2

~~RESTRICTED~~

PROJECT 10073 RECORD COPY

Incident #97

UNCLASSIFIED

ATIC NO. - - -

INFO 30 Dec 1947

AF NO. - - -

LOCATION Betw. Medford Ore & Mt. Shasta Calif.

REPORT NO. - - -

SOURCE Airline Pilot

DATE OF REPORT - - -

DATE IN TO ATIC - - -

TIME OF SIGHTING 1925 PST

COLOR - - -

SHAPE - - -

SPEED - - -

Estimated
Measured
Published
Unknown

SIZE - - -

ALTITUDE - - -

NO. IN GROUP 1

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Aerial

SOUND - - -

MANEUVERS - - -

PHOTOS - - -

SKETCHES - - -

UNCLASSIFIED

Temporary ATIC Form 329
(1 Jan 52)

~~RESTRICTED~~

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E. CONCLUSIONS

Detailed conclusions will be submitted in the final report. It is too early to state specific conclusions, except for a few incidents, but it seems likely at this stage of the work that more than one quarter of the incidents may be explainable as astronomical phenomena.

Positive identification of incidents 94 through 97 has been established. A fireball, reported in Popular Astronomy (October, 1948), observed to travel over southern Oregon and seen also in parts of California and Nevada, coincides exactly with the information reported in these incidents.

There can be no question but that these "flying saucers", at least, were a bona fide fireball. Since the description in these reports is similar to those in several others, the inference that the latter also were fireballs is strenthened.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #94 -- 42° 9.3' N, 114° 22.2' W -- 30 December 1947

This incident and incidents #95, 96, and 97, which describe the same object, clearly refer to a thoroughly authenticated fireball. These sightings can be dismissed with finality by the following quotation from Popular Astronomy, October, 1948:

Fireball of 1947 -- Dec. 30
Nancy E. Weber

> On this date at 7:30 P. M. PST a brilliant fireball appeared travelling westward over southern Oregon. ... Prof. J. Hugh Pruett gathered numerous reports from observers in Oregon, California, and Nevada, and from these made an appropriate solution for the path. He sent both his solution and all the 47 reports to the Flower Observatory where another solution was independently made. Ours agreed closely in all respects with that of Pruett except for the heights.
>
> • • •
>
> The meteor was most generally reported to be bluish-green in color. It appeared to explode twice, lighting up the countryside to close observers.
>
> The sound phenomena were limited to 6 out of the 47 observers.
>
> • • •
>
> From the height at which the meteor exploded it is doubtful whether any fragments reached the ground.

It is clear from the general agreement with this of evidence given in incidents #94-97 inclusive that this fireball was the object being described.

UNCLASSIFIED

[redacted]

[redacted]

[redacted]

UNCLASSIFIED

Incident #95 -- Rosedale, California -- 30 December 1947

The description given here refers to an authenticated fireball. See report on incident #94 for details.

It is likely that the fire observed on the ground by viewers of this incident had no connection with the fireball, but it is not out of the question that a fragment of the bolide did land and cause a brush fire.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Incident #96 -- near Lovelock, Nevada -- 30 December 1947

The explosion seen in this incident was undoubtedly that of the fireball discussed in detail in the report on incident #94.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Incident #97 -- between Medford, Ore., and Mt. Shasta, Calif. -- 30 De 1947

The flash or explosion referred to here agrees also in time and location (no other details are given) with that of the fireball described in detail in the report on incident #94.

UNCLASSIFIED

[redacted]

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

HEADQUARTERS, AIR WEATHER SERVICE Andrews Air Force Base, Washington 25, D. C.

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: MCIAKO

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
n/c

HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,
Andrews Air Force Base,
Washington 25, D. C.
ATTN: DSS

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flyirg objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes.

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks areusually made direct from the Project "SIGN" Office, MCIAXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not elimimate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	143	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

Hq AMC, Chief, Air Weather Service, Washington 25, D. C.
Subj: Project "SIGN"

4. The form used in interrogating witnesses to sightings is inclosed as a matter of interest. Comment as to possible improvement of the "Essential Elements of Information" in regard to routine synoptic balloon flights is invited.

