PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
26 November 1951	Milwaukee, Wisconsin	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical METEOR ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local GMT 26/1025Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Capital Airlines	
7. LENGTH OF OBSERVATION 2. 35 Seconds 1. 10 seconds	8. NUMBER OF OBJECTS	9. COURSE

10. BRIEF SUMMARY OF SIGHTING

Ball of fire with tail about 200 ft long observed by two airline pilots 75 miles apart. Orange in color. Observed for 10 seconds. Approached observer headon from 260 degrees. No estimate on speed or size. Level flight, no sound. Second pilot estimated speed at 2,000 mi per hr. Thought slower than meteor. Long tapered tail. Estimated observation at 35 seconds. Flight is east.

11. COMMENTS

Meteor Sighting

ATIC FORM 329 (REV 26 SEP 52)

SECURITY INFO

AF FORM 112—PART I
APPROVED 1 JUNE 1948

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	IR-63-51E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT		
Information on Unconventional Aircraft EJK 28 Dec 51		
AREA REPORTED ON: Milwaukee, Wisconsin, USA	FROM (Agency): 30th Air Division (Defense), Selfridge AFB, Michigan	
DATE OF REPORT: 11 December 1951	DATE OF INFORMATION: 26 November 1951	EVALUATION: F-3
PREPARED BY (Officer): 1st Lt. Robert K. Hall	SOURCE: Individuals as listed below	

REFERENCES (Control number, directive, previous report, etc., as applicable): Confidential TWX this Hq., INT 9772 29/1430Z (EADF and AMC ref only) ADC Ltr 200-1

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

Mr. Larry Schroeder, Capitol Airlines pilot observed at 26/1025Z a "ball of fire" 25 miles due east of Milwaukee flying on a reciprocal heading at an extremely high rate of speed. The object was orange colored and had a blue exhaust like flame behind it.

At approximately the same time, 26/1023Z Mr. William Verplank, a Capitol Airlines pilot of DC-3 trip #14 apparently observed the same object although he was approximately 75 miles to the south of Mr. Schroeder's position. Mr. Verplank also observed the blue colored exhaust flame traveling in the same easterly direction although he did not remember any orange colored object preceding it.

University of Michigan Observatory at Ann Arbor reports that no observers were on duty at the time of the incident due to cloudiness.

Weather at Milwaukee and Chicago was overcast at 1400 feet, visibility 10 to 12 miles.

30th Division Radar station with pertinent area coverage indicates no record of electronic observation.

Check of ADDC and MFS records indicate no known jet aircraft activity in the area.

Observers listed are both experienced pilots and appear to be stable, sincere types.

Mr. Larry Schroeder, Phone, Portsmouth 7-2279, Chicago, Illinois.
Mr. William Verplank, Capitol Airlines, Chicago, Illinois.

0 INCLS.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Robert K. Hall
ROBERT K. HALL
1st Lt., USAF
30th Air Division Director
of Intelligence

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 2 PAGES
30th Air Division (Defense) Selfridge AFB, Michigan	IR-63-51E	

At 26/1025Z, Mr. Larry Schroeder, Capitol Airlines pilot, flying a DC-3 at 5,000 feet on top of an overcast on a heading of 260° at a point 25 miles due east of Milwaukee, observed an unusual flying object. The object was observed for possibly ten seconds as it approached the observer approximately head on, at approximately the same altitude. The object was believed to be within a mile of observer as it passed slightly to the right and slightly above Mr. Schroeder's aircraft. Mr. Schroeder described the object as a "ball of fire", orange in color and with a tail behind it of blue exhaust-like light. He estimated that the tail was about 200 feet long and followed the "ball of fire" at a distance of about 150 feet. Mr. Schroeder was very definite in his feeling that there was a space between the fore part of the object and the tail or exhaust. Mr. Schroeder could make no accurate estimate of the objects overall size or its speed, however he states it was traveling at an extremely high rate of speed. The object made no sound and flew on a level course. Mr. Schroeder states that the weather was clear and visibility unlimited at his altitude and above him although an undercast existed between him and the ground. As the object passed out of Mr. Schroeder's line of vision behind his aircraft, Mr. Schroeder, knowing another Capitol Airlines aircraft was following him "a few miles back", called on his VHF radio inquiring as to whether or not any sighting had been made. The reply was negative inasmuch as both pilot and co-pilot were "busy in the cockpit" at the time. However, in answer to Mr. Schroeder's query, the pilot of a third Capitol Airlines plane, flying trip #14 out of Chicago, answered over VHF "yes, and I have never seen anything like it before in my life" or words to that effect. This aircraft was at the moment approximately 75 miles to the south of Mr. Schroeder's position flying an approximate heading of 65° at 4,000 feet altitude. Account of Mr. William Verplank, pilot of Capitol Airlines trip #14 is reported below. Mr. Schroeder then contacted Milwaukee radio tower who reported they did not observe the object. Mr. Schroeder has been flying with Capitol Airlines since he left the Air Force following World War II. He served as a B-17 pilot with the 97th Bombardment Group in Africa. He impressed the interrogating officer as sincere and well orientated.

