

PROJECT 10073 RECORD

1. DATE - TIME GROUP 30 May 54 31/0502;0507;0510Z	2. LOCATION Larson AFB, Washington; City of Moses Lake, Washington
3. SOURCE 4 persons 2 military (1 wife) 1 civilian	10. CONCLUSION PROBABLY ASTRONMICAL: METEOR Electrical storm 50 miles SE of Larson AFB.
4. NUMBER OF OBJECTS one	In addition to sources metioned heron local radar sites also read three reports by phone. Evaluation - probably a very brilliant meteor.
5. LENGTH OF OBSERVATION 3 seconds 2 seconds 6 seconds	11. BRIEF SUMMARY AND ANALYSIS Shapelike jet exhaust in size, but many times brighter. Intense white in color which changed to red before disappearing. No sound. Estimated speed - 700 mph. Estimated elevation of UFO 5000 ft. Information from source is generally in agreement as to size, color, speed, elevation and shape of object.
6. TYPE OF OBSERVATION ground visual	
7. COURSE S - N	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

30 MAY 54
31/0507
ACTION

UNCLASSIFIED

8679 04 JUNE 54
NO UNCLASSIFIED REPLY OR REFERENCE IF DATE TIME GROUP IS QUOTED
C-1 PRIORITY
FM COMDR 62 TCW LARSON MOSES LAKE WASH 03 2200Z
TO COMDR ADC ENT AFB COLO
COMDR ATIC WPAFB OHIO
COMDR TAC LANGLEY AFB VA
DIR OF INTEL HQ USAF WASHDC

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTRAL
BEFORE DECLASSIFYING.

2 TCOPR 54-03F.

UFOB REPORT NO 1. (1) (A) SHAPE OF OBJECT LIKENED TO JET EXHAUST
BUT MANY TIMES BRIGHTER. (B) ABOUT THE SIZE OF A JET EXHAUST IF ACFT
WAS FLYING AT 5000 FEET. (C) INTENSE WHITE IN COLOR WHICH CHANGED
TO RED BEFORE DISAPPEARING. (D) 1. (E) N/A. (F) NEG (G) EXHAUST DESCRIBED
IN (B) ABOVE WAS ALL THAT WAS DISCERNIBLE TO THIS OBSERVER, IT WAS
SHORT, VERY BRIGHT AND CIGAR SHAPED. (H) NONE HEARD. (I) SPEED APPRX
AT 700 MILES PER HOUR. (2) (A) ATTENTION DRAWN BY BRIGHTNESS
OF LIGHT. (B) ELEVATION 45 DEGREES, AZIMUTH DUE SOUTH. (C) ELEVATION

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45 DEG, AZIMUTH DUE NORTH. (D) STRAIGHT FLIGHT FROM SOUTH TO NORTH
WITH NEG MANEUVERS, OBJECT PASSED DIRECTLY OVERHEAD. (E) LIGHT DWINDLED
OUT NEAR END OF TRAJECTORY AND WAS LOST FROM SIGHT. (F) 3 SECONDS.
(3) (A) GROUND - VISUAL. (B) NONE USED. (C)

(D) NOT APPL. (4) (A)
310520Z. (B) NIGHT. (5) CONTROL TOWER, LARSON AFB, WASH. (6) (A)
NOT APPL (B) AMN 2 1905-5 AACS
DET. LARSON AFB, WASH. TOWER OPERATOR, FAIRLY RELIABLE. (7) (A)
CLEAR, BLACK NIGHT WITH ELECTRICAL STORM 50 MILES TO SOUTH EAST.
(B) NO LOCAL WINDS AVAIL, WINDS AT GEIGER FIELD, SPOKANE, WASH
MORE SOUTH EASTERLY AT 19 KNOTS AT 5000 FEET INCREASING SLIGHTLY
WITH ALTITUDE THEREAFTER. (C) NONE. (D) UNLIMITED. (E) 1/10. (F)
THUNDERSTORMS REPORTED IN ALL QUADRANTS BUT AT CONSIDERABLE DISTANCE
FROM AREA OF SIGHTING. (8) SOUNDING TAKEN AT YAKIMA, WASH., REVEALS
THAT AN UNSTABLE LAYER OF AIR EXISTED BETWEEN 5000 AND 9000 FEET
DURING TIME OF THE SIGHTING. (9) NEG. (10) NONE ATTEMPTED. (11)
NEG. CHECK OF RADAR SITES IN AREA ALSO NEGATIVE. (12) GROUP INTELLIGENCE
OFFICER, 62 TRP CARR GP. SOURCE HAS SEEN MANY METEORITES DURING THE
COURSE OF HIS DUTIES AS TOWER OPERATOR AND IS CERTAIN THAT THIS OBJECT

