

# SUNlite

Shedding some light on UFOlogy and UFOs

*...the mere listing of unanswered puzzles is not equivalent to providing unanswerable arguments.*

Dr. William Hartmann - "Historical Perspectives: Photos of UFOS" (From UFOS: A scientific debate)

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Cover: This is a photograph of a red aurora that was visible from my 1989 home in Orlando, Florida. Seeing an aurora from Florida is very rare and they usually are bright red. The yellow beams appeared whitish to the naked eye. It was a spectacular sight and caught me off guard when I first saw it. Originally, I thought there was a fire of some kind nearby but then realized I heard no sirens from fire vehicles. It took me a few minutes to recognize what I was seeing. An Aurora was the source of a UFO report discussed in this issue's Weinstein catalog case.

Left: Another Starlink launch was seen from Manchester, New Hampshire. This was not as easy to see because the sun set only twenty minutes before launch and the sky was not as dark as the September launch. A flock of birds flew through the field of view when this photograph was taken.

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# Will 2023 finally be the year?

I would not hold my breath expecting 2023 to be the year that there will be any great UFO revelations. It seems that the UAP study group in the Pentagon, called the All-domain Anomaly Resolution Office (AARO), is coming under fire from UFO circles because they appear to be leaning towards conventional explanations for at least some of the sightings they have encountered. [Based on the conference transcript, they appeared to have gone back as far as 1996 in looking at old UFO cases.](#) I have seen comments by some UFOlogists indicating that the AARO should examine cases from over fifty years ago! I disagree.

In my opinion, old UFO cases are a waste of resources. Based on my experience, after close examination/investigation, no new evidence surfaces that makes them any more convincing. The belief that a hundred brilliant scientists can look at, for instance, the Zamora case and discover that it was an alien spaceship is not realistic. People have been looking at these cases for decades and have found nothing new. Unless there is some secret stash of evidence that nobody has ever seen before, the best one could hope for is an explanation other than an alien spaceship. That being said, even if no evidence arises that explains a case, it does not mean that aliens were the source of the sighting. It just remains "unknown". While these events may be interesting to the casual reader, scientists find the data inadequate and, as a result, make the subject not worthy of study. The moral of this story is that instead of putting more lipstick on the pig, you need to get rid of the pig and get something better.

I have constantly pointed out in this newsletter that the only thing that can confirm the Extraterrestrial hypothesis (ETH) is for UFO proponents to collect actual data that can be analyzed and demonstrate that what was seen was "not of this earth". I am not talking about vague readings from magnetic detectors, strange blips on a radar, or unusual soil samples when a UFO is reported. That kind of data is subjective. We can't even tell if the reported UFO produced the supporting evidence. What is needed is unambiguous data that clearly demonstrates that some sort of unknown object was seen and clearly produced the effects described. It is up to UFO proponents to dedicate themselves to an effort that will produce this kind of data. That kind of dedication seems to be missing from the UFO field. Instead of taking a new approach, UFOlogists continue to pontificate about these older cases or claim that the collection of unexplained anecdotal reports prove their claims. This is the same game that UFOlogy has been playing for seventy-five years. Other than gathering headlines every few years, it remains a losing strategy.

Speaking about preaching about old cases, Kevin Randle decided to repost [his arguments why flight #4](#) does not explain the [debris found by Brazel](#). Once again, he trotted out the same old assertions that I have addressed in the past. Most of those rebuttals can be found in SUNlite 4-4 and 5-5. I see no reason to repeat myself again. Randle suffers from a myopic point of view that does not properly consider all the information available. His arguments are the same old tired tune that only plays well with Roswell fans.

On a parting note I saw that [Mick West wrote an interesting article about the history behind the Pentagon's recent involvement in studying UFOs.](#) If accurate, it demonstrates how UFO proponents managed to get the government to give them money for their UFO adventures and how, once again, the Pentagon has gotten themselves stuck in the publicity nightmare of investigating UFOs. If only the Department of Defense had examined the history of Blue Book, they might have avoided this quagmire.

# WEEDING OUT THE WEINSTEIN CATALOG

January 24, 1949 - Bermuda<sup>1</sup>

49.01.24	midnight	Atlantic Ocean	Bermuda Island 29°30N / 67°29W	M	a USAF RB-29 bomber crew	a red glow on the sea, 1 mile large, with beams of white light				400 / 13.5 409
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This entry references the Blue Book files, Loren Gross' UFO history for 1949, and Larry Hatch's database. Larry's database is just a listing and provides no information.

## Source material

Loren Gross' account<sup>2</sup> reads:

*On January 18, 1949, a British Tudor airliner, the "Star Ariel" with 13 passengers and a crew of seven, vanished without a trace 200 miles off Bermuda. A B-29 was dispatched on a special search mission on January 24th. At midnight while cruising at 15,000 feet altitude and at a position of 29 degrees 30 minutes north, 67 degrees 29 minutes west, and on a course of 050 degrees, the pilot of the B-29 perceived a red glow off the left wing. At first the Aircraft Commander, Captain Mattatall thought that the Moon was peeking over the horizon, but after several minutes he was convinced the glow must be something other than the Moon, perhaps even a ship on fire. Intrigued, Captain Mattatall banked in the direction of the red light mass until he brought his plane around to a course heading straight at the crimson patch on the ocean. The pilot later told his superiors:*

*"On approaching the red light it was observed as a dark red glow, 1 to 11 miles wide, based on the water, resembling burning oil with a phosphorescent red light rising to 2,500 to 3,000 feet altitude. Also from heading of 350 degrees and 180 degrees two columns of white light, 1 to 1 miles apart, resembling searchlight beams and extending upward through approximately 3/4 of the red light mass. The beams were at a slight angle toward each other. Captain Mattatall estimates that if the white light beams had extended above the red light mass to an altitude of 10,000 feet, they would have intersected. It was also observed that the red light mass gave off enough light to illuminate the surface of the water and the bases of surrounding clouds with a dull red glow."*<sup>21</sup>

Mr. Gross appears to have obtained most of his information from the Blue Book/Grudge files. Gross found one entry that states that Auroral activity was considered but dismissed because there was no auroral activity that night. He appears to have ignored the rest of the file.

The Blue Book/Grudge file contains quite a bit of information.<sup>3</sup> Gross spent a lot of his commentary on the 29 April 1949 memo from the Cambridge Atmospheric Physics Laboratory, which stated they could not give an explanation for the sighting and that they had dismissed the possibility that it was the aurora visible that night. However, Gross downplayed the 15 June 1949 memo, from the same office. That memo stated that, after reading an article from "Nature" documenting the Aurora of January 24th, they now concluded that this aurora was the cause of the sighting.

Another detail found in the file is that the time listed by Weinstein is incorrect. It was not midnight but was visible from 2000-2124 local time.

The crewmen were interviewed and their descriptions were pretty consistent:

Staff Sergeant Marx (Engineer) - *Red glow resembled a red railroad flare (fuzee) with blue-white base and pillar like beams of varying intensity going up into a red mass. Red mass was transparent and could see stars through it. Stars not visible through white light. Mass appeared to generate its own light, gave off enough light to illuminate water surface and clouds.*

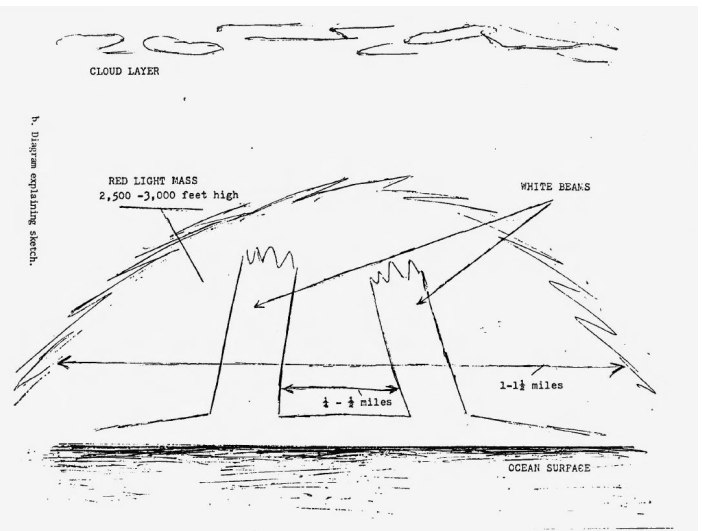
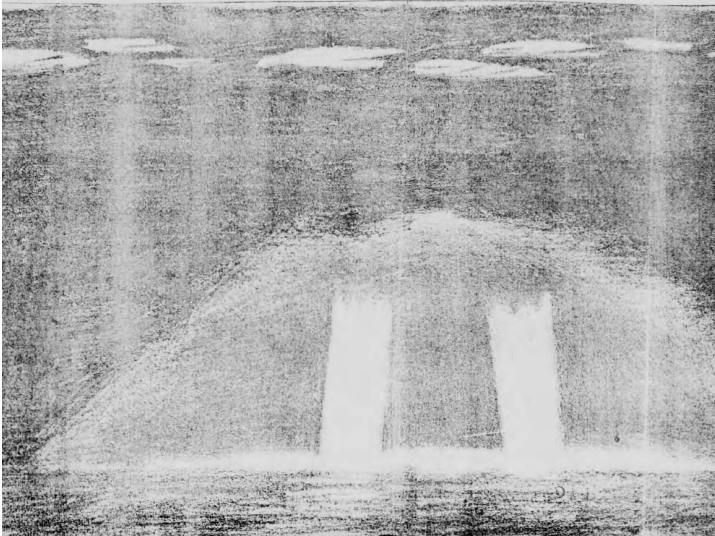
Left side scanner - *First seemed to be red-gold sunset. Resembled mushroom....Appeared to be coming out of the ocean....Light mass was transparent. Could plainly see water on other side of light...*

Co-pilot - *Red glow on horizon. Of such intensity that first thought ship was on fire...Main mass of white light based on water, surrounded by red glow which was pierced by two shafts of white light.*

Pilot - *Appeared to generate its own light, white light comparable to fluorescent light, red light some less brilliant than runway flare..Red light illuminated left wing of A/C and reflected into cockpit...*

The case file also mentions that observers in Bermuda also saw the red glow with two shafts of white light and determined it to be an aurora. All crewmen stated they had seen the northern lights before and had never seen anything like this. There are the sketches made by the crew of what they saw (See next page).





