

Sir Francis Chichester

June 10, 1931

"UFO Sighting From an Aircraft"- Report Form

Case No.: \_\_\_\_\_

Sir

Date: 6-10-31

(A) Primary witness: Francis Chichester crew: P, CP, \_\_\_\_\_

Time: 1500 L

(B) Second witness: \_\_\_\_\_ crew: P, CP, \_\_\_\_\_

N= \_\_\_\_\_ observ.

(C) Third witness: \_\_\_\_\_ crew: \_\_\_\_\_

Altitude (ft) \_\_\_\_\_ K

(D) Other witnesses & circumstances: \_\_\_\_\_

Weather: low clouds

IFR, VFR

Comm'l, Private

4.0 military

USA, foreign

Reference: ① The Evening Post, 5/68; ② UFO Re Australia  
Newsletter, Vol 4 #3, Nov-Dec 1983 YOUTUBE interview

Date:

Flight Details: (Spatial) Lat. [ \_\_\_\_\_ ° ' " N S ] Long. [ \_\_\_\_\_ ° ' " E W ]  
1. Location (flt. path): Origin: New Zealand Dest. Australia

1.1 Sighting (initial) location: \_\_\_\_\_

2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)

2.1 Orig. bearing: NW deg. Changed to: \_\_\_\_\_ deg. Chg to: \_\_\_\_\_ deg.

3. Altitude at time of sighting: \_\_\_\_\_ K ft. (Type: Abs., Ind., Press. True)

3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)

3.2 A/C ascend, descend

3.3 Rate of 3.2: \_\_\_\_\_ ft/sec accurate, approx.

4. A/C Attitude: \_\_\_\_\_

5. Other A/C involv. yes, no (details in 5.1)

5.1 \_\_\_\_\_

Signature

Flight Details: (Temporal)

7. TAS: \_\_\_\_\_ mph, kts.

8. Accel: yes, no (if yes, cont. 8.1)

8.1 accel: \_\_\_\_\_ ft/sec accurate, approx.

9. TAS: \_\_\_\_\_ mph, kts.

10. GHT: \_\_\_\_\_ hrs.

11. Local Time: 1500 L (zone: \_\_\_\_\_)

12. UFO Sighting duration: \_\_\_\_\_ ( )

UFO Characteristics (Only (A))

32. Mag. bearing: \_\_\_\_\_ deg.

33. Vel. \_\_\_\_\_ mph, kts.

33.1 vel. (how det.): \_\_\_\_\_

33.2 accel: \_\_\_\_\_

34. Ang. size: \_\_\_\_\_

34.1 (34. how det) \_\_\_\_\_

35. Luminosity: Dull-Grey White

36. Shape Oblong pearl

37. Structural details: \_\_\_\_\_

Became transparent

38. Sketch made? yes, no

38.1 Photos ( ) obtained?

38.2 (38.1 details) \_\_\_\_\_

39. No. UFOs: one

40. Atmosph. traces: \_\_\_\_\_

41. UFO: friendly, hostile, none

41.1 (41 details) \_\_\_\_\_

42. UFO disappearance details:

Suddenly vanished from direct view

43. Altitude: \_\_\_\_\_

44. Misc. "Dazzling flashes"

also seen. . . Decreased in size as it approached

\*

(✓) see over for further info.

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:"

19-2-75 sh

MAR 10 1977



Ref ②

Just as a rider was passing by, out of that graveyard came the biggest Jack-O'-Lantern in Australia!" The old Min-Min "pub" and "main-change" station, used to stand at the boundary of two big stations in the Boulia district. Sightings of the light were not entirely the stuff of colourful legend for, even up until today, sightings continue. Various explanations have been bandied about, but none have succeeded in completely dispelling the procession of peculiar tales that have come out of the area (16).

During 1925, a young English migrant, Thomas Green, was working on a farm, north of Perth, Western Australia, in the vicinity of Moora. One day, Green claims he was out riding with the son of the owner of the farm. They came upon an object resting in a paddock. It was like two saucers placed edge on edge. Around the outside were oval shaped windows. The object was resting on four legs splayed outwards. It was not of "any colour of the spectrum" and appeared to be shimmering as if seen through a heat haze. There was no sound in evidence and the object appeared to be deserted. The farmer's son declared that they should make a hasty retreat and not tell anyone of their find. Several days later, the two returned to the site to find the object was gone. Where it had rested, the earth had been scuffed about (17).

Alc  
That truly remarkable man, the late Sir Francis Chichester, encountered an inexplicable aerial phenomena, while making the first solo plane flight across the Tasman Sea, between New Zealand and Australia, in 1931. From his beautiful book, "The Lonely Sea and the Sky", we follow his encounter. At 3.00 p.m., on June 10, just after seeing the S.S. Kurow battling its way through heavy seas below him, Chichester decided to fly north-west, to avoid facing a storm that lay in his path: "Round the storm we flew into calm air under a weak lazy sun. I took out the sextant and got two shots. It took me thirty minutes to work them out, for the engine kept back firing, and my attention wandered every time it did... Suddenly, ahead and thirty degrees to the left, there were bright flashes in several places, like the dazzle of a heliograph. I saw a dull grey-white airship coming towards me. It seemed impossible, but I could have sworn that it was an airship, nosing towards me like an oblong pearl.

Except for a cloud or two, there was nothing else in the sky. I looked around, sometimes catching a flash or a glint, and turning again to look at the airship I found that it had disappeared. I screwed up my eyes, unable to believe them, and twisted the seaplane this way and that, thinking that the airship must be hidden by a blind spot. Dazzling flashes continued in four or five different places, but I still could not pick out any planes. Then, out of some clouds to my right front, I saw another, or the same, airship advancing. I watched it intently, determined not to look away for a fraction of a second: I'd see what happened to this one, if I had to chase it. It drew steadily closer, until perhaps a mile away, when suddenly it vanished. Then it reappeared, close to where it had vanished: I watched with angry intentness. It drew closer, and I could see the dull gleam of light on its nose and back. It came on, but instead of increasing in size, it diminished as it approached. When quite near, it suddenly became its own ghost - one second I could see through it, and the next it had vanished. I decided that it could only be a diminutive cloud, perfectly shaped like an airship and then dissolving, but it was uncanny that it should exactly resume the same shape after it once vanished. I turned towards the flashes, but those too had vanished. All this was many years before anyone spoke of flying saucers. Whatever it was I saw, it seems to have been very much like what people have since claimed to be flying saucers" (18).

A fifty year old man recounted, in 1974, the story of his encounter with a mini-UFO back in 1932 or 1933, near the town of Nambour, in Northern Queensland. He was 8 or 9 at the time and, at about 2 p.m. one afternoon, in about late March or early April, he was playing with some local children. He strayed from them and went over to a nearby hillock, which was surrounded by a small body of water: "...I put both hands up in front of me and parted this tall grass to look through. I heard a low humming sound and saw a round object directly in front of me, about four feet away. It looked the same shape as if two ordinary saucers were placed face to face and then turned on their sides...The colour of the object was the same shade of silver grey as a Canberra bomber looks on a dull, rainy, overcast day...The size of the object was 12 inches



1931 1931

Ref ①

JUNE 10

AUSTRALIA  
6-10-31

CHICHESTER  
REPORT

M. 1938

# Chichester Made A UFO Sighting Over Tasman In 1931

SIR Francis Chichester — aviator, navigator, ocean racer, author—is also a pioneer in another field: the sighting of unidentified flying objects.

Britain's sprightly old man of the sea, in Wellington for the first time in 30 years, told "The Post" last night of an experience he had well before flying saucers came into vogue.

Flying the Tasman to Australia in 1931, Chichester gazed out of the cockpit of his Gypsy Moth aircraft to see what he described as a "grey-white airship shaped like an oblong pearl."

There was nothing else in the sky. Chichester says he saw several of the mysterious objects.

"At the time, I was quite prepared to swear that several airships were approaching me," said Sir Francis.

Chichester had never heard of anything like the sight he witnessed. Flying saucers had not been sighted at that time and the expression hadn't even been thought up.

"But the sight seemed tally with many things people have seen since," said Chichester.

## No 'Invaders'

However, after many years in which to ponder the unusual sighting, Chichester is firmly convinced that the visions did not contain an advance party of "The Invaders," or anything nearly as exciting.

In fact, he doesn't believe in flying saucers.

Chichester is in Wellington to discuss business matters with his partner since 1919, Mr Geoffrey Goodwin. He is especially keen to see a large stand of trees which he helped plant at Silverstream. The trees are a testimonial to the infrequency of Chichester's visits to New Zealand. The last time he was here they had just been planted—yet many of them have been milled in the last 12 years.

The youth of Britain had touched rock-bottom six or nine months ago, but Chichester said he could sense a change of attitude.

"If we can only get a leader—it would have to be a political leader—we can become a virile country again," he said.

At the moment, the British people were robbed of all incentive to make a big effort.

"You're penalised so much if you succeed in business that you plan to be literally unsuccessful."

## New Book

Typical of the drive and vigour of Chichester is his latest effort in the literary field.

After writing books on flying, ocean racing and navigation, he is soon to present to the public a book on physical fitness.

He is not yet sure of a title. Last night Chichester suggested "How to Keep Fit, by One Who Has Never Succeeded in Doing So."

The Evening Post

(WELLINGTON)

Wellington Province

Circulation approx. 94,500

NZ

TASMANIA,

***By the Seats  
of their Pants***

*more great Australian air stories*

**TERRY GWYNN-JONES**

University of Queensland Press

1988

followed. Then a series of violent storms blocked his path so that Chichester had no alternative other than to press on beneath them. For the next hour he was bombarded by torrential rain, winds and violent turbulence. Once he was forced to within a few metres of the mountainous seas to keep sight of the water. At other times he flew completely "blind" by his instruments as the wall of rain merged with the iron-grey sea. The airman kept telling himself over and over to "keep cool". Eventually he broke out into clear weather, almost blinded by the dazzle of the sun after the blackness of the storm.

The weather steadily improved as he closed in on Australia, and the skies were almost clear when Chichester experienced his final trial – a mysterious meeting with a UFO. He later wrote:

1931  
Suddenly it caught my eye 30 degrees to the left front. Then vivid flashes in several places like the dazzle of a heliograph . . . Then I saw advancing – great heavens – the dull grey-white shape of an airship. Airship! Impossible! However, there was no doubt about it. It nosed towards me like an oblong pearl. Nothing but a cloud or two was visible in the skies for miles. I looked left sometimes catching a flash or a glint there. Turning again to the airship I found it had completely vanished. I screwed my eyes up unable to believe them.

Twisting his head this way and that the puzzled airman banked the Moth from side to side in case the airship was hidden in a blind spot, but it was nowhere to be seen. Just as he was about to settle back on course, it reappeared and flew towards him. He was astonished for, instead of increasing in size, it grew steadily smaller. The gap narrowed until the airship was quite close, when it suddenly became transparent, then vanished.

Alarmed and confused by his meeting with the ethereal airship, Chichester could only continue his flight. He could think of no explanation for the strange phenomenon. In 1931 the world had not yet been bombarded with reports

of flying saucers and other UFOs. He wrote: "I felt stranded in solitude. It was intolerable."

Having gone well off course to avoid further storms, *Madame Elijah* made landfall near Jervis Bay, well south of Sydney. The jubilant airman landed in the water close to a group of Australian naval ships and was eventually hoisted on board the aircraft carrier HMAS *Albatross*. There he was made an honoured guest of the Royal Australian Navy.

Six weeks later, Chichester took off from Sydney Harbour to continue his around-the-world flight. He had reached Japan when a crash put an end to his pioneer flying career.

*Madame Elijah* had just got airborne at Katsura when it collided with telegraph wires stretching between two hills flanking the harbour. The stricken aircraft fell several hundred metres before crashing into the sea wall. Chichester was terribly injured, but miraculously survived the crash, and surgeons managed to save his sight. He did a little flying some years later, but by then he had turned his attention to sailing.

In 1967 he finally accomplished the dream that had eluded him for thirty-six years – the solo circumnavigation of the world. But instead of his Gipsy Moth aircraft *Madame Elijah*, Chichester circled the world single-handed in his yacht he lovingly named *Gipsy Moth*. His voyage captured the imagination of the world and he was knighted by Queen Elizabeth on the deck of his boat. Newspapers called him "a new Elizabethan", "truly the old man of the sea". But a part of him always remained in the air. Before his death in 1972 he said, "I found flying more exciting than sailing, particularly that flight across the Tasman Sea. Evolving a new method of navigation and knowing if it failed you would finish up in the drink. That sort of challenge is what life is made of."

Those words hold the key to Chichester the man. He not only met the challenge of distance, but gambled on the ac-



### Flying Saucers in 1931?

FRANCIS CHICHESTER is known to many as an expert navigator. He is also known as the author of two very good books of flying adventure, "Solo to Sydney" and "Seaplane Solo," published by Faber and Faber. The last-mentioned, which was published in 1933, recounts his trip from New Zealand to Australia across the Tasman Sea in his Moth "Madame Elijah"—converted for the occasion into a floatplane.

During that flight he had some great adventures and suffered severe strain. Some of his observations at the time seemed impossible to explain, except that they were hallucinations induced by fatigue. But some people reading the record to-day may think differently.

However, readers must judge for themselves.

The complete passage which follows is part of Chichester's account of his flight over the last lap, from Lord Howe Island to Australia. When the passage begins he has been flying for five hours.

"Always, I flew on west; I had always been flying west and I always should be. I sighted land ahead and somewhat to the right. Purple-coloured lowland on two sides of a great estuary. The water of the estuary gleamed in the sunlight. Ahead in a roll of white weak clouds a bright light flashed. What was that? Nothing could glitter and flash in a cloud but an aeroplane. I watched the spot intently for a time. More flashes occurred, but I could see no plane.

"Turning to the land, I found that had disappeared in its place, a long purple-hued cloud lay on the sea at a great distance. Another illusion! It thrust me down into the deepest depths of depression. When I looked back at the flashing light, that too had disappeared. There was not a sign of it. Yes, suddenly it caught my eye 30 degrees to the left front. Then vivid flashes in several places like the dazzle of a heliograph. That, it could not be, it must be a flight of planes. They could hardly be connected with me?"

"Then I saw advancing—great heavens!—the dull grey-white shape of an airship. Airship! Impossible! However, there was no doubt about it, and indeed how should I be mistaken in an airship? It nosed towards me like an oblong pearl. Nothing but a cloud or two was visible in the sky for miles. I looked left, sometimes catching a flash or a glint there. Turning again to the airship, I found it had completely vanished.

"I screwed up my eyes, unable to believe them, and twisted the plane this way and that, thinking the airship must be hidden by a blind spot. There was scarcely a wisp of a cloud anywhere near. 'Heavens,' I thought, 'am I seeing things?' Or was I just being tantalized? Dazzling flashes continued in four or five different places to the left, but still I could pick out no planes.

"Then out of some clouds to my right front I saw another, or the same, airship advancing. I fixed my gaze on it, determined not to look away for the fraction of a second. I'd see what happened to this one if I had to chase it.

"It drew steadily closer until perhaps a mile away when, right under my gaze as it were, it suddenly vanished. I was astonished.

"But it reappeared close to where it had vanished. I watched it angrily with fixed intensity. It drew closer. I could see the dull gleam of light on nose and back. It came on, but instead of increasing in size, it diminished as it approached! When quite near, it suddenly became its own ghost. For one second I could see clear through it and the next, so quickly as a flame can vanish, it had vanished. A diminutive cloud formed perfectly to the shape of an airship and then dissolving. I turned to the flashes; these too had now vanished. I felt stranded in solitude; it was intolerable."

### Interplanetary Journals

YET ANOTHER interplanetary journal has been launched, this time in France. The first number of "L'Astronome," dated September, 1950, has been published by Nouvelles Editions Latines, 1 Rue Palatine, Paris 6, at 125 francs. It will appear quarterly, at an annual subscription for foreigners of 650 francs, including postage.

From Germany the fifth number of "Weltraumfahrt" brings messages from many countries welcoming the first International Astronautical Congress recently held in Paris; also a long article by the Editor, Dipl.-Ing. Heinz Gartman, comparing three methods of cooling a rocket-combustion chamber.

Capacitive cooling, as he calls it, demands a chamber wall capable of absorbing a great amount of heat; however, as it would eventually melt, this sets a limit to the burning time. The limit is about 50 seconds for solid fuel, but only 25 for liquid fuel, though this might be extended to 45 seconds by using molybdenum or wolfram, which have high melting-points, in the wall.

After discussing the well-tried method of "regenerative cooling" by a circulating fluid outside the chamber wall, the author describes another alternative, "film cooling" by a thin layer of fluid covering the inner surface. He does not approve of the method of creating this layer by drawing the outer cooling fluid through a porous chamber wall ("sweat cooling"), but prefers using up to 45 per cent. of the fuel for this purpose, injecting it round the edge of the combustion chamber. Some 90 per cent. of this "film" is eventually burnt, and the chamber wall keeps cool enough for Dural to be used in its construction.

In the September "Journal of the British Interplanetary Society," Mr. A. C. Clarke, discussing "Space Travel in Fact and Fiction," attributes the invention of the ram-jet to Cyrano de Bergerac. Cyrano's last idea for a flying machine was a large, light box, quite airtight except for a hole at either end, and built of convex burning-glasses to focus the sunlight on its interior. As a result, the heated air in the chamber would expand and escape through one nozzle, continually being replenished through the other. More recently Professor Simon Newcombe, a famous astronomer of the last century, proved a doubly false prophet when he wrote a scientific article "proving" that heavier-than-air flight was impossible, and then produced a novel showing that the aeroplane could be a means of abolishing war.

Mathematicians still disagree about the best trajectory for an interplanetary voyage. In the March issue of the J.B.S., G. F. Forbes had claimed to show that fuel could be saved, and navigation simplified on a voyage to Mars by following a logarithmic spiral from the Earth, instead of an elliptical path which grazes both orbits; but in the present issue D. F. Lawden claims to prove him wrong. Samuel Herrick, in another article, finds that the direction of take-off, vertical or otherwise, is "almost immaterial" for great distances, assuming that the thrust is tangential to the trajectory.—A.E.S.

### Baling-out at 40,000 ft.

NOTH in the United Kingdom and the United States have been made, during live descents, of the efficiency of the automatic operation of parachutes. This device is essential for use in high-altitude conditions, but the reluctance in some quarters over here to employ "live" tests that first became evident in the sonic flight research programme, is once again shown by the fact that Major Willans was not allowed to go above 25,000 ft. during his tests of the Irvin barometric release.

No details of the construction of the American device are obtainable, but 14 descents are said to have been made with its use by Capt. R. V. Wheeler, the highest from no less than 42,449 ft. This is considerably higher than any figure achieved in Europe, although some years ago, a static jump with immediate opening was made in the U.S.A. from a B-17 at about 40,000 ft. Heights attributed to other personnel in the extensive live descent programme include 42,213 ft. and 41,586 ft.

No details are available of the actual deployment height but that, of course, is immaterial once sufficiently oxygenated atmosphere is reached at, say, 15,000 ft., and the terminal velocity is reduced to its 175 ft./sec. The eventual target for the research programme is 60,000 ft. It will be of interest to see what aircraft will be used for these experiments.



XMAS UP-TO-DATE.—Forsaking the traditional reindeer-powered sledge, Welwyn Garden City's Father Christmas arrived for his annual stay at the local Stores by this Westland S-5 helicopter chartered from Pest Control Ltd. of Cambridge.

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Lt. Colonel Peter Grunnet

and

Lt. Tage Anderson

1932

Royal Danish Air Force

"UFO Sighting From an Aircraft"- Report Form

Case No.: \_\_\_\_\_

- (A) Primary witness: Lt. Col. Peter Grunnet crew:  CP, \_\_\_\_\_
- (B) Second witness: Tage Anderson crew: P,  CP, \_\_\_\_\_
- (C) Third witness: \_\_\_\_\_ crew: \_\_\_\_\_
- (D) Other witnesses & circumstances: \_\_\_\_\_

Date: - - 32  
 Time: \_\_\_\_\_  
 N = \_\_\_\_\_ observ.  
 Altitude (ft) \_\_\_\_\_  
 Weather: \_\_\_\_\_  
 IFR, VFR  
 Comm'l, Private,  
 Military  
 USA,  foreign

Reference: SAGA Report Oct 1977 (au. R. DRAKE)

Date: \_\_\_\_\_

Flight Details: (Spatial) Lat. [ \_\_\_\_\_ ° ' " N S ] Long. [ \_\_\_\_\_ ° ' " E W ]

- 1. Location (flt. path): Origin: \_\_\_\_\_ Dest. \_\_\_\_\_
- 1.1 Sighting (initial) location: \_\_\_\_\_
- 2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
- 2.1 Orig. bearing: \_\_\_\_\_ deg. Changed to: \_\_\_\_\_ deg. Chg to: \_\_\_\_\_ deg.
- 3. Altitude at time of sighting: \_\_\_\_\_ K ft. (Type: Abs., Ind., Press. True)
- 3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
- 3.2 A/C ascend, descend
- 3.3 Rate of 3.2: \_\_\_\_\_ ft/sec accurate, approx.
- 4. A/C Attitude: \_\_\_\_\_
- 5. Other A/C involv. yes,  no (details in 5.1)
- 5.1 \_\_\_\_\_

Signature

Flight Details: (Temporal)

- 7. IAS: \_\_\_\_\_ mph, knots
- 8. Accel: yes, no (if yes, cont. 8.1)
- 8.1 accel: \_\_\_\_\_ ft/sec accurate, approx.
- 9. TAS: \_\_\_\_\_ mph, kts.
- 10. GMT: \_\_\_\_\_ hrs.
- 11. Local Time: \_\_\_\_\_ (zone: \_\_\_\_\_ )
- 12. UFO Sighting duration: \_\_\_\_\_ ( \_\_\_\_\_ )

UFO Characteristics (Only (A))

- 32. Mag. Bearing: \_\_\_\_\_ deg
- 33. Vel. \_\_\_\_\_ mph, kts
- 33.1 vel. (how det.): \_\_\_\_\_
- 33.2 accel: \_\_\_\_\_
- 34. Ang. size: \_\_\_\_\_
- 34.1 (34. how det.) \_\_\_\_\_
- 35. Luminosity: \_\_\_\_\_
- 36. Shape hexagonal, flat
- 37. Structural Details: metallic - smooth surface
- 38. Sketch made? yes, no
- 38.1 Photos ( \_\_\_\_\_ ) obtain
- 38.2 (38.1 details) \_\_\_\_\_
- 39. No. UFOs: one
- 40. Atmosph. traces: \_\_\_\_\_

Flight Details: (Aircraft)

- 17. Jet,  prop, rocket
- 18. Commercial: Airline: \_\_\_\_\_
- 18.1 Flt. No.: \_\_\_\_\_
- 18.2 A/C Model: H.E.-8
- 18.3 \_\_\_\_\_
- 19. Window through which UFO first obs.: (A) \_\_\_\_\_
- 19.1 Est. visibility of 19: \_\_\_\_\_
- 19.2 Other windows used: ( \_\_\_\_\_ )
- 19.3 cont. 19.2 ( \_\_\_\_\_ )
- 20. Radar contact: yes,  no (if yes, cont. 20.1)
- 20.1 Details: no

Observer Details:

- 24. Age: (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 25. Flt. Hrs. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 26. Med. Certif. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 27. Prev. UFO exper. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 28. Was formal rept. filed on sighting? yes, no
- 28.1 (If no, why not?): \_\_\_\_\_
- 28.2 Rept. Submitted to whom? \_\_\_\_\_
- 28.3 Any known follow up: \_\_\_\_\_

- 41. UFO: friendly, hostile,  other
- 41.1 (41 details) Paced alt
- 42. UFO disappearance detail: \_\_\_\_\_
- 43. Altitude: \_\_\_\_\_
- 44. Misc. \_\_\_\_\_

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:"

page 34

**THE LONELY SEA AND THE SKY, Sir Francis Chichester  
(Pan , London, 1964,), page 185.**

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**1932: #Daytime, East Coast of Greenland**

**LTC Peter Grunnet and LT Tage Anderson, Royal Danish Air Force.**

**THE SAGA UFO REPORT for October 1977 carried an article entitled "UFO Crisis over Greenland" by Rufus Drake. (SAGA magazine like many other magazines in the late 1960s and 1970s, also had a UFO magazine with the same title. Barry Greenwood wrote to several and found that many of the stories originated from letters the magazines received. He had no luck in getting the magazines to show him their material.)**

**Here is a very interesting – if true – report from the article:**

**The earliest UFO sighting by Danish fliers occurred in 1932 when three H. E. 8 seaplanes were dispatched to the east coast of Greenland to conduct a photogrammetric survey.**

**"In those days, manned aircraft had no heaters, insulation or pressure suits. Only the daring and hardy ventured into the glacier zone in wood and canvas planes, and many failed to return. The pilot during this particular UFO incident was Lt. Col. Peter Grunnet, a supremely rugged figure who lives quietly in retirement today. His copilot was Lt. Tage Anderson, who in later years became Commander-in-Chief of R. D. A. F., and died in 1961.**

**"We had many adventures flying under primitive conditions in the frozen north," says Grunnet. "But none compared with this."**

**Huddled under body-length parkas and numbed by the cold, their breath forming clouds of condensation in front of them, Grunnet and Anderson coaxed the trouble-prone H. E. 8 over a mirror like section of sprawling glacier. Suddenly, the copilot spotted a second shadow pursuing the shadow of their seaplane across the ice.**

**"I looked back and saw something that didn't make sense," Anderson was quoted.**

**About a mile behind their plane partly obscured by the glare of sun against snow, a flying object was following their flight course. Grunnet eased his throttle forward. The engines of his H. E. 8 gnashed and vibrated noisily as he forced the plane into a shallow turn, to get a better view of the alien object.**

**"It was nothing like flying machines of that period," Grunnet,**

**recalling the UFO sighting recently during a visit to the U. S. "It was hexagonal, flat, and seemingly made of aluminum or some other metal, with no breaks in the surface and no rivets."**

**"At the time, I had a spooky feeling. I can't explain it. It was as if I 'felt' the presence of whoever was inside that craft—and the feeling was hostile. In the years since, I've realized that the craft was 'saucer' shaped, and I believe it really was a flying saucer."**

**Do our Scandinavian colleagues know anything about this story?  
Was it made up by the SAGA writer?**

**[A sighting report in the same article tells of an encounter near Thule. A B-17 bomber being ferried to England in 1942 encountered "incandescent flying objects" thought to be from a German aircraft carrier....of course, there were no German aircraft carriers.]**

A/C Code: M  
(HE 8, Seaplane)

GXE codes: \_\_ E

FM

aircat\_FM\_1932\_Denmark  
not saved  
ref. not known

GREENLAND

"We had many adventures flying under primitive conditions in the frozen north, but none compared with this." "I looked back and saw something that didn't make sense," "It was nothing like flying machines of that period," "It was hexagonal, flat, and seemingly made of aluminum or some other metal, with no breaks in the surface and no rivets." "At the time, I had a spooky feeling. I can't explain it. It was as if I 'felt' the presence of whoever was inside that craft--and the feeling was hostile."

Lieutenant Colonel Peter Grunnet-Royal Danish Air force, describing incident in H. E. 8 seaplane over Greenland, 1932.

Capt. Nigel and  
Lt. Bruce H. Thomas

July 5, 1933

Royal Air Force

"UFO Sighting From an Aircraft"- Report Form

Case No.: \_\_\_\_\_

- (A) Primary witness: RAF CAPT NIGEL TOMPKINS crew: (P) CP, Engine quit
- (B) Second witness: LT. BRUCE H. THOMAS crew: (P) CP, burned
- (C) Third witness: \_\_\_\_\_ crew: \_\_\_\_\_
- (D) Other witnesses & circumstances: \_\_\_\_\_

Date: 7-5-33  
 Time: NIGHT  
 N = \_\_\_\_\_ observ. \_\_\_\_\_

Altitude (ft) \_\_\_\_\_

Weather: \_\_\_\_\_  
 IFR, VFR  
 Comm'l, Private, Military  
 USA, foreign

Reference: History of the III Fighter Sqdn RAF London PRESS, 1947

Date: \_\_\_\_\_

Flight Details: (Spatial) Lat. [ \_\_\_\_\_ ° ' " N S ] Long. [ \_\_\_\_\_ ° ' " E W ]

- 1. Location (flt. path): Origin: \_\_\_\_\_ Dest. \_\_\_\_\_
- 1.1 Sighting (initial) location: SUSSEX, U.K.
- 2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
- 2.1 Orig. bearing: \_\_\_\_\_ deg. Changed to: \_\_\_\_\_ deg. Chg to: \_\_\_\_\_ deg.
- 3. Altitude at time of sighting: \_\_\_\_\_ K ft. (Type: Abs., Ind., Press. True)
- 3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
- 3.2 A/C ascend, descend
- 3.3 Rate of 3.2: \_\_\_\_\_ ft/sec accurate, approx.
- 4. A/C Attitude: \_\_\_\_\_
- 5. Other A/C involv. yes, no (details in 5.1)
- 5.1 \_\_\_\_\_

Signature

Flight Details: (Temporal)

- 7. IAS: \_\_\_\_\_ mph, knots
- 8. Accel: yes, no (if yes, cont. 8.1)
- 8.1 accel: \_\_\_\_\_ ft/sec accurate, approx.
- 9. TAS: \_\_\_\_\_ mph, kts.
- 10. GMT: \_\_\_\_\_ hrs.
- 11. Local Time: \_\_\_\_\_ (zone: \_\_\_\_\_)
- 12. UFO Sighting duration: \_\_\_\_\_ ( \_\_\_\_\_ )

UFO Characteristics (Only (A))

- 32. Mag. Bearing: \_\_\_\_\_ deg
- 33. Vel. \_\_\_\_\_ mph, kts
- 33.1 vel. (how det.): \_\_\_\_\_
- 33.2 accel: \_\_\_\_\_
- 34. Ang. size: HUGE
- 34.1 (34. how det) \_\_\_\_\_
- 35. Luminosity: LIGHT
- 36. Shape CIRCULAR
- 37. Structural Details: \_\_\_\_\_
- 38. Sketch made? yes, no
- 38.1 Photos ( \_\_\_\_\_ ) obtained
- 38.2 (38.1 details) \_\_\_\_\_
- 39. No. UFOs: 1
- 40. Atmosph. traces: \_\_\_\_\_
- 41. UFO: friendly, hostile, no
- 41.1 (41 details) \_\_\_\_\_
- 42. UFO disappearance detail: \_\_\_\_\_
- 43. Altitude: \_\_\_\_\_
- 44. Misc. \_\_\_\_\_

Flight Details: (Aircraft)

- 17. Jet, prop, rocket
- 18. Commercial: Airline: \_\_\_\_\_ 4(a)
- 18.1 Flt. No.:
- 18.2 A/C Model: HAWKER FURY 1 BIPLANES
- 18.3 \_\_\_\_\_
- 19. Window through which UFO first obs.: (A) \_\_\_\_\_
- 19.1 Est. visibility of 19: \_\_\_\_\_
- 19.2 Other windows used: ( \_\_\_\_\_ )
- 19.3 cont. 19.2 ( \_\_\_\_\_ )
- 20. Radar contact: yes, no (if yes, cont. 20.1)
- 20.1 Details: \_\_\_\_\_

Observer Details:

- 24. Age: (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 25. Flt. Hrs. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 26. Med. Certif. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 27. Prev. UFO exper. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
- 28. Was formal rept. filed on sighting? yes, no
- 28.1 (If no, why not?): \_\_\_\_\_
- 28.2 Rept. Submitted to whom? \_\_\_\_\_
- 28.3 Any known follow up: \_\_\_\_\_

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:"



1933: # July 5, Sussex, England.

EM On July 5th 1933, during a night cross country training flight over Sussex, England a flight of four Hawker Fury I biplane fighters was broken up by a "huge" circular light that "dropped down from above their formation, into its very centre." RAF Capt. Nigel Tompkins was forced to land after his engine quit. Lt. Bruce H. Thomas suffered burns to his face and hands after passing close to the light while trying to land his aircraft after his engine quit...

A/C Code: M  
(Hawker Furies)

GXE codes: XE

Source:

**History of the III Fighter Squadron, RAF**

Printed by London Press, 1947.

[From: Wayne Thompson. Submitted: 12 Feb 94 to "Fido UFO" BBS Network.]

---

7-5-33  
NIGHT  
FM

**AIRCRAFT UFO ENCOUNTERS / ELECTRO-MAGNETIC EFFECTS CASES** **1933**

330705 E

MEX

01. Date	05/07/1933	04. Country	UK
02. Time	night	05. Location	Sussex, England
03. Duration		06. Spatial	Lat. [ ° ' " N S ] Long. [ ° ' " E W ]

**AIRCRAFT INFORMATIONS**

07. Type of Aircraft	four Hawker Fury fighters	08. Airline / Air Force	RAF
09. Flight origin		10. Flight destination	
11. Flight N° / AF Unit		12. Heading	
13. Speed		14. Altitude	
15. Weather			

**UFO INFORMATIONS** (according to pilot(s) estimation)

16. Number of objects	one	17. Shape	circular / light	18. Size	huge
19. Color		20. Altitude		21. Speed	
22. Course		23. Trajectory			
24. Clock position		25. Distance from a/c			

(\*)

**RADAR INFORMATIONS** (For Radar-Visual cases)

26. Radar set number		27. Radar location		28. Target number	
29. Target size		30. Target distance		31. Target trajectory	
32. Target altitude		33. speed		34. Duration	

**ELECTRO-MAGNETIC EFFECTS (EME) ON AIRCRAFT (\*\*\*)**

Level 1	Affected equipment (Level 2)	Description of effects (Level 3)	Codes
35. Autopilot system (A)	(A) Altitude-hold mode of operation		
	(H) Heading mode of operation		
	(L) localizer (VOR) mode of operation		
36. Electrical system (general category) (E)	(A) Altimeter system (all types)		
	(B) Bank / turn indicator.		
	(C) Circuit breakers / fuses, etc...		
	(D) Automatic direction finder (ADF)		
	(E) Distance measuring equipment		
	(G) Gyro-compass system		
	(I) Inertial navigation system		
	(L) Lights		
	(M) Magnetic compass system		
	(N) Military weapon		
	(P) Power (generator, alternator, ...)		
	(Q) Auxiliary power system		
	(R) Radio system		
(T) Transponder system			
(V) VHF Omnidirectional Range VOR			
(W) Wiring, connectors			
(O) Other			
37. Power plant (P)	(P) Reciprocating engine..	● engine quit , pilot was forced to land	PPS
	(J) Turbo-jet engine.		
	(O) Other (ram-jet, ...etc).		
38. Radar (R)	(A) On-board airplane (any type)		
	(V) air visual contact simultaneously		
39. Miscellaneous (M) on-board effects or experienced symptoms	(C) Camera / sensing system		
	(D) visible damage to a/c structure		
	(F) fire visible on-board		
	(G) accelerative changes		
	(H) heat experienced		
	(I) Flight instruments went crazy		
	(P) Air pressure change		
	(S) Smoke in cockpit/cabin/other		
(T) Auditory tone(s) heard			
(O) Other			

(\*\*\*) Using Dr Richard F. Haines " Airplane E-M Effects Nomenclature Taxonomy List

#### 40. CASE SUMMARY / DESCRIPTION

(From Project 1947- quoting « History of the III Fighter Squadron RAF »

On July 5, 1933 four Hawker Fury biplane fighters were flying in formation above Sussex during an RAF cross-country training flight. Suddenly a huge circular light dropped down from above in the center of the aircraft formation. One of the four pilots, Captain Nigel Tompkins was forced to land after his engine quit. Lt Bruce Thomas also experienced engine failure and suffered burns to his face and hands after passing close to the object while trying to land his airplane.

#### 41. Witness(es)

(Name, rank, flying hours, ...)

four RAF pilots including Capt. Nigel Tompkins and Lt. Bruce H. Thomas.

#### 42. Source(s)

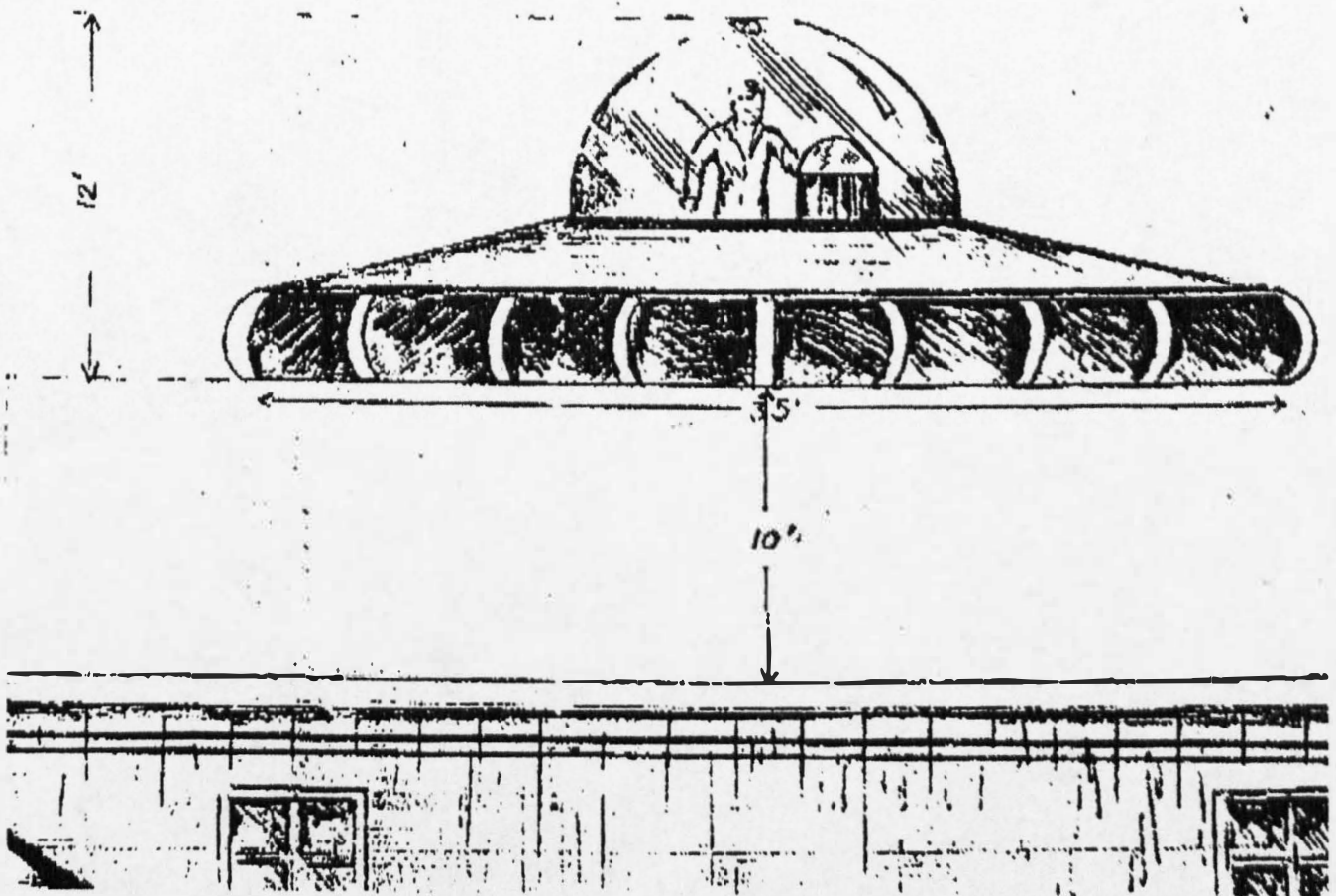
Project 1947, Jan Aldrich - quoting « History of the III Fighter Squadron RAF »

43. ELECTRO-MAGNETIC CASE ACCEPTANCE RATING METHODOLOGY 'EMCARM'			
Rank Order Relative importance	Factor	Rating Criteria	Numeric Rating
1.	Pilot (observer) Flying Experience	not mentioned	0
2.	Number of Aircrew witnesses	four pilots in four planes (two experienced E-M effects)	3
3.	Aircraft Altitude	not mentioned	0
	UFO altitude	not mentioned	
4.	Aircraft and UFO Separation Distance	not mentioned	0
5.	Ambient illumination	darkness	1
6.	E-M Effect Duration	2 planes among 4 forced to land, it is not mentioned if they could take off again.	2
6.	E-M Effect severity	engines quit on two airplanes	3
7.	Sighting Duration	not mentioned	0
8.	Aircraft ground speed	not mentioned	0
8.	UFO ground speed	not specified	0
10.	UFO Maneuverability relative to aircraft	other	3
05/07/1933			FINAL RATING SCORE 12/40

EMCARM : Typed Rating Criteria																																						
Factor	Rating Criteria	Numeric Rating																																				
1. Pilot (observer) <u>Flying Experience</u>	> 500 hrs. (Commercial Rated Pilot) 1 - 500 hrs. (Commercial Pilot) >1000 hrs. (Private pilot) 1-1000 hrs. (Private pilot) Not mentioned	4 3 2 1 0																																				
2. <u>Number of Aircrew Witnesses</u>	>3 Pilots/aircrew members 2 pilots (or 2 rated aircrew) 1 pilot/aircrew Not mentioned	3 2 1 0																																				
3. Aircraft and UFO <u>Altitude</u>	<table border="1"> <tr> <td>Aircraft Altitude (ft x 1000)</td> <td>50</td> <td>0</td> <td>1</td> <td>2</td> <td>4</td> <td>2</td> </tr> <tr> <td></td> <td>30</td> <td>0</td> <td>1</td> <td>4</td> <td>2</td> <td>0</td> </tr> <tr> <td></td> <td>10</td> <td>1</td> <td>4</td> <td>3</td> <td>1</td> <td>0</td> </tr> <tr> <td></td> <td>1</td> <td>3</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> </tr> <tr> <td></td> <td></td> <td>1</td> <td>10</td> <td>30</td> <td>50</td> <td>70</td> </tr> </table> (Not mentioned 0)	Aircraft Altitude (ft x 1000)	50	0	1	2	4	2		30	0	1	4	2	0		10	1	4	3	1	0		1	3	2	1	0	0			1	10	30	50	70	Use number within appropriate cell	
Aircraft Altitude (ft x 1000)	50	0	1	2	4	2																																
	30	0	1	4	2	0																																
	10	1	4	3	1	0																																
	1	3	2	1	0	0																																
		1	10	30	50	70																																
4. Aircraft and UFO <u>Separation Distance (d)</u>	Very near (within 30 feet) Moderately near (30 <d<100 feet) Moderately distant (100<d<5000 feet) Very distant (>5000 feet) Cannot determine or not mentioned	4 3 2 1 0																																				
5. <u>Ambient Illumination</u>	Full Daylight Very dim (dawn or dusk) Darkness Not mentioned	3 2 1 0																																				
6. <u>E-M Effect Duration</u>	Only during closest approach phase (there after E-M symptoms disappeared) E-M symptoms appeared with UFO (and did not return to normal after UFO departed)	4 2																																				
6. <u>E-M Effect Severity</u>	More than 3 independent sub-systems affected 1 sub-system affected 1 or more sub-systems had to be replaced Not specified	4 3 3 0																																				
7. <u>Sighting Duration (t)</u>	>60 min. 10<t<60 min. 2<t<10 min. 0.5<t<2 min. <0.5 min. Not specified	5 4 3 2 1 0																																				
8. <u>Aircraft Ground Speed (v)</u> UFO must maintain « station » with aircraft and be nearby in order to apply these ratings	>Mach 1.0 250<v<600 mph. (Mach.1) Stall<v<250 mph. If not specified (private single engine aircraft = 1; twin engines jet aircraft = 2)	3 2 1 1 or 2																																				
8. <u>UFO Ground Speed</u>	(Ditto 8. above)																																					
10. <u>UFO Maneuverability</u> Relative to aircraft (UFO must be nearby aircraft)	UFO circles aircraft when aircraft flies straight UFO flies « station » (paces) precisely as aircraft changes heading, altitude etc. UFO executes high precision flight, high-g turns, high acceleration stops/starts, etc for relatively long period of time (e.g., >5 minutes) Other maneuvers Not specified	3 3 3 3 0																																				

UFO Research Coalition

# ***From Airships to Arnold:***



***A Preliminary Catalogue  
of UFO Reports in the Early  
20th Century (1900-1946)***

***By Richard H. Hall***

1933: Discovery Well, Western Australia. (CE-I7/G) Aboriginal woman and tribe members saw a "large shiny egg" descend from the sky and strange gray-skinned beings emerged. She was stunned by a hand-held device and carried on board, strapped to a shiny table, and experimented on. (Chalker, 1996, p. 20, and Chalker, Project 1947 web site, from an account by writer Rex Gilroy)

1933, Summer: Cherryville, Pa. 2:30 a.m. (CE-I/G) While repairing a flat tire on a clear night with no moon, an 18-year-old motorist noticed a violet-purple light in a nearby field and went to investigate. He saw on the ground a bell-shaped object about 10 feet in diameter and 6 feet tall. The light was emanating from a one-foot diameter circular door opening into the object. The witness pushed the door open and stuck his head inside, but the light was blinding. He could see some sort of tubing and dials, and a kind of console. He noticed an odor like ammonia and felt cold air. The witness then walked around the object to inspect it; its outside surface was smooth, metallic in texture and cold to the touch. There was no sign of life at any time. After about 10 minutes, he walked back to the car, fixed the flat tire, and drove home. (Allentown, Pa., *Sunday Call-Chronicle*, Feb. 16, 1964)

Enc

1933, July 5: Sussex, England. Night. (CE-II/F) During an RAF cross-country training flight of four Hawker Fury I biplane fighters, a "huge" circular light "dropped down from above their formation, into its very centre." Capt. Nigel Tompkins was forced to land when his engine quit. Lt. Bruce H. Thomas also experienced engine failure and suffered burns to his face and hands after passing close to the object while trying to land his airplane. ("History of the III Fighter Squadron, RAF," London Press, 1947; credit: John Stepkowski)

1934, March 2: Gornitak, Norway. 10:00 p.m. (ND) A light approached from a southerly direction over Varangerfjorden and circled above the fjord. It appeared oval from a front view, but from the side looked like three lights, two stronger ones toward the front. (Ole Jonny Braenne, *INFO Journal*, Summer 1995)

1934, July 14: New Forest, England. Late evening. (CE-I/F) A French tourist saw the ground around him brightly illuminated, and observed a "perfectly circular disc" of vivid white so bright he could not look at it directly. The object stopped and hovered above him for about two minutes. Then a blue halo formed around it for about a minute, and the brilliant white light turned yellow, orange, and red before taking off at high speed and disappearing in seconds. (Clark, 1992, p. 378)

1935, April (early): Haza-Ancha, Aznalcazar, Sevilla, Spain. Sunset. (CE-III) A Mr. Mora observed a large, very bright round object that came down near Torres Mount. The object hovered a few meters above the ground, while "strange little beings" circled

China Clipper

1938

narcap\_China-Clipper-aerial-photo\_1938.doc

<http://www.projectprove.com/Articles%20Storage/B-314/B-314.htm>

3-1-05

r.f.h.

Orig. ref. Jeff Challender

CHINA CLIPPER  
OVER OCEAN

In the late 1930s and into the mid-40s, the Boeing 314 flying boat was the queen of the skies as far as commercial overseas passenger service was concerned. These planes, flying for Pan American Airways, offered luxurious accommodations to the wealthy traveler who wished to cross the Atlantic or Pacific Oceans in style and comfort. There was no faster way to go at the time.

With the outbreak of World War Two, these liners of the air were pressed into service for the duration, ferrying such luminaries as Sir Winston Churchill on their missions around the world. By the end of the war, however, the era of the flying boat was over. New land based types, developed during the war years, superceded them. Big four engine, long range transports, from such as Lockheed, Douglas, and of course Boeing themselves, were capable of trans-continental flight at speeds the flying boats could never compete with.

Recently, while watching a historical documentary on the development of the great flying boats of the past, on Speedvision, I noticed an anomalous object following one of the early model Boeing 314s as it flew over the ocean. This was extremely rare COL R footage of the plane, and it would necessarily have been filmed in 1938 or 1939, before the outbreak of war in Europe in September 1939. We can narrow this time frame down, because after the beginning of war, these "Yankee Clippers" as they were called, were repainted with a giant American flag on the nose. This was to denote them as Neutrals in the European war zone, and hopefully prevent them from coming under attack.

---

Here we have a photo from that early WWII period when the Clippers had the "Stars & Stripes" painted on each side of the nose to show their Neutral status in the war zone. Please note the large flag circled.

The time frame for this film clip makes it absolutely the EARLIEST U.F.O. video I've ever come across! This incident even predates the famous Foo Fighters reported by all sides in the Second World War! (Article HERE on Foo Fighters & a flight of Boeing B-17s) It was very lucky I was watching carefully. The clip used in the documentary only lasts **THREE SECONDS!**

The anomalous object was very bright, and appears to be trailing the big plane, skimming above the clouds as it flew along. Let's have a look now, at a couple still frames from this most amazing event, before going to the animated GIF.

---

This animation is composed of 12 still frames captured from the original three second clip. The first with the Boeing in the distance, and the last showing the old NACA (National Advisory Committee for Aeronautics) research facility, are extended to illustrate what came before, and immediately after, the clip we are interested in here. NACA was the forerunner of NASA.

The object does appear to be following the airplane as it cruises over the ocean, at least to my eye. This is amongst the most amazing accidental U.F.O.s I've ever found in broadcast television. Due to its age, it must rank among the oldest, if not THE oldest, films of an U.F.O. AND it's in COLOR! What a treat! I hope it intrigues you as much as it does me.



In the end, it's really up to YOU to decide for yourself what this was.  
What do YOU think?

© 2005 Jeff Challender

Photos saved!

to favorite

narcap - China - Clipper - photo - 314 - 2M. jpg

← ORIG REF.  
Jesse Davidson  
Archive

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314-003M. jpg

.jpg

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314-009. jpg

Alc in Sht -  
no ⊕ around  
UAT

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photo - over SF - B314 - SF. jpg



[Print] [Close]

From: Richard Haines  
To: Jeff Challenger  
Subject: China Clipper Photo  
Date: Wed, 2 Mar 2005 04:21:49 +0000

*This message was never received by J.C. for some unknown reason. 3/6/05*

*RH*

Dear Jeff,

I have just read your article about the 1938-39 China Clipper color photo on your website and also on Fier's Files. This is a most interesting historical case. I downloaded the key photo that includes the UAP image and airplane and did a few preliminary measurements on the single frame. Here is what I found so far.

- 1) Numerous locations on the aircraft's metal surface posses maximum brightness (i.e., 0%) on a relative scale of 0 to 100 using Adobe Photo-Shop's density tool. The C, M, Y, and K chromaticity values for each of the four fuselage locations I checked were all different, probably corresponding to different specular reflections of ambient light (sunlight).
- 2) The center of the UAP oval possessed 3% brightness (C=5%, M=2%, Y=2%, K=0%) meaning it is not quite as bright as the brightest part of the aircraft.
- 3) UAP relative length = 17 units, relative thickness = 7 units for a ratio of 2.43:1
- 4) Thresholding this UAP against the immediate background shows that the brightness fall-off along the vertical meridian (through center of UAP) is slightly faster (steeper) than is the fall-off in brightness along the horizontal meridian. It is not clear what this means without knowing the actual geometry (form) of the object or light source. Yet overall the UAP is quite symmetrical.
- 5) Sky brightness all around the UAP is relatively non-homogeneous with pixel values ranging from 93% to 60% (+/-). This is to be expected because I was working from a copy of a copy.....
- 6) While viewing the 3 second motion clip I discovered that the UAP does not move significantly far relative to the aircraft's fuselage. Only the passing of near-by clouds makes it seem to be flying. This strongly suggests that the UAP is at a great distance from the camera and perhaps even at the surface of the ocean. I realize that many folks will not like to hear this.

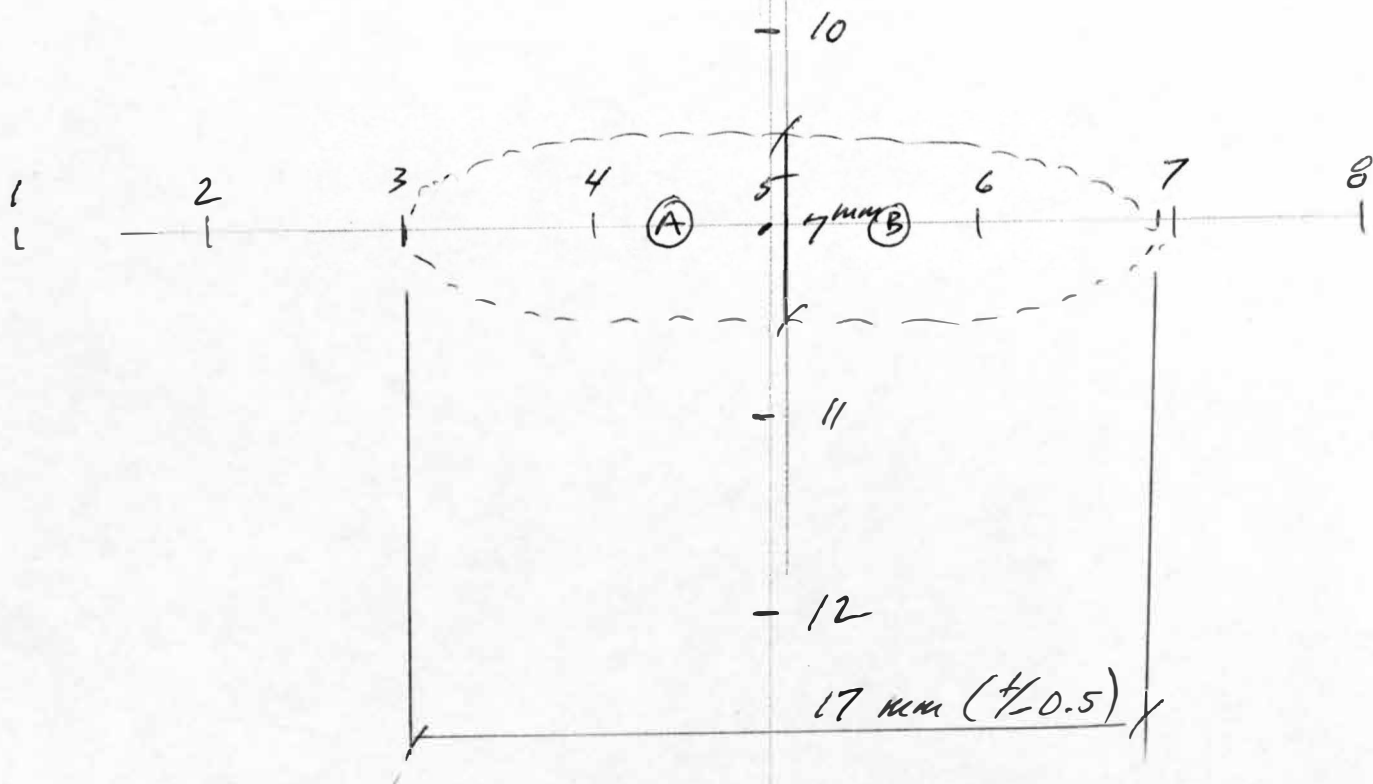
I would be interested in studying (privately and without any fanfare) the original film or at least a second generation copy. Can you help me?

Dick Haines

+++++

China Clipper - Photo

↑ TOP - -36  
UC



"A/C" Vent. Stabilizing

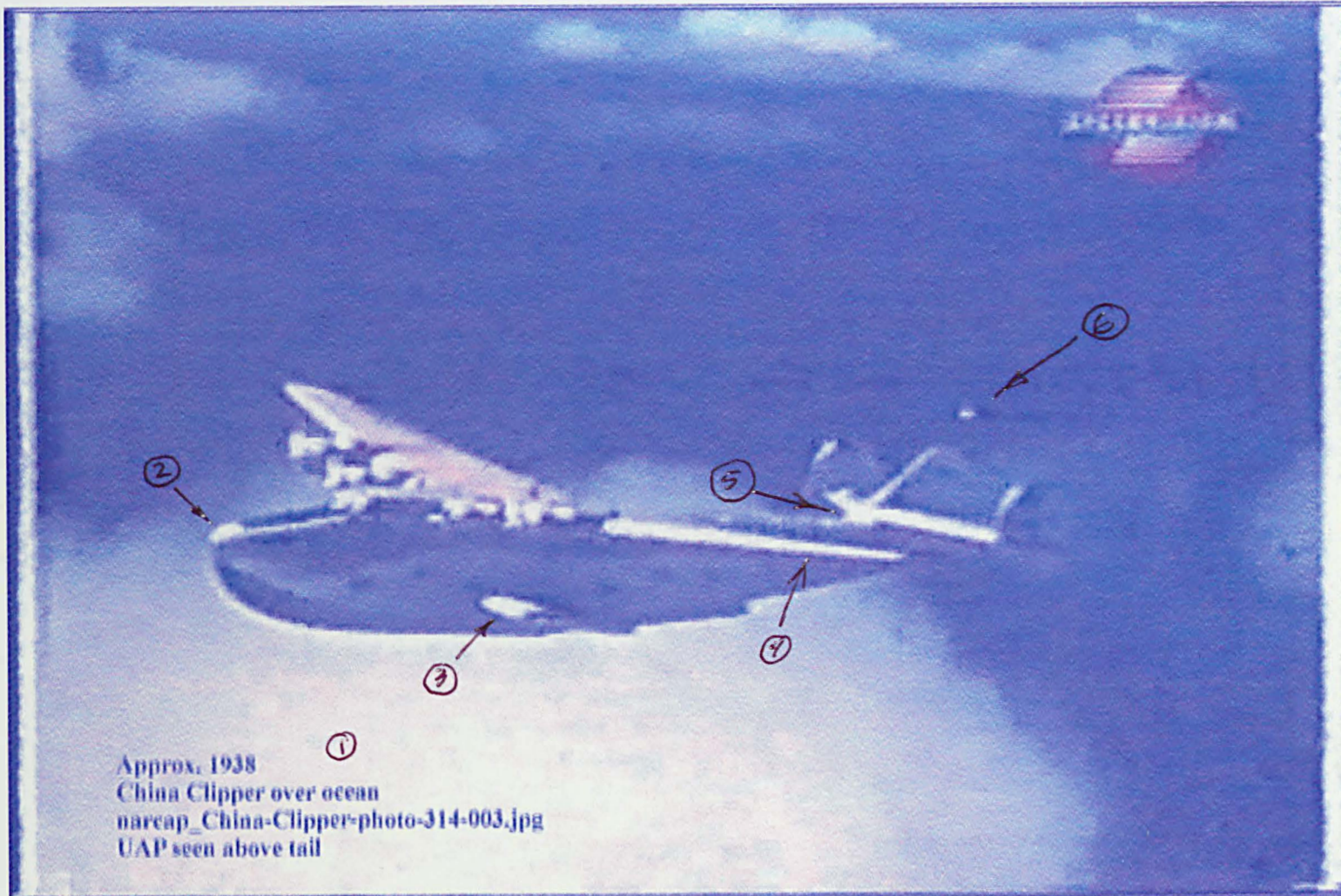
3/1/05 RFH

Expand Jpg file to: 70 w x 46.667 h @ 72 dpi

	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩ = 24.7 MB	⑪	⑫	A	B
K	85	91	89	9	2	19	60	93	85	81	87	84	2	6
C	95	91	64	12	3	25	65	100	93	89	97	90	3	9
M	75	72	41	6	1	15	51	93	80	76	91	83	1	5
Y	22	28	22	0	1	0	15	31	23	20	28	23	2	0
K	45	70	23	0	0	0	15	47	44	32	28	36	0	0
X	35.012	35.250	35.486	35.639	35.778	35.944	36.097	36.306	35.778	35.778	35.778	35.778	35.750	35.861
Y	15.250	15.250	15.250	15.250	15.250	15.250	15.250	15.250	14.681	14.903	15.583	15.847	15.250	15.250

↓ UAP?

UAP?  
→



Approx. 1938  
 China Clipper over ocean  
 narcap\_China-Clipper-photo-314-003.jpg  
 UAP seen above tail

- ① Cloud - max brightness @ X 4.403, Y 11.056 = 2%
- ② Nose - X 3.208; Y 7.764 = 0%
- ③ Winglet - X 7.444; Y 9.028 = 0%
- ④ Left wing - leading edge X 12.083; Y 8.111 = 0%

- ⑤ Vert. stabilizer root - X 12.708; Y = 7.653 = 0%
- ⑥ UAP (max) X 14.292; Y 6.083 = 3%

8" x 5.33" © 72 dpi 648 Kb

# Chromaticity Cond (UAP)

	⑥ 3% ⑥ UAP	pixel ①	②	POSITION ③	④	⑤			
C:	5%	1	0	0	0	0			
M:	2%	3	0	0	0	0			
Y:	2%	0	0	0	0	0			
K:	0%	0	0	0	0	0			