

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Detachment 10, 1006th AISS	REPORT NO. AISS-UFOB-779-57 DIO-UFOB-2-57	PAGE 3 OF 12 PART ONE	PAGES
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I. SOURCE: Joseph F. Long, 1st Lt, USAF, AO 3028640

Address: 321st Fighter-Interceptor Squadron, ADC
Paine Air Force Base
Everett, Washington

(Note: SOURCE will be at above address after 18 Jan 58. He is presently on delay enroute status during a permanent change of station from Newcastle County Airport, Wilmington, Del, where his former unit, the 97th Fighter-Interceptor Sq, was de-activated.)

Age: 24

Occupation: 1st Lt, USAF, Interceptor Pilot

Education: 8 Yrs grade school, 4 yrs high school, 4 yrs college including ROTC. SOURCE studied speech and related subjects for subsequent work at TV station or the like.

Qualifications: All-weather instrument school, flying training, qualified in F-94 and T-33.

II. RELIABILITY: SOURCE appeared intelligent, and he was friendly and cooperative. Initially he appeared somewhat nervous, but it is believed that this was due to his uncertainty as to how his information would be received. When it became apparent to him that the interviewer received his information with unbiased interest, his nervousness left him, and he presented his account of the incident without hesitation. He answered all follow-up questions willingly. One minor inconsistency occurs in the report: SOURCE drew a sketch of the top view of one of the objects. While he probably meant this to be a top view of the objects as he imagined it (never actually having seen the objects from the top), it would seem more logical had he drawn a bottom view, since he did see the objects passing almost directly above him (50 ft). During the latter part of the interview, while working on SOURCE's narrative description of the incident, his commanding officer and his adjutant were present in the room. Both spoke favorably of SOURCE's ability as a fighter pilot and of his character. His C.O. passed remarks to the effect that he, for one, believed SOURCE, although he himself had never made any UFOB sightings.

III. SOURCE'S DESCRIPTION OF SIGHTING: SOURCE was returning to Newcastle County Airport, Del. after completion of USAF Advanced Survival School, Stead AFB, Nev. on 23 Nov 57 in his automobile. At about 0630 he was approximately thirty (30) miles west of TONOPAH, Nev., traveling towards LAS VEGAS, Nev. at about eighty (80) mph when the engine of his car suddenly stopped. Attempts to re-start the engine were unsuccessful, and SOURCE got out of his car to investigate the trouble. Outside the car he heard a steady high-pitched whining noise which drew his attention to four (4) disc-shaped objects that were sitting on the ground about 300 - 400 yards to the right of the highway. These objects were totally unlike anything he had ever seen, and he attempted to get closer for a better look at them. He walked for several minutes until he was to within approximately fifty (50) feet from the nearest object. The objects appeared identical and about fifty (50) feet in diameter. They were disc-shaped, emitting their own source of light which caused them to glow brightly. They were equipped with a translucent dome in the center of the top which was obviously not of the same material as the rest of the craft. The entire body of the objects emitted the light, they did not seem to be dark on the underside. They were equipped with three (3) landing gears each

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PART ONE

that appeared hemispherical in shape, about two (2) feet in diameter, and of some dark material. SOURCE estimated the height of the objects from ground level to the top of the dome to be about ten (10) to fifteen (15) feet. The objects were equipped with a ring around the outside that was darker than the rest of the craft and was apparently rotating. When SOURCE got to within fifty (50) feet of the nearest object, the hum, which had been steady in the air ever since he first observed the objects, increased in pitch to a degree where it almost hurt his ears, and the objects lifted off the ground. The protruding gears were retracted immediately after take-off, the objects rose about fifty (50) feet into the air and proceeded slowly (about ten mph) to the north, across the highway, contoured over some small hills about a half (1/2) mile away, and disappeared behind those hills. As the objects passed directly over SOURCE, he observed no evidence of any smoke, exhaust trail, heat, disturbance to the ground or terrain, or any visible outlines of landing gear doors, or any other outlines or openings on the bottom. The total time of sighting lasted about twenty (20) minutes. After the objects disappeared, SOURCE examined the place where he had first seen them on the ground. There was no evidence that any heat had been present, or that the ground had been disturbed in any other way other than several very small impressions in the sand where the landing gears had obviously rested. The impressions were very shallow and bowl-shaped, triangular in pattern (an equally sided triangle). SOURCE did not measure the distance between the impressions, but estimated it to be about eight (8) to ten (10) feet. After his investigation of the impressions, SOURCE returned to his car, and the engine started immediately and ran perfectly. The car SOURCE was driving was a 1956 Chevrolet, and he had not experienced a trouble of similar nature before or after the incident. At the time of sighting, SOURCE had driven from RENO, Nev. to the point of sighting during the night and had slept for about two (2) hours in his car between 2400 hrs and 0200 hrs that same day. SOURCE had had no intoxicants or any sleep-retarding drugs. He described his physical condition at time of sighting as excellent. After the sighting, SOURCE proceeded to INDIAN SPRINGS AFB, Nev., where he reported the sighting to the Base Security Officer.