## Analysis

Blue Book/Grudge classified this as Auroral activity and they had good reason for this. The sketches and descriptions are suggestive of an aurora. Completely missing from the Gross account is the news article stating the aurora was visible from Bermuda, which was 250-300 miles to the northeast of the aircraft. Only something high in the atmosphere could be seen from two different locations at the same time.

Most important is that the official record indicates Auroral activity was high on the 24th of January. It was so high, that it was seen from the panhandle of Florida (see clipping of Panama City News Journal from 25 January 1949).<sup>4</sup> There are plenty of other aurora reports from various states found in the newspaper archives. The March 1949 issue of Sky and Telescope had observations of the Aurora from Cleveland, Tennessee and Napa, California.<sup>5</sup> Auroral activity was also visible on the 24th in Yarmouth, UK.<sup>6</sup> This indicates that all locations, with clear skies, between western Europe and California had a chance to see an Aurora.

**CONJUNCTIONS AND AURORAE**

Frank Trathen, of Napa, Calif., writes of his observations in January:

"I observed Jupiter and Venus on the morning of January 24th. They rose at 6:20 a.m. I was rather disappointed for the two planets were separated from each other about the distance of one third the diameter of the moon. I then looked up the data on this conjunction in the *Nautical Almanac* and found the conjunction took place at 8:00 G.C.T. I observed at 14:20 G.C.T., making a difference of about six hours. I then realized the speed at which Venus was traveling to have gone this far in that time.

"On the same morning I noticed how far south the crescent moon was located, four degrees farther south than the sun ever gets. It is interesting to observe how far north and south the moon now travels in its 18-year cycle.

"On the evening of January 24th around 8:00 the northern lights were very bright, and I learned afterwards that the northern lights were seen around 10:00 p.m. On the same day there were several very large groups of spots near the solar meridian."

Similar disappointment at the conjunction was registered by J. H. Tanner, of Tampa, Fla., who reports:

"On that particular day, I arose to observe this rare sight, but I needed no optical aid to separate the two planets. In fact, they were at least five minutes of arc apart. Is there an explanation for this rather large error?"

Mr. Trathen already has the explanation, in the rapid motion of Venus, which we underestimated in checking our January material on this planet. The northern lights two nights earlier must have been rather widespread, for from Cleveland, Tenn., Jack West writes:

"On the night of January 24th, Cleveland was treated to a beautiful display of northern lights. A large oval cloud first appeared. It slowly changed its shape until it reached a long slender, pencil-like form; then pale white rays appeared just above it. The display began about 7:30 a.m., while I was observing the Orion nebula."

**MINIMA OF ALGOI**

March 1, 1:30; 2, 2:40; 6, 18:20; 9, 15:18; 12, 12:07; 15, 8:57; 18, 5:46; 21, 2:35; 23, 23:25; 26, 20:14; 29, 17:03; April 1, 13:52; 4, 10:41; 7, 7:31; 10, 4:20.

These predictions are geometric (computed for the equator of light), based on observations made in 1947. See *Sky and Telescope*, Vol. VII, page 150, August, 1946, for further explanation.



This is a photograph of an intense aurora, I saw in September of 2002 from NH. It is similar to what was described by the witnesses of the 1949 event.

Some of the hesitation by the Cambridge Atmospheric physics laboratory (mentioned by Gross) in classifying this as an aurora are the reports by the witnesses that the glow was on the water's surface. This was probably an illusion created by the reflection of the aurora on the water's surface as viewed by an aircraft at 6,000 feet altitude. In that memo, the laboratory seemed to be unaware of the brightness of an aurora that can be seen from southern latitudes. This is understandable since such aurora are rare and probably were not very well documented in 1949. It was not until they read an article in Nature, which described the aurora seen on the 24th of January 1949, did they conclude that what was seen was this aurora.

All the crew claimed to have seen the northern lights before and what they saw did not appear this way. Aurora that are seen from southern latitudes are often very intense in magnitude and are a deeper red and brighter than aurora only visible from northern latitudes, which are more frequent. Aurora that can only be seen from northern latitudes tend to be dominated by Blue-Green colors and can often be weak in brightness. Any red colors are usually muted or appear pinkish. Only when there is an intense geomagnetic storm, do the colors get extreme. If they had never seen an intense aurora before, one could understand why they would have been surprised by the event they witnessed on January 24, 1949.

## Conclusion

There is little doubt that what was seen was an aurora. What was reported had all the characteristics of an aurora and auroral activity was seen on the date in southern locations in the same hemisphere. Even the island of Bermuda reported seeing an aurora at the time of the sighting. This case, like so many others discussed here, should be removed from the Weinstein list.

## Notes and references

1. Weinstein, Dominique F. Unidentified Aerial Phenomena: Eighty years of pilot sightings. NARCAP. February 2001. P. 11
2. Gross, Loren. UFOS: A history 1949 January - June. Freemont, California. 1988. P. 11-14
3. "Case file - South of Bermuda 24 January 1949". Fold 3 web site. Available WWW: <https://www.fold3.com/image/6792238>
4. "Great northern lights visible here." Panama City News-Herald. Panama City, Florida. January 25, 1949. P. 1.
5. "Conjunctions and Aurora". Sky and telescope. Sky Publishing. Cambridge, MA. March 1949. P. 134
6. Lucy. "Extreme weather events in focus: Aurora borealis" University of Nottingham Blog. October 10, 2014. Available WWW: <https://blogs.nottingham.ac.uk/weatherextremes/2014/10/10/extreme-weather-events-in-focus-aurora-borealis/>

## January 21, 1952 - Mitchell AFB, NY

*January 21, 1952--Mitchel AFB, N.Y. Navy TBM pilot chased a dome-shaped, white circular object which accelerated and pulled away [IV].<sup>1</sup>*

Section IV does not provide much in the way of additional information. It is part of a table and we have little information to work with.

*Chased dome-shaped UFO which turned, accelerated, pulled away.<sup>2</sup>*

The source of this information comes from Ruppelt's book, "The Report on Unidentified Flying Objects".

### Ruppelt's account

Edward Ruppelt's account reads.

*The morning before, on January 21, a Navy pilot had taken off from Mitchel in a TBM. He was a lieutenant commander, had flown in World War II, and was now an engineer at the Navy Special Devices Center on Long Island. At nine-fifty he had cleared the traffic pattern and was at about 2,500 feet, circling around the airfield. He was southeast of the field when he first noticed an object below him and "about three runway lengths off the end of Runway 30." The object looked like the top of a parachute canopy, he told me; it was white and he thought he could see the wedges or panels. He said that he thought that it was moving across the ground a little bit too fast to be drifting with wind, but he was sure that somebody had bailed out and that he was looking at the top of his parachute. He was just ready to call the tower when he suddenly realized that this "parachute" was drifting across the wind. He had just taken off from Runway 30 and knew which direction the wind was blowing.*

*As he watched, the object, whatever it was (by now he no longer thought that it was a parachute), began to gradually climb, so he started to climb, he said, staying above and off to the right of the object. When the UFO started to make a left turn, he followed and tried to cut inside, but he overshot and passed over it. It continued to turn and gain speed, so he dropped the nose of the TBM, put on more power, and pulled in behind the object, which was now level with him. In a matter of seconds the UFO made a 180-degree turn and started to make a big swing around the northern edge of Mitchell AFB. The pilot tried to follow, but the UFO had begun to accelerate rapidly, and since a TBM leaves much to be desired on the speed end, he was getting farther and farther behind. But he did try to follow it as long as he could. As he made a wide turn around the northern edge of the airfield he saw that the UFO was now turning south. He racked the TBM up into a tight left turn to follow, but in a few seconds the UFO had disappeared. When he last saw it, it had crossed the Long Island coast line near Freeport and it was heading out to sea.*

*When he finished his account of the chase, I asked the commander some specific questions about the UFO. He said that just after he'd decided that the UFO was not a parachute it appeared to be at an altitude of about 200 to 300 feet over a residential section. From the time it took it to cover a city block, he'd estimated that it was traveling about 300 miles an hour. Even when he pulled in behind the object and got a good look, it still looked like a parachute canopy—dome-shaped—white—and it had a dark undersurface. It had been in sight two and a half minutes.*

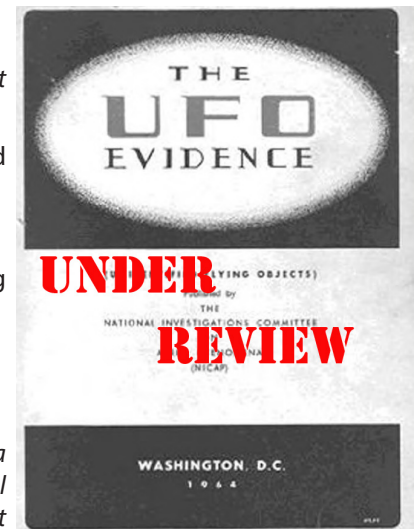
*He had called the control tower at Mitchel during the chase, he told me, but only to ask if any balloons had been launched. He thought that he might be seeing a balloon. The tower had told him that there was a balloon in the area.*

*Then the commander took out an aeronautical chart and drew in his flight path and the apparent path of the UFO for me. I think that he drew it accurately because he had been continually watching landmarks as he'd chased the UFO and was very careful as he drew the sketches on the map.*

*I checked with the weather detachment at Mitchel and they said that they had released a balloon. They had released it at nine-fifty and from a point southeast of the airfield. I got a plot of its path. Just as in the Long Beach Incident, where the six F-86's tried to intercept the UFO, the balloon was almost exactly in line with the spot where the UFO was first seen, but then any proof you might attempt falls apart. If the pilot knew where he was, and had plotted his flight path even semi-accurately, he was never over the balloon. Yet he was over the UFO. He came within less than 2,000 feet of the UFO when he passed over it; yet he couldn't recognize it as a balloon even though he thought it might be a balloon since the tower had just told him that there was one in the area. He said that he followed the UFO around the north edge of the airfield. Yet the balloon, after it was launched southeast of the field, continued on a southeast course and never passed north of the airfield.*

*But the biggest argument against the object's being a balloon was the fact that the pilot pulled in behind it; it was directly off the nose of his airplane, and although he followed it for more than a minute, it pulled away from him. Once you line up an airplane on a balloon and go straight toward it you will catch it in a matter of seconds, even in the slowest airplane. There have been dogfights with UFO's where the UFO's turned out to be balloons, but the pilots always reported that the UFO "made a pass" at them. In other words, they rapidly caught up with the balloon and passed it. I questioned this pilot over and over on this one point, and he was positive that he had followed directly behind the UFO for over a minute and all the time it was pulling away from him.*

*This is one of the most typical UFO reports we had in our files. It is typical because no matter how you argue there isn't any definite an-*





swer. If you want to argue that the pilot didn't know where he was during the chase—that he was 3 or 4 miles from where he thought he was—that he never did fly around the northern edge of the field and get in behind the UFO—then the UFO could have been a balloon.