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WAS NOT LIKE ANY HE HAD SEEN PREVIOUSLY. CHARACTER OF OBJECT NOT
DETERMINED, HOWEVER CAUSE MAY BEEN ELECTRICALLY PROCUED BY A COMB-
INATION OF UNSTABLE AIR AND THUNDERSTORM ACTIVITY. UFOB REPORT
NO 2. (1) (A) PIN WHEEL SHAPED. (B) COMPARABLE TO SMALL BLIMP AS
SEEN AT AN ALTITUDE OF 5000 FEET. (C) RCD AND WHITE. (D) 1. (E)
NOT APPL. (F) NOT DISCERNIBLE. (G) EXUDED EXHAUST AROUND COMPLETE
CIRCUMFERENCE, FAVORING THE REAR. (H) NONE HEARD ALTHOUGH OBSERVER
WAS OUT OF DOORS. (2) (A) BRIGHT LIGHT IN SKY ATTRACTED ATTENTION
TO THE OBJECT. (B) ELEVATION 25 DEGREES AXIMUTH DUE NORTH. BUILDING
BLOCKED OUT FURTHER VIEW AT THIS POINT. (D) OBJECT PASSED DIRECTLY
OVER HEAD IN STRAIGHT FLIGHT PATH. (E) LOST FROM SIGHT DUE TO BUILDING.
(F) 2 SECONDS. (3) (A) GROUND VISUAL. (B) NONE USED. (C) NOT APPL.
(4) (A) 310507 MAY. (B) NIGHT. (5) CITY OF MOSES LAKE, WASH. (6)
(A) MR. MOSES LAKE, WASH. COMMUNICATIONS
OFFICER, AIRFORCE RESERVE. ESTIMATED AS FAIRLY RELIABLE. (7) (A)
CLEAR EXCEPT FOR A FEW SCATTERED CLOUDS, VISIBILITY 15 MILES. (B)
THRU (F) SAME AS IN REPORT NUMBER 1. (3) THRU (QQ) SAME AS IN REPORT

UNCLASSIFIED

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WAS NOT LIKE ANY HE HAD SEEN PREVIOUSLY. CHARACTER OF OBJECT NOT DETERMINED, HOWEVER CAUSE MAY BEEN ELECTRICALLY PROCUED BY A COMBINATION OF UNSTABLE AIR AND THUNDERSTORM ACTIVITY. UFOB REPORT NO 2. (1) (A) PIN WHEEL SHAPED. (B) COMPARABLE TO SMALL BLIMP AS SEEN AT AN ALTITUDE OF 5000 FEET. (C) RCD AND WHITE. (D) 1. (E) NOT APPL. (F) NOT DISCERNIBLE. (G) EXUDED EXHAUST AROUND COMPLETE CIRCUMFERENCE, FAVORING THE REAR. (H) NONE HEARD ALTHOUGH OBSERVER WAS OUT OF DOORS. (2) (A) BRIGHT LIGHT IN SKY ATTRACTED ATTENTION TO THE OBJECT. (B) ELEVATION 25 DEGREES AXIMUTH DUE NORTH. BUILDING BLOCKED OUT FURTHER VIEW AT THIS POINT. (D) OBJECT PASSED DIRECTLY OVER HEAD IN STRAIGHT FLIGHT PATH. (E) LOST FROM SIGHT DUE TO BUILDING. (F) 2 SECONDS. (3) (A) GROUND VISUAL. (B) NONE USED. (C) NOT APPL. (4) (A) 310507 MAY. (B) NIGHT. (5) CITY OF MOSES LAKE, WASH. (6) (A) MR [REDACTED] MOSES LAKE, WASH. COMMUNICATIONS OFFICER, AIRFORCE RESERVE. ESTIMATED AS FAIRLY RELIABLE. (7) (A) CLEAR EXCEPT FOR A FEW SCATTERED CLOUDS, VISIBILITY 15 MILES. (B) THRU (F) SAME AS IN REPORT NUMBER 1.) (8) THRU (QQ) SAME AS IN REPORT