5. It is requested that correspondence be forwarded to the Commanding General, Headquarters, Air Materiel Command, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman, Col, USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Dept

2 Incls:
Summaries 1-172 incl
"SEI"

Copies furnished:

AFOIR, Hq. USAF
Capt Trakowski, Geophysics Lab
Major Kodis, MCHEEP
Colonel Neal, MCLAWS

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, ~~95, 96,~~ 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 166, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

12

Incident # 94

1. Date 30 Dec 47
2. Time 1926 PST
3. Location 42° 9.3' N and 114° 22.2' W
4. Name of observer Lt Col W.W. Jones
   Maj A. A. Andrae
5. Occupation of observer USAF pilots
6. Address of observer Hq, Eastern Pacific Wing of AFC
7. Place of observation See #3
8. Number of objects 1
9. Distance of object from observer N/S - at 2:30 position from plane
10. Time in sight 2 seconds
11. Altitude A/C was at 13,000 '. Object was descending vertically.
12. Speed Very high - unknown
13. Direction of flight Vertically down
14. Tactics seemed to slow as it neared the ground
15. Soumd N/S
16. Size N/S
17. Color N/S trailed intense green and blue flames
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails See #17 - trailed intense green and blue flames
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

While enroute from Great Falls,Montana, to Fairfield-Suisun AF on the night of 30 Dec 47, a possible rocket sighting was made by pilot (Lt Col W. W. Jones, Hq.EPW) and co-pilot (Maj A. A. Andrae, Hq., EPW) Airplane was cruising at 13000 ft. An unidentifiable object trailing green and blue flames was viewed for a period of 2 seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the plane and the flames were intensely bright.

[redacted]

AMC Form No. 10-3
(19 Mar 45)

ROUTING AND RE[redacted]ORD SHEET

AIR [redacted]ATERIEL COMMAND

UNCLASSIFIED

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT: Information Requested on Object Sighted - Great Falls, Montana

TO: MCIAXD FROM: MCIA DATE: 30 Jan 48 COMMENT NO. 1

1. The inclosed correspondence, subject: "Spot Report on Possible Missile Sighting", describes the sighting of an unidentified object. Due to the lapse of time, the availability of a complete report on the incident is anticipated.

2. It is requested that action be taken to obtain any reports available on the incident.

w/R. Clingerman - Cl USAF

A. C. LOEDDING
Technical Assistant
Analysis Division
Intelligence Department

EHL/amb
2-3266
Rm 252
Bldg 11A

1 Incl
cy basic ltr, 31 Dec 47
w/1st Ind, 5 Jan 48 and
2nd Ind, 12 Jan 48, subj:
"Spot Rpt on Possible Missile
Sighting"

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

94 [redacted] 94

[redacted] UNCLASSIFIED

Basic: Ltr Hq EPW-PD ATC to PACD ATC, Subj: Spot Rpt on Possible Missile Sighting, dtd 31 Dec 47.

2nd Ind. A-2/IC/DHP/mn

HQ AIR TRANSPORT COMMAND, WASHINGTON 25, D. C. - 12 January 1948

TO: Commanding General, Air Materiel Command, Wright Field, Ohio
ATTN: T-2

After verbal co-ordination with Lt. Col. Garrett of the Air Force, Air Intelligence Requirements Division, Collection Branch, this information is forwarded to your office as a matter of interest to the Air Materiel Command.

JAMES F. BRADY
Lt. Col., USAF
Assistant Chief of Staff,
A-2

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

A-2/AC/mal

UNCLASSIFIED

319.1 31 December 1947

SUBJECT: Spot Report on Possible Missile Sighting

TO: Commanding General
Pacific Division, ATS
c/o ATS Postal Officer
Fairfield-Suisun AAFld, Calif
ATTN: AC/S, A-2

1. While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 December 1947, a possible rocket sighting was made by the Pilot (Lt Col W W Jones, Hq, EPW) and the co-pilot (Major A A Andrae, Hq, EPW) of the C-54 airplane. Observation was made at 1926 Pacific Standard Time, location 42° 09.3' N 114° 22.2' W. The airplanes was cruising at 13000 feet. An unidentifiable object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

2. A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7488 flying near Rosedale, California, to the effect that an object was sighted at 1925 Pacific Standard time trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward toward some hills at approximately 38° 50' N, 121° 02' W. McClellan tower asked the pilot to investigate and at 1958 the pilot reported a small fire at 38° 50' N and 120° 53' W which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1937 Pacific Standard Time at a position of 38° 50' N and 120° 53' W. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points in the fire seemed to burn with a bright blue green flame.