But if you want to believe that the pilot knew where he was all during the chase, and he did have several thousand hours of flying time, then all you can conclude is that the UFO was an unknown.

I think the pilot summed up the situation very aptly when he told me, "I don't know what it was, but I've never seen anything like it before or since—maybe it was a spaceship."

I went back to Dayton stumped—maybe it was a spaceship.<sup>3</sup>

### Blue Book file<sup>4</sup>

As usual, Ruppelt's book took liberties with some facts. The pilot was not a Lieutenant Commander (LCDR O-4) with World War II experience but a Lieutenant Junior Grade (LTJG O-2) or Lieutenant (LT O-3). The record is confusing. The witness refers to himself as a LT but this was common when I was in the Navy. LTJG's often dropped the "Junior grade" when referring to their rank and enlisted men did as well when addressing them. While he had 1600 hours of flying experience it did not mention if he had World War 2 combat experience. Other items of importance:

- At 0950 EST, the pilot was at 8,000 feet approximately three miles Southeast of Mitchell AFB when he saw the object about 1.5 miles southeast of runway 30. He was flying with an airspeed of 160 knots.
- It initially was heading Southwest at about 300 knots.
- Object was oval in shape and looked like a parachute.
- Its estimated size was 20-30 feet.
- It was initially at a 200-300 foot altitude.
- The object went about 3-4 miles south of the airfield and then began a turn to port.
- The pilot and object circled the field and, after going about 2-3 miles Northwest of the field, the object proceeded Southwest and climbed rapidly.
- It was last seen about seven miles Southwest of the field. Estimated speed was 500 knots.
- It had a rocking/oscillating motion to it.
- There is no mention of him pursuing the object and it outrunning his aircraft. All he mentions is that he was able to cut inside of the object's turn and, after that, it rapidly climbed out of sight above his altitude of 6000 feet. Subsequent interviews revealed that he had estimated its last position after turning his aircraft around and lining it up with a point of land he noticed when he last saw the object.
- A weather balloon with radar reflector was launched from the base at 0950 EST.
- The tower personnel were interviewed and they stated they did not see the weather balloon or the TBM. They were too busy dealing with ground traffic. The first they heard about the event was at 0955 EST, when the aircraft contacted the tower stating he had seen the object.
- At 1008 EST, the pilot contacted the tower again and described the object as, "Round, very light in color, appeared to be a parachute canopy, with a dark colored object underneath."
- The radar tracking the balloon did not note the presence of any aircraft or unusual objects. However, they pointed out that, because of all the air traffic in the area, they ignore/do not note any aircraft and only focus on tracking the balloon.
- Weather at the time of the sighting was winds from the NNW at 15 knots with gusts up to 25 knots.
- Data from the balloon launch gave the following information:

Altitude	Wind direction from	Speed (knots)
Surface	330	17
2000	320	20
4000	340	36
6000	340	45
8000	330	48
10000	030	54

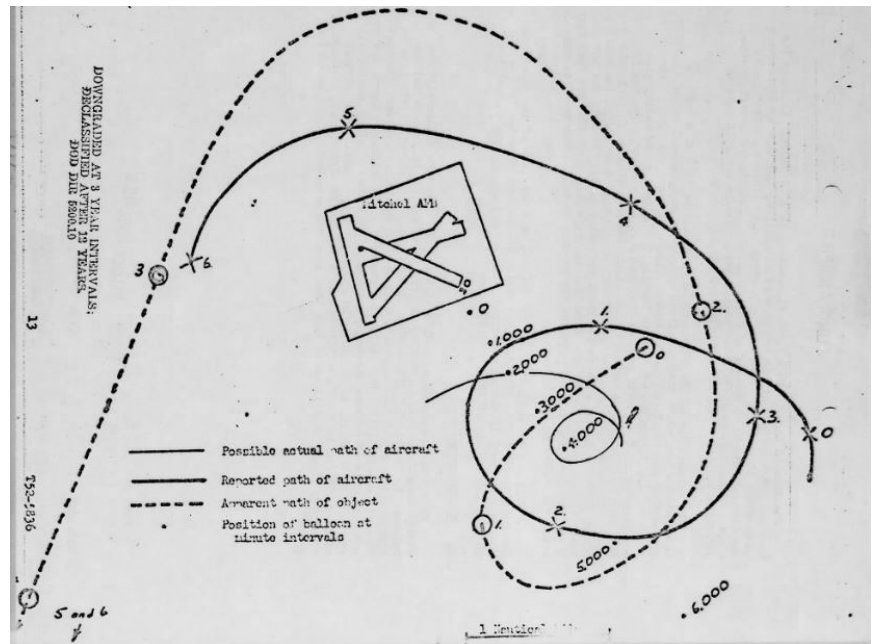
Blue Book would classify this as a balloon, which was released from the field at the same time of the sighting. According to the file, the balloon had a radar reflector attached, which would make the balloon appear unusual. Additionally, the balloons, when

removed from their packages, were coated in talcum powder that made the balloon a mix of black and white. This possibly created a shape that looked like a parachute.

## Analysis

The obvious candidate for this sighting is the balloon that was released. It seems odd that the pilot saw the object but nobody else did. Those tracking the balloon on radar and visually made no mention of another object. The tower did not see the object, the balloon, or the TBM. This was also a heavily populated area and individuals below the object did not report any UFO even though it was 30 feet in size and only 200 feet above them. The only person that saw this object was the pilot. That alone makes one suspect that the balloon was the source of the sighting. It also makes one question if the pilot was circling the airfield as he suggested.

The real question is, "Does the balloon fit the flight profile described?" If we plot the balloon using the data in the record, the balloon takes a southeastward track and then turns southwestward after reaching an altitude of 9-10,000 feet. At a rate of rise of roughly of about 15 feet/second, the balloon would have ended 5-6 miles to the Southeast of the airport before heading Southwest nine minutes after release. Blue Book determined that the event probably happened around 0954 EST. They based this on the initial verbal report made to the tower being at 0955, which recorded the pilot's initial report on the radio. This time would have put the balloon at an altitude of 4000 feet and between 1-2 miles to the southeast of the base. That matches the location of the reported position of the object when the pilot first saw it. While he reported it as below his plane at a 200-300 foot altitude, this estimate could have been inaccurate based on his estimates of size. Blue Book determined that a small balloon would have been around 1700 feet below the plane based on his estimates of angular size. The main point was the balloon was in his location and below him, which is what



he reported for the object.

According to Blue Book, the pilot's plotted turn is too great based on his testimony. He stated he pulled 2-3 g's while trying to make his initial turn. His plotted turn was a wide loop with a radius of about 6000 feet. The high g-forces indicated a tighter loop of a 1500-foot radius. This would result in the small loop shown in the right plot.

One must remember that the track was based on the pilots observations and we don't know how accurate they were. One must recall that the pilot was in the middle of a tight turn and that would have made accurate observations difficult.

The main argument against the balloon made by Ruppelt was that the pilot claimed to have pursued the object and it got away from him. While Ruppelt mentions this, it is not in the report. The pilot never mentioned pursuing the object from behind after making his tight turn around the object/turning inside of the object. All that is stated is that the object disappeared by rising above him rapidly and he gave up pursuit.

Blue Book determined the duration of the event appears to have been about 30-45 seconds based on how long it would have taken to make the turn. The pilot estimated it was 2-3 minutes but Blue Book suspected it was probable that he overestimated the time. If the initial intercept was at 0954, the subsequent report to the tower at 0955 is more in line with the shorter duration.

As for his speed estimates of the object, we have to recall that the pilot estimated the object was 20-30 feet in size. If it were a balloon, that means his estimates were off by a factor of five to ten. If that was the case, his estimates of speed would also have been



overestimated by this factor since he would be basing his speed estimates on the object's angular size. That would put the true speeds around 30-100 knots. Wind speed at the altitudes mentioned were around 50 knots.

The disappearance to the southwest appears to have been more of a guess by the pilot. He took a point of land he had used as a reference during his turn and then determined that was the direction the object disappeared. Since the object was rising rapidly, this direction could have been off towards the south or southeast.

### Conclusion

There is no good reason to dismiss the possibility that the source of the sighting was the weather balloon launched from the airfield. The lack of any other witnesses (even though there were plenty available) to an object, other than the balloon, tends to indicate he was looking at the balloon that was airborne in his vicinity. It seems likely that the pilot made some errors in his recollections about his "interception" and resulted in a more exciting story than what actually happened. This sighting should be listed as "probable balloon" and be removed from the UFO evidence category.

### Notes and references

1. Hall, Richard M. (Ed.) The UFO evidence. The National Committee on Aerial Phenomena (NICAP). New York: Barnes and Noble. 1997. P. 131
2. *ibid.* P. 30
3. Ruppelt, Edward. The Report on Unidentified Flying Objects. New York: Doubleday 1956. pp 121-3
4. "Case file - Mitchell AFB NY 22 January 1952". Fold 3 web site. Available WWW: <https://www.fold3.com/image/6310122> and <https://www.fold3.com/image/6310148>

## THE 701 CLUB: CASE 2426: STOCKTON/PITTSBURG, CALIFORNIA 20 FEBRUARY 1953

Don Berliner describes the case as follows:

*Feb. 20, 1953; Pittsburg-Stockton, California. #1 time unknown; #2, 10:30 p.m. Witnesses: USAF B-25 bomber pilots. #1 was a bright yellow light seen for 8 minutes. #2 was a bright light which flew on a collision course, dimmed and climbed away fast.*<sup>1</sup>

Sparks' entry is basically a repeat of Berliner's and adds nothing in the way of new information.<sup>2</sup> He does question if the time is correct and suggests it was possibly 11:30 PM PST.

