1. DATE - TIME GROUP 28 July 65 29/0240Z	2. LOCATION Carswell AFB, Texas
3. SOURCE Military	10. CONCLUSION AIRCRAFT
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 3 Minutes	11. BRIEF SUMMARY AND ANALYSIS 40 Ft long manta ray shaped object in flight from South to North. No deviations in flight. Assumed altitude at less than 1,000 ft. COMMENTS: Tower personnel regarded object as an a/c. Pilots of a/c in area regarded object as an a/c. Call to investigating officer revealed that he regarded the object as an a/c. Report was submitted because RAPCON could not identify a/c in area at the time of sighting. Report regarded as an a/c observation. Flight could be local with no flight plan at local FAA station. Evaluated as an a/c. How come a command pilot can't recognize an aircraft?
6. TYPE OF OBSERVATION Ground & Air-Visual	
7. COURSE North	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

HEADQUARTERS
7TH BOMBARDMENT WING, HEAVY
UNITED STATES AIR FORCE
CARSWELL AIR FORCE BASE, TEXAS

REPLY TO ATTN OF: BOPCE/SSgt Nimon

30 July 1965

SUBJECT: Report of Unknown Flying Object

TO: Hq USAF

THRU: Hq 7th Bomb Wing (DCOI)

1. An Unknown Flying Object was observed by at least five people at Carswell AFB, Texas on 29 July 1965 at 2040 hours CST.

2. The UFO flew directly through the Carswell AFB Control Zone at a low altitude without position lights showing.

3. The UFO was observed to have at least three brilliant pulsating white lights observable from head-on or astern.

4. The UFO was observed to fly at a constant rate and a constant altitude without evidence of conventional means of propulsion. It was completely silent in flight.

5. The attached statement can be substantiated and corroborated.

6. My qualifications and credentials are as follows:
   a. I am a Command Pilot
   b. I am a Major, USAFRes
   c. I have a Top Secret Clearance

7. This sighting was a positive observation, under ideal circumstances, of a definite object of an unconventional nature--possibly of foreign origin, which could be a threat to national security.

8. A definite need appears to exist for a procedure which will insure positive identification by interceptor aircraft in situations of this kind.

[redacted]

1 Atch
Statement

S T A T E M E N T

On 29 July 1965 at 2040 hours CST, my wife and I were bicycling on the north perimiter of Carswell AFB, Texas, when my wife called my attention to two lights approaching from the south. We stopped riding and watched. The lights were brilliant white, pulsating on and off simultaneously approximately once every second. They appeared to be fixed to, or part of, a single object moving toward us in level flight or a very slight descent. They were showing no conventional position lights.

The object moved at a constant speed, altitude, and direction on a flight path that was almost directly over us. As it passed overhead the lights disappeared from view except for an erratic sparkling on the leading edge. The object moved away at a constant speed on the same course of approximately 360 degrees. As it moved away a single pulsating light became visible. This light was a bit more intense than the lights seen from the front view, and it pulsed somewhat slower, as though from Doppler Effect.

At no time was there any sound--not even the sound a gliding object would make normally. The only audible sound in the area at the time was a distant radio playing.

Judging from the low approach angle (approximately 20 degrees above the horizon when first seen) and the low departure angle (less than 20 degrees when only a short distance away), I would estimate the object was below 1000 feet altitude. Based on this altitude, I would estimate the object's speed at 50 to 60 knots.

At the time of the incident, there was a C-124 aircraft being loaded or unloaded on the compass rose a few hundred yards south of our position. There were Air Police guards and trucks around the aircraft.

Upon returning to my quarters, I called the control tower. The sighting was verified by three other persons on duty, including Sgt D[redacted] and Sgt [redacted].

THIS STATEMENT IS TRUE AND CORRECT.

[redacted]

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 45062 (3 Aug 65) S/crg

ACTION : MIN-7 INFO : XOP-1, XOPX-8, SAFOS-3
DIA-1 (21)

SM8 C052 PTTU JAW RUWT8KA0055 2142312-UUUU-- RUEBHQA

ZNR UUUUU

P 02 1700Z

FM 7BOMBWG CARSWELL AFB TEXAS

TO RUWGALE/ADC ENT AFB COLO

RUWTFGA/4780TH AIR DEFENSE WG PERRIN AFB TEX

RUGDSQ/AF SYSTEMS COMMAND FTD WPAFB OHIO

RUEBHQA/HQ USAF AFNIN

BT

UNCLAS DCOI 15830 AUG 65. UFO. FOLLOWING IS VERBATIM STATE-

MENT OF [redacted] CONCERNING UFO: "ON 29 JULY

1965 AT 2040 HRS CST, MY WIFE AND I WERE BICYCLING ON THE NORTH PERI-

METER OF CARSWELL AFB, TEXAS, WHEN MY WIFE CALLED MY ATTENTION TO TWO

LIGHTS APPROACHING FROM THE SOUTH. WE STOPPED RIDING AND WATCHED.

THE LIGHTS WERE BRILLIANT WHITE, PULSATING ON AND OFF SIMULTANEOUSLY

APPROXIMATELY ONCE EVERY SECOND. THEY APPEARED TO BE FIXED TO, OR

PART OF, A SINGLE OBJECT MOVING TOWARD US IN LEVEL FLIGHT OR A VERY

SLIGHT DESCENT. THEY WERE SHOWING NO CONVENTIONAL POSITION LITHTS.