The times of day referred to above are given in Pacific Standard Time. At time of sighting it was daylight, but the sun was still behind the mountains. The sun was about to rise in front of SOURCE. There were no stars or moon. There was no overcast. The weather was dry, rather cold, and there was no wind. There were no other witnesses to the observation to the best of SOURCE's knowledge.

5 Incls:

1. SOURCE's sketch of UFOB
2. SOURCE's sketch of UFOB arrangement
3. SOURCE's sketch of UFOB motion
4. SOURCE's sky diagram
5. SOURCE's sketch of UFOB elevation

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DECLASSIFY AND DOWNGRADE
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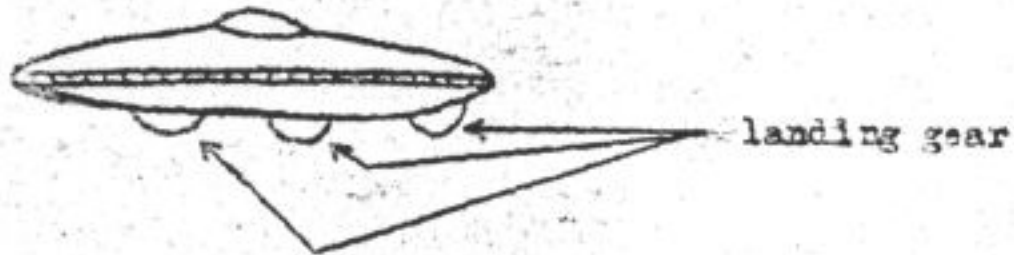
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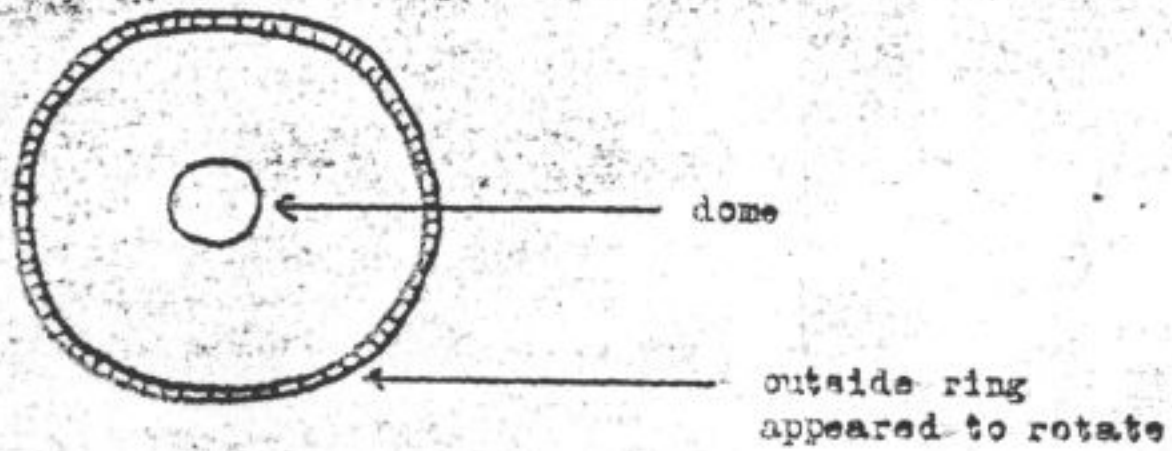
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PART ONE

Part One, Fig. One:
SOURCE's Memory Sketch, unstouched,
of one (1) of four (4) UFOBs
sighted near TONOPAH, Nev. on
23 Nov 57

Side View



Top View



DOWNGRADED AT 5-YEAR INTERVALS;
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