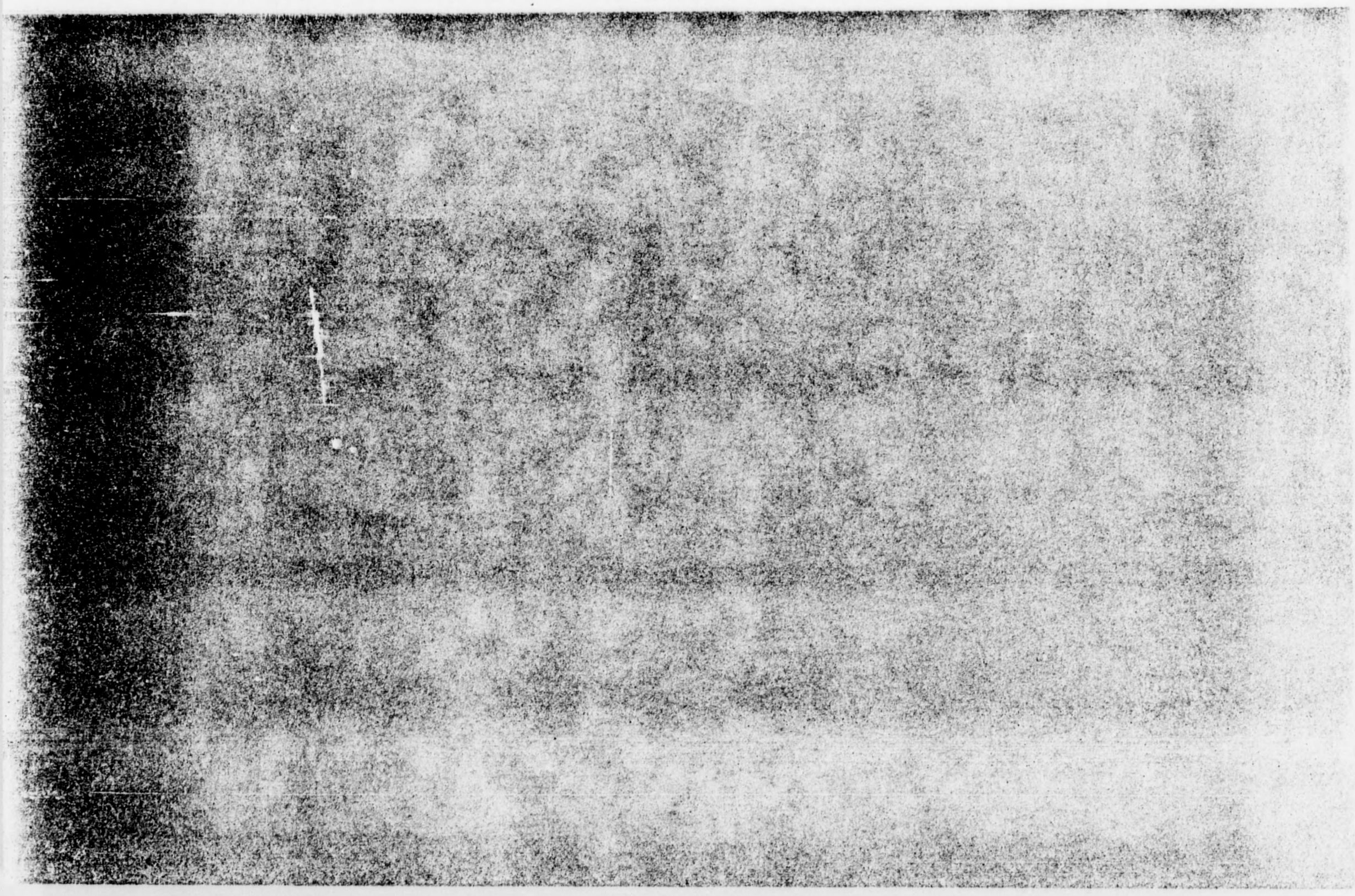
PROJECT 10073 RECORD

1. DATE - TIME GROUP 29 March 49 30/0905Z	2. LOCATION Shamya AFB, Alaska
3. SOURCE Military	10. CONCLUSION 1. AIRCRAFT 2. Astro (METEOR)
4. NUMBER OF OBJECTS TWO	
5. LENGTH OF OBSERVATION 1. 3 min 2. Not Reported	11. BRIEF SUMMARY AND ANALYSIS
6. TYPE OF OBSERVATION Air-Visual	1. Observer sighted a dull yellowish light. It was heading to the North at a very high speed. It passed fairly close to the a/c in which the observer was located.
7. COURSE 1. North 2. North	2. Observer sighted a lighted object below his a/c. Observer thought it to be a meteor except that it was traveling in a horizontal path. The light was blue-white and had the appearance of an exhaust.
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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



Name and address of observer: 1st Lt James S. Gist, 375th Rcn Sqd (VLR) Wea.
Hq 5021st Air Base Sqd, Shemya AFB, APO 729, U. S.

