

# 1957: Spring Lake, NJ

# CE1

30? August. Spring Lake, New Jersey. (12:15 a.m.)

“Blimp” flies a racetrack.

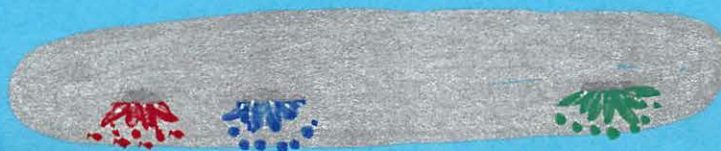
A CUFOS UFO sighting questionnaire states:

“In the summer of 1957, my father, who was a musician had his usual evening summer job playing bass in a Jersey shore hotel. As he also worked during the day, he was quite tired by 1:00 a.m. quitting time and it was an hour drive back home. As a new driver at age 17, I would drive down with him, arriving at 8:00 p.m., wait for him to get thru work, and drive him home. Usually I would go fishing off the Rock Jetty at the Shark-River Inlet (about two miles north along the beach).

“On (approximately) 8/30/57—near midnight, I drove from the inlet back to the hotel and parked about ½ block north of the hotel—facing south. I sat there (About 100 yards from the Atlantic), with the window down, listening to the ocean and waiting for a close parking spot. Weather was clear.

“As I sat in the car I noticed a blimp coming up the coast just offshore. In about two seconds I realized it was not a blimp. I had seen blimps all my life. This was a zeppelin I thought. I wondered how there could be a zeppelin flying when none existed in 1957.

“Just before it came abeam of my location it turned inland and all but flew directly overhead, making a 180 degree turn and headed back down the coast but now inland a bit. It had no fins, no horizontal or vertical stabilizers, no external protruberances of any sort. It did have lights on the side (The same, left side and right side). I cannot recall the exact color (not all the same). I cannot recall the exact number but would say about three each side. I do recall seeing them reflect off the sides below the spot they originated from. I would not say they came from a bulb, they kind of shone thru slits or holes in the sides. Looking at it in reflected light against a clear





sky I could easily tell its shape was round and long, about the size of a DC-3 fuselage if the DC-3 was 800-1,000 feet high. It turned flat, it did not roll into a bank to turn. It always followed its nose—no slips, no skips. It decelerated from what looked like DC-3 cruise speed (165 knots) to about 100 as it started into a five lap racetrack pattern, the north end over my location and the south end 1-2 miles away. I will call this the 'Main Thing.'

"As the Main Thing reached the 90 degree point in its first southern-end turn, a white light appeared at the stern end and rapidly headed inland. I will call this the 'White Light Thing.' The White Light Thing was always in sight. It went inland as much as a mile, and ranged as far south and north as the Main Thing.

"Its flight was of a constant speed but a VERY [Emphasis by the witness] erratic pattern. The best description would be of a Bat with a flashlight, or a Barn Swallow catching flies just before dusk.

"All the time the Main Thing stayed in the same pattern.

"This continues about five minutes.

"I got out of the car (1956 Ford Country Squire), at the first glimpse of the Main Thing, and I stood in the road the whole time—not a single car came by. Nobody came along at all. People were walking in and out of the hotel but they were under lights and apparently never noticed what kept passing over their heads.

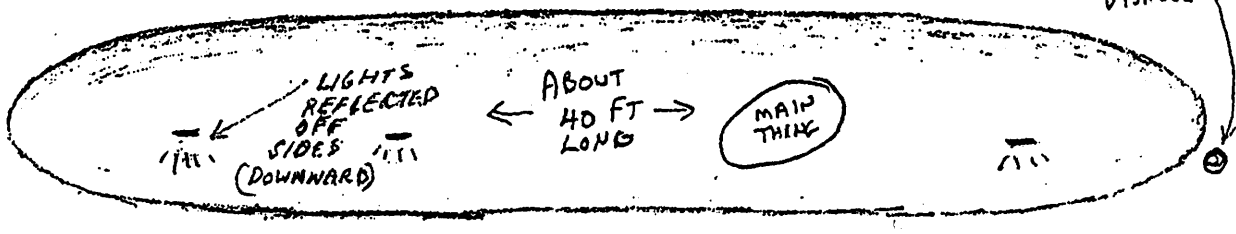
"After about the fifth lap for the Main Thing, the White Light Thing worked it's way close to the south end of the racetrack pattern. As the Main Thing entered the south end turn, the White Light Thing started flying straight at the southern end of the pattern. In a smooth and coordinated manner, both objects arrived at the extreme south end at the same time. The Main Thing flew straight offshore, exiting the racetrack, and initiating a straight-ahead climb. It also accelerated smoothly but rapidly to match the speed of the White Light Thing, which disappeared as it got to the Main Thing (As if it flew inside the Main Thing). This flight maneuver took about a total of two seconds. I was impressed!

"After the recovery maneuver, the Main Thing remained in a straight-ahead climb, at about the same angle of climb as a modern (1994) commercial jetliner, although at about twice the speed. Educated guess about 350-400 knots. It remained in sight about three to four minutes and finally got too far away to see." (xx.) (See drawing on page 19)

(xx.) *CUFOS UFO Sighting Questionnaire – General Form.* Lee H. Weber, Aircraft Mechanic/Commercial pilot. P.O. Box 561. Lebanon, New Jersey. Date form filled out: Not given. CUFOS archives.

DIRECTION OF FLIGHT  
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COMPARATIVE SIZE OF WHITE LIGHT THING WHEN VISABLE



WHERE I FIRST SAW IT  
SPEED ABOVE 150 EST.

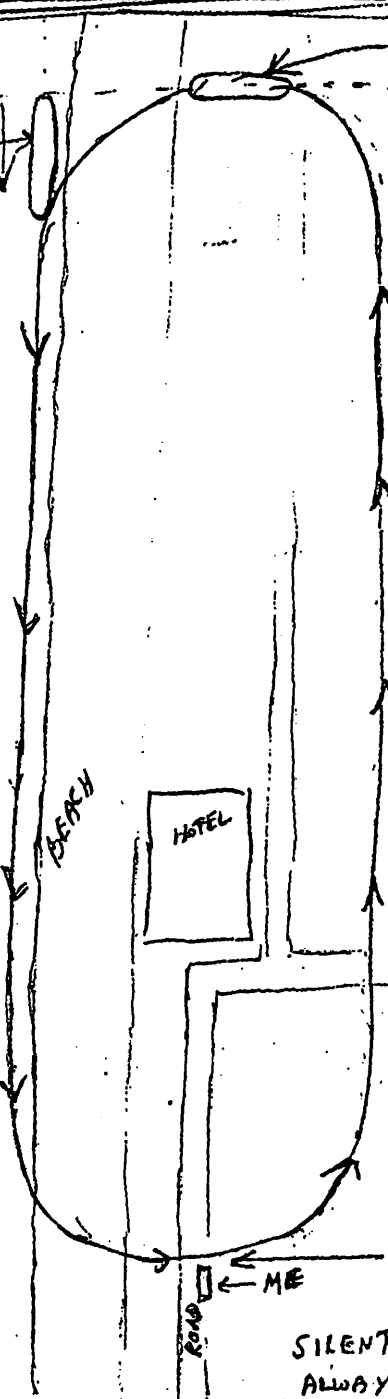
RELEASE & RETRIEVE POINT FOR WHITE LIGHT THING

AREA WHERE SMALL WHITE LIGHT FLEW WHILE MAIN THING HELD IN RACETRACK PATTERN

ATLANTIC OCEAN

900-1000 FT.  
100 MPH EST.

SMALL WHITE LIGHT THING FLEW ERRATICLY, LIKE A BAT OR BARN SWALLOW HOLDING A FLASHLIGHT



PASSED OVER MY HEAD SAME SPEED, ALTITUDE, & LOCATION EACH TIME

SILENTLY, NO ROLLING INTO TURNS, ALWAYS FOLLOWING ITS NOSE, NO SLIPS NO SKIDS

MAIN THING FLEW THIS PATTERN 5 LAPS OR SO

