

SUNlite

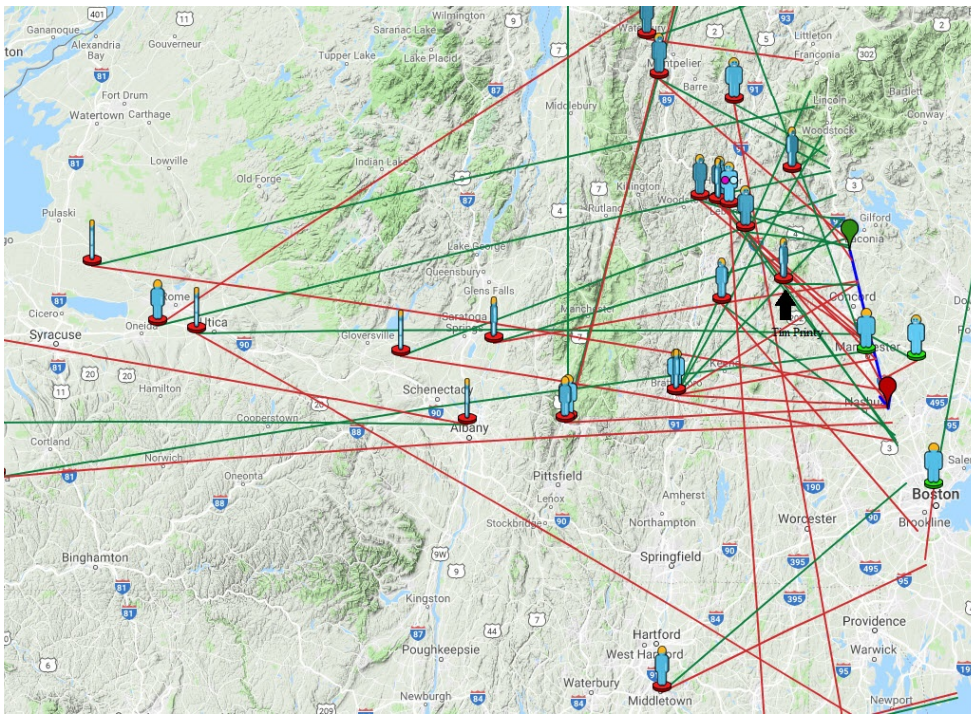
Shedding some light on UFOlogy and UFOs

Reviewing the results of our field investigations, one must note the consistent erosion of information contained in the initial report. Instead of an accumulation of evidence to support the claim of the sighting of an unusual vehicle, erosion of claimed supporting evidence to the vanishing point was a common investigative experience. As shown by the examples in the above discussion, this was true of both current and older cases. As an investigation progressed, the extraordinary aspects of the sighting became less and less dominant, and what was left tended to be an observation of a quite ordinary phenomena. Current sightings which were investigated and left unresolved were often the same general character of those resolved. The inconclusiveness of these investigations is felt to be a lack of information with which to work, rather than of strangeness which survived careful scrutiny of adequate information...

Dr. Roy Craig Field Investigations Condon Report

Volume 11 Number 1

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Cover: Bright meteors are commonly mistaken for UFOs. Recently, pilots over Ireland confused a bright meteor as something unusual. The quote by Dr. Craig is indicative of how I feel about many of the Blue Book cases I have been reviewing.

Left: On October 11, I witnessed a pretty bright fireball and reported it to the American Meteor Society. There were some observations of the fireball that appear to be significantly off or off by a certain amount (including mine). There is always a margin for error that needs to be considered when examining UFO reports. When trying to examine UFO reports, factors such as time, bearing, elevation, duration, etc. all could have a margin of error that needs to be considered before dismissing potential explanations

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Another Project Blue Book?

Luis/Lue Elizondo implied to George Knapp that he thinks it might be possible that the Pentagon might be interested in forming a new UFO study group. For some reason, Knapp seems to think Elizondo knows what is currently going on at the Pentagon. Apparently, the fact that he had some position in the Department of Defense (DOD) associated with the Advanced Aviation Threat Identification Program (AATIP) makes him some sort of inside source. Missed in all of this, is Elizondo is no longer working at the DOD. What information he gets from his old associates is not official and may just be rumor or wishful thinking from those wanting to get a bigger piece of the cash spent by the DOD. In my opinion, there seems to be little interest by the DOD to get back into studying UFOs for many reasons.

The main reason was mentioned by Elizondo over a year ago. It seems that many in the Pentagon wanted little to do with the AATIP while he was present. They appeared to be more interested in threats posed by Russian aircraft near US airspace than any reports of UFOs, which did not appear to pose any threat whatsoever. The AATIP was thrust upon them due to the whims of a powerful Senator, who had close ties with Robert Bigelow. It appears that most of the information obtained by the AATIP was provided by Bigelow. Now that the money is gone, whatever remains of the original program does not appear to be doing much of anything. I suspect that the "office" is still present but it probably consists of a minimal staff, who perform other duties as well. It is possible that the AATIP (or whatever it is now called) is still receiving reports concerning "unknown" objects because nobody bothered to stop circulating such reports to them. I doubt they are taken seriously or have presented anything meaningful.

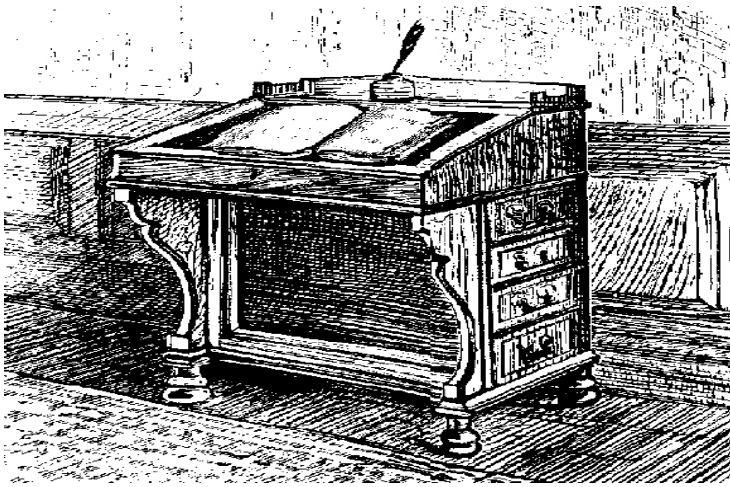
The Pentagon is run by individuals, who take the idea of defending the country seriously. The one thing they try and do is learn from past mistakes. Their lack of interest in the AATIP is because it appears to be a waste of time. While Project Blue Book closed fifty years ago, the public relations fiasco it ended up as is still in the memory of that organization. Why would they want to go back down that path when even the AATIP could not present anything to support the claim that UFOs presented a threat to the United States? If, as some UFO groups have stated, these reports indicate that they are some sort of aerial hazard, then that is the responsibility of the Federal Aviation Administration (FAA) and not the DOD. The FAA, like the DOD, probably recognizes the public relations problem associated with chasing UFO stories. There is no evidence that indicates UFOs have caused any air accidents, so why should they be concerned?

