

PROJECT 10073 RECORD

1. DATE - TIME GROUP 3 Jul 49 03/1840Z	2. LOCATION Longview, Washington 389
3. SOURCE Civilian	10. CONCLUSION BALLOON
4. NUMBER OF OBJECTS Three	
5. LENGTH OF OBSERVATION 3 minutes	11. BRIEF SUMMARY AND ANALYSIS Objects were yellow in color and moved in a skulling or falling leaf motion rather than a movement through the axis of the disc. The three objects all had the same characteristics. However they were sighted separately. The observer stated that the first one could have been a balloon. Also the other two were identical to the first.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Not Stated	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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INCIDENT NO. 389

1. Date of Observation 3 July 1949 Date of Interview _____
2. Exact Time (local) (1) 1040 (2) 1049 (3) 1125
3. Place of Observation Longview, Washington
4. Position of observer Ground at airport
5. What attracted attention to object.
6. Number of objects 1
7. Apparent size of head of pin at arms length
8. Color of object Metallic
9. Shape Disc
10. Altitude 30,000' (1) 30° when first sighted (2 & 3) 45°
11. Direction from observer (1) NW (2 & 3) West
12. Distance from observer
13. Direction of flight of object(s)
14. Time in sight 3 Minutes
15. Speed 300 MPH
16. Sound and odor
17. Trail None
18. Luminosity Reflected
19. Projections
20. Maneuvers Constant altitude in large arc.
21. Manner of disappearance Lost from view directly overhead in sun.
22. Effect on Clouds
23. Additional Information Concerning Object- Definite, regular oscillation, timed at 48 per minute.
24. Weather Conditions. Wind (surface) from SW, CAVU

(over)

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7-3112-22

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Incident 389

Name and address of observer: [REDACTED] (observed by 150 other people at an Air Show).

Occupation and hobbies:

Comdr, USNR
Aeronautical Engineer
Airport Manager

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

Appears to be reliable

NARRATIVE SUMMARY:

"At 1040T 3 July 1949, [REDACTED], Comdr. SA(3), USNR, 76108, sighted what he thought to be a flying disc while standing at the airport at Longview, Washington. [REDACTED] is an aeronautical engineer and manager of the airport at Longview. [REDACTED] stated that while on active duty he had had experience with the pilotless aircraft and guided missile program.

[REDACTED] stated that when he first sighted the disc, it appeared to be at an altitude of approximately 30,000 feet northwest of the airport and traveling in a southeasterly direction at 300 miles per hour. When first sighted, the disc had about 30 degrees of altitude. It remained in view three minutes, traveling at a constant altitude in a large arc from the position of initial sighting until lost directly overhead in the sun. A definite, regular oscillation was observed and was timed at the rate of 48 oscillations per minute. He described this motion as a skulling or falling leaf motion rather than a movement through the axis of the disc.

The wind was at all times observed to be from the southwest at a definite angle to the line of flight of the disc. This direction was confirmed by a constantly rising column of smoke from an industrial plant and by smoke from sky-writing at 10,000 feet. [REDACTED] reported ceiling and visibility unlimited at all times with wisps of cirrus clouds in a small fractional portion of the sky. He described the object as the size of the head of a pin held at arm's length. It was metallic in color and cast a reflection upon each oscillation. He stated it was definitely circular rather than oval or globular in shape. He was unable to estimate its thickness. No smoke or vapor trail was observed.

Upon the same occasion [REDACTED] reports observing a second disc at 1049T and a third at 1125T. He described them as identical to the first observed. These were initially sighted at an altitude of 45 degrees from the west at approximately 30,000 feet. They also disappeared into the sun overhead after a three minutes' observed flight.

A local air show was scheduled for the afternoon of this day and there were approximately 150 people on the field at this time. All of those present saw the objects. Sammy Mason, a stunt pilot of Big Bear, California, agrees with and confirms Mr. [REDACTED] observations. Arthur Robertson, Longview, Washington, an aeronautical engineer and an employee of [REDACTED] estimated altitude of these

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Incident _____

Name and address of observer:

Occupation and hobbies:

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

discs at 7,000 feet and felt the first one could have been a balloon. He stated it was yellowish in color. In his opinion, however, neither of the last two observed could have been balloons.

