

# SUNlite

Shedding some light on UFOlogy and UFOs

*Actually, only a small number of bright stars and planets give rise to these reports...The real champion, however, is Venus, which can be one hundred times brighter than the other stars around it, and resembles an aircraft's landing light aimed head-on even in the daylight...*

Allan Hendry, *The UFO Handbook*

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Cover: A photograph of the Falcon launch on November 9, 2023 from Cape Canaveral. This was taken from Jacksonville, Florida about 130 miles away. The rocket was quite prominent during the first stage burn before it was obscured by a cloud layer. One can see the clouds being illuminated by the rocket.

Left: Venus in the morning sky at magnitude -4.2. It was quite a prominent object the last few months. It was the answer for two of the cases I examined this issue.

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# Another UFOlogical year begins

It is now 2024 and I wonder what this year will bring. Will this be the year that UFOs are proven to be “not of this earth”? I doubt it. This prediction has been on going for decades and never comes true. I predict there will be more teasers of revelations to come, whistle blowers claiming to know the truth but then failing to prove their claims, and hoaxes. Of course, there will be the occasional UFO sighting that gets everybody excited. It may or may not be explained right away depending on the information. I think that sums UFOlogical history pretty much and they do say that history repeats itself. Phil Klass predicted this over 40 years ago:

*No matter how long you live, you will never know any more about UFOs than you know today. You will never know any more about what UFOs really are, or where they come from. You will never know any more about what the U.S. Government really knows about UFOs than you know today. As you lie on your own death-bed you will be as mystified about UFOs as you are today. And you will remember this curse.*

Maybe this will be a different year. Then again, it probably will be more of the same.

Speaking of the new year, I looking forward to an exciting year. On February 1st, I retire from active work. While some may think that means I can spend more time on UFOs, they are not exactly correct. I will have more time to devote to the subject but travel and astronomy take a priority. In April, I plan to be in Texas to observe the Total Solar Eclipse as part of a trip to various locations around the country. I also expect at least one trip to Florida this year. If everything goes as I planned, I should enjoy the start of my retirement.

Brian Dunning’s film, [“The UFO movie THEY don’t want you to see”](#) is available on Youtube. Mick West is in a good portion of it as he debunked a lot of the UFO videos that were circulated by Luis Elizondo and his associates. Other cases are presented and he spends time discussing alien contact via radio waves. All of it is interesting and I think the presentation is pretty good. It is worth watching at least once.

This issue is more of the same reviews of old cases. Since my Blue Book reviewed finished the final year of the program last issue, I went back to 1947-8 this issue. Recall that I started the review with the year 1953 so, I still have 1947-1952 to complete program. To be honest, I expected more from these cases. I was always under the impression that Project Sign was very thorough in investigating cases. The files disagree with this impression. They indicate an organization that was mostly working from news paper stories. Case files had very little in the way of information and many of the witnesses were not the best. Only a few contained good data and seemed like there was an actual investigation. Perhaps the investigations from 1949-1951 will be better.

# WEEDING OUT THE WEINSTEIN CATALOG

February 8, 1982 Between Petrolina and Rio De Janeiro, Brazil<sup>1</sup>

82.02.08	03:10	Brazil	between Petrolina and Rio de Janeiro	A	VASP airliner crew and most passengers and other planes's crews	followed by a bright disc with flashing red, blue, orange, yellow and white lights	GR	X	L269 03
27 02 08	12:50	1192	80 miles SW from Allandale, South	P	pilot + two passengers - all former	near collision with a bright silver disc			M727

The source of this information comes from the project 1947 files and Lumieres dans la nuit (Lights in the night) number 269.

## Source material and information about the sighting

The Lumieres dans la nuit article is in French and is reprint of a newspaper story from the Brazilian newspaper "O Globo". Additionally, Patrick Gross has a web page dedicated to the case, APRO's April 1982 Bulletin (number 30-4) contained a story about the event, and the International UFO reporter wrote about it in their July-August 1982 issue. The details of the case can be summarized by what was reported in the primary source of Lumieres dans la nuit:<sup>2</sup>

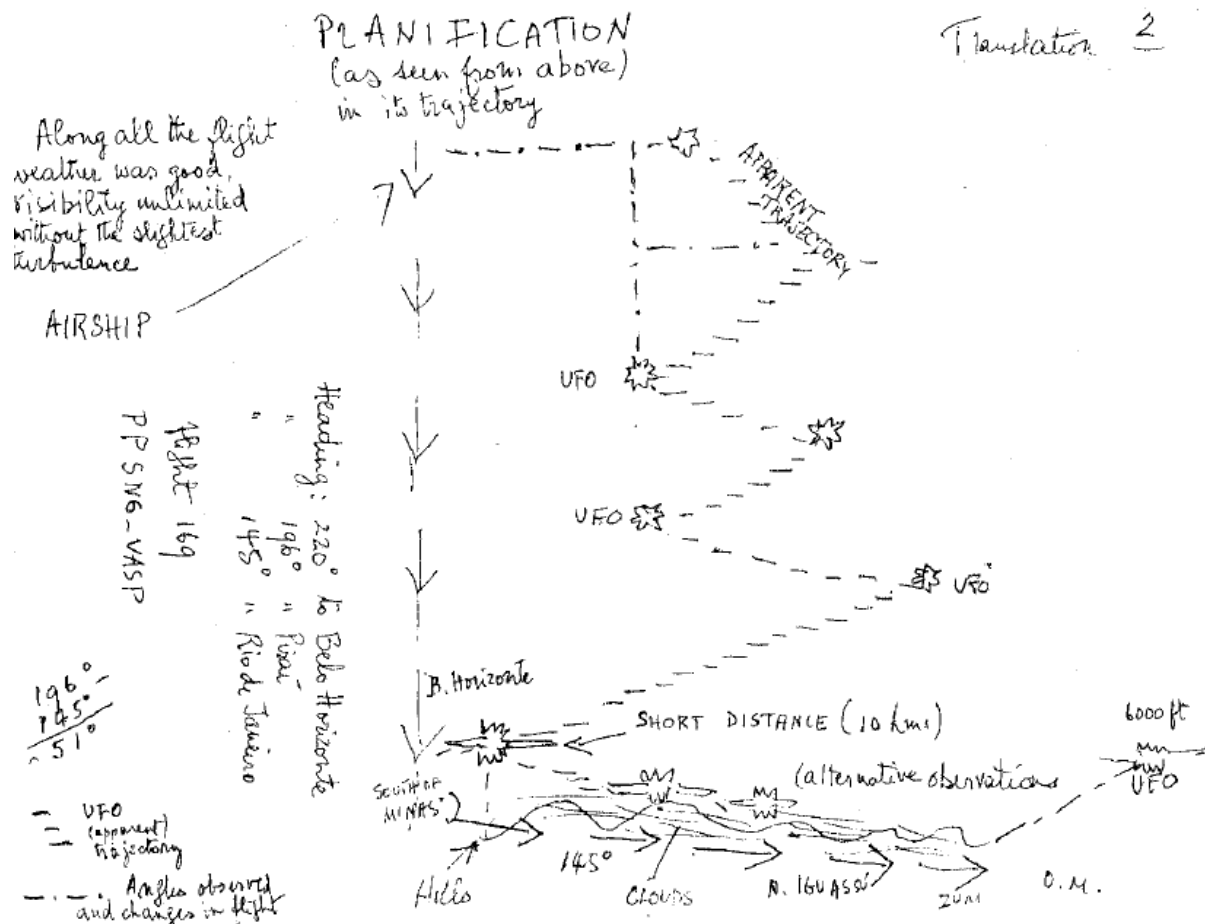
- The aircraft left Fortaleza, Brazil at 1:50 AM (4:50 GMT).
- Approximately 1 Hour and 20 minutes later, at 3:10 AM (6:10 GMT), about 40-50 miles from the city of Petrolina, the pilot, Commander Britto, first sighted the UFO off his port wing.
- The UFO followed his aircraft all the way to Rio De Janeiro, when the plane landed at 4:30 AM (7:30 GMT)
- Near Belo Horizonte, Brazil, the UFO was detected on radar at a distance of 8 miles from the aircraft at a relative position of 270 degrees.
- When the aircraft descended, the object was obscured by clouds until they reached Rio De Janeiro where it was seen again as they were approaching the airport. At this point, the sky was clear.
- When first seen, the light varied in color.
- Commander Britto inquired if there were any other aircraft in that direction relative to their aircraft, when initially seen, and Air Traffic Control (CINDACTA) said no.
- Two other aircraft reported seeing the object in the direction described. One was a Trans Brazil 177 aircraft which saw the object in the direction described when it was near Belo Horizonte at 4:30 AM. The other was an Aerolíneas Argentinas flight that was some distance behind VASP 169. The location of the object relative to the aircraft is not given in either case.
- The pilot stated the object was a little above the level of the plane (just above the horizon).
- As the plane approached Rio de Janeiro and altered its course towards the southeast, the object switched from being at the left of the aircraft to being in front of the aircraft.
- A witness in the plane described the object as "a huge star" that followed the plane in the same position relative to the aircraft (off the left side of the aircraft) "for a long time". Another witness described the object as a "disc" that looked like a "flattened Chandelier".
- Witness Paul Ponce stated he was awakened at 4:30 AM by the pilot announcing a UFO following the plane.
- The pilot indicated he tried to telepathically contact the UFO.