The bottom line is that, to date, not one iota of good evidence has been presented that demonstrates that UFOs/UAPs are the result of some advanced technology that was "not of this earth" or that they are a threat. We are now SEVENTY years into the "modern UFO era" and we have no good evidence that there is any reason to waste spending taxpayers money on studying the subject. Many in UFO groups actually believe there is a government cover-up. So, why ask the government to study UFOs? The only reason I can see is they want the US government to acknowledge that "UFOs exist". What many UFO proponents ignore is the fact that "UFOs exist because UFO reports exist". They are just things that could not be identified by the observer and nothing more than that. If anything has been learned by studying UFO reports is that a high percentage of these reports are nothing more than mistakes. If so many of these reports are due to mistaken identity, what does it say for the small percentage that cannot be easily identified? Could they be mistakes as well?

If UFO groups want science, the government, or skeptics to take these reports seriously, they need to produce the hard evidence that they are right. So far, what they have presented to the public has not been very compelling and there appears to be no progress in improving their approach. The ball remains in their court.

Who's blogging UFOs?

Hot topics and varied opinions



Chris Rutkowski had a brief discussion about a CADORS sighting over Baffin Island. Chris originally thought it might be Mars but did not have enough information at the time. He managed to get a hold of the airlines for more information and discovered the object was actually the star Capella. For those who look at my Blue Book case reviews, Capella turns up every so often. Another case of "When stars become UFOs".

James Carrion published an e-book with the title of "The Roswell deception". While Roswell is mentioned, the book focuses on the UFO sightings during 1947. Carrion's hypothesis is that all of these sightings, and Roswell, were carefully orchestrated by a central organization as a deception plan to fool the Soviets into believing that the United States had a secret weapon of some kind. I wasn't that impressed with what I read and Carrion's writing tends to leave one wondering "Is this all there is?" A lot of it is speculation and Carrion has no smoking gun document that demonstrates that such a group

existed. Maybe other readers will find his argument more compelling but I am not very convinced.

Curt Collins wrote about 1950s astronomer, Arthur Draper, who wrote about UFOs and had a planetarium program on the subject. Apparently, he had a lot of success with his planetarium program debunking UFOs.

Curt also wrote about his favorite case, the Cash-Landrum incident. The subject was Brian Dunning's evaluation of the case in the Skeptoid podcast. Curt seemed to approve of Dunning's presentation and added that we may never know the truth about the case but stripping away the mythology surrounding the event is important to understand what really happened.

Meanwhile, Tom Churchill released an interesting video of a balloon recorded from a helicopter. While it is not in infrared, it looks very similar to the behavior of the object seen in the infamous Puerto Rico video. I certainly would like to see what a balloon like this might look like using the same camera and under similar conditions (at night during bright moonlight) as those found in the Aguadilla video

Churchill's video prompted Mick West to present a video that demonstrated how balloons, while traveling slowly, can appear to be going fast when filmed from moving aircraft. Besides the "Go Fast" video from the TTSA, he also compared the video to the Aguadilla recording.

In a recent UFO video, some fisherman recorded some strange lights off of the coast of North Carolina. To me they look like flares being dropped in the distance. The location was Cape Lookout, NC, which is not far from Cherry Point MCAS. It would not be surprising that military aircraft were operating off the coast dropping flares.

Parabunk decided to take on the Exeter sighting. This case has seen quite a few explanations over the years and Parabunk addresses them. While I disagreed with his previous analysis of the Coyne sighting, I found his examination of this case to be more compelling.

James Oberg continues to inform us about how rocket launches and debris re-entries create UFO reports. While the witnesses were accurate in reporting that they saw something, what they report is sometimes different than what was actually seen. As always, eyewitness testimony is suspect to the point that one has to question reports that describe an object that defies explanation.

George Knapp promises that the "To the stars academy" (TTSA) is soon to release more information regarding their "research" into UFOs. His source is Luis/Lue Elizondo, who is nothing more than a TTSA pitch man, who can't even get his facts about UFO history right (See SUNlite 10-6). IMO, Elizondo lost any credibility he had the instant he joined the TTSA and started acting like some commercial pitchman you see on late night television ("but wait.....There's more!"). How long before we start seeing him sell things like "flex tape" or "red copper brownie pans". Maybe he can say they use advanced alien technology.

UFO OVER IRELAND?

On November 9, about 6:47 AM local time, several airliners in contact with the Shannon, Ireland Air Traffic Control reported a very fast moving object that was bright and to the north of them.¹ One of the pilots thought it might have been some sort of military operation. Another concluded that it probably was something astronomical. While some in the UFO community were skeptical of the sighting, others latched onto this as another Unidentified pilot sighting.

Aircraft location and direction of observation

Using Planefinder.net, I was able to determine the approximate locations of the aircraft and the general direction they were observing. The three aircraft mentioned were a Norwegian Airways, a British Airways, and a Virgin Atlantic aircraft. All seemed to indicate the object was towards the North or Northeast (left image)

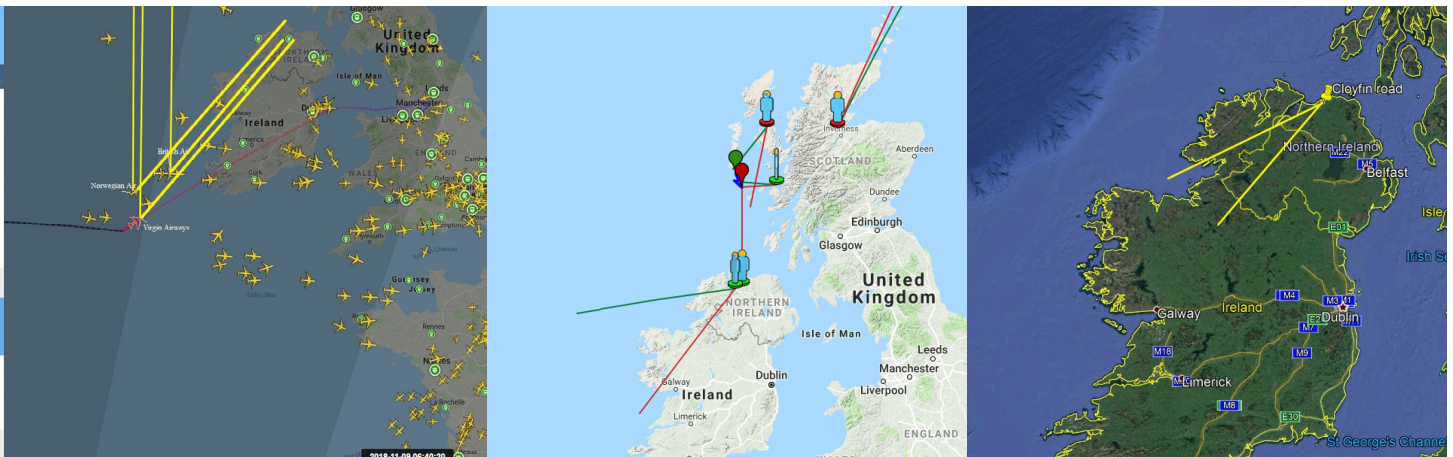
Astronomical explanation

While some UFO aficionados thought it was something unearthly, others thought it might be a fireball. Astronomy Ireland's Facebook page mentioned that they had reports of a bright fireball visible at the time of the aircraft reports.

We had some reports of a massive fireball this morning! heading from NW to SE at a small angle towards earth about 30 -35 degrees above horizon, greenish in colour with a long tail, travelling quite slow and broke into several pieces. Anyone else see it? Check this out and we can try to triangulate and maybe even find out where it went next!²

A few days after the event, Ian Ridpath shared a YouTube link to a video taken from a dash cam on the morning of the 9th. The witness was driving towards Coleraine, Ireland on Cloyfin road. This indicates the driver was driving towards the Southwest (right image). It confirms the statement from Astronomy Ireland that the object was sighted going from NW to SE.

