

**Project Blue Book UFO Case File**

**Case No.4810 RB-47 Case**

29 pages

Colorado Project Case No. 28308

date 1957.07.17 - 1952.07.20

page numbers 280357- 280412 (except following pages)

paper by J. E. Mcdonald 280370 - 280376

paper by Philip J. Klass 280377 - 280394

blank sheet 280396

*washington caes 19 jul '52*

Abobe font (Architect) means handwriting.

\$\$, illegible letters

%, illegible letter

## PROJECT 10073 RECORD CARD

1. DATE 17 July 1957	2. LOCATION Forbes AFB, Kansas/Oklahoma City, Oklahoma/Ft Worth, Tex		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP 1st sighting Local <u>0350 AM</u> GMT <u>17/1050Z</u>	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input checked="" type="checkbox"/> Air-Intercept Radar		<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTO <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE USAF A/c Crew		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OSERVATION not given	8. NUMBER OF OBJECTS one	9. COURSE not given	<input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING  A blue light was seen in sky that stayed with a/c for 420 NM. Object was picked up by B-47 radar but could not be seen by ground radar.		11. COMMENTS  Identified as American Airlines flight 655.  <i>See by Dr. James E. MacDonald -Astronautics and Aeronautics- Summary(1971)</i>	

ATIC FORM 329 (REV 26 SEP 52)

17 July 1957  
1050Z -7 =0350 local(early in the morning)

1 }4E4

3 4X2a

WPH145V WPF161 YDD 90 WYD663 WMB 93HWA037  
PP RJEDEN P. JEDWP RJEPHQ RJWFHW  
DD RJWEHW 70  
P 171445Z  
FM COMDR 745TH ACWRON DUNCANVILLE AFSTA TEX  
TO RJEDEN/COMDR ADC ENT AFB COLO  
RUEWFP/COMDR AIR INTEL TECH CENTER WRIGHT AFB OHIO  
RUEPHQ/DIRECTOR INTELL HEADUSAF WASH 25 DC  
RUMFHW/COMDR 33D ADIV OKCITY AFSTA OKLA

WE

BT

UNCLAS (INTL) 7-967 PD SUBJECT: UFOB PD

(1) UNKNOWN — shape ?

(2) UNKNOWN — size ?

atic

(3) BLUE

(4) ONE

(5) NONE

(6) LIGHT FLASHED

(7) NONE

(8) NONE

(9) S. 87

1st Report

PAGE TWO OF RJWFHW 70

(1) WITH AIRCRAFT FOR APPROXIMATELY 420 NM.

(2) N/A

(3) N/A

? direction, bearing elevation of UFO ?

SEE  
GRIFFIS  
AFB  
SIGHTINGS,  
9 APR 56 ~  
(AK, followed from  
\$\$

(4) PILOT STATED THAT OBJECT COULD OUT MANEUVER HIS A/C AND SO FASTER THAN HE COULD. ← *\$\$ pilot playing tag with the 47:*

*\$\$ planet*

(5) UNKNOWN BECAUSE A/C WENT OUT OF OUR AREA TO THE AREA OF SISTER STATION AT OKLAHOMA CITY 746TH ACWRON. ↗

*no report of UFO from that area.*

(6) APROXIMATELY 520 NM, BY A/C

C(1) AIRBORNE RADAR WAS BEING USED ON B-47 TO TRACK OBJECT AIRCRAFT STATED THAT THEY HAD OBJECT IN GOOD CONTACT HOWEVER ← *ground radar* UTAH HAD NEGATIVE CONTACT WITH OBJECT ← *Note*

} ?

(2) AIRCRAFT CALLSIGN LACY 17, TIME OF SIGHTING: 1050Z, 17 JUL 57, B-47, 50,000 FEET, SPED MACH .87. FORBES AFB, KANSAS B-47 CHASED UFOB OVER FT WORTH, TEXAS BUT WAS UNABLE TO OVERCOME OBJECT. *no report for the area*

- (1) 17/1050Z JUL 57 ← 1050Z - 7 = 0350 hrs(MST)
- (2) NIGHT
- (3) AIRBORNE AT TWIL



. LACY 17  
(1) N/A

*See CAA report*

*Reported over 3 locations*

*again which direction or bearing of object of N, E, S, W, etc ?*

PAGE THREE OF RJMFHW 70

(2) AT 0400Z HENSLEY TOWER STATED THAT THEY SAW BLUE LIGHTED OBJECT IN SKY IN VICINITY OF DALLAS TEXAS.

- (1) CLEAR, 15 MI VIS, CLOUD COVER
- (2) 350/15 NI
- (3) UNLIMITED
- (4) 15 MILES
- (5) ZERO
- (6) NONE
- N/A

*Imp. DATA OMISSING*  
1. What direction was pilot traveling?  
2. Bearing of object from a/c?  
3. Evaluation of object from a/c?