### The Blue Book file<sup>3</sup>

PROJECT 10073 RECORD	
1. DATE - TIME GROUP 20 Feb 53 1. Unk 2. 21/0730Z	2. LOCATION 1. Pittsburg, California 2. Stockton, California
3. SOURCE AF Pilots	10. CONCLUSION UNKNOWN (NO CASE IN FILE)
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 1. 8 min 2. - - -	11. BRIEF SUMMARY AND ANALYSIS 1. B-25 pilots on practice bombing run sighted what they believed to be a plane with landing light. Obj appeared large, bright yellow, and definitely not similar to an a/c. 2. Bright light approached observers' a/c from a N direction on a collision course appearing dimmer as it came nearer. Obj turned E and accelerated rapidly to a high alt by climbing at an angle of 30 deg.
6. TYPE OF OBSERVATION air visual	
7. COURSE 1. SSE 2. S-E	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	COMMENTS: Check for balloon launches and a/c in area was made, negative results. Observers stated that obj was not a planet or astro body. Both observers have had considerable flying experience.
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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

The case file is almost empty. It consists of a record card and a map. The map is not even related to the sighting and appears to have been from a Korean sighting on the same date. That leaves us with the record card being the sole source of any information.

This is pretty thin on information. To summarize:

- The first sighting happened near Pittsburg, California while the B-25s were practicing bombing runs. There is no time listed for this sighting and the location of the bombing area was not defined. I doubt they were practicing the bombing runs in Pittsburg.
- The sighting was to the SSE and consisted of a bright yellow light that was visible for eight minutes. There is no indication of very much movement. It is assumed the light was there and then it turned off.
- The second sighting apparently happened near Stockton, California at 0730Z (1130 PM PST). I assume this was during the aircraft returning to base.
- This consisted of another light that came from the north and seemed to be on a collision course with the aircraft. The object dimmed and climbed rapidly upward to the East. The duration of this incident is not listed but, based on the description, it was probably of short duration.
- It is stated that a search of balloon and aircraft activity was conducted and there were no other aircraft/balloons in the area. It does not say how extensive the search for aircraft activity was by the investigating officer since all we have is the record card. Did he search a radius of 50-100 miles or just the vicinity of the area the aircraft were located?

## Analysis

There is not a lot of information to go with here. It is best to address each sighting.

For the first sighting, there is no time listed but one can conclude it was before the time of the second sighting at 0730Z. The cruising speed of a B-25 is about 230mph and the distance between the sightings was about 35 miles. Therefore, this was roughly 10 minutes prior to the second sighting. However, the card indicates it was during practice bombing runs. We can assume that the runs covered a time period of 30-60 minutes. This brings us to a time period of 0620 and 0720Z. For analysis purposes, we can assume the time was about 0700Z.

We first have to check what astronomical objects might be visible at the time of the sighting towards SSE or SE. To the East was Arcturus and to the ESE, Saturn and Spica were close together. However, to the SSE, there were no astronomical objects of significant magnitude to be of interest. Therefore, what was sighted was not a celestial object.

The next thing to consider are aircraft. According to the record card, this was what the pilots thought they had seen. The card says they checked for aircraft but we don't know how hard they looked. If it were an aircraft, it would have to have been a landing light and heading towards the direction of Pittsburg. Assuming the SSE direction is correct, we can look to the south and see what airfields were in that direction.

In that direction were the cities of San Jose, Mountain view, and Fremont, California. This includes Moffett field and San Jose airport at a distance of about 50 miles. Moffett field was operated by the Navy in 1953 and had jet fighter aircraft (mostly F9F panthers). They also provided aircraft facilities for patrol aircraft. In 1953, the Navy's newest patrol aircraft was the P2V.



San Jose's airport was small in 1953 but it did service aircraft and have airline flights with Southwest airways as a stop between San



Francisco and Los Angeles. The last flight in on the 20th was at 9:30 PM (0530Z), which was two hours before the incident.<sup>5</sup> Even if there was a delay or the time of the first event was one hour prior to the second, it seems that using this flight to explain the light is a bit of a stretch.

To the Southeast were Tracy and Vernalis. These were small airfields. Vernalis was not very active except for Skyhook balloon launches. The balloon launch on the 20th was around 1608 UTC/PST and "landed" in Arizona about 29 hours later. The launch on the 19th also landed in Arizona. It seems unlikely that either balloon was airborne in the region at the time of the sighting.

There is no positively identifiable aircraft to produce the light. That being said, there are possibilities that may not have been checked. The possibility exists that it may have been a P2V, which carried a large spotlight for surface search missions at night, making a landing approach to Moffett. The P2Vs did use Moffett field for testing and, at a distance of 50 miles, that spotlight, or even the landing lights, would stand out. Landing lights from aircraft flying out of Manchester airport from my dark sky site in Hillsborough, NH are usually as bright as -1 or -2 magnitude stars. The approximate distance is about 32 miles. I see similar effects from aircraft departing Logan Airport in Boston from Manchester, New Hampshire, which is a distance of 40-50 miles.

The second sighting appears to have the same characteristics of a bright meteor. Pilots have confused meteors as being on a collision course with them over the years. Without a duration, it is not a solid conclusion but the description of rapid acceleration indicates a short duration. The change in direction is probably an error in observation.

### Conclusion

This case is challenging to produce a complete explanation because of the lack of data. One can easily classify both cases as insufficient information instead of "Unknown". That being said, one can also suggest that these were possible observations of an aircraft light and a meteor. In my opinion, what information that is available does not eliminate these possibilities. The sighting should be listed as "Possible aircraft/meteor" 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. Sparks, Brad. Comprehensive Catalog of 1,700 Project Blue Book UFO Unknowns: Database Catalog Not a Best Evidence List -NEW: List of Projects & Blue Book Chiefs Work in Progress Version 1.30. Jan. 26, 2020. P. 193
3. "Case file - ". Fold 3 web site. Available WWW: <https://www.fold3.com/image/9554155>
4. Moffett federal airfield Naval operations history. Wikipedia. Available WWW: [https://en.wikipedia.org/wiki/Moffett\\_Federal\\_Airfield#Naval\\_operations](https://en.wikipedia.org/wiki/Moffett_Federal_Airfield#Naval_operations)
5. Southwest airways timetable. September 1952.

## Project Blue Book case review: September-December 1966

This is the latest edition of the Project Blue Book case review covering September through December 1966. 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. Items marked with red highlighting had photographs in the case file.

### September 1966

Date	Location	BB explanation	My evaluation
Sep	Philadelphia, PA	Insufficient data	Agreed. No specific date.
Sep	Gillette, WY	Reflection	Agreed
Sep	Arroya Seca, CA	Insufficient data	Possible meteor sighting. 13-year old
Sep	Langhorn, PA	Insufficient data	Agreed. No specific date.
Sep	Antigua	Meteor	Insufficient data. No specific date and information very limited. Report only states that contrails were observed. There were two submarines launching Polaris missiles down the ETR during this time period that might explain this.
1	Willsboro, NY	UNIDENTIFIED	UNIDENTIFIED
1	Tulsa, OK	Satellite	Agreed. Echo 1.
2	New Carlisle, OH	Insufficient data	First object was Echo 1. Second object was possible aircraft.
2	Madison, WI	Arcturus	Agreed
2	North Highlands, CA	Satellite	Agreed. Pegasus 2.
3	Duluth, Floodwood, MN	Meteor	Agreed
3	Brunswick, ME	Stars/Planets	Agreed. Capella, Saturn and Arcturus were three of the five objects. The other two objects were too vague to identify.
3	Terre Haute, IN	Arcturus	Agreed
3-4	Morrisville, PA	Insufficient data	Possibly Capella
4	Metropolis, IL	Insufficient data	Possible aircraft
4	Roscoe, NY	Aircraft	Agreed
4	China Grove, NC	Insufficient data	Agreed. Witness (probably a teen/tween) did not return form. Letter gave vague details of sighting of five objects. One sounded like a meteor. The others could have been stars/planets.
4	New Carlisle, OH	Insufficient data	Possible Meteor
4	Talmage, CA	Satellite	Agreed. Echo 1.
5	Maple Glen, PA	1. Satellite 2. Aircraft	1. Aircraft 2. Satellite Pegasus 3. 13-year old. Bluebook may have confused the tracks between the two observations.
5	Finland AFS, MN	1. Insufficient data 2. Anomalous Propagation	1. Antares/Arcturus 2. Agreed
6	Suffolk County AFB, NY	UNIDENTIFIED	UNIDENTIFIED
6	Wichita, KS	Aircraft	Multiple observations. Possible aircraft involved. Cigar shaped object visible for 10 seconds was possible bird.
7	Dalton, KY	Aircraft	Agreed. 10-year old witness.
7	Lapeer, MI	Aircraft	Agreed
7	Hopkinsville, KY	Insufficient data	Arcturus
8	Selfridge AFB, MI	Stars/Planets	<b>NO CASE FILE</b>
8	Bowling Green, OH	Aircraft	Agreed
8	Fort Wayne, IN	Aircraft	Agreed
8	Clarksburg, WV	Arcturus	Agreed