Gross' article mirrors most of this information but then proceeds to indicate that it was proposed the source of the sighting was the planet Venus.<sup>3</sup> Britto maintained his claim that what he saw was a UFO and not Venus.

The APRO bulletin appears to have been the publication that reported the event closest to the date of the incident. Their article contains much of the same information and presents some sketches by Britto.<sup>4</sup> He indicated the object was closest as he was around Belo Horizonte. This distance estimate appears to be based on the object being brighter at this point. They put the time of initial observation as 3:11 AM. It also stated that the pilot saw both the UFO and Venus together.

The International UFO Reporter also wrote about the case in the July-August 1982 issue.<sup>5</sup> It used the start time of 3:11 AM. Instead





De Britto's Sketch of UFO — Airliner Approaches

of telepathic communication, the pilot stated he flashed his lights hoping for a response. The article dismissed the Venus explanation based mostly on the fact that Britto claimed to have seen Venus as well as the UFO. However, he did not say where and when he saw Venus in relation to the UFO. Venus does not appear in any of his sketches either.

## Analysis

I was contacted about a year or two ago that alerted me to this case. Sadly, I lost the contact information and do not recall who sent it. I apologize to the individual for not giving them the credit for providing the potential answer to the incident. They provided me a copy of an article written by L.A.L Da Silva from Volume 27, number 4 issue of the Journal of Scientific exploration that examined the event.<sup>6</sup>

Da Silva paints a fairly convincing picture that Venus was the culprit. The main point in his explanation is that the direction reported of the UFO lines up pretty close to the position of Venus rising. According Da Silva, the aircraft was on a track of 213 degrees for most of the flight until it turned towards Rio De Janeiro when it flew towards the Southeast. This means the relative position of 270 degrees (the left wing of the aircraft) was at a position of 123 degrees. Venus was at an azimuth of 105 degrees during the time period. This means Venus would be at a relative position of 288 degrees, which is pretty close to the port wing.

While the witnesses reported seeing the UFO, they never reported seeing the very bright Venus (magnitude -4.7 at the time) as well. In the O'Globo source, the pilot never mentioned Venus relative to the position of the UFO but other sources stated that the pilot claimed to have seen Venus and the UFO at the same time. However, they were missing Venus' position relative to the UFO. They only stated that Venus was also visible. Da Silva states that the pilot, Britto, reported that Venus rose before the UFO appeared.<sup>7</sup> Is this possible?

This brings up the approximate location of when this happened. The times vary depending on the source as well as the location. The primary source used by Weinstein gives 3:10 AM and the location of 40-50 miles from the city of Petrolina. The APRO source says it was over Bom Jesus Da Lapa. Da Silva uses Bom Jesus Da Lapa as well but it is not on the flight path (it is over 100 miles away from the track). The pilot stated he maintained a 220 degree bearing all the way to Belo Horizonte. Since the magnetic declination was about -20 degrees, this corresponds to a true bearing of 200 degrees. This is the approximate azimuth one would take if one flew from Fortaleza to Belo Horizonte. If one looks along the flight path from Fortaleza and Belo Horizonte and takes the location closest

Astronomical Applications Department  
U. S. Naval Observatory  
Washington, DC 20392-5420

Venus

Location: W 41°51'36.0", S13°52'12.0", 0m  
(Longitude referred to Greenwich meridian)

Time Zone: 3h 00m west of Greenwich

Date	Rise		Az. (Zone)	Transit Alt.		Set	Az.
	h	m		h	m	h	m
1982 Feb 08 (Mon)	03:55	105	10:10 90S	16:26	255		
1982 Feb 09 (Tue)	03:51	105	10:06 90S	16:22	255		
1982 Feb 10 (Wed)	03:46	105	10:02 90S	16:18	255		
1982 Feb 11 (Thu)	03:42	105	09:58 90S	16:14	255		
1982 Feb 12 (Fri)	03:39	105	09:55 90S	16:11	255		

to Bom Jesus Dal Lapa, it is near the town of Bairro Taquari. This is about 720 miles from Fortaleza and 310 miles from Petrolina.

For that location, Venus rose around 03:55 (0655 GMT) (at sea level) according to the Naval Observatory.<sup>8</sup> If we account for altitude of the aircraft, it computes to about 3:49 (0649 GMT). If the pilot was stating that the UFO was seen after Venus rose, he was obviously confused where Venus actually was located. The only object that could have been confused for Venus was the planet Jupiter (magnitude -2), which was in the east about 60 degrees elevation at 3:12 AM. If Da Silva's information is accurate about Britto stating Venus had risen before the UFO, then Britto was wrong that he saw Venus as well as the UFO.

Of course, this brings up the same problem for the explanation of Venus. According to the sources, the initial observation was between 3:10 and 3:12 AM. One assumes this time is based on the location of the plane along the flight path. The problem with this time is that it is about 37 minutes before Venus would actually rise for the airplane's altitude and location. Da Silva suggests that a strong inversion allowed Venus to be seen sooner than the actual rise time. While an interesting theory, I find that difficult to accept. From my research, the earliest one might expect from such an effect would be about 12 minutes earlier than the predicted rise time.<sup>9</sup> In an effort to see if there was a temperature inversion in the region, I looked for radiosonde data on February 8, 1982. I did find some radiosonde readings from Brazil but it was only for the Rio De Janeiro region, which is not to the east of the aircraft on its track southward.<sup>10</sup> The areas between the plane and the coast were either not available or did not exist. Additionally, the Rio data was only daily at 1200Z, which was well after sunrise. If an inversion existed 6 hours prior to this, it could easily have disappeared with the rising of the sun. On the 8th the Rio data showed a minor inversion around 1300 meters. That does not eliminate or prove a severe inversion existed between 3 and 4 AM. It just says, in that moment in time and location, there was a minor inversion. Without better data, such an extremely rare event can't be used to explain the 37 minute difference.

The initial observation was apparently confirmed by an Aerolíneas Argentinas aircraft traveling behind VASP 167 after hearing the initial inquiry by VASP 167 to CINDACTA. This is assumed to be around 03:12. According to Da Silva, at 3:40, the Transbrasil 177 flight confirmed seeing the object to the Southeast. Da Silva adds that the pilot of this Transbrasil flight would later declare that the only thing he saw that morning was Venus.<sup>11</sup>

The *Lumieres dans la nuit* article quoted a transcript between the pilot and CINDACTA. It does not give the time for the initial sighting but it does give the time for the Transbrasil report as 4:30 AM. This contradicts Da Silva's time for this event and introduces questions about the time line. Da Silva states he uses Britto's report for the bulk of his information as well as information from the media reports of the time. We already have the issue related with exactly where on the flight path the pilot first saw the object. If the time/location is based solely on Britto's recollections, we have to consider the possibility that the time may have been later than the time reported.

All of the witnesses on the plane, other than the pilot, were unaware of the UFO until they passed Belo Horizonte when the pilot alerted them to its presence.<sup>12</sup> One witness stated this was at 4:30 AM.<sup>13</sup> Others gave a time of 4:00 AM.<sup>14</sup> Interestingly, the pilot considers this was when the object was closest because, at this point, it had become very bright. Assuming it was Venus, this is not unusual. As Venus cleared the thick atmospheric layers close to the horizon, it would have increased in brilliance the same way the sun becomes brighter as it rises above the horizon.