*Pertinent data - such as estimated size, shape, directions, bearings and elevations of UFO NOT given (encircled items above). Of this given could determine if bright celestial body could have caused sighting, often as has <sup>been</sup> tear the case.*

. B-47 TRIED TO INTERCEPT OBJECT BUT WAS UNABLE DUE TO SPEED AND MANEUVERABILITY OF OBJECT.

. AIR WIV TRAFFIC WAS VERY LIGHT. *CAA conclusively identified as AM AIRLINE NO. 655*

. NONE

. NONE

PILOT STATED THAT WE WOULD FILL OUT SIMILAR REPORT ON \$\$\$. HIS FACTS WILL BE PROBABLY MORE CONCISE.

7/1557Z JUL R0MFHW

*Detailed reps recd 2502557 aza!*

*Review again, when detailed report received.*

SUBJECT: Request for Analysis - Electronic UFO Report

TO: AFCIN-4E4 FROM: AFCIN-4E1 DATE: 30 Oct 57 COMMENT NR 2  
ATTEN: Capt. G. T. Gregory AFCIN-4E1a/V. D. Bryant/jc  
72131/Bldg 263-D/Rm 14

1. This report is difficult to evaluate because there is such a mass of evidence which tends to all tie in together to indicate the presence of a physical object or UFO. With the exception of rather abrupt disappearance of returns on the electronic equipment and indication that the object traveled at relatively high speed, there are no abnormal electronic indications such as are usually present in reports of this type - extreme speeds, abrupt changes of course, etc. These abnormal indications are usually the basis for considering anomalous propagation, equipment malfunction, etc., as responsible for the "sightings".

2. The electronic data is unusual in this report in that radar signals (presumably emanating from the "object") were picked up. These intercepted signals have all the characteristics of ground radar equipment, and in fact are similar to CPS-6B. This office knows of no S-band airborne equipment having the characteristics outlined.

3. Since the type equipment on the ground (at "Utah") is not known, and since there are no "firm" correlation between the ground intercept and the sightings from the aircraft, it is impossible to make any determination from the information submitted. On the other hand, it is difficult to conclude that nothing was present, in the face of the visual and other data presented.

1. Incl  
n/c

- July 17-Amarillo, Texas-11:45pm-7 red, whirling LIGHTS with slow, irregular paths, reversing, hovering. 5 went N to S, 2 went S to N. . Passed over at regular intervals, except 2 that came together. Clear. .
- July 17-50miles E. of El Paso, Tex-3:30am(MST)-Amer. Airlines Flight #665 almost collides with huge. green UFO!(Shot E)(Fireballs mounting).

**U.S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON 25**

**NOV 8 1957**

Brig. Gen. Harold E. Watson, USAF  
Air Technical Intelligence Center  
Wright-Petterson Air Force Base, Ohio

Dear General Watson:

This will acknowledge receipt of your letter, reference number AFCIN-4E4, dated October 7, 1957, in which you requested copies of the Civil Aeronautics Administration final report of investigation of two incidents involving commercial airliners and the sighting of unidentified flying objects, which had been previously reported in local newspapers.

The first incident mentioned occurred on July 22, 1957, near Amarillo, Texas, and involved Trans World Airlines' Flight No. 21. Subsequent investigation proved that the unidentified object was another aircraft which was displaying the proper navigation lights. The true identity of this aircraft was never determined, however, it is assumed that it was a U.S. Air Force KC-97 aircraft which was known to be operating in the area at the time of the incident.

The second incident mentioned occurred on July 17, 1957, near El Paso, Texas, and involved American Airlines' Flight No. 655. Investigation of this incident definitely established the fact that the unidentified flying object was American Airlines' Flight No. 966, which had previously departed from El Paso, Texas, en route to Dallas, Texas.

Since both incidents, referred above, have been determined to involve other aircraft, it is assumed that the above information will suffice for your records.

In accordance with your request, we are establishing a procedure whereby your organization will be informed of the results of all Civil Aeronautics Administration investigations involving civilian aircraft and the sighting of unidentified aerial phenomena.

Sincerely yours,

Roy Keeley  
Director, Office of Flight  
Operations and Airworthiness



280366

HEADQUARTERS  
AIR DEFENSE COMMAND  
UNITED STATES AIR FORCE  
ENT AIR FORCE BASE, COLORADO

TEL: MELROSE 2-5511  
EXT 2220

15 AUG 1957

ADODI-B

SUBJECT: UFOB Sighting

TO: Commander  
38th Strategic Reconnaissance Squadron  
55th Reconnaissance Wing  
Forbes Air Force Base  
Kansas

Request that the officer who made a UFOB sighting over Fort Worth, Texas, on 17 July 1957, Major Lewis D. Chase, A0554018, complete the inclosed Airborne Observer's Data Sheet and return it to this Command.