NARRATIVE SUMMARY:

My experience in radio control of pilotless aircraft and guided missiles for the Navy at NAMU during the war, and over 20 years of aircraft study does not permit my identification of the objects which were seen. They definitely were not balloons, birds, common aircraft, parachutes, stars, meteors, paper, clouds, or other common objects. They moved in a regular motion either straight or in curved lines. They were all at approximately the same altitude but moved on different courses as indicated on the sketch. The oscillations were clearly visible and timed on the 3rd sighting.

A small group of people away from the airport have reported to me that they later sighted three additional objects later in the morning at different times. These reports are from groups of reputable people who also saw the objects while at the field. A phone call from Astoria from a Mr. J. Halberg of 466 James St. to me this morning revealed that he had sighted an object at about 4000 feet described as about the size of a DC3 that oscillated as it came down the coast and turned to sea about 1300 the 3rd. [REDACTED] is a reputable business man and licensed pilot. He said other aircraft were in the air at the time and this was not a common aircraft. He reported that a different aircraft sound attracted his attention to it.

I tried to alert the local radio station to get observers to report on direction and angle of observation from different localities and report to me to try to triangulate for course and altitude. They thought it was a publicity stunt and did not cooperate enough to permit getting the desired data.

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AIR DEFENSE COMMAND
25th AIR DEFENSE DIVISION (DEF)
P.O. BOX 909, EVERETT, WASHINGTON

OI 350.09

13 July 1949

SUBJECT: Project "SIGN"

TO: ✓ Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: MCIAXO-3
Commanding General
Continental Air Command
Mitchel Air Force Base, New York
Attn: Director of Intelligence
Chief of Staff
United States Air Force
Washington 25, D.C.
Attn: Dir of Intell, Requirements Div
Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, California
Attn: Director of Intelligence

DOWNGRADED ALL INFORMATION
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

In compliance with par. 1, ConAC Letter 200.1, 25 Mar 48, and par. 5 and 6, Letter Fourth Air Force, file OI-350.09/2, dated 18 Feb 49, the following additional information, as relayed to this headquarters via the District Intelligence Officer, Thirteenth Naval District, is submitted relative to subject matter contained in letter, this headquarters, subject "Project "SIGN", file OI 350.09, dated 6 Jul 49:

"As requested by your investigator who called on us this morning the enclosed sketch is forwarded to indicate the general details of the sighting which occurred on the morning of July 3, 1949. This was observed by upward of 150 persons who were at the Longview Airport getting ready for the JC Air Show. It was viewed by our engineers, many pilots, police, prominent citizens, etc. and is verified by all observers.

389 { My experience in radio control of pilotless aircraft and guided missiles for the Navy at NAMU during the war, and over 20 years of aircraft study does not permit my identification of the objects which were seen. They definitely were not balloons, birds, common aircraft, parachutes, stars, meteorors, paper,

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OI 350.09
Subject: Project "SIGN"

UNCLASSIFIED

13 Jul 49

clouds, or other common objects. They moved in a regular motion either straight or in curved lines. They were all at approximately the same altitude but moved on different courses as indicated on the sketch. The oscillations were clearly visible and timed on the 3rd sighting.

389 { A small group of people away from the airport have reported to me that they later sighted three additional objects later in the morning at different times. These reports are from groups of reputable people who also saw the objects while at the field. A phone call from Astoria from a [redacted] of [redacted] St. to me this morning revealed that he had sighted an object at about 4000 feet described as about the size of a DC3 that oscillated as it came down the coast and turned to sea about 1300 the 3rd. [redacted] is a reputable business man and licensed pilot. He said other aircraft were in the air at the time and this was not a common aircraft. He reported that a different aircraft sound attracted his attention to it.

I tried to alert the local radio station to get observers to report on direction and angle of observation from different localities and report to me to try to triangulate for course and altitude. They thought it was a publicity stunt and did not cooperate enough to permit getting the desired data.