Occupation and hobbies: Army

B-29 Pilot

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

NARRATIVE SUMMARY:

Statement: "On the night of 29 March 1949 I took off from Shemya at 2140 hours BST on a routine Loon Able weather reconnaissance mission. Since an engine was feathered shortly after takeoff, I decided to remain aloft over Shemya approximately three hours to lighten the weight of the aircraft before landing. At approximately 2205 hours while approaching Shemya range from the southwest at an altitude of 2400 feet, the co-pilot and left scanner reported that we had passed a lighted object approximately 100 feet below us. This I reported to Semichi tower and asked if there were any other aircraft in the vicinity. The only reported aircraft was a Northwest Airlines aircraft which had taken off a few moments previously and reported to be on course. I alerted the entire crew to be on the lookout for any aircraft in the vicinity.

At approximately 2235 hours while in a procedure turn at 5000 feet just south of the island a light was sighted approaching from our left. This was clearly seen to pass directly overhead and on to our right to vanish among scattered clouds in the distance. Since we were in a turn and on a westward heading at the time, the light was in a northerly heading. At the time I judged it to be 1000 feet above us and traveling 300-400 miles per hour. The possibility of this light being a meteor confronted me, but it was traveling in what seemed a definite horizontal altitude and the light seemed steady in intensity, which diminished the possibility of this being a meteor. The light itself seemed to be a blue-white color and had the appearance of an exhaust in shape. This was reported to Semichi tower.

There were no further observations."

/s/ James S. Gist
JAMES S. GIST
1st Lt USAF
AO 777650
Pilot - B29 #44-62202
375th Rcn Sq (VLR) Wea

UNCLASSIFIED

INCIDENT NO. ~~3795~~

1. Date of Observation ~~29 March 49~~ Date of Interview ~~4 April 49~~

2. Exact Time (local) (1) 2205 (2) 2235

3. Place of Observation Shemya AFB, Alaska

4. Position of observer (1) Air, B-29, (a) 2400 ft, NE (2) Air, B-29, (a) 5000 ft Westward course

5. What attracted attention to object. Co-pilot and scanner.

6. Number of objects

7. Apparent size

8. Color of object Blue-white

9. Shape Like exhaust flame

10. Altitude (1) 2300 feet

11. Direction from observer

12. Distance from observer (1) object passed 100 feet under plane.

13. Direction of flight of object(s)

14. Time in sight

15. Speed 300-400 MPH

16. Sound and odor

17. Trail

18. Luminosity Steady intensity

19. Projections

20. Maneuvers Traveled in horizontal altitude

21. Manner of disappearance (2) Vanished in scattered clouds

22. Effect on Clouds

23. Additional Information Concerning Object-

24. Weather Conditions.

(over)

UNCLASSIFIED

Incident 3718

Name and address of observer:

S/Sgt William A. Brown, Hq 5021st Air Base Sqd
Shemya Air Force Base, APO 729 U. S. Army

Occupation and hobbies:

Soldier
Assistant Line Chief

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

NARRATIVE SUMMARY:

Statement: "On March 29, 1949 at approximately 2330 hours BST I was standing outside of Hangar number 2 watching for one of our aircraft which was coming in for a landing.

I saw something go across at approximately 5000 feet at a speed of approximately 300 mph I didn't give it much thought at the time as I thought it was our plane with an engine torching. When the crew got down I ask them if they had an engine torching and they said no, but they saw the same object. I would say the object was going about due north at the time I saw it."