Eventually, the American Meteor Society (AMS) released their information about the event (center image).⁴ They had five observers with a variety of directions being reported. Only one observer was listed as a level above beginner. He reported seeing it from Scotland and it was moving from SW to S. One Irish observer gave a similar flight path to that recorded by the dash cam video. The bottom line is that the proposed trajectory produced by the AMS was probably not correct and it was more towards the SW over Ireland. The actual meteor flightpath probably was between all these ground observers and the aircraft.



Conclusion

There is little doubt that this was just a bright fireball. It is interesting that some of these pilots, who had probably seen many ordinary meteors in the past, were surprised by what they saw and thought it might be some sort of military exercise. Out of the three aircraft, only one suggested it was something like a meteor. It just demonstrates that no matter how experienced the pilots are, it is very possible they are unfamiliar with things like bright fireballs and re-entering space debris.

Notes and references

1. "UFOs spotted off Irish coast under investigation". BBC on line. November 13, 2018. Available WWW: <https://www.bbc.com/news/world-europe-46181662>
2. "Astronomy Ireland Fireball". Facebook. November 9, 2018. Available WWW: <https://www.facebook.com/AstronomyIRL/posts/10156913012284456>
3. "9-11-2018 UFO? Recorded over Coleraine Northern Ireland". Youtube. Available WWW: <https://www.youtube.com/watch?v=5csvgJTNU4QA>
4. Event 4788-2018. American Meteor Society. Available WWW: https://www.amsmeteors.org/members/imo_view/event/2018/4788

January 22, 1956 - Gulf of Mexico

The case is listed in the chronology as:

*January 22, 1956--Gulf of Mexico, nr. New Orleans. Pan American Airways flight engineer saw a large elongated object, emitted yellow flame or light, pass aircraft from horizon to behind a weather front. [V]*¹

I could find no description of the case in Section V.

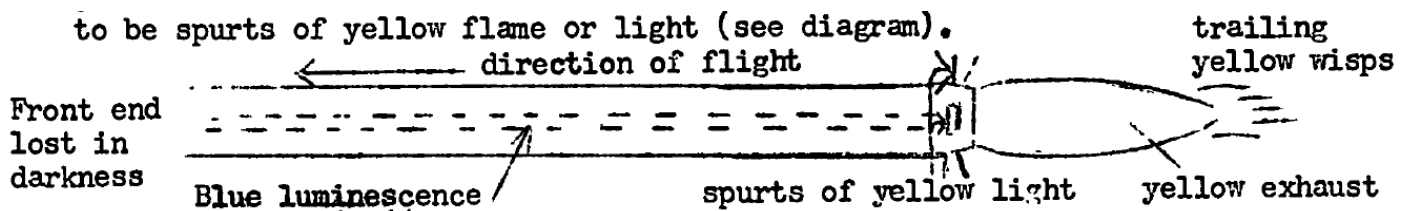
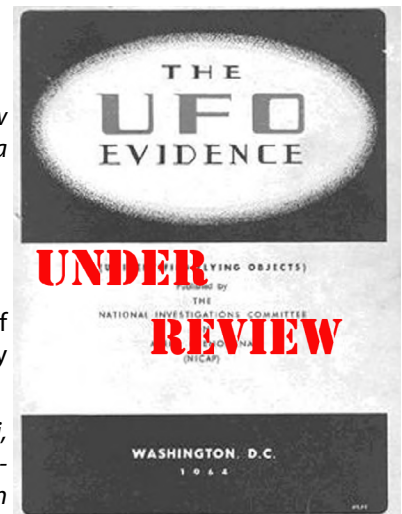
Other sources

The UFO literature has a description of the case that can be traced back to the interview of the flight engineer by Commander William Nash of NICAP. The APRO bulletin of January 1957 describes the event, based on that interview, as:

*At 8:30 p.m. January 22, 1956, flight engineer Robert Mueller, on PAA flight from Houston to Miami, observed a bullet-shaped object, pale yellow in color, with spurts of yellow flame or light immediately behind it and followed by a pale blue luminescent trail. The object crossed to the southern horizon (sic) to beyond the front of the plane in six seconds. The flight path was SSW to NNE and 30 degrees up from level sight. Mr. Mueller was a complete skeptic regarding UAO, but when asked if he thought this object could originate on earth his answer was an emphatic "no". Co-pilot and pilot busy while sighting occurred, did not see object. (Cr. Wm. B. Nash)*²

What this says is that we are hearing what William Nash states the witness told him. I have no doubt that Nash tried to accurately report the story but one has to wonder how much of his own bias affected the reporting of what Mueller told him and what details may not be correct.

Researching further, I noticed that Dr. McDonald briefly mentioned the case in his discussion of Chiles-Whitted.³ He states that it was a TWA flight. His source was the CSI newsletter of February 29, 1956.⁴ Fortunately, that is available at the CUFOS web site. It included the sketch made by Mueller. However, they indicate he was a PAA flight engineer. They state the plane was near New Orleans when the UFO was seen and it was brief to the point that the co-pilot, who was not looking forward at the moment, had missed it when he faced forward.



Analysis

The Project Blue Book has a case file for January 22, 1956 from Miami, Florida.⁵ The time listed is 1925Z (1425 EST) but the message also mentions it was at night, so this time is probably in error. It describes an object going from SW to NE. Blue Book identified this as a meteor and mentioned that there were also reports from St. Petersburg around the same time. This meteor was also mentioned in the CSI newsletter. They clarify that the time was 1925 PM and not Zulu time indicating the Blue Book time was in error. The coincidence of a bright meteor being visible from Florida makes one wonder if what Mueller, who was flying in that direction, saw was the same meteor. The only problem is the times do not match. Is there a reason for this?

Looking at the airline time tables from the time period, there appears to have been no direct flight from Houston to Miami scheduled by PAA. In fact, the time tables indicate that Pan American used other airlines for connecting flights inside much of the US.

26

Sleeper Berths Available on "El Interamericano"

U.S.A.—MEXICO—CENTRAL AMERICA—SOUTH AMERICA

READ DOWN		EAL	EAL	UAL/DAL	CAP	EAL	CAP/DAL	UAL/DAL	AAL/DAL	EAL	CAP/DAL	AAL/CAL	EAL	AAL	CAP/AAL	UAL	UAL	CAP/NAL	EAL	EAL	EAL	EAL	AAL/DAL	CAP/NAL
NEW YORK, U.S.A.	EDST Lv	0:15	0:15			0:15				9:35				16:00				2:00		9:00				
BOSTON, Mass., U.S.A.	" Lv	21:50	21:50			21:50				7:55				14:25				23:00		7:30				
WASHINGTON, U.S.A.	" Lv	1:55	1:55			1:55				11:10					12:45			2:00		10:55				
PITTSBURGH, U.S.A.	EDST Lv				23:15		21:15			7:15				11:50				0:25						0:25
CHICAGO, Ill., U.S.A.	CDST Lv			1:15			1:15			10:30				18:45						1:00				
CLEVELAND, U.S.A.	EDST Lv			23:30			23:30			8:15					12:25			23:20		2:00				
DETROIT, Mich., U.S.A.	EST Lv			22:30			22:30			8:15				16:30				21:15		23:59				
SAN FRAN., U.S.A.	PDST Lv						21:35			21:35								21:00					21:35	
LOS ANGELES, U.S.A.	" Lv						23:55			0:15												23:55		
NEW ORLEANS, U.S.A.	CST Lv													13:00								9:15		
HOUSTON, Texas, U.S.A.	" Ar									18:55	13:46	7:50	14:38											
HOUSTON, Texas, U.S.A.	" Lv	8:00																						
NEW ORLEANS, U.S.A.	" Ar		4:37	5:57	4:16	4:37	5:57	5:57	8:46									6:16	5:00	5:55	23:04	13:32	13:20	6:47
MIAMI, Fla., U.S.A.	EST Ar																					13:24	6:16	
LOS ANGELES, U.S.A.	PDST Ar													23:55	20:00	19:55	22:40							
BROWNSVILLE, U.S.A.	CST Ar	10:03																						

