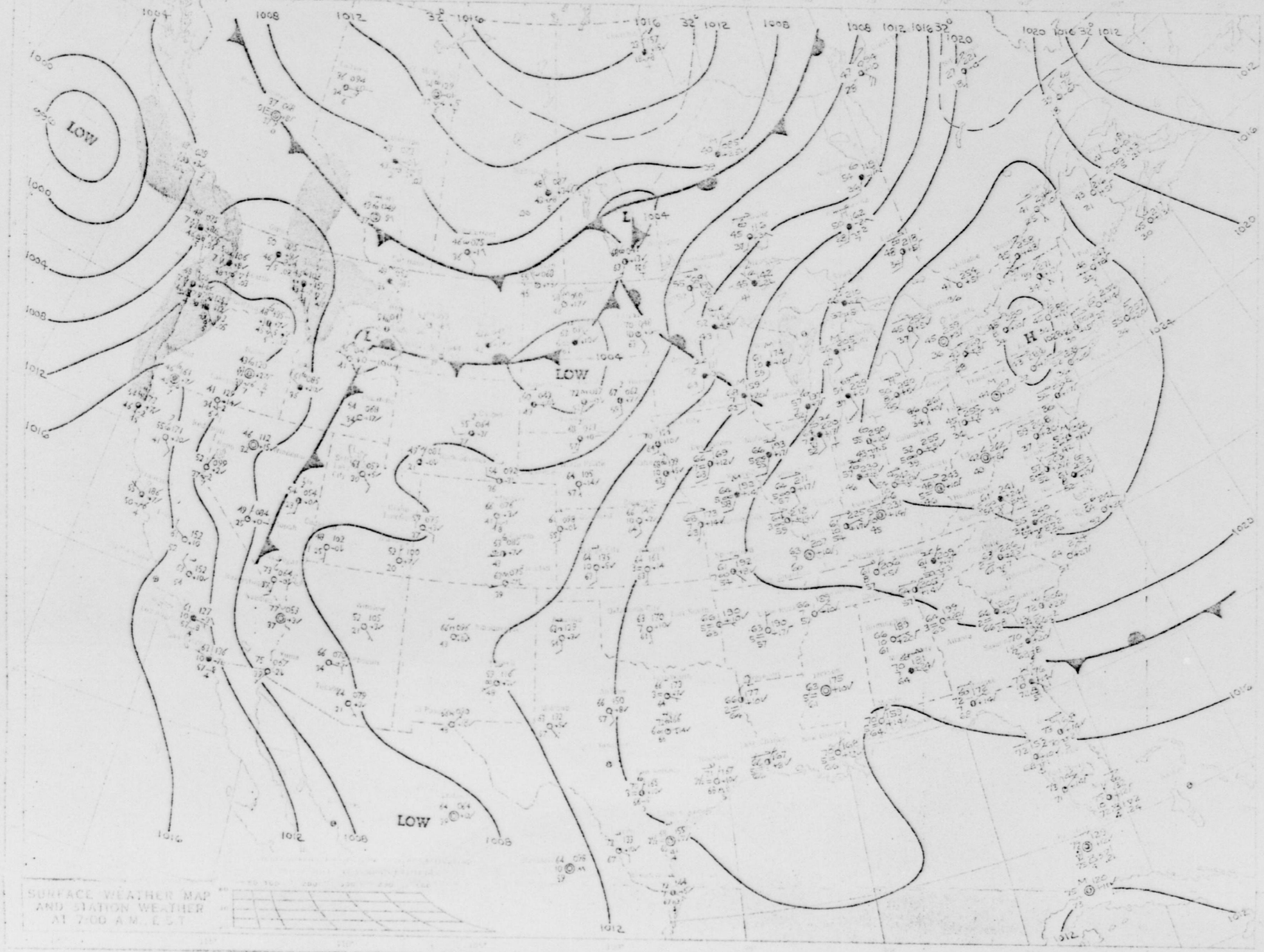


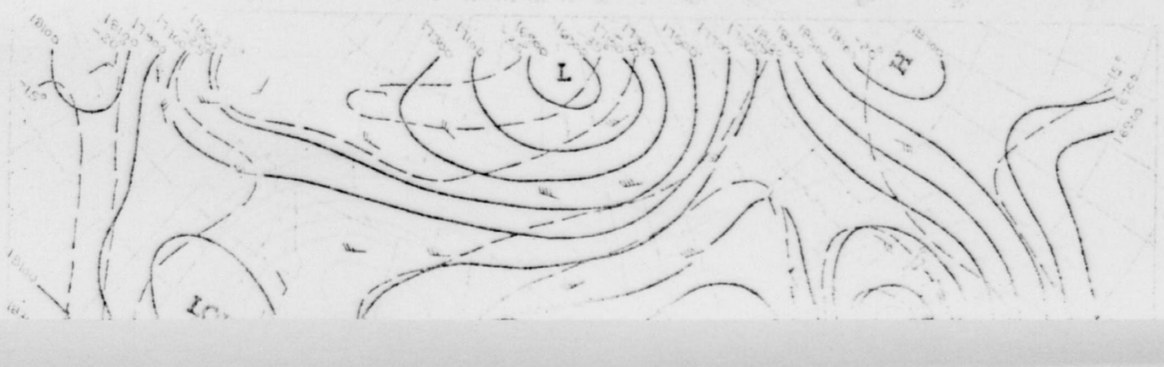

SURFACE WEATHER MAP
AND WEATHER WARNINGS
AT 7:00 A.M. E.S.T.

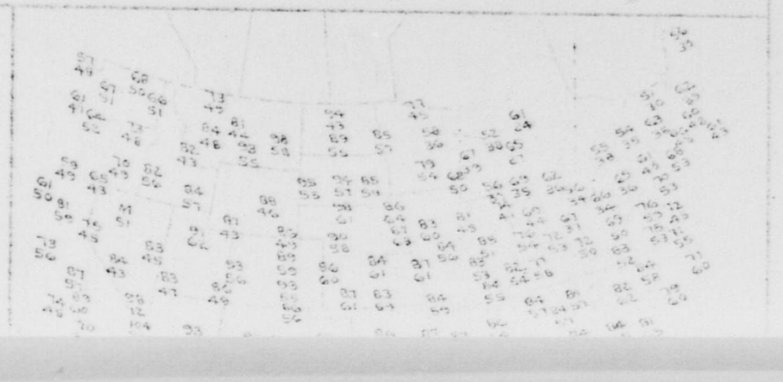


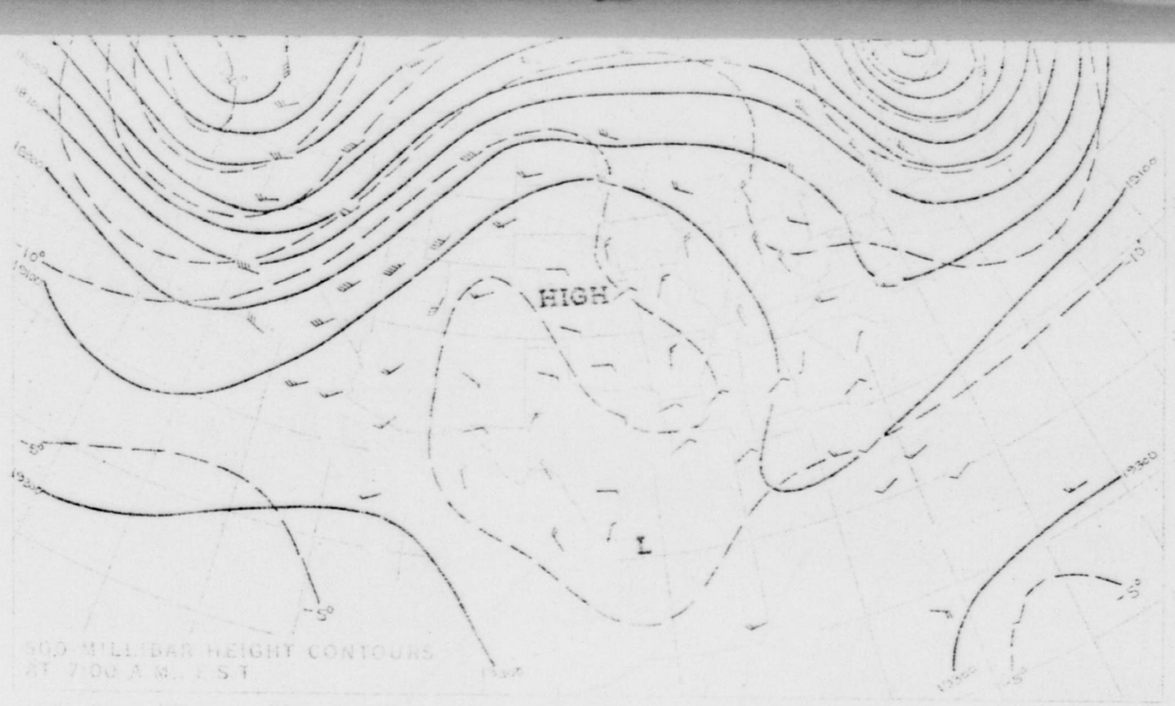




500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. EST
LOW
PRECIPITATION AREAS AND AMOUNTS