/s/ William A. Brown
WILLIAM A. BROWN
S/Sgt USAF
AF 16 244 940
Assistant Line Chief

UNCLASSIFIED

INCIDENT NO. 379B

1. Date of Observation 29 March 49 Date of Interview 4 April 49

2. Exact Time (local) 2330

3. Place of Observation Shemya, AFB, Alaska

4. Position of observer Ground on flight line

5. What attracted attention to object.

6. Number of objects

7. Apparent size

8. Color of object

9. Shape

10. Altitude 5000 feet

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight

15. Speed 300 MPH

16. Sound and oder

17. Trail

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on Clouds

23. Additional Information Concerning Object-

24. Weather Conditions.

(over)

UNCLASSIFIED

Name and address of observer:

1st Lt Floyd M. McAllister, 375th Rcn Sqd (VLR) Wea
Hq 5021st Air Base Sqd, Shemya Air Force Base,
APO 729, U. S. Army

Occupation and hobbies:

Officer USAF

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

NARRATIVE SUMMARY:

Statement: "Position of our aircraft was over the Island of Shemya at approximately 2500 feet. The time was approximately 2205 local. Our heading was 90 degrees. Visibility was good. I first noted a white light approaching from head on. It passed under our ship with about 100 feet clearance. At the same time the left scanner reported an aircraft passing underneath us. The apparent speed of the object was fairly fast. (Approximately 200 - 300 miles per hour).

The next sighting was made at approximately 2236 local. Our position was just south of Shemya at approximately 5000 feet. Visibility was good and ceiling was unlimited. We were in a turn to the right and our ship was heading in a south western direction when a white light was observed to pass over the aircraft in a northerly direction at a fast rate of speed. The object appeared to be approximately 1000 feet above our ship.

No further sightings were made."

/s/ Floyd M. McAllister
FLOYD M. MCALLISTER
1st Lt USAF
375th Rcn Sq (VLR) Wea

UNCLASSIFIED

2 Sightings

UNCLASSIFIED

INCIDENT NO. 379A

1. Date of Observation 29 March 49 Date of Interview 4 April 49

2. Exact Time (local)(1) 2205 (2) 2236

3. Place of Observation Shemya AFB, Alaska

4. Position of observer (1) Air, B-29 (a) 2500 ft, 90° heading (2) Air B-29 (a) 50 Southwesterly Course

5. What attracted attention to object. White light

6. Number of objects 1

7. Apparent size

8. Color of object White

9. Shape of light

10. Altitude (1) 2400 ft (2) 4000 ft

11. Direction from observer (1) straight ahead (2) Southerly

12. Distance from observer (1) Passed under ship, 100 ft below (2) Passed over ship, 1000' above.

13. Direction of flight of object(s) (1) East to west (2) Northerly

14. Time in sight

15. Speed 200-300 MPH

16. Sound and odor

17. Trail

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on Clouds

23. Additional Information Concerning Object-

24. Weather Conditions. Visibility good, ceiling unlimited.

(over)

UNCLASSIFIED

Incident 379

Name and address of observer:

1st Lt Robert A. Dittmar, 375th Rec'n Sqd (VLR) Wea
Hq 502lst Air Base Sqd, Shema AFB
APO 729, U. S. Army

Occupation and hobbies:

Officer USAF
Weather Observer

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

NARRATIVE SUMMARY:

STATEMENT: 1st Sighting

"Altitude B-29 2500 feet indicated on pressure altimeter. Light approximately 100 feet below. Approximately heading of B-29 45 degrees true. Approximate apparent heading of light 245 degrees true. Intensity estimated as that of a 40 watt bulb at 200 feet. Weather clear over the island at the time. 3/10 to 5/10 strato cumulus clouds in the vicinity of the island. Visibility unlimited at 2500 feet."

2nd Sighting

"Altitude B-29 5000 feet indicated and actual radar height. Light estimated 1000 feet above. Heading of B-29 southerly on north leg of range. Heading of light northerly. Same intensity as first sighting. Weather 3/10 to 5/10 strato cumulus clouds tops to 5100 MSL. B-29 in the clear at the time. Visibility unlimited.

Base weather sent up an upper wind balloon shortly after the sightings. It was of the penlight cell type. We were on a southerly heading at the time and I picked out this light when approximately 15 miles out, yet I did not see the "light" until we were no more than 300 yxxxxx yards from it. There was no resemblance between the two lights. The pilot balloon light was bright and hardly more than a pinpoint and the other light was dull and of a yellowish tinge and fairly large.

The pilot balloon was released from base operations and went up in a slightly south easterly direction over the water and directly ahead at our altitude while we were flying the north leg of the beam. Yet the "light" was north east of base operations by at least 500 yxx yards on the first sighting.

At both sightings the light appeared to be moving toward us at a high speed."