National, American, and Delta seemed to be the air carriers used by PAA for connecting to Miami. Finding a flight that matched the description was difficult since there were no non-stops from Houston to Miami. According to the July 1, 1956 PAA timetable, there was a flight that went from San Francisco to Miami, which landed in Miami around 2300 EST.⁶ However, it stopped in New Orleans and not Houston. It was scheduled to arrive in New Orleans at 1823 CST and leave around 1850 CST. This flight was a combination of American, Delta, and National airlines flights. The National Airlines flight timetable of 1954⁷ and 1958⁸ states it actually stopped in Tampa en route to Miami. This flight can also be found in the American airlines timetable of 1955⁹ and the Delta Airlines time table of 1958¹⁰. The National Airline flight indicated there was a stop in Dallas along the way. In none of these tables, is Houston even mentioned. If it were this flight, and it were on schedule, the plane would have been in the vicinity of New Orleans between 1800 and 1900.

There is one other flight possibility that actually went from Houston to Miami. The National airline timetables for 1958 listed a flight from Houston to Miami with a stop in Tampa.¹¹ This flight left Houston at 1630 CST, stopped in Tampa at 2005 EST and arrived in Miami at 2120 EST. It is about 800 miles from Houston to Tampa, which took roughly 150 minutes. A plane flying at this speed would be in the vicinity of New Orleans between 1730 and 1800. This is the only flight that matched the description but it may not have existed in 1956.

This reason for identifying the flight is to see if what Mueller saw was the 1925 EST meteor. 1925 EST would have been 1825 CST. It is possible that Nash either transcribed the number incorrectly or heard "eight" instead of "eighteen". This scenario is consistent with the flight timetables because the 2030 EST/CST time frame does not match a proximity to New Orleans for either flight unless the plane was significantly behind schedule. Meanwhile, the 1825CST time frame puts the plane in the general vicinity of New Orleans.

Solution

This has all the characteristics of a bright meteor. The fact that a similar object was reported on the same evening from Miami and St. Petersburg with a similar trajectory is difficult to ignore. Mueller or Nash may have gotten the time of the event incorrect. Even if the time is correct, it could be that Mueller saw another bright meteor that evening. There is no reason to reject the meteor explanation and this should be removed from the "best evidence" document.

Notes and references

- Hall, Richard M. (Ed.) The UFO evidence. The National Committee on Aerial Phenomena (NICAP). New York: Barnes and Noble. 1997. P. 135.
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- McDonald, James. Statement on Unidentified Flying Objects to the House committee on Science and Astronautics. July 29, 1968.
- "Reports of recent UFO sightings". CSI Newsletter. Civilian Saucer Intelligence of New York. February 29, 1956. P. 5.
- "Project 10073 record card" Fold 3 web site. Available WWW: <https://www.fold3.com/image/7340342>
- July 1, 1956 Pan American Airlines timetable Page 59. Available WWW: <http://www.timetableimages.com/ttimages/pa/pa56/pa56-30.jpg>
- August 1954 National Airlines timetable Page 10. Available WWW: <http://www.timetableimages.com/ttimages/complete/na54/na54-6.jpg>
- September 1, 1958 National Airlines timetable Page 10. Available WWW: <http://www.timetableimages.com/ttimages/complete/na58/na58-6.jpg>
- March 1, 1955 American Airlines timetable Page 19. Available WWW: <http://www.timetableimages.com/ttimages/aa/aa55/aa55-10.jpg>
- August 1, 1958 Delta Airlines timetable Page 7. Available WWW: <http://www.timetableimages.com/ttimages/complete/dl58/dl58-04.jpg>
- September 1, 1958 National Airlines timetable Page 10. Available WWW: <http://www.timetableimages.com/ttimages/complete/na58/na58-6.jpg>

THE 701 CLUB: CASE 3977 FEBRUARY 19, 1956 HOUSTON, TX

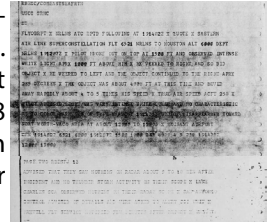
Don Berliner lists the case as follows:

Feb, 19, 1956; Houston, Texas. 6:07 a.m. Witnesses: crew of Eastern Airlines Super Constellation. One intense white light, moving 4-5 times the speed of the airplane, was evaded by the pilot.'

Sparks' entry adds little to the conversation.

The Blue Book file

The file contains a simple message with no follow-up.² The aircraft was flying from New Orleans to Houston. When the pilot broke through the cloud layer at 1500 feet, he recognized a bright object in his path. He changed course to the right and the object moved with him. When he went to the left, the object was at a bearing of 285 degrees. He noticed the object disappeared "Towards the Fort Worth/Waco area" around 28 minutes later (1235Z => 06:35 CST). He also noted that the object was flying at a speed of 4-5 times his own True Air Speed (TAS) of 250 knots. There was no radar contact with the object from Moisant airport radar or Lake Charles radar stations. Other than this description, there was no subsequent investigation.



