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III. ATTACHMENTS

A. Attachment No. 1 - "U.S. Air Force Technical Information Sheet", completed by Source - 24 June 1954.

B. Attachment No. 2 - Joint Messageform - Rpt (Preliminary) sent to D/I, Hq USAF.

C. Attachment No. 3 - Local press coverage of UFOB report.

I. INVESTIGATOR'S NARRATIVE REPORT

25 June 1954

SUBJECT: Unidentified Object Report by 1st Lt. Harry Roe, Ohio Air National Guard Pilot

1. At approximately 0915 hours, Thursday, 24 June 1954, the undersigned airman, NOCIO, Aerial Phenomena Section, received a telephone call from Capt. Wagenhals, Operations Office of the Ohio Air National Guard stationed at the Dayton Municipal Airport. Subject of the conversation was the report of an UFOB observed by 1st Lt. Harry Lee Roe, Jr., Ohio Air National Guard Pilot as he was on a routine flight between Dayton and Columbus. Following are the details related during the conversation:

Time of sighting - Between 2045 and 2145 hours, 23 June 1954

Object - Bright light

Size - Unknown

(Note: Due to a very poor telephone connection, Sgt. Dreppard could not hear Capt. Wagenhals' report distinctly.)

Capt. Wagenhals stated, "the source had initial contact with the UFOB NW of Dayton at 2100 hours, 23 June 54." Source could not estimate distance of UFOB. Source told Capt. Wagenhals that, "he and object remained at approximately 7000' to 9000' altitude throughout observation." Source contacted Municipal Airport tower to alert personnel as he flew over. Source further told Capt. Wagenhals that, "he attempted several 90 degree turns into object with negative results." UFOB remained "on" wing tip during source's manuevers. Source stated "he returned to home site from a position approximately 40 miles SW of Columbus."

2. Capt. Hardin, Chief, Aerial Phenomena Section, was not present in the office when the above report was received by the undersigned airman. Immediately upon return of Capt. Hardin, he was informed of the telephone conversation. It was decided by Capt. Hardin (after short analysis of the facts available) and the undersigned airman, that the report was a reflection phenomena of some type and we would investigate the matter more thoroughly on Monday, 26 June 1964. (Capt. Hardin then departed on two (2) days leave.)

3. At approximately 10:45 hours, the plot began to thicken. Sgt Drepperd received another telephone call from "Doc" Fisher of the Dayton Daily Newspaper. Following is the exact conversation as I, (Sgt, Drepperd), remember it:

Mr. Fisher, "Heard you fellows received a UFOB report - is it true."

Sgt. Drepperd, "Yes, I received a verbal report earlier this morning."

Mr. Fisher, "What did it look like?"

Sgt. Dreppered, "I am sorry, but I am not authorized to make any statements or press releases."

Mr. Fisher, "I see." "This fellow was in the ONG, wasn't he?"

Sgt. Drepperd, "I am awfully sorry, but I can't release any information. The only agency that releases official Air Force statements is USAF PIO. I suggest you contact Hq USAF for further information."

Mr. Fisher, "Washington, eh? Will Washington know of this report?"

Sgt. Drepperd, "Sorry, can't tell you, let me call you back after I check with my superiors."

Mr. Fisher, "O.K. I've still got 25 minutes to press time. Goodbye."

I then started to Col. O'Mara's office to report the whole incident to him. Before I could leave the office however, I received another phone call from AMC PIO. A Mister ??? asked me if I had calls from the press on the UFOB. I told him of the conversation just prior with Mr. Fisher and that I was on my way to report it to Col. O'Mara. Mr. ??? stated he would try to hold off the press until he heard from me.

4. I then proceeded to Col. O'Mara's office and reported word-for-word all that I have reported hereon. Colonel O'Mara immediately contacted AMC PIO, and it was decided that no official AF statement of any kind would be printed. AMC PIO also stated they would inform the press to contact Washington (Hq USAF) for a statement in about one (1) week. Col O'Mara then directed the undersigned airman to send a message immediately to D/I, USAF including all available details on the case. Attachment #2.