/s/ Robert A. Dittmar
ROBERT A. DITTMAR
1st Lt USAF
Weather Observer
375th Ron Sq (VLR) Wea

2 Sightings

UNCLASSIFIED

INCIDENT NO. 379

1. Date of Observation 29 March 1949 Date of Interview 4 April 1949

2. Exact Time (local) (1) 2205 (2) 2236

3. Place of Observation Shamya, AFB, Alaska

4. Position of observer (1) Air, B-29 (a) 2500 ft, 45° T heading, (2) Air, B-29, 5000 Southernly course

5. What attracted attention to object.

6. Number of objects 1

7. Apparent size Larger than pilot balloon light

8. Color of object Dull yellowish tinge

9. Shape of light

10. Altitude 2400 ft

11. Direction from observer

12. Distance from observer 300 yds

13. Direction of flight of object(s) (1) 245° T heading, (2) Northernly

14. Time in sight 3 minutes

15. Speed High speed

16. Sound and odor

17. Trail

18. Luminosity of 40 watt light bulb

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on Clouds

23. Additional Information Concerning Object- Pilot balloon released, went up in slig SE direction yet light was NE.

24. Weather Conditions. (1) Clear .3 to .5 strato cumulus clouds, visibility unlimite at 2500 ft (2) tops at 5000 MSL

(over)

1. Aircraft

UNCLASSIFIED

AF FORM 112 PART I

APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR FORCE REPORT NUMBER

COUNTRY

Alaska

REPORT NO.

I-2(-10)

AF-6449

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Sighting of Unidentified Flying Object

AREA REPORTED ON

Alaska

FROM (Agency)

Director of Intelligence, Alaska

DATE OF REPORT

19 April 1949

DATE OF INFORMATION

4 April 1949

EVALUATION

B-7

PREPARED BY (Officer)

Lt R E Smythe

SOURCE

Hq 5021st Air Base Squadron

REFERENCES (Control number, directive, previous report, etc., as applicable)

Confidential wire from Commanding General, Alaskan Air Command, AC

THRU: Dir Intel, Hq

SUMMARY: Hq USAF, Directorate of Intelligence, Intelligence Reg Div, Collection Br

COMMENTS: USE REVERSE SIDE OF CARD

EVALUATION

CARD

6

EXCELL
SPECIFIC
USABLE
TOO GENERAL
NOT USABLE
PROMPT
IN REAS. TIME
DE-LAYED
X 1
Y 2
Z 3
MATERIAL
EVALUATION
REPORT SOURCE
MONTH OF INFO
YEAR OF INFO
COUNTRY

[redacted]

INCOMING MESSAGE

[redacted]

WR 012

[redacted]

WHE

[redacted]

FROM HQ,ALASKAN AIR COMD FTRICHARDSON ALS
TO CINCAF WASH DC
INFO AMCWPAFB

A2526AACOID-6-1581 PASS TO DIRECTOR OF INTELLIGENCE.
UNIDENTIFIED AIRCRAFT SIGHTING MADE BY LOCH A FLIGHT
NUMBER 62 LOCAL OUT OF SHEMYA. BLUISH WHITE LIGHT OBSERVED
BY 4 CREW MEMBERS FOR PERIOD OF 3 MINUTES AT 6000 FEET,
APPARENT DIRECTION OF MOVEMENT NORTH. INITIAL REPORT
INDICATED JET EXHAUST CONE; BUT IMPOSSIBLE TO CONFORM AS JET
AIRCRAFT SINCE NO SILHOUETTE WAS DISCERNIBLE. APPARENT
MOVEMENT OF EXHAUST RESEMBLED LIGHT EXPERIMENTAL PLANE.
SPEED AND PLANE OF MOTION PROMPTED OBSERVERS TO DISCOUNT
PIBAL OR METEOR AS LIGHT ORIGIN. NO AIRCRAFT REPORTED IN
LOCAL AREA AT TIME OF SIGHTING, 300933Z MARCH. EVALUATE
INFO AS B3

-3

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

MCAG Form No. 22
(Rev 25 Oct 48)

WF-L-16 FEB 49 10M

[redacted]

E/bpj

(ec)

SECURITY	ORIGINAL REPORT NO.	I.P. NO.	T.D.U. NO.	A.T.I. NO.	NAP NO.
U R C S LIM	DIAAC/IR-16-49				3921

REFERENCE NOS. OF ATTACHMENTS: W/4 Incls (as listed) | REF. CODES | K.O. NO. AF-6425

TITLE: Sighting of Unidentified Flying Object

SUB-TITLE: T.I.& I MIF 28

AUTHOR(S): R.E. Smythe

ORIG. AGENCY: Director of Intel. Alaskan Air Command (3517)

DIV. HEAD(S):

SECT. HEAD(S):

