

Historical Sightings

1951 Project Blue Book Unknowns

- Canada, Labrador: 9:30 pm. Witnesses: T/Sgt. W.B. Maupin, Cpl. J.W. Green. Three objects tracked on radar. Two were on a collision course then one evaded to the right upon the request, by radio of one of the radar operators! No aircraft were known to be in the area. A third unidentified track then joined the first two. More than 15 minutes.
- India, New Delhi: Mar. 15, 1951, 10:20 am. Witnesses: 25 members of a flying club, including the chief aerial engineer and his two assistants. One metallic cigar-shaped object with white exhaust which turned black when it accelerated to an estimated 1,000 mph and made a large loop. Seven minutes.
- Japan, Johnson Air Base: Feb. 1, 1951, 5:10 pm. Witnesses: pilot and radar operator of F-82 night fighter. One amber light made three or four 360° turns to the right, reversed toward the F-82 and then climbed out of sight.
- Japan, Okinawa, Kadena: Oct. 3, 1951, 10:27 pm. Witnesses: radar operators Sgt. M.W. Watson and Pvt. Gonzales and one other Sergeant. One large, sausage-shaped blip tracked at an estimated 4,800 mph.
- South Africa, Durban: Feb. 21, 1951, 4:55 am. Witnesses: three men in a truck, several other persons, none named. A dark red, torpedo-shaped object with darker center, flew straight and level.
- USA, Alaska, Ladd AFB: Feb. 26, 1951, 7:10 am. Witness: USAF Sgt. J.B. Sells. One dull grey, metallic object, estimated to be 120' long and 10-12' thick, hovered, puffed smoke and sped away after 1-1.5 minutes. Note: may have been Feb. 25.
- USA, California, Claremont: Sept. 6, 1951, 7:20 pm. Witnesses: S/Sgt. W.T. Smith, M/Sgt L.L. Duel (?). Six orange lights in an irregular formation, flew straight and level into a coastal fog bank after 3-4 minutes.
- USA, California, McClellan AFB: Mar. 13, 1951, 3:20 pm. Witnesses: USAF 1st Lt. B.J. Hastie, Mrs. Rafferty. A cylinder with twin tails, 200' long and 90' wide, turned north and flew at incredible speed. Two minutes.
- USA, Georgia, Ft. Benning: Jan. 12, 1951, 10 pm. Witness: U.S. Army 2nd Lt. A.C. Hale. One light with a fan-shaped wake remained motionless like a star about 20 minutes and then sped away.
- USA, Indiana, Terre Haute: Oct. 9, 1951, 1:42 pm. Witness: CAA Chief Aircraft Communicator Roy Messmore at Hulman Municipal Airport. One round silver object flew directly overhead, reaching the horizon in 15 seconds. Note: a very similar incident happened 3 minutes later near Paris, Illinois (15 miles NW) and was also listed as "unidentified" for several years, but was eventually reclassified.

- USA, Minnesota, Mankato: Nov. 24, 1951, 33:53 pm. Witnesses: USAF or ANG pilots W.H. Fairbrother and D.E. Stewart in P-51 Mustangs. One milky white object shaped like Northrop flying wing (broad, slightly swept-back wing with no fuselage or tail). Estimated 8' span. Flew straight and level for 5 seconds.
- USA, Minnesota, Minneapolis: Oct. 11, 1951, 6:30 am. Witnesses: General Mills balloon researchers, including aeronautical engineer J.J. Kaliszewski, aerologist C.B. Moore, pilot Dick Reilly in the air, and Doug Smith on the ground. The flight crew saw the first object, a brightly glowing one with a dark underside and a halo around it. The object arrived high and fast, then slowed and made slow climbing circles for about two minutes, and finally sped away to the east. Soon they saw another one, confirmed by ground observers using a theodolite, which sped across the sky. Total time first object was seen was 5 minutes, second was a few seconds.
- USA, New Hampshire, Portsmouth: July 24, 1951, 7:10 [am/pm?] Witnesses: Hanscom AFB Operations Officer Capt. Cobb, Cpl. Fein. One 100-200' tubular object, 5 times long as it was wide, with fins at one end, and colored grayish with many black spots. Flew 800-1,000 mph. at 1-2,000' altitude, leaving a faint swath. 20 seconds.
- USA, New Mexico, Albuquerque: Aug. 25, 1951, 9:58 pm. Witnesses: Sandia Base Security Guard Hugh Young and wife. A flying wing-shaped craft passed over their heads at an estimated 800-1,000' altitude with no sound. Size estimated at 1.5 times wingspan of B-36 bomber, or 350'. Dark, chord-wise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing." Speed estimated at 300-400 mph, object seen for about 30 seconds.
- USA, New Mexico, Artesia: Jan 16, 1951, time unknown. Witnesses: Two members of a balloon project from the General Mills. Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.
- USA, New Mexico, Gallup: "I was on the air at radio station KGAK in Gallup, New Mexico, just prior to the 8 am news during November of 1951, and I got a call on the phone. A voice said Would you look toward the southeast and see if you see what those of us up on the mountainside see? I put on a long record...and I looked toward the southeast over the mountains (just before sunrise). There were five objects and...I had never seen a jet airplane in those days...with the flame out of the back. This is what they looked like...a cigar would kind of describe it. They were elongated objects, flame-colored...it was almost as if they were in formation moving in place in this formation...on a horizontal plane...not much vertical motion. I had to run back...get another record on...(give) five minutes of news...(I mentioned) it on the air...went back

out and looked. The sun had come up by then and it was the exact color that these objects were, but the objects were gone. Later...I got to thinking a disc-shaped object, if it were metallic, could have reflected the sun in this elongated pattern...certainly a presumption on my part. There was a military radar post about 20 or 30 miles east of Gallup at that time...and I thought it was some kind of a military thing because the White Sands Proving Grounds were to the southeast of us quite a few miles away.”

- USA, New York, Niagara Falls: June 1, 1951, 4:20 am. Witnesses: M/Sgt. H.E. Sweeney, 2 enlisted men. One glowing yellow-orange, saucer-shaped object with arc-shaped wings, flew straight up. Seen for 30-40 seconds.
- USA, Ohio, Columbus: Oct. 2, 1951, 6 pm. Witness: Battelle Memorial Institute graduate physicist Howard Cross. One bright oval with a clipped tail flew straight and level, fading into the distance after 1 minute.
- USA, Ohio, Sunbury: Dec. 7, 1951, 4:30 pm. Witness: amateur astronomer Carl Loar. One silvery sphere seen through telescope. Two specks sighted at sides, object seemed to explode and was replaced by a dark cloud and many specks. 30 minutes.
- USA, Tennessee, Oak Ridge: Dec. 7, 1951, 8:15 am. Witness: Atomic Energy Commission guard J.H. Collins. One 20' square object, white-grey but not shiny flew above ridge to clouds and back again twice, taking 30-40 seconds each time.
- USA, Texas, South of Ft. Worth: Jan. 8, 1951, 10:45 pm. Witnesses: Mr. and Mrs. W.J. Boggus, plus unidentified drivers and passengers in other cars stopped to watch. Two groups of red and green lights in triangular formations were stationary and then moved.
- USA, Texas, Matador: Aug. 31, 1951, 12:45 pm. Witnesses: Mrs. Tom Tilson, one or two other women, all apparently of excellent reputations. One pear-shaped object with a length of a B-29 fuselage (100'), aluminum or silver with a port or some type of aperture on the side. It moved with smaller end forward, drifting slowly at about 150' altitude, then headed up in a circular fashion and out of sight after a few seconds.
- USA, Washington DC: Nov. 18, 1951, 3:20 am. Witnesses: Crew of Capital Airlines DC-4 Flight 610, Andrews AFB Senior air traffic controller Tom Selby. One object with several lights, followed the DC-4 for about 20 minutes and then turned back.

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