Mr. William Verplank, pilot of Capitol Airlines trip #14, states that at approximately 26/1023Z, when 15 miles north east of Chicago, he noticed a bright blue exhaust-like light directly to the north of him. He estimated its altitude at 25,000 to 30,000 feet, and its course due east. Mr. Verplank estimated the object's speed at 2,000 mph. but states it wasn't traveling as fast as a meteor or a comet. He describes it as long with a tapered tail "like an ice cream cone on its side". He could make no estimate of its size and heard no sound. Mr. Verplank did not observe any orange ball or other object ahead of the exhaust like tail. He states that there was an undercast below him at 2300 feet, but visibility was unlimited at and above his altitude and he was able to observe the object for possibly 35 seconds. It disappeared in the eastern sky or over the horizon. Mr. Verplank's co-pilot, a Mr. Leonard Padano also observed the object, but was not available for interrogation at the time of this report. Mr. Verplank was interrogated over

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
30th Air Division (Defense) Selfridge AFB, Michigan	IR-63-518	

long distance telephone and sounded sincere and well oriented. Mr. Verplank has been flying for Capitol Airlines for six years, and previous to that was an Air Force P-38 pilot with the 154th Weather Reconnaissance Squadron in Italy.

It is believed that the objects sighted as above by two observers are one and the same object because of description, time of sighting, position and direction of flight.

University of Michigan Observatory at Ann Arbor, Michigan recorded no observations at this time due to cloudiness.

30th Division Radar station near Elkhorn, Wisconsin recorded no electronic sightings pertinent to the object.

No known jet aircraft were active in the area at the time, according to Military Flight Service and 30th Division Air Defense Direction Centers.

Weather sequences at Chicago and Milwaukee of 26/1030Z follow:

CHI (S2) M14 @ 10 169/31/25 → 18/001

MKE M14 @ 12 149/29/24 → 13/993

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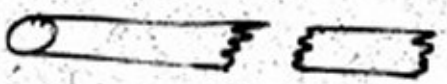
Interrogation of Capital Airlines Pilot
26 November 1951 Incident

While interrogating Mr. Larry Schroeder, Capital Airlines pilot, in regard to an unidentified object which he saw on 24 November 1951, he mentioned that he had seen a similar object on the morning of 26 November 1951. (See 24 Nov 51 - Southern Michigan for info on Mr. Schroeder.)

On 26 November 1951, Schroeder was captain of a Capital Airlines Flight from Muskegon, Michigan, to Milwaukee, Wisconsin, on Green two airways. His co-pilot was Stowell (first name unknown). They were approximately 10 minutes from the Milwaukee shoreline when he observed an unusual object. He estimated the time to be 0532 CST as that was the time he was to change to Milwaukee approach control. Both he and the co-pilot saw this object coming head on. It finally met and passed the flight at what appeared to be about a mile north and a little higher than the DC-3, which was flying at 5 - 6,000ft. (Comment: Schroeder was in the left seat and the object passed to the right of the a/c so it would have had to be nearly level for him to see it due to the limited visibility in the cockpit.)

The object was described as being about one foot in diameter and bright blue, brighter than the one observed in Michigan. Its course was W to E, and it was traveling at a very high speed. This object appeared to have a tail, similar to the sketch below. It was observed for 10 seconds.



At the time of this sighting, the pilot was on a "company channel" and he remarked to Chicago about the incident. Another pilot (name unknown) who was climbing north out of Chicago Midway Airport, said that he had also seen it. He said it was bright bluish, had no tail and appeared to be very high. (Comment: This does not sound right, although it is undoubtedly a true account of the observation. The object should not appear to be high to the pilot leaving Chicago as he was farther away. The Chicago pilot should have seen a tail since he had a side view of the object. Schroeder had a head on view and theoretically should not have seen a tail.)