FOR THE COMMANDER:

1 Incl  
Abn Observer's Data Sheet

FRED T JEEP  
Colonel, USAF  
Director of Intelligence

1st Ind  
38th Strategic Reconnaissance Squadron M (Jet) Forbes Air Force Base,  
Kansas

To: Commander, Air Defense Command, Ent Air Force Base, Colorado

Basic communication complied with.

1 Incl  
n/c  
1 Incl added  
DD Form 173. DD Form 173-1

*John A Harrison*  
JOHN A HARRISON  
Major, USAF  
Operations Officer



ADODI-B, Hq ADC, 15 Aug 57, Subj: UFOB Sighting

ADODI-B

2nd Ind

17 OCT 1957

Headquarters, Air Defense Command, Ent Air Force Base, Colorado

TO: Commander, Air Technical Intelligence Center, ATTN: AFCIN 4E4,  
Wright-Patterson Air Force Base, Ohio

1. The attached documents are forwarded to your center for analysis.
2. This Command is unable to offer any explanation for the sighting. Therefore, this sighting is being carried as unknown.
3. Request your center advise this Command of final analysis of this sighting.

2 Incls  
n/c

**ROBERT J HEFLING**  
Lt Colonel, USAF  
Acting Director of intelligence

Rec'd AFCIN-4E4  
25 Oct 1957  
10:02 AM



*17 July 1957 B-47 Sighting  
Brief Summary*

*On the 17th of July the Air Force received a priority UFO message from the Commander of a B-47, who reported that while at approximately 3:30 in the morning flying at about 30,000 west of Shreveport, Louisiana. he observed a strange flashing blue light, but could not give a definite size or shape. The object was seen intermittently, off and on, 1 1/2 hours. The which, when observed often changed from blue to white to red in color. strange light appeared to keep a distance of between 300 to 400 yards from the B-47. The B-47 chased the object over Ft. Worth, when it appeared but was unable to intercept it, because as claimed by the Aircraft if its speed and maneuverability Ground radar at Ft. Worth confirmed the presence of the object The B-47s radar, meanwhile continued tracking the object, until it disappeared in the vicinity Oklahoma City. A study radar of data that was later submitted, indicated that the aircraft radar signals had set the characteristics of grand radar equipment. Further there was no firm correlation between the ground intercept and the ground sightings. The change of colors, blue, white*

*and red, and suggestive of aircraft lights which normally, all air crews would have little trouble in recognizing. It was also strange that the objects disappeared or stopped when they had reached the large cities (Dallas, Ft. Worth-Oklahoma City)*

*In Joint review with the CAA of the data from the incident, it was definitely established by the CAA that object observed in the vicinity of Dallas and Ft. Worth was an airliner.*

JOINT MESSAGEFORM				SECURITY CLASSIFICATION				
SPACE BELOW RECEIVED FOR COMMUNICATION CENTER								
PRECEDENCE		TYPE MSG(Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE	
ACTION OO		BOOK	MULTI	SINGLE	AF	X		
INFO			X					
FROM:						SPECIAL INSTRUCTIONS		
COMSTRATRECONWG 55 FORBES AFB KANS								
TO:								
CINGSAC OFFUTT AFB NEBR								
COMAF 8 WESTOVER AFB MASS								
<p>1. ZIPPO _____ M-12 AMPLIFY CIRVIS REPORT SENT BY ADC SITE UTAH</p> <p>2. NA/NA/55SRW</p> <p>3. UNIDENTIFIED FLYING OBJECT.</p> <p>4. LACY 17</p> <p>5. 1010Z 17 JUL 57 TO 1140Z 17 JUL 57.</p> <p>6. APPROXIMATELY 3200N AND 91-30W ON A TRACK PLANNED FROM MERIDIAN, MISS. TO WACO, TEX.</p> <p>7. FIRST SIGHTED AT APPROX 32-00N AND 91-28W.</p> <p>8. ECM RECONNAISSANCE OPERATOR #NR 2 OF LACY 17, RB-47H AIRCRAFT, INTERCEPTED AT APPROXIMATELY MERIDIAN, MISSISSIPPI, A SIGNAL WITH THE FOLLOWING CHARACTERISTICS: FREQUENCY 2995 MC TO 3000 MC; PULSE WIDTH OF 2.0 MICRO-SECONDS; PULSE REPETITION FREQUENCY OF 600 CPS; SWEEP RATE OF 4RPM; VERTICAL POLARITY. SIGNAL MOVED RAPIDLY UP THE D/F</p>						DATE	TIME	
						MONTH	YEAR	
SYMBOL				SIGNATURE				
55DOI/rkg								
TYPED NAME AND TITLE (Signature, if required)								
ELWIN T. PLEWTZ, Wg Intel Officer								
PHONE 707				TYPED (or stamped) NAME AND TITLE				
SECURITY CLASSIFICATION								