9	Suffolk County AFB, NY	Balloon	Agreed
9	Franklin Springs, NY	UNIDENTIFIED	UNIDENTIFIED
12	San Bernardino, CA	Aircraft	Meteor. 17-year old.
13	Gwinner, ND	UNIDENTIFIED	UNIDENTIFIED. Photo is of depression in ground.
13	Columbus, OH	Insufficient data	Agreed. Observation of spiderweb like object in sky for 30 seconds. No specifics on direction of travel to determine if it was floating with wind.
13	Hibbing, MN	Barium Cloud	Agreed
15	Garrett, IN	Aircraft	Agreed. 13-year old
15	Chicago, IL	Insufficient data	Possible Stars/Planets. 4 objects seen outside of south facing window for 90 minutes moving SW. Described as circling. These could have been Saturn, Fomalhaut, and other stars.
15	California	Meteor	Agreed
16	Duluth International Airport	Insufficient data	Setting crescent moon
16	Corpus Christi, TX	Possible Satellite	Agreed. Pegasus 1.
16	Indianapolis, IN	Capella	Agreed
17	Salt Lake City, UT	Insufficient data	Meteor
17	Fairborn, OH	Possible aircraft	Agreed
17	MI, PA, OH	Meteor	Agreed
18	New York City, NY	Possible balloon	Agreed
18	Franklin, TX	Stars/Planets	Agreed. Possibly the planet Saturn. Witness was vague about direction. Saturn was in the direction witness was driving.
19	Marchias, ME	Possible aircraft	Agreed
19	Hayesville, LA	Insufficient data	Agreed. No direction or duration. However, description appears to match that of setting crescent moon.
21	Deland, FL	Possible aircraft	Agreed
22-24	Spring Valley, OH	Moon	Agreed
23	Dayton, OH	Insufficient data	Agreed. No specifics. Appears to have been a phone call received by the duty officer from a 13 and 14-year old.
23	San Angelo, TX	Insufficient data	Possibly Rigel
23	Shreveport, LA	Possible aircraft	Agreed
24	AL, AR, OH, LA	Barium cloud	Agreed. Photos are of Barium cloud release
24	Richmond, VA	Meteor	Agreed
24	Philadelphia, PA	Possible aircraft	Agreed
26	Troy, NY	Possible aircraft	Agreed
26	Cisco, TX	Conflicting data	Agreed. Two witnesses, who gave conflicting information making it difficult to identify the source.
27	Pacific	Missile activity	Meteor
28	Wilmington, OH	UNIDENTIFIED	UNIDENTIFIED
28	Dallas, TX	Possible aircraft	Agreed
29	Abilene, TX	Insufficient data	Possibly Vega
29	England AFB, LA	Insufficient data	Possible balloon
29	Detroit, MI	Unreliable	10-year old probably saw a meteor.
30	Niagara Falls, NY	Psychological	Agreed. Witness wrote letters detailing multiple UFO sightings.

### October 1966

Date	Location	BB explanation	My evaluation
1	Stone Harbor, NJ	Insufficient data	Possibly Capella. 17-year old.

1	Mensey, NY	Possible aircraft	Agreed
1	Dayton, OH	Arcturus	Agreed
2	Colorado Springs, CO	Insufficient data	Agreed. No direction of observation given.
2	Kansas City, MO	Balloon	Agreed
2	Detroit, MI	Meteor	Agreed
3	Montevallo, AL	Insufficient data	Agreed. No direction of observation and details about sighting are very vague.
3	Lexington, KY	Capella	Agreed
3	Wall, SD	Conflicting data	Moon rise seen through clouds
4	Pasco, WA	Insufficient data	Echo 2 satellite
4	Middleton, OH	Insufficient data	Possible birds (appears to be one of the reports from sighting below).
4	Middleton, OH	Birds	Agreed
4	Dayton, OH	Satellite	Agreed. Echo 2.
4	Rochester, NY	Satellite	Agreed. Echo 2.
4	Colorado Springs, CO	Satellite	Agreed. Echo 2.
5	Wilmington, DE	1. Possible aircraft 2. Meteor	1. Agreed 2. Agreed
5	Osceola, WI	UNIDENTIFIED	UNIDENTIFIED
6	Beavercreek, OH	Possible balloon	Agreed
6	Fairborn, OH	Aircraft	Agreed
6	Woodbridge, VA	Insufficient data	Agreed. No directional information.
6	Dalton, MA	Arcturus	Agreed
6	Dayton, OH	1. Satellite) 2. Aircraft	1. Agreed. Echo 2 2. Agreed.
7	Century, WV	Insufficient data	Agreed. 14, 16, and 18 year olds reporting multiple lights in the sky. Observational information for all objects is limited.
7	Xenia, OH	Insufficient data	Agreed. No time or course information.
7	Finlayson, MN	Insufficient data	Agreed. Witness did not see object disappear. He went inside and, after returning, the object was gone.
7	Greenville, OH	Sirius	Agreed
8	East Dennis, MA	Corona	Agreed. Witness working near power transformer and object appeared nearby in swamp before disappearing.
8-15	Price, UT	V: Stars/Planets P: Ground lights	1. Agreed. Probably Capella. 2. Agreed. Photographs show bright points of lights. BB determined them to be ground lights.
8	Selfridge AFB, MI	1. Possible stars 2. Satellite	1. Agreed. Witness did not give enough information to identify which stars. 2. Agreed. Echo 2.
9	Coursegold, CA	Insufficient data	Agreed. Witness reported lights in various locations in the sky that moved about. Insufficient information to determine identity. Possibly stars, aircraft, or satellites.
9-10	Kodiak, Yakutat, AK	Possible balloon	Agreed
9	Altavista, VA	Insufficient data	Agreed. Witness gave reports of multiple observations. Insufficient information for each sighting.
10	Waterloo, IA	Insufficient data	Possible aircraft
10	Yonkers, NY	Insufficient data	Agreed. 15-year old gave no direction of observation. Probably star or planet but difficult to say without more information.



10-11	Philadelphia, PA	Insufficient data	Agreed. A phone call was made to Willow Grove NAS stating they saw a UFO. No further information available.
11	Merrick, NY	Stars	Agreed. Probably Hyades.
12	Salisbury, NC	Aircraft	Agreed
12	Philadelphia, PA	Possible aircraft	Agreed
12	Gainesville, FL	Balloon	Possibly Vega
12	Peoria, IL	Meteor	Agreed
12	Silver Springs, MD	Meteor	Agreed
12	Hazlet, NJ	Capella	Agreed
13	Mobile, AL	Insufficient data	Possible balloon
13	Cedar, MI	Balloon	Possibly Cosmos 58
13	Fall River, MA	Insufficient data	Agreed. Report only contains sketches made by witness with little in the way of pertinent information.
14	McKees Rocks, PA	Insufficient data	Agreed. No time listed.
14	Willowick, OH	Insufficient data	Agreed. No duration or directions given.
14	Athens, OH	Aircraft	Agreed
14	Boliver, OH	Insufficient data	Agreed. Missing positional data.
14	Laredo, TX	Insufficient data	Agreed. No positional data.
14	Sidney, NE	Aircraft	Agreed
Mid-Oct	Akron, OH	Moon	Insufficient data. Witness could not remember date other than Mid-October. The moon would have been the cause on 19 October.
15	Campbellsville, KY	Satellite	Agreed. Echo 2.
16	Richmond, VA	Insufficient data	Setting moon. Actual location was Greenville, OH. Witness was from Richmond.
17	Midland, MI	1. Aircraft 2. Satellite	1. Agreed 2. Insufficient information to identify one of the objects as a satellite.
17-18	Tampa, FL	1. Stars/planets 2. Satellite	1. Agreed Witness reported seeing 11 UFOs over a 3 hour period. Sketch indicates she was looking east where Capella, Aldebaran, Rigel, Betelgeuse, Sirius, Procyon, Castor, Pollux, and Jupiter were rising or had risen. All of descriptions match those of individual seeing stars. Objects were still present when witness stopped observing.  2. Insufficient information. Hard to determine if satellite was involved. There is a mention of a moving object to north but no details as to time of observation.
17-18	Newburgh, NY	Aircraft	Agreed
17-19	Port Charlotte-Punta Forda, FL	Stars/planets	Agreed. Witness reported 7 star-like objects that were visible for three hours.
18	Rosburg, OH	Insufficient data	Possibly Sirius. 16-year old driving late at night.
18	Dayton, OH	Meteor	Agreed
18	Colorado Springs, CO	Insufficient data	Possible sighting of Echo 2 satellite.
18	Willow Grove, PA	Aircraft	Agreed
19	Pacific	Satellite	Agreed. Echo 2.
20	Dayton, OH	Arcturus	Agreed
20	Dayton, OH	Insufficient data	Possible aircraft. 13-year old.
20	Minneapolis, MN	Reflection	Photograph shows daylight image of trees with reflection in window. Visual sighting was possible meteor.

20	San Augustine, TX	Insufficient data	Agreed. No duration and no course.
20	Somerset, KY	Capella	Agreed
20	Rock Tavern, NY	Locomotive Head-lights	Agreed
20	Mekoryuk, AK	Balloon	Agreed
21	Spring Valley, NY	Sirius	Rigel. Sirius had not risen yet at time of sighting.
21	Stewart AFB, NY	Sirius	Agreed
21	Rockaway, NJ	1. Aircraft 2. Arcturus	1. Agreed 2. Agreed
21	McKees Rock, PA	Meteor	Agreed
21	Newburgh, NY	Insufficient data	Possible meteor
21	Pataskala, OH	Insufficient data	Possible aircraft. Witnesses were looking towards Lockbourne AFB and probably saw aircraft activity for the base.
21-31	Long Island Flap		See Addendum
22	Shemya AFS, AK	Stars/Planets	Agreed. Probably Sirius.
22	Galena AFS, AK	1. Stars/Planets 2. Possible satellite	1. Agreed. Probably Sirius. Observed for 15 minutes in SW.. 2. Agreed. Possibly Echo satellite.
23	Seymour Johnson AFB, NC	Birds	Agreed
23	Dayton, OH	Capella	Agreed
24	Dayton, OH	Insufficient data	Capella
24	Dayton, OH	Jupiter	Agreed
24	Blytheville, AR	Satellite	Agreed. Echo 2.
24	Diamond Springs, CA	Possible aircraft	Insufficient data. Witness describes seeing multiple objects over several hours after sunset. Most were going west to east. These could be aircraft or could be satellites. There are no times or specific details regarding each sighting.
25	Centerville, OH	Capella	Echo 2. 14-year old.
25	Bellbrook, OH	Possible aircraft	Agreed
25	Guadalupe, AZ	Possible aircraft	Agreed
26	Dayton, OH	Possible aircraft	Agreed
26	Casey, IL	Satellite	Agreed. Echo 2
26	Longmont, CO	Capella	Agreed. 12-year old.
26	New Rochelle, NY	Possible aircraft	Agreed
26	Winona, MS	Capella	Agreed
26	Syracuse, NY	V: Insufficient data P: Insufficient data	Unreliable report. Made almost one year after event. Photograph shows one single bright light and some streaks. Witness may have photographed the moon, which was a gibbous.
26	Massillon, OH	Insufficient data	Possibly Jupiter.
26	Cold Bay AFS, AK	UNIDENTIFIED	UNIDENTIFIED
26	BellBrook, OH	Insufficient data	Possible Centaur Rocket body
27	Dayton, OH	Insufficient data	Possibly Cosmos 106
27	Beavercreek, OH	Insufficient data	Capella
27	Cloverdale, OH	Venus	Report was in 1965 and not 1966. Centaur Rocket Body. (Listed in October 1965 table - see SUNlite 14-4).
28	Atlanta, GA	Insufficient data	Aircraft. 12 and 13-year olds.
28	Jefferson, NY	Possible aircraft	Agreed. 17-year old.
28	Hankins, NY	Arcturus	Agreed
28-31	Washington DC	Meteor	Agreed