Schroeder stated that the visibility on subject morning was exceptionally good, very clear.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

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SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO, ATIC

DATE-TIME GROUP: 218452 Dec 51

PRECEDENCE FOR: ACTION: Routine | INFORMATION

☐ BOOK MESSAGE | ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE

IDENTIFICATION | CLASSIFICATION

TO: Operation Office
Capital Airlines
Terminal Building, Midway Airport
Chicago, Illinois
RADIOTE

INFO:

ATIAA-2-1E. Lt Edward J. Ruppelt of the Air Technical Intelligence Center would like to contact CAL Pilot, Mr. Harry Schrader, in regard to an incident he observed near Coopersville, Michigan, on 24 November 1951. Please advise soonest date Mr. Schrader will be in Chicago and can be contacted.

Reply to Chief, Air Technical Intelligence Center, Attention: ATIAA-2, Wright-Patterson AFB, Dayton, Ohio, collect at government expense.

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SECURITY CLASSIFICATION | PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

Lt E. J. Ruppelt/vs

RELEASING OFFICER'S SIGNATURE

SYMBOL: ATIAA-2c

TELEPHONE: 54261

OFFICIAL TITLE: KENNETH T. FINCH, Capt, USAF
Asst Air Adjutant General

DD FORM 1 OCT 48 173 REPLACES AGO FORM 172, 1 MAY 47 WHICH MAY BE USED.

10-05925-2 ☆ U. S. GOVERNMENT PRINTING OFFICE

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1951 DEC 5 22 14

CTW143 WUA274 CT.CE063 25 COLLECT

CHICAGO ILL 5 320P

CHIEF AIR TECHNICAL INTELLIGENCE CENTER, ATTN ATIAA-2

WRIGHT PATTERSON AIRFORCEBASE OHIO

CAL PILOT LARRY SCHROEDER WILL BE IN CHICAGO ZERO EIGHT FOUR FIVE

CENTRAL STANDARD TIME THURSDAY DECEMBER SIXTH MY BE CONTACTED AT

PORTSMOUTH 7-3242

H. M. KRIDER CAPITAL AIR LINES

CAL 7-3242

(34).

(517 PM DEC 5 51)

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NOVEMBER - DECEMBER 1951 SIGHTINGS

CASE	DATE	LOCATION	OBSERVER	EVALUATION
1	Nov	Montreal, Canada	Brodeur	Astro (Meteor)
2	Nov	Los Angles, California	Chlendorf	Other(PYSCHOLOGICAL)
3	2	47N 57.35W (Atlantic)	Jones & Fortner	Astro (Meteor)
4	2	Rolla, Kansas	Unknown	Astro (Meteor)
5	2	49.25N 53.30W (Atlantic)	Civilian (Pilot)	INSUFFICIENT DATA
6	2	Mojave, California	Bromley (Mr & Mrs)	Other(PYSCHOLOGICAL)
7	7	Oklahoma	Multi	Astro (Meteor)
8	11	South Wales, New York	Keilick	Other (Contrails
9	18	Andrews AFB, Washington	Civilian (Pilot)	UNIDENTIFIED
10	23	Riverside, California	Marquand Jr(PHOTO)	Other (Moon)
11	24	Mankato, Minnesota	Military	UNIDENTIFIED
12	24	Southern Michigan	Military & Civilian	Astro (Meteor)
13	25	Bimini, Key West, Florida	Military	INSUFFICIENT DATA
14	26	Milwaukee, Wisconsin	Schroeder, Verplank	Astro (Meteor)
15	26	Greenland	Military	INSUFFICIENT DATA
16	28	Riverside, California	Swenson	Other(Conflicting Dt.)

DECEMBER SIGHTINGS

1	Winter	New Zealand	Muir (PHOTO)	Other (Lenticular Cloud)
2	Dec	Nebraska City, Nebraska	Barry	Other (PYSCHOLOGIC...)
3	7	Oak Ridge, Tenn	Collins	UNIDENTIFIED
4	7	Kansas City, Missouri	Gibson Jr	INSUFFICIENT DATA
5	7	Sunbury, Ohio	Loar	UNIDENTIFIED
6	10	Buffalo, New York	Military	Astro (Meteor)
7	12	Hastings, Minnesota	Military	Balloon
8	17	McDonough, Georgia	Unknown (PHYSICAL SPECIMEN)	Balloon
9	22	Hamden, Ohio	Houston	Astro (Star/Planet)
10	22	Columbus, Ohio	Military	Balloon
11	28	Alexandria, Virginia	Military	A/C
12	31	Keck, Kentucky	Multi(Civilian)	Astro(JUPITER)

19-24 Ernest HARMON AFB

NOV-DEC 5