**DD** FORM 1 MAY 55 **173**

REPLACES NME FORM 173, 1 OCT 49 WHICH WILL BE USED UNTIL EXHAUSTED

<b>JOINT MESSAGEFORM - CONTINUATION SHEET</b>		SECURITY CLASSIFICATION [REDACTED]	
FROM: COMSTRATRECONWG 55 FORBES AFB KANS			
<p>SCOPE INDICATING A RAPIDLY MOVING SIGNAL SOURCES; I.E. AN AIRBORNE SOURCE. SIGNAL WAS ABANDONED AFTER OBSERVATION. AT 1010Z AIRCRAFT COMDR FIRST OBSERVED A VERY INTENSE WHITE LIGHT WITH LIGHT BLUE TINT AT 11 O'CLOCK FROM HIS AIRCRAFT, CROSSING IN FRONT TO ABOUT 2:30 O'CLOCK POSITION, CO-PILOT ALSO OBSERVED PASSAGE OF LIGHT TO 2:30 O'CLOCK WHERE IT APPARENTLY DISAPPEARED. A/C NOTIFIED CREW AND ECM OPERATOR NR 2 SEARCH FOR SIGNAL DESCRIBED ABOVE, FOUND SAME APPROXIMATELY 1030Z AT A RELATIVE BEARING OF 070 DEGREES; 1035Z RELATIVE BEARING OF 068 DEGREES; 1038Z, RELATIVE BEARING 040 DEGREES. AT 1039Z A/C SIGHTED HUGE LIGHT WHICH HE ESTIMATED TO BE 5000 FEET BELOW AIRCRAFT AT ABOUT 2 O'CLOCK. AIRCRAFT ALTITUDE WAS 34,500 FEET, WEATHER PERFECTLY CLEAR. ALTHOUGH A/C COULD NOT DETERMINE SHAPE OR SIZE OF OBJECT HE HAD A DEFINITE IMPRESSION LIGHT EMANATED FROM TOP OF OBJECT. AT 1040Z ECM OPERATOR NR 2 REPORTED HE THEN HAD TWO SIGNALS AT RELATIVE BEARINGS OF 040 AND 070 DEGREES. A/C AND CO-PILOT SAW THESE TWO OBJECTS AT THE SAME TIME WITH THE SAME RED COLOR. A/C RECEIVED PERMISSION TO IGNORE FLIGHT PLAN AND PURSUE OBJECT. HE NOTIFIED ADC SITE UTAH AND REQUESTED ALL ASSISTANCE POSSIBLE. AT 1042Z ECM NR 2 HAD ONE OBJECT AT 020 DEGREES RELATIVE BEARING. A/C INCREASED SPEED TO MACH 0.83, TURNED TO PURSUE, AND OBJECT PULLED AHEAD. AT 1042 1/2Z ECM NR 2 AGAIN HAD TWO SIGNALS AT RELATIVE BEARINGS OF 040 AND 070 DEGREES. AT 1044Z HE HAD A SINGLE SIGNAL AT 050 DEGREES RELATIVE BEARING. AT 1048Z ECM NR 3 WAS RECORDING INTERPHONE AND COMMAND POSITION</p>			
SYMBOL 55DOI/rkg	PAGE NR.	NR OF PAGES 2	SECURITY CLASSIFICATION TIALS 4 [REDACTED]
			INI-

**DD** FORM 1 MAY 55 **173-1**

<b>JOINT MESSAGEFORM - CONTINUATION SHEET</b>		SECURITY CLASSIFICATION [REDACTED]	
FROM: COMSTRATRECONWG 55 FORBES AFB KANS			
<p>CONVERSATIONS. ADC SITE REQUESTED AIRCRAFT TO GO TO IFF MODE III FOR POSITIVE IDENTIFICATION THEN REQUESTED POSITION OF OBJECT. CREW REPORTED POSITION OF OBJECT AS 10NM NORTH WEST OF FT WORTH, TEXAS, AND ADC SITE UTAH IMMEDIATELY CONFIRMED PRESENCE OF OBJECT ON THEIR SCOPES. AT APPROXIMATELY 1050Z OBJECT APPEARED TO STOP AND AIRCRAFT OVERSHOT. UTAH REPORTED THEY LOST OBJECT FROM SCOPES AT THIS TIME AND ECM NR 2 ALSO LOST SIGNAL. AIRCRAFT BEGAN TURNING, ECM NR 2 PICKED UP SIGNAL AT 160 DEGREES RELATIVE BEARING, UTAH REGAINED SCOPE CONTACT AND A/C REGAINED VISUAL CONTACT. AT 1052Z ECM NR 2 HAD SIGNAL AT 200 DEGREES RELATIVE BEARING, MOVING UP HIS D/F SCOPE. AIRCRAFT BEGAN CLOSING ON OBJECT UNTIL THE ESTIMATED RANGE WAS 5NM. AT THIS TIME OBJECT APPEARED TO DROP TO APPROXIMATELY 15,000 FEET ALTITUDE AND A/C LOST VISUAL CONTACT. UTAH ALSO LOST OBJECT FROM SCOPES. AT 1055Z IN THE AREA OF MINERAL WELLS, TEXAS, CREW NOTIFIED UTAH THEY MUST DEPART FOR HOME STATION BECAUSE OF FUEL SUPPLY. CREW QUERIED UTAH WHETHER A CIRVUS REPORT HAD BEEN SUBMITTED AND UTAH REPLIED THE REPORT HAD BEEN TRANSMITTED. AT 1057 ECM NR 2 HAD SIGNAL AT 300 DEGREES RELATIVE BEARING BUT UTAH HAD NO SCOPE CONTACT. AT 1058Z A/C REGAINED VISUAL CONTACT OF OBJECT APPROXIMATELY 20NM NORTHWEST OF FT WORTH, TEXAS, ESTIMATED ALTITUDE 20,000 FEET, AT 2 0' CLOCK FROM AIRCRAFT. AT 1102Z AIRCRAFT TOOK UP HEADING FOR HOME STATION. THIS PLACED AREA OF OBJECT OFF THE TAIL OF AIRCRAFT. ECM NR 2 CONTINUED TO D/F SIGNAL OF OBJECT BETWEEN 180 AND 190 DEGREES RELATIVE BEARING UNTIL 1140Z WHEN AIRCRAFT WAS APPROXIMATELY ABEAM</p>			
SYMBOL 55DOI/rkg	PAGE NR. 3	NR OF PAGES 4	SECURITY CLASSIFICATION [REDACTED]      INITIALS