5. After the message was drafted and submitted for transmission the undersigned airman commenced a journal investigation to obtain all possible details of the sighting. I telephoned Lt. Roe, the source, at his place of occupation, NCR, Dayton, and asked him if I could talk with him regarding the UFOB report. He agreed, and I met with the source in Bldg. #77, of NCR at approx 1400 hours 24 June 1954.

6. The source was very cooperative and seemed discouraged at his inability to identify the object. The source, upon my request, accomplished one (1) copy of the "U.S. Air Force Technical Information Sheet." Attachment #1. While source was completing the form, I talked with him and obtained the following statements:

"Object first appeared at approximately 8 o'clock."

"It stayed down twilight (in the darker portion of the sky) all during my observation."

"I tried practically every manouver I knew of to get it into the twilight and obtain a silhouette, if possible. I tried changing my heading and altitude with negative results."

"At one time, I chopped the throttle, put gear and flaps down in hopes that it would pass by. I was down to 100 - 110 IPH, but the damn thing acted like there was a pilot out there. When I slowed down all of a sudden, he gave a little surge at first, came practically parallel with me, and then maintained the same speed as I did off off my right wing."

"I made regular fighter turns into the object, but at all times it turned with me. However, when I resumed my headings toward Dayton, sometimes he would be on my left and sometimes he was on my right."

"During most of the turns, it remained at an 8 o'clock position."

"It seemed to be slightly above me at all times."

Estimated distance from observer - "It's very hard to tell but I guess he was anywhere from 1000 to 1500 feet from me."

"Both the size and intensity were very similar to an aircraft taillight".

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"I thought it was a 'blowjob' (jet) at first."

"It had a continuous brightness, no flickering or pulsating."

"I chased it out of sight".

"I made several complete circles, but it seemed to make them, in position, right with me."

"It seemed to me whatever it was, watched my lights, for when I started to change my position, he would go right with me".

"When I contacted Patterson tower, I told them of the situation and asked them to watch as I flew over. They said they only saw me. I also asked for my radar position. They told me they had me on a NE heading and I was on a SE heading. I corrected them but received no reply."

"There was definite linear movement of the object in relation to my aircraft".

"It left me, I didn't leave it."

"I contacted a C-47, aircraft S/N 263, I think, that was alerted by Patterson to be on the lookout for the thing. The pilot said he didn't see a thing."

"I knew there was a blow-job up from the 97th somewhere over Columbus."

"There were two other P-51 boys up over Columbus. Before the sighting, I had intended to join formation with them. I believe it was Lt Wallace and Lt Wilmer. When I saw it, I asked Wallace - 'Did you see that blow-job?' He said, 'Yes, I saw him'."

"I first saw the object at approximately 9,000 feet and when I reached Dayton I was at 9,000 feet."

"It chased me from Columbus to Dayton; I chased it back to Columbus. It left me there."

"I remember when it left me. I had climbed to about 12,000 or 12,500 feet."

7. Before I left the source, I explained to him the sensitive nature of this situation as far as the Air Force and the press were concerned. He stated that he was called earlier in the day by a reporter and had given him an account of the sighting.

8. The source stated he did not initiate release of the incident to the press and that he did not have any idea of whom informed them first. In fact, the source was quite angry upon learning of the initial leak to the press.

9. I completed my interrogation of the source at approximately 1535 hours and returned to ATIC.

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II. REPORT OF INTERVIEWS

A. Tower Operator - Patterson AFB - 25 June 1954.

1. At 0800 hours, the undersigned airman visited the Patterson Tower and met with S/Sgt Shoemaker, who was on duty at the time of the incident. Sgt Shoemaker stated that Lt. Roe contacted the tower at 2120 hours and requested the tower personnel to search for the object he was chasing towards Columbus. Lt Roe also stated that the object seemed to be approximately five (5) miles in front of his aircraft. Sgt Shoemaker and another airman both grabbed binoculars and observed Lt Roe's aircraft, but did not see any light. Sgt Shoemaker then asked the pilot of C-47 aircraft, serial number 263 (which had just taken off) to observe Lt Roe's object. Pilot replied he could not see any light of that sort. When Lt Roe last reported his position to the tower, he was 15 miles SE of Columbus. Just after Lt. Roe's report, an F-86D aircraft reported in as 15 miles NW of Columbus and requested landing instructions.

