PROJECT [illegible] RECORD

Copy for Hynek

1. DATE-TIME GROUP

2. LOCATION

3. SOURCE

4. NUMBER OF OBJECTS

5. LENGTH OF OBSERVATION

6. TYPE OF OBSERVATION

7. COURSE

8. PHOTOS

9. PHYSICAL EVIDENCE

10. CONCLUSION

Unidentified

Investigation did not reveal any conventional explanation.

11. BRIEF SUMMARY AND ANALYSIS

Observer watched a cone shaped object circling aircraft. At one time during the observation the object appeared like an oyster. The object could hover and move at rapid speeds in any direction. One white light was noted at each end. At close range, red and blue lights were visible.

Attempts to determine the cause of the sighting failed. Contact with the FAA did not reveal any information that was useful in the investigation.

was in back of them. They say the object was moving from north to south, yet their diagram shows the object moving from south to east. The fact that the object had the same color as the moon, and seemed to travel around the moon, leaves me to think that as they were traveling (60 miles per hour) they may have come to a turn in the road, changing the angle of the windshield to the moon, causing a traveling reflection to be seen. Obviously, I cannot prove this, but in view of the tremendous number of inconsistencies in the report, the youth of the two observers, the fact that the other four in the car did not see it, and the short duration of the sighting leads me to this conclusion. However, I think insufficient and conflicting data would be best.

28. 25 April 1967, Port Chester, New York.

Not in my current file. Apparently misplaced. Will do in Dayton.

29. 26 April 1967, Preston, Iowa.

Even though this has five witnesses, the report contains insufficient information for a meaningful evaluation. Weather data is missing, and witnesses were adolescents. Case could be classified as possible aircraft, or possible balloon, or possible unknown.

30. 29 June 1967, Scotch Plain, New Jersey.

Several attempts to get in touch with the original witnesses have proved futile. The man, Damon Brown, truck driver, has not telephone listed, and I received no response to letters sent to him. He may be an itinerant and not traceable. His passenger, Mrs. Shirley Winn, also was not traceable. No phone listed and letter to address listed was returned.

Yet despite this, original report stated that there were many corroborating witnesses. Apparently the Air Force interrogator didn't locate any of these, or give any leads as to how they might be located.

The report has a strangeness of Σ4, but relatively low reliability. Also there is an inconsistency. The report states that the object appeared at one time about 100 feet from the observer and at another time the object was circuling an aircraft. No time-motion sequence established. I would recommend that in view of the fact that it was impossible to get any additional information, the case be carried as insufficient information, possible unknown. Yet the original report was so bizarre and so suggestive of something strange that there should have been immediate and comprehensive followup.

New Jersey

05302

AUG 15 1967

TDET/UFO (Maj Quintanilla/70916/mhs/12 Aug 67)

UFO Observation, 29 June 1967

Watch Supervisor
FAA Control Tower
Newark Airport
Newark, New Jersey 07102

1. The Aerial Phenomena Branch is in receipt of an unidentified flying object report which occurred in the Scotch Plains, New Jersey area on 29 June 1967 at approximately 0130 hours. According to the witness the object was circling an aircraft which was headed toward Newark. The object had one huge red light at each end, with a similar red light located on the bottom of the craft. At close range, a row of blue lights was visible, about level with the bottom red light.

2. Request information on any type aircraft that could have been operating in that area. Your assistance will aid in our investigation of this report.

JAMES C. MANATT, Colonel, USAF
Director of Technology and Subsystems

A. Description of the Object(s):

1. Shape: Cone-shaped at first from a distance. Later at approximately 100' from observer, object appeared to be oyster-shaped.

2. Size compared to a known object: Appeared to be at least 200' wide and 25-30 " thick.

3. Color: Not distinguishable at night.

4. Number: One

5. Formation, if more than one: N/A

6. Any discernible features or details: One hughe red light at each end. Same size red light also on bottom forming apparent triangle. At close range, a row of blue lights visable about level of bottom red light.

7. Tail, trail, or exhaust, including size of same compared to size of object(s): None

8. Sound; if heard, describe sound: None

9. Other pertinent or unusual features: Object could hover or move at rapid speeds in any direction. Direction changes were instanteous. At low level, object followed movement of automobile.

B. Description of Course of Object(s):

1. What first called the attention of observer(s) to the object(s): Movement of object in relation to an aircraft landing at Newark Airport. Object was circling aircraft.

2. Angle or elevation and azimuth of object(s) when first observed: 30 degrees above horizon when first seen. (Height of aircraft) Azimuth and elevation varied thereafter for rest of sighting.

3. Angle or elevation and azimuth of object(s) upon disappearance: 5 to 10 degrees above the horizon.

4. Description of flight path and maneuvers of object(s): Erratic movement. Immediate changes of direction (forward, backward, up and down). Very fast speed at first. Slowed to as little as 20 MPH later as it followed movement of automobile.

5. How did the object(s) disappear: Followed car for approximately 500', then veered to South and took off out of sight at great speed.

6. How long were the object(s) visible: 8 to 10 minutes.

C. Manner of Observation:

1. Use one or any combination of the following items: Ground-visual, air-visual, ground-electronic, air-electronic: Ground - visual.