'An effort will be made to get the local newspaper to print a story on the value of simultaneous observations and I will try to get people to report any future sighting to the radio station so that as many people as possible might make a sighting and thus permit compiling speed and elevation data.'

FOR THE COMMANDING OFFICER:

Winfred H. Gallienne

WINFRED H. GALLIENNE
Major USAF
Intelligence Staff Officer

1 Incl:
Sketch

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

KOO SIMON & BOOS
witnesses.

UNCLAS

Skywriting
@ 10,000'

MOH2BIA

YADOT

WRITING
→ DRIFT

COWLITZ RIVER

45°
ELEV.

1049

#2

Path #2

VISIBLE 2 MINUTES

CITY OF
KELSO

SLIGHT CURVES (HORSETAIL)

30°
ELEV.

st
n
o APPROX.

0° ELEV.

2 min.

Path #1

Path #3

1125

AIRPORT

OBSERVER

LOST IN
SUN

SUN

Pulp Mill

SMOKE

3 min.

80°
ELEV.

Lost Behind
Smoke.

COLUMBIA RIVER

Smoke
curved in
wind as
ascending.

Sketch made
after #2 - #
added

UNCLAS

prox. One
le. Sketch Scale.

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AIR DEFENSE COMMAND
25th AIR DEFENSE DIVISION (DEF)
P.O. BOX 909, EVERETT, WASHINGTON

OI 350.09

6 July 1949

SUBJECT: Project "SIGN"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: MCIAXO-3
Commanding General
Continental Air Command
Mitchel Air Force Base, New York
Attn: Director of Intelligence
Chief of Staff
United States Air Force
Washington 25, D.C.
Attn: Dir of Intell, Requirements Div.
Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, California
Attn: Director of Intelligence

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

1. In compliance with par. 1, ConAC Letter 200.1, 25 Mar 48, and par. 5 and 6, letter Fourth Air Force, file OI-350.09/2, dated 18 Feb 49, the following information as relayed to this headquarters via the District Intelligence Officer, Thirteenth Naval District, is submitted:

381 { "At 1040T 3 July 1949, [REDACTED], Comdr. SA(3), USNR, 76108, sighted what he thought to be a flying disc while standing at the airport at Longview, Washington. [REDACTED] is an aeronautical engineer and manager of the airport at Longview. Taylor stated that while on active duty he had had experience with the pilotless aircraft and guided missile program.

[REDACTED] stated that when he first sighted the disc, it appeared to be at an altitude of approximately 30,000 feet northwest of the airport and traveling in a southeasterly direction at 300 miles per hour. When first sighted, the disc had about 30 degrees of altitude. It remained in view three minutes, traveling at a constant altitude in a large arc from the position of initial sighting until lost directly overhead

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OI 350.09

Subject: Project "SIGN"

6 July 49

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in the sun. A definite, regular oscillation was observed and was timed at the rate of 48 oscillations per minute. He described this motion as a skulling or falling leaf motion rather than a movement through the axis of the disc.

369
The wind was at all times observed to be from the southwest at a definite angle to the line of flight of the disc. This direction was confirmed by a constantly rising column of smoke from an industrial plant and by smoke from skywriting at 10,000 feet. [redacted] reported ceiling and visibility unlimited at all times with wisps of cirrus clouds in a small fractional portion of the sky. He described the object as the size of the head of a pin held at arm's length. It was metallic in color and cast a reflection upon each oscillation. He stated it was definitely circular rather than oval or globular in shape. He was unable to estimate its thickness. No smoke or vapor trail was observed.

Upon the same occasion [redacted] reports observing a second disc at 1049T and a third at 1125T. He described them as identical to the first observed. These were initially sighted at an altitude of 45 degrees from the west at approximately 30,000 feet. They also disappeared into the sun overhead after a three minutes' observed flight.

