

1092.		Nov. 19 [16?], 1954. 130 miles ESE of New Orleans, Louisiana. 9:04 p.m. Crew of National Airlines Flight 918 at 17,500 ft en route from New Orleans to Tampa, Flor., heading about 105°, saw a light flashing blue and white moving up and down directly in front at an unknown distance for 3-5 mins when it moved to the NE out of sight. (Sparks; NARCAP; McDonald list; Mary Castner/CUFOS)	3-5 mins			radar?
1093.	3331	Nov. 19, 1954. Corvallis, Oregon. 4:15 p.m. P. J. Gunn, assistant professor of art at Oregon State University and ex-USN aviation cadet, saw a bright white light hover 8.5-9 mins, then cross 20° of sky in 3-3.5 mins. (Sparks; Berliner)	12 mins	1		prof
1094.	3341	Nov. 28, 1954. Manila, Philippines. 10:50 a.m. An anonymous medical doctor saw a flat-bottomed, domed object 65-70 ft across, 18-20 ft high, bright orange with yellow discs attached and an exhaust trail, which flew N, stopped, reversed its course. (Sparks; Berliner)	4 mins	1		
1095.		Dec. 2, 1954. Spanish Morocco. (Sparks; McDonald list)				
1096.	3352	Dec. 3, 1954. Gulfport, Mississippi. 12:12 p.m. Mr. and Mrs. S. P. Mellen saw a translucent grey, round, flat object rotating on its vertical axis at high rate. (Sparks; Berliner)	30 secs	2		
1097.	3356	Dec. 7, 1954. Cape Province, South Africa. 1:15 p.m. Weather officer, using a theodolite, saw a white, semi-circular, flat object with a dome fly from W to E, then turned N. (Sparks; Berliner)	7 mins	1		theodolite; weather officer
1098.		Dec. 23, 1954. NE of Nogales, Ariz. Pilot flying F-86 fighter chased a light emitting red and green flashes. (Sparks; Weinstein)		1		
1099.		Dec. 29, 1954. San Diego, Calif. Daytime. Crew flying B-47 saw 2 objects pass the plane. (Sparks; Weinstein; BB files??)		1+ ?		
1100.	3382	Jan. 1, 1955. 30 miles E [W?] of Cochise, New Mexico. 6:44 [5:44?] a.m. Instructor [Capt. D. F. Ritzdorf ?] and student pilot [F. W. Miller?] flying USAF B-25 bomber/trainer saw a metallic disc, shaped like two pie pans face-to-face, 120-130 ft diameter, pace the B-25, showing both its edge and its face. Only item in case file was summary form. [See Feb. 1, 1955, incident.] (Sparks; Berliner; cf. NARCAP)	5-7 mins	2		USAF instructor pilot
1101.		Jan. 14, 1955. Bet. Virginia and Kansas. 6 p.m. Airliner pilot saw a dark object leaving a contrail. (Sparks; Project 1947)		1?		
1102.		Jan. 19, 1955. Pacific Ocean. 8:10 a.m. U.S. military pilot saw a white-reddish globular object flying level with the aircraft. (Sparks; Project 1947)		1?		
1103.	3401	Jan. 26, 1955. Lakeland, Florida. 6:15 p.m. J. M. Holland saw a black smoke trail make a circle. There was an explosion and some objects fell. No further information in file. (Sparks; Berliner)		1		

1104.		Jan. 29, 1955. Winterset near Des Moines, Iowa. 9:07 p.m. (CST). Iowa Air National Guard pilots, Major A. Packer and Lt. D. Myers with 132nd Fighter Bomber Group flying a T-33A jet (s/n 52-9590) heading 30° at 290 knots (330 mph) saw a white light flashing at a set rate, no trail, on a direct headon collision course in level flight at 20,000 ft. At the last instant the object rose and flew over the jet, climbing rapidly to 35,000 ft. When the pilot tried to chase the object it out climbed and out turned him, seemingly using radar or similar means to track the T-33A so as to employ highly maneuverable tactics at "excess" speed and altitude. (Sparks; Project 1947; NARCAP)	25 secs	2	3	
1105.		Jan. 31, 1955. Fuju [?], Japan. 1:33 p.m. U.S. military pilots saw a white circular object, no trail, moving against the wind. (Sparks; Project 1947)		2?		