As a result of the above activity on 30 December 1947, Air Sea Rescue located at Hamilton Field was notified and it is understood

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

#17

[redacted]

A-2 313.1 31 December 1947
Subject: Spot Report on Possible Missile Sighting

they would dispatch an airplane to the scene of the fire. The California Highway Patrol was dispatched to the scene of the fire and their findings will be reported as soon as possible.

3. The Fairfield control tower obtained a report at approximately 2300 PST, 30 December 1947, from Hamilton Field Flight Control, that a motorist on U S Highway #40, thirty miles West of Lovelock, Nevada, approximately 39° 53' N, 118° 53' W had seen an object explode in the air at 1926, 1200 to 1300 feet in the air.

4. The Fairfield Control tower obtained a report from Oakland Airport Flight Control (CAA), at approximately 2315 PST, 30 December 1947, that United Airlines Flight 131 proceeding on airways between Medford, Oregon and Mount Shasta observed a flash at 1225 PST just North of their position.

5. Subsequent information on the above incidents will be sought and reported.

FOR THE COMMANDING GENERAL:

STANLEY O. [illegible]
Colonel, Air Corps
AC/S, A-2

Info:
CG, 4th AF, ATTN: A-2

313.1 DPW (31 Dec 47) 1st Ind. DA/JR 1/4

Hq, Pacific Division, ATS, APO 953, 5 Jan 1948

TO: Commanding General, Air Transport Service, [illegible]ton 25, D. C.

For your information.

FOR THE COMMANDING GENERAL:

JAMES H. WILLIAMS
Colonel, USAF
AC/S, Intelligence

DOWNGRADED AT 12
[illegible]

[redacted]

[redacted]

42

UNCLASSIFIED

Extract from Weekly Intelligence Summary, Hq, ATC, dtd 1-14-48

UNIDENTIFIED AIR OBJECTS: The A-2 of the Eastern Pacific Wing, Pacific Division, Air Transport Command reports the following four observations of unidentified air objects all occurring in the western states at 1925 or 1926 hours Pacific Standard Time (PST) on 30 December 1947.

While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 December 1947, a possible rocket sighting was made by the pilot, Lt. Col. W. W. Jones, Hq, EPW and the co-pilot, Major A. A. Andras, Hq, EPW of a C-54 airplane. At 1926 hours PST, location 42° 09.3' North, 114° 22.2 West (near the meeting point of the Nevada, Utah and Idaho state borders) while cruising at 13000 feet an unidentified object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7488 flying near Rosedale, California, to the effect that an object was sighted at 1925 hours PST trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward toward some hills Northwest of Sacramento at approximately 38° 50' North, 121° 53' West which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1937 hours PST at a position of 38° 50' North and 120° 53' West. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points in the fire seemed to burn with a bright blue green flame.

The Fairfield control tower obtained a report at approximately 2300 hours PST, 30 December 1947, from Hamilton Field Flight Control, that at 1926 hours a motorist on US Highway #40, thirty miles West of Lovelock, Nevada, approximately 39° 53' North, 118° 53' West had seen an object explode in air at an altitude of 1200 to 1300 feet.

The Fairfield Control tower obtained a report from Oakland Airport Flight Control (CAA), at approximately 2315 hours PST, 30 December 1947, that United Airlines Flight 191 proceeding on airways between Medford, Oregon and Mount Shasta, California, observed a flash at 1925 hours PST just North of their position.

Classification - CONFIDENTIAL: source - AWS (Eval C-3)

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UNCLASSIFIED

[redacted]

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R&C

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

JAN 6 1948

AFFIA-319.1

SUBJECT: Transmittal of Intelligence Information.

TO: Commanding General
Air Defense Command
Mitchel Field, N. Y.
Attn: AC of S, A-2

Attached report for your information.

FOR THE [illegible]:
[illegible]
Lt. Colonel, USAF
AC of S, A-2

1 Incl:
S/I-Spot Rpt on
Possible Missile
Sighting.

CONFIDENTIAL R7C

HEADQUARTERS
AIR DEFENSE COMMAND
Mitchel Air Force Base, New York

IN REPLY REFER TO:

D 319.1 TO

JAN 28 1948

SUBJECT: Dissemination of Intelligence Information

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
Attention: Directorate of Intelligence, Air Intelligence Requirements Division

Enclosed herewith is a carbon copy of letter, Fourth Air Force, subject as above, 6 January 1948, with 1 inclosure, for your information and file.