A local air show was scheduled for the afternoon of this day and there were approximately 150 people on the field at this time. All of those present saw the objects. [redacted], a stunt pilot of Big Bear, California, agrees with and confirms Mr. [redacted]'s observations. [redacted], Longview, Washington, an aeronautical engineer and an employee of [redacted], estimated altitude of these discs at 7,000 feet and felt the first one could have been a balloon. He stated it was yellowish in color. In his opinion, however, neither of the last two observed could have been balloons.

[redacted] feels that because of his background and experience with balloons and pilotless aircraft, he is well qualified to determine whether these objects were conventional aircraft or balloons of any type. He is positive they were neither.

[redacted], Longview, Washington, reports observing a disc similar to those described above in the same region

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

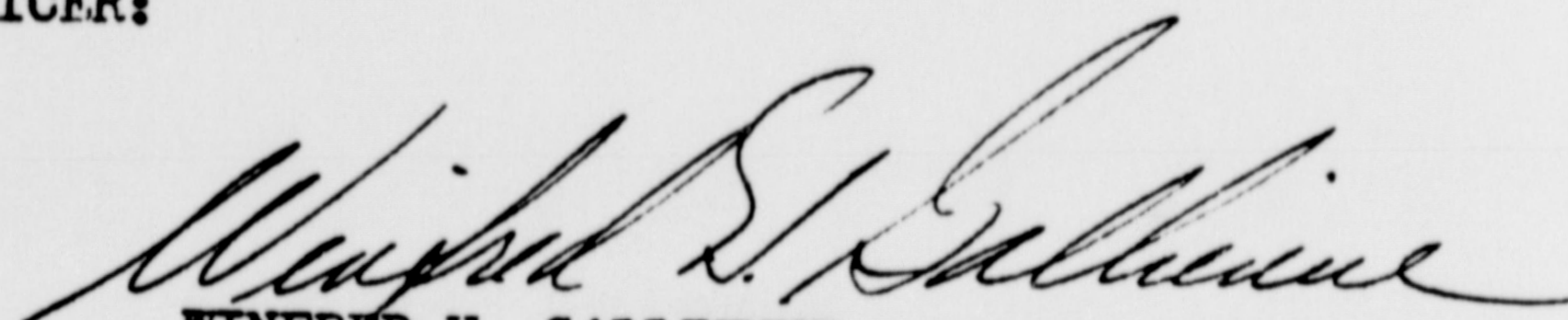
OI 350.09
Subject: Project "SIGN"

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6 Jul 49

on approximately 19 June 1949. [REDACTED] is preparing a complete report including sketches which will be forwarded".

FOR THE COMMANDING OFFICER:

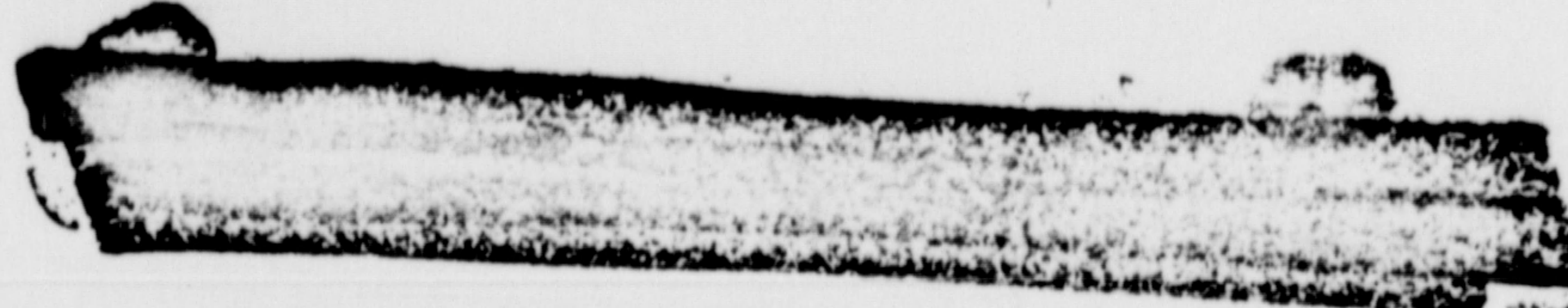


WINFRED H. GALLIENNE
Major USAF
Intelligence Staff Officer

DOWNGRADED AT 3 MONTHS INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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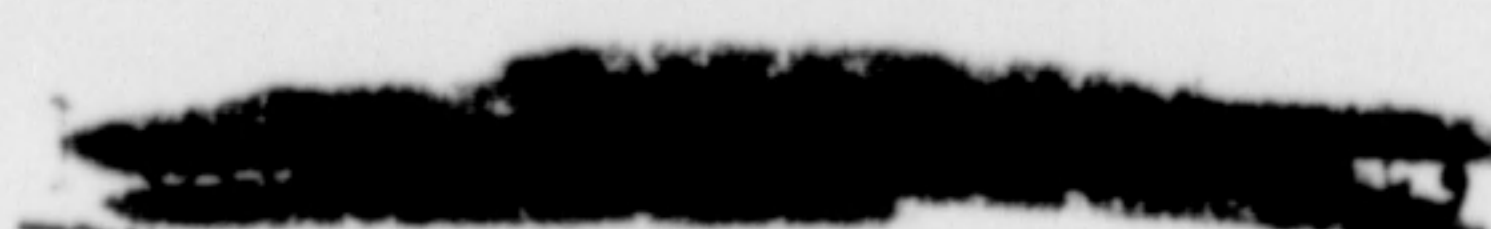
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WASHINGTON
STATE

The following information was taken from Info Doc No 10-366, AD 95070:

12 July 1949

From: District Intelligence Officer, THIRTEENTH Naval District.
To: Director of Naval Intelligence.
Subj: Unidentified Objects, Sighting of.
Ref: (a) OP-322V, P16-3/QM conf ltr Ser 04422P32 dtd 4 Nov 1949.
(b) DIO, 13ND conf ltr AS-2(4)/13(C), Ser 05149 dtd 6 July 1949.
Encl: (A) 2 copies of report of subject sighting by 
with sketch attached.

1. In accordance with reference (a), and as reported by reference (b), Enclosure (A) is forwarded herewith.
2. The Commanding Officer, 25th Air Defense Command has been provided with a copy of Enclosure (A).

J. E. EDWARDS

LONGVIEW
3 JUL
WASH
AF

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

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BALLOON

Incident
3/19

COPY

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A E R O C A R

Longview, Washington
July 5, 1949

District Intelligence Office,
13th Naval District,
1611 W. Wheeler St.
Seattle 99, Washington.

Subject: Unidentified Objects Sighted July 3 at Longview.

Gentlemen:

As requested by your investigator who called on us this morning the enclosed sketch is forwarded to indicate the general details of the sighting which occurred on the morning of July 3, 1949. This was observed by upward of 150 persons who were at the Longview Airport getting ready for the JO Air Show. It was viewed by our engineers, many pilots, police, prominent citizens, etc. and is verified by all observers.

My experience in radio control of pilotless aircraft and guided missiles for the Navy at NAMI during the war, and over 20 years of aircraft study does not permit my identification of the objects which were seen. They definitely were not balloons, birds, common aircraft, parachutes, stars, meteorors, paper, clouds, or other common objects. They moved in a regular motion either straight or in curved lines. They were all at approximately the same altitude but moved on different courses as indicated on the sketch. The oscillations were clearly visible and timed on the 3rd sighting.

A small group of people away from the airport have reported to me that they later sighted three additional objects later in the morning at different times. These reports are from groups of reputable people who also saw the objects while at the field. A phone call from Astoria from a [redacted] st. to me this morning revealed that he had sighted an object at about 4000 feet described as about the size of a LC3 that oscillated as it came down the coast and turned to sea about 1300 the 3rd. [redacted] is a reputable business man and licensed pilot. He said other aircraft were in the air at the time and this was not a common aircraft. He reported that a different aircraft sound attracted his attention to it.

I tried to alert the local radio station to get observers to report on direction and angle of observation from different localities and report to me to try to triangulate for course and altitude. They thought it was a publicity stunt and did not cooperate enough to permit getting the desired data.