THE OBJEVT MOVED AT A CONSTANDT SPEED, ALTITUDE, AND DIRECTION ON A

AFHQ FORM JAN 65 0-309C

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STAFF MESSAGE BRANCH
INCOMING MESSAGE

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FLIGHT PATH THAT WAS ALMOST DIRECTLY OVER US. AS IT PASSED OVERHEAD THE LIGHTS DISAPPEARED FROM VIEW EXCEPT FOR AN ERRATIC SPARKLING ON THE LEADING EDGE. THE OBJECT MOVED AWAY AT A CONSTANT SPEED ON THE SAME COURSE OF APPROXIMATELY 360 DEGREES. AS IT MOVED AWAY A SINGLE PULSATING LIGHT BECAME VISIBLE. THIS LIGHT WAS A BIT MORE INTENSE THAN THE LIGHTS SEEN FROM THE FRONT VIEW, AND IT PULSED SOMEWHAT SLOWER, AS THOUGH FROM DOPPLER EFFECT.

AT NO TIME WAS THERE ANY SOUND, NOT EVEN THE SOUND A GLIDING OBJECT WOULD MAKE NORMALLY. THE ONLY AUDIBLE SOUND IN THE AREA AT THE TIME WAS A DISTANT RADIO PLAYING.

JUDGING FROM THE LOW APPROACH ANGLE (APPROXIMATELY 20 DEGREES ABOVE THE HORIZON WHEN FIRST SEEN) AND THE LOW DEPARTURE ANGLE (LESS THAN 20 DEGREES WHEN ONLY A SHORT DISTANCE AWAY), I WOULD ESTIMATE THE OBJECT WAS BELOW 1000 FEET ALTITUDE. BASED ON THIS ALTITUDE, I WOULD ESTIMATE THE OBJECT'S SPEED AT 50 TO 60 KNOTS.

AT THE TIME OF THE INCIDENT, THERE WAS A C-124 AIRCRAFT BEING LOADED OR UNLOADED ON THE COMPASS ROSE A FEW HUNDRED YARDS SOUTH OF OUR POSITION. THERE WERE AIR POLICE GUARDS AND TRUCKS AROUND THE AIRCRAFT.

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UPON RETURNING TO MY QUARTERS, I CALLED THE CONTROL TOWER. THE SIGHTING WAS VERIFIED BY THREE OTHER PERSONS ON DUTY, INCLUDING [redacted]

IAW AFR 200-2, PARA 14, THE FOLLOWING IS SUBMITTED: (1) SHAPE-MANTA RAY (2) SIZE-APPROXIMATELY 40 FEET LONG (3) COLOR-NONE (4) NUMBER-ONE (5) FORMATION-N/A (6) DISCERNIBLE FEATURE-LIGHTS (7) SOUND-NONE (8) ANGLE/ELEV/AZIMUTH AT FIRST SIGHTING-20 DEGREES/BELOW 1,000 FEET/SOUTH (9) ANGLE/ELEV/AZIMUTH AT LAST SIGHTING-LESS THAT 20 DEGREES/LESS THAN 1,000 FEET/NORTH. (10) FLIGHT PATH AND MANEUVERS-STRAIGHT SOUTH TO NORTH, NO MANEUVERS. (11) METHOD OF DISAPPEARANCE-STEADY TO NORTH (12) HOW LONG WAS OBJECT VISIBLE? APPROXIMATELY 3 MINUTES. (13) MANNER OF OBSERVATION-GROUND/VISUAL (14) OPTICAL AIDS -NONE (15) TIME AND DATE OF SIGHTING 0240 29 JUL 65 (ZULU TIME) (16) LIGHT CONDITIONS-NIGHT (17) LOCATION OF OBSERVER-NORTH PERIMETER OF CARSWELL AFB, FT WORTH, TEXAS. (18) OBSERVER: [redacted] EDUCATION TECHNICIAN. RELIABILITY ESTIMATED TO BE ABOVE AVERAGE. (19) WEATHER AT TIME OF SIGHTING: WINDS AT SURFACE-350 DEGREES AT 8 KNOTS, AT 6,000 FT -- 340 DEGREES AT 8 KNOTS AT 10,000 FT - 60 DEGREES AT 10 KNOTS, AT 16,000 FT - 50 DEGREES AT

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15 KNOTS. AT 20,000 FT - 30 DEGREES AT 20 KNOTS AT 30,000 FT - 20 DEGREES AT 40 KNOTS AT 50,000 FT - 10 DEGREES AT 15 NOTS. CLEAR

WITH 10 MILES VISIBILITY. (20) POSITION, TITLE AND COMMENTS OF PREPARING OFFICER: INTELLIGENCE OFFICER, 7TH BOMB WG. INDIVIDUAL REPORTING THE SIGHTING IS CONSIDERED QUALIFIED TO RENDER A CREDIBLE REPORT. HIS QUALIFICATIONS INCLUDE (1) A COMMAND PILOT RATING (2) A MAJOR IN USAF RESERVE, AND (3) A TOP SECRET CLEARANCE.

BT

NNN

NOTE: ADV CY DELIVERED TO DIA.

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