28	Atlanta, GA	Possible aircraft	Agreed. 12 and 13-year olds.
29	Springfield, OH	Possible aircraft	Meteor
29	St. Louis, MO	V: Jupiter P: Jupiter	V: Agreed P: Agreed
30	Cherry Hill, NJ	Insufficient data	Unreliable report. Report made in February 1967 after the Condon study was in progress. Witness even contacted the Committee, who rejected report because of its age. Description involved two sightings of an airship/dirigible type craft on the same morning. One of the sightings had the object landing on top of the RCA building. The time delay results in this report being listed as unreliable.
30	Minneapolis, MN	Insufficient data	Possible aircraft
30	Youngsville, NY	Arcturus	Agreed
30	West Chester, PA	Conflicting data	Satellite. Apollo Module 2.
30	Chicago, IL	Possible aircraft	Agreed
30	Roscoe, NY	Possible aircraft	Agreed
31	West Hyattsville, MD	V: Insufficient data P: Insufficient data	V: Agreed. Report was made in June of 1967 by 15-year old. Information is old. P: Agreed. Image is not very clear and seems to show some sort of physical object. Witness claimed he created a model of the UFO he saw. It is possible this is a photograph of that model taken under dark conditions.

### November 1966

Date	Location	BB explanation	My evaluation
Nov	South Easton, MA	Insufficient data	Agreed. 13-year old wrote letter reporting three different sightings with no specific dates or data.
Nov	Minneapolis, MN	Insufficient data	Agreed. 14-year old reporting in January 1967 with no specific date.
Nov	Kettering, OH	Insufficient data	Agreed. 13-year old reporting in January 1967 with no specific date
Nov	Mineral Wells, WV	Insufficient data	Agreed. Witness reported alien stopped his car and talked to him. Impossible to verify story without more evidence.
Nov	Dalton, MA	Insufficient data	Agreed. Reported in February 1967 with no specific date.
1	Roanoke Rapids, NC	Possible Satellite	Agreed. Probably Pageos 1.
1-2	Collierville, TN	Insufficient data	Agreed. Missing positional data/course. Only description was tree-top level.
2	Duluth, MN	Rigel	Agreed
2	North Sacramento, CA	Possible aircraft	Agreed
3	Memphis, TN	Possible aircraft	Agreed
3	Hankins, NY	Possible aircraft	Agreed
3	Monroe, NY	Possible aircraft	Echo 1 Satellite
3	Port Washington, NY	Possible aircraft	Echo 1 Satellite
3	Blooming Grove, NY	Stars/Planets	Agreed. Possibly Saturn and Fomalhaut. Information provided is inadequate to determine which stars.
3	Magnolia, NJ	Conflicting data	Agreed. Two different reports. One was from an 11-year old. One stated event last 1.5 hours. The other states it last 15 minutes.
3	Memphis, TN	Insufficient data	Agreed. Witness did not give duration and positional data is vague.



4	Bradford, OH	Possible aircraft	Agreed
5	Philadelphia, PA	Insufficient data	Agreed. Witness reported being in telepathic communication with alien. Impossible to verify story without more evidence.
5	Dayton, OH	Insufficient data	Agreed. Witness reported seeing six objects at 10-minute intervals. Witness did not give duration of each sighting.
6	La Porte, TX	Possible balloon	Agreed. Object was probably a research balloon. Weather observer who saw object felt it was a balloon of some kind. Object traveled with wind.
6	Hibbing, MN	Confusing data	Agreed. 14-year old described objects zig-zagging in the sky but general flight path was from NE to E. Claimed object went below horizon and then returned. This could have been an aircraft or a second aircraft seen after the disappearance of the first. Witness reported it was red with white flashing lights.
7	Dayton, OH	Meteor	Agreed
8	Pacific	Aircraft	Agreed
8	Saginaw, MN	UNIDENTIFIED	UNIDENTIFIED
9	South Hampton, NY	Insufficient data	Possibly Capella.
10	Cisco, TX	Jupiter	Agreed
11	York PA	Insufficient data	Agreed. Very little data regarding two sightings mentioned in letter. No positional data. No duration. Time on one sighting is not listed as PM or AM. The other sighting has no time.
11	Dover, NJ	Insufficient data	Possible observation of two meteors. Objects seen only lasted a few seconds in duration.
11	York, PA	Possible aircraft	Agreed
11	Orlando, FL	Possible aircraft	Agreed
11	Dover, NJ	Possible aircraft	Possible meteors. Same report as above Dover, NJ sighting.
11	Dayton, OH	Possible aircraft	Agreed
11	Trotwood, OH	Possible aircraft	Agreed
11	Cincinnati, OH	Insufficient data	Actual date on report form is 7 November. Possible Echo 1 sighting.
12	Indianapolis, IN	Satellite	Agreed. Echo 1.
13	Weirton, WV	Psychological	Possible aircraft. Witness seems to have an active imagination. Witness saw object stationary over power lines and it then flew from NE to SW. Witness indicated it had red and white pulsing lights. Pittsburgh International Airport 19 miles to ENE. Air traffic flying to SW would have flown in the direction of Weirton. Aircraft would appear stationary as it approached Weirton.
13	Washington DC	Insufficient data	Agreed. No course or positional data. Report was second hand.
13	Munster, IN	Birds	Agreed
14	Fayetteville, NC	Flare	Agreed
14	Dayton, OH	Possible aircraft	Agreed
14	Dayton, OH	Possible aircraft	Agreed
14	Sandusky, OH	Stars/Planets	Agreed. Probably Rigel, Procyon and Sirius.
15	Minneapolis, MN	Insufficient data	Probable star/planet. No positional data to determine which star/planet but description matches that of star/planet.
15	Doylestown, PA	Insufficient data	Possibly Sirius. Zulu time on record card was incorrect by 12 hours. Witness looking SE when object observed.
15	Newton, PA	Sirius	Agreed.
15	Greenville, SC	Insufficient data	Agreed. No positional data available.

16	Mooreville, NC	Multiple exposure	Insufficient data. Image shows a bright overexposed light. Blue Book saw multiple bright objects in image and felt they were multiple exposures. Exposure time was 15-30 minutes and witness appears to have been teenager. They gave no details about the sighting as to time or direction of observation.
17	Lima, OH	Meteor	Agreed
17	Corpus Christi, TX	Star/Planet	Agreed. Probably Sirius, Procyon, or Jupiter.
18	Lebanon, OH	Aircraft	Agreed
18	San Angelo, TX	Meteor	Agreed
18	Sanford, FL	Aircraft	Agreed
18	Dayton, OH	Aircraft	Agreed
18	Dayton, OH	Aircraft	Agreed
19	Winter Park, FL	Reflection	Possibly Jupiter. Seen while driving Eastward. Witness lost sight of object after turning. She did not attempt to look for it again.
20	Canton, OH	Sirius	Agreed
20	Orlando, FL	Star/Planet	Agreed. Probably Sirius, Rigel, and Canopus.
20	Glendale, PA	Insufficient data	Agreed. No positional data or course.
20	New York City, NY	1. Aircraft 2. Star/planet	1. Agreed 2. Agreed. Insufficient information to determine which star/planet.
20	Bergenfield, NJ	Deneb	Agreed
21	Furlong, PA	Meteor	Agreed
21	Warrington, PA	Aircraft	Agreed
21	Warwick, NY	Star/Planet	Agreed. Possibly the stars Dubhe and Merak.
21	Sacramento, CA	Insufficient data	Probable stars. Possibly Vega, Deneb, and Altair
22	Youngsville, NY	Insufficient data	Possibly Satellites Pageos 1 and Echo 1
22	Narrowsburg, NY	Reflection	Agreed. Witness was driving and saw an object in his windshield that was stationary. When witness conducted a turn, the object disappeared. Direction and elevation he was looking was towards the moon. Probable reflection of moon in window.
22	Middletown, PA	Meteor	Agreed
22	Yorktown, VA	Meteor	Agreed
22	Morgantown, WV	Unusual meteorological conditions	Agreed. Witness reported seeing vapor cloud on moon. Vapor cloud/ice crystals probably in front of moon caused effect.
22	Rocklin, CA	Insufficient data	Possible aircraft 17-year old could not provide direction of observation.
23	Roswell, NM	Insufficient data	Possibly Rigel. Witnesses driving in car object went east-west and east again. Motion probably due to car turning.
23	Natrona Heights, PA	Aircraft	Agreed. 12-year old.
23	Colorado Springs, CO	V. Insufficient data P. Small man made balloon	V. Possible hoax. Photograph appears to show small balloon instead of reported 25-foot UFO. P. Agreed. Photo shows ground traces and a night photograph of what looks like a small foil balloon.
24	Union City, GA	Balloon	Agreed
24	Oatman, AZ	Meteor	Agreed
25	Austin, TX	Aircraft	Agreed
26	Richland, WA	Rigel	Probably Jupiter
27	188 NM NE of Wake Island	Missile Activity	Fireball meteor
27	Silver Springs, MD	Meteor	Agreed

28	Sparks, GA	Insufficient data	Agreed. Witness description was of an object that was on the road when she approached. It then took off. There is insufficient information regarding the exact location or direction the object departed.
28	Media, PA	Insufficient data	Agreed. No positional data. Possible aircraft.
29	Los Angeles, CA	Insufficient data	Agreed. Witness report was letter with details being somewhat confusing. Sketch for constellation of Ursa Major does not match actual sky conditions for time listed.
29	Palos Verdes, CA	Aircraft	<b>No case file</b>
30	Columbus, IN	Insufficient data	Possible aircraft
30	Duluth, MN	Insufficient data	Possible sighting of Echo satellite. Hole in ice was unrelated to sighting.
30	San Pedro, CA	Balloon	Agreed.

### December 1966

Date	Location	BB explanation	My evaluation
Dec	Brandon, FL	Insufficient data	Agreed. Witness did not report until March of 1967 and did not remember the date.
Dec	Philadelphia, PA	Insufficient data	Agreed. Second hand report received from Willow Grove NAS, which received the initial report. No date given. Positional data missing.
Dec	Delaware Memorial Bridge, DE	Insufficient data	Agreed. Witness driving east on bridge and saw round object for 10 seconds that went down and back up. Could not remember date other than it was first week of December.
1	Bessemer, MI	Insufficient data	Agreed. File just contains letter with no time listed for the observation. Witness may have been young adult/teen.
3	Beachwood, NJ	Aircraft	Agreed
4	San Mateo, CA	Aircraft	Agreed
4	Hopedale, MA	Aircraft	Agreed
4	Honda Canyon Road, CA	Ground Light	Agreed
5	Minneapolis, MN	Insufficient data	Agreed. No specific date. No duration. No positional data. Letter appears to have been written by teen.
5	Kloten, ND	Fireworks/Flares	Agreed
6	Holly Hill, FL	Insufficient data	Agreed. No time listed. Report made in April of 1967.
7	Houma, LA	Insufficient data	Agreed. Witness implied motion to east but did not give direction/elevation begin/end. Object disappeared and reappeared implying the object reversed direction. Weather was broken clouds. It is possible this was Jupiter seen through clouds but there is not enough information to determine this.
7	Denver, CO	Sirius	Jupiter. Witness' sketch for 30 December observation of same object and moon confirms it was Jupiter.
8	Springfield, OH	Aircraft	Agreed
9	California, Nevada	Artificial cloud	Agreed. Aeronomy launch at Tonopah missile range.
9	Johnson City, TN	Aircraft	Agreed
10	Phan Rang, Vietnam	Meteor	Agreed
13	New York City, NY	Aircraft	Agreed
13	Miles City, MT	Sirius	Agreed
13	Boulder, CO	Sirius	Agreed
14	Dallas, GA	Aircraft	Agreed
14	Dayton, OH	Aircraft	Agreed



15	Elmar, NJ	Insufficient data	Possible aircraft. Triangular shaped object moving in direction of Philadelphia airport. Witness was 16-17 years old and appears to have filed the report in the spring of 1967.
16	Dayton, OH	Insufficient data	Agreed. No time given for observation.
16	Kettering, OH	Insufficient data	Agreed. No time given for observation. 13-year old.
16	Hollywood, CA	Insufficient data	Possible aircraft.
16	Cincinnati, OH	Insufficient data	Possible meteor. Positional data missing but description and duration match that of a meteor.
16	APO San Francisco	Insufficient data	Aircraft/Satellite. Sighting was from Kwajalein island. First object was possible aircraft flying to northern islands/atolls. Second object was possibly Centaur Rocket Body.
18	Bear Mountain State Park, NY	Hoax	Agreed. Appears to be object suspended from tree. Analysis indicated that the object was more in focus than distant trees. For an object that was visible only 5-7 seconds, there appears to be no motion blur. It is hard to tell which camera was used since there are two listed. Both were box cameras with shutter speeds of 1/40 or 1/50 second.
18-22	Elizabeth, CO	Insufficient data	Possible aircraft.
19	Columbus AFB, MS	Fireball	Agreed
19	Monroe, NY	Satellite	Agreed. Possibly Cosmos 103RB.
19	San Diego, CA	Hot air balloon	Agreed. Prank plastic bag balloons.
20	Philadelphia, PA	Aircraft	Agreed
21	Lakewood, CO	Balloon	Agreed
21	Englewood, CO	Insufficient data	Possible aircraft
23	Klamath Falls, OR	Meteor	Agreed
23	Elkins Park, PA	Insufficient data	Agreed. No duration listed.
25	Monroe, OR	UNIDENTIFIED	UNIDENTIFIED
27	Memphis, TN	Insufficient data	Possible birds. 16-year old sighting reported multiple faint lights in a group moving across the sky lasting 9-10 seconds.
27	Corvallis, OR	Aircraft	Agreed
27	St. Paul, MN	V: Insufficient data P: Insufficient data	Agreed. Object appears to be between power lines and there is no indication of rapid motion (blurring) even though it was visible for 10-20 seconds. Analysis by ATIC could not determine distance. Image in files is too low a resolution to evaluate.
28	McClellan AFB, CA	Insufficient data	Possibly Echo 2.
30	Allentown, PA	Aircraft	Agreed. Sighting by 7, 9, 10, and 13-year olds.

### Long Island Flap Addendum

In mid to late October, Blue Book had a flurry of reports from Long Island, NY. In its summary table, Blue Book listed this as the Long Island flap. This is a listing of those cases from the "Flap".

Date	Location	BB Explanation	My evaluation
21	Greenlawn, Long Island, NY	Unreliable	Agreed. Interviewer came to the conclusion that 16-year old witness was trying to make headlines and exaggerated aspects of his sighting.
21	Patchogue, Long Island, NY	Sirius	Agreed
25-6	North Babylon, NY	1. Stars/Planets 2. Satellite (echo1)	1. Agreed. Possibly Saturn and Vega. Witness did not give specific information to identify the objects seen. 2. Possible aircraft. Witness described contrail. Moon would have illuminated contrail.

25-30	Southhampton, Long Island, NY	Capella	Agreed
26	Holtsville, Long Island, NY	Aircraft	Agreed
27	Syosset, Long Island, NY	Electrical wires sparking	Agreed
27-31	Westhampton, Long Island, NY	1. Arcturus 2. Aircraft	1. Agreed 2. Agreed
27	Center Moriches, Long Island, NY	Capella	Agreed
29	Farmingville, NY	1. Aircraft 2. Arcturus	1. Agreed 2. Agreed
29-30	Bellport, Long Island, NY	1. Capella 2. Arcturus	1. Agreed 2. Agreed
29	Brentwood, Long Island, NY	V: Insufficient data P: Star/Planets	V: Possibly Vega and aircraft P: Agreed. Photographs show images of Orion's belt and Rigel trailing because witness was using a hand-held camera with a telephoto lens and 1/2 second exposure. No other object was in photograph.
30	Blue Point, NY	Arcturus	Witness reported event happened around dusk. Arcturus not visible. Possible contrails at sunset.
30	Southhampton, Long Island, NY	V: UNIDENTIFIED P: Hoax	V: Hoax. Photographs are supposed to show object seen. If they are a hoax, then the report is a hoax P: Photographs just show the moon and star trails. No UFO present.
30	Centerpoint, Long Island, NY	Unreliable	Fomalhaut. Witness mentioned Barney/Betty Hill sighting in describing their sighting.
30	Southhampton, Long Island, NY	Rigel	Sirius

### Reclassification

I evaluated 331 cases in the Blue Book files from September through December 1966. In my opinion, 87 were improperly classified (about 26.2%). 53 (about 16% of the total number of cases/60.9% of the reclassifications) of these were listed as "insufficient information". This table describes these cases and how I felt they should have been classified.

Date	Location	Reclassification	Reason
Sep	Arroya Seca, CA	Insufficient data	Possible meteor sighting. 13-year old
Sep	Antigua	Meteor	Insufficient data. No specific date and information very limited. Report only states that contrails were observed. There were two submarines launching Polaris missiles down the ETR during this time period that might explain this.
9/2	New Carlisle, OH	Insufficient data	First object was Echo 1. Second object was possible aircraft.
9/3-4	Morrisville, PA	Insufficient data	Possibly Capella
9/4	Metropolis, IL	Insufficient data	Possible aircraft
9/5	Maple Glen, PA	1. Satellite 2. Aircraft	1. Aircraft 2. Satellite Pegasus 3. 13-year old. Bluebook may have confused the tracks between the two observations.
9/5	Finland AFS, MN	1. Insufficient data 2. Anomalous Propagation	1. Antares/Arcturus 2. Agreed

9/6	Wichita, KS	Aircraft	Multiple observations. Possible aircraft involved. Cigar shaped object visible for 10 seconds was possible bird.
9/7	Hopkinsville, KY	Insufficient data	Arcturus
9/12	San Bernardino, CA	Aircraft	Meteor. 17-year old.
9/15	Chicago, IL	Insufficient data	Possible Stars/Planets. 4 objects seen outside of south facing window for 90 minutes moving SW. Described as circling. These could have been Saturn, Fomalhaut, and other stars.
9/16	Duluth International Airport	Insufficient data	Setting crescent moon
9/17	Salt Lake City, UT	Insufficient data	Meteor
9/23	San Angelo, TX	Insufficient data	Possibly Rigel
9/27	Pacific	Missile activity	Meteor
9/29	Abilene, TX	Insufficient data	Possibly Vega
9/29	England AFB, LA	Insufficient data	Possible balloon
9/29	Detroit, MI	Unreliable	10-year old probably saw a meteor.
10/1	Stone Harbor, NJ	Insufficient data	Possibly Capella. 17-year old.
10/3	Wall, SD	Conflicting data	Moon rise seen through clouds
10/4	Pasco, WA	Insufficient data	Echo 2 satellite
10/4	Middleton, OH	Insufficient data	Possible birds (appears to be one of the reports from sighting below).
10/10	Waterloo, IA	Insufficient data	Possible aircraft
10/12	Gainesville, FL	Balloon	Possibly Vega
10/13	Mobile, AL	Insufficient data	Possible balloon
10/13	Cedar, MI	Balloon	Possibly Cosmos 58
Mid-Oct	Akron, OH	Moon	Insufficient data. Witness could not remember date other than Mid-October. The moon would have been the cause on 19 October.
10/16	Richmond, VA	Insufficient data	Setting moon. Actual location was Greenville, OH. Witness was from Richmond.
10/17	Midland, MI	1. Aircraft 2. Satellite	1. Agreed 2. Insufficient information to identify one of the objects as a satellite.
10/17-18	Tampa, FL	1. Stars/planets 2. Satellite	1. Agreed Witness reported seeing 11 UFOs over a 3 hour period. Sketch indicates she was looking east where Capella, Aldebaran, Rigel, Betelgeuse, Sirius, Procyon, Castor, Pollux, and Jupiter were rising or had risen. All of descriptions match those of individual seeing stars. Objects were still present when witness stopped observing.  2. Insufficient information. Hard to determine if satellite was involved. There is a mention of a moving object to north but no details as to time of observation.
10/18	Rosburg, OH	Insufficient data	Possibly Sirius. 16-year old driving late at night.
10/18	Colorado Springs, CO	Insufficient data	Possible sighting of Echo 2 satellite.
10/20	Dayton, OH	Insufficient data	Possible aircraft. 13-year old.
10/20	Minneapolis, MN	Reflection	Photograph shows daylight image of trees with reflection in window. Visual sighting was possible meteor.
10/21	Spring Valley, NY	Sirius	Rigel. Sirius had not risen yet at time of sighting.
10/21	Newburgh, NY	Insufficient data	Possible meteor
10/21	Pataskala, OH	Insufficient data	Possible aircraft. Witnesses were looking towards Lockbourne AFB and probably saw aircraft activity for the base.
10/24	Dayton, OH	Insufficient data	Capella



10/24	Diamond Springs, CA	Possible aircraft	Insufficient data. Witness describes seeing multiple objects over several hours after sunset. Most were going west to east. These could be aircraft or could be satellites. There are no times or specific details regarding each sighting.
10/25	Centerville, OH	Capella	Echo 2. 14-year old.
10/25-6	North Babylon, NY	1. Stars/Planets 2. Satellite (echo1)	1. Agreed. Possibly Saturn and Vega. Witness did not give specific information to identify the objects seen. 2. Possible aircraft. Witness described contrail. Moon would have illuminated contrail.
10/26	Syracuse, NY	V: Insufficient data P: Insufficient data	Unreliable report. Made almost one year after event. Photograph shows one single bright light and some streaks. Witness may have photographed the moon, which was a gibbous.
10/26	Massillion, OH	Insufficient data	Possibly Jupiter.
10/26	Cold Bay AFS, AK	UNIDENTIFIED	UNIDENTIFIED
10/26	BellBrook, OH	Insufficient data	Possible Centaur Rocket body
10/27	Dayton, OH	Insufficient data	Possibly Cosmos 106
10/27	Beavercreek, OH	Insufficient data	Capella
10/27	Cloverdale, OH	Venus	Report was in 1965 and not 1966. Centaur Rocket Body. (Listed in October 1965 table - see SUNlite 14-4).
10/28	Atlanta, GA	Insufficient data	Aircraft. 12 and 13-year olds.
10/29	Brentwood, Long Island, NY	V: Insufficient data P: Star/Planets	V: Possibly Vega and aircraft P: Agreed. Photographs show images of Orion's belt and Rigel trailing because witness was using a hand-held camera with a telephoto lens and 1/2 second exposure. No other object was in photograph.
10/29	Springfield, OH	Possible aircraft	Meteor
10/30	Blue Point, NY	Arcturus	Witness reported event happened around dusk. Arcturus not visible. Possible contrails at sunset.
10/30	Southhampton, Long Island, NY	V: UNIDENTIFIED P: Hoax	V: Hoax. Photographs are supposed to show object seen. If they are a hoax, then the report is a hoax P: Photographs just show the moon and star trails. No UFO present.
10/30	Centerpoint, Long Island, NY	Unreliable	Fomalhaut. Witness mentioned Barney/Betty Hill sighting in describing their sighting.
10/30	Southhampton, Long Island, NY	Rigel	Sirius
10/30	Cherry Hill, NJ	Insufficient data	Unreliable report. Report made in February 1967 after the Condon study was in progress. Witness even contacted the Committee, who rejected report because of its age. Description involved two sightings of an airship/dirigible type craft on the same morning. One of the sightings had the object landing on top of the RCA building. The time delay results in this report being listed as unreliable.
10/30	Minneapolis, MN	Insufficient data	Possible aircraft
10/30	West Chester, PA	Conflicting data	Satellite. Apollo Module 2.
11/3	Monroe, NY	Possible aircraft	Echo 1 Satellite
11/3	Port Washington, NY	Possible aircraft	Echo 1 Satellite
11/9	South Hampton, NY	Insufficient data	Possibly Capella.
11/11	Dover, NJ	Insufficient data	Possible observation of two meteors. Objects seen only lasted a few seconds in duration.

11/11	Dover, NJ	Possible aircraft	Possible meteors. Same report as above Dover, NJ sighting.
11/11	Cincinnati, OH	Insufficient data	Actual date on report form is 7 November. Possible Echo 1 sighting.
11/13	Weirton, WV	Psychological	Possible aircraft. Witness seems to have an active imagination. Witness saw object stationary over power lines and it then flew from NE to SW. Witness indicated it had red and white pulsing lights. Pittsburgh International Airport 19 miles to ENE. Air traffic flying to SW would have flown in the direction of Weirton. Aircraft would appear stationary as it approached Weirton.
11/15	Minneapolis, MN	Insufficient data	Probable star/planet. No positional data to determine which star/planet but description matches that of star/planet.
11/15	Doylestown, PA	Insufficient data	Possibly Sirius. Zulu time on record card was incorrect by 12 hours. Witness looking SE when object observed.
11/16	Mooreville, NC	Multiple exposure	Insufficient data. Image shows a bright overexposed light. Blue Book saw multiple bright objects in image and felt they were multiple exposures. Exposure time was 15-30 minutes and witness appears to have been teenager. They gave no details about the sighting as to time or direction of observation.
11/19	Winter Park, FL	Reflection	Possibly Jupiter. Seen while driving Eastward. Witness lost sight of object after turning. She did not attempt to look for it again.
11/21	Sacramento, CA	Insufficient data	Probable stars. Possibly Vega, Deneb, and Altair
11/22	Youngsville, NY	Insufficient data	Possibly Satellites Pageos 1 and Echo 1
11/22	Rocklin, CA	Insufficient data	Possible aircraft 17-year old could not provide direction of observation.
11/23	Roswell, NM	Insufficient data	Possibly Rigel. Witnesses driving in car object went east-west and east again. Motion probably due to car turning.
11/23	Colorado Springs, CO	V. Insufficient data P. Small man made balloon	V. Possible hoax. Photograph appears to show small balloon instead of reported 25-foot UFO. P. Agreed. Photo shows ground traces and a night photograph of what looks like a small foil balloon.
11/26	Richland, WA	Rigel	Probably Jupiter
11/27	188 NM NE of Wake Island	Missile Activity	Fireball meteor
11/30	Columbus, IN	Insufficient data	Possible aircraft
11/30	Duluth, MN	Insufficient data	Possible sighting of Echo satellite. Hole in ice was unrelated to sighting.
12/7	Denver, CO	Sirius	Jupiter. Witness' sketch for 30 December observation of same object and moon confirms it was Jupiter.
12/15	Elmar, NJ	Insufficient data	Possible aircraft. Triangular shaped object moving in direction of Philadelphia airport. Witness was 16-17 years old and appears to have filed the report in the spring of 1967.
12/16	Hollywood, CA	Insufficient data	Possible aircraft.
12/16	Cincinnati, OH	Insufficient data	Possible meteor. Positional data missing but description and duration match that of a meteor.
12/16	APO San Francisco	Insufficient data	Aircraft/Satellite. Sighting was from Kwajalein island. First object was possible aircraft flying to northern islands/atolls. Second object was possibly Centaur Rocket Body.
12/18-22	Elizabeth, CO	Insufficient data	Possible aircraft.
12/21	Englewood, CO	Insufficient data	Possible aircraft

12/27	Memphis, TN	Insufficient data	Possible birds. 16-year old sighting reported multiple faint lights in a group moving across the sky lasting 9-10 seconds.
12/28	McClellan AFB, CA	Insufficient data	Possibly Echo 2.

## Summary

This period was populated with a lot of very poor reports. Quite a few of these were made by teens and tweens. However, it wasn't just the teens that made poor reports. Military personnel seemed to be just as incapable of giving accurate or complete information. A lot of this had to do with the investigating officers not pursuing their investigations or pushing to acquire the information. Data like duration, directions, and angles of elevation were often missing or vague.

There was a "long Island flap" in mid to late October of 1966 that really was not much of a "flap". Most of the sightings were of just stars and satellites. A few of the sightings, which were either hoaxes or exaggerations, tended to make headlines that magnified the other sighting's importance.

I noticed that photographs of actual craft were more abundant than in previous reviews. Some of the photos looked like models being suspended from trees or power lines. Hynek wanted to label one photograph as unidentified (Bear Mountain State Park 12/18/66). He had a separate analyst look at the photograph and felt the object was more distant than what ATIC determined. Looking at the [only copy I could find on-line](#) (the images in the BB files are too bad for any examination), I tend to agree with ATIC. The object appears closer to the foreground trees. If a high quality scan was presented that could be analyzed maybe modern techniques could be used to approximate the distance or find any suspension threads.

Satellites were not as dominant a source of UFO reports as in previous reviews. Only 30 cases involved satellite observations (about 9%). This may have to do with the time of year or the orbits of the brighter satellites not passing over the United States during peak observing times.

Next issue, I will be examining the January - March 1967 time period. The first seven months of 1967 contained many sightings and, based on my experience with the sightings in this latest batch, I expect to see more of the same type of low quality reports.

## References

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