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II. Report of Interviews.(continued)

B. Operations NCOIC - 97th FIS, Patterson AFB. - 25 June 1954.

1. Immediately after leaving the Patterson tower, I went to the 97th FIS to check for any unusual reports that they might have received during the same period of the sighting. M/Sgt O'Gara, NCOIC of the Operations Section stated they had had two (2) aircraft in the air at that time. One, aircraft serial number 51-3018, piloted by Lt. Kirk, and aircraft serial number 51-8340, piloted by Captain Costa.

2. Take-off and landing times are as follows:

51-3018	T/O 2040 hours	Landed 2220 hours
51-8340	T/O 2145 hours	Landed 2305 hours

Sgt. O'Gara could not tell me which of the aircraft was in the Columbus area during the time of the sighting. Subject pilots could not be immediately located for questioning, but Sgt. O'Gara promised to ask them about the report and contact me at the earliest possible time.

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II. Report of Interviews. (Continued)

C. Operations Officer - ONG - Dayton Municipal Airport. - 25 June 1954.

1. At approximately 1000 hours, 25 June 1954, the undersigned airman, accompanied by Dr. Byers (ATIC Astro-Physicist consultant on UFO's) visited the 161st Fighter-Bomber Squadron of the Ohio National Guard based at the Dayton Municipal Airport. We were introduced to Captain Wagenhals, Operations Officer of that unit. (Note: Captain Wagenhals was the first and only Air Force official to notify the Aerial Phenomena Section of the UFO.) Captain Wagenhals was first to reach Lt Roe when he landed. He stated Lt Roe said, "I must be going off my rocker because I saw something really moving up there." Lt Roe proceeded to tell Captain Wagenhals the story of the sighting. The interview with the Captain practically verified everything the source told the undersigned airman. Captain Wagenhals stated Lt Roe would have to be awfully close to a jet aircraft to see its exhaust unless the jet was using its afterburner. The jet theory was ruled out however by all three (3) persons at the interview when speed was taken into consideration. No jet could fly that slow (referring to Lt. Roe's stalling at approximately 100 - 100 MPH and the object not passing him) without apparent aerodynamic complications arising. Captain Wagenhals stated that the weather over the Dayton area was very clear and visibility unlimited.

II. Report of Interviews. (Continued)

D. Air Instructor, ONG, Dayton Municipal Airport. - 25 June 1954.

1. Upon completion of our discussion with Captain Wagenhals, we were introduced to Lt Colonel McClure (Reg AF Instructor). Colonel McClure had landed just before Lt. Roe. After landing, Lt Roe went to Colonel McClure's office and related the story to him. During our discussion with Colonel McClure he verified what we had previously obtained from the source on the UFO.

2. Lt. Roe suggested to Colonel McClure that at first he thought it was a star. But when he changed positions a few times, it became apparent that it was not. (This statement was not revealed to the undersigned airman during his interview with the source.) Lt. Roe also stated he passed over the Dayton tower twice so that the tower personnel could observe the object, but obtained negative results.

3. Colonel McClure, who was returning from Pittsburg in a C-47, stated that visibility was good all the way from Pittsburg to Dayton. He also stated that a civilian Martin 202 had accompanied him from Pitteburg to Dayton. Just prior to landing the Dayton tower asked Colonel McClure if he had noticed any UFO, to which the Colonel replied "no".

4. Colonel McClure expressed the opinion that the UFO could have been a "canopy" reflection which happens from time to time while flying an F-51 at night. However, the Colonel highly recommended Lt. Roe as a qualified observer and further stated, "He's an old combat pilot with a lot of experience and in my (the Colonel's) opinion is a very well-stabled man, a very reliable individual."