1106.	3414	Feb. 1, 1955. 20 miles E of Cochise, New Mexico. 7:55 [6:55?] p.m. Instructor Capt. D. F. Ritzdorf and aviation cadet F. W. Miller flying TB-25 bomber/trainer (s/n 44-86894) at 13,000 ft and ground speed 238 mph saw a very bright round object with red and white hues approach then hover off the left wing of the TB-25 for 5 mins about 5° above horizontal. Object climbed rapidly on a parallel flight track to disappearance in 3 mins. [See Jan. 1, 1955, incident.] (Sparks; Berliner; NARCAP)	8 mins	2	12-20	USAF instructor pilot
1107.	3416	Feb. 2, 1955. Miramar NAS, Calif. 11:50 a.m. USN Cdr. John L. Ingersoll saw a highly polished sphere with reddish-brown coloring about 3-5 miles to the S falling erratically about 300-500 ft/min. Object off-white in color with highly polished surface reflecting sunlight, at 10,000-20,000 feet. Object stopped about 5 to 10 seconds at about 3,000-5,000 feet, suddenly changed from white to reddish brown and instantly accelerated to an estimated 1,000-1,500 mph on a heading of 170° leaving short brown vapor trail. Estimated size 25-35 feet diameter possibly as large as 100 ft. (Sparks; Berliner; NICAP website)	15-27 + secs	1	1/5 to 1/2 ??	
1108.		Feb. 3 (or 7), 1955. Knights Landing, Calif. 4:30 p.m. (PST). Electronic technician and civilian pilot George M. Allender sighted from the ground a large 350 to 500 ft size delta-wing or flying wing type aircraft in the NW headed towards him at about 2,500 to 4,000 ft altitude and about 2,500 ft ground distance. No exhaust, no smoke, no markings, no visible means of propulsion. Object climbed vertically about 34,000 ft in 20 secs to 38,000 ft, then accelerated ahead of a flight of about 7 jets (possibly F-86's) flying SE from his NW at about 600 mph, then object dove about 37,000 ft in 12 secs to about 1,000 ft altitude. Object could almost hover motionless and reach speeds of 2,000 mph. (Sparks)	4-5 mins	1	[10 ?]	
1109.		Feb. 7, 1955. Harrisburg, Penna. 10:18 a.m. Flying Tiger pilot saw a brilliant object flash off to the S. (Sparks; Project 1947)		1?		
1110.		Feb. 7, 1955. Ft. Wayne, Indiana. 7:55 p.m. American Airlines Flight 266 crew saw 5 star-like objects appear intermittently motionless then moving. (Sparks; Project 1947)		1+ ?		

1111.	3427	Feb. 10, 1955. Bethesda, Maryland. 10:03 p.m. E. J. Stein, model maker at U.S. Navy ship design facility, saw an object, shaped like a small portion of the bottom of the Moon, with a radiant yellow color, hover for 30 seconds. The bottom changed to a funnel shape. (Sparks; Berliner)	1.5-2 mins	1		
1112.		Feb. 11, 1955. Ryukyu Islands, S Japan. 10:15 a.m. USAF MATS crew flying C-124 transport saw a yellow or amber object shaped like a Jack o lantern flying 1,000 mph. (Sparks; Project 1947)		1+ ?		
1113.		Feb. 17, 1955. Blackstone, Virginia. USAF pilot in flight saw an extremely large light-blue object at 35,000 ft. (Sparks; Project 1947)		1 ?		
1114.		March 2, 1955. Huntley, Illinois. 5:00 p.m. Car was followed by 3 elongated "balloons," each showing 8 red lights and about 20 ft long. (Sparks; Vallée Magonia 362)	10 mins			
1115.		March 16 [17?], 1955. 35 miles N of Salton Sea [or Ripley?], Calif. 9:24 a.m. USAF SAC pilot flying B-47 saw a silver circular object on a steady course S fading in the distance. (Sparks; Project 1947)		1 ?		