SUBJ. HEAD(S):

TRANSLATION: PRIORITY 1 2 3 | COMPLETE | DIGEST | EXTRACT

ISSUE DATE: 4 Apr 1949

DISTR. CODE NO. | ☐ LOANED DOCUMENT

COUNTRY: Alaska (3c)

LANGUAGE: English

DATE: 6/6/49

TECH INTELLIGENCE DIVISION OFFICE: 1 2 3 4 5 6 7 8 9 10

1

AXS-1

PROCESSING PRIORITY	CODING	SOURCE	A	B	C	D	E	F
1		CREDIBILITY	1	2	3	4	5	6
2		RELIABILITY	11	12	13	14	15	16
3		TREATMENT	21	22	23	24	26	26
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SIGNED _____ APPROVED _____ DATE _____

RECOMMENDED CHANGE IN SECURITY CLASSIFICATION	U	R	C	S	DATE

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	64425
Intelligence Division Alaskan Air Command	IR-16-49	PAGE 1 OF 3 PAGES

1. Two (2) separate sightings were made by a B-29 crew of the 375th Reconnaissance Squadron (VLR) Weather on 29 March 1949, which indicate the possible presence of an alien aircraft.

a. The first sighting was made at 2205 local time at 5500 feet with the heading of the B-29 45° true and the apparent heading of the object 245° true. The object showed a dull yellowish light and was traveling at an estimated 200 - 300 mph, passing under the B-29 with about 100 foot clearance.

b. The second sighting was made at approximately 2236 local time at an altitude of 5000 feet. The B-29 was on a southerly course when the object passed over about 1000 feet above, heading in a northerly direction at a fast rate of speed.

c. The intensity of the light at both sightings appeared about the same and was readily distinguishable from a pilot balloon.

d. Weather at both sightings was 3/10ths to 5/10ths strato cumulus cloud tops to 7100 MSL. Visibility unlimited.

e. The only reported traffic was a Northwest Airlines aircraft which had taken off around 2200 and was reporting on course.

2. Comments of preparing officer:

It can be seen from the accompanying sketch that shown is well within the range of conventional aircraft from any of the four bases listed, although the presence of jet aircraft would be problematical based on performance of our F-80 with tip tanks. Facts which serve further to discount the presence of jet aircraft in the area are:

a. It is extremely difficult to see the exhaust of a jet aircraft unless nearly astern.

b. It is impossible to see the exhaust when approaching head-on.

Raymond L. Smyth
RAYMOND L. SMYTH
1st Lt, USAF
Asst, Counter Section
Office of Director of Intelligence
Alaskan Air Command

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENCE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. — 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted]
(CLASSIFICATION)

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DOD DIR 5200.10

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[redacted]
(CLASSIFICATION)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
	[illegible]	af-644235-1

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Sighting of Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Alaska	Director of Intelligence, Alaskan Air Command

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
19 April 1949	4 April 1949	C-7

PREPARED BY (Officer)	SOURCE
Lt R L Smythe	Ft Yukon Air Force Station

REFERENCES (Control number, directive, previous report, etc., as applicable)
Confidential WIC Flash Communication, Alaskan Air Command. AAC-6-1[illegible]
DTG 05[illegible]Z.

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

On 4 March 1949 crewmembers of B-29 aircraft, assigned to the 37[illegible]th Reconnaissance Squadron (VLR) Weather, sighted an unidentified flying object over Shemya, Alaska at approximately 2400 feet, speed estimated between 200 and 300 mph.

APPROVED:

GEORGE BROWN
Major, USAF
Director of Intelligence

INCLS

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]

T.I.C.I. M.F. 28

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[redacted]
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39241

