

UNCLASSIFIED

Incident # 72-6

APC NO. _____

DATE 12 Nov 48

AP NO. _____

LOCATION Clark AFB, Philippines

APC NO. _____

SOURCE USAF JCF

TYPE OF OBSERVATION Between 1400 & 1500

Color Snow-white

REMARKS b/c without tail

Altitude 3-6 miles

TYPE _____

LENGTH OF TIME OBSERVED _____

COURSE Circled

TYPE OF OBSERVATION Ground

NO. IN GROUP 1

MANEUVERS Flying around Clark Field

NOISE single roar

PHOTO SKETCHES 2

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Form 329
(2 Jan 52)

Handwritten:
11-9-48
AFC (CONTROLS)

445/Z [REDACTED]
From: UAFLA 303/CG FA
To: JECAB/CG AMC WPAFB ATTN: MC [REDACTED]
INFM JECAL/USAF ATTN: DIRECTOR OF INTELLIGENCE
QKN/CINCPAC ATTN: G-2 SECTION
AF GR MC

MCJA action
info

3.
4. MCAGXM21 info

UNCLASSIFIED

The following message received from 13th AF and passed in accordance with USAF letter. Subject: "Reporting of information on Flying Dics" dated 26 February 1948. A detailed report will be forwarded when received. "Unidentified aircraft sighted by enlisted man of this Command JRLONT 12 Nov 1948 approximately 1330 hours, northeast by east of Clark AF Base. Distance undetermined. Altitudes from 10,000 to 20,000 feet. Description: Color: snowwhite, wing span estimated 100 to 150 feet. Fuselage estimated at 250 feet length. Distance from nose of aircraft to leading edge of wing estimated 25 to 40 ft. Fuselage appeared proportionately long with tapered nose. Tail extremity tapered to almost a point. Fuselage appeared to have windows between trailing edge of wing and tail extremity. No tail surface reported. Appeared to be exceedingly fast and sounded similar to a jet aircraft. Entered and broke out of a large cloud 6 times. No transient or base aircraft reported as being in the vicinity at the time of the observation. No confirmation by other sources. Evaluation: G-3. Report being forwarded by mail."

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Incident: 206

ROUTING AND RECORD SHEET

UNCLASSIFIED

A. M. TERIEL COMMAND

Use this form for inter-office correspondence within Headquarters.

Use authorized office symbol to designate addressee and addresses.

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

Number all comments consecutively.

Note warning signal at lower left of form.

Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments by horizontal lines across page.

Use entire width of sheet, both sides.

633

SUBJECT: Request for Analysis

TO: MCIAAB

FROM:

MCIAAO-3

DATE 2 Dec 48

COMMENT NO. 1.

1. Attached message was received from FEAF pertaining to a sighting of an unidentified aerial object at Clark AF Base, Phillipine Islands at approximately 1330 hours 2 November 1948.

2. It is requested that the configuration described in this wire be analyzed for aerodynamic feasibility. Comments should be referred to MCIAAO-3.

1 Incl

Wire d/Nov 26

C. A. GRIFFITH

Chief, Operations Section

Tech Intelligence Division

Intelligence Department

RRS/aw

6-5310

Bldg 238

MCIAAO-3

MCIAAB

6 Dec 48

2

1. The aircraft configuration described in the attached message is unusual because of the extremely long fuselage aft of the wing. Assuming the approximate dimensions quoted are correct, the principal aerodynamic problem encountered will be that of maintaining trim, with the apparent center of gravity location approximated without knowledge of the size and locations of the power plants.

2. If no tail surface is present, as implied in the attached report, trim cannot in all probability be maintained without swept wings on the airplane. Even with no tail surfaces, if the wings are sufficiently swept back, the configuration is aerodynamically feasible.

3. In an evaluation of the description, it is pertinent to consider that although the distance and altitude of the aircraft could not be determined, the dimensions were estimated. With no reference object in view, such an estimation, without knowledge of the distance to the object observed, is virtually impossible.

1 Incl

a/c

JOHN H. KELL

Chief, Aircraft Evaluation Section

Tech Intelligence Division

Intelligence Department

REB

H. J. Kell

Tech Dir

6-270

Post 2100

Bldg 238

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1. This office wishes to tender its appreciation in this first instance and requests your further aid in settling the following questions:

a. With reasonable allowances for distortion or errors on the part of the observer, is it possible to identify subject aircraft by comparison with domestic or foreign jet propelled aircraft?

b. Are there any advanced types of domestic aircraft flying in the vicinity of Clark Air Force Base, Philippine Islands?

c. Are there any foreign aircraft of advanced design approximating the reported configuration?

d. What would the flying range of any aircraft, based on foreign soil in the geographic vicinity of Clark Air Force Base, have to be in order to appear for reconnaissance purposes over American installations?

e. Is this purported flying range well within the capabilities of existing jet engines, if this were the source of power?

f. By estimating the most elementary factors of lift which can be produced, by the size and shape of the airfoils reported in basic wire, (by extension of the Prandtl theory of lift) what do you estimate is the gross weight which may be supported at an arbitrarily chosen stalling speed of 150 miles per hour.

g. Having achieved somewhat basic estimates of weight and assuming problems of controllability, stability, etc., to be within aerodynamic possibilities, what are the striking potentialities of such an aircraft from the military angle?

2. It is realized that some of these questions are not pertinent to your section, but it is felt that they follow a more or less systematic form in satisfying intelligence requirements. Please forward to MCLAXB for answer of those questions which fall within their jurisdiction and return to MCLAXO-3.

1 Incl
n/c

C. A. Griffith
C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

881
PES/ej
65310
P 202
B 288

T-78630-A

(DO NOT WRITE BELOW THIS LINE)

1400/206

ROUTING AND REC R SHEET

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AIR MAILERIAL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressor and addressee.

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

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT

Request for Analysis

TO MCIAXO-3 FROM MCIAXB DATE 10 Dec 48 COMMENT NO. 4

1. The following information is forwarded in answer to questions in Comment No 3 above:

a. Subject aircraft cannot be identified with any known domestic or foreign jet propelled aircraft.

b. There is no knowledge of any advanced types of domestic aircraft (jets) flying in the vicinity of Clark Air Force Base.

c. There are no known foreign aircraft designs which approximate the reported configuration. In regard to size reported, the nearest USSR aircraft of which we have knowledge is a development of the German EF-132 six jet bomber. Although the configuration of the EF-132 is not definitely known, it is not believed to be a tail-less aircraft.

d. The approximate necessary range for an aircraft operating from Southern Manchuria would be about 5,000 miles.

e. A range of 5,000 miles, in light of existing jet engines and aircraft, is improbable although not impossible.

f. It may be roughly estimated that the gross weight of the airplane is 300,000 lbs from the arbitrarily chosen data.

g. The striking potentialities of a 300,000 lb jet aircraft, capable of a range equal to or in excess of 5,000 miles, is superior to the most advanced designs in jet bombers which we now have flying. The actual potentiality depends further upon the bomb load; however, it cannot be estimated here.

2. This R&R has not been forwarded to MCIAXS inasmuch as all questions in Comment No 3 have been covered.

3. As an expedient measure in handling similar matters in the future, it is recommended that this type of problem be first discussed verbally between members of this Section and MCIAXO.

1 Incl

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DOD DIB 5200.10

JOHN H. ZELL

Chief, Aircraft Analysis Section
Technical Intelligence Division
Intelligence Department

WDH/ed

5-2270

B1 238

P 210D

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206

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BASIC: Ltr fr Hq, Thirteenth Air Force, Clark Air Force Base, APO
719, Subj: "Sighting of Unidentified Aerial Object," dated
29 November 1948.

AG 305-OP-2

1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force
Base, Dayton, Ohio, ATTE: MCI,

Basic communication is forwarded pursuant to the provisions of Hq.
USAF letter, dated 26 February 1948, subject: "Reporting of Information
on Flying Discs," and as additional information to that contained in our
radio, cite AI 1249, dated 23 November 1948.

FOR THE COMMANDING GENERAL:

2 Incls:

n/c

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DOR DIB 5200.10

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0021

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HEADQUARTERS, THIRTEENTH AIR FORCE
CLARK AIR FORCE BASE
APO 719

IS/RMH/mk

29 November 1948

319.1

SUBJECT: Sighting of Unidentified Aerial Object.

TO : Commanding General
Far East Air Forces
APO 925, U. S. Army

ATTENTION: Assistant Chief of Staff, A-2

1. Reference letter your Headquarters, dated 3 November 1947, AG 452.1, A-2, subj: "Unidentified Aircraft or Flying Objects."

2. The following information is submitted regarding Unidentified Aerial Object sighted over Clark Air Force Base:

a. Object was sighted on Northeast portion of Clark Air Force Base between the hours of 1300 and 1400, on 12 November 1948.

b. Weather: High, scattered clouds, 4500 scattered, visibility 30 miles, temperature 89, dew point 71, wind: Northeast at 8, altimeter: 993.

c. Name and Occupation of Witness: Sgt. [REDACTED], 18th Maintenance and Supply Group, 18th Maintenance Squadron. At time of sighting, was engaged in Special Services activities.

d. Photographs: None available.

e. Sketches: See inclosures.

f. Object sighted:

(1) Number: One (1).

(2) Shape: Long fuselage, low wing, airplane shape.

(3) Size: Approximately 300 feet long and approximately 140 feet wing span.

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DOD DIR 5200.10

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206

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319.1

Subject: Sighting of Unidentified Aerial Object

- (4) Color: Snow white.
- (5) Speed: According to witness, "Faster than any jet that I have ever seen."
- (6) Heading: Object appeared to be merely flying around Clark Air Force Base, with no definite heading.
- (7) Maneuverability: According to witness, object was very maneuverable, due to speed, and the way it moved in and out of the clouds.
- (8) Altitude: According to observer, altitude appeared to be from three (3) to six (6) miles high.
- (9) Sound: Observer claims he could hear a single roar, as a single plane in the sky would make.
- (10) Exhaust Trail: Object appeared to leave an exhaust trail from the tail-end of mentioned object, as observer said, "It appeared to be sky writing."

g. After talking to Sgt. [REDACTED] Squadron Adjutant and First Sergeant, the man's character and honesty in this statement is questionable. As for evaluation, the whole statement and report can be evaluated as D-5.

FOR THE COMMANDING GENERAL:

2 Incls:

- 1. Stmt of Sgt. [REDACTED]
- 2. Sketch of Unidentified Object

/s/ R. E. Weinzettel
/t/ R. E. WEINZETTEL
Lt. Col., USAF
AC/S, A-2

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DOD DIR 5200.10

UNCLASSIFIED

A-2# 00252

100 101 102 103 104 105 106 107

The following is an eye-witness report of a strange air-borne craft or object:

I was seated in the doorway of the Kelly Theatre on the north side, smoking and watching some cloud formations in the North-east. All at once, a white speck materialized and continued to lengthen out in a northern direction. I thought at first it was a plane sky-writing, for it was so long, but as it continued to advance as a whole unit, I changed my mind; furthermore, I could see no plane (before I noticed there was no plane, I thought also it might be a tow target). The object advanced in a northwestern direction toward a very large cloud formation I had been watching. It was coming closer and getting larger all the time. I thought, maybe when it comes out of that cloud, if it does, I will get a better look at it. It came out on the Northwest by North side, and I did get a good clear view of it before it disappeared in the same cloud formation.

IT was snowwhite (the fact that I estimated it to be 20 or 30 miles away, and 3 to 6 miles high, my estimates are, just estimates), as IT came out of the cloud IT was broadside to me, and as IT turned back into the cloud, I got a clear view of IT, head-on. There was definitely a wing formation, low wing, and very short in comparison to the length of IT. I saw this object six times besides before IT went into the cloud formation the first time. The second time IT appeared was to the South and farther away; the third time, IT came out directly facing me, and when IT turned North to go back into the clouds, IT was closer than at any other time I saw IT. (Understand, all this time, I could hear a single roar, as a single plane in a clear sky would make. I did look for another plane, or maybe I should say a plane, but could find none, so I assumed that the noise was coming from the object I was watching.)

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U CLASSIFIED

craft using a rear type of propulsion burning a fuel that left a white smoke, for then, you couldn't tell where the tail left off and the exhaust started. Or IT has NO tail assembly, just a straight body tapering off from directly above the wings to a very small point.

USAF
18th Maintenance Squadron
18th Main. and Supply Group

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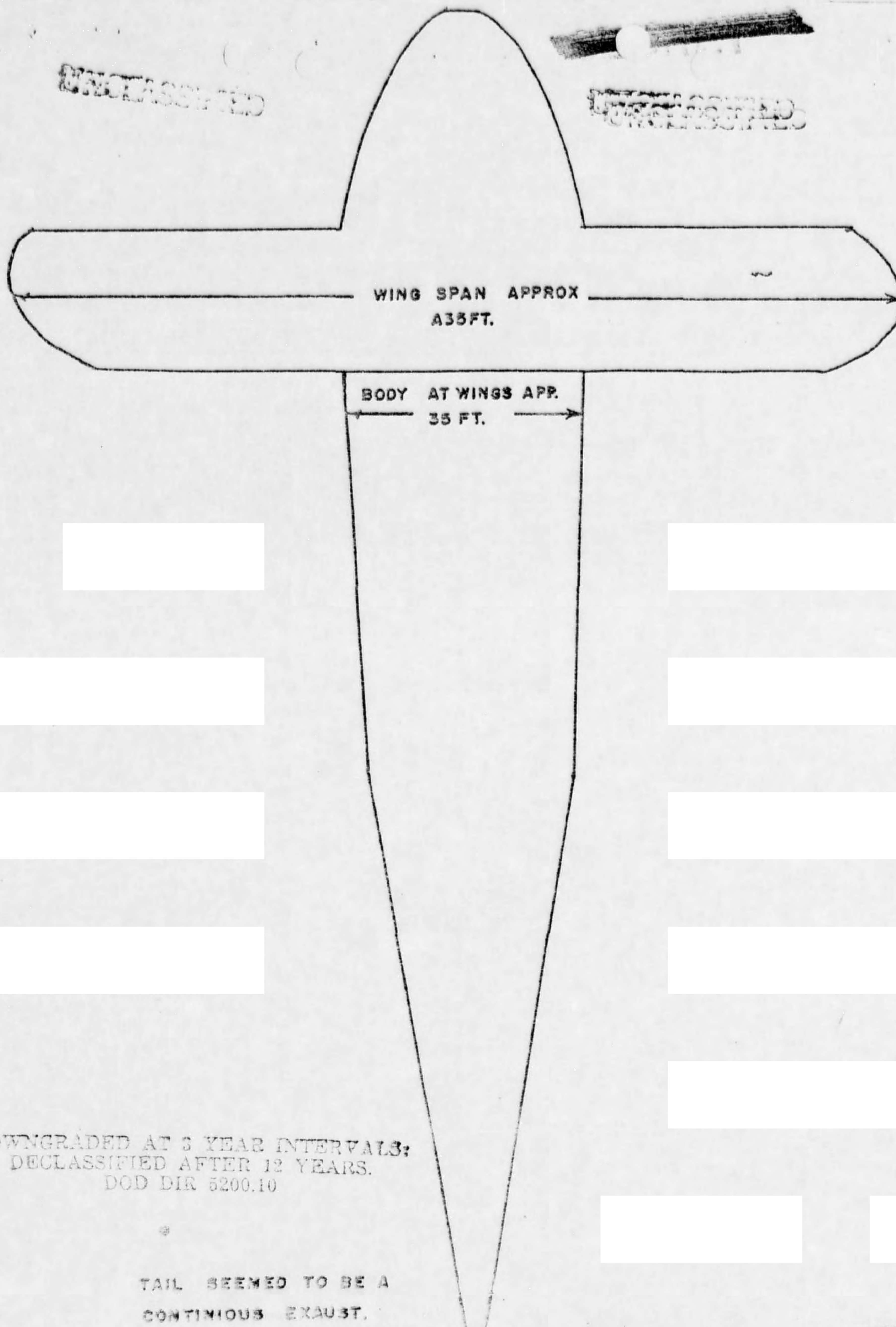
2

00252

206

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DOD DIR 5200.10

TAIL SEEMED TO BE A
CONTINUOUS EXHAUST.

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Incident #206 -- Clark AF Base, Philippine Islands -- 12 November 1948

Two things enter heavily into any possible interpretation of this incident: the reported maneuverability of the object, and the character evaluation of the witness.

If the facts are as stated, then there is no astronomical explanation for the object observed. A few points favor its having been a daylight meteor: the snow-white color, speed faster than that of a jet plane, roaring noise, similarity to "sky writing," and the time of day of the observation. The tactics, however, if really performed, oppose it strenuously.

The question is, did this object actually maneuver in and out of a cloud bank -- i.e., did it make turns of 180° or more? It is possible that such impressions were merely illusions. The witness saw the object intermittently through clouds. It is not clear whether he ever saw it against a cloud background or only in the sky background between clouds, a fact which is highly important. If he saw it only in breaks between clouds, this fact, coupled with its great speed, makes it clear that only momentary impressions could be obtained. Such observations, by an untrained observer, can bring forth a description that is extremely unlike the facts.

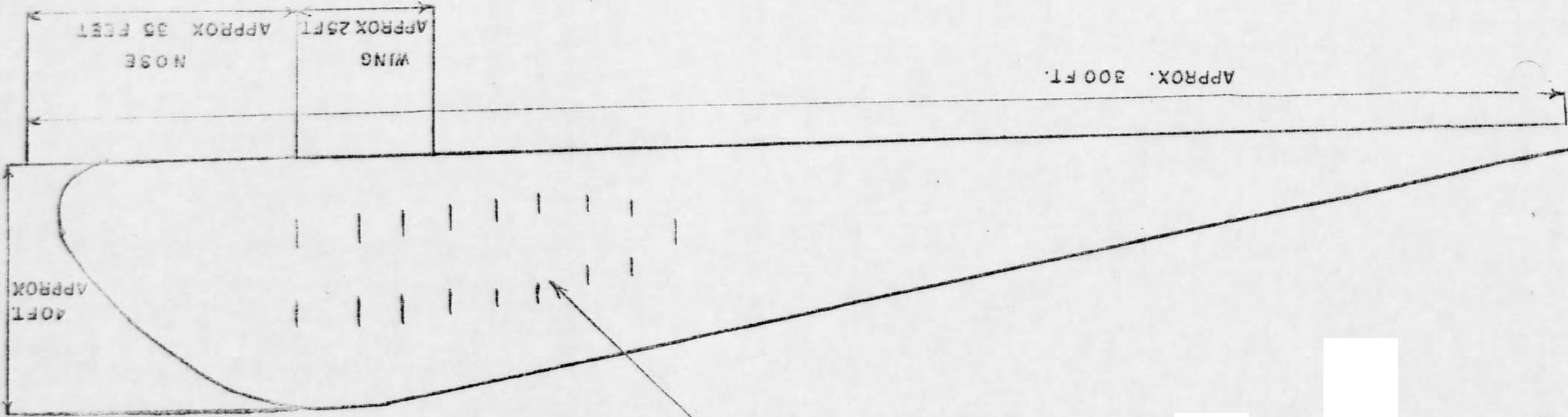
The impression of a fuselage with windows could even more easily have been a figment of the imagination.

Unless more specific information concerning this incident becomes available, the present investigator cannot say whether an astronomical explanation is possible, or not.

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[REDACTED]



BROKEN SURFACE AS IF IT MIGHT BE WINDOWS

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DOD DIR 5200.10

UNCLASSIFIED

[REDACTED]

4-2#

206

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.

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

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

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

12 Nov

No. 206; If description is accurate, i.e., wings on fuselage, roar of engine, circling object, possibility of weather balloon is remote. Also, latest time of release for Clark Field was four hours prior to sighting. Also, note F.B.I. note on character of observer.

Incident: 206

Sgt [REDACTED] stated he was watching some cloud formations in the North-east portion of the sky when he observed a white speck materialize and lengthen out. At first he thought it was sky-writing but as it continued to advance he thought it appeared as a whole unit. Object pursued a northwestern direction and entered a very large cloud formation. As the object emerged on the northwest by north side the object appeared larger and he was able to get a clearer view. The object appeared snow-white. At one time Sgt [REDACTED] was able to obtain a side-view impression. It seemed as if the side surface was broken by windows. The nose, too, was short in comparison to the length. There was definitely a wing formation - low wing and very short in comparison to the length of the fuselage. Sgt [REDACTED] perceived the object six times thru the cloud formation, in various attitudes - see attached drawings. Sgt [REDACTED] in his drawing estimates the length of the fuselage to be 300 feet. However, he stated that it would be impossible for him to estimate the length of the object if the craft was using a rear type of propulsion and utilizing a fuel that left a white exhaust. Fuselage apparently had no tail assembly. It appeared as a straight body tapering off from directly above the wings to a very small point.

Evaluation: D-5 - Sgt [REDACTED]

1. Date and Time of Observation: 12 Nov 1948 between 1300 and 1400
2. Where Sighted: Northeast portion of Clark AF Base, Phillipine Islands
3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Sgt [REDACTED]
18th Main & Supply Gp, Clark AF Base
5. Occupation and/or hobbies: Sgt, USAF
6. Attention Attracted by: white speck
7. Number of Object(s) Seen: 1
8. Size of Object(s): Estimated Size: 300 ft/ length of fuselage
Wings 47-1/2; width of wing 25 ft
9. Color of Object(s): snow-white
10. Shape (Sketch if Possible) See attached
11. Nature of Luminosity: N/S
(directed beam of light?)
12. Altitude of Object: 3 to 6 miles high
(estimated)
13. Estimated Distance of Object from Observer: 20 to 30 miles
14. Estimated Speed of Object: Faster than jet plane
15. Time in Sight: N/S - observed intermittently thru cloud formation
16. Tactics: Flying around Clark AF Base - no definite heading
horizontal flight - apparently reconnaissance
17. Sound Made by Object(s): single roar
18. Direction of Flight of Object(s) no definite heading - flew around
Clark AF Base
19. Apparent Construction: Similar to plane
20. Effect on Clouds: N/S - entered and broke out of cloud six times
21. Exhaust Trail (Color of): appeared to leave an exhaust trail
from tail-end of mentioned object - "It
appeared to be sky writing"
22. Manner of Disappearance:
23. Weather Conditions at Time of Sighting: 4500 scattered, visibility 30
miles,
24. Peculiarities Noted: Appeared to have no tail assembly - straight body
tapering off from directly above the wings to small point
25. Summary of Incident: (over)
(See attached page)

1948 NOV 25 14 12

EQA080

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

HA21

ROUTINE

RR JEQAB

UNCLASSIFIED

1948 NOV 26

08:15

FM UAPLA 30B/CG FEAF

TO JEQAB/CG AMC WPAFB ATTN: MCI

ACTION COPY

206

ANFM JEQTL/USAF ATTN: DIRECTOR OF INTELLIGENCE

QXN/CINCFE ATTN G-2 SECTION

AF GR NC

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CITSTVLONE TWO FOUR NINE OP-2 PD

THE FOLLOWING MESSAGE FROM THE THIRTEENTH AIR FORCE IS PASSED TO
YOU IN ACCORDANCE WITH USAF LETTER CMA SUBJECT QUOTE REPORTING OF
INFORMATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBRUARY ONE NINE
FOUR EIGHT ~~PD~~ ABLE DETAILED REPORT WILL BE FOWAEDED WHEN RECEIVED ~~PD~~
¹¹
~~QUOTE~~ UNIDENTIFIED AIRCRAFT SIGHTED BY ENLISTED MAN OF THIS COMM JRLONE
² ^{NOV 48}
TWO NOV FOUR EIGHT APPROXIMATELY ONE THREE THREE ZERO HOURS CMA NORTHEAST
BY EAST OF CLARK AIR FORCE BASE CMA DISTANCE UNDETERMINED ~~PD~~ AT ALTI-
TUDES FROM TEN THOUSAND TO TWENTY THOUSAND FEET PD DESCRIPTION CLN COLOR
SNOW WHITE CMA WING SPAN ESTIMATED ONE HUNDRED TO ONE HUNDRED FIFTY
FEET CMA FUSELAGE ESTIMATED TWO HUNDRED FIFTY FEET LENGTH PD DISTANCE

INCLD #206

T-78630-

~~SECRET~~

97c

206