1116.		<p>March 20, 1955. Johnson AFB, Tokyo, Japan. 4:21 p.m. CPS-1 air traffic control radar of the USAF 1954th AACS Sq, Johnson AFB, Tokyo RATCC, detected 4 unidentified targets due N at about 32 miles, then after adjusting manual scan found 16 unidentified targets in 6 separate formations N of base at ranges of about 20 to 28 miles, which slowly moved [about 50 mph] from radar scope azimuth 0° to 20° while heading about 145° over 10 mins until 4:31 p.m. F-86D was scrambled from Yokota AFB (about 30 mi ENE of Tokyo airport and RATCC) at 4:32, piloted by USAF 1st Lt. G. D. Merrick, takeoff at 4:36, heading N (350°) at 10,000 ft then W then S then N on a search pattern [roughly around the Yokota AFB] since ADC control site “Butterfly” at Chiba Peninsula did not detect targets on radar. Meanwhile targets on CPS-1 ground radar had become erratic, leaving trails on radar scope like jet aircraft, then became almost stationary at 4:35. USAF 5th AF went on Yellow Alert due to radar tracks. About 4:51 the F-86D pilot while heading N on the search pattern detected on airborne radar 2 unidentified targets at 45° azimuth (NE), then turned towards them but lost the targets. The F-86D radar then picked up another target at 30° at 22 miles and headed towards it on afterburner at about 560 mph, with closure rate 100-175 knots. F-86D got radar lock-on at 15 miles, closed on UFO to closest range 2.5 to 3 miles, was within 15 secs of firing position, dropped afterburner to not overtake too quickly, but UFO began to accelerate to 50 knots faster than the F-86D despite the pilot going on afterburner again. When the UFO pulled out to 7 miles range it made a left turn, the F-86D turned to follow, then the UFO made 90° right turn and F-86D followed, back onto 20° (~N) heading. ADC site “Butterfly” cleared F-86D pilot to fire on the UFO. UFO began climbing while F-86D closed to 5 miles and climbed to 16,000 ft on afterburner to follow, overshoot the UFO, leveled off altitude of 15,000 ft then went into a shallow dive back to 15,000 ft reaching Mach 0.98 (~650 mph). UFO then began to pull away to 9 miles range, increasing speed to 200 knots faster than the F-86D [or ~880 mph supersonic], then gradually turning left 45° while pulling away to 15 miles range, breaking the F-86D’s radar lock, and pilot broke pursuit at ~5:05 p.m. No visual confirmations, and no direct correlation of specific ground and air radar targets due to lack of specific reporting. (Sparks; Project 1947; NICAP)</p>	~44 mins	2+		ground and air radar
1117.		<p>March 24, 1955. Ryukyu Islands, S Japan. 2:30 [2:13?] p.m. Beechcraft pilot instructor and student pilot saw a hat-shaped object with 3 windows on top section, change color from white to orange, fly under and around their plane. Instruments failed and engine sputtered, pilot dove the plane to evade the object but it kept pace. 2 jets scrambled from Kadena AFB. (Sparks; NARCAP; Project 1947)</p>		2		EM; pilot instructor
1118.		<p>March 29, 1955. Sonoma and Soledad, Calif. 7:35/7:38 p.m. (PST) McGrath (GOC observer) and Brown. (Sparks; McDonald list)</p>	30 secs			
1119.		<p>April 6, 1955. Beaumont, Calif. 7:45 p.m. (PST) Briggs. (Sparks; Hynek UFO Rpt p. 44; Saunders/FUFOR Index)</p>	2 mins	1	8	

1120.		April 19 ?, 1955. Japan? Radar interference. (Jan Aldrich; AFOIN files)				
1121.		April 21, 1955. 3 miles NE of Moisant Airport, New Orleans, Louisiana. 10 [4?] p.m. Air National Guard pilot Ponticelli flying L-19 aircraft saw a bright silver delta-shaped object. (Sparks; Project 1947; Saunders/FUFOR Index)	1+ min	1?		