Analysis

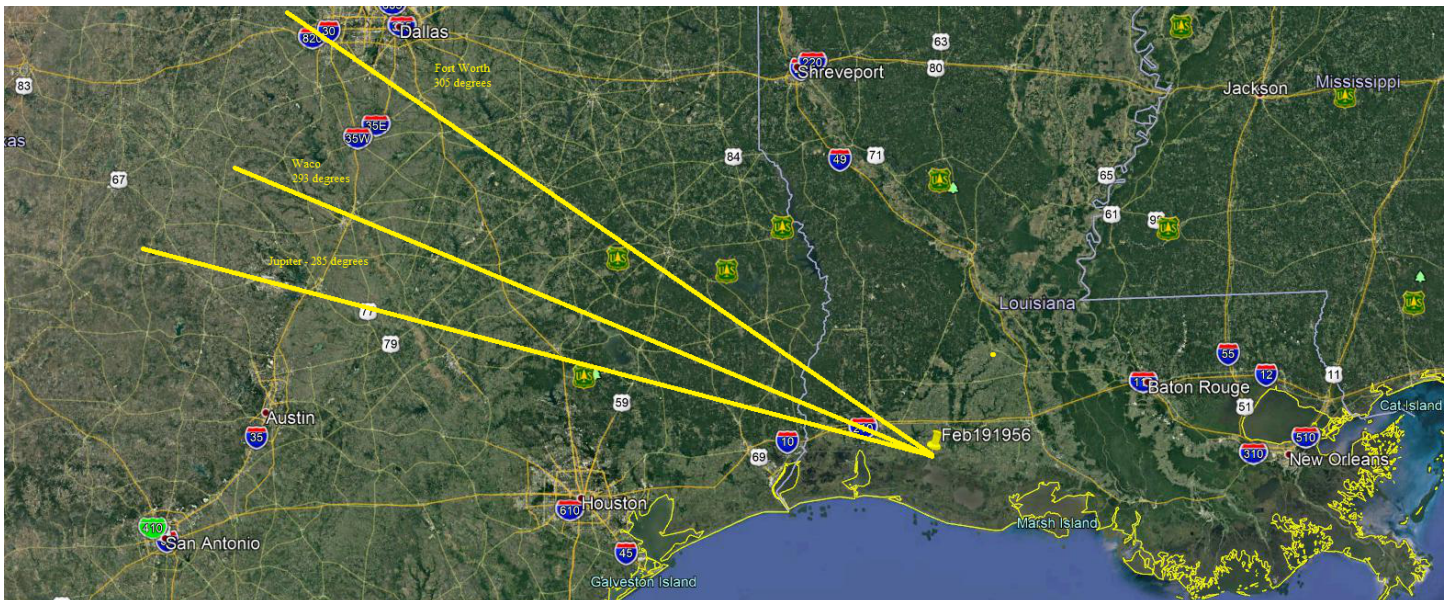
Other than the initial movement of the object when the pilot changed his course to the right, it seems the object was at a bearing towards the West-Northwest. The true air speed of the aircraft was listed in the message is 250 knots. This is close to the cruising speed of a Constellation of about 300 knots. Assuming the plane had been traveling towards Houston at this speed for about 28 minutes, it probably was located 125-150 miles west of New Orleans. This puts the plane approaching Lake Charles, Louisiana. If the object disappeared in the direction of Fort Worth, the direction of observation was towards 290-295 degrees.

The estimate of the objects air speed being 1000 or more knots, has to make one wonder about this estimate. If it were flying at 1000 knots, it certainly would not have been visible for 28 minutes and not be visible from any other aircraft or ground observers in the area.

Considering the bearing to the object only appeared to be between 285 and 295 degrees, this means the object moved very little during the twenty-eight minutes relative to true north. This indicates a potential astronomical explanation. Was there a bright object visible in that direction?

The bright planet Jupiter, at magnitude -2.5, was setting in the west between 1207 and 1235Z. At 1207Z, from New Orleans, Jupiter was about 5 degrees above the horizon at an azimuth of about 283 degrees. Around 1235, the sky was brightening and Jupiter was only a few degrees above the horizon around azimuth 285 degrees. Due to twilight becoming stronger, Jupiter was fading and lost most of its brilliance. It would have appeared to disappear in the distance to the observer as if it were flying away. A difference of 10 degrees in azimuth by the pilot is, in my opinion, within the margin of error.



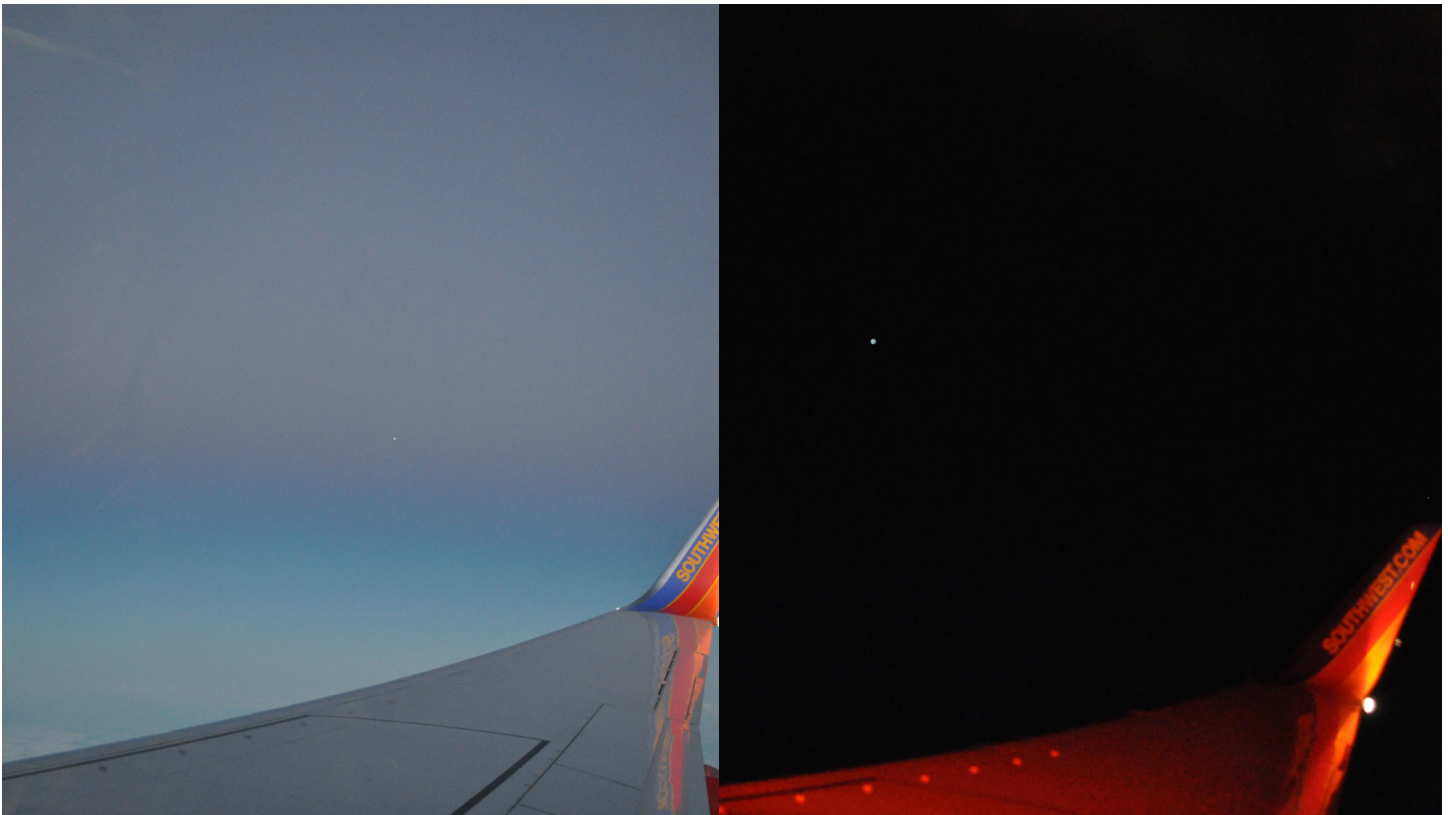


Conclusion

The only reason that anybody can reject Jupiter as an explanation is the claim made by the pilot that the object moved when he moved to the right. I don't consider that problematic since the pilot then put the object on a heading of 285-295 degrees for the next 28 minutes. One could draw the conclusion that the pilot may have been in error when he made this statement. If we negate this one observation as "pilot error" or a "reporting error", then the rest of the observations line up with the planet Jupiter. One also has to consider the fact that there was no radar contact and no other aircraft reported seeing this object come towards them or go past them. This is all indicative of a source that was probably astronomical. Therefore, in my opinion, this case should be reclassified as "probably Jupiter" and removed from the list of unknowns.

Notes and references

1. Berliner, Don. "The Bluebook unknowns". NICAP. Available WWW: <http://www.nicap.org/bluebook/unknowns.htm>
2. "MSG from CCGDEight to director of intelligence HQ USAF" Fold 3 web site. Available WWW: <https://www.fold3.com/image/7340559>



Jupiter near opposition being visible in twilight and in the dark

Project Blue Book case review: January-June 1956

This is the seventh edition of the Project Blue Book case review covering the first half of 1956. Like the previous evaluations, I tried to examine each case to see if the conclusion had merit. I added comments to help clarify the explanation or if I felt it was not correct or adequate.

January 1956

Date	Location	BB explanation	My evaluation
January	Hungary	Insufficient data	Agreed. No date. Possible Genetrix balloons
3	Scott AFB, IL	Meteor	Agreed
5	Indianapolis, IN	Canopus	Canopus not possible (below horizon). Possibly the star Sirius
6	Zionsville, IN	Insufficient data	Agreed. No positional data. Possibly Venus setting.
7	Trulock, CA	Stars/planets	Probably Regulus and Jupiter
8	Bedford, IN	Insufficient data	Agreed. No positional data.
8	Roseburg, OR	Meteor	Agreed
8	Battlecreek, MI	Insufficient data	Possible Balloon
9	Honshu, Japan	Weather conditions	Agreed
9	Miami, FL	Meteor	Agreed
9	Chanute AFB, IL	Insufficient data	Agreed. No positional data. Possible star/planet
9	Portland, OR	Reflection	Confusing report. Mentions object being seen as a reflection in the river but then states it faded in west. No angle of elevation or if it was in the sky or just visible in the water. Insufficient data.
11	Wurtsmith AFB, MI	Balloon	Agreed
16	Wurtsmith AFB, MI	Insufficient data	Venus
17-18	Walkill, NY	Vega	Agreed (assumes direction of observation was correct)
18	Itazuke, Japan	Balloon	Agreed
18	Long beach, Long Island, NY	Balloon	Agreed
18	North Platte, NE	Venus	Agreed
18	Elmendorf AFB, AK	Meteor	Agreed
19	Stroud, OK	Meteor	Agreed
20	Maui, HI	Aircraft	Agreed
21	SE Bermuda	Meteor	Agreed
21	Maywood, NJ	Meteor	Agreed
22	Miami/St. Petersburg, FL	Meteor	Agreed
23	McChord AFB, WA	Meteor	Possible aircraft
24	Wheelus AFB, Morocco	Aircraft	Agreed
24	Beltsville, MD	Moon	Agreed
24	Seattle, WA	Insufficient data	Agreed. Data inadequate and conflicting.
25	Edison, WA	Aircraft	Possibly Venus setting
28	New Bedford, MA	Aircraft	Agreed
28	Pittsfield, ME	Venus	Agreed
28	Albany, GA	Meteor	Agreed
29	Bremerton, WA	Aircraft	Agreed
30	Lake Andes, SD	Balloon	Venus
30	Seattle, WA	Sirius	Agreed
31	Boonton, NJ	Aircraft	Agreed

31	Seattle, WA	Venus	Agreed
Jan-10 Feb	Harrisonville, MO	Aircraft	Agreed
DR 24	Afghanistan	Insufficient data	Probable Genetrix balloon debris and sightings. Hundreds of Genetrix balloons being launched from Norway, Germany, Turkey and Scotland to overfly and spy on Soviet Union in January and February. Several probably wandered over Afghanistan and landed there.

February 1956

Date	Location	BB explanation	My evaluation
Feb	NY City, NY	Meteor	Two year old sighting. Brief event and description matches meteor. Agreed that it was probably a meteor.
2	Camp Irwin, CA	Insufficient data	Agreed
2	North Hollywood, CA	Ground light	Agreed
2-21	Camp Irwin, CA	Insufficient data	Agreed
3	Luther, MI	Insufficient data	Possible balloon
3	Glenwood, IA	Aircraft	Agreed
3	Glenwood, IA	Aircraft	Agreed
4	Williams Bay, WI	Insufficient data	Agreed. Possible star. No positional data.
6	Lake Charles, LA	Balloon	Agreed.
6	San Fernando, CA	Aircraft	Possible meteor
7	Keesler AFB, MS	Balloon	Agreed
8	Georgetown, MA	Unreliable report	Agreed
8	Ft. Pierce/Lutz, FL	Photo flash	Agreed
9	Camp Irwin, CA	Insufficient data	Agreed
9	Alger, MI	Aircraft	Venus
11	Pacific	Insufficient data	Possible meteor
11	Bremerton, WA	Aircraft	Possible meteor
12	Bellevue, FL	Stars/planets	Probably Venus
12	Aripeka, FL	Aircraft	Agreed
12	Goose Bay, Labrador	UNIDENTIFIED	UNIDENTIFIED
15	Riverside, CA	Aircraft	Agreed
15	Pontiac, MI	Balloon	Agreed
18	Orly AFB, France	1. Insufficient data 2. Venus	This is not the Orly, Paris sighting. The first entry mentions the news reports about a radar sighting. This is listed as insufficient data and I agree since the only data present are accounts from news reports. The second sighting probably involved Venus. It was reported by a pilot flying out of Marseilles. He reported the event after hearing news reports. Initial sighting was to the north and probably was Deneb or a distant aircraft. The second half of the sighting was probably Venus, which set in the west around 2040Z. Pilot reported the object disappearing in the west around 2050Z.
18	Goose Bay, Labrador	Aircraft	Agreed
18	Beaulieu, MN	Aircraft	Agreed
18	Grand Maria, MN	Meteor	Agreed
18	Burlington, NC	Aircraft	Agreed
19	Houston, TX	UNIDENTIFIED	Possibly Jupiter (See page 6)

20	Miami, FL	Aircraft	Agreed
21	Bremerton, WA	Aircraft	Agreed
22	Hampton-Sydney, VA	Sirius/Procyon	Agreed
23	Brooklyn, NY	Aircraft	Agreed
24	Taiwan Straits, Formosa	Ground Clutter	Agreed
25	Sahaurta, AZ	Balloon	Agreed
27	Ft. Pierce, FL	Flares	Possibly Venus
27	Cedar Hill, TX	Balloon	Agreed
29	Victoria West, South Africa	Meteor	Agreed
29	Bongrock, NJ	Stars/planets	Probably Venus
29	Buffalo/Hamburg, NY	Venus	Agreed
29	South Newton, IA	Insufficient data	Agreed

March 1956

Date	Location	BB explanation	My evaluation
2	Beloit, WI	Insufficient data	Agreed. No report other than record card. No positional data.
3	Paradise, MI	Balloon	Possibly Capella
3	Spokane, WA	Aircraft	Agreed
3	Fredrick, OK	Meteor	Agreed
4	Bedford, OH	Insufficient data	Agreed. No positional data
4	Racine, WI	Insufficient data	Agreed. No positional data
4-8	Graham/Burlington, NC	Sirius	Probably Sirius but possibly Canopus
5	Columbus, OH	Ground light	Insufficient data. No positional data.
5	Bridgeport, NY	Balloon	Jupiter
5	Manitowish Waters, WI	Venus	Agreed
7	Lutz, FL	Insufficient data	Meteor
8	Bellingham, WA	Aircraft	Agreed
8	Winchester, CA	Aircraft	Agreed
9	Glen Ridge, NJ	Venus	Agreed
10	Miami, FL	Meteor	Agreed
10	Waterton, NY	Venus	Agreed
13	Venezuela	Insufficient data	Agreed. Media report.
14	Chicago, IL	Balloon	Venus
15	PA/NY	Meteor	Agreed
15	Omaha, NE	Insufficient data	Agreed
15	Van Nuys, CA	Balloon	Possible daylight sighting of Venus
17	Folsom Prison, CA	Aircraft	Agreed
17	Torrence, CA	Venus	Agreed
20	East Prairie, MO	Balloon	Agreed
20	Fairhaven, MA	Venus	Agreed
20	Andrews AFB, MD	Reflection	Insufficient data. No report in file.
21	Ventura, CA	Venus	Aldebaran and Venus
21	Sioux City, IA	Meteor	Agreed
22	Dixon/Walnut Creek, CA	Balloon	Agreed

22	Cleveland, OH	Jupiter or Procyon	Agreed
23	Goose Bay, Labrador	Aircraft	Possible meteor
24	East Gary, IN	Jupiter/Stars	Probably Jupiter, Arcturus, and Capella
25	Cincinnati, OH	Insufficient data	Agreed. No positional data. Possible astronomical object.
26	Avon Park, FL	Birds	Agreed
26-1Apr	MI	Venus	Agreed
27	Saginaw, MI	Balloon	Possible setting moon
27	Canton, OH	Balloon	Insufficient data. No positional data.
29	Philadelphia, PA	Insufficient data	Possible aircraft

April 1956

Date	Location	BB explanation	My evaluation
Apr	Passaic, NJ	Insufficient data	Agreed. No date given. No positional data. Report made one year after event. Possible meteor.
Apr	South of Bakersfield, CA	Insufficient data	Agreed. Report made in June of 1956. Witness stated it was April 1955.
1	Liberty, MO	Unreliable Report	Report made by 14-year old. He reports seeing multiple UFOs around the planet whenever he points his telescope at Venus. UFOs are probably due to faulty optics scattering light that is misinterpreted by the observer.
2	Pepperill AFB, Newfound-land	Venus	Probably Capella, which is circumpolar at this latitude and would move towards the NNE. Venus had already set before the time of the sighting.
3	Cedar Key, FL	Aircraft	Agreed
4	McKinney, TX	UNIDENTIFIED	Grab Bag balloon (See SUNlite 6-3)
5	Newport, RI	Balloon	Agreed
5	Casablanca, Morocco	Meteor	Agreed
5	Samish Island, WA	Venus	Agreed
6	McKinney, TX	Insufficient data	Agreed. Second hand report with insufficient data regarding UFO landing and takeoff.
6	Inman, SC	Stars/planets	Possibly Venus or Sirius depending on actual direction of observation.
8	Albany, NY	Venus	Agreed
8	Schenectady/Rochester, NY	Venus	Agreed
8	Rome, NY	Aircraft	Agreed
8	Gurnie, IL	Insufficient data	Agreed. No positional data. Possibly Venus.
9	Griffis AFB, NY	Venus	Agreed
10	San Diego, CA	Birds	Agreed
13	McKinney, TX	Meteor	Agreed
16	Henderson, NC	Insufficient data	Possible meteor
16	Fitzgerald, GA	Venus	Agreed
16	Fairfield, UT	Venus	Agreed
18	McCord AFB, WA	Aircraft	Agreed
18	SE corner MN	Stars/planets	Probably Venus
18	Traverse City, MI	Venus	Agreed
19	Minneapolis, MN	Venus	Agreed
21	Richmond, VA	Balloon	Agreed

23	Seattle, WA	Meteor	Agreed
24	St. Paul, MN	Balloon	Venus
27	Vuyyura, India	Meteor	Agreed
27	Greensboro, NC	1. Meteor 2. Aircraft	Agreed
27	Huntington, CA	Venus	Agreed
28	Old Bridge, NJ	Aircraft	Agreed
30	Tacoma, WA	Aircraft	Agreed

May 1956

Date	Location	BB explanation	My evaluation
May	Boston, MA	Photo development flaw	Agreed
1	Baltimore, MD	Insufficient data	Possible balloon
1-3	Pueblo, Co	Lights	Possible birds
4	Marinette, WI	Insufficient data	Possible birds
4	Oxford, PA	Insufficient data	Possibly Jupiter
6	Oklahoma city, OK	Capella	Venus
6	Waupun, WI	Aircraft	Agreed
6	Hollywood, CA	Aircraft	Venus
6 & 13	Waterville/Morrisville, VT	Balloon	Agreed
7	Canton/Alliance/Springfield, OH	Balloon	Venus
7	Crestview, FL	Balloon	Agreed
7	Rochester, IN	Ground Lights	Agreed
8	Aliquippa, PA	Birds	Agreed
9	Colorado Springs, CO	Meteor	Agreed
10	Waupun, WI	Aircraft	Agreed
11	Lake Leelanau, MI	Venus	Agreed
11	Limon, CO	Aircraft	Agreed
13	Retsil, WA	Meteor	Agreed
14	Winston-Salem, NC	Venus	Agreed
14	Washington DC	Insufficient data	Agreed. No positional data.
14	Waupun, WI	Aircraft	Agreed
16	Los Angeles, CA	Venus	Agreed
16	Palm Desert, CA	Aircraft	Agreed
17	Ada, OK	Insufficient data	Report made by 12-year old. Possible birds.
18	Pueblo, CO	Balloon	Agreed
18	Brooksville, FL	Spica	It was not dark enough to see Spica. Possible sighting of Venus, which set about 3.5 hours after initial sighting. Length of sighting was 2 hours 12 minutes. No azimuth given to verify if Venus was the source. Insufficient data.
20	Akpotok Island, Newfoundland	Meteor	Agreed
20	San Luis Obispo, CA	Insufficient data	Possible balloon
20	Columbia, TN	Balloon	Agreed
20	Wheaton, IL	Venus	Agreed

22	Amarillo, TX	Balloon	Agreed
22	Dayton, OH	Balloon	Agreed
22	NW Monroe, LA	Balloon	Agreed
23	Lumberton, OH	Aircraft	Agreed
25	Steillacoom, WA	Venus	Agreed
26	Murmansk USSR	Insufficient data	Agreed
29	Oklahoma City, OK	Balloon	Agreed
30	Homestead AFB, FL	Insufficient data	Agreed. Lack of positional data.
30	Alberton, MT	Balloon	Agreed
31	Flushing LI, NY	Aircraft	Agreed
31	Dayton, OH	Meteor	Agreed