FOR THE COMMANDING GENERAL:

R. H. SMITH
Colonel, USA
AC/S-Intell.

1 Incl.
Ltr, 4AF, subj:
Dissem. of Intell.
Info, 6 Jan 48,
w/1 Incl.

(AC/S-2)

1st Ind.

Dept. of the Air Force, Hq USAF, Washington 25, D. C. 6 FEB

TO: Commanding General, Air Intelligence Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: AC/S, OIR

Forwarded as a matter pertaining to your command.

FOR THE CHIEF OF STAFF:

Douglas M. Kinsler
DOUGLAS M. KINSLER
Lt. Colonel, U.S.A.F.
Executive for Air Intelligence Requirements Div.
Directorate of Intelligence

1 Incl
n/c

CONFIDENTIAL R7C

CONFIDENTIAL

UNCLASSIFIED

[redacted]

[redacted]

[redacted]

R7C

UNIDENTIFIED FLYING OBJECTS

Incident # 95

1. Date: 30 Dec 57

2. Time: 1545 PST

3. Location: [redacted] Calif (5 mi E, 123° T)

4. Name of observer: 1/S (only crew)

5. Occupation of observer: —

6. Address of observer: Sacramento Air Depot (City #7[illegible])

7. Place of observation: Hornsdale, Calif.

8. Number of objects: 1

9. Distance of object from observer: 1/S

10. Time in sight: 1/S

11. Altitude: 1/S

12. Speed: Very high

13. Direction of flight: 1/S

14. Tactics: 1/S

15. Sound: None

16. Size: 1/S

17. Color: [redacted] 1/S

18. Shape: 1/S

19. Color detailed: 1/S

20. Apparent construction: 1/S

21. Exhaust trail: [redacted]

22. Weather conditions: 1/S

23. Effects on clouds: 1/S

24. Characteristics of propulsion: 1/S

25. Number of persons: 1/S

26. Remarks:

Attempt to photograph

R7C

R7C

R7C

UNCLASSIFI

UNCLASSIFIED

1. Date: 30 June 1947

2. Time: 1420 EST

3. Location: 32 miles west of Lordsburg, New

4a. Name of observer: R/S

5. Occupation of observer: R/

6. Address of observer: R/S

7. Place of observation: Near [illegible]

8. Number of objects: 1

9. Distance of object from observer: R/S

10. Time in sight: R/S

11. Altitude: 12 to 15 [illegible] above the ground

12. Speed: R/S

13. Direction of flight: R/S

14. Tactics: None

15. Sound: R/S

16. Size: R/S

17. Color: R/S

18. Shape: R/S

19. Odor detected: R/S

20. Apparent construction: R/S

21. Exhaust trails: R/S

22. Weather conditions: R/S

23. Effect on objects: R/S

24. Searchlights or photographs: None

25. Number of photographs: [illegible]

26. Remarks: (over)

Photo Attached

Sketch Attached

UNCLASSIFIED

CHECK-LIST — UNIDENTIFIED FLYING OBJECTS

1. Date 30 Dec 47 Enclosure # 97
2. Time 1925 PST
3. Location Between Medford, Oregon & Mt. Shasta, Calif.
4. Name of observer W/S (United Airlines Flight #191)
5. Occupation of observer Pilot - on Flight #191 as above
6. Address of observer W/S
7. Place of observation over airways between Medford, Oregon & Mt. Shasta
8. Number of objects 1
9. Distance of object from observer W/S
10. Time in sight W/S
11. Altitude W/S
12. Speed W/S
13. Direction of flight W/S
14. Tactics W/S
15. Sound W/S
16. Size W/S
17. Color W/S
18. Shape W/S
19. Odor detected W/S
20. Apparent construction W/S
21. Exhaust trails W/S
22. Weather conditions W/S
23. Effect on clouds W/S
24. Sketches or photographs none
25. Method of observance W/S — sent in from — presumably an enclosure
26. Remarks (over)

SECRET

RFC

Mrs. Fairfield Control Tower obtained a report from Oakland Airport Flight Control (OAK) at approximately 2315 PST, 30 Dec 1947 that United Airlines Flight 191 proceeding on airways between Medford, Oregon, and Mt. Shasta observed a flash at 1925 PST just north of their position.

See Incidents 94, 95, & 96.

UNCLASSIFIED