**DD** FORM 1 MAY 55 **173-1**

<b>JOINT MESSAGEFORM - CONTINUATION SHEET</b>		SECURITY CLASSIFICATION [REDACTED]	
FROM: COMSTRATRECONWG 55 FORBES AFB KANS			
<p>OKLAHOMA CITY, OKLAHOMA. AT THIS TIME SIGNAL FADED RATHER ABRUPTLY. 55SRW DOI HAS NO DOUBT THE ELECTRONIC D/F'S COINCIDED EXACTLY WITH VISUAL OBJERVATIONS BY A/C NUMEROUS TIMES THUS INDICATING POSITIVELY THE OBJECT BEING THE SIGNAL SOURCE.</p> <p><i>See item 44 of Radar Questionnaire for track plots of B-47 and UFO.</i></p> <p><i>Maneuvers of object rule out balloons, astronomical bodies and meteors. Another (ADC) plane in the area "playing tag" with the B47 ?</i></p> <p><i>See CAA report</i></p>			
SYMBOL 55DOI/rkg	PAGE NR. 4	NR OF PAGES 4	SECURITY CLASSIFICATION TIALS [REDACTED]
DD FORM 173-1 1 MAY 55			INI-





<p>5. Aircraft identification</p> <p>a. Type aircraft <u>RB-47H</u></p> <p>b. Serial No. <u>53-4305</u></p> <p>c. Home Station <u>Forbes AFB,</u> <u>Kansas</u></p>	<p>6. Flight Data</p> <p>a. Heading <u>265 deg</u> <input type="checkbox"/> Mag <input checked="" type="checkbox"/> True <input type="checkbox"/> Compass</p> <p>b. Ind. Altitude <u>34,500'</u></p> <p>c. Ind. Airspeed <u>258</u> <input checked="" type="checkbox"/> Knots <input type="checkbox"/> MPH</p>
<p>7. Was an attempt to detect the object on airborne radar made? (Circle one)</p> <p><input checked="" type="radio"/> Yes      No      No Radar      Radar inoperative</p> <p>a. If YES, describe: <u>unsuccessful</u></p> <p>_____</p> <p>_____</p>	
<p>8. Was an intercept attempted? (Circle one)      <input checked="" type="radio"/> Yes      No</p>	
<p>9. Were photographs taken? (Circle one)      Yes      <input checked="" type="radio"/> No</p> <p><u>Object was tracked on ECM equipment and radar scope pictures taken</u></p>	
<p>10. Were any other aircraft seen in the area? (Circle one)      Yes      <input checked="" type="radio"/> No</p> <p>a. If YES, was any attempt made to contact them?      Comments: _____</p> <p>_____</p> <p>_____</p>	
<p>11. Were any nearby ground stations contacted during or soon after the sighting? (Circle one)      <input checked="" type="radio"/> Yes      No      Comments: _____</p> <p><u>"UTAH" GCI was contacted</u> <u>and tracked object</u></p> <p>_____</p> <p>_____</p>	