1122.		April 28, 1955. Dahlgren, Virginia. 1:20 p.m. (EST). Conlon. (Sparks; McDonald list)	90 mins	multi ple?		
1123.	3517	April 30, 1955. Travis County, Texas. 7:30 a.m. USAF Wing Intelligence Officer Maj. L. J. Pagozalski saw 4 black objects in a cluster make a whooshing sound like a zephyr. (Sparks; Berliner)	2-3 secs	1		
1124.	3523	May 4, 1955. Keflavik Airport, Iceland (63°58.7' N, 22°35.8' W ?). 12:38 p.m. USAF Lt. Col. E. J. Stealy and 1st Lt. J. W. Burt saw about 10 round, white objects, one of which left a brief smoke trail, flying in an irregular formation, some of them making erratic movements. (Sparks; Berliner; Saunders/FUFOR Index)	5-8 secs	2		
1125.		May 12 [11?], 1955. Thurmon, Colo. 1:06 a.m. [6:06 p.m. MST?] Crew of American Airlines DC-7 saw an object flying on a SE course at 20,000 ft. (Sparks; Project 1947; Saunders/FUFOR Index)				
1126.		May 13, 1955. Duluth, Minn. 8:30 p.m. (CST) (McDonald list)				
1127.		May 14, 1955. USSR coast Sea of Japan. HF jamming and SIGINT (?). (Jan Aldrich; AFOIN files)				
1128.	3565	May 23 [23-24?], 1955. Cheyenne, Wyoming (41.13° N, 104.80° W). 12 midnight. USAF Airman/Basic I. J. Shapiro and E. C. Ingber saw 2 slender, vertical rectangles low on the horizon, and two ovals with tops, dark, with dark blue illumination, which flew higher. (Sparks; Berliner; Saunders/FUFOR Index)	5+ mins	2		
1129.		June 1, 1955. N Canada. RB-47 onboard APG-32 gun-control radar and/or radar jamming case. (Sparks)				radar
1130.		June 2, 1955. N Canada. RB-47 onboard APG-32 gun-control radar and/or radar jamming case. (Sparks)				
1131.		June 4, 1955. Melville Sound, N Canada. 0030 (GMT). RB-47 crew sighted "glistening silver metallic" object and "obscured by contrails" confirmed by onboard APG-32 gun-control radar tracking of target at 7,000 yards range (4 miles) from 0030 to 0039 GMT. Object stayed "low and to the rear of the RB-47" until the UFO "broke off contact to the north with an increase in speed." Gun camera photos. (Sparks)	9+ mins	several		RV + photos

1132.		<p>June 4, 1955. Parker, Ariz. (34.15° N, 114.3° W) & near Vidal, Calif. (34.1° N, 114.5° W). 7:50 p.m. (PDT). GOC observation post observer in Parker, Ariz., sighted round object in the W traveling to the W, using binoculars, appeared red on bottom, white or pale yellow in middle, blue or green on top, disappeared suddenly after 3 mins. Near Vidal, Calif. (about 13 mi W or about 260° from Parker, Ariz.) USAF flight instructor 1st Lt. B. E. Beecroft, Laredo AFB, flying T-33 trainer, with student cadet, heading 260° at 20,000 ft at 350 knots (400 mph), saw an “extremely large” white star-like stationary object high in the W that suddenly disappeared after 3 mins. Noted extreme variations in magnetic compass and slave gyro as they approached UFO location, with precession of 20° per 12 miles of flight when nearing Vidal, Calif., reaching 320° apparent (but false heading) when 30-40 miles W of Vidal, and continued until landing at Norton AFB, San Bernardino, Calif. Radar station 751st ACWRON, Mt. Laguna, Calif., noted that on nights of June 2 and 3, 1955, other aircraft approaching Vidal, Calif., experienced severe compass problems requiring radar control directions to avoid serious accidents. (Sparks; BB files; NICAP website; Project 1947)</p>	3 mins	3		EM, binoculars
1133.		<p>June 7, 1955. N Canada. RB-47 onboard APG-32 gun-control radar case. (Sparks)</p>				
