| | |
|---|---|
| 1. DATE - TIME GROUP<br>13 May 49 13/1800Z | 2. LOCATION<br>Boise, Idaho 319 |
| 3. SOURCE<br>Civilian | 10. CONCLUSION<br>[redacted]<br>[redacted]<br>Aircraft |
| 4. NUMBER OF OBJECTS<br>SIX | |
| 5. LENGTH OF OBSERVATION<br>Less than 5 minutes | 11. BRIEF SUMMARY AND ANALYSIS<br>Observer sighted six objects, five in a V-Formation. They ~~xx~~ were silver-colored, heading Southwest. They were moderately fast and manuevering. They were in view for a few minutes. |
| 6. TYPE OF OBSERVATION<br>Ground-Visual | |
| 7. COURSE<br>Southwest | |
| 8. PHOTOS<br>☐ Yes<br>☒ No | |
| 9. PHYSICAL EVIDENCE<br>☐ Yes<br>☒ No | |

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

CONTROL NO. S - 607 — SUBJECT: ~~ESR~~ Aerial Phenomena Flying Objects over Boise Idaho CONF.. Cmt 1 — DECIMAL FILE NO. ____ — FOLLOW UP ON ____ DATE

FROM: ECCA
TO: IAXS

DATE 7/18/49 — HOUR 0900 — DATED 7/15/49 — No. INCLS. 1

RECORDING DESK AXT-1

| ROUTED TO | SUSPENSE DATE | ESTABLISHED BY (INITIALS) | DATE |
|---|---|---|---|
| 1 IAXS | N/R | [illegible] | [illegible] |
| 2 | | | |
| 3 | | | |

DATE OF REPLY — OTHER DISPOSITION: — TRANSMITTAL AMC FORM NO. 10-2 (20 NOV. 47) SEE OTHER SIDE FOR REMARKS

CONTROL NO. R - 151 — SUBJECT: Project GRUDGE CONF... — DECIMAL FILE NO. ____ — FOLLOW UP ON ____ DATE

FROM: 5D-OSI
TO: IAXS

DATED 6/1/49 — DATE RECORDED 6/2/49 — No. INCLS. 2 — HOUR 1530

RECORDING DESK AXT-1

| ROUTED TO | SUSPENSE DATE | ESTABLISHED BY (INITIALS) | DATE |
|---|---|---|---|
| 1 IAXS | N/C | [illegible] | [illegible] |
| 2 | | | |
| 3 | | | |

DATE OF REPLY — OTHER DISPOSITION: — TRANSMITTAL AMC FORM NO. 10-2 (20 NOV. 47) SEE OTHER SIDE FOR REMARKS

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[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

# REPORT OF INVESTIGATION

FILE NO. 24-26

DATE 29 June 49

REPORT MADE BY J. E. KUTTLER

REPORT MADE AT DO #20, McChord AFB

PERIOD 9 - 12 June 1949

OFFICE OF ORIGIN DO #5, Wright-Patterson AFB

STATUS RUC

TITLE

PROJECT "GRUDGE" (Incident - Boise, Idaho, 13 May 1949)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A WILLIAM D. JOHNSON, DO #5, dated 1 June 49, file 5D-24-21 0

SYNOPSIS

[redacted], Lewiston, Idaho, stated he saw six unidentified flying objects on 13 May 49, between 1100 and 1119 hours, Mountain Time; that he was travelling East toward Boise, Idaho, by auto, when the objects were observed to his left, approximately 9:30 o'clock; that the objects were within his sight about five minutes; that five of the objects were in "V" formation, flying in a Southwesterly direction, approximately eight to twelve or fifteen miles from his point of observation. He described the objects as being about the size of a B-29 aircraft, silver on top and dull on bottom, and having the shape of a half-circle with a point in the front, which was the middle of the arc. Persons living in the vicinity of the location from wher[redacted]bserved the flying objects were interviewed but none had ever seen any unidentified flying objects. [redacted], Pilot Instructor and Trainer, Bradley Field, Boise, Idaho, stated that on 24 Apr 49, at about 0900 hours, he was on a flight to Mountain Home, Idaho, in an L-13-B with two passengers and that they observed flying objects about 1,000 feet above his altitude, flying in the same direction as he but at a faster rate of speed. He described these objects as being oval shape with a small point in the forward section. No commercial or private flights were known to have been in the vicinity where the objects were observed by [redacted] neither were any military aircraft scheduled in that area. No radar sightings or testing devices were in the area.

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Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXS

APPROVED

R. D. MELCHER
Major, USAF
Acting *District Commander.*

FILE STAMP

7-3712-19

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4[illegible] which may be used.

[redacted]

16-97741-1 U.S. GOVERNMENT PRINTING OFFICE

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[redacted]

Case file #24-26
DO #20, McChord AFB

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DETAILS:

AT BOISE, IDAHO:

1. On 9 June 49, this agent proceeded to Room 442, Yates Building, Boise, Idaho, and interviewed [redacted] Director of the Idaho State Board of Publicity. Mr. [redacted] stated that [redacted] had left his employment and had gone to Lewiston, Idaho, where he worked for the Lewiston Tribune [redacted] also stated that he had no direct knowledge of the incident in question, but referred this agent to a Mr. [redacted] of the Idaho Daily Statesman, Boise, Idaho.

2. On 9 June 49, Mr. [redacted] Editor, Idaho Daily Statesman, Boise, Idaho, stated that on 13 May 49, [redacted] who was at that time working for the Idaho State Board of Publicity, Room 442, Yates Building, Boise, Idaho, advised him that at approximately 1400 hours, 13 May 49, he had seen six flying discs, five of which were flying in a "V" formation, about ten miles West of Shafer Butte. [redacted] carried the story of this incident in his column of the Idaho Daily Statesman dated Friday, 13 May 49, which is quoted verbatim as follows:

"FLYING DISCS APPEAR AGAIN IN BOISE AREA

World War II Pilot Sees Mystery Objects in Tight Formation

A World War II bomber pilot said today he saw six flying discs, five of them in V-shaped formation circling about 10 miles west of Shafer butte, and, he said, he wasn't "kidding".

[redacted] Boise, a former B-24 pilot, said he saw the six objects at approximately 11:05 a.m. at an altitude he would estimate to be 13,000 feet.

He said he was driving from Caldwell to Boise when he saw the objects.

The objects, he said, were black on the bottom and silver on top, and their size at the distance from which he saw them indicated that they would be approximately the size of a four-engined airplane.

He said he saw a single object first, then five more flying in tight formation. He said they spiraled down three or four thousand feet, then climbed abruptly at great speed and disappeared.

'They acted as if they were intelligently controlled,' he said. 'When they turned toward me they were silver, because they were in a turn and I could see the sun flash from their tops. When they banked away it appeared the bottom side was colored black.'

He said he had no way of judging their speed in spiral flight, but he said it would compare to that of an F-51 fighter.

The CAA radio communications station here said there were no Air Force planes in the area, and the 190th fighter squadron of the Idaho National Guard said it had a single F-51 up during the morning.

[redacted]

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'I know what I saw,' said [redacted] I'm not trying to make jokes.'"

3. As a reporter, Mr. [redacted] revealed to this agent a background on the stories he had received from a Mr. [redacted] who was reported to have been the first individual to have seen so-called flying discs in the vicinity of Boise and reported to have written several articles on the subject. [redacted] stated that ARNOLD had undergone an exhaustive investigation by the Fourth Air Force at Hamilton Air Force Base. Efforts to locate [redacted] met with negative results.

4. Accompanied by [redacted] this agent proceeded to the spot where [redacted] had reportedly been when he first observed the flying discs. Photographs were taken of this area and are attached as Exhibits "A", "B" and "C".

5. On 10 June 49, Mr. [redacted] Boise, Idaho, a farmer living in the farm home nearest to the spot from where the discs were allegedly seen by [redacted] was interviewed. [redacted] stated that he had not seen any unidentified objects in the sky on or about 13 May 49, or at any other time either previous or subsequent thereto.

6. On 10 June 49, Mr. [redacted] Pilot Instructor and Trainer, Bradley Field, Route 1, Boise, Idaho, was interviewed and stated that on 24 April 49, at approximately 0900 hours, he was on a flight to Mountain Home, Idaho, in an L-13-B plane, cruising at approximately 140 miles per hour, at approximately 9,000 feet altitude, and was estimated to be approximately ten miles North of Mountain Home, travelling in an East by Southeasterly direction, when he and his two passengers observed what first appeared to be birds in the sky, approximately 1,000 feet above his altitude of flight. A more careful scrutinization revealed that the objects were travelling in the same direction as he and at a faster rate of speed. These objects could not be identified as any type of plane known to [redacted] or his passengers and were soon lost from sight. The objects sighted were reported to have been oval in shape with a small point in the forward section of the objects [redacted] stated that he did not report the incident because there had been so many false reports in that area that he felt that his story would be just one more that would be scoffed at. He did not recall the name of one of his passengers; however, the other passenger was a pilot working at Bradley Field by the name of [redacted] Efforts to contact Mr. [redacted] with negative results.

7. On 10 June 49, Captain [redacted] Reserve, Operations Officer, 190th Fighter Squadron, Idaho National Guard, Boise, Idaho, was interviewed and the operational records were checked to determine aircraft that were flying on 13 May 49. It was found that one F-51 was on a test flight but was not over mountainous terrain in the area where the objects were viewed [redacted], as that area was restricted by squadron regulations to fighter craft unless on operation orders. Captain [redacted] further stated that to his knowledge there were no radar sightings in the immediate area of Boise, Idaho, the nearest radar to his knowledge being at Hill Field, Ogden, Utah. He also stated that there were no testing devices in the area by the armed forces or any research organizations.



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[redacted]

8. On 10 June 49, Boise Municipal Air Terminal Weather Station was contacted and a review of their records revealed that at 1128 hours, Mountain Time, 13 May 49, weather was reported to be as follows: Sky, 30,000 thin, scattered; visibility, 30 miles; sea level pressure, 1010.5 millibars; temperature 82; dewpoint 42; wind, Southeast, 5 mph; altimeter, 29.91; Cumulonimbus clouds Southwest of station. Between 1028 and 1128 hours, Mountain Time, there were no conditions that required any special observation to be made or recorded.

9. On 10 June 49, a schedule of commercial traffic revealed that United Air Lines had a scheduled commercial trip from Pendleton, Oregon, to Reno, Nevada, via Boise, Idaho, due in Boise at 1135 hours, Mountain Time. This flight would probably not have been in the line of sight of [redacted] since the airway would have been to the Southeast of the position from whe[redacted]w the flying objects. United Air Lines also had a scheduled flight from Portland, Oregon, to Boise, Idaho, due in Boise at 1205 hours, Mountain Time. Empire Air Lines had one commercial flight departing Boise at 1202 hours, Mountain Time, via Idaho Falls, Idaho. It was further determined that there were intermittent student flights from three local airports. No flights, however, were reported to have been in the vicinity where the objects were viewed by [redacted]

10. On 10 June 49, the following law enforcement agencies in Boise, Idaho, were contacted for any leads or additional developments in this case and for any type of criminal record on [redacted], with negative results: The Federal Bureau of Investigation, Sheriff's Office, Police Department, and Idaho State Patrol. It was revealed, however, by [redacted] Special Agents, FBI, Boise, Idaho, that [redacted] above referred to, had undergone an extensive investigation, the results of which were turned over to the Air Force and are believed to be part of an investigation conducted by Headquarters Fourth Air Force, Hamilton AFB.

AT LEWISTON, IDAHO:

11. On 11 June 49, [redacted] c/o Lewiston Tribune, Lewiston, Idaho, was contacted and interviewed [redacted] ated that the exact time of his observation of the unidentified aerial objects was 13 May 49, approximately between 1100 and 1119 hours, Mountain Time. The place of observation was approximately ten miles East of Caldwell, Idaho, on U. S. Highway 20. [redacted] ated that he was travelling by automobile, heading directly East toward Boise, Idaho, when the objects were observed to his left in the vicinity of Shafer Butte, shown on Regional Salt Lake City World Aeronautical Map No. 305 as being 045° true and 028½° magnetic North of Shafer Butte. Altitude of Shafer Butte, as listed, is 7,591 feet and the distance from Highway 20 to Shafer Butte is approximately 18 airline miles. [redacted] erified the place of observation as reported by [redacted] (see par. 4, supra).

3/9

12. [redacted] further stated that he was first attracted by a silvery object in the Western sky over Shafer Butte and that this object disappeared and there immediately appeared five other objects flying in "V" formation. The objects appeared to be in a slow spiral let-down, circling to the left. Each of the objects appeared to be as large or larger than a B-29 aircraft. [redacted] stated that they were not small, but appeared to be large, lumbering objects. The objects could be compared to the size of a silver dollar at a distance of about ten miles. SMITH

further stated that the color of these objects was silver on top, described as being extremely brilliant and even bordering on a flash effect, and the bottom was black or very dull, as determined by the fact tha[redacted]would almost lose sight of them when they turned in a position showing only what he felt to be t[redacted]undersides. The shape of the objects could not easily be recalled or described [redacted] The best description he could give was that they were the shape of a silver dollar cut in half, or a half circle, with a tiny point in the center of the arc in the front of the object.

13. [redacted] further stated that the altitude of the objects sighted would be very difficult to estimate, in that when working four dimensions one can only guess at distances; that perhaps 12,000, 13,000 or 14,000 feet was the altitude, with a let-down of between 2,000 to 4,000 feet, as nearly as he could estimate. He stated that the direction of his observation was to his left, in a West by Northwest direction, approximately 9:30 o'clock. When last seen, the objects appeared to be approximately 7:30 o'clock, travelling skyward. He stated that the distance from the point of his observation to the objects would again be very difficult to estimate, but that he would judge between eight to twelve or fifteen miles; that the flight of the objects was Southwesterly. He further stated that the length of time the objects were within his sight could not have been over five minutes; that as far as the velocity is concerned, an F-51 aircraft could have overtaken the objects when they were descending in a spiral formation, and that they seemed to be linked together because they remained in an almost perfect formation. However, when their course changed and they took off into the sky, nothing that he knows of today could have been able to equal or even approximate their speed. He further stated that there was no sound, no exhaust, no vapor trail, no contrail and no odor; that the distance between each object appeared to be approximately two wing spans of a B-29. He further stated that so far as their luminosity is concerned, they were extremely brilliant on the upper side and their bottom sides were extremely dull. They had no projections, such as fins, wings, rods, antenna or canopies, so far as he observed. Their maneuvers are described above, as well as their manner of disappearance. He stated that there was no physical effect on the clouds, inasmuch as there was probably only approximately 2/10 coverage, the day being clear with high Cirrus clouds. Weather conditions and light at the time of sighting the objects, as stated by [redacted] were found to correspond exactly with the observation made by the Boise Municipal Air Terminal Weather Station (see par. 9, supra).

14. [redacted] name was verified by his AGO Card and by his employer, the Lewiston Tribune. He stated that at present he does not have a residence address inasmuch as he has been in Lewiston, Idaho, only a short time, but that he can be reached in care of the Lewiston Tribune as Assistant City Editor-Reporter. He stated that at present his occupation is that of a newspaper reporter, and that his hobbies are photography and flying. [redacted] first observed by this agent as wearing glasses, but stated that they were used only for work and that they were not needed. He did not recall whether or not he had them on at the time of his observation of the flying objects. He did state, however, that on the date the objects were viewed the windows of his car were rolled down and that the objects were not viewed through any transparent material, unless he happened to have had his glasses on at the time, which would be unlikely.

[redacted]

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Case file #24-26
DO #20, McChord AFB

15. [redacted]ppeared to this agent to be of above average intelligence. As noted above, there was no indication, through law enforcement agencies, that he had ever been involved in any type of civil or criminal court action. He appeared to be extremely concerned and cautious as to whom he discussed the incident, and required complete identification of the interrogator. He stated that he did not use any type of dope and that he did not drink excessively, which points were verified by his employer, the Editor in Chief of the Lewiston Tribune, who stated that, although he had only know[redacted]or a short period of time, he appeared to be of above average intelligence and was considered a trustworthy and honorable employee. Photographs of [redacted]were taken and are attached as Exhibits "D", "E" and "F".

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

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[redacted]

~~CONFIDENTIAL~~

Case file #24-26
DO #20, McChord AFB

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PHOTOGRAPH SHOWING U. S. HIGHWAY #20, FACING EAST TOWARD BOISE, IDAHO, AT A POINT APPROXIMATELY TEN MILES EAST OF CALDWELL, IDAHO; THE DIRECTION OF TRAVEL OF OBSERVER, [redacted] AND THE APPROXIMATE POINT AT WHICH SMITH REPORTED FIRST SIGHTING THE UNIDENTIFIED OBJECTS.

Taken by: J. E. KUTTLER, Special Agent, OSI
Camera: Ground, 4x5, type C-3
Setting: 100th sec. at F/16
Date taken: 10 June 49

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EXHIBIT "A"

[redacted]

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Case file #24-26
DO #20, McChord AFB

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PHOTOGRAPH SHOWING U. S. HIGHWAY #20, FACING WEST TOWARD CALDWELL, IDAHO, AT A POINT APPROXIMATELY THIRTEEN MILES WEST OF BOISE, IDAHO; THE REVERSE DIRECTION OF TRAVEL OF OBSERVER, [redacted], AND THE APPROXIMATE POINT AT WHICH SMITH REPORTED FIRST SIGHTING THE UNIDENTIFIED OBJECTS.

Taken by: J. E. KUTTLER, Special Agent, OSI
Camera: Ground, 4x5, type C-3
Setting: 100th sec. at F/16
Date taken: 10 June 49

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EXHIBIT "B"

[redacted]

[redacted]

Case file #24-26
DO #20, McChord AFB

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PHOTOGRAPH SHOWING THE AREA TO BE SEEN WHEN FACING NORTH FROM A POSITION APPROXIMATELY TEN MILES EAST OF CALDWELL, IDAHO, AND APPROXIMATELY THIRTEEN MILES WEST OF BOISE, IDAHO, ON U. S. HIGHWAY #20. THIS AREA WOULD BE TO THE LEFT OF AN OBSERVER TRAVELLING EAST TOWARD BOISE, IDAHO. THE X INDICATES SHAFER BUTTE. (SEE ALSO PAR. 12, THIS REPORT)

Taken by: J. E. KUTTLER, Special Agent, OSI
Date taken: 10 June 49
Camera: Ground, 4x5, type C-3
Setting: 100th sec.at F/22

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EXHIBIT "C"

[redacted]

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Case file #24-26
DO #20, McChord AFB

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PHOTOGRAPH OF [redacted], LEWISTON, IDAHO

Taken by: J. E. Kuttler, Special Agent, OSI
Date taken: 11 June 49
Place taken: Lewiston, Idaho
Camera: Ground, 4x5, type C-3
Setting: 100th sec. at F/16

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[redacted]

EXHIBIT "D"

~~CONFIDENTIAL~~

Case file #24-26
DO #20, McChord AFB

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PHOTOGRAPH OF R[redacted], LEWISTON, IDAHO

Taken by: J. E. Kuttler, Special Agent, OSI
Date taken: 11 June 49
Place taken: Lewiston, Idaho
Camera: Ground, 4x5, type C-3
Setting: 100th sec. at F/16

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EXHIBIT "E"

[redacted]

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Case file #24-26
DO #20, McChord AFB

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PHOTOGRAPH OF [redacted], LEWISTON, IDAHO.

Taken by: J. E. Kuttler, Special Agent, OSI
Date taken: 11 June 49
Place taken: Lewiston, Idaho
Camera: Ground, 4x5, type C-3
Setting: 100th sec. at F/16

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EXHIBIT "F"

[redacted]

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

**REPORT OF INVESTIGATION**

FILE NO. 5D-24-21 0

DATE 1 June 1949

REPORT MADE BY WILLIAM D. JOHNSON meh

REPORT MADE AT DO #5, W/P AFB, Dayton, Ohio

PERIOD 27 May 1949

OFFICE OF ORIGIN DO #5, W/P AFB, Dayton, Ohio File 24-21 0

STATUS PENDING

TITLE

PROJECT "GRUDGE" (Incident - Boise, Idaho, 13 May 1949)

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report.

SYNOPSIS

Investigation was requested by Chief, Technical Intelligence Division, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. Information received reflects that Mr [redacted], Idaho, released information on 13 May 1949 that sailing objects were observed near Boise, Idaho, between 1100 and 1119 hours.

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| File | 2 |

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Dayton, Ohio
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APPROVED
for WOJG, USAF
THOMAS F. DOYLE, JR.
Captain, USAF
Acting DISTRICT COMMANDER

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6-3

[redacted]

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5D 24-21 0

PROJECT "GRUDGE" (Incident -
Boise, Idaho, 13 May 1949)

DETAILS:

1. The following investigation was predicated upon receipt of an R&R dated 23 May 1949 from W. R. CLINGERMAN, Colonel, USAF, Chief, Technical Intelligence Division (MCIAXS), Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, who received information that flying objects were seen in the vicinity of U. S. Route No. 20, near Boise, Idaho, between 1100 and 1119 hours on 13 May 1949. This information was received by letter dated 13 May 1949 from [redacted] Boise, Idaho.

2. Information received indicates that Mr [redacted] at 1100 hours, on 13 May 1949, while driving from Caldwell to Boise, Idaho on U. S. Route No. 30, observed a silvery object in the western sky. [redacted] states in his letter that the above-mentioned object had no more than disappeared when five (5) discs hove into sight, flying a "V" formation, and that the above-mentioned discs were silver and black in color [redacted] further advised that after the flying objects made two (2) let-downs, they shot upward in a southwesterly direction, actually changing from a "V" formation to an echelon to the left, then made another spiral let-down, returning to a "V" formation. [redacted] said they made another shot upward and were lost from sight at 1119 hours.

INCLOSURES

1. Photostatic copy of letter from [redacted] to Commanding Officer, Wright-Patterson Air Force Base, Dayton, Ohio

FOR DO #20, McCHORD AFB:

1. Guide to Investigation, Unidentified Aerial Objects

PENDING

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[redacted]

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[redacted]

[redacted]

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5D 24-21 0

PROJECT "GRUDGE" (Incident -
Boise, Idaho, 13 May 1949)

UNDEVELOPED LEADS

DISTRICT OFFICE #20, McCHORD AFB:

AT BOISE, IDAHO

Will interview Mr. [redacted] Building, Boise, Idaho, and other person or persons having knowledge of this incident or any similar incident, using the inclosed letter for reference.

PENDING

DOWNGRADED AT 3 YEAR INTERVALS;
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[redacted]

DECLASSIFIED

INCIDENT NO. 319

1. Date of Observation 13 May 1949 Date of Interview 11 June 1949
2. Exact Time (local) 1100 - 1119
3. Place of Observation Near Boise, Idaho
4. Position of observer Ground in auto
5. What attracted attention to object
6. Number of objects 6 (5 in V formation)
7. Apparent size Each larger than B-29
8. Color of object Silver on top, bottom black
9. Shape Half-circle, with point in center of front arc.
10. Altitude 12,000 - 14,000 ft
11. Direction from observer WNW
12. Distance from observer 18 Miles
13. Direction of flight of object(s) SW
14. Time in sight Not more than 5 minutes
15. Speed Slower than P-51
16. Sound and odor None
17. Trail
18. Luminosity Brilliant
19. Projections None
20. Maneuvers After 2 spiral let downs they shot up
21. Manner of disappearance
22. Effect on Clouds
23. Additional information concerning object
24. Weather Conditions Clear, high currus clouds, 2/10 cloud coverage

(over)

Incident ~~319~~

Name and address of observer: Mr. [redacted] Lewiston, Idaho
C/O Lewiston Tribune

Occupation and hobbies:
Newspaper reporter

Comments of Interrogator relative to intelligence and character of observer(s):
Appeared above average intelligence and of good character

NARRATIVE SUMMARY: AT LEWISTON, IDAHO:

On 11 June 49, [redacted] Lewiston Tribune, Lewiston, Idaho, was contacted and interviewed. [redacted] stated that the exact time of his observation of the unidentified aerial objects was 13 May 49, approximately between 1100 and 1119 hours, Mountain Time. The place of observation was approximately ten miles East of Caldwell, Idaho, on U. S. Highway 20. SMITH stated that he was travelling by automobile, heading directly East toward Boise, Idaho, when the objects were observed to his left in the vicinity of Shafer Butte, shown on Regional Salt Lake City World Aeronautical Map No. 305 as being 045° true and 028 1/2° magnetic North of Shafer Butte. Altitude of Shafer Butte, as listed, is 7,591 feet and the distance from Highway 20 to Shafer Butte is approximately 18 airline miles [redacted] ified the place of observation as reported by [redacted] (see par. 4, supra).

[redacted] urther stated that he was first attracted by a silvery object in the Western sky over Shafer Butte and that this object disappeared and there immediately appeared five other objects flying in "V" formation. The objects appeared to be in a slow spiral let-down, circling to the left. Each of the objects appeared to be as large or larger than a B-29 aircraft. SMITH stated that they were not small, but appeared to be large, lumbering objects. The objects could be compared to the size of a silver dollar at a distance of about ten miles [redacted] urther stated that the color of these objects was silver on top, described as being extremely brilliant and even bordering on a flash effect, and the bottom was black or very dull, as determined by the fact that SMITH would almost lose sight of them when they turned in a position showing only what he felt to be their undersides. The shape of the objects could not easily be recalled or described by [redacted] The best decription he could give was that they were the shape of a silver dollar cut in half, or a half circle, with a tiny point in the center of the arc in the front of the object.

[redacted] further stated that the altitude of the objects sighted would be very difficult to estimate, in that when working four dimensions one can only guess at distances; that perhaps 12,000, 13,000 or 14,000 feet was the altitude, with a let-down of between 2,000 to 4,000 feet, as nearly as he could estimate. He stated that the direction of his observation was to his left, in a West by Northwest direction; approximately 9:30 o'clock. When

Name and address of observer: Mr. [redacted], Lewiston, Idaho
C/O Lewiston Tribune

Occupation and hobbies:
Newspaper reporter

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY:

last seen, the objects appeared to be approximately 7:30 o'clock, travelling skyward. He stated that the distance from the point of his observation to the objects would again be very difficult to estimate, but that he would judge between eight to twelve or fifteen miles; that the flight of the objects was Southwesterly. He further stated that the length of time the objects were within his sight could not have been over five minutes; that as far as the velocity is concerned, an P-51 aircraft could have overtaken the objects when they were descending in a spiral formation, and that they seemed to be linked together because they remained in an almost perfect formation. However, when their course changed and they took off into the sky, nothing that he knows of today could have been able to equal or even approximate their speed. He further stated that there was no sound, no exhaust, no vapor trail, no contrail and no odor; that the distance between each object appeared to be approximately two wing spans of a B-29. He further stated that so far as their luminosity is concerned, they were extremely brilliant on the upper side and their botton sides were extremely dull. They had no projections, such as fins, wings, rods, antenna or canopies, so far as he observed. Their maneuvers are described above, as well as their manner of disappearance. He stated that there was no physical effect on the clouds, inasmuch as there was probably only approximately 2/10 coverage, the day being clear with high Cirrus clouds. Weather conditions and light at the time of sighting the objects, as stated by SMITH, were found to correspond exactly with the observation made by the Boise Municipal Air Terminal Weather Station (see par. 9, supra).

# ROUTING AND REC RD SHEET — AI ATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressees.

[redacted] Note warning signal at lower left of form; remaining space is sufficient only for proper spacing of typewritten signature.

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

Separate comments by horizontal lines across page.

SUBJECT Aerial Phenomena, Flying Objects over Boise, Idaho

TO MCIAXS FROM MCGA DATE 15 Jul 49 COMMENT NO. 1.

UNCLASSIFIED

For necessary evaluation and return.

Della J. Angst

1 Incl
Rpt of S/A J.E.KUTTLER
(1 cy w/drawn)

DELIA J. ANGST
Major, USAF
Executive
Office of the Inspector General

DJA:wjl
P-203-S
B-262
6-1334

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To be retained per Col Rallo MCGA - Phone 61334

DJA

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

JUL 18

UNCLASSIFIED

[redacted] CONTINUE ON OTHER SIDE

~~CONFIDENTIAL~~ RZC

Aerial Phenomena, Flying Objects over Boise, Idaho

MCIAXS MCGA 15 Jul 49 1.

For necessary evaluation and return.

1 Incl
Rpt of S/A J.E.KUTTLER
(1 cy w/drawn)

DELIA J. ANGST
Major, USAF
Executive
Office of the Inspector General

DJA:wjl
P-203-S
B-262
6-1334

CONFIDENTIAL

SMAMA—Dec 48—5M

[redacted]
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

THE INSPECTOR GENERAL USAF
20th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
McCHORD AIR FORCE BASE, McCHORD FIELD, WASHINGTON

File No. 24-26 5 July 1949

SUBJECT: AERIAL PHENOMENA
Flying Objects over Boise, Idaho
SPECIAL INQUIRY

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

1. Forwarded herewith is a closed report of S/A J. E. KUTTLER of this District, dated 29 June 1949.

2. Alleged flying saucers were sighted near Boise Idaho on 13 May 1949, b[redacted] Lewiston, Idaho. [redacted] Boise, Idaho stated that he observed flying objects near Mt. Homes, Idaho on 24 April 1949. All logical leads are exhausted in this District, the case is forwarded to your District for necessary evaluation.

for R. D. MELCHER
Major, USAF
Acting District Commander

1 Incl:
Rpt of S/A J.E.KUTTLER
dtd 29 June 49 (in quad)

DOWNGRADED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

DOPE, [illegible]

O
P
Y

[redacted]

5D OSI/JEM/fmn

The Inspector General, USAF
5th District Office of Special Investigations
Wright-Patterson Air Force Base, Dayton, Ohio

UNCLASSIFIED

5D 24-21-0 12 July 1949

SUBJECT: PROJECT GRUDGE, Incident, Boise, Idaho
Special Inquiry

TO: Commanding General
Air Material Command
Dayton, Ohio
ATTN: MCIAXS

1. Your attention is invited to request for investigation entitled "Project Grudge, 319" dated 23 May 1949 and report of investigation by Special Agent William D. Johnson, File 24-21-0 dated 1 June 1949.

2. This office is in receipt of copies of report of investigation by Special Agent J. E. Kuttler, DO #20, McChord AFB, Washington, dated 29 June 1949. Copies for distribution to your office were not included with the copies received in this office.

3. Information is requested as to whether your activity has received the above mentioned copies of the report from DO #20.

JEROME M. BRAUN
Acting District Commander

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

1st Ind MCIAXS/GWT/mr

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio

TO: The Inspector General, USAF 5th District Office of Special Investigations, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: Mr. Morrill

Report of Special Agent J. E. Kuttler, DO No. 20, not received to date.

FOR THE COMMANDING GENERAL:

UNCLASSIFIED

HAROLD E. WATSON
Colonel, USAF
[redacted] Intelligence Department

Specimen 2/9

[redacted]

UNCLASSIFIED

Project "Grudge" 319

5D OSI MCIAXS 23 May 1949 1
ATTN: Mr. J. E. Morrill

1. It is requested that your office initiate an investigation of the sighting of unidentified aerial phenomenon reported by inclosed letter.

2. As an aid to the investigating officer in recording desired data, two copies of our Guide to Investigation are also inclosed.

2 Incls:
1. Cy ltr, 5/13/49, fr R. F. Smith
2. Guide to Inves. (2 cys)

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

CWT/amc
6-6398
Bldg 266
Post 216-B

MCIAXS File Copy

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

[redacted]

UNCLASSIFIED

[redacted]

MCIAXS/GWT/amc

MCIAXS

[redacted]
Boise, Idaho

MCIAXS file by 20 MAY 1949

Dear [redacted]

Receipt of your letter, dated 13 May 1949, is respectfully acknowledged by this Headquarters.

Your reported sighting has been made a matter of record and incorporated into our present study of unidentified aerial phenomena.

Should additional information be desired, contact with you will be made through the above address.

Your action in reporting this matter to the proper authorities is appreciated.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

1a X S

# tom cunning & associates

May 13, 1949

PHONE 7436 • 442 YATES BLDG. • BOISE, IDAHO

The Commanding Officer,
Wright Army Air Field,
Dayton, Ohio

Dear Sir:

For the last two years I have scoffed at people and their alleged flying discs. This morning, however, I became a convert. Please do not consider this letter as something from a crank or a publicity stunt--I merely wish to inform you of an honest experience this morning with these nebulous flying discs:

Before I outline the facts, may I point out that I logged more than 900 hours as first pilot on a B-24 and I hold a 1st lieutenants commission in the air force reserve. My serial number, incidentally, is O-774795. If it will add credulity, my occupation is a newspaperman, currently being a writer for the Idaho State Board of Publicity. At any rate, here are the facts:

This morning, May 13, 1949, I was driving from Caldwell to Boise, Idaho, on U. S. Highway 20. At 1100 hours my eye was attracted by a silvery object in the western sky. The object had no more disappeared when five (5) "discs" hove into sight, flying a Vee formation. The discs were apparently in a slow spiral let down, circling to the left. It was very apparent they were a silver and black color. When they were on the inside of their turn, their underside was toward me and was a black color, making the discs hard to track with the eye. When they reached the outside of their turn relative to my position, they were a bright silver, reflecting brilliantly the sunlight. The day was clear, about 80 or 85 degrees with less than 3/10th cloud covering. The terrain was level over the Boise valley area in which they were flying. After making two spiral let downs, they shot upward in a southwesterly direction, actually changing from a Vee formation to an echelon to the left. They made another spiral let down, returning to a Vee formation. They again shot upward and were lost from sight. I observed these discs from 1100 to 1119 hours. They must have been man controlled, for they moved intelligently and changed or held formation well. They size is problematical as was their altitude. I would estimate however, the altitude at 14,000 to 15,000 and their size at comparable to a B-29. They appeared relatively large and were not as high speed as previous accounts I have read except when they shot upward. Their speed I would estimate at 350 to 400 m.p.h. while in the spiral and easily double that when they climbed. They were of an elip-

The Commanding Officer
Wright Army Air Field
Dayton, Ohio



tical shape as I will indicate in the attached rough sketch. Their distance from me was probably 5 to 9 miles, however, when they reflected the sun I'm certain I would have caught them in a camera to at least verify my observation.

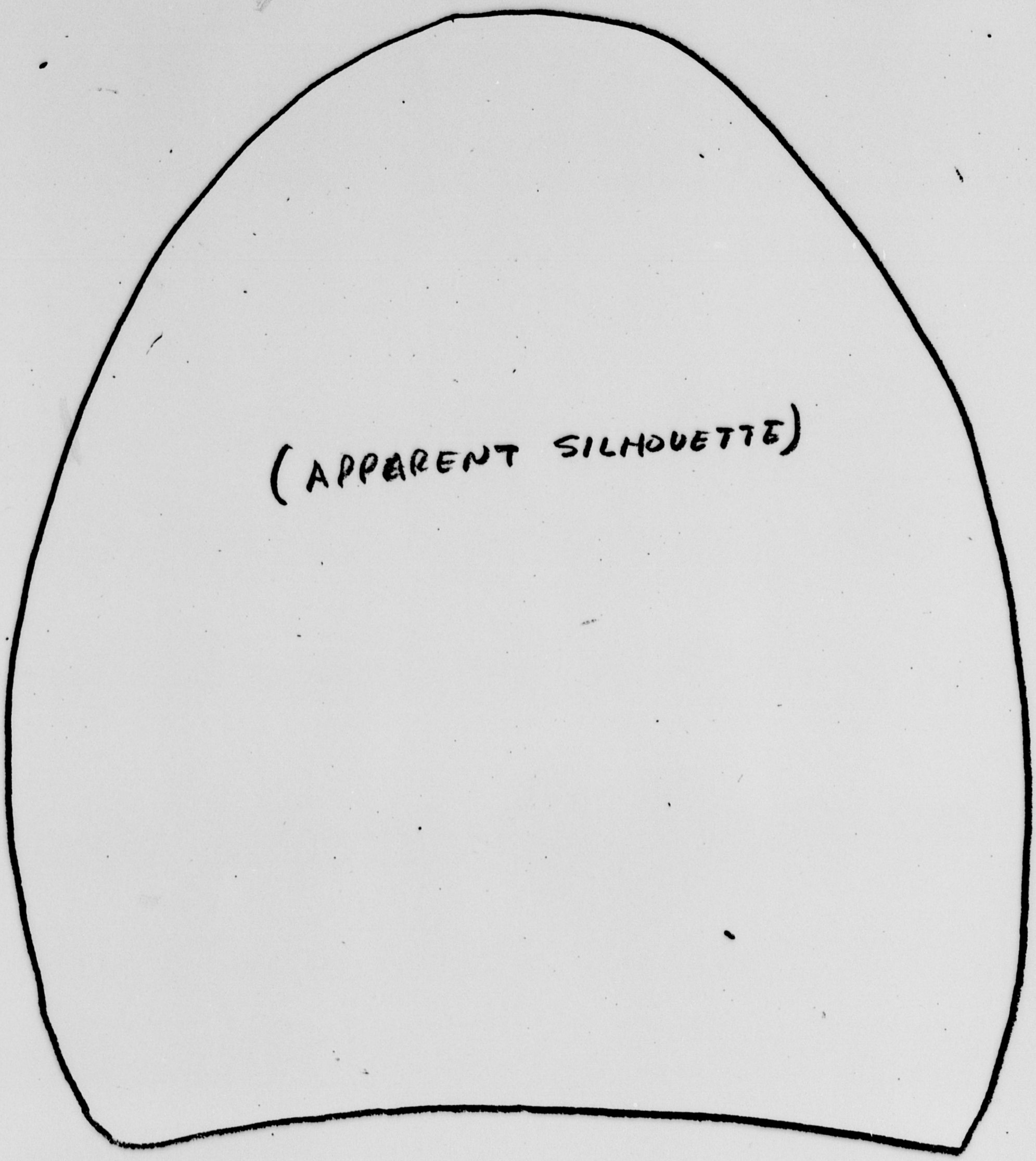
As I have said, Sir, I'm no crank. I merely hope this information will be of some help to the Air Force and my country. What I say is God's honest truth--and I'll swear to it on judgment day! If there is any other information I might have overlooked, please call on me.

[redacted]
1st Lt., AF Reserve, 0-774[illegible]

RFS/au

FORMATION FIRST SEEN

FORMATION LAST SEEN



(APPARENT SILHOUETTE)

1949 was a year of few "flying saucer" photographs, but two of them were among the best yet. On May 14, 3 discs were photographed by the Air Force over the Stephenville, Newfoundland Air Base. They were flying in formation. That same year, on February 23, , Commander [redacted] of a Chilean Navy Antarctic Expedition photographed hundreds of feet of movies of "Things" circling above their ships.

7-3712-19

May 49 Information only

# 5-Second Saucer Zips Across Sky; Seen By 304 Men

You can take your flying saucers any way you like (personally we prefer them stationary, with a good, hot cup of coffee in them)—but there was a good one over Seattle last Sunday for about five seconds.

It was sighted by Bob Byers, who at once pointed it out to Bill Bunce. Both are rivet buckers in Shop 304 and they had just returned from playing golf. Byers was lying on his back, resting, in Bunce's front yard at 8423 47th Avenue S.

**"It looked black, against the blue sky, and was traveling at a tremendous rate of speed," said Byers, who declares he observed it entirely dispassionately and without any particular care about whether there are, or aren't, such things as flying discs.**

"We called up one of the downtown newspapers and told them about it. They got it nearly right, but they said we said it was 50,000 feet high. We didn't. We said we thought it was about 15,000 feet high," said Byers.

The object grew smaller as it sped along, and made no noise. There was no vapor trail behind it. It was gone in five seconds.

"We just tell the details as we saw them," explained Bunce. "We don't know what it was, but we know we never saw anything like it before."

Astro (meteor)

7-3712-19

'LOOKED LIKE BIG DIME'

438

# Aircraft Worker Says He Saw a Flying Disk

A flying disk that "looked just like a big shiny dime" was seen shortly before 8 a.m. yesterday by Everett Berger, an aircraft instrument worker, from his home at 1315 23rd St., Manhattan Beach.

"If it were only me, I might be ready to admit that my eyes were playing tricks," Berger said. "But two of my neighbors saw it; in fact, they had been watching it before I noticed it." Berger emphasized that he knows an orthodox airplane when he sees one and the object he saw yesterday in no way resembled a plane.

Berger estimated the disk was about four miles east of his place and at an altitude of 6000 to 8000 feet when he first saw it. He said it appeared to be about 40 feet in diameter.

"Something blinded me as I was closing my garage door," Berger reported. "And then I realized it was a silvery disk in the sky. It hung shimmering in mid-air and then moved eastward, gaining altitude as it went. It didn't revolve, just seemed to slide along."

Workers in the control tower at the Los Angeles Airport, just north of where Berger said he saw the disk in the sky, said they had neither seen nor heard anything about such an object in the vicinity.

"We had an eastbound plane that took off just before 8 o'clock," was their only explanation.

LOS ANGELES TIMES
MAY 7- 1949

LOS ANGELES TIMES:
JUNE 26

## Another 'Flying Disk' Sighted—It Was Plane

SAN FRANCISCO, June 25 (AP) That flaming bright streak high over the San Francisco Bay area near sundown yesterday was caused by a plane leaving a vapor trail. The Air Force explained it was a B-36 six-engine bomber flying at 40,000 feet on a nonstop flight from Ft. Worth, Tex., to Seattle and return. Hundreds of curious telephoned police and newspapers. Persons thought they were seeing a comet or a falling and burning airplane, or even a "flying disk."

LOS ANGELES TIMES
26 JUNE 1949

*Peak Due Wednesday*

# Meteor Shower Seen Here

An unusually spectacular display of meteors will be visible in the Dayton area during the next six days.

They may be visible at the rate of 40 an hour at the peak of the annual shower, which will be reached next Wednesday, according to Dr. Carl Holtom. He is associate professor of mathematics at the Air Force Institute of Technology at Wright-Patterson Air Force base.

Dr. Holtom said meteors were visible Thursday night at the rate of 20 an hour. The speeding streaks of light seem to radiate from the northeastern part of the sky in the vicinity of the constellation Perseus.

Visibility of the shower is somewhat handicapped by the fullness of the moon, Dr. Holtom said. The meteors are best seen from midnight to dawn.

In explaining the meteors, Dr. Holtom said the earth moves into a stream of meteoric particles each year during August. The particles were left behind by Tuttle's comet when it crossed the earth's path in 1862, Dr. Holtom said.

The meteors appear about the size of a pin head. Moving at speeds of more than 100,000 miles an hour, the particles begin to glow from friction of the atmosphere about 90 miles above the earth. The particles vaporize in a few seconds.

DAYTON DAILY NEWS
5 AUGUST 1949

# Scientists Get Nowhere In Probe Of Flying Discs

After nearly two years of intensive investigation scientists at Air Materiel Command headquarters are no closer to a solution of the "flying saucer" mystery than the day when the first "saucer" was sighted.

What they have done is narrowed down the field between the fakes and the "unaccountables."

This information was contained in a series of reports made to the command's technical intelligence section and released Tuesday.

Of all the "flying saucer" accounts probed, it was admitted, approximately 30 per cent were charged to weather balloons. Practical jokers accounted for another 30 per cent.

* * *

BUT THE remaining 40 per cent has set the Air Force on its investigative ear.

So important has the task of investigating proved that the command has gone outside its own confines to employ an Ohio State university professor, Joseph A. Hynek, to conduct an independent investigation. Prof. Hynek is head of the university's observatory.

Thus far the command's scientists have investigated some 240 reports of the elusive discs in the United States and 30 reports that came from foreign countries. They said that current reports average 12 per month.

* * *

THE REPORT quoted some of its evaluation teams as saying: "We can't prove or disprove the existence of some of the remaining unidentified objects as real aircraft of unconventional design."

It was admitted by the command investigators, however, that the performance of the discs was far superior to anything that "we have yet approached in this country."

Are the discs a type of foreign aircraft?

The report says: "It is not considered any other nation of the earth could have knowledge so far above ours."

Also eliminated from consideration by the scientists are space ships from other planets.

All of which puts the entire matter—at least as much as contained in the intelligence reports—back to June 24, 1947, when a Boise, Ida., private pilot played tag with nine "saucer-like" objects while flying near Mt. Rainier in Washington.

True - May 1949

PAGE 11

# THE FLYING SAUCERS ARE REAL

by

DONALD E KEYHOE

**This is the most interesting and the most important true story we have ever published. It is utterly true. We can document every occurrence reported here. It is our sober, considered conviction that the conclusion arrived at in this story is a fact, that...THE FLYING SAUCERS ARE REAL**

After eight months of intensive investigation, the following conclusions have been reached by TRUE Magazine:

1. For the past 175 years, the planet Earth has been under systematic close-range examination by living, intelligent observers from another planet.

2. The intensity of this observation, and the frequency of the visits to the Earth's atmosphere by which it is being conducted, have increased markedly during the past two years.

3. The vehicles used for this observation and for interplanetary transport by the explorers have been identified and categorized as follows: Type I, a small, nonpilot-carrying disk-shaped aircraft equipped with some

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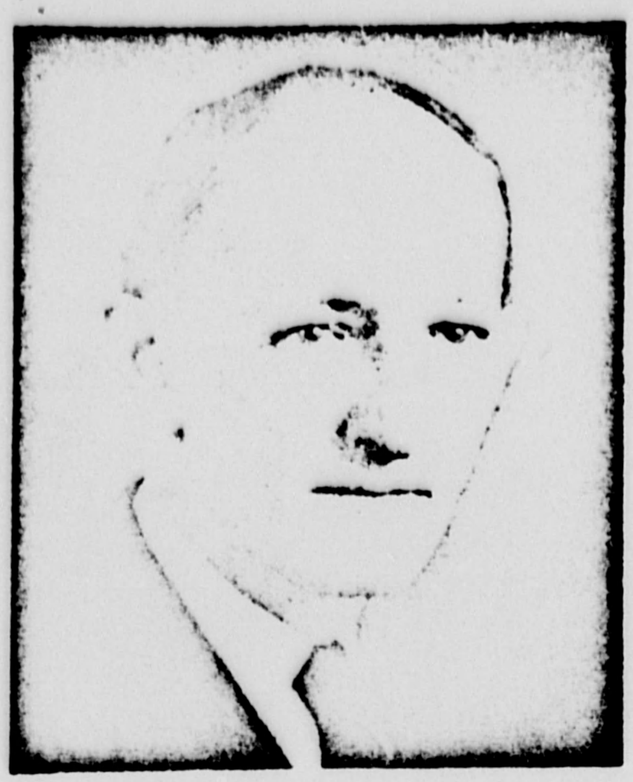
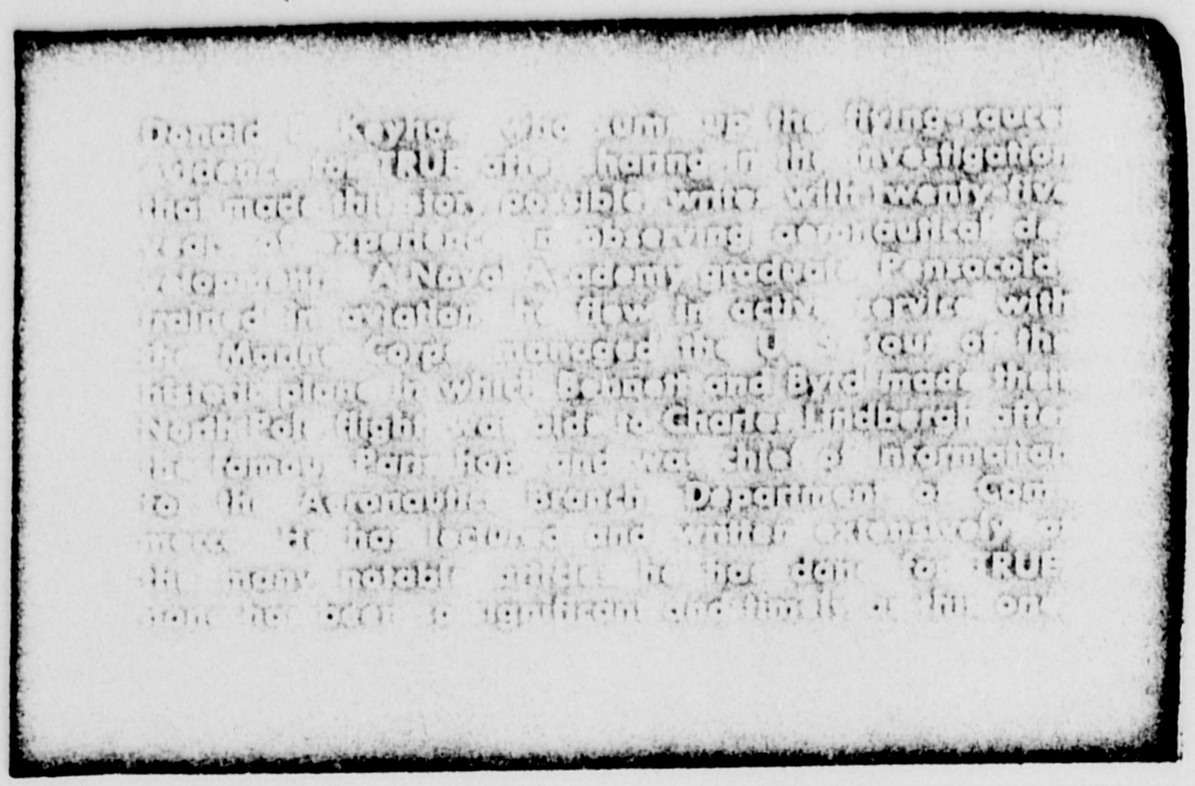




form of television or impulse transmitter; Type II, a very large (up to 250 feet in diameter) metallic, disk-shaped aircraft operating on the helicopter principle; Type III, a dirigible-shaped, wingless aircraft which, in the Earth's atmosphere, operates in conformance with the Prandtl theory of lift.

4. The discernible pattern of observation and exploration shown by the so-called "flying disks" varies in no important particular from well-developed American plans for the exploration of space expected to come to fruition within the next fifty years. There is reason to believe, however, that some other race of thinking beings is a matter of two and a quarter centuries ahead of us.

The only other possible explanation is that the "saucers" are extremely high-speed, long-range devices developed here on Earth. Such an advance (which the Air Force has convincingly denied) would require an almost incredible leap in technical progress even for American scientists and designers.

Startling at first glance, TRUE's conclusions are logical and reasonable in the light of the full facts. They have long since been fully accepted by informed authorities.

After the first flurry of excitement attending the sightings of the so-called disks or saucers in July, 1947, various explanations were put forward: hoax, hallucination, hypnosis, weather balloons, the planets Neptune, Venus, or Mercury, and optical illusions. Some hoaxes and mistakes naturally occurred; such things usually follow highly publicized events. But none of these explanations will stand up in the important, most authentically reported cases. However, most people were satisfied, and the great flying-disk mystery was generally forgotten. An important magazine published two strangely inconclusive and contradictory articles, stated to have been prepared with the co-operation of the Air Force, purporting to dismiss the disks as of no basic significance.

In two fields, however, interest in the strange phenomena rose instead of declining.

The United States Army Air Force investigators operating "Project Saucer"—the official investigating agency charged with solving the mystery—kept on with their work. Today they are receiving and evaluating sighting reports at the rate of twelve a month.

Various scientists, thinking independently, began to search the records of the past. They discovered reports of strange, air-borne, disklike objects in the sky as far back as 1772. They began to ponder the tremendous implications of that discovery.

There was fortunately a good deal of current material with which to work. For a beginning, let's consider the Mantell case. About 1:15 p. m. on January 7, 1948, a round object, estimated to be at least 250 feet in diameter, was sighted over Madisonville, Kentucky. At 1:30, state police alerted Fort Knox, as the disk appeared to be heading in that direction. Fifteen minutes later, an observer in the Godman Air Base tower, ninety miles from Madisonville, saw the disk over the field. It appeared to be hovering and was clearly seen by most of the officers on the base. At times it gave off a reddish glow. The commanding officer on the base, Colonel Guy F. Hix, ordered radio contact made with a flight of three F-51s passing over Fort Knox, near Godman Field, en route to Louisville. The flight was led by Captain Thomas F. Mantell, Jr., an experienced pilot with a distinguished ETO combat record. Mantell called in shortly and reported contact with the thing.

At 2:45, Mantell radioed Godman that the object was at 12 o'clock high (directly ahead and above him). He said: "I'm closing in now to take a good look. It's directly ahead of me and moving at about half my speed. The thing looks metallic and it's tremendous in size." For twenty-five minutes, Mantell and the two F-51s with him tried vainly to close in. Mantell reported that the thing was climbing and making speed equal to his, which he said was 360 m.p.h. In broken clouds at 18,000 feet, the other two ships lost sight of Mantell and could not find him again. After five minutes, they broke off and landed at Godman. At 3:15, Mantell called in to say that he was not gaining on the object and that if he were no closer when he reached 20,000



7-3718-47

feet, he would abandon the chase. This was reasonable because the F-51 was carrying no oxygen.

That was the last heard from Captain Mantell. His body was found near Fort Knox, and the wreckage of his plane was scattered for half a mile around him. Obviously, the ship had disintegrated in mid-air.

Later that day, a similar disk—in all probability, the same one—was sighted over Lockbourne Air Force Base at Columbus, Ohio. "It was traveling faster than 500 m.p.h.," the report said. "It glowed from white to amber, and it showed an amber exhaust trail five times its own length."

Inexplicably, the Columbus sighting was omitted from authorized magazine reports of the Mantell case.

Confusing, contradictory explanations followed the Fort Knox affair. Papers carried stories that the mysterious visitor had been a balloon half obscured by clouds. The magazine article prepared with Air Force aid said the object was Venus. Then the Air Force denied this answer.

The magazine had an out. An alternate guess was that Mantell and his pilots had chased a Navy cosmic-ray research balloon. This was widely repeated by readers unfamiliar with balloons. Few thought to check the speeds and distances involved.

Cosmic-ray balloons are not powered; they are set free, to drift with the wind. To fly the ninety miles from Madisonville to Fort Knox in thirty minutes, a balloon would have required a wind of 180 m.p.h. After traveling at this hurricane speed, the balloon would then have had to come to a dead stop, in order to hover over Godman Field for more than an hour. As the F-51s approached, it would have had to speed up again to 180 m.p.h., then to more than 360 to keep ahead of Mantell.

This writer, as a Navy-trained balloon pilot, as well as a Marine Corps airplane pilot, is reasonably familiar with free (drifting) balloons. But it doesn't take a balloon pilot to see that the recorded performance of the Fort Knox "saucer" is impossible for a balloon.

The three fighter pilots chased the mysterious object for half an hour—Mantell for thirty-five minutes. (I have several times chased balloons with a plane, overtaking them in seconds.) In a straight chase, Mantell would have been closing in at 360; any wind pushing the balloon would also have been a tail wind on his fighter plane, nullifying the balloon's forward drift.

The only way to have eluded him would have been through lightninglike maneuvers—impossible for even the fastest dirigible, let alone an unpiloted free balloon. By the same token, the thing reported flying at 500 m.p.h. over Lockbourne Air Base could not have been a balloon. Even if there had been several balloons in this general area (and there were not, by official record) they could not have covered the courses reported. In some instances, they would have been flying *against* the wind, at terrific speed.

The published "balloon" explanation also requires incredibly poor vision on the part of all the observers—the pilots, Air Force observers on the ground, state police, Army MPs, and civilians. Captain Mantell was a wartime pilot, trained to identify a distant enemy plane in a split second. The vision of all three pilots was excellent. In broad daylight, they could not fail to identify a balloon during their thirty-minute pursuit.

But even if that reason is ignored, the object could not possibly have been a balloon. The fast flight from Madisonville, the abrupt stop and hour-long hovering at Godman Field, then the quick bursts of speed the pilots recorded make it completely impossible.

Then what was the mysterious object? And what caused Mantell's F-51 to disintegrate in mid-air?

Both the Air Force report and the authorized magazine version speculate that Mantell carelessly let himself black out from lack of oxygen, after which his plane dived out of control and went to pieces.

Not only is this completely at variance with Mantell's habits and intelligence, but it is explained with a peculiar difference in the two stories.

The magazine version, using the later denied "Venus" theory, pictures Mantell as climbing on up, watching the gleaming star, unaware of his dangerous altitude. At 25,000 feet he is presumed to have blacked out. His pilotless plane is pictured as going on up to 30,000 feet, then diving at full power and tearing itself apart.

The Air Force report, retracting the Venus idea, says that Mantell "probably" blacked out at 20,000 feet and died of suffocation before the crash.

Since *some* public explanation had to be given, this might seem a good answer. But Mantell was known for cool-headed judgment. As a wartime pilot, he was familiar with the signs of approaching anoxia (oxygen starvation). That he knew his tolerance for altitude is proved by his firmly declared decision to abandon the chase at 20,000 feet, since he lacked oxygen equipment.

He had his altimeter to warn him. More important, he would recognize from experience the first vague blurring, narrowing of vision, and other preliminary symptoms of anoxia. It would not have come on him with no warning at all.

Despite this, the speculation of "blackout" was published and accepted as a plausible explanation by many Americans.

It is the opinion of several engineers and pilots whom TRUE has questioned that an F-51, a sturdy war-tested fighter, starting a dive from 20,000 feet would not have disintegrated so thoroughly.

"From thirty thousand, yes," said one engineer. "If the idea was to explain it away, I'd pick a high altitude to start from. But a pilotless plane doesn't necessarily dive. It might slip off and spin, or spiral down, and a few have even landed themselves.

"Also, if the plane started down from twenty thousand, the odds are the pilot would come to when he got into thicker air—admitting he had blurred out temporarily, which is only an Air Force guess. I don't see why they're so positive Mantell died before he hit the ground—unless they know something we don't."

One of the pilot group put it more bluntly.

"It looks like a cover-up to me. I think Mantell did just what he said he would—closed in on the thing. I think he either collided with it, or more [*Continued on page* 83]

7-3112-19

# Flying Saucers Are Real

[*Continued from page* 13]

likely they knocked him out of the air. They'd think he was trying to bring them down, barging in like that."

So there is the Mantell case, to date. It seems to give a new, significant meaning to the following Air Force statements:

"No definite conclusive evidence is yet available to prove or disprove the existence of at least some of the remaining unidentified objects as real aircraft of unknown and unconventional configuration. . . . The mere existence of some yet unidentified flying objects necessitates a constant vigilance on the part of Project Saucer personnel, and on the part of the civilian population. . . . Report incidents as soon as possible to the nearest military installation or to Headquarters, Air Materiel Command, direct." This statement, released fifteen months after Mantell's death, also said: "The mysterious object which the flier chased to his death is still unidentified. . . ."

A TRUE investigator discussed this report (A Digest of Preliminary Studies by the Air Materiel Command on 'Flying Saucers,' dated April 27, 1949) with the chief design engineer of a major aircraft manufacturing company. In view of the statements to be quoted from this man, who must necessarily be anonymous, it should be said that he is a hard-headed practical engineer of long experience, responsible for the design of aircraft known by name to every literate American.

"Certainly the flying saucers are possible," he said. "Give me enough money and I'll build you one. It might have to be a model because the fuel would be a problem. If the saucers that have been seen came from other worlds, which isn't at all Buck Rogerish, they may be powered by atomic energy or by the energy that produces cosmic rays—which is many times more powerful—or by some other fuel or natural force that our research hasn't yet discovered. But the circular airfoil is quite feasible.

"It wouldn't have the stability of the conventional airplane, but it would have enormous maneuverability—it could rise vertically, hover, descend vertically, and fly at extremely high speed, with the proper power. Don't take my word for it. Check with other engineers."

TRUE went then to the nation's most authoritative source of aerodynamic knowledge, the National Advisory Committee for Aeronautics. Two official N.A.C.A. reports, Technical Note 539 and Report 431, discuss tests on circular and elliptical Clark Y airfoils which proved they were feasible aerodynamically. At N.A.C.A. headquarters, one of their top engineers stated that a disk with variable-direction jet or rocket nozzles around the rim could rise and descend vertically, hover, fly straight ahead, and make sharp turns. Its direction and velocity would be governed by the number of nozzles operating, the power applied, and the angle at which they were tilted—toward the ground, rearward, in a lateral direction, or in various combinations. A disk flying level, straight ahead, could be turned swiftly to right or left by shifting the angle of the nozzles or cutting off power from part of the group. This method of control would operate in the Earth's atmosphere and also, using rocket power, in free space, where conventional controls would be useless.

The aircraft designer quoted above shared the general views of the group which believes the disks are interplanetary. He pointed out sentences in the Air Force report:

" 'The possibility that some of the incidents . . . may represent technical developments far in advance of knowledge available to American engineers and scientists has been widely considered . . . observations based on experience with nuclear power-plant research in this country label as highly improbable the existence on Earth of engines small enough in size and weight to have powered any of the capricious saucers.'

"Look at those words, 'on Earth,' " he said. "They're not the normal way of discussing power possibilities. They must have been put there for some reason."

A motive for the speculative scope of the lengthy Air Force report was offered by another aeronautical authority.

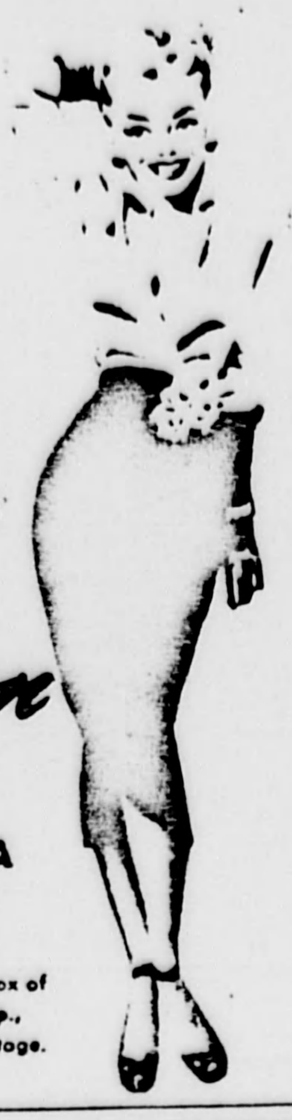
"It says that 'In the next fifty years we will almost certainly start exploring space.' Then it goes on to mention a thesis accepted by astronomers that there could be at least one ideally habitable planet for each of twenty-two certain stars known to us outside the solar system. It names Wolf 359 as one of the near stars. And here's the tip-off line: 'The chance of space travelers existing on planets outside the solar system is very much greater than the chance for space-traveling Martians. The one can be viewed as almost a certainty (if you accept the thesis that intelligent life is not peculiar to the Earth.)' "

"That's a very strange admission. *'Almost a certainty.'* I think that explains a lot. I think it explains the public statements about our own space-exploration plans: the talk about our plans to build an Earth satellite vehicle, a huge space-platform to circle the Earth about five hundred miles out. The public has been told about plans for a five-thousand-mile guided missile, cosmic-ray research, our hopes for atomic-powered aircraft, even a Moon rocket—stuff that not long ago was pure fantasy.

"I think that the American public is being gradually conditioned to think in terms of space travel. I think we are being prepared for what Project Saucer probably already knows: that the Earth is under surveillance by interplanetary travelers.

"Remember the New Jersey panic over the Orson Welles 'Men From Mars' broadcast?" he said. "I think the government may believe that disclosure of the disks' probable origin would set off a nationwide hysteria. Personally, I doubt it would. I think Americans could take it."

TRUE learned that a rocket authority stationed at Wright Field has told Proj-

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ect Saucer personnel flatly that the saucers are interplanetary and that no other conclusion is possible. In the light of some of the sighting reports on the record, it is hard to disagree with him. Take the Chiles-Whitted case, for example.

At about 1:45 a. m., on July 24, 1948, a strange, flaming object came hurtling southward through the night skies over Robbins Air Force Base, Macon, Georgia. Observers at the base were astounded to see a huge, projectilelike craft race overhead, trailing a varicolored exhaust. It disappeared swiftly from sight.

About an hour later, an Eastern Airlines DC-3 was west of Montgomery, Alabama, en route to Atlanta. At the controls were Captain Clarence S. Chiles, a former Air Transport Command flyer, and Pilot John B. Whitted, who had flown B-29s during the war. It was a bright, moonlit night, with scattered clouds overhead.

Suddenly a brilliant, fast-moving object appeared ahead of them. At first, the two pilots took it to be an Air Force jet plane.

"We saw it at the same time," Chiles told Project Saucer men later. "Whatever it was, it flashed down toward us and we veered to the left. It veered sharply, too, and passed us about seven hundred feet to our right and above us."

"The thing was about a hundred feet long, cigar-shaped, and wingless," Whitted described it. "It was about twice the diameter of a B-29, with no protruding fins."

Captain Chiles said the cabin appeared like a pilot compartment, except for its eerie brilliance. Both he and Whitted agreed it was as bright as a magnesium flare. They saw no occupants, but at their speed of passing this was not surprising. It was later suggested that the strange glare could have come from a power plant of some unusual type.

"An intense dark blue glow came from the side of the ship," Chiles reported. "It ran the entire length of the fuselage —like a blue fluorescent factory light. The exhaust was a red-orange flame, with a lighter color predominant around the outer edges."

(This description paralleled the reports of observers at Robbins Air Force Base.)

Both pilots said the flame extended thirty to fifty feet behind the ship. As it passed, Chiles noted a snout like a radar pole. Both men glimpsed two rows of windows.

"Just as it went by," said Chiles, "the pilot pulled up as if he had seen the DC-3 and wanted to avoid us. There was a tremendous burst of flame from the rear. It zoomed into the clouds, its jet or prop wash rocking our DC-3."

Chiles' later estimate of its speed was between 500 and 700 miles an hour.

As the object vanished, Chiles went back into the cabin to check with the passengers. Most had been asleep or were drowsing. But one man confirmed that they were in their right senses. This passenger, Clarence McKelvie of Columbus, Ohio, told them (and a Project Saucer team later) that he had seen a brilliant streak of light flash past his window. It had gone too swiftly for him to catch any details.

During the careful checkup by Project Saucer, Air Force engineers computed the probable speed and lift of the mystery craft. The ship was found to be within the bounds of aerodynamic laws. Here is the Air Force statement:

"Application of the Prandtl theory of lift indicated that a fuselage of the dimensions reported by Chiles and Whitted could support a load comparable to the weight of an aircraft of this size, at flying speeds in the subsonic range." (Subsonic speed is equivalent to Chiles' estimate of 500-700 m.p.h.)

As interpreted by the N.A.C.A. for TRUE, this statement simply means that an aircraft without wings, of the size described by the Eastern pilots, could fly and maneuver as reported, if propelled by sufficiently great force.

The publicized story of this "space ship" set off another scare—also the usual cracks about screwball pilots. But regardless of how much Project Saucer already knew, this evidently was a jolt. Chiles and Whitted were highly respected pilots. The passenger's confirmation added weight. But even if all three had been considered deluded, the Air Force could not get around the similar reports from Robbins Air Force Base.

The authorized magazine version omitted all mention of the Robbins airbase sighting. It made no attempt to explain what the Eastern pilots saw, but stated that both men were sure they had not suffered hallucinations. The net effect was one of skeptical disbelief.

The Air Force report clearly indicates acceptance of the ground and air observers' testimony that they did see some mysterious craft. It flatly admits that what these witnesses saw has not been identified.

Several other "ships" of the same type, reported by veteran pilots, also remain unidentified.

In August, 1947, two pilots for an Alabama flying service had a strange encounter with a huge, black, wingless craft, as reported to Project Saucer. It swept across their course, silhouetted against a brilliant evening sky. Shaped like a C-54, but larger, it had no wings, motors, or visible means of propulsion. The two pilots watched it cross their path, then swung in behind and attempted to follow. But at their speed of 170 m.p.h., they were soon outdistanced. Careful checking showed there were no other planes near by which could have been mistaken for the mystery ship.

Another wingless aircraft was later sighted at Jackson, Mississippi. Described as rocket-shaped, it speeded up from 200 to about 500 m.p.h. and swiftly disappeared. This ship was reported by a former Air Force pilot and his passenger.

Sightings of flying disks and rocket-shaped craft have not been confined to the United States. Both types have been reported all over the globe—Denmark, Sweden, Norway, Holland, Turkey, Newfoundland, Paraguay, Rumania, the Philippines, the Hawaiian Islands, New Guinea and many other places.

To avoid ridicule, most pilots and observers now make reports privately; these have been averaging twelve a mo[illegible] Project Saucer, in its own words, is making a "serious, scientific evaluation" of the entire picture.

Several of those interviewed by TRUE believe that the project experts do not have the full answer, but are anxiously trying to fit the puzzle together. The project's suspicions, however, are clearly evident. Planes whose pilots report close encounters with "flying saucers" are checked with Geiger counters for radioactivity. Astronomers, rocket experts, guided-missile consultants, aero-medical men and other specialists work on a hush-hush basis. Teams of Air Intelligence officers and technicians fly to any scene of a reliably reported sighting.

One case that apparently baffled project men was the mystifying "dogfight" which occurred one night at Fargo, North Dakota.

It was about 9 o'clock in the evening, October 1, 1948. Lieutenant George F. Gorman, former wartime instructor and now a National Guard pilot, was returning to Fargo Airport after a routine F-51 patrol flight. He had been cleared by the tower to land when he saw below him what appeared to be a taillight of a fast-moving plane.

Gorman called the tower to recheck his clearance. He was told the only other plane near by was a Piper Cub. Gorman could see the Cub plainly outlined below him—there was a night football game going on and the field was brightly lighted.

But the Cub was nowhere near the strange light.

The light, blinking on and off, raced above the football field at a speed Gorman estimated at 250 m.p.h. Then he discovered a queer phenomenon. Instead of seeing the silhouette of a plane, he saw no shape at all around the light. By contrast, he could see the Cub's outline clearly.

Meantime, the airport traffic controller, L. D. Jensen, had also spotted the mystery light. Concerned with the possibility of a collision—he said later he had supposed it to be the taillight of a swift-flying plane—he trained his binoculars on it. The light was also seen by another Civil Aeronautics Authority employe in the tower with Jensen. Both men saw it pass swiftly over the airport and watched the strange maneuvers that followed.

Up in the F-51, Gorman tried to close in on the light. It was still blinking on and off.

"As I approached," he told Project Saucer men later, "it suddenly became steady and pulled into a sharp left turn. It was clear, white and completely round—about six to eight inches in diameter.

"I thought it was making a pass at the tower. I dived after it and brought my manifold pressure up to sixty inches, but I couldn't catch up with the thing."

Gorman reported his speed at full power as 350 to 400 m.p.h.

"When I attempted to turn with the light, I blacked out temporarily due to excessive speed. I am in fairly good physical condition, and I don't believe there are many if any pilots who could with-

stand the turn and speed effected by the light and remain conscious."

During these sharp maneuvers, the light climbed quickly, then made another left bank.

"I put my F-51 into a sharp turn and tried to cut it off in its turn," said Gorman. "By then we were at about seven thousand feet. Suddenly it made a sharp right turn and we headed straight at each other. Just when we were about to collide I guess I got scared.

"I went into a dive and the light passed over my canopy at about five hundred feet. Then it made a left circle about a thousand feet above and I gave chase again."

When collision seemed imminent a second time, the object shot straight up in the air. Gorman climbed after it at full throttle.

Just about this time, two other witnesses—a private pilot and his passenger—saw the fast-moving light. Both later agreed on its speed; the pilot supposed it to be a Canadian jet fighter from over the border. This was later proved unfounded. After landing at the airport, the pilot again watched the light and saw it change direction.

Despite the F-51's fast climb, the light outclimbed him. At 14,000 feet, Gorman's plane went into a power stall. The mysterious light then turned in a north-northwest direction and quickly disappeared. Throughout the "dogfight," Gorman noticed no deviation on his instruments, no sounds, odors, or exhaust trails.

An astronomical check ruled out stars, fireballs, and comets—which the testimony of the witness precluded in the first place. As the Air Force stated, the only other conventional answer was hallucination—or a light on a balloon. In view of all the testimony, hallucination also was ruled out. And even the investigators pointed out that a balloon could not achieve the high speed and swift maneuvers of the light.

So, once again, a serious, competent report remains unanswered. The mystery light is, officially, unidentified.

What was it?

Among those who believe the flying disks exist, there is one group which clings to the idea that they are a highly secret U. S. Air Force experiment. It has been suggested that this was a remote-control disk with a transparent rim, fitted with a television or radar "eye" to scan whatever area it passed over.

Gorman described an odd fuzziness around the edge of the light. This could have been a blur reflected from the transparent airfoil rim. The glowing light would serve to conceal any central mechanism—Gorman said the light appeared to have "depth." This would explain why Jensen's binoculars also failed to reveal anything behind the light.

Assuming the existence of the flying disk, the rest would be fairly simple. We have already used remote-controlled planes with radar and television units to "observe" distant areas and flash back information.

This same group mentioned has a similar answer for the other authentic sightings. In this case, Project Saucer's job would actually be to explain away or cover up accidental sightings in long-range tests. However, the Air Force has repeatedly denied any such operations, and TRUE believes the evidence makes it impossible.

The other group among the flying-disk believers accepts the transparent light-disk answer—but is convinced it was controlled from an interplanetary craft hovering at high altitude, not by an Air Force plane.

Either explanation is in line with Gorman's strong feeling that there was "thought" behind the light's maneuvers.

"I am also convinced," he said, "that it was governed by the laws of inertia. Its acceleration was rapid, but not immediate. And although it was able to turn fairly tight at considerable speed, it still followed a natural curve."

Here are a few more of the unsolved, authentic disk sightings:

Muroc Air Base, supersecret test center. High-speed disks seen by test pilots, air-base personnel.

Fort Richardson, Alaska. Disk seen flying at tremendous speed by Army officers.

Philippine Islands. Lieutenant Robert Meyers, 67th Fighter Wing, sighted high-speed mystery craft, able to make 90-degree instant turns.

Nine flying disks sighted by Captain E. J. Smith, his copilot, and stewardess, United Airlines.

Five disks, sighted by Fred M. Johnson, in Cascade Mountains. Watched through telescope; compass hand on his watch weaved wildly as disks banked overhead.

Approximately 300 reports have been made to Project Saucer. In an interview with Dr. J. A. Hynek, a project astronomer, a TRUE investigator learned that 17 per cent have been ascribed to stars, planets, meteorites, etc. Dr. Hynek believed that perhaps more could be thus explained. However, he refused even to hazard a guess as to what the remaining large number of sighted objects might be.

The Air Force says that some 30 per cent of the saucer sightings have been explained, and more probably will be. But most of the solved cases have been the obvious hoaxes, illusions and hysterical reports which follow any widely discussed news. A request for access to Project Saucer's 1947-48-49 sighting reports was denied, as expected. TRUE was informed that only certain approved officers and officials were allowed access to any project files.

During interviews with Pentagon officials, including Air Force Secretary Stuart Symington, a TRUE investigator confirmed reports of a confidential photograph file. The objects shown in the pictures were described as either too distant or blurred to be identified accurately. Some were said to be round, others were shadows on clouds.

If a flying disk were traveling at high speed, a blur could be expected. That all the pictures were not blank seems significant.

Later, another TRUE investigator put this question to several Air Force officials:


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outspeeded and outmaneuvered our planes.

5. Low-altitude appearances, over Lockbourne Air Force Base in Ohio, in Mississippi, etc., which could provide atmosphere samples.

6. The increase of mystery-light sightings, and night encounters, and decrease of reliably witnessed day sightings (when the scare had become nation-wide, and day operations might seem less wise).

"If they are spacemen," one air-transport official suggested, "they'd probably have a hard time figuring out this country. Listening to our broadcasts would give them one hell of a picture—what with A-bombs, jet bombers, germ warfare, strikes, espionage, the cold war, politics, the radio plays, soap operas and the rest. Seriously, though, it might take men from another planet many years to orient their thinking and grasp our way of life. And though most people don't know it, there have been saucer reports as far back as the eighteenth century."

Checking this angle, TRUE found that such reports have been recorded for more than 175 years. In the 19th century, British, French and other astronomical journals printed reports of round and torpedo-shaped objects and fast-moving lights seen in the skies. Official gazettes and scientific magazines carried similar reports. For example:

On March 22, 1880, several brilliantly luminous objects were reported seen at Kattenau, Germany. Sighted just before sunrise, they were described as rising from the horizon and moving from east to west. (British Nature Magazine, Vol. 22, p. 64.)

On December 28, 1883, a huge luminous disk was reported sighted in the Persian Gulf. It was described by the captain and third mate of the British India steamship Patna as whirling under the water. Apparently it had just fallen there, out of control (British Magazine of Knowledge, 1883).

In the U. S. Weather Bureau's Monthly Weather Review, 1907, page 310: on July 2, 1907, a mysterious explosion occurred in the heavens near Burlington, Vermont. Something round and luminous fell from the sky, said by some witnesses to come from a strange, torpedo-shaped object.

Monthly Weather Review, Vol. 4, page 599: on April 8, 1913, a strange shadow was sighted on the clouds at Fort Worth, Texas. It appeared to come from an unseen body above. As the cloud moved, the shadow remained in the same position. (This is similar to a recent report from Newfoundland, where a photograph of a reported saucer showed an odd cloud effect.)

In the last hundred years, there have been many such reports from all parts of the world. There was then no newspaper furore, no radio to set off hysteria. Most witnesses never heard of the other cases. Numerous reports were made by serious, reputable citizens. Even discounting 95 per cent of them, there is a solid core hard to dismiss.

Advocates of the "long observation" theory believe that only a few round trips by space visitors have been made in the past, because of the travel time required. Yet such trips might not seem long to spacemen, they suggest, since it is conceivable that these beings might have much greater life spans than ours, in which case such exploring trips would seem no more to them than two years at the South Pole to Admiral Byrd.

The sudden spurt of sightings in 1947 might indicate that we have attracted attention with our V-2 rockets, A-bomb explosions, and other experiments, and that an orbiting satellite base has been established, or re-established after an absence.

In its eight months' investigation, TRUE has not ignored the skeptics nor the sincere disbelievers in even our own long-range missile and space-vehicle plans. This group believes that all the saucers were mistakes, illusions, hoaxes, hysteria and mass hallucination. In the Gorman case, the Eastern Airlines sighting, and other authentic cases, they insist all the witnesses were either deluded or lying. They dismiss the whole thing as bunk.

It is the opinion of TRUE that the flying saucers are real and that they come from no enemy on Earth. It is also TRUE's opinion that the Air Forces and Project Saucer are doing a serious, important job to safeguard American security. TRUE accepts the official denial of any secret device because the weight of the evidence, especially the world-wide sighting, does not support such a belief.

There has been no sign of belligerence in any of the saucer cases—except perhaps in the tragic case of Mantell. If he was downed by spacemen, they could logically have feared they were in danger. Even the stoutest believers in the disks do not think any mass invasion from space is possible at this time.

It would seem wiser, if space visitors are suspected, to tell Americans the truth. Having survived the impact of the Atomic Age, we should be able to take the Interplanetary Age, when it comes, without hysteria. The idea of space travel is not nearly so fantastic as our present swift planes would have seemed to George Washington and other early Americans.

Even if the present saucers should prove of earthly origin, we should be prepared for the eventual relinquishing of the idea that we, men and women of the Earth, are the only intelligent species in the universe.

The Project Saucer frequency graph shows that sightings began in January, 1947, reached a peak in July, began again in January, 1948, hit another peak in July.

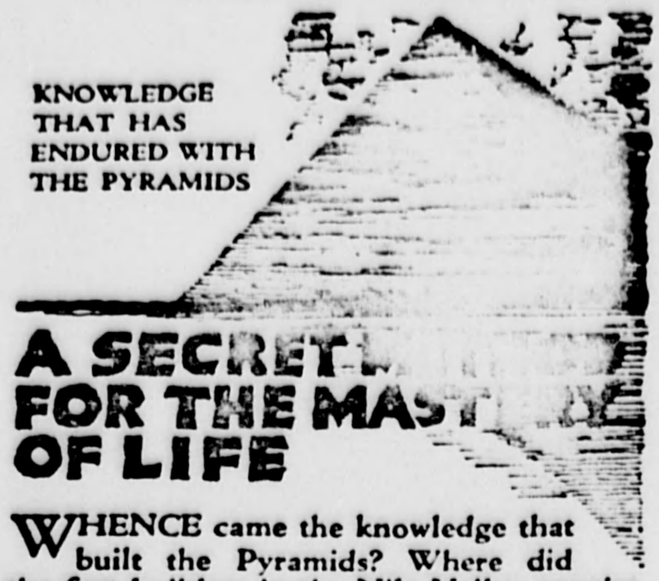
January, 1950, may repeat the cycle.

There is reason to think the Signal Corps' radar contact with the Moon proves their readiness to probe space and locate any approaching visitors. A surprise revelation might come in 1950. Again, we may not be contacted by spacemen for years—perhaps not until after our own explorations begin.

Meantime, no matter what you suspect is behind the secret curtain of Project Saucer, you can believe the laconic Air Force warning:

"The saucers are not a joke."

—Donald E. Keyhoe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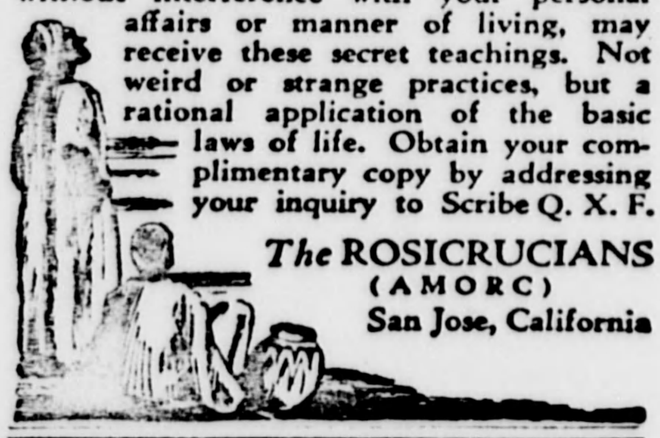

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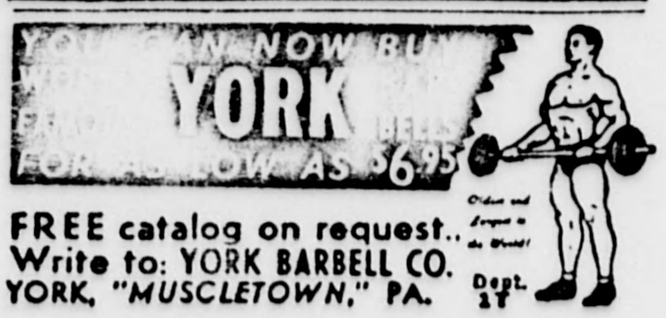


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# 15 - 31 MAY SIGHTINGS

| DATE | LOCATION | OBSERVER | EVALUATION |
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| 15 | Hicham AFB, Hawaii | Military | Astro (METEORS) |
| 16 | Davis Monthan AFB, Arizona | [redacted] | Astro (METEOR) |
| 16 | Adak, Alaska | | AIRCRAFT |
| 18-23 | New Orleans, La. | Multiple | 1.2.3. AIRCRAFT<br>4. Astro (STAR/PLANETS)<br>5. Astro (METEOR) |
| 19 | Fort Bliss, Texas | Multiple | AIRCRAFT |
| 19 | St Louis, Missouri | Multiple | Astro (METEOR) |
| 21 | Dallas, Texas | [redacted] | Other (BIRDS) |
| 21 | Moses Lake AFB, Washington | Multiple (RADAR) | 1. Radar: (AIRCRAFT)<br>2. Visual: (AIRCRAFT) |
| 22 | Caddo Lake, La. | [redacted] | AIRCRAFT |
| 23 | Camp Hood, Texas | Multiple | Other (GROUND LIGHTS) |
| 23 | Moses Lake AFB, Washington | [redacted] | AIRCRAFT |
| 24 | Rogue River, Bend, Oregon (missing) | [redacted] Multiple | Other (KITES) |
| 24 | Rogue River, Oregon | [redacted] | AIRCRAFT |
| 25 | Hill AFB, Utah | [redacted] | AIRCRAFT |
| 27 | Southern Oregon | [redacted] | UNIDENTIFIED |
| 29 | Elko, Nevada | [redacted] | AIRCRAFT |
| 30 | El Paso, Texas | [redacted] | BALLOON |
| 31 | Sacramento, California | [redacted] | Other (BIRDS) |
| 31 | Honshu Island, Japan | [redacted] | Astro (VENUS) |
| 31 | Parma, Michigan | [redacted] (PHYSICAL SPECIMEN) | Other (RADIO TRANSCRIPTION DISCS) |

## ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

| DATE | LOCATION | SOURCES | OBSERVER |
|---|---|---|---|