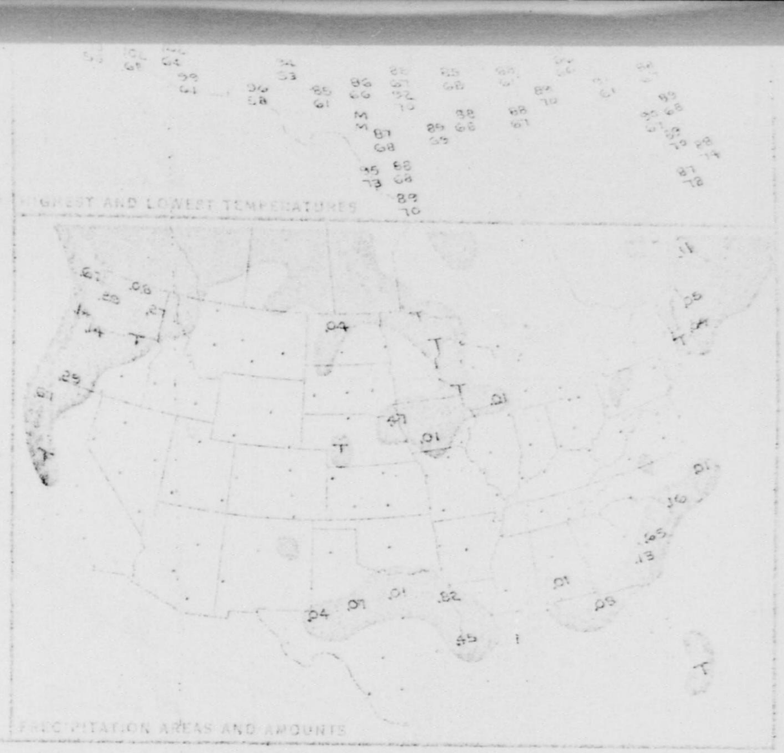

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SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. E.S.T.


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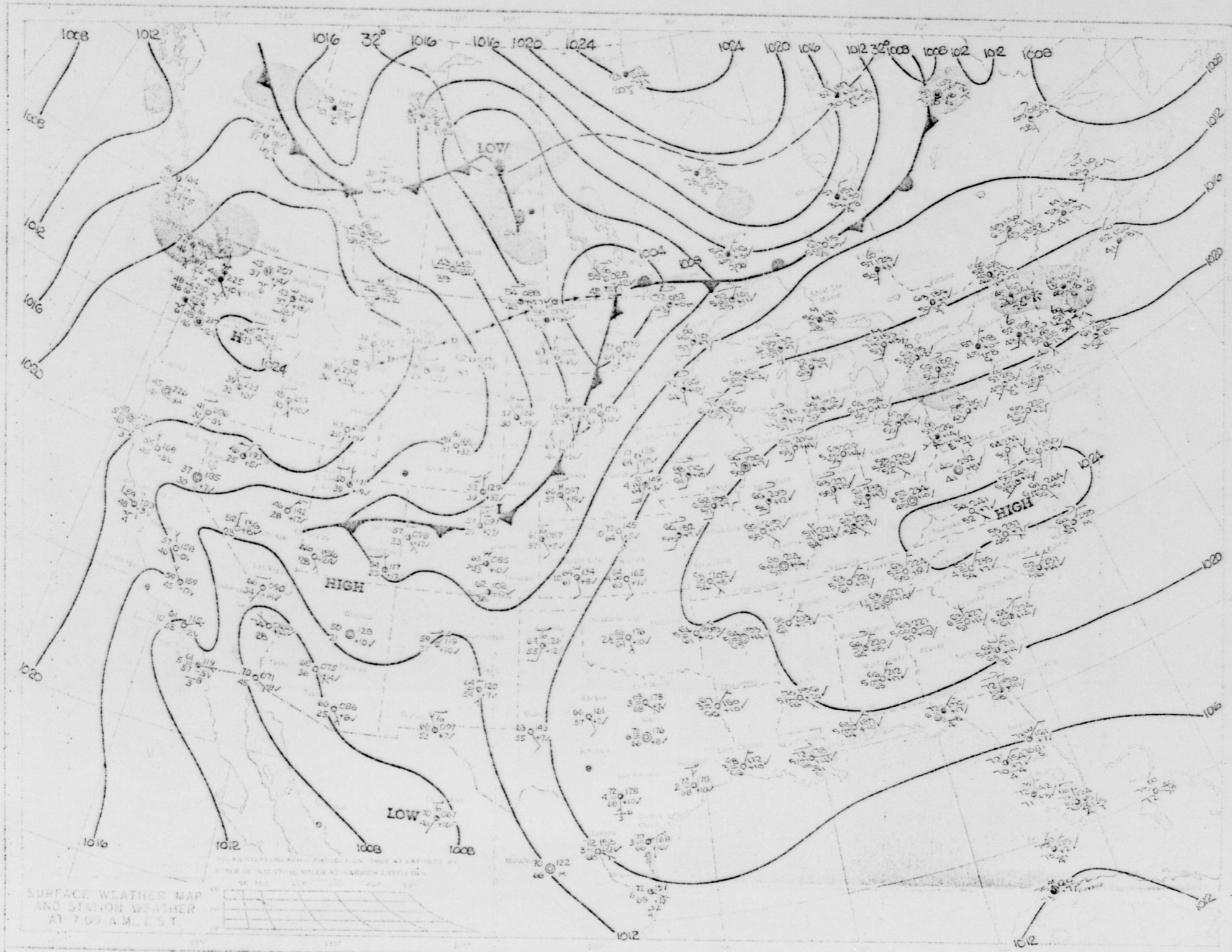


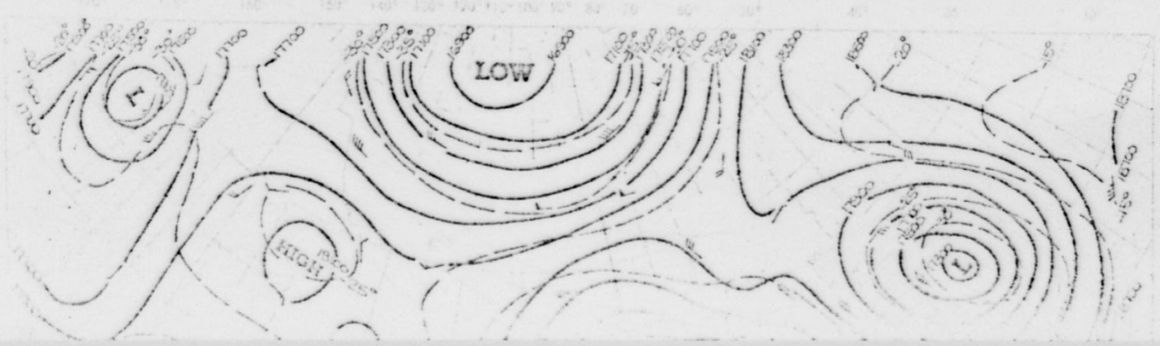

500 MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

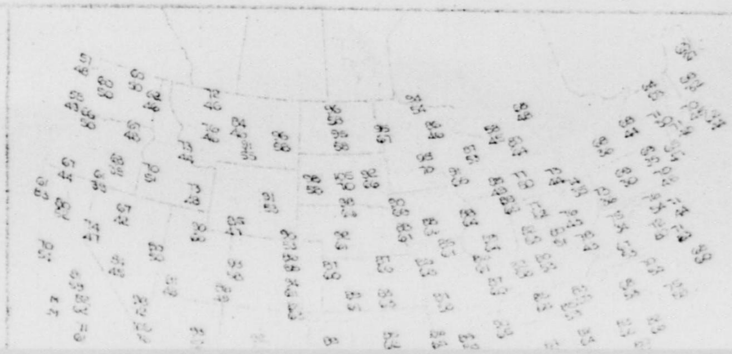


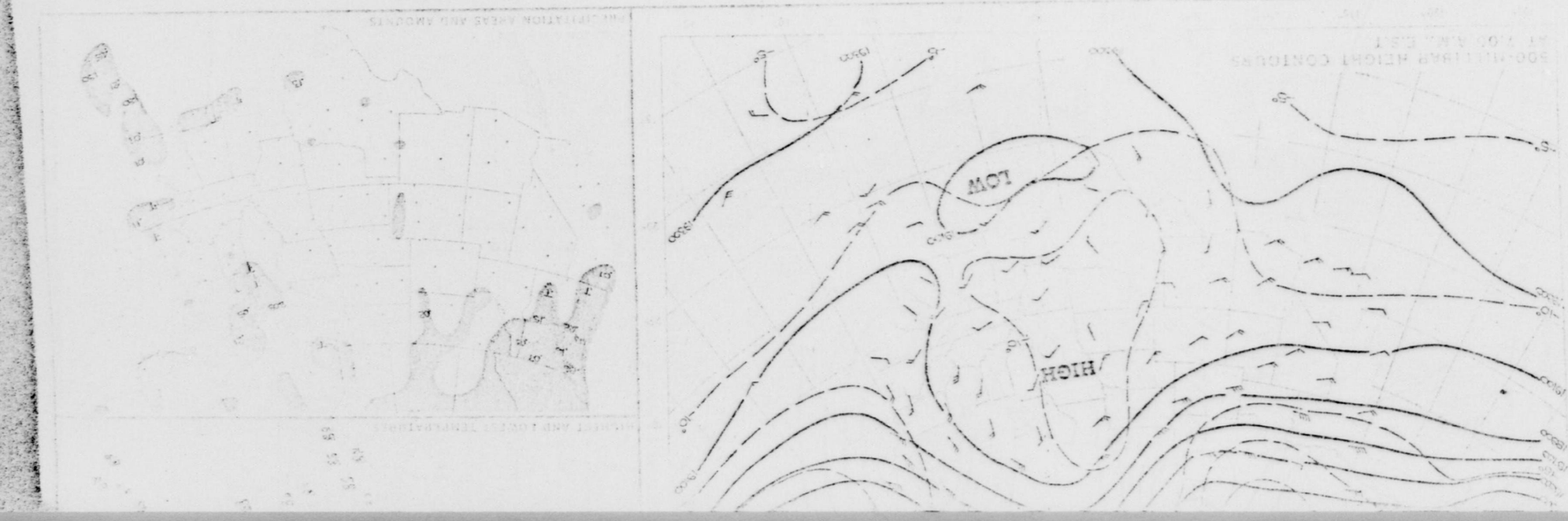
HIGHEST AND LOWEST TEMPERATURES

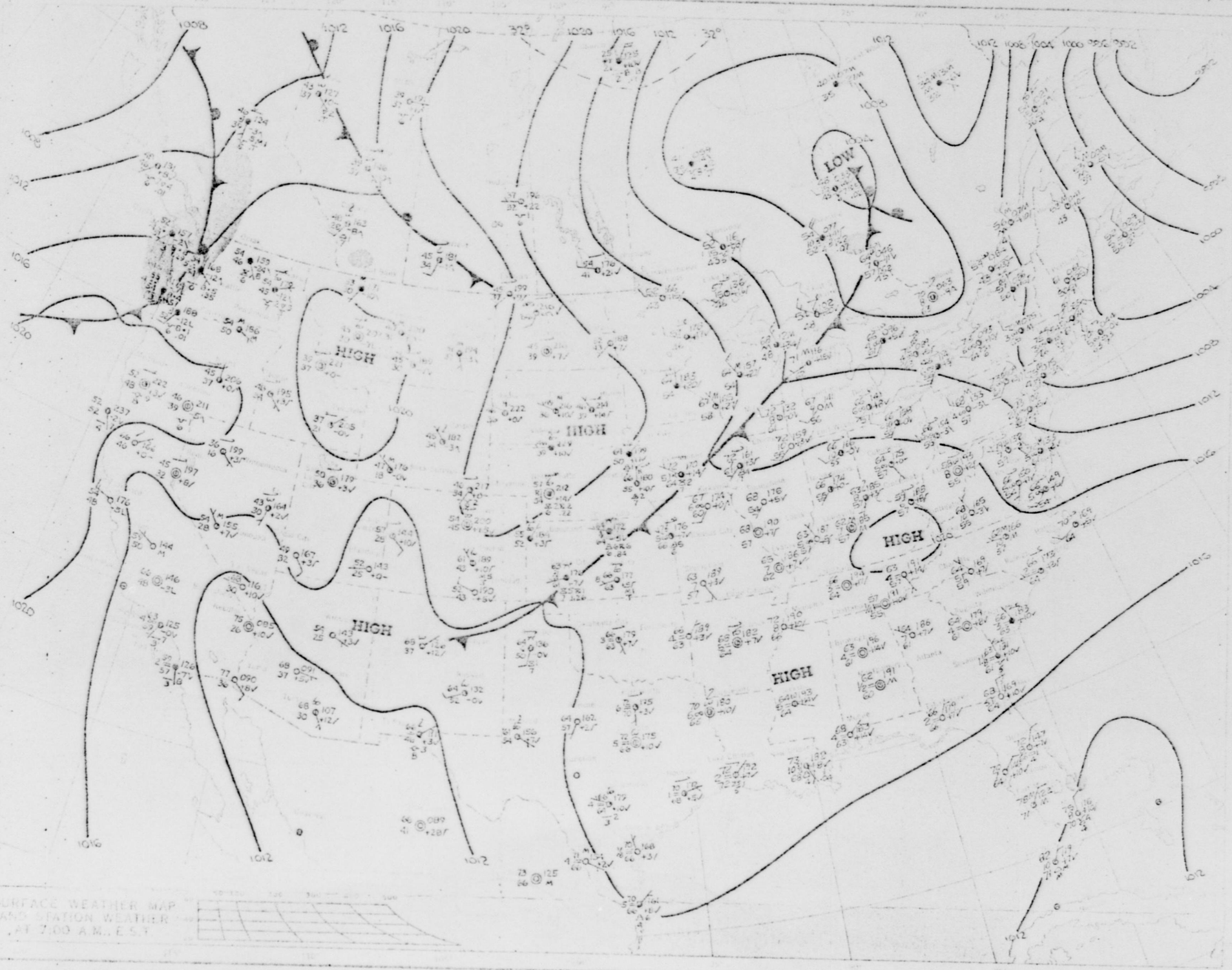
PRECIPITATION AREAS AND AMOUNTS


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1032
1036
SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.


LOW
HIGH

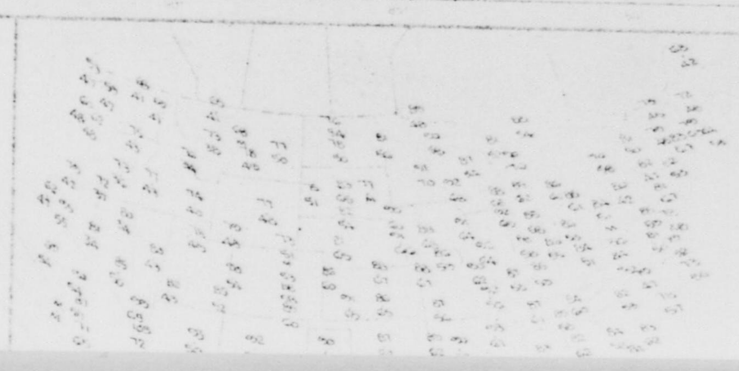


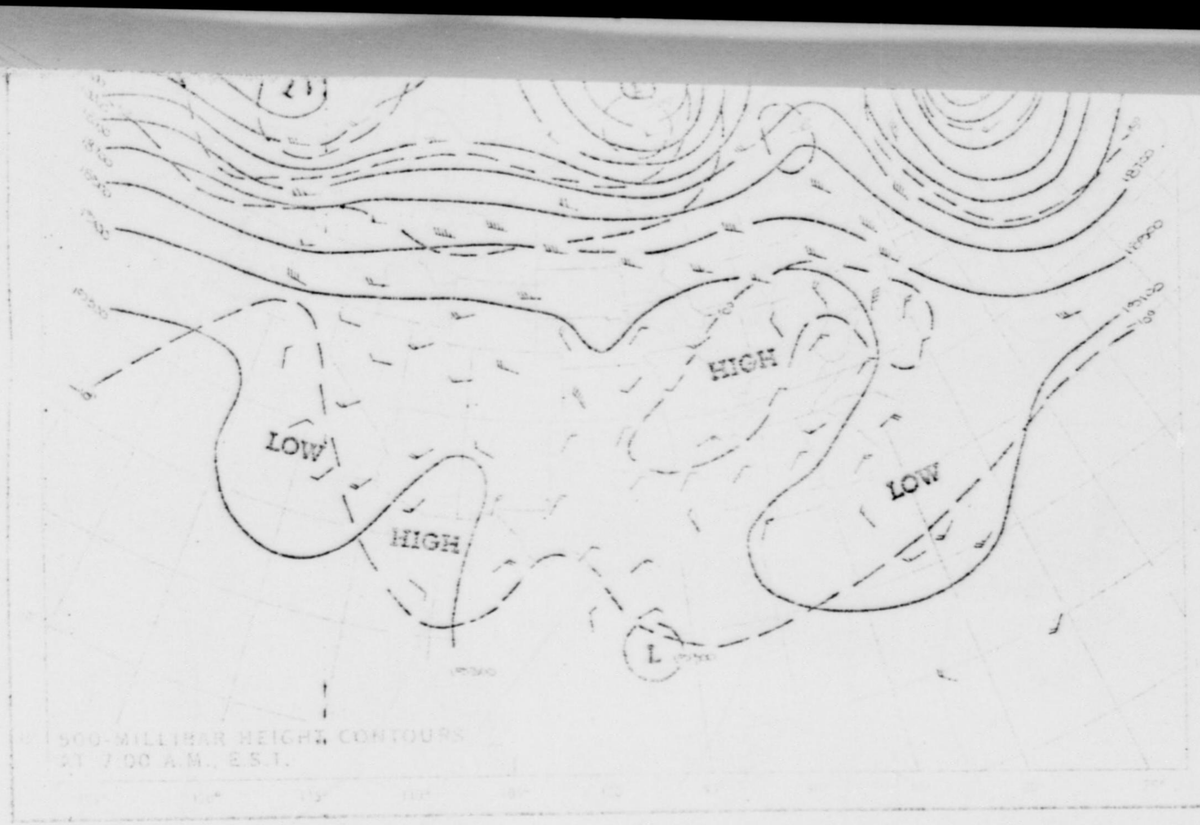

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HIGH



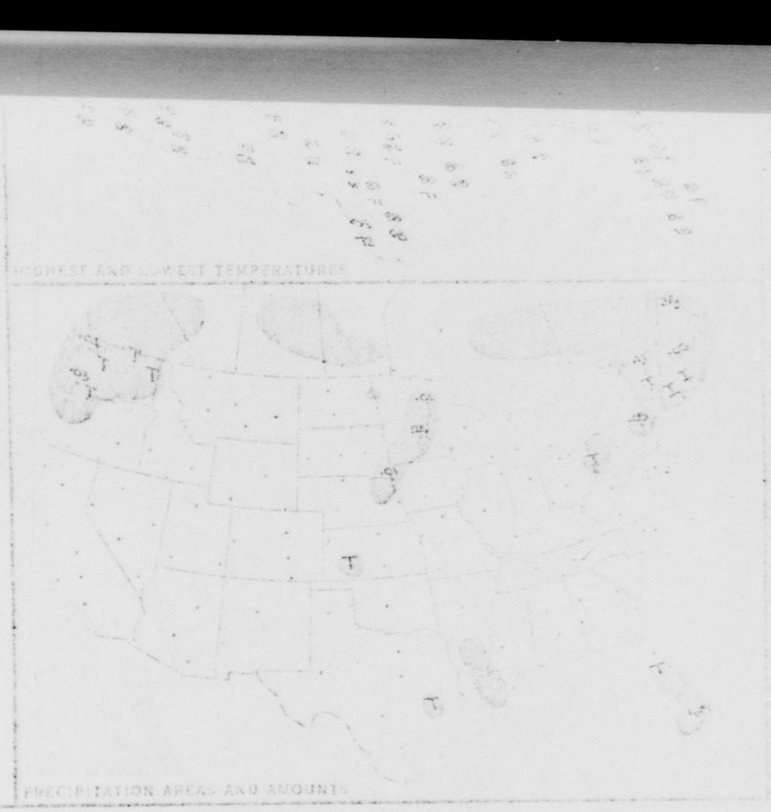

SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.





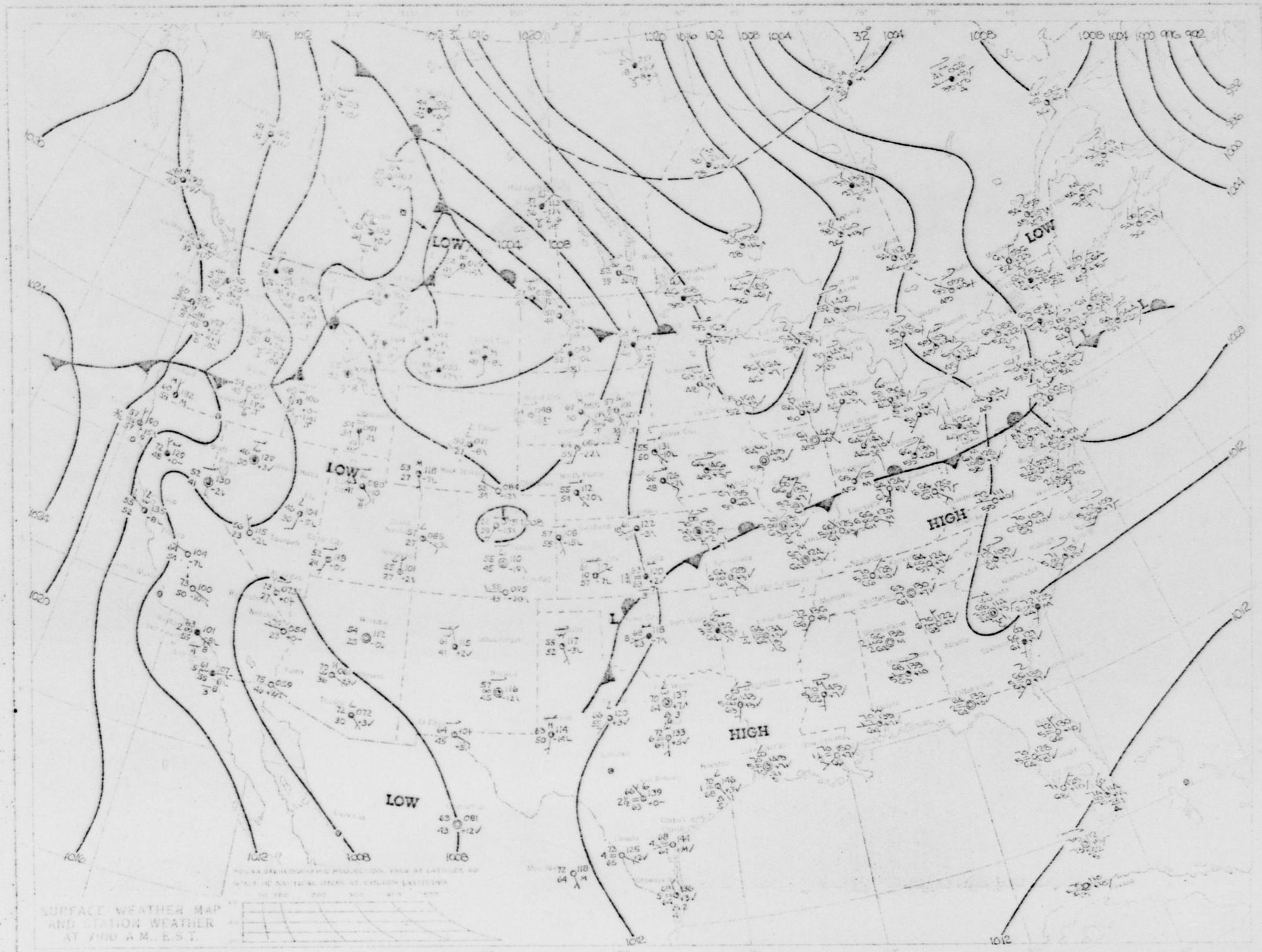


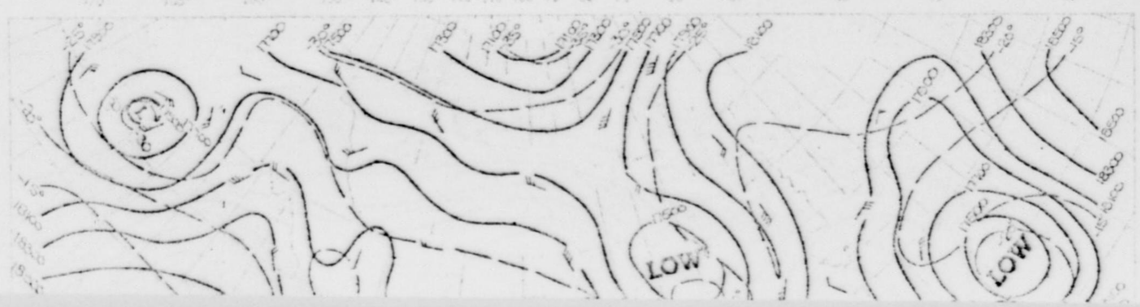

500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M., E.S.T.

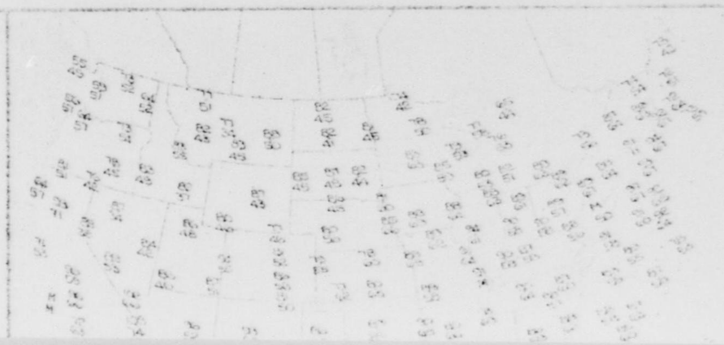


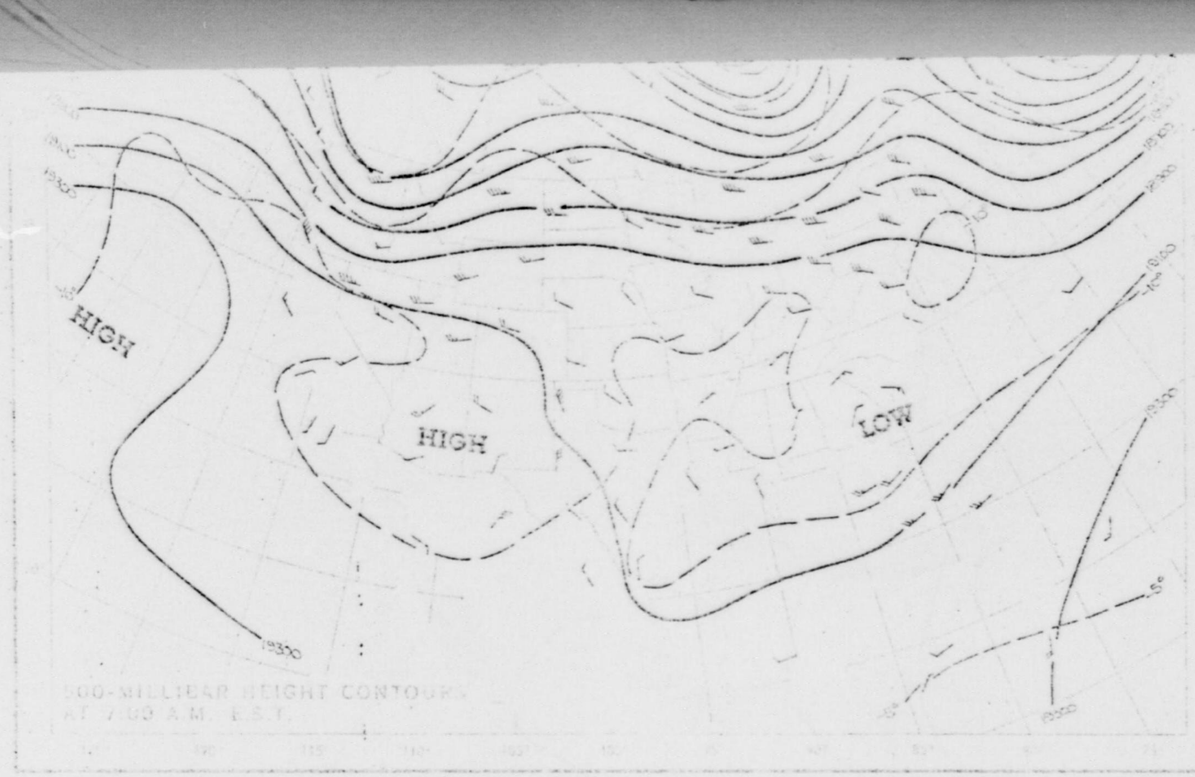

HIGHEST AND LOWEST TEMPERATURES

PRECIPITATION AREAS AND AMOUNTS

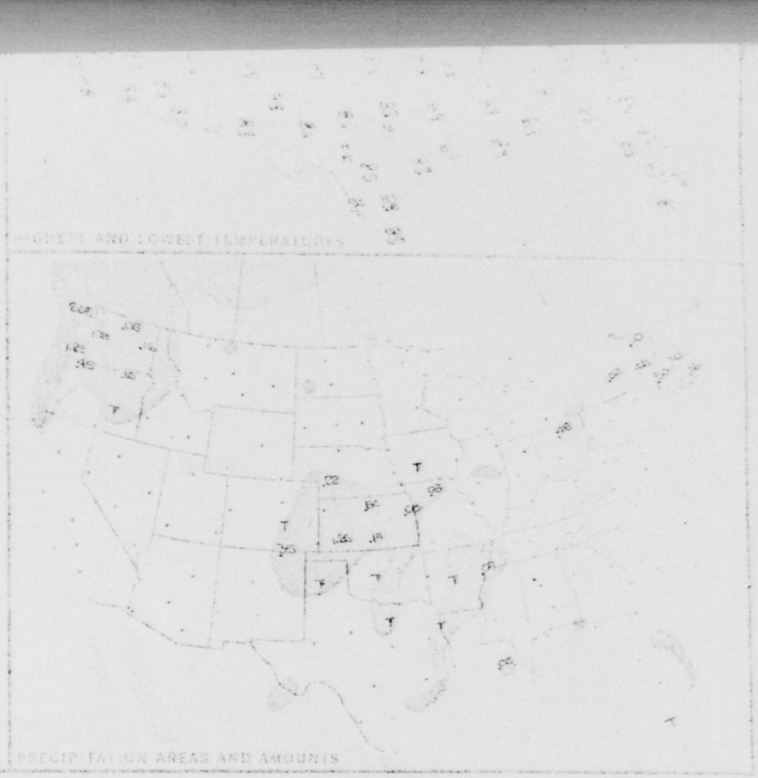

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HIGH
SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M., E.S.T.


LOW
LOW



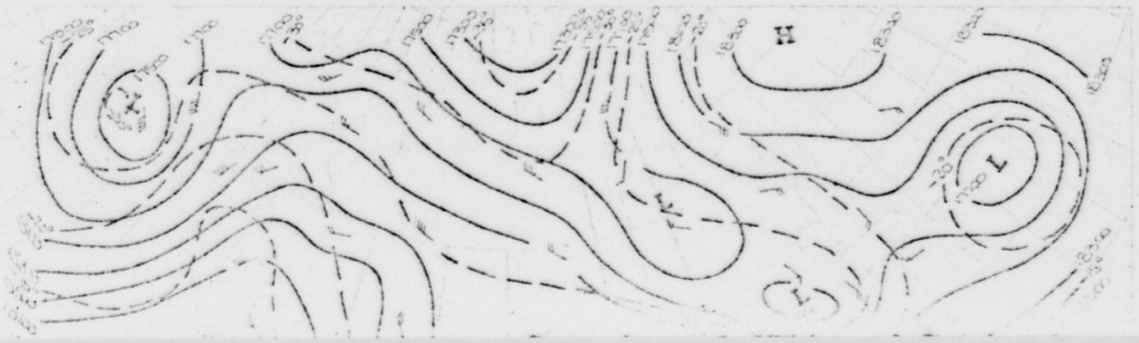


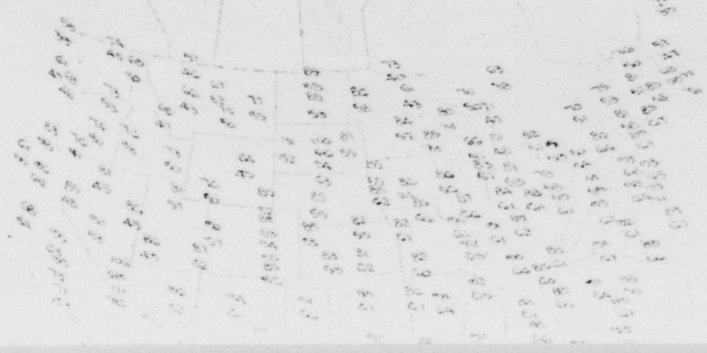

500-MILLIBAR HEIGHT CONTOURS AT 7:00 A.M. E.S.T.

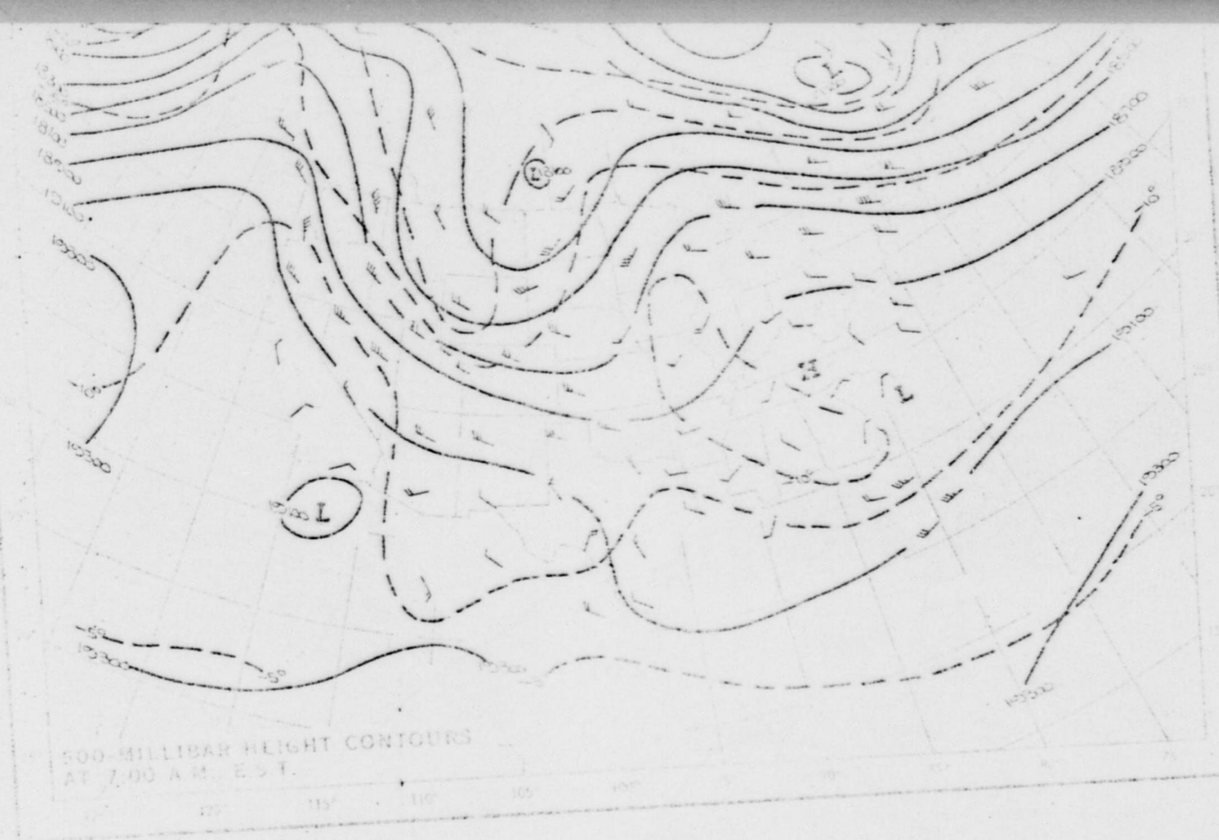

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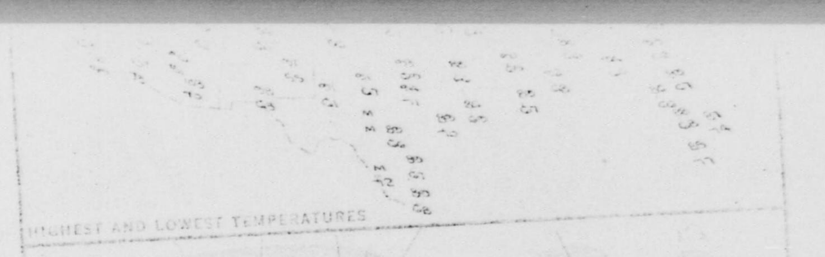

AND STATION WEATHER
AT 2:00 A.M. E.S.T.



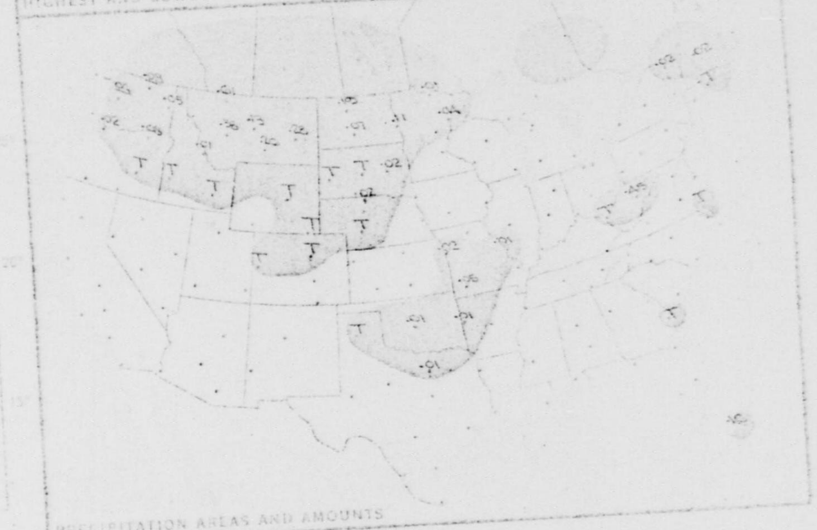





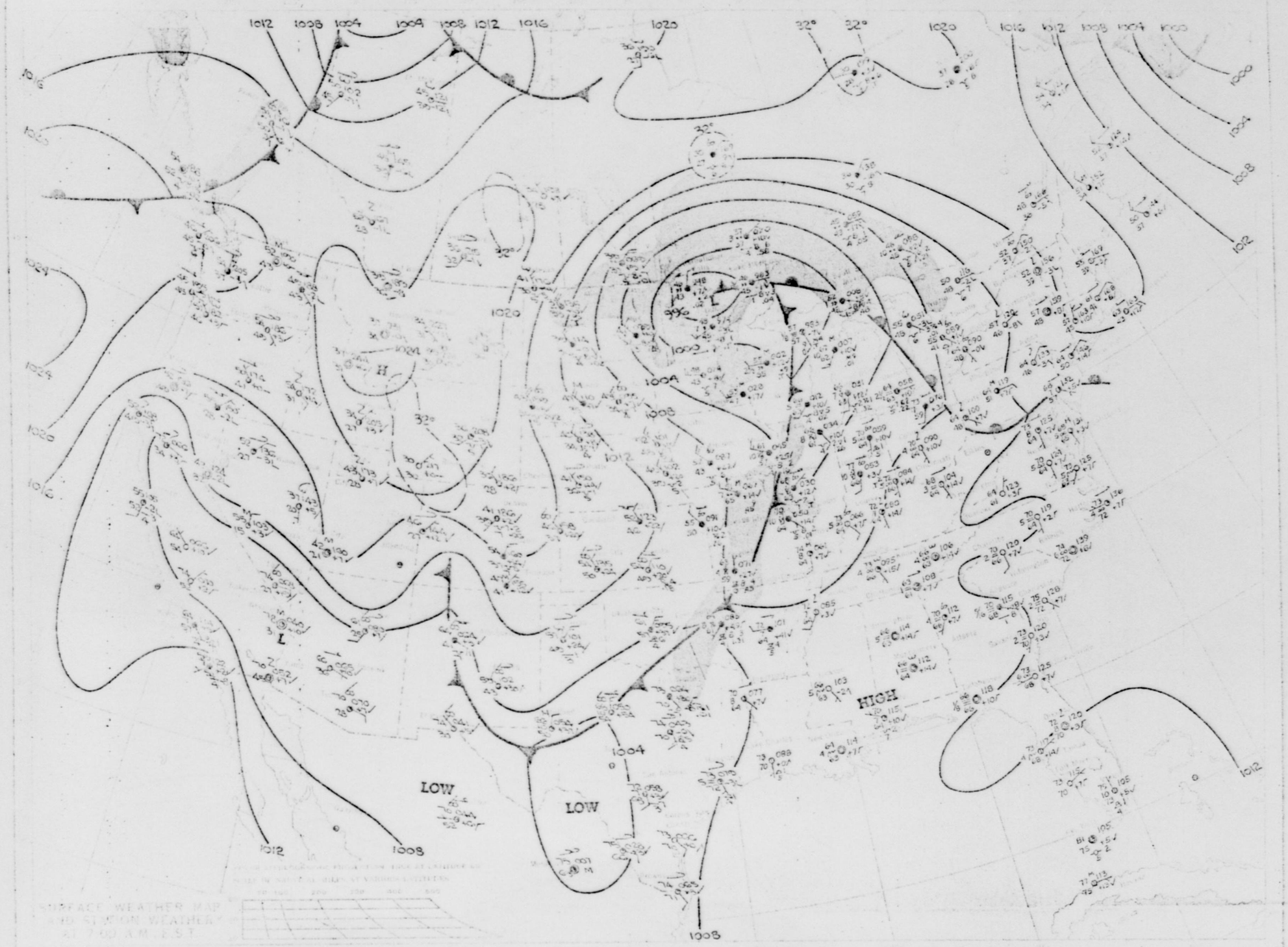
500-MILLIBAR HEIGHT CONTOURS
AT 7:00 A.M. E.S.T.

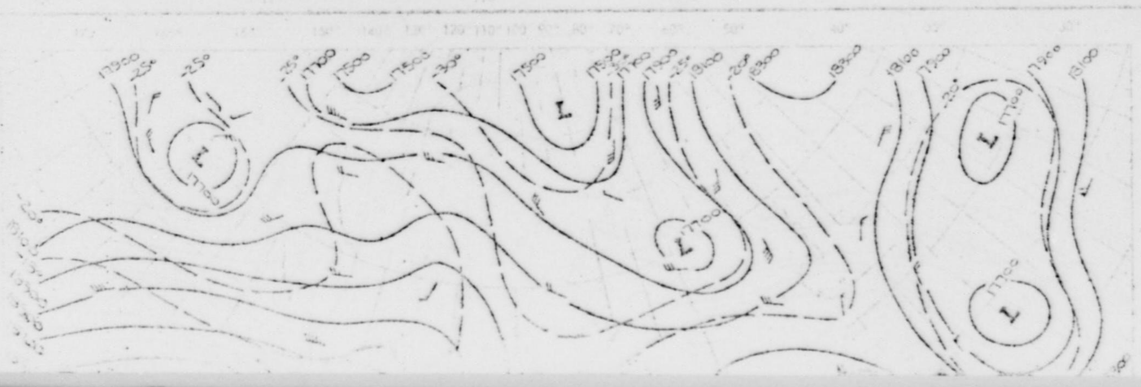


HIGHEST AND LOWEST TEMPERATURES

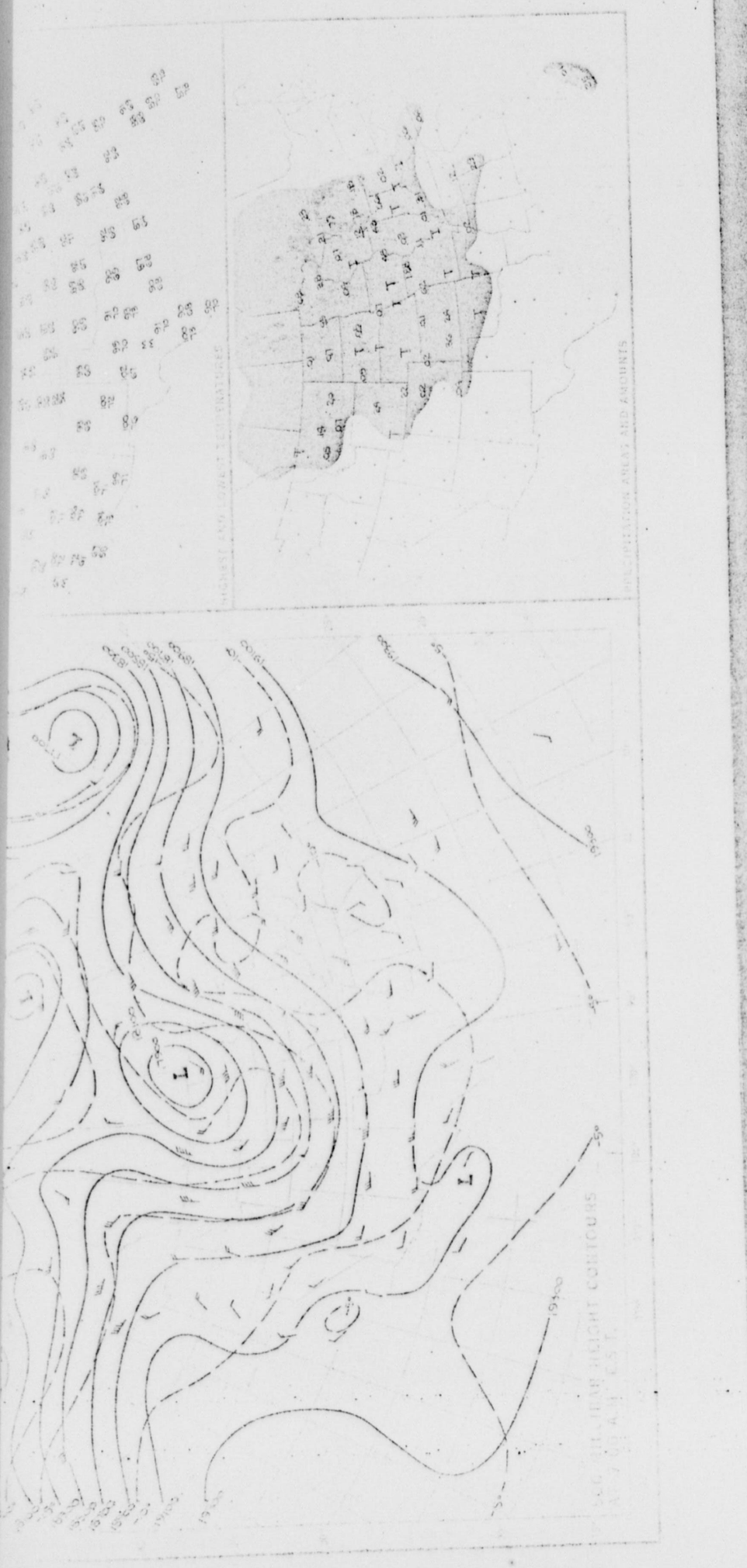


PRECIPITATION AREAS AND AMOUNTS


LOW
LOW
HIGH
SURFACE WEATHER MAP
AND STATION WEATHER
AT 7:00 A.M. EST






INCREMENTAL AREAS AND AMOUNTS
700 MB HEIGHT CONTOURS

NICAP

AFR 80-17(C1)

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 31-R359

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U S AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?
DAY 30 MONTH MAY YEAR 1969

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?
HOUR 8 MINUTES 45 ☐ A.M. ☒ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?
HOUR 8 MINUTES 46 ☐ A.M. ☒ P.M.

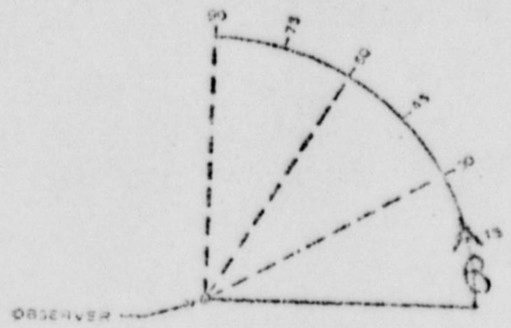
4. TIME ZONE
☒ EASTERN ☐ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☐ OTHER ☐ DAYLIGHT SAVINGS ☐ STANDARD

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

[redacted]

CANADA

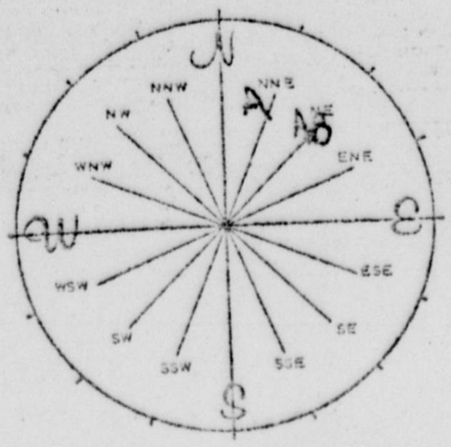
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON OR SKYLINE WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



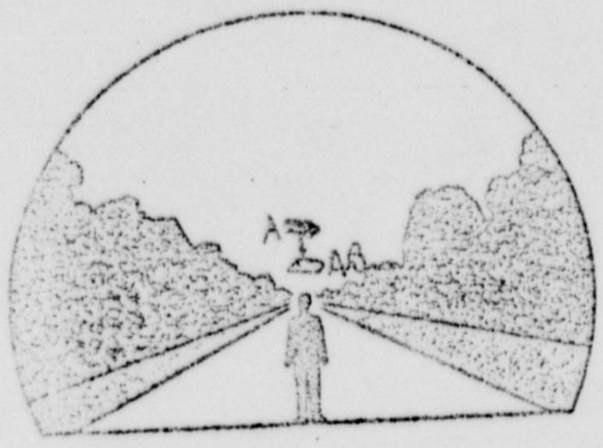

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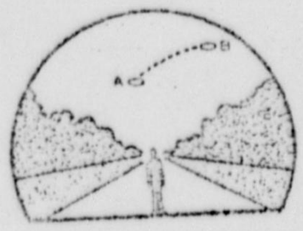
Attachment 1
(Becomes Attachment 1 to AFR 80-17)

6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.




7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.




Attachment 1
(Becomes Attachment 1 to AFR 80-17)

24 May 69
Red Bluff, Calif.

strongly worded resolution

May 24, 1969
Red Bluff Daily News Calif.

# Mystery In Sky Near Vina

By BOB KENNEDY

A large, bright object, described to be the size of a large car or small bus was observed hovering over a field near the Woodson Bridge, near Vina early this morning.

Tom Kitchen, a ranch hand reported that while he was working in a field on a tractor shortly after 4 this morning, the large unidentified object appeared behind him at tree-top level. Tehama County Sheriffs deputies said Kitchen reported that the mysterious object was very large and very bright. According to reports, Kitchen notified his foreman, John Sharp who also observed the object through a scope on his rifle. He then notified the sheriffs department, highway patrol and the Corning Police Department.

Undersheriff Bill Gonzales said this morning that the object was visible when officers arrived at the scene, and through high powered binoculars the object appeared to be square, and, "much, much bigger than a large star."

Gonzales said observers watched the bright object ascend into the sky and it appeared to blink, and turn from a bright light to a dull gray and back again to bright.

In the same general area approximately six years ago, a similar object was seen by two highway patrolmen.

According to Gonzales, Kitchen said that the object followed a passing train for some distance, then returned to where he was watching.

What the bright mysterious object was remains a mystery today.

AFR 80-17(CI)

3. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)

| | | | |
|---|---|---|---|
| | OUTDOORS | | IN BUSINESS SECTION OF CITY |
| | IN BUILDING | | IN RESIDENTIAL SECTION OF CITY |
| | IN CAR ☐ AS DRIVER ☐ AS PASSENGER | | IN OPEN COUNTRYSIDE |
| | IN BOAT | | NEAR AIRFIELD |
| | IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER | | FLYING OVER CITY |
| | OTHER | | FLYING OVER OPEN COUNTRY |
| | | | OTHER |

4. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?

| | | | |
|---|---|---|---|
| | NORTH | | EAST |
| | SOUTH | | WEST |
| ✓ | NORTHEAST | | SOUTHEAST |
| | NORTHWEST | | SOUTHWEST |

HOW FAST WERE YOU MOVING? Apx 1200 MPH

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? ☑ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6

None.

5. DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

Clear Sky - Object moving like an Aton

HOW MUCH OTHER TRAFFIC WAS THERE? None

DID YOU NOTICE ANY AIRPLANES? ☐ YES ☑ NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON

6. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME 20-40 Seconds

| | | | |
|---|---|---|---|
| ✓ | CERTAIN OF TIME | | NOT VERY SURE |
| | FAIRLY CERTAIN | | JUST A GUESS |

HOW WAS TIME DETERMINED?

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? ☐ YES ☐ NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

Attachment 1
(Becomes Attachment 1 to AFR 80-17)

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS (Check appropriate blocks.)

A. SKY

| | | | |
|---|---|---|---|
| | DAY | | |
| | TWILIGHT | | |
| | NIGHT | | |
| ✓ | CLEAR | | |
| | PARTLY CLOUDY | | |
| | COMPLETELY OVERCAST | | |

B. WEATHER

| | | | |
|---|---|---|---|
| ✓ | CUMULUS CLOUDS (Low, fluffy) | | FOG OR MIST |
| | CIRRUS CLOUDS (High, fleecy or Herringbone) | | HEAVY RAIN |
| | | | LIGHT RAIN OR DRIZZLE |
| | NIMBUS CLOUDS (Rain) | | HAIL |
| | CUMULONIMBUS CLOUDS (Thunderstorms) | | SNOW OR SLEET |
| | | | UNKNOWN |
| | HAZE OR SMOG | ✓ | NONE OF THE ABOVE |

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS

| | | | |
|---|---|---|---|
| ✓ | NONE | | |
| | A FEW | | |
| | MANY | | |
| | UNKNOWN | | |

(2) MOON

| | | | |
|---|---|---|---|
| ✓ | BRIGHT MOONLIGHT | | NO MOONLIGHT |
| | MOON WITH HALO | | UNKNOWN |
| | MOON HIDDEN BY CLOUDS | | |
| | PARTIAL (Few or quarter) | | |

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☑ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

| | | | |
|---|---|---|---|
| | IN FRONT OF YOU | TO YOUR RIGHT | OVERHEAD (Near noon) |
| | IN BACK OF YOU | TO YOUR LEFT | UNKNOWN |

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

Attachment 1
(Becomes Attachment 1 to AFR 80-17)

13. DID THE PHENOMENON

| | YES | NO | UNKNOWN |
|---|---|---|---|
| MOVE IN A STRAIGHT LINE? | | ✓ | |
| STAND STILL AT ANY TIME? | ✓ | | |
| SUDDENLY SPEED UP AND RUN AWAY? | | ✓ | |
| BREAK UP IN PARTS AND EXPLODE? | | ✓ | |
| CHANGE COLOR? | ✓ | | |
| GIVE OFF SMOKE? | | ✓ | |
| CHANGE BRIGHTNESS? | ✓ | | |
| CHANGE SHAPE? | | ✓ | |
| FLASH OR FLICKER? | ✓ | | |
| DISAPPEAR AND REAPPEAR? | ✓ | | |
| SPIN LIKE A TOP? | | ✓ | |
| MAKE A NOISE? | | ✓ | |
| FLUTTER OR WOBBLE? | | ✓ | |

14. WHAT ORE YOUR ATTENTION TO THE PHENOMENON?

The way it was moving like an atom

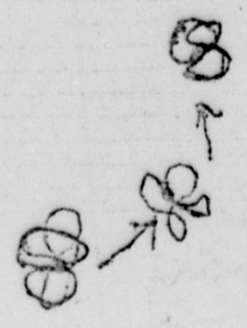
A. HOW DID IT FINALLY DISAPPEAR?

It got smaller + smaller

D THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
] YES [ ] NO. IF "YES," DESCRIBE.

Attachment 1
(Becomes Attachment 1 to AFR 80-17)

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

Attachment 1
(Becomes Attachment 1 to AFR 80-17)

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

| | | | |
|---|---|---|---|
| | EYEGLASSES | | CAMERA VIEWER |
| | SUNGLASSES | | BINOCULARS |
| | WINDSHIELD | | TELESCOPE |
| | SIDE WINDOW OF VEHICLE | | THEODOLITE |
| | WINDOW FRAME | X | OTHER: |

16. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

17. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED 12,000 MPH

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 10 MILES

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

[redacted]

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

22. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.



Attachment 1
(Becomes Attachment 1 to AFR 80-17)

AFR 80-17(C1)

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☒ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☒ YES ☐ NO. IF "YES," DID THEY SEE IT TOO?
☒ YES ☐ NO.

a. LIST THEIR NAMES AND ADDRESSES. [redacted] A.

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

[redacted]

AGE 14 ☒ MALE ☐ FEMALE

INDICATE ADD[redacted] AL Quel CANADA

PRESENT OR PREVIOUS OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME Nor One DAY _____ MONTH _____ YEAR _____

26. DATE YOU COMPLETED THIS QUESTIONNAIRE DAY 30 MONTH May YEAR 1969

PAGE 8 OF 9 PAGES

(Becomes Attachment 1 to AFR 80-17) Attachment 1

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE. ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

Attachment 3
(Becomes Attachment 1 to AFR 80-17)

APPENDIX B: AFR No. 80-17A. Unidentified Flying Objects

CHANGE

AFR 80-17A

AIR FORCE REGULATION NO. 80-17A

DEPARTMENT OF THE AIR FORCE
Washington, 8 November 1966

Research and Development

## UNIDENTIFIED FLYING OBJECTS (UFO)

**AFR 80-17, 19 September 1966, is changed as follows:**

**3c.** *EXCEPTIONS:* FTD at Wright-Patterson . . . for separate investigations. The University of Colorado will, under a research agreement with the Air Force, conduct a study of UFOs. This program (to run approximately 15 months) will be conducted independently and without restrictions. The university will enlist the assistance of other conveniently located institutions that can field investigative teams. *All* UFO reports will be submitted to the University of Colorado, which will be given the fullest cooperation of all UFO Investigating Officers. Every effort will be made to keep all UFO reports unclassified. However, if it is necessary to classify a report because of method of detection or other factors not related to the UFO, a separate report including all possible information will be sent to the University of Colorado.

**8b(6).** University of Colorado, Boulder, Colorado 80302, ATTN: Dr. Condon. (Mail copy of message form.)

**8e. Negative or Inapplicable Data.** Renumber as paragraph 9.

**11k.** Position title, name, rank, official address, telephone area code, office and home phone, and comments of the preparing officer, including his preliminary analysis of the possible cause of the sighting(s). (See paragraph 10.)

BY ORDER OF THE SECRETARY OF THE AIR FORCE

OFFICIAL

J. P. McCONNELL
*General, U. S. Air Force*
*Chief of Staff*

R. J. PUGH
*Colonel, USAF*
*Director of Administrative Services*

DISTRIBUTION: S

1 - 30 JUNE 1969

| DATE | LOCATION | OBSERVER | EVALUATION |
|---|---|---|---|
| Jun | West Carrollton, Ohio | Civilian | Insufficient Data |
| 4 | Dayton, Ohio | Civilian | Insufficient Data |
| 5 | Illinois, Iowa, Missouri Area | Multiple Civilian | Astro (METEOR) |
| 6 | West Babylon, New York | Civilian | Possible Balloon (HC |
| 8 | New Richmond, Ohio | Civilian | Insufficient Data |
| 8 | Kettering, Ohio | Civilian | Probable Astro (MARS |
| 10 | Kettering, Ohio | Civilian | Aircraft |
| 26 | Jacksonville, Florida | Civilian | Possible Satellite |
| 28 | Fort Myer, Virginia | Civilian | Possible Astro (METE |
| 30 | California and Oregon | Multiple Civilian | Other (MISSILE) |

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

| DATE | LOCATION | SOURCE | EVALUATION |
|---|---|---|---|
| 30 | Flatwoods, Kentucky | Ltr ([redacted]) | |