1134.		<p>June 8, 1955. S of Bathurst Island, N Canada. 2044 (GMT). RB-47 crew detected UFO briefly on the onboard APG-32 gun-control radar, visual contact was made for 20 minutes from 2044 to 2104 GMT, object trailing behind RB-47 at about 5-10 miles range. Second RB-47 some 80 miles behind the first spotted the contrail left behind as the UFO disappeared. (Sparks)</p>	20+ mins	several		RV
1135.		<p>June 26, 1955. Holt, Florida. Civilian and military witnesses. (Sparks; Hynek UFO Rpt p. 45)</p>		several		
1136.		<p>July 1, 1955. China Lake, Calif. (Sparks; McDonald list)</p>				

1137.		<p>July 5, 1955. Newfoundland, Canada. 3:00-3:56 a.m. (AST). At 3:00 a.m., USAF 97th Air Refueling Sq pilot Lt. Homer H. Speer and copilot Lt Paul Daily of KC-97 callsign Archie 29, and pilot Lt. Robert W. Schneck and copilot Lt. David Cueldner (sp?) of KC-97 Archie 91, both planes at 20,000 ft on a refueling mission out of Harmon AFB (48°32.7'N, 58°33.0'W), saw 2 bright objects at 49°10' N, 59°50' W, at 20,000 ft appearing stationary. They reported sighting to Harmon at 3:05, made contact with radar site, 2nd Lt. Charles H. Denney, Senior Director, USAF ADC site N-23 (Air Defense Direction Center, 640th AC&W Sq, Harmon AFB, Stephenville, Newf., CPS-6B search and height-finder radar, TPS-502 backup height-finder, at 48°35.3' N, 58°40' W). Radar painted object at 3:07 with intermittent contact till 3:56 (also 4-5 additional objects). Archie 29 KC-97 in best position to close on object ordered to do so by Harmon, position 290° from radar site at about 80 miles, 10 o'clock to KC-97 [inconsistent with lat-long coords]. Objects started moving to NE at 50° true heading accelerating to 275 knots (300 mph) faster than Archie 29 KC-97. After object reversed course to S heading, pilot Lt. Speer of Archie 29 reached closest approach to 18 miles distance, maintained visual contact with object calling direction changes of object to radar site by radio, changes correlated exactly with those painted on scope by controller. Brief height-finder radar contact at 35,000 ft. Object began climbing at 3:38 a.m. and fighters scrambled, no radar or visual contact made. Speer lost sight of object at about 40,000-50,000 ft. Radar then tracked object accelerating to 1,600 knots (1,800 mph) moving off to NE. At same times radar also painted 5 smaller objects at 5,000-10,000 ft (briefly detected on height-finder) and thus below the KC-97's at 30° true [heading??], 60 miles from radar, [inconsistent with other coords] moving very fast, changing direction and azimuth, jumping on and off scopes, forming circular pattern, changing to line abreast, traveling 10-20 miles then changing direction, speed 1,500+ knots (1,700+ mph). Radar tracked about 4 objects at point of initial sighting on 40° true heading, speed 300 knots (350 mph). Objects at 3:40 a.m. at 50°10' N, 57°50' [?] W. One C-119 aircraft en route from Goose Bay passed within 5 miles of the objects, not known if seen. Radar targets confirmed by 1st Lt. Anthony G. Scarpace (sp?), Ground Electronics Officer of 670th ACW Sq, who found radar operating properly and no inversion effects present. Investigated by NEAC AFSSO (AF Special Security Office), reported to AFSS (NSA subunit not to be confused with AFSSO compartmented security agency), NSA and CIA. (Sparks; CIA, AF, NSA FOIA; Project 1947)</p>	56 mins	11+		RV
1138.		<p>July 11, 1955. Toulon, France. Daytime. Military pilot of C-47 transport saw a round reddish-orange light changing color to bright white, no trail. (Sparks; Project 1947)</p>		1?		