2. Optical Aids: (i.e., binoculars, telescopes): None. Naked eye both in and out of automobile.

3. If the sighting occurred while airborne, give type of aircraft, identification number, altitude, heading, speed, and home station: N/A

D. Time and Date of Sighting:

1. Greenwich date-time group and local time: 0530Z/29 Jun 67

2. Light conditions (use one of the following terms: Night, day, dawn, dusk): Night - clear sky.

E. Location of Observer(s): (Give exact latitude and longitude coordinates of each observer, and/or geographical position): Scotch Plains, N.J. Just off Route 22.

F. Identifying Information on Observer(s):

1. Military or Civilian: Civilian.

2. Name: [redacted]

3. Age: 42

4. Mailing Address: P.O. [redacted] Ave, Sanwood, N.J.

5. Occupation: Truck Driver

6. Education: High School (12 years)

7. Estimate of Reliability: Apparently reliable with many corroborating witnesses

G. Weather and Winds-Aloft Conditions at Time and Place of Sightings:

1. Observer(s) account of weather conditions: Clear night - stars visible.

2. Report from nearest AWS or US Weather Bureau Office of wind direction and velocity in degrees and knots at surface, 6,000', 10,000', 16,000', 20,000', 30,000', 50,000' and 80,000', if available.

6,000'	120/15
10,000'	120/20
16,000'	170/05
20,000'	260/15
30,000'	290/45
50,000'	280/45
80,000'	Not available

Winds are for 29/000Z, JFK, NY.

3. Ceiling: U Broken (above 20,000")

4. Visibility: 8 miles.

5. Amount of cloud cover: Broken

6. Thunderstorms in area and quadrant in which located: None

7. Vertical temperature gradient: Near standard lapse rate. No inversion.

H. Any other unusual activity or condition, meteorological, astronomical, or otherwise, that might account for the sighting: None noted.

I. Interception or identification action taken: None

J. Location, approximate altitude, and general direction of flight of any air traffic or balloon releases in the area that might possibly account for the sighting: None.

K. Position, title and comments of the preparing officer, including his preliminary analysis of the possible cause of the sighting(s): Many witnesses to the sighting. (Including Mr [redacted] Scotch Plains, N.J. - a passenger in Mr [redacted]'s car). Preliminary analysis does not indicate possible cause. A check with the Airport Traffic Control Office at Newark, N.J. revealed that their log contained no report of any unusual activity or sightings on the night of 29 June 1967.

HENRY L. PIERCE, Capt, USAF
Investigating Officer
Stewart AFB, New York 12550

L. Existence of physical evidence, such as materials and photographs: None.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Newark Airport Control Tower
Newark, New Jersey 07114

August 22, 1967

Colonel James C. Manatt, USAF
Director of Technology & Subsystems
Headquarters Foreign Technology Div. (AFSC)
Wright-Patterson AFB, Ohio 45433

Attention: TDET/UFO

Dear Colonel Manatt:

In reply to your request of August 15, 1967 regarding a UFO observation on June 29, 1967, this facility had no aircraft operating in the Scotch Plains, New Jersey area at approximately 0130 EDT.

Sincerely,

Louis F. Leon

Louis F. Leon
Chief Controller

26 - 30 JUNE 1967 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
26	Aurora, Ohio	Medean	INSUFFICIENT DATA
26	SeDona, Arizona	Worno, Bernell	1. SATELLITE 2. AIRCRAFT
27	Frenchtown, New Jersey	Multiple	1, 2, INSUFFICIENT DATA 3. SATELLITE 4. SATELLITE 5. AIRCRAFT
27	Cleveland, Ohio	Sweeney	1. SATELLITE 2. SATELLITE
27	Wichita Kansas Area	Villar (PHOTOS)	Sighting: INSUFFICIENT DATA Photo: INSUFFICIENT DATA
27	Pittston, Pennsylvania	Rubbico	AIRCRAFT
27	Portsmouth, New Hampshire	Easthom	1. SATELLITE 2. SATELLITE
28	Pearl City, Hawaii	Military	INSUFFICIENT DATA
29	Las Vegas, Nevada	Greenwood	INSUFFICIENT DATA
29	Kirksville, Missouri	Gowdy	SATELLITE
29	Las Vegas, Nevada	Hornbeck	AIRCRAFT
29	Scotch Plains, New Jersey	Brown	UNIDENTIFIED
29	Salem, Oregon	Adamson	SATELLITE
29	Lebanon, Oregon	Civilian	Astro (VENUS)
30	Barstow, California	Multiple	Astro (ARCTURUS)
30	Mansfield, Ohio	Haber	SATELLITE
30	Dayton, Ohio	Spangler	SATELLITE
30	Toledo, Ohio	Multiple	SATELLITE
30	Enid, Oklahoma	Cahlert	Astro (VENUS)

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
25	South Bend, Indiana	Green 164, Milovich	
25		Ltr, Seibert	
26	Montreal, Canada	Green 164, McElligott	
26	Melvindale, Michigan	Green 164, Nagy	
26	Commack, Long Island, New York	Green 164, Kelly	
27	Millbrae, California	Green 164, Anderson	
28	New Castle, Pennsylvania	Ltr, Kozora	
28	Chester, Pennsylvania	Green 164, Turpin	
28	West Long Branch, New Jersey	Ltr, Corsley	
28	Portland, Oregon	Green 164, Rios	