D. Air Instructor, CNG, Dayton Municipal Airport. - 25 June 1954. (Continued)

5. Dr. Byers later considered the canopy reflection phenomena as improbable due to the maneuverability of the UFO reported by Lt. Roe. Dr. Byers and the undersigned airman returned to AFIC at approximately 1215 hours, 25 June 1954.

II. Report of Interviews. (Continued)

E. Report of Telephone Conversation With Mr. Mitchell of Patterson AFB Radar Approach Control Office - 25 June 1954.

1. At 1330 hours the undersigned airman called Mr. Mitchell of the RAC office to obtain information from the radar control operator who plotted Lt Roe's position. Mr. Mitchell stated the operator was not on duty at the time, but would be glad to have him write a statement and sign it as to what exactly happened when Lt. Roe contacted him for a plot. It was agreed that upon completion of the statement, Mr. Mitchell would notify Sgt Drepperd who will personally obtain the statement. This was decided in order to eliminate time-consuming channels.

2. Mr. Mitchell did say that the operator told him that he had had two (2) aircraft on scope. One approaching NW (towards Vandalia) and the other, assumed to be Lt. Roe's aircraft, heading after the object.

CONCLUSIONS:

1. This report contains as many details and facts as were available on 24 and 25 June 1954. Upon reviewing this report, there are several paragraphs yet to be included, therefore, it is felt that this report can be utilized as a future rough draft report to facilitate appropriate future entries, deletions, etc.

2. Dr. Byers, ATIAE-4, would also like to contribute to this report when it is finalized.

3. Tentative analysis of all available details obtained indicate the following:

The UOB was not -

a jet aircraft,

a canopy reflection,

or

a weather balloon.

TENTATIVE EVALUATION: A reflection phenomena of some sort. An attempt to further determine the source of the reported light will be conducted as soon as possible.

Albert W. Dreppard

ALBERT W. DREPPERD
T/Sgt USAF
NCOIC ATIAE-5

This report completed 1530 hours, 25 June 1954.

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1 July 54

REPORT OF TELEPHONE INTERVIEW WITH RADAR CONTROL OPERATOR

At approximately 1130 hrs, 1 July 1954, the undersigned airman contacted S/Sgt. MAYNARD HARRIS, 1914-8 AACS Det., W-P AFB, relative to the UFO report by 1st Lt. Roe.

At approximately 2130 hrs, 23 June 1954, S/SGT Harris was contacted by the personnel of the Dayton Municipal Airport Tower. They asked S/SGT Harris if his radar was working. They then explained that Lt. Roe was now over their tower and had complained of an object which had followed him from Columbus to Dayton. Sgt. Harris was requested to pick up Roe and the object if possible on the scope. Roe's position as reported to Sgt. Harris by the Dayton tower was 150° (going SE) outbound from the Dayton Tower to W-P. Sgt. Harris stated that he then picked Lt. Roe on his scope and quickly, with what information he had, calculated Lt. Roe's position to be on a NE heading. Sgt. Harris admits this was a wrong assumption and upon notification by Lt. Roe of the wrong heading, the Sgt. recalculated and plotted two (2) targets on his scope. One (1) he surmised to be Lt. Roe's F-51, the other, which was first following Lt. Roe and then passed him by seemed to be an object with a great amount of speed. (Sgt. Harris told the undersigned airman that it could have been a jet or "something else"). Sgt. Harris stated that there was quite a bit of air traffic in the area while he was plotting Lt. Roe's position. Also, the Sgt. stated that the pilot of C-47, serial number 263 complained of something following him, but when requested to make an identification of the "something" he could see nothing. Sgt. Harris requested the pilot to keep his eyes open for anything unusual. The Sgt. also requested to F-86's (who were up in the Columbus area) to have a look see, which provded negative.

ALBERT W. DREPPERD
T/SGT. ATIAE-5

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

23 (Day) June (Month) 1954 (Year)

2. Time of day: 21 (Hour) 00 (Minutes)

(Circle One): A.M. or (P.M.)