1139.		<p>July 20, 1955. Portland, Oregon. 2 fighter pilots and GOC ground observers saw a round object with a silver lower part climb when fighters approached. (Sparks; Weinstein; BB files??)</p>		2?		

1140.		July 25, 1955. Near Syracuse, New York (43.05° N, 76.15° W). 5:22 a.m. [12:22 a.m. EST ?] Pilot flying F-86 fighter saw an orange object. (Sparks; Project 1947; Saunders/FUFOR Index)		1?		
1141.		July 26, 1955. Kansas City, Kansas. 9:34 p.m. [3:34 p.m. CST ?] USAF pilot flying B-47 bomber saw a round object, no trail. (Sparks; Project 1947; Saunders/FUFOR Index)	1 min	1?		
1142.	3673	July 29, 1955. Columbus, Nebraska. 10:45 p.m. (CST) Morrice Raymond saw 4 orange flashing lights and a white flashing light move up and down like yo-yos. (Sparks; Berliner; Saunders/FUFOR Index)	5-6 mins	1		
1143.		Aug. 2, 1955. NW Fresno, Calif. 1:30 p.m. (PST). US Weather Bureau observer Langer at Fresno Airport sighted a bright, silvery metallic circular UFO sharply outlined against the blue sky, with no shadows or markings, crossing the field of view of his balloon-tracking theodolite, which he then trained on the UFO to track its steady motion. UFO was brighter than the white 5 ft pilot balloon he had been tracking at 27,000 ft in the theodolite, with about ¼ to 1/5 the apparent size of the balloon. Langer's impression was that UFO was farther and higher than the balloon but he could not be sure, possibly moving from the NE (in a different direction than the balloon) at 80-130 knots if at 40,000 ft MSL or 120-200 knots if at 60,000 ft MSL. Lost UFO after ½ minute when he had to return to tracking the balloon. (Sparks; BB files)	½ min +	1	1/3 (equiv in theod.)	theodolite
1144.	3699	Aug. 11, 1955. Iceland. 11:45 a.m. USAF 2nd Lt. E. J. Marlow saw 12 grey objects, from cigar to egg-shaped, vary formation from elliptical to wavy line to scattered to straight line to trail formation. Speed varied from hovering to 1,000 mph. (Sparks; Berliner)	3-4 mins			

1145.		Aug. 21-22, 1955. Kelly, 7 miles N of Hopkinsville, Kentucky (at 36.97° N, 87.477° W). 7, 8-11 p.m., 2:30-4:45 a.m. At about 7 p.m. Billy Ray Taylor went into the backyard of the Sutton farmhouse and saw a bright object from the SW [or actually about SSW about 210° azimuth from the direction of Fort Campbell U.S. Army base] then pass over and descend into a gully about 500 [300-600?] ft N of the farmhouse and about 35-40 ft lower elevation. Mrs. Glennie Lankford and 6 other adults [most Sutton family], plus 3 children (Charlton, Lonnie and Mary Lankford), saw two or more 3 ft tall gremlin-like creatures float down from trees and approach the house from the dark, which were shot at by rifle and shotgun fire without effect. At about 11 p.m. the entire group fled in terror in their two cars and drove at high speed into Hopkinsville to report the incident to the Police Dept. State police officer leaving the Shady Oaks restaurant 3 miles N of Hopkinsville in a car to respond to the call heard several meteor-like objects streaking over him sounding like artillery shells, and was able to see 2 in a series looking like meteors from the SW [or actually about S, from about 190° azimuth, headed towards Kelly from the direction of Fort Campbell and the TOP SECRET Armed Forces Special Weapons Project Site C, Clarksville Base, 36.665° N, 87.487° W, National Stockpile Site for nuclear weapons storage apparently recently including multi-megaton yield H-bombs]. City, county, state and military police and reporters drove out to the Sutton farm to investigate from around 11:30 p.m. to 2 a.m. UFO entities returned at about 2:30 a.m. and were again shot at without effect, finally disappearing at about 4:45 a.m. (Sparks; Davis-Bloecher 1978; Hynek UFO Rpt pp. 212-6; Vallée Magonia 372; Saunders/FUFOR Index)	brief + 3 hrs + brief + 2-1/4 hrs	1 + 12 + 1 + 10		
1146.		Aug. 23, 1955. Cincinnati, Ohio. 11:50 p.m. Several USAF fighter pilots saw 3 round disc-shaped objects making evasive maneuvers. Ground radar tracking. (Sparks; Weinstein; BB files??)		several		radar
1147.	3720	Aug. 23, 1955. Arlington, Virginia (38.91° N, 77.09° W). 10:45 a.m. G. M. Park, using a 400x telescope saw several (6+) orange lights moving singly or in groups, circling and stopping. (Sparks; Berliner; Saunders/FUFOR Index)	30 mins	1		telescope