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COPY

CLOSURE (A)

DOWNGRADED AT 3 YEARS INTERV. ALSO
DECLASSIFIED AFTER 12 YEARS.
DOD DIB 5200.10

COPY

[REDACTED]

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District Intelligence Office, Page 2.

An effort will be made to get the local newspaper to print a story on the value of simultaneous observations and I will try to get people to report any future sighting to the radio station so that as many possible might make a sighting and thus permit compiling speed and elevation data.

If I can be of any further assistance, do not hesitate to call on me.

Very truly yours,

s/

[REDACTED]
Commander SA3 USSR
File 76108

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

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[REDACTED]

PERT PILOT REVEALS
MISSILE OF EARLIER UFO SIGHTING

The following UFO report—though one of the early sighting cases—has particular value because of the identity of the chief witness, Commander M. B. Taylor, USNR Retired. Commander Taylor, a former Navy pilot, was officer-in-charge of guided missile work under Rear Admiral Delmer S. Fahrney. This report was forwarded to NICAP by Commander Taylor at the suggestion of Admiral Fahrney, when he was Chairman of NICAP's Board of Governors.

"My good friend Admiral Del Fahrney has suggested that I write you directly in regard to our experience in the flying saucer field," Commander Taylor told NICAP. "During World War 2 we had extensive experience in the actual handling of guided missiles and pilotless aircraft by means of radio control, using television and radar direction, target seekers, etc.

"We flew the first jet and rocket powered controlled missiles successfully launched in this country and accumulated many hours of flying aircraft of various types by remote control. We believe this experience qualified us somewhat for the remote observation of aircraft and flight phenomena."

The details of Commander Taylor's report follow:

Date — July 3, 1949

Location — Longview, Washington

Weather — Clear with bright sunlight, visibility unlimited

On this particular date an Air Show was just getting under way at the Longview Fair Grounds. Approximately 200 persons already had gathered, including a number of qualified pilots. Commander Taylor, in charge of the public-address system, was commenting on the sky-writing maneuvers of a Stearman at 10,000 feet when a brilliant, round object suddenly appeared from the west.

"The object definitely moved with an undulating motion," Commander Taylor states. "Its thrutchip axis was rock approximately 30 degrees above and below level—through a 60-degree angle.

"Many of the viewers were qualified airmen, all of whom agreed on the local wind direction, against which the object moved; its period of undulation; its metallic appearance; its maneuverability and seemingly right-angle corners it could turn through; its speed across the sky; height above the skywriting; apparent size in comparison with the Stearman; and other observations which definitely precluded the possibility of its being a conventional aircraft, balloon, or the like.

The bottom appeared dark, Commander Taylor reported, and observers who saw it with 8x30 glasses said it looked much like a discus used in track events. The object appeared like brilliant metal when the sun finally reaches the right angle to flash on top of it.

"No one reported any dome on top of it," the Commander's report continues. "My own observations as to size would be that if it were at 20,000 feet elevation it would be about 50 feet in diameter.

"The object, when almost directly overhead, turned to the south. When it was about 60 degrees above the horizon it turned sharply to the northeast. Then it disappeared behind a column of smoke which arose from a nearby paper mill to a height of 20,000 feet. This height was estimated on the basis of the direction of the smoke column curvature, and from later reports by the skywriting pilot. The object was well above the skywriting."

Commander Taylor stated that the object was approximately round when seen, in "plan form." Its speed was slow as it neared the zenith, but after this it moved away rapidly.

"At no time," said the former missile officer, "did anyone hear a sound. Those

of us at the Air Show saw only one such object, but others who arrived shortly afterward reported seeing up to a dozen at approximately the same time. Everyone agreed that the single object (seen at the Air Show) disappeared in apparent pursuit of the group.

Summing up the UFO report, Commander Taylor reaches this conclusion:

"The sighting was definitely of some flying object unlike anything then or even presently known. It appeared to move without causing a shock wave or other noise, although its speed during the latter part of its flight was such that one would expect to hear some sort of noise from it."