3. Time zone:

(Circle One): (a.) Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

SE of Columbus Ohio (Nearest Postal Address) Appx 10 miles (City or Town) (AIRBORNE) (State or Country)

Additional remarks: _____

5. Estimate how long you saw the object. _____ (Hours) 45 (Minutes) _____ (Seconds)

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

(a.) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
(d.) Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

ATTACHMENT #1

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8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):
a. None
b. A few
(c.) Many
d. Don't remember

8.2 MOON (Circle One):
a. Bright moonlight
b. Dull moonlight
(c.) No moonlight — pitch dark
d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): (a.) Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other - SIMILAR TO AIRCRAFT LIGHT SIZE & INTENSITY.

11. Did the object: (Circle One for each question)

a. Appear to stand still at any time?	Yes	(No)	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	(No)	Don't Know
c. Break up into parts or explode?	Yes	(No)	Don't Know
d. Give off smoke?	Yes	(No)	Don't Know
e. Change brightness?	Yes	(No)	Don't Know
f. Change shape?	Yes	(No)	Don't Know
g. Flicker, throb, or pulsate?	Yes	(No)	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sunglasses	Yes	No	f. Telescope	Yes	No
c. Windshield	(Yes)	No	g. Theodolite	Yes	No
d. Window glass	(Yes)	No	h. Other _____		

16. Tell in a few words the following things about the object.

a. Sound No

b. Color WHITE

17. Draw a picture that will show the shape of 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.

LIGHT

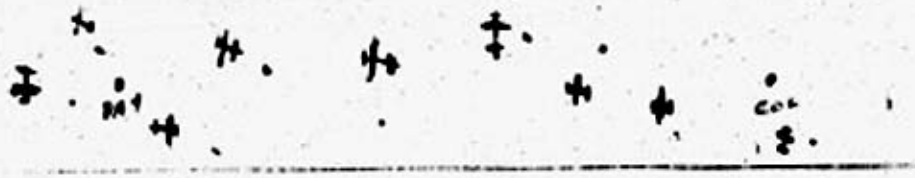
18. The edges of the object were:

(Circle One): a. Fuzzy or blurred
(b) Like a [redacted] star
c. Sharply outlined
d. Don't remember

e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

20. [illegible] Draw the [illegible] 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.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
feet.

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

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
g. Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

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

23. How did the object or objects disappear from view? DEPARTED FROM OBSERVER ON SE HEADING APPROXIMATELY 40 MILES SOUTH OF COLUMBUS OHIO.

24. 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, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

BELIEVED TO BE A JET AIRCRAFT, HOWEVER NO EXHAUST OBSERVED, DOES NOT FLY AWAY FROM ME.

25. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
c. Outdoors
(d.) In an airplane
e. At sea
f. Other _____

26. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
(f.) Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

ROUTINE TRAINING FLIGHT

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

a. North (c.) East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

28.2 How fast were you moving? 240 miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One): Yes (No)

29. What direction were you looking when you first saw the object? (Circle One)

a. North (c.) East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

30. What direction were you looking when you last saw the object? (Circle One)

a. North (c.) East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

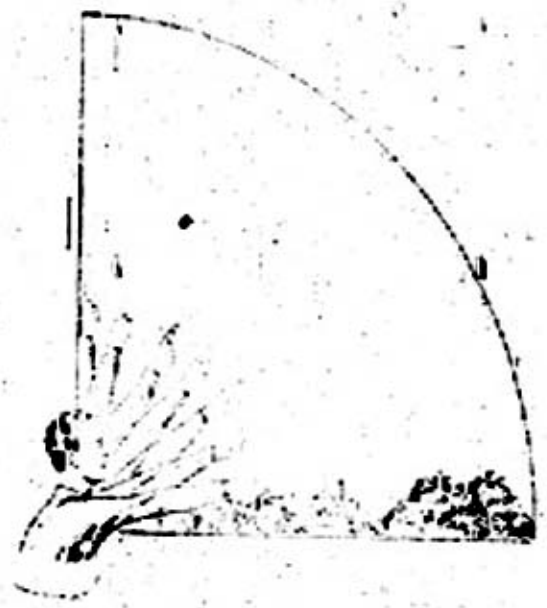
31.1 When it first appeared:

a. From true North 135 degrees.
b. From horizon _____ degrees.