1148.		Aug. 25, 1955. Fordland, Missouri. 7:56 p.m. (CST) (McDonald list; Saunders/FUFOR Index)				radar?
1149.	3743	Sept. 3, 1955. Bellingham, Wash. 9:30 p.m. (PST) GOC observer Saunders saw white pinpoint move slowly across 30° of sky. No further information. (Sparks; Berliner)	15 mins	1		
1150.	3750	Sept. 7, 1955. Washington, D.C. (38.89° N, 76.95° W). 6:30 a.m. (EST) 2 photographers, one plate maker for the Army Map Service, one named Smith, saw a glowing round object fly an arc. (Sparks; Berliner)	1 min	2?		
1151.	3757	Sept. 9, 1955. Near Alcoa [Rock Garden?], Tenn. 12 noon. M. N. Dawkins, using binoculars, saw a brown, almost square object fly with a circular motion. (Sparks; Berliner)	10-15 mins	1		binoculars

1152.		Oct. 4, 1955. SW of Baku (near Atjaty / Alyat, at 40.0° N, 49.3° E), USSR. 7:10 p.m. US Sen. Richard B. Russell, US Army Col. E. U. Hathaway, CIA Clandestine Service Foreign Intelligence (FI) Staff officer Reuben Efron (under cover as a “translator” or “interpreter”), and an accompanying Calif. businessman named Robert R. Gros, VP of Public Relations of PG&E (Pacific Gas & Electric), sighted to the S two separate nearly vertical ascents of a lighted domed-disc saucer-shaped object, possibly size of jet fighter [50 ft] about 1 minute apart, while traveling by train (Sen. Russell was the only witness to the 1st ascent and alerted the others who saw the 2nd). Efron saw object that appeared like 2 bright white “eyes” that remained fixed to each other, which ascended at an angle that seemed to come towards the train and cross over but Efron did not see it continue on the other (North) side of train. (Sparks; Joel Carpenter; FOIA docs from CIA, FBI; Haines CIA UFO history; etc.)	? + 6-7 secs	4	1?	
1153.	3800	Oct. 8, 1955. Loogootee, Indiana. 4:38 [5:38?] p.m. R. D. Prather and H. Ahern saw a round, silver or white object fly straight and level at more than 1,000 mph. (Sparks; Berliner; Saunders/FUFOR Index)	12 secs ?	2		
1154.	3810	Oct. 11, 1955. Pt. Lookout, Maryland. 4 p.m. B. Hale and A. Ostrom saw round object, white in daylight and turning red with sparks near end of sighting, with a deep roar unlike an aircraft. (Sparks; Berliner)	2.5 hrs	2		
1155.		Oct. 19, 1955. 40 miles NW of Knoxville, Tenn. [Tex.?]. 8:30 p.m. (EST) F-86 case. (Sparks; McDonald list; Saunders/FUFOR Index)	2+ mins	1?		
1156.		Oct. 20 [21? 26?], 1955. Minneapolis, Minn. 7:40, 8 p.m. CST [2:21 a.m.?] USAF F-89D fighter pilot Steck saw a white luminous oval-shaped object making 90° turns at 1,000 mph, tracked on airborne radar. Ground observer(s). [Same as Oct. 26, 1955, case?] (Sparks; Weinstein; Saunders/FUFOR Index)	18 secs ?	2?		radar
1157.		Oct. 26 [30? 21?], 1955. Minneapolis, Minn. [Same as Oct. 21, 1955, case?] (Sparks; McDonald list)				
1158.		Nov. 14, 1955. Deming, New Mexico. 1 a.m. Commercial airline pilot in flight saw a fast moving object, with a light on the rear, come from the SW. (Sparks; Project 1947)		1?		
1159.	3860	Nov. 17, 1955. St. Louis, Missouri. 6:10 a.m. J. A. Mapes saw 12 round, flat objects, silver on top and dark on the bottom, fly in 4-deep formation, tipping in pitch and roll angles. (Sparks; Berliner)	45 secs	1		

1160.	3862	Nov. 20, 1955. Lake City, Tenn. (36°N, 84°W). 5:20 to 6:00 p.m. (EST). Operations Officer Capt. Edward G. Denkler and 5 men of the USAF 663rd AC&W Sq saw 2 oblong, bright orange, semi-transparent objects fly at terrific speed and erratically, toward and away from each other, in the S to W depending on location of observer. Possibly IFO's: Venus at about 230° azimuth about 10° elevation (set about 6:30-6:40 p.m. EST) and Antares at about 235° low on horizon about 4° to 0° elevation setting at about 5:50 p.m. EST. (Sun set at about 5:25 p.m. EST at about 245° azimuth.) Additional witnesses at Oak Ridge National Lab and in Alexandria, Tenn. Two F-86D fighters scrambled with no success. (Sparks; Berliner; NICAP)	1/2 -20 mins (individually)	12		
1161.	3869	Nov. 25, 1955. LaVeta, Colo. 10:30 a.m. State Senator S. T. Taylor saw a dirigible-shaped object, fat front, tapered toward the tail, luminous green-blue and jellylike, appear overhead diving at a 45° angle, reducing to 30°. (Sparks; Berliner)	5 secs	1		
1162.		Dec. 6, 1955. Marianna, Florida. 6 [1?] a.m. USAF pilot flying MATS transport radar tracked unidentified target. (Sparks; Project 1947; Saunders/FUFOR Index)	< 5 mins	1?		radar
1163.		Dec. 11, 1955. Near Jacksonville, Florida. 9 p.m. 2 airliner pilots [and crews?] and ground observers saw fast maneuvering orange-red round object, with ground radar tracking. 2 USN jets on a practice night-flying mission were vectored to the object by a Jacksonville NAS controller, on approach the object suddenly rose up to 30,000 ft then dove back down in a circle, buzzing the jets. (Weinstein; NARCAP; BB files??)		several		RV
1164.		Dec. 13, 1955. Arlington, Virginia. 10:09 p.m. (EST). Intelligence management engineer and amateur astronomer with Army G-2 Comptroller, Pentagon, sighted maneuvering reddish (?) light, about stellar magnitude of Sirius, starting mag -1 and diminishing to +4 to +4.5 mag when it disappeared. Sighted in the sky above his home, which made ~200° turn to right passed near star Capella [azimuth 253° elevation 71°] and disappeared in the NNE into horizon [??] haze approaching star Gamma Leonis [azimuth 79° elevation 42°]. No sound despite complete quiet, speed fluctuating. Clear sky and visibility down to 6th stellar magnitude. Observer plotted course on star map.	2 mins 12 secs	1	point source	amateur astronomer
1165.		Dec. 14, 1955. Caddo Lake, Louisiana. 2:45 a.m. USAF pilot flying B-47 in 513th Bomber Sq saw and radar tracked oblong object. (Sparks; Project 1947)		2?		radar
1166.		Dec. 17, 1955. Laguna [Mt. Laguna?], Calif. 9:45 a.m. (PST) (McDonald list)	13 mins			
1167.	3893	Dec. 21, 1955. Caribou, Maine. 11 p.m. Roberta V. Jacobs saw a round, very bright gold, domed disc in a short climb, then rotate, hover and accelerate. (Sparks; Berliner)	6-8 mins	1		