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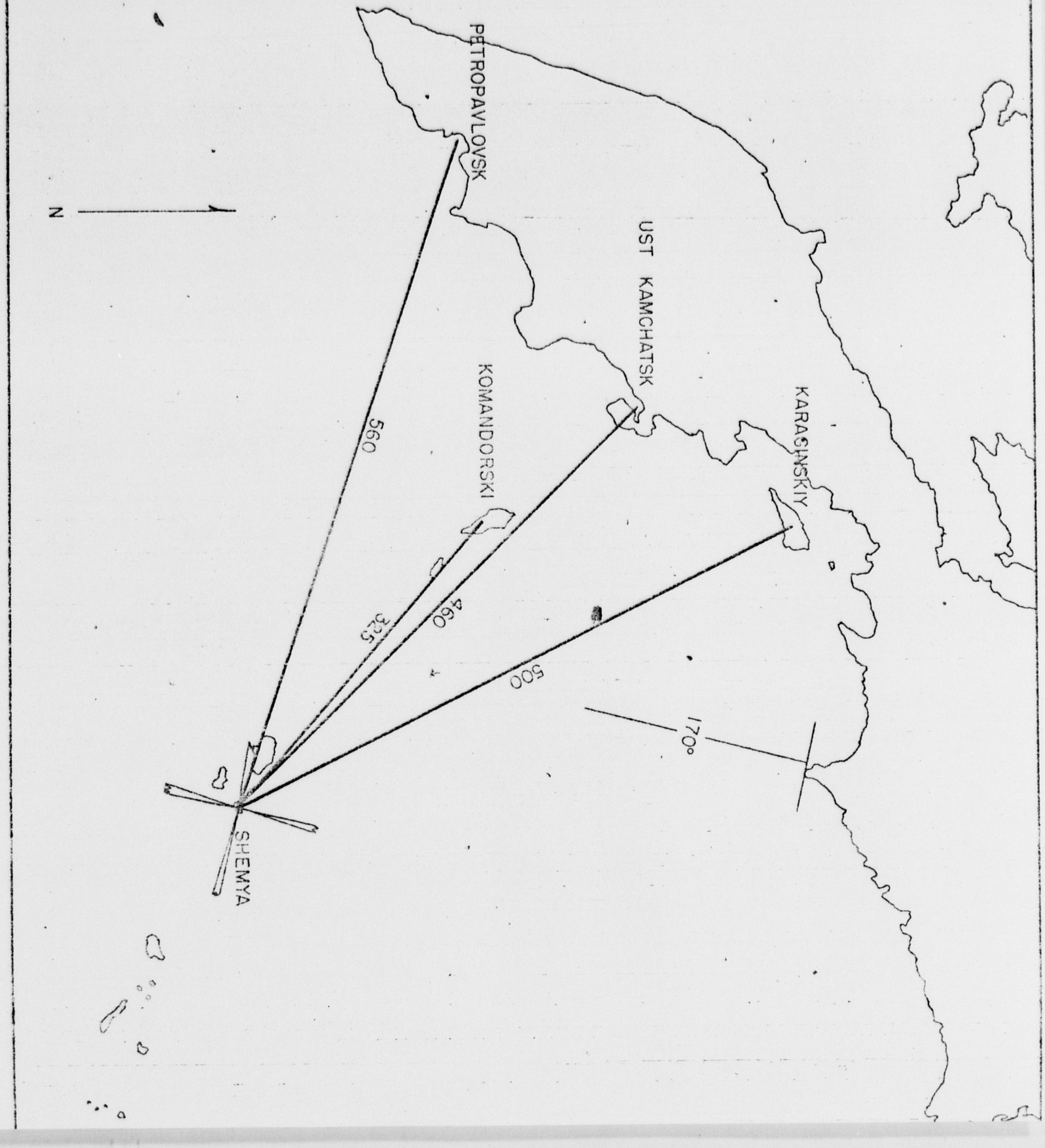
AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	64425
Intelligence Division Alaskan Air Command	IR-16-49	PAGE 1 OF 3 PAGES



UNCLASSIFIED CONFIDENTIAL

[redacted] 64425-1

[redacted]

[redacted]

[redacted]

[redacted] August 1949

STATEMENT

1st Sighting:

"At [redacted] B-29, 2500 feet indicated on pressure altimeter. Light approximately 100 feet below. Approximately heading of B-29, 45 degrees true. Approximate apparent heading of light, 225 degrees true. Intensity estimated at least one 40 watt bulb at 200 feet. Weather- clear over the island at the time. 3/10 to 5/10 strato cumulus clouds in the vicinity of the island. Visibility unlimited at 2500 feet."

2d Sighting:

"At [redacted] B-29, 5000 feet indicated and actual radar height. Light estimated 1000 feet above. Heading of B-29 southerly or north. Light varying. Heading of light northerly. Same intensity as first sighting. Weather- 3/10 to 5/10 strato cumulus clouds tops to 5500 MSL. B-29 in the clear at the time. Visibility unlimited.

Base [redacted] sent up an upper wind balloon shortly after the sightings. It was of the penlight cell type. We were on a southerly heading at the time and I watched our ship's light until we were approximately 15 miles out. Yet I did not see the light until we were no more than 300 yards from it. There was no resemblance between the two lights. The pilot balloon light was bright and steady more than a pinpoint and the other light was