UNCLASSIFIED

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NO 1. (12) THIS REPORT DIFFERS FROM THE OTHERS FORWARDED IN THE DESCRIPTION OF THE OBJECT. OBSERVER POSITIVE THAT HIS DESCRIPTION IS CORRECT. JUFOB REPORT NO 3. (1) (A) JET AFTER BURNER ONLY MUCH BRIGHTER. (B) UNUSUALLY LARGE METEOR. (C) BRIGHT RED BALL TRAILING A LARGE RED FLAME. (D) 1. (C)3) NOT APPL. (F) NOT DISCERNIBLE. (G) TAIL APPROX 3 TIMES LENGTH OF OBJECT. SEEMED TO BE AN EXHAUST. VERY BRIGHT AND WHITE IMMED BEHIND OBJECT AT POINT OF EXIT. (H) NONE HEARD. OBSERVER WAS IN MOVING AUTOMOBILE. (I) SPEED IN EXCESS OF 700 MILES PER HOUR (2) (A) BRIGHTNESS OF OBJECT CALLED ATTENTION TO IT OF BOTH OBSERVER AND WIFE. (B) ELEVATION 10 DEGREES, AZIMUTH SOUTHEAST. (C) ELEVATION 30, AZIMUTH DUE NORTH. (D) SEEMED TO BE TRAVELING IN LEVEL FLIGHT AT 6500 FEET. MADE CLIMBING RIGHT TURN JUST PRIOR TO DISAPPEARING. (E) FADE OUT GRADUALLY. (F) 6 SECONDS. (3) (A) GROUND VISUAL. (B) NONE USED. (C) NOT APPL. (4) 310510Z MAY. (B) NIGHT. (5) 51 MILES EAST OF ELLENSBURG, WASH, ON STATE HIGHWAY NO 7. OBSERVER TRAVELING EAST. (6) (A) MRS [REDACTED] (B) 1 CLASS [REDACTED] DET 1025 AIRWEATHER SQ, LARSON AFB, WASH. ESTIMATED AS USUALLY RELIABLE. (7) (A) SCATTERED CLOUDS,

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VISIBILITY 51 MILES PLUS. (B) THRU (F) ^{SAME} SA.3 AS IN REPORT NO 1.) (8) THRU (11) SAME AS REPORT NO 1. (12) THIS REPORT IS THE ONLY DESCRIBING ANY MANEUVERS PERFORMED BY THE OBJECT. BOTH HUSBAND AND WIFE OBSERVED THIS PHENOMENA MAKING A CLIMBING RT TURN PRIOR TO ITS DISAPPEARANCE. RADAR SITES IN VICINITY HAD TELEPHONE CALLS FROM MR [REDACTED] WASH, AND FROM MR [REDACTED] MAH [REDACTED] CALLS NOT INVESTIGATED THIS HQ

04/2035Z JUNE

90 60
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

TS4 82.3.3

31 May, 1954

~~31 June 1954~~

Boston, Massachusetts

87 'Saucers' Sighted in '54

WASHINGTON, June 1 (UP).—

Air Force officials said today reports of "flying saucers" have fallen off swiftly since 1952. They believe more scientific investigating and better public education are responsible.

So far this year only eighty-seven "sightings" have been reported. However, the "flying saucer season," which coincides with the July-August meteor showers, is just coming in. Reports of "flying saucers" increase when meteors are most common.

The Air Force received 1,700 reports of sightings in 1952. Last year the figure fell off to 429. If the present rate should hold up throughout 1954 the total would drop to 208.

The Air Force still is unable to explain 10 per cent of the sightings. The idea that some drift in from outer space still gets some attention, but the Air Force says it has no such evidence. It also has no evidence that they come from a foreign government.

Sights 'Disk' at Boston

Capt. Charles J. Kratovil, a Trans World Airlines pilot, didn't say he saw a flying saucer at 9:30 a. m. yesterday, but he was unshaken in his belief that a "large white disc-like" object, moving against a sixty-mile-an-hour wind near Boston, was not a weather balloon the Air Force claimed was in the area at the time.

Capt. Kratovil said he notified the Boston Airport control tower and received a reply after he reached Idlewild that Air Force jet planes were sent up to investigate, and the object was seen by their crews. He said the Air Force said the jets were at 10,000 feet and the object seemed to be 10,000 feet above them and rising fast.

First

HUNTER-WILSON

NY 4.4.7

6/2/54

A. J. Jones
2 June 1954

THE

Flying Saucer Sightings Fall as 'Season' Nears

WASHINGTON, June 1 (UP)

—Air Force officials said today that reports of "flying saucers" had fallen off sharply since 1952. They said they believed more scientific investigating and better public education were responsible.

So far this year only eighty-seven "sighting" have been reported. However, the "flying saucer season"—which coincides with the July-August meteor showers—is just coming in.

The Air Force received 1,700 reports of sightings in 1952. Last year there were 429.

The Air Force still is unable to explain about 10 per cent of the sightings. Officials said that if anyone saw any unidentified flying objects they "would welcome the information."

The place to notify is the Air Technical Intelligence Center, Wright - Patterson Air Force Base, Dayton, Ohio.

The presence of a fast-moving, unidentifiable object in the sky near Boston, visible for ten minutes, was reported yesterday.

When Capt. Charles J. Kratovil, a Trans World Airlines pilot, arrived at New York International Airport, Idlewild, Queens, after a flight from Paris, he said he had seen a "large, white disk-like" thing in the air at about 9:30 A. M. The object was also seen by members of his crew.

Captain Kratovil said the object was traveling parallel to his plane and high above it and was going against a sixty-mile-an-hour wind.

Captain Kratovil said the object was "large," but Harold Raney, flight engineer, said he thought it was about the size of a basketball.