As for the radar contact, Da Silva addresses it as an anomalous return.<sup>15</sup> He states that an official report that was released about that contact indicated similar returns were seen near other aircraft that night. This might indicate an inversion was present that night producing false returns or the radar tended to introduce ghost images. This is not unheard of and random targets can appear on radar sets. There is no verification that this radar contact was the same as the visual one. As a result, it can be dismissed.

## Conclusion

In my opinion, Venus is a potential explanation for most of this sighting. It was in the same general direction the UFO was located and none of the witnesses, other than the pilot, ever stated it was near another bright object like Venus. However, the first part of the sighting is problematic for Venus because it had not risen yet. A possible severe refraction event might have been the cause for Venus being visible before it rose but that seems like an extremely rare event and there is no evidence that can support it. The only explanation that seems more likely is that the time given of the first sighting was not accurate and it actually happened at a later time. Once the plane is near Belo Horizonte, the evidence does indicate Venus was involved and it makes for a fairly convincing explanation. I would reclassify this as possibly Venus and remove it from the Weinstein catalog.

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# January 22, 1952 - North Alaska Radar outpost

January 22, 1952--North Alaska Radar outpost. Ground radar and three F-94 interceptors' radar tracked a distinct target. [VIII].<sup>1</sup>

Section VII states:

*Three F-94s scrambled to intercept radar target; UFO maneuvered, ground radar saw object streak away to west.*[16]<sup>2</sup>

Footnote 16 states that the information comes from Ruppelt's book.

## Ruppelt and Blue Book disagree

Ruppelt writes the following about the case:<sup>3</sup>

*Just twenty minutes after midnight on January 22, 1952, nineteen and a half hours after the Navy lieutenant commander had chased the UFO near Mitchel AFB, another incident involving an airplane and something unknown was developing in Alaska. In contrast with the unusually balmy weather in New York, the temperature in Alaska that night, according to the detailed account of the incident we received at ATIC, was a miserable 47 degrees below zero. The action was unfolding at one of our northernmost radar outposts in Alaska. This outpost was similar to those you may have seen in pictures, a collection of low, sprawling buildings grouped around the observatory- -like domes that house the antennae of the most modern radar in the world. The entire collection of buildings and domes are one color, solid white, from the plastering of ice and snow. The picture that the outpost makes could be described as fascinating, something out of a Walt Disney fantasy—but talk to somebody who's been there—it's miserable.*

*At 0020, twenty minutes after midnight, an airman watching one of the outpost's radarscopes saw a target appear. It looked like an airplane because it showed up as a bright, distinct spot. But it was unusual because it was northeast of the radar site, and very few airplanes ever flew over this area. Off to the northeast of the station there was nothing but ice, snow, and maybe a few Eskimos until you got to Russia. Occasionally a B-50 weather reconnaissance plane ventured into the area, but a quick check of the records showed that none was there on this night.*

*By the time the radar crew had gotten three good plots of the target, they all knew that it was something unusual—it was at 23,000 feet and traveling 1,500 miles an hour. The duty controller, an Air Force captain, was quickly called; he made a fast check of the targets that had now been put on the plotting board and called to a jet fighter-interceptor base for a scramble.*

*The fighter base, located about 100 miles south of the radar site, acknowledged the captain's call and in a matter of minutes an F-94 jet was climbing out toward the north.*

*While the F-94 was heading north, the radar crew at the outpost watched the unidentified target. The bright dots that marked its path had moved straight across the radarscope, passing within about 50 miles of the site. It was still traveling about 1,500 miles an hour. The radar had also picked up the F-94 and was directing it toward its target when suddenly the unidentified target slowed down, stopped, and reversed its course. Now it was heading directly toward the radar station. When it was within about 30 miles of the station, the radar operator switched his set to a shorter range and lost both the F-94 and the unidentified target.*

*While the radar operator was trying to pick up the target again, the F-94 arrived in the area. The ground controller told the pilot that they had lost the target and asked him to cruise around the area to see if he and his radar operator could pick up anything on the F-94's radar. The pilot said he would but that he was having a little difficulty, was low on fuel, and would have to get back to his base soon. The ground controller acknowledged the pilot's message, and called back to the air base telling them to scramble a second F-94.*

*The first F-94 continued to search the area while the ground radar tried to pick up the target but neither could find it.*

*About this time the second F-94 was coming in, so the ground radar switched back to long range. In a minute they had both of the F-94's and the unidentified target on their scope. The ground controller called the second F-94 and began to vector him into the target.*

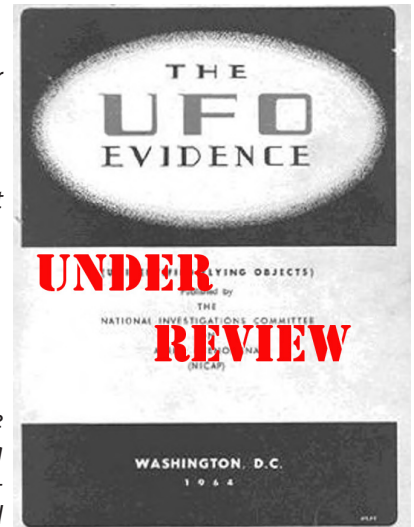
*The first F-94 returned to its base.*

*As both the second F-94 and the target approached the radar site, the operator again switched to short range and again he lost the jet and the target. He switched back to long range, but by now they were too close to the radar site and he couldn't pick up either one.*

*The pilot continued on toward where the unidentified target should have been. Suddenly the F-94 radar operator reported a weak target off to the right at 28,000 feet. They climbed into it but it faded before they could make contact.*

*The pilot swung the F-94 around for another pass, and this time the radar operator reported a strong return. As they closed in, the F-94's radar showed that the target was now almost stationary, just barely moving. The F-94 continued on, but the target seemed to make a sudden dive and they lost it. The pilot of the jet interceptor continued to search the area but couldn't find anything. As the F-94 moved away from the radar station, it was again picked up on the ground radar, but the unidentified target was gone.*

*A third F-94 had been scrambled, and in the meantime its crew took over the search. They flew around for about ten minutes without*





detecting any targets on their radar. They were making one last pass almost directly over the radar station when the radar operator in the back seat of the F-94 yelled over the interphone that he had a target on his scope. The pilot called ground radar, but by this time both the F-94 and the unidentified target were again too close to the radar station and they couldn't be picked up. The F-94 closed in until it was within 200 yards of the target; then the pilot pulled up, afraid he might collide with whatever was out in the night sky ahead of him. He made another pass, and another, but each time the bright spot on the radar operator's scope just stayed in one spot as if something were defiantly sitting out in front of the F-94 daring the pilot to close in. The pilot didn't take the dare. On each pass he broke off at 200 yards.

The F-94 crew made a fourth pass and got a weak return, but it was soon lost as the target seemed to speed away. Ground radar also got a brief return, but in a matter of seconds they too lost the target as it streaked out of range on a westerly heading.

As usual, the first thing I did when I read this report was to check the weather. But there was no weather report for this area that was detailed enough to tell whether a weather inversion could have caused the radar targets.

But I took the report over to Captain Roy James, anyway, in hopes that he might be able to find a clue that would identify the UFO.

Captain James was the chief of the radar section at ATIC. He and his people analyzed all our reports where radar picked up UFO's. Roy had been familiar with radar for many years, having set up one of the first stations in Florida during World War II, and later he took the first aircraft control and warning squadron to Saipan. Besides worrying about keeping his radar operating, he had to worry about the Japs' shooting holes in his antennae.

Captain James decided that this Alaskan sighting I'd just shown him was caused by some kind of freak weather. He based his analysis on the fact that the unknown target had disappeared each time the ground radar had been switched to short range. This, he pointed out, is an indication that the radar was picking up some kind of a target that was caused by weather. The same weather that caused the ground radar to act up must have caused false targets on the F-94's radar too, he continued. After all, they had closed to within 200 yards of what they were supposedly picking up; it was a clear moonlight night, yet the crews of the F-94's hadn't seen a thing.

Taking a clue from the law profession, he quoted a precedent. About a year before over Oak Ridge, Tennessee, an F-82 interceptor had nearly flown into the ground three times as the pilot attempted to follow a target that his radar operator was picking up. There was a strong inversion that night, and although the target appeared as if it were flying in the air, it was actually a ground target.

Since Captain James was the chief of the radar section and he had said "Weather," weather was the official conclusion on the report. But reports of UFO's' being picked up on radar are controversial, and some of the people didn't agree with James's conclusion.

A month or two after we'd received the report, I was out in Colorado Springs at Air Defense Command Headquarters. I was eating lunch in the officers' club when I saw an officer from the radar operations section at ADC. He asked me to stop by his office when I had a spare minute, and I said that I would. He said that it was important.

It was the middle of the afternoon before I saw him and found out what he wanted. He had been in Alaska on TDY when the UFO had been picked up at the outpost radar site. In fact, he had made a trip to both the radar site and the interceptor base just two days after the sighting, and he had talked about the sighting with the people who had seen the UFO on the radar. He wanted to know what we thought about it.

When I told him that the sighting had been written off as weather, I remember that he got a funny look on his face and said, "Weather! What are you guys trying to pull, anyway?"

It was obvious that he didn't agree with our conclusion. I was interested in learning what this man thought because I knew that he was one of ADC's ace radar trouble shooters and that he traveled all over the world, on loan from ADC, to work out problems with radars.

"From the description of what the targets looked like on the radarscopes, good, strong, bright images, I can't believe that they were caused by weather," he told me.

Then he went on to back up his argument by pointing out that when the ground radar was switched to short range both the F-94 and the unknown target disappeared. If just the unknown target had disappeared, then it could have been weather. But since both disappeared, very probably the radar set wasn't working on short ranges for some reason. Next he pointed out that if there was a temperature inversion, which is highly unlikely in northern Alaska, the same inversion that would affect the ground radar wouldn't be present at 25,000 feet or above.

I told him about the report from Oak Ridge that Captain James had used as an example, but he didn't buy this comparison. At Oak Ridge, he pointed out, that F-82 was at only 4,000 feet. He didn't know how the F-94's could get to within 200 yards of an object without seeing it, unless the object was painted a dull black.

"No," he said, "I can't believe that those radar targets were caused by weather. I'd be much more inclined to believe that they were something real, something that we just don't know about."

This was Ruppelt's account. Remember, Ruppelt had a tendency to exaggerate in a lot of his accounts I have reviewed in the past. This seems to have been the case again here. The Blue Book file has the following information in the file<sup>4</sup>:

- At 1020Z on 22 January, the radar at Murphy's dome (An AN/CPS-6B) observed an unidentified target. It was moving away at an azimuth of 210 degrees at 1500mph. It then reversed course and appeared to come back towards the station. When the radar was adjusted, the target returned to its original location. It appeared to once again move away and return before it faded.



- At 1030Z, an F-94 was aloft and sent to search for the target but the target faded away before the F-94 could be directed towards it.
- At 1052Z, the radar acquired the target again for about 1 minute. It did not have time to vector the F-94 towards it before it faded.
- At about 1055Z, the F-94 was approaching Nenana and observed two targets on radar (AN/APG-33). One was faint and the other was bright. The radar operator indicated it was like a smaller ghost of the brighter target. The aircraft was at 30,000 feet and the target was at 24,000 feet. The operator could not lock onto the target.
- Nearly fifty minutes later, the radar operator picked up the target again. The F-94 got within 200 yards and then passed over the target's location. It was not seen and radar lost the target. The aircraft circled the area twice without tracking or seeing anything.
- While the F-94 was tracked by ground radar, the target was not observed.
- A similar incident happened in the same area the following night.

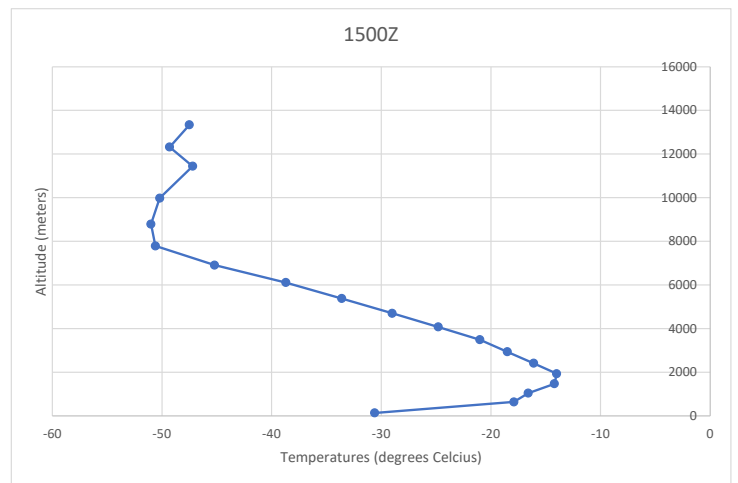
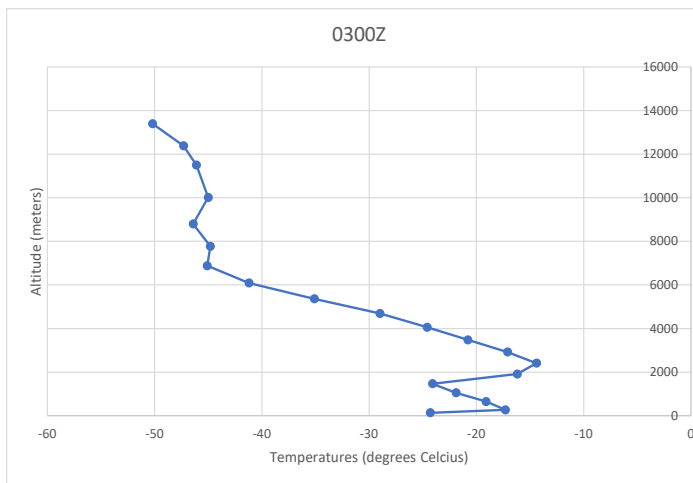
Blue Book, as Ruppelt stated in his book, eventually concluded that the radar targets were probably due to weather. Ruppelt also may have confused his story about the number of the F-94s and merged the two nights of observations as one night. In any case, Ruppelt's account seems to not exactly agree with the known facts. As for his little conversation with the unnamed officer who was TDY at the time, I don't give it much credence. "A friend of mine told me...." stories are not very credible. At best, it is second hand. At worst, it sounds made up.

### Analysis

Blue Book considered it was possible that the source of the radar targets was the weather. Radiosonde data is limited but there was data from nearby Fairbanks on the night in question at 0300Z and 1500Z<sup>5</sup>:

Altitude (m)	Temperature 0300Z	Altitude (m)	Temperature 1500Z
135	-24.3	135	-30.6
267	-17.3	256	XXXX
650	-19.1	640	-17.9
1051	-21.9	1040	-16.6
1469	-24.1	1472	-14.2
1913	-16.2	1932	-14.0
2410	-14.4	2410	-16.1
2922	-17.1	2937	-18.5
3480	-20.8	3490	-21.0
4060	-24.6	4076	-24.8
4690	-29	4700	-29
5363	-35.1	5378	-33.6
6090	-41.2	6110	-38.7
6879	-45.1	6907	-45.2
7770	-44.8	7787	-50.6
8795	-46.4	8789	-51
10012	-45	9979	-50.2
11495	-46.1	11442	-47.2
12382	-47.3	12322	-49.3
13397	-50.2	13337	-47.5

The bottom line is that there was a temperature inversion in the region that might have resulted in false targets being seen by the ground radar. The airborne target is interesting but one cannot be sure about it. It appears to have been seen in the same area over a period of two nights. It was not visible to the eye and disappeared when the jet passed through the area it was located. It seems possible that the air was disturbed by the jet's passage through the area causing whatever was producing the target to disperse.



## Conclusion

Once again, I am amazed at the inability of Ruppelt to tell the story accurately. To be honest, I don't believe his story about the guy that was TDY to the base either. It sounds like he was just trying to make a good story sound better by introducing this individual that contradicts Blue Book. The fact that a temperature inversion did exist and nobody actually saw any object makes me conclude that Blue Book probably got this one right. I would consider this reclassified as probably Anomalous propagation and removed from the list of "best evidence".

## 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. 77
3. Ruppelt, Edward. The Report on Unidentified Flying Objects. New York: Doubleday 1956. p. 123-127
4. "Case file - Nenana, Alaska. January 22, 1952". Fold 3 web site. Available WWW: <https://www.fold3.com/image/6310218/nenana-alaska-blank-page-1-us-project-blue-book-ufo-investigations-1947-1969>
5. Mark Govett. NOAA/ESRL Radiosonde Database. National Oceanic and Atmospheric Administration (NOAA)/ Earth System Research Laboratory (ESRL)/ Global Systems Division (GSD) Available WWW: <https://ruc.noaa.gov/raobs>

# THE 701 CLUB: CASE 7284: FEBRUARY 27, 1961 BARK RIVER, MICHIGAN

Don Berliner describes the case as follows:

*Feb, 27, 1961; Bark River, Michigan. 10:15 p.m. Witness: Mrs. LaPalm. One fiery-red, round object, preceded by light rays, slowed and descended, while her dog howled. Sighting lasted 10 minutes.*<sup>1</sup>

Sparks' entry is basically a repeat of Berliner's.<sup>2</sup>

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

The case file consists of a four page teletype message documenting the sighting and that is it. I am not even sure if anybody bothered to follow-up. Details about the sighting:

- It was round, about the size of a grapefruit and fiery red.
- Light rays appeared to be projected ahead of the object.
- Witness was first alerted to the object by the dog howling. She went to the window and saw the object. She called the 16-year old daughter to verify her observation.
- Object was initially sighted at 270 degrees azimuth and 20 degrees elevation.
- Object disappeared at 360 degrees azimuth and 0 degrees elevation
- Object was first thought to be stationary but then they noticed it was moving slowly northward and decreasing in elevation.
- Object disappeared into trees.
- Duration was 10 minutes
- Time was 0315Z on the 28th (Zulu time)
- A check of aircraft was made but none were in the area.

## Analysis

At first glance this could have several possibilities. It could have been an aircraft but the AF checked and could find none in the area. Another possibility was that it was a satellite. The Echo satellite might have produced the event. It made a pass around 0305Z but would have been to the southwest and moving southward. That leaves me with examining astronomical possibilities.

There is a candidate for this sighting and it involves a popular candidate for UFO reports. The planet Venus was setting in the west. It was nearing greatest brilliancy and was magnitude -4.79. It was located at azimuth 286 degrees and elevation 1.5 degrees at 0315Z. It set around 0327Z at an azimuth of 288 degrees. The only problem with the explanation was the witness stating it was last seen at azimuth 360 degrees. However, the witnesses also stated it was originally stationary and then observed it moving slowly north and downward in elevation. It is possible the 360 azimuth value was simply assumed by the officer who took the information down. Most of the description does match Venus setting.

As for the dog howling, dog's bark/howl at just about anything unusual they hear or see. I don't think the Dog was howling at Venus. It probably was just howling/barking at some noise it heard coming from outside.



## Conclusion

When one considers the possibility that the 360 degree ending azimuth is an error/overestimate, Venus is a prime candidate for this sighting. One issue that is important to consider is that the witness never mentions also seeing Venus near the object when it was first observed. It would have been hard to miss. That implies the witness was probably looking at Venus and the ending azimuth was an assumption or error in reporting. I would consider this reclassified as possibly Venus and removed from the list unidentifieds.

### 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. 286
3. "Case file - Bark River, Michigan, February 27, 1961". Fold 3 web site. Available WWW: <https://www.fold3.com/image/8638657/bark-river-michigan-blank-page-1-us-project-blue-book-ufo-investigations-1947-1969>



## Project Blue Book case review: June 1947 - December 1948

This is the latest edition of the Project Blue Book case review covering June 1947 through December 1948. 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.

### June 1947

Date	Location	BB explanation	My evaluation
1947	Alaska	Possible daylight meteor	Insufficient data. There is little information in the file though it appears Hynek had access to the report. Hynek suggested it was a possible daylight meteor.
June	Hamburg, NY	Aircraft	Insufficient data. No date, duration, or positional data
June	Seattle, WA	Insufficient data	Agreed. Letter from individual with very little information.
2	Rehobeth, DE	Missiles	Insufficient data. No time or duration given.
10	Hungary	Insufficient data	Agreed. Information is based on rumors and direct reports.
12	Waiser, Idaho	Contrails	Agreed. Seen around sunset.
14	Bakersfield, CA	Birds	Agreed
21	Spokane, WA	Balloons	Agreed
22	Greenfield, MA	Aircraft	Insufficient data. No time given.
24	Mount Rainier, WA	Mirage	UNIDENTIFIED. Arnold sighting.
24	Boise, ID	Star/Planets	Insufficient data. No time given.
24	Portland, OR	UNIDENTIFIED	UNIDENTIFIED
28	Rockfield, WI	Insufficient data	Agreed
28	Illinois	Insufficient data	Agreed
28	Montgomery, AL	Balloon	Agreed
28	Lake Meade, NV	Balloon Cluster	Agreed
29	Des Moines, IA	Unreliable report	Agreed
29	Clarion, IA	Insufficient data	Agreed
29	Las Cruces, NM	Balloon	Agreed
30	Boise, ID	Sun Dog	Agreed
30	Williams AFB, AZ	Meteor	Insufficient data. Witness in plane saw objects falling towards ground. Seen during day and objects were gray. No specimens were obtained.
Late June	Maury Island, WA	Hoax	Agreed

### July 1947

Date	Location	BB explanation	My evaluation
July	Tempe, AZ	Insufficient data	Agreed. Reported in April 1949. No time given.
July	Oak Ridge, TN	Development flaw	Agreed
3	S. Brooksville, ME	UNIDENTIFIED	UNIDENTIFIED
4	Mt. Jefferson, WA	Insufficient data	<b>No case file</b>
4	Portland, OR area	Chaff	Agreed. Plane seen dropping aluminum foil
4	Portland, OR	Insufficient data	Agreed. Report is vague and are hard to analyze.
4	Portland, OR	Insufficient data	Agreed. Report is vague and are hard to analyze.
4	Portland, OR	Insufficient data	Agreed. Report is vague and are hard to analyze.
4	Seattle, WA	Balloon	<b>No case file</b>

4	Emmett, ID	UNIDENTIFIED	UNIDENTIFIED
4	West Trenton, NJ	Meteor	Agreed
6	Fairfield-Suisan AFB, CA	UNIDENTIFIED	UNIDENTIFIED
6	Hollywood, CA	Insufficient data	Agreed. No time or duration.
6-8	Warren, OH	Insufficient data	Agreed. No time given and date is not given (just a range of dates)
6	Clay Center, KS	Solar reflection	Agreed
6	Birmingham, AL	Fireworks	Agreed
6	Photo from Birmingham case	Insufficient data	Agreed. Photo does not show object but is used to demonstrate sighting.
7	Shreveport, LA	Hoax	Agreed
7	East Troy, WI	Insufficient data	Agreed. No positional data.
7	Lakeland, FL	Psychological	Possible birds. Sign classified it as psychological but really did not give a reason why. Witness described seeing five objects that made a swishing noise. He made a model representing what he saw. Sighting was brief (15-30 seconds). The description could have been of birds.
7	Muroc AFB, CA	Balloon	Agreed
7	Hickam AFB, HI	Balloon	Agreed
7	Phoenix, AZ	Hoax	Agreed
7	Oakdale, CA	Insufficient data	Agreed. Reported in May 1949.
7	Arlington, VA	Meteor	Agreed
7	Omaha, NE	Ashes	<b>No case file</b>
8	Muroc AFB, CA	UNIDENTIFIED	UNIDENTIFIED
8	Muroc AFB, CA	Balloon	Agreed
8	Rogers Dry Lake, CA	Balloon	Agreed
9	Boise-Meridian, ID	Balloon	<b>No case file</b>
9	Midland, MI	Fireworks	<b>No case file</b>
9	Grand Falls, Newfoundland	Aurora	Agreed
10	Morristown, NJ		<b>No case file</b>
10	Harmon AFB, Newfoundland	Meteor	Agreed
10	Codroy, Newfoundland	Meteor	Agreed
11	Elmendorf AFB, AK	Insufficient data	Agreed
11	Black River Falls, WI	Hoax	Agreed
12	Elmendorf AFB, AK	Balloon	<b>No case file</b>
15	Seattle, WA	Hoax	Agreed
15	Between Nova Scotia and Newfoundland	Aurora	Meteors
20	Cumberland, MD	Insufficient data	Possible aircraft
20	Nova Scotia and Newfoundland	Aurora	Meteors
21	Cengtu, China	Balloon	Agreed. Debris described indicate it might have been radiosonde.
21	Jackson, OH	Balloon	Agreed. Object identified as radiosonde.
23	Harmon AFB, Newfoundland	Aurora	Meteor
29	Helena, MT	Meteor	Agreed
29	Hamilton Field, CA	UNIDENTIFIED	UNIDENTIFIED

	Nairobi, East Africa		No case file
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### August 1947

Date	Location	BB explanation	My evaluation
Aug	Milan, Italy	Insufficient data	Agreed. No date. Time is listed but lacking pertinent information.
Aug	Danforth, IL	Hoax	Agreed
3	Hackensack, NJ	Insufficient data	Agreed. Missing pertinent information. Time listed as "afternoon"
4	Boston, MA	Sun Dog	Agreed
4	Bethel, AK	Aircraft	Agreed
6	Philadelphia, PA	Meteor	Agreed
10	Silver Springs, OH	Meteor	Agreed
11	St. Louis, MO		Unreliable report. This comes from a letter written in December of 1966.
13	Twin Falls, ID	Atmospheric	UNIDENTIFIED. Hynek suggested this might be an atmospheric eddy of some kind. I don't like this report since it involves a single individual and his two young sons (8 and 10). However, I decided to list this as UNIDENTIFIED because I could not think of a reasonable explanation and did not like the explanation by Sign/Hynek.
13	Salmon Dam, ID	Aircraft	Insufficient data. No time listed or duration.
14	S. Placerville, CA	Meteor	Possible aircraft. Witnesses stated object struck a hill but no impact was ever found.
15-20	Weaver, SD	Birds	Agreed
19	Twin Fall, ID	Birds	Agreed
Late Aug	Holloman AFB, NM	False targets	Insufficient data. Verbal report made by officer in May of 1948.

### September 1947

Date	Location	BB explanation	My evaluation
3	Oswego, OR	UNIDENTIFIED	UNIDENTIFIED
8	Logan, UT	Birds	Agreed
12	Pacific Ocean	Meteor	Agreed
17	Ft. Richardson, AK	Meteor	Agreed
20	Toronto, Canada	Hoax	Agreed

### October 1947

Date	Location	BB Explanation	My evaluation
Oct	San Francisco, CA	Insufficient data	Agreed. Witness reported "mysterious light" with no other information.
Oct	Dodgeville, WI	UNIDENTIFIED	UNIDENTIFIED
8 or 9	Las Vegas, NV	Aircraft	Agreed.
12	Mexico	Meteor	Agreed
13	Dauphin, MN	Meteor	Agreed
14	Phoenix, AZ	UNIDENTIFIED	UNIDENTIFIED
20	Dayton, OH	Aircraft	Agreed
20	Xenia, OH	Aircraft	Agreed

### November 1947

Date	Location	BB explanation	My evaluation
Nov	Boise, ID	Insufficient data	Agreed
2	Houston, TX	Meteor	<b>No case file</b>
12	Cape Blanco, OR	Meteor	Agreed
12	La Junta & Pueblo, CO	Insufficient data	Agreed. Missing direction of observation and time.
Late 47	Vaughn, NM	Flares	Meteors. Witness reported sightings from same area in November 1948 and then described the event from 1947. Description sounds like a meteor.

### December 1947

Date	Location	BB Explanation	My evaluation
12	Oslo, Norway	Meteor	Agreed
Mid-Dec	Northern AZ	Contrail	Agreed
23	Dulka, Czechoslovakia		<b>No case file</b>
30	OR, NV, CA	Meteor	Agreed
Dec 47-Jan 48	Wildwood, NJ	Mirage	<b>No case file</b>
Oct or Nov 47	Philadelphia, PA		<b>No case file</b>

### January 1948

Date	Location	BB explanation	My evaluation
1948	Antarctica		<b>No case file</b>
1948	Warren, MN	Hoax	Agreed
1	Abilene, TX	Insufficient data	Agreed. Witness reported glow on western horizon twice in a five-minute period. This may have been a transformer blowing but there was no investigation into that possibility.
3	Helsinki, Finland	Meteor	Agreed
5	Helsinki, Finland	Meteor	Agreed
7	Godman, KY	Balloon	Agreed
7	Lockbourne AFB, OH	Venus	Agreed
7	Columbus, OH	Venus	Agreed
7	Wilmington, OH	Venus	Agreed
9	Danville, KY	Meteor	Agreed
9	Cartersville, GA	Meteor	Agreed
9	Ladd AFB, AK	Aircraft	Agreed
10	Wildwood, NJ	Mirage	Meteor
11	Harford, CT	Meteor	Agreed
19	North Jutland	Meteor	Agreed
29	Rouen, France	Insufficient data	Agreed

### February 1948

Date	Location	BB explanation	My evaluation
7	Vejle, Denmark	Meteor	Agreed



18	Norton, KS	Meteor	Agreed. Photograph appears to show ion trail/debris trail. Article in Sky and Telescope October 1948 documented event as fireball.
20	Asuncion, Paraguay	Meteor	Agreed
20-26	Scandinavian Countries	Meteor	<b>No Case File</b>
Feb-Mar	Baltimore, MD	Insufficient data	Agreed

### March 1948

Date	Location	BB explanation	My evaluation
1	Swedish Coast	Meteor	Agreed
5	Bakersfield, CA	Flares	Agreed
7	Smyrna, TN	Venus	Agreed
8	Belmont, NC	Aircraft	Agreed
8	Bakersfield, CA	Flare	Agreed
9	Bakersfield, CA	Flares	Agreed
11	Moose Factory, Canada	Meteor	Agreed
28	Berlin, Germany	Meteor	Agreed

### April 1948

Date	Location	BB explanation	My evaluation
April	Springfield, IL	Meteor	Insufficient data. Report sent in 1949. No date given. Witness claimed it was not a meteor and was described as an amateur astronomer. There is no specific date or time (listed as night).
1	Philippine Islands	Bird	Agreed
5	Holloman AFB, NM	UNIDENTIFIED	UNIDENTIFIED
8	Asheley and Delaware, OH	Meteor Trail	Contrail
9	Montgomery, AL	Balloon	Agreed
11	Alton, IL	Bird	Agreed
18	Atlantic	Birds	Agreed
18	Fairbanks, AK	Balloon	Agreed
19	Greenville AFB, SC	Balloon	Agreed
26	Amarillo, TX	Contrail	Agreed
30	Anacosta NAS, DC	Balloon	Agreed

### May 1948

Date	Location	BB explanation	My evaluation
2	St. Louis, MO	Insufficient data	Agreed. Source was nothing more than a newspaper article.
5	Adapazari, Turkey	Rockets	Insufficient data. Another newspaper article mentioning the recovery of rocket debris. Attache' was asked to investigate but there is no indication they were able to examine the debris.
6	Wake, Island	Meteor	Agreed
7	Yugoslavia/Greece	Insufficient data	Agreed
7	Memphis, TN	Meteor	Insufficient data. Witnesses saw about 50 objects moving about in the sky in the afternoon. That is about the only information available. It could have been, for example, debris in the wind, a bunch of balloons, birds, or chaff. There is just not enough information to make a determination.

8	Middleport, OH	Searchlight	Agreed
12	Westfield, IN	Insufficient data	Agreed
17	Miles City, MT	Mars	Venus
28	Monroe, MI	Reflection	<b>No Case File</b>
31	Wilmington, NC	Insufficient data	Possible aircraft

### June 1948

Date	Location	BB explanation	My evaluation
Summer	Moberly, MO	Insufficient data	Agreed. This comes from a letter written in 1953 with very little in the way of details.
Summer	Bedford, VA	Insufficient data	Agreed. There is very little information in this report. No date and no specific time other than "during the night".
Summer	Newton, CT		Unreliable report. Report made in 1950 by writer of article in newspaper column.
June	Galveston, TX	Hoax	Agreed
20	Belleville, IL	Balloon	Agreed
29	Uniontown, PA	Meteor	Agreed
30	Hecla, SD	Balloon	Agreed
30	Knoxville, TN	Meteor	Agreed

### July 1948

Date	Location	BB explanation	My evaluation
July	Columbus, OH	Refraction of sun	<b>No Case File</b>
1	Gahanna, OH	Meteor	Agreed
4	Longmont, CO	Aircraft	<b>No Case File</b>
4	Dravesburg, PA	Aircraft	Agreed
7	Chapel Hill, NC	Aircraft	Agreed. Witness saw nothing but heard sounds, which may have been aircraft.
7	West Rindge, NH	PS: Iron	Agreed
8	Columbus, OH	Aircraft	Agreed
8	McKeesport, PA	Aircraft	Agreed
9	Osborn, OH	Insufficient data	Possible moon. Witness saw object near the moon's location briefly three times. Each time he saw the object for only a few seconds. The moon seen through clouds could produce this effect. Witness stated moon was in ESE when it was in the west.
9	Fielding Lake, AK	Insects	Birds (NOTE: this appears to have been a classification done by SGT Moody in the 1960s because witness heard a "buzzing sound")
17	San Arcia Dam, NM	Birds	Agreed
20	Arnhem, Holland	Insufficient data	Possible aircraft
21	Van Nuys, CA	Balloon	Agreed
24	Altoona, PA	Meteor	Agreed
24	Alabama	Meteor	Agreed. Chiles-Whitted sighting. See SUNlite 8-2.
26	Chamblee, GA	Meteor	Agreed
27	Asbury Park, NJ	Balloon	Agreed. Identified as balloon cluster from Princeton, NJ

27	Springfield, OH	Meteor	Agreed
27	Springfield, OH	Venus	Agreed
28	Camp Hood, TX	Meteor	Agreed
29	Indianapolis, IN	UNIDENTIFIED	UNIDENTIFIED
30	Worthington, OH	Balloon	Aircraft contrail
31	Columbus, OH	Balloon	Agreed
31	Columbus, OH	Balloon	Agreed
31	Columbus, OH	Balloon	Agreed
31	Indianapolis, IN	UNIDENTIFIED	UNIDENTIFIED
Jul-Aug	Marion, VA	UNIDENTIFIED	UNIDENTIFIED

### August 1948

Date	Location	BB explanation	My evaluation
Aug	Salt Lake City, UT	Aircraft	Agreed
1	Groveport, OH	Meteor	Contrail
2	Columbus, OH	Balloon	Agreed
3	Moscow, USSR	Insufficient data	Aircraft
4	North Powder, OR	Meteor	<b>No Case File</b>
5	Richland, GA	Meteor	Agreed
5	Columbia, SC	Insufficient data	<b>No Case File</b>
11	Hamel, MN	Unreliable report	Agreed. Witnesses were 8 and 12-year olds, who reported a brief "touch and go" landing of a flying saucer.
19	Godman AFB, KY	Venus	Agreed
29	Maplewood, OH	Spider webs	Balloon. Sgt. Moody changed this to spider webs because the witness described the object as releasing a silver substance and then disintegrated. The description is more of a balloon that burst.
30	Los Angeles, CA	Meteor	Agreed

### September 1948

Date	Location	BB explanation	My evaluation
5	Kentwood, LA	Hoax	<b>No Case File</b>
12	Moffat, CO	Meteor	Agreed
18	Shreveport, LA	Balloon	Agreed
22	Albany, GA	Meteor	Possible aircraft. Could not be meteor as it was during day. The only description is that a pilot saw a three second flash from an object while in flight. It was described as being smaller than a civilian aircraft but the witness could have underestimated the distance.
23	Santa Fe, NM	Venus	Agreed
23	San Pablo, CA	UNIDENTIFIED	UNIDENTIFIED
28	San Simeon, CA	Insufficient data	Possible birds

### October 1948

Date	Location	BB explanation	My evaluation
Fall	Vineyard Haven, MA	Meteorological	Unreliable report. Witness reporting in May 1949.

OCT	Escalon, CA	Aircraft	<b>No Case File</b>
1	New Orleans, LA	Meteor	Agreed
1	Fargo, ND	1. Balloon 2. Jupiter	1. Agreed 2. Disagree
2	Lytton, British Columbia	Balloon	<b>No Case File</b>
10	Xenia, OH	Aircraft	<b>No Case File</b>
11	Neubiberg, Germany	Balloon	<b>No Case File</b>
13	South Bend, IN	Debris in air	Aircraft
14	Dayton, OH - Indianapolis, IN	Reflection	Aircraft. The object was a reflection of some airborne object. Probably an aircraft.
15	Kyushu, Japan	UNIDENTIFIED	UNIDENTIFIED
15	Atlantic Ocean	Mars	Altair
16	Sterling, UT	Insufficient data	Possible bird
17	Crescent City, CA	Aircraft	Agreed
19	Honolulu, HI	Balloon	Agreed
20	MN and SD	Meteor	Agreed
24	Neubiberg, Germany	Aircraft	Agreed
24	Junction City, KS	Aircraft	<b>No Case File</b>
24	Fargo, ND	Meteor	<b>No Case File</b>
24	Phoenix, AZ	Balloon	Agreed
29	Goose Bay AFB, Labrador	Anomalous Propagation	Agreed. No visual observation. Only seen on radar.
30	Grays Harbor, WA	Meteor	Agreed
31	Azores	Balloon	Agreed
31	Carthage, MO	Insufficient data	<b>No Case File</b>
31	Goose Bay AFB, Labrador	Anomalous Propagation	Agreed. No visual observation. Only seen on radar.

### November 1948

Date	Location	BB explanation	My evaluation
Winter	Sun Valley, CA	Insufficient data	Agreed. Report made in April 1949 describing multiple sightings of objects at night that sound like meteors but there is not enough information to draw that conclusion.
1	Goose Bay AFB, Labrador	Anomalous Propagation	Agreed. No visual observation. Only seen on radar.
3	Andrews AFB, MD	Balloon cluster	Agreed
3 or 4	Vaughn, NM	Flares	Meteor
4	South Korea	Aircraft	Agreed
5	Richmond, IN	Venus	Agreed
6	Wakkanai, Japan	Aircraft	Agreed
8	Panama	Comet 1948L	Agreed
8	Newark AFB, NJ	Meteor	Agreed
10	Boston, MA	Aircraft	Agreed
12	Clark AFB, Philippines	Meteor	Possible aircraft with contrail
16	Demarest, NJ	Insufficient data	Possible aircraft
17	Clark AFB, Philippines	Meteor	Agreed



17	Peace River, Canada	Meteor	Agreed
18	Andrews AFB, MD	Balloon	Agreed
23	Furstenfeldbruck, Germany	Balloon	Agreed
23	Vaughn, NM	Flares	Meteor
26	Washington, OR	Mirage	Agreed
29	Newburgh, NY	Meteor	Agreed
29	San Francisco, CA	Meteor	Agreed

### December 1948

Date	Location	BB explanation	My evaluation
1	Tarpon Springs, FL	Meteor	Agreed
3	Dayton, OH	Aircraft	Agreed
3	Bellefontaine, OH	Flare	Agreed
3	Fairfield-Suisan AFB, CA	UNIDENTIFIED	UNIDENTIFIED
5	Blanca, CO	Meteor	Agreed
5	Albuquerque, NM	Meteor	Agreed
5	Indiana County, PA	Balloon	<b>No Case File</b>
6	Sandia Base, NM	Meteor	Agreed
8	Chanute AFB, IL	Meteor	Agreed
8	Las Vegas, NM	Meteor	Agreed
9	Near Pittsburgh, PA	Parahelia	<b>No Case File</b>
11	40 mi NW Martinsburgh, WV	Sirius	Agreed
11	Hood River, OR	Meteor	Agreed
12	Bernal, NM	Meteor	Agreed
12	New Orleans, LA	Reflection	Insufficient data. Witness sent letter and suspected the cause of their sighting was some sort of reflection. No follow-up appears to have been done.
12	Monte Vista, CO	Meteor	Agreed
13	South Bay, FL	Insufficient data	Agreed. Information from news clipping with very little data
14	Rivera Beach, FL	Insufficient data	Agreed. Information from news clipping with very little data
Mid-Dec	Lancaster, OH	Venus	Agreed
17	Ambridge, PA	Birds	Agreed
18	Boise, ID	Meteor	Aircraft reflecting rising sun and subsequent contrail (Object visible for 4 minutes while trail lasted an hour).
20	Los Alamos, NM	Meteor	Agreed
28	Los Alamos, NM	Meteor	Agreed
30	Los Alamos, NM	Meteor? Sounds.	Insufficient data. Witness reported hearing sounds with no apparent source.

### Reclassification

I evaluated 250 cases in the Blue Book files from June 1947 through December 1948. In my opinion, 46 were improperly classified (18.4%). 6 (2.4% of the total number of cases/13% of the reclassifications) of these were listed as "insufficient data". This table describes these cases and how I felt they should have been classified.

Date	Location	Reclassification	Reason
1947	Alaska	Possible daylight meteor	Insufficient data. There is little information in the file though it appears Hynek had access to the report. Hynek suggested it was a possible daylight meteor.
June	Hamburg, NY	Aircraft	Insufficient data. No date, duration, or positional data
6/2	Rehobeth, DE	Missiles	Insufficient data. No time or duration given.
6/22	Greenfield, MA	Aircraft	Insufficient data. No time given.
6/24	Mount Rainier, WA	Mirage	UNIDENTIFIED. Arnold sighting.
6/24	Boise, ID	Star/Planets	Insufficient data. No time given.
6/30	Williams AFB, AZ	Meteor	Insufficient data. Witness in plane saw objects falling towards ground. Seen during day and objects were gray. No specimens were obtained.
7/7	Lakeland, FL	Psychological	Possible birds. Sign classified it as psychological but really did not give a reason why. Witness described seeing five objects that made a swishing noise. He made a model representing what he saw. Sighting was brief (15-30 seconds). The description could have been of birds.
7/15	Between Nova Scotia and Newfoundland	Aurora	Meteors
7/20	Cumberland, MD	Insufficient data	Possible aircraft
7/20	Nova Scotia and Newfoundland	Aurora	Meteors
7/23	Harmon AFB, Newfoundland	Aurora	Meteor
8/11	St. Louis, MO		Unreliable report. This comes from a letter written in December of 1966.
8/13	Twin Falls, ID	Atmospheric	UNIDENTIFIED. Hynek suggested this might be an atmospheric eddy of some kind. I don't like this report since it involves a single individual and his two young sons (8 and 10). However, I decided to list this as UNIDENTIFIED because I could not think of a reasonable explanation and did not like the explanation by Sign/Hynek.
8/13	Salmon Dam, ID	Aircraft	Insufficient data. No time listed or duration.
8/14	S. Placerville, CA	Meteor	Possible aircraft. Witnesses stated object struck a hill but no impact was ever found.
Late Aug 47	Holloman AFB, NM	False targets	Insufficient data. Verbal report made by officer in May of 1948.
Late 47	Vaughn, NM	Flares	Meteors. Witness reported sightings from same area in November 1948 and then described the event from 1947. Description sounds like a meteor.
1/10/48	Wildwood, NJ	Mirage	Meteor
April 48	Springfield, IL	Meteor	Insufficient data. Report sent in 1949. No date given. Witness claimed it was not a meteor and was described as an amateur astronomer. There is no specific date or time (listed as night).
4/8/48	Asheley and Delaware, OH	Meteor Trail	Contrail
5/5/48	Adapazari, Turkey	Rockets	Insufficient data. Another newspaper article mentioning the recovery of rocket debris. Attache' was asked to investigate but there is no indication they were able to examine the debris.

5/7/48	Memphis, TN	Meteor	Insufficient data. Witnesses saw about 50 objects moving about in the sky in the afternoon. That is about the only information available. It could have been, for example, debris in the wind, a bunch of balloons, birds, or chaff. There is just not enough information to make a determination.
5/17/48	Miles City, MT	Mars	Venus
Summer 48	Newton, CT		Unreliable report. Report made in 1950 by writer of article in newspaper column.
7/9/48	Osborn, OH	Insufficient data	Possible moon. Witness saw object near the moon's location briefly three times. Each time he saw the object for only a few seconds. The moon seen through clouds could produce this effect. Witness stated moon was in ESE when it was in the west.
7/9/48	Fielding Lake, AK	Insects	Birds (NOTE: this appears to have been a classification done by SGT Moody in the 1960s because witness heard a "buzzing sound")
7/20/48	Arnhem, Holland	Insufficient data	Possible aircraft
7/30/48	Worthington, OH	Balloon	Aircraft contrail
8/1/48	Groveport, OH	Meteor	Contrail
8/29/48	Maplewood, OH	Spider webs	Balloon. Sgt. Moody changed this to spider webs because the witness described the object as releasing a silver substance and then disintegrated. The description is more of a balloon that burst.
9/22/48	Albany, GA	Meteor	Possible aircraft. Could not be meteor as it was during day. The only description is that a pilot saw a three second flash from an object while in flight. It was described as being smaller than a civilian aircraft but the witness could have underestimated the distance.
9/28/48	San Simeon, CA	Insufficient data	Possible birds
Fall 48	Vineyard Haven, MA	Meteorological	Unreliable report. Witness reporting in May 1949.
10/1	Fargo, ND	1. Balloon 2. Jupiter	1. Agreed 2. Disagree
10/13	South Bend, IN	Debris in air	Aircraft
10/14	Dayton, OH - Indianapolis, IN	Reflection	Aircraft. The object was a reflection of some airborne object. Probably an aircraft.
10/15	Atlantic Ocean	Mars	Altair
10/16	Sterling, UT	Insufficient data	Possible bird
11/3 or 4	Vaughn, NM	Flares	Meteor
11/12	Clark AFB, Philippines	Meteor	Possible aircraft with contrail
11/16	Demarest, NJ	Insufficient data	Possible aircraft
11/23	Vaughn, NM	Flares	Meteor
12/12	New Orleans, LA	Reflection	Insufficient data. Witness sent letter and suspected the cause of their sighting was some sort of reflection. No follow-up appears to have been done.
12/18	Boise, ID	Meteor	Aircraft reflecting rising sun and subsequent contrail (Object visible for 4 minutes while trail lasted an hour).
12/30	Los Alamos, NM	Meteor? Sounds.	Insufficient data. Witness reported hearing sounds with no apparent source.

## Summary

This was challenging in that many of these reports were missing a lot of pertinent data and information. Others were very vague in their descriptions. I almost wanted to list them all as "insufficient data" but tried to look at them for potential solutions. I must give Hynek credit for trying to examine these cases but, as he once said, these cases were of poor quality and not much to get excited about.

Quite a few cases were missing. They may be there but are probably illegible to the point that I could not locate them in my files or using the search feature on Fold 3. If anybody has copies of these cases, I would appreciate them being forwarded to me so I can update the review in a future issue.

I changed two cases to unidentified. I reclassified the Arnold sighting as unidentified. Blue Book listed it as a mirage, which I don't find satisfactory. I could have classified it as birds since I am a Pelicanist at heart but I left it unidentified until I have the time to address the case in a future issue. The other case was the August 13, 1947 Twin Falls, Idaho case. The primary witness saw the event and used his two young sons as verification of what he saw. I really am no fan of this case as it seems to be more imagination than careful observation. Using his two children as proof also makes me concerned. Most children will do what their parents tell them to do. It seems probable that these two would have confirmed a sighting of anything if their father told them to do so. Hynek suggested some sort of atmospheric eddy based on the witness description of how the trees reacted to the passage of the object. I don't really like this explanation. I would prefer it be called a hoax or unreliable report but I have no evidence of either. Therefore, I have to put in the unidentified bin.

My work on the project Blue Book review continues next issue. I intend to review the year 1949 next issue.

## References

1. "Project Blue Book investigations." Fold 3 web site. Available WWW: <https://www.fold3.com/title/461/project-blue-book-ufo-investigations>
2. Project Blue Book archive. Available WWW:<http://bluebookarchive.org/> (Note: This website is no longer active but some of my files come from this location. It may become active again in the future.)
3. Mark Govett. NOAA/ESRL Radiosonde Database. National Oceanic and Atmospheric Administration (NOAA)/ Earth System Research Laboratory (ESRL)/ Global Systems Division (GSD) Available WWW: <https://ruc.noaa.gov/raobs/>
4. "Stratospheric balloons: Chronological lists of launches worldwide since 1947" StratoCat. Available WWW: <http://stratocat.com.ar/globos/indexe.html>
5. "Space History Chronology". Astronautix. Available WWW: <http://www.astronautix.com/s/spacehistorychronology.html>
6. Condon, E. U., et al., eds. Scientific Study of Unidentified Flying Objects. New York: Bantam 1968.