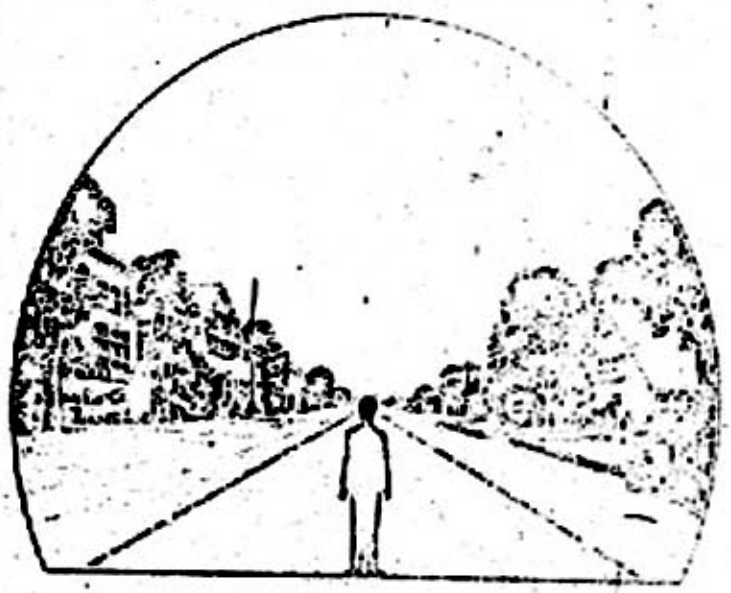
31.2 When it disappeared:

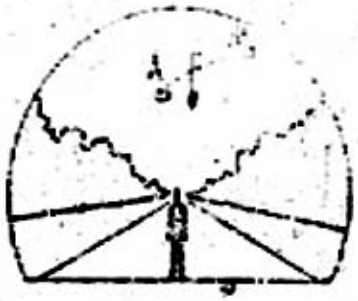
a. From true North 45° degrees.
b. From horizon _____ degrees.

32. In the following sketch, imagine [illegible]. Place an "A" on the curved line to show how [illegible] it. Place a "B" on the same curved line to show how high the chair was [illegible] you last saw it.



33. In the following larger sketch place an "A" at the [illegible] object was when you first saw it, and a "B" at its position when you last saw it. Refer to smaller sketch [illegible] how to complete the larger sketch.





34. What weather and other conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

(a) Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 [illegible] (Circle One)

a. No wind
(c) Slight breeze
b. Strong wind
d. Don't remember

34.3 WEATHER (Circle One)

(a) Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

34.4 TEMPERATURE (Circle One)

a. Cold
(b) Cool
c. Warm
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

23 (Day) JUNE (Month) 1954 (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes (No)

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

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

JET AIRCRAFT

39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? 240 APP m.p.h.

40. 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? 1200' - 1600' feet.

41. Please give the following information about yourself:

NAME Bee Jr (Last Name) Harry (First Name) Lee (Middle Name)

ADDRESS 3306 Harvard Blvd (Street) Dayton (City) 6 (Zone) Ohio (State)

TELEPHONE NUMBER TE 4468

What is your present job? Process Control Technician

Age 36 Sex M

Please indicate any special educational training that you have had.

a. Grade school 4
b. High school X
c. College
d. Post graduate
e. e. Technical school
(Type)
f. Other special training Air Force Pilot Training

42. Date you completed this questionnaire: 24 (Day) June (Month) 1954 (Year)

Form 11

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occured. Additional pages of the same size paper may be attached if they are needed.

NAME Harry L. Rose Jr
(Please Print)

SIGNATURE Harry L Rose Jr.

DATE 24 June 1954

(Do Not Write in This Space)

CODE: