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g. On 10 July 1947, Mr. [REDACTED] a Pan-American Airways mechanic reported a circular object flying at high velocity, paralleling the earth's surface and leaving a trail which appeared as a "burning up" of the cloud formation. The sighting occurred near Harmon Field, Newfoundland. Two other persons also saw the trail which remained in the sky for about an hour and was photographed by another PAA employee. The resulting photographs support Mr. Woodruff's observation as far as the sky cleavage is concerned. (See Figs. 5 and 6.)



Fig. 5

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Fig. 6

h. On 29 July 1947, [REDACTED] while flying near Tacoma, Washington, reported a formation of flying objects. His sketch of their shape corresponds closely to that shown in the photographs made by Mr. [REDACTED]. On the same day, two U. S. Air Force pilots at Hamilton Field reported two flying disks trailing a P-80, following it toward Oakland, California.

i. On 4 August 1947, the pilot and co-pilot of a DC-3, flying for one Al Jones, near Bethel, Alaska, reported a flying disk larger than their aircraft. This disk crossed their path at about 1,000 feet and they turned to give chase. The DC-3 was flying at 170 mph, but the disk flew out of sight in four minutes.

j. On 12 November 1947, two flying disks trailing jet-like streams of fire were reportedly sighted from the bridge of the tanker Ticonderoga, according to the second officer. The Ticonderoga was 20 miles off the Oregon shore. This officer said the disks were in sight 45 seconds, moving at a speed estimated at 700-800 mph, curving in a long, low arc.

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