June 1956

Date	Location	BB explanation	My evaluation
June	Lumberport, WV	Aircraft	Report made in 1960. Missing specifics. Insufficient data
Jun-Jul	Warrenton, VA	Old report	Report made in 1958. Missing specifics. Insufficient data.
1	Sibley, IA	Aircraft	Agreed
1	Waupun, WI	Venus	Agreed
3	Petersburg, IN	Meteor	Agreed
5	Birmingham, AL	Balloon	Agreed
6	Banning, CA	UNIDENTIFIED	UNIDENTIFIED
6	Cornwall, NY	Aircraft	Agreed
7	Baltimore, MD	Insufficient data	Arcturus
7	Olmstead AFB, PA	Insufficient data	Baltimore report was in this file. The record card reflects the exact same description as the Baltimore, MD file. Reporting command was Olmstead AFB. Apparent confusion on location of sighting. Only one sighting in Baltimore.
9	Sapulpa, OK	Aircraft	Agreed
10	Laramie, WY	Insufficient data	Agreed. Missing specific data about sighting.
10	St. Louis Park, MN	Insufficient data	Possible aircraft reflecting setting sun.
10	Dayton, OH	Insufficient data	Agreed. Lacking duration.
10	Winchester, CA	Aircraft	Agreed
13	Encanto, CA	Aircraft	Agreed
14	Baltimore, MD	Aircraft w/advertising	Agreed
14	Arlington, VA	Meteor	Agreed
17	Columbus, OH	Aircraft	Agreed
18	Bandera, TX	Searchlight	Agreed
20	Dallas, TX	Meteor	Agreed
20	Waterloo, IA	Saturn	Agreed
21	Cincinnati, OH	Ground Clutter	Agreed
22	Ponaca, NV	Aircraft	Agreed
22	Terra Haute, IN	Balloon	Agreed
24	Marshalltown, IA	Aircraft	Agreed
24	Lutz, FL	Saturn	Agreed
25	Kelso, WA	Insufficient data	Agreed. No direction of observation.

25	Howell, UT	Meteor	Agreed
26	Plattsburgh, NY	Aircraft	Agreed
26	Dallas, TX	Meteor	Agreed
26	Portland, OR	Aircraft	Agreed
27	Wilmington, OH	Aircraft	Agreed
27	NW Washington DC	Aircraft	Meteor
27	Watertown, WI	Jupiter	Agreed
28	Crescent, IA	Aircraft	Agreed
28	Seattle, WA	Aircraft	Agreed
28	Shawnee, KS	Aircraft	Agreed
28	Charleston, WV	Searchlight	Insufficient data. No direction given (Moon rise was 30 minutes later and could have been object seen through clouds).
29	Southern CA (SD/LA)	Balloon	Agreed
29	Washington, OR	Meteor	Agreed
30	SE of Louisville, KY	Aircraft	Possible meteor

Reclassification

There were 233 cases in the Blue Book files from January through June of 1956, that I evaluated. In my opinion, of these 46 were improperly classified (about 20%). This table describes these cases and how I felt they should have been reclassified. Some of the sightings really did not have enough information for evaluation and other cases that had been listed as "insufficient information" had potential explanations.

Date	Location	Reclassification	Reason
1/5	Indianapolis, IN	Canopus	Canopus not possible (below horizon). Possibly the star Sirius
1/8	Battlecreek, MI	Insufficient data	Possible Balloon
1/9	Portland, OR	Reflection	Confusing report. Mentions object being seen as a reflection in the river but then states it faded in west. No angle of elevation or if it was in the sky or just visible in the water. Insufficient data.
1/16	Wurtsmith AFB, MI	Insufficient data	Venus
1/23	McChord AFB, WA	Meteor	Possible aircraft
1/25	Edison, WA	Aircraft	Possibly Venus setting
1/30	Lake Andes, SD	Balloon	Venus
DR 24	Afghanistan	Insufficient data	Probable Genetrix balloon debris and sightings. Hundreds of Genetrix balloons being launched from Norway, Germany, Turkey and Scotland to overfly and spy on Soviet Union in January and February. Several probably wandered over Afghanistan and landed there.
2/3	Luther, MI	Insufficient data	Possible balloon
2/6	San Fernando, CA	Aircraft	Possible meteor
2/9	Alger, MI	Aircraft	Venus
2/11	Pacific	Insufficient data	Possible meteor
2/11	Bremerton, WA	Aircraft	Possible meteor
2/19	Houston, TX	UNIDENTIFIED	Probably Jupiter (See page)
2/27	Ft. Pierce, FL	Flares	Possibly Venus
2/29	Bongrock, NJ	Stars/planets	Probably Venus
3/3	Paradise, MI	Balloon	Possibly Capella
3/5	Columbus, OH	Ground light	Insufficient data. No positional data.
3/5	Bridgeport, NY	Balloon	Jupiter

3/7	Lutz, FL	Insufficient data	Meteor
3/15	Van Nuys, CA	Balloon	Possible daylight sighting of Venus
3/23	Goose Bay, Labrador	Aircraft	Possible meteor
3/27	Saginaw, MI	Balloon	Possible setting moon
3/27	Canton, OH	Balloon	Insufficient data. No positional data.
3/29	Philadelphia, PA	Insufficient data	Possible aircraft
4/2	Pepperill AFB, Newfound-land	Venus	Probably Capella, which is circumpolar at this latitude and would move towards the NNE. Venus had already set before the time of the sighting.
4/4	McKinney, TX	UNIDENTIFIED	Grab Bag balloon (See SUNlite 6-3)
4/16	Henderson, NC	Insufficient data	Possible meteor
4/24	St. Paul, MN	Balloon	Venus
5/1	Baltimore, MD	Insufficient data	Possible balloon
5/1-3	Pueblo, Co	Lights	Possible birds
5/4	Marinette, WI	Insufficient data	Possible birds
5/4	Oxford, PA	Insufficient data	Possibly Jupiter
5/6	Oklahoma city, OK	Capella	Venus
5/6	Hollywood, CA	Aircraft	Venus
5/7	Canton/Alliance/Springfield, OH	Balloon	Venus
5/17	Ada, OK	Insufficient data	Report made by 12-year old. Possible birds.
5/18	Brooksville, FL	Spica	It was not dark enough to see Spica. Possible sighting of Venus, which set about 3.5 hours after initial sighting. Length of sighting was 2 hours 12 minutes. No azimuth given to verify if Venus was the source. Insufficient data.
5/20	San Luis Obispo, CA	Insufficient data	Possible balloon
June	Lumberport, WV	Aircraft	Report made in 1960. Missing specifics. Insufficient data
6/7	Baltimore, MD	Insufficient data	Arcturus
6/7	Olmstead AFB, PA	Insufficient data	Baltimore report was in this file. The record card reflects the exact same description as the Baltimore, MD file. Reporting command was Olmstead AFB. Apparent confusion on location of sighting. This is duplicate sighting entry.
6/10	St. Louis Park, MN	Insufficient data	Possible aircraft reflecting setting sun.
6/27	NW Washington DC	Aircraft	Meteor
6/28	Charleston, WV	Searchlight	Insufficient data. No direction given (Moon rise was 30 minutes later and could have been object seen through clouds).
6/30	SE of Louisville, KY	Aircraft	Possible meteor

Summary

The 20% incorrect evaluation value was higher than the 16-17% from 1955. Looking at these cases, I believe that at least one, and maybe two, cases involved a sighting of the moon. Additional information may have resolved the second case. As it is, I can only assume the witness was looking in the right direction. I noticed that Venus seemed to be a significant source of UFO reports during this time period. Roughly 15% of the cases involved the planet Venus. Missing from all of these sighting files is any participation from Dr. Hynek. If he was involved, he did not seem to make his presence felt. It is important to continue to point out that the lack of adequate information in these case files continue to make it difficult to identify the source. Lack of information is probably the primary reason Blue Book had problems doing their job properly.

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