12. Were any unusual disturbances noted on the compass or radio? (Circle one) <input checked="" type="radio"/> Yes    No    Comments: _____ <u>Object tracked with D/F equipment</u> <u>aboard this type aircraft-signal analyzed.</u>	
13. Was any turbulence noted?    (Circle one)    Yes <input checked="" type="radio"/> No Comments: _____ _____	
14. Estimate how long you saw the object. <u>1</u> <u>30</u> ( <u>OFF &amp; ON</u> ) Hours    Minutes    Seconds <u>at intervals</u> Circle one of the following to indicate how certain you are of your answer to Question 14. <input checked="" type="radio"/> a. Certain    b. Fairly certain    c. Not very sure    d. Just a guess	
15. Did you observe the object through any of following? a. Eyeglasses    Yes <input checked="" type="radio"/> No b. Sun glasses    Yes <input checked="" type="radio"/> No c. Other <u>No.</u>	
16. What was the condition of the sky? (Circle one) a. Bright daylight    d. Just a trace of daylight b. Dull daylight    e. No trace of daylight c. Bright twillight    f. Don't remember <u>(Night)</u>	
17. If you saw the object during daylight, twillight, or dawn, where was the sun located as you looked at the object? (Circle one) a. In front of you    d. To your left b. In back of you    e. Overhead c. To your right    f. Don't remember <u>(N/A)</u>	



24. Did the object:	(Circle one for such question)
a. Appear to stand still at any time	<input checked="" type="radio"/> Yes. No. Don't know
b. Suddenly speed up and rush away at any time	<input checked="" type="radio"/> Yes. No. Don't know
c. Break up into parts or explode?	Yes. <input checked="" type="radio"/> No. Don't know
d. Give off smoke?	Yes. No. <input checked="" type="radio"/> Don't know
e. Change brightness?	<input checked="" type="radio"/> Yes. No. Don't know
f. Change shape?	Yes. No. <input checked="" type="radio"/> Don't know
g. Flicker, throb, or pulsate?	Yes. No. <input checked="" type="radio"/> Don't know
25. Did the object move behind something at anytime, particularly a cloud? (Circle one) Yes. <input checked="" type="radio"/> No. Don't know. If you answered YES, then tell what it moved behind. _____ _____	
26. Did the object move in front of something at anytime, particularly cloud? (Circle one) Yes. <input checked="" type="radio"/> No. Don't know. If you answered YES, then tell what it moved in front of. _____ _____	
27. The edge of the object were: (Circle one) a. Fuzzy or blurred <input checked="" type="radio"/> b. Like a bright star    c. Sharply outlined d. Don't remember    e. Other <input type="checkbox"/> <u>(Appeared as a bright light)</u>	
28. Describe in a few words the color of the object. <u>When passing in front of our aircraft it appeared as a bright bluish-white light.</u> <u>When above the object it appeared as a bright light with a reddish tinge.</u>	
29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. <u>(unable)</u> feet.	

30. Do you think you can estimate the speed of the object?  
 (Circle one)  Yes No *Extremely slow,  
 to 700*  
 If you answered YES, then what speed would you estimate? 700 MPH.

31. Do you think you can estimate how far away from you the object was?  
 (Circle one)  Yes No  
 If you answered YES, then how far away would you say it was? 4,000 feet.

32. Try to estimate the number of degree the object was from true North (Azimuth).  
 32.1 When it first appeared: 240 degrees.  
 32.2 When it disappeared: 360 degrees.

33. If there was more than one object, than how many were there? ?  
 Draw a picture of how they were arranged, and put an arrow to show the  
 direction that they were traveling.  
*(See narrative)*

34. How large did the object or objects appear as compared with one of the  
 following objects held in the hand and at arm's length? (Circle one)

a. Head of a pin	e. Quarter	i. Grapefruit
b. Pea	f. Half Dollar	j. Basketball
c. Dime	g. Silver Dollar	k. Other <u>?</u>
d. Nickel	h. Baseball	

35. Circle one of the following to indicate how certain you are of your answer  
 to Question 34.

a. Certain    b. Fairly certain    c. Not very sure    d. Uncertain ?

36. How did the object or objects disappear from view: \_\_\_\_\_  
*Light went out*

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37. What direction were you looking when you first saw the object? (Circle one)

a. North	c. East	e. South	<input checked="" type="radio"/> g. West
b. Northwest	d. Southeast	f. Southwest	h. Northwest

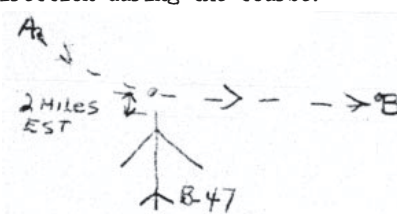
38. What direction were you looking when you last saw the object? (Circle one)

<input checked="" type="radio"/> a. North	c. East	e. South	g. West
b. Northwest	d. Southeast	f. Southwest	h. Northwest

39. Draw a picture that will show the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

*Nothing but fast moving light was visible.*

40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



The diagram shows a path starting at point 'A' in the upper left. A dashed line with an arrow points south from 'A'. At the end of this segment, there is a small circle. From this circle, a horizontal dashed line with an arrow points east. To the left of this horizontal segment, the text '2 Miles EST' is written. The horizontal segment ends at point 'B' in the upper right. Below the horizontal segment, there is a vertical line with a horizontal tick mark at the bottom, labeled 'B-47', representing a road.

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, or objects which when placed up in the sky would give the same appearance as the object which you saw.

*Again no size or dimension could be determined. Only the light.*

42. Was this the first time that you had seen an object or objects like this? (Circle one)  Yes.  No. If you answered no, then when, where, and under what circumstances did you see other ones? \_\_\_\_\_

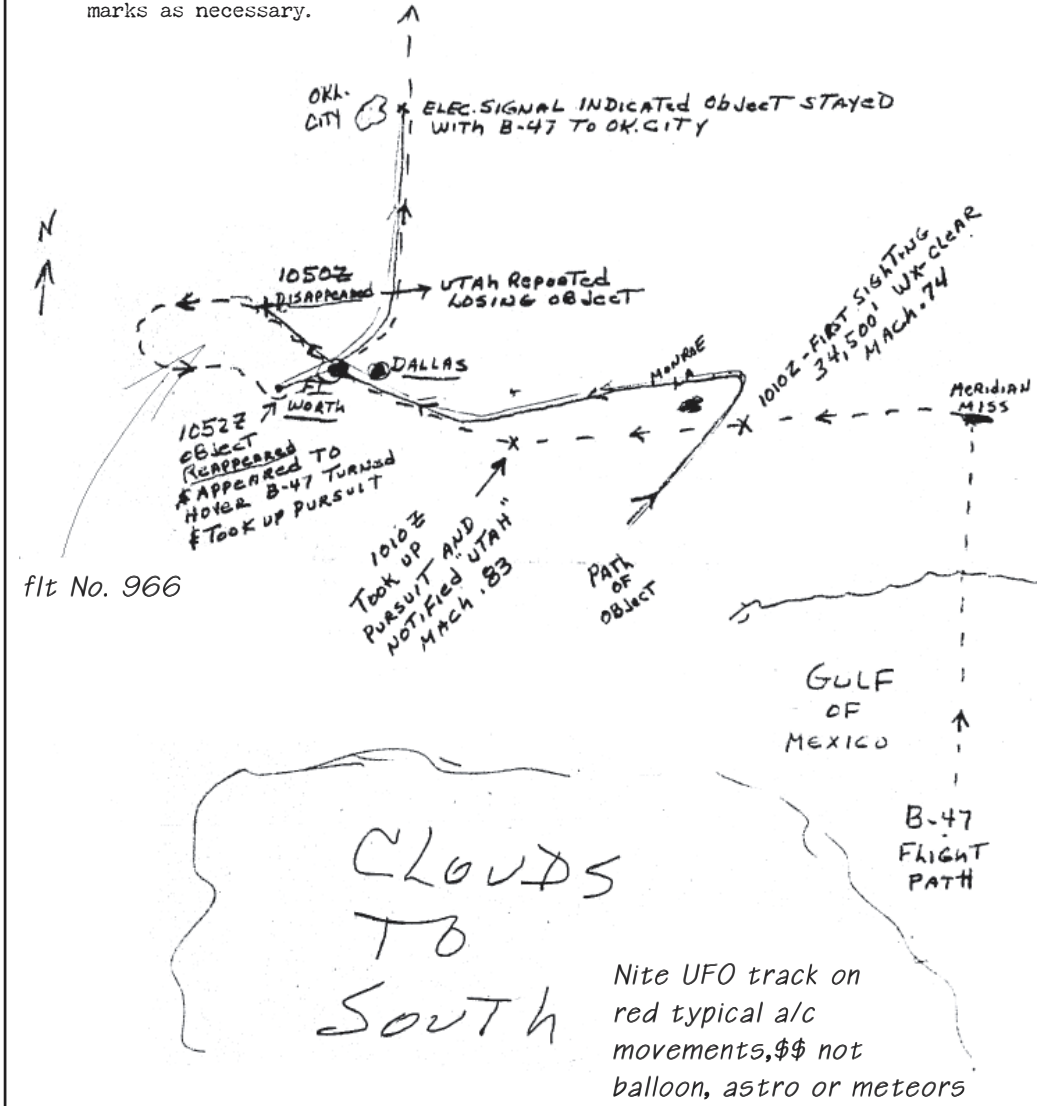
43. In your opinion what do you think the object was and what might have caused it?

*Some object or energy source that had the ability to move at a much higher velocity than the B-47. Solidity of the object confirmed by tracking from ground by "UTAH", the GCI site.*



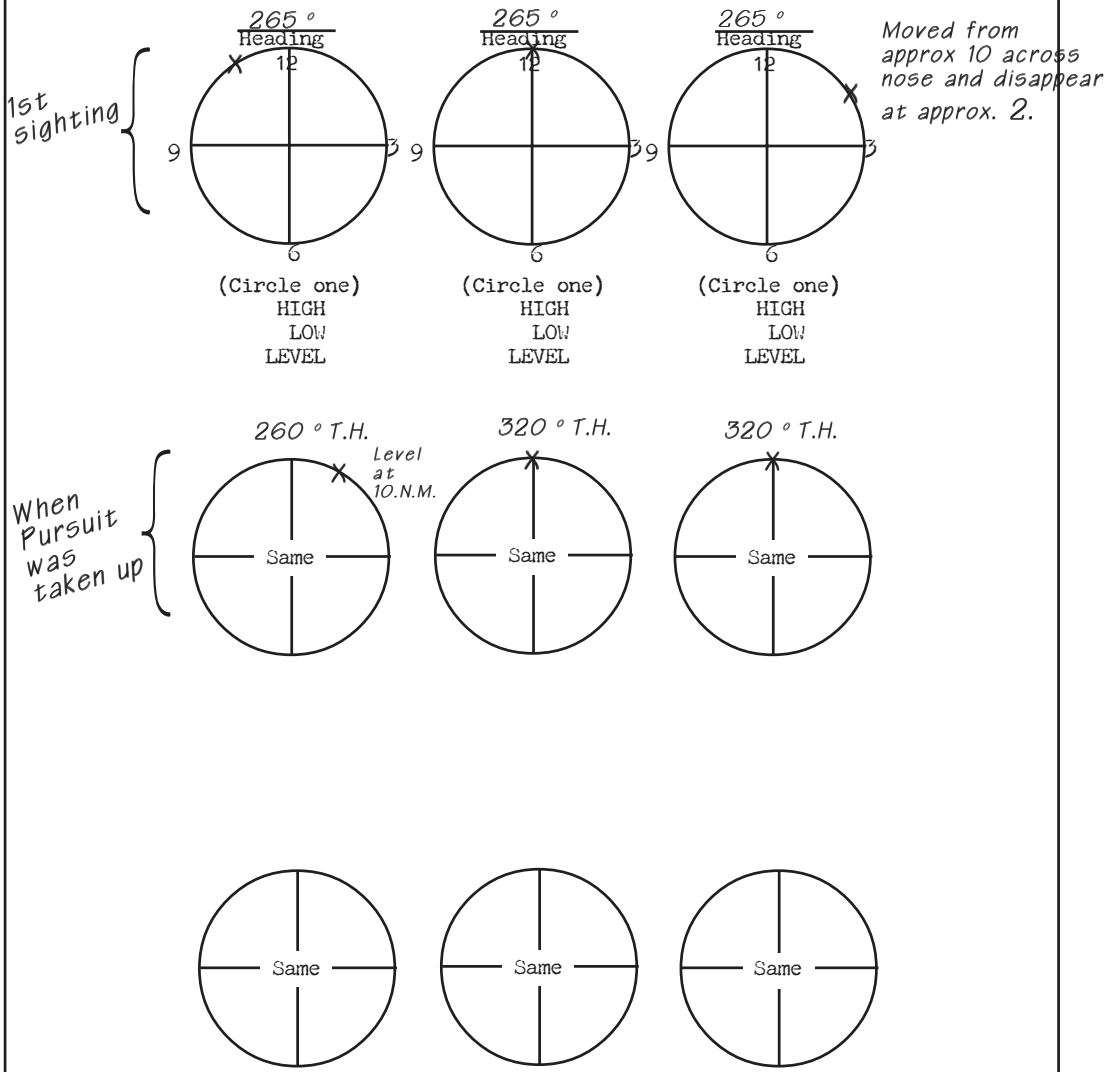
44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.



Nite UFO track on red typical a/c movements, \$\$ not balloon, astro or meteors possible that ground radar picking up B-47 as separate return?

45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.





46. Please give a brief narrative account of sighting and any other additional data or comments.

See Inclosure #2.



47. Please give the following information about yourself:

NAME Maj. Chase Lewis Dormon  
Last Name First Name Middle Name

ADDRESS 38th S.R.S Forbes AFB, Kansas  
Street City Zone State

TELEPHONE NUMBER 8101 (Extension)

What is your present job? Aircraft Commander on RB-47H

Age 35 Sex M

Please indicate any special educational training that you have had.

- |   |  |
|---|--|
| a. Grade School <input checked="" type="checkbox"/> | e. Technical School _____                            |
| b. High School <input checked="" type="checkbox"/>  | (Type) _____   |
| c. College <input checked="" type="checkbox"/>      | f. Flying School <input checked="" type="checkbox"/> |
| d. Post graduate _____                              | g. Other special training _____                      |

48. Date you completed this questionnaire?:

10 Sept 57  
Day Month Year

14 January 1972

Mr. Philip J. Klass  
Aviation Week & Space Technology  
McGraw-Hill, Inc.  
Rm 425, National Press Bldg.  
Washington DC 20004

Dear Mr. Klass

I lack the technical background for full appreciation of your detailed account of the RB-47 UFO case, but the explanation you derive from your detailed analysis of the evidence provides a reasonable explanation.

Thank you for sending us copies of your report.

Sincerely

MAURER MAURER  
Chief, Historical Research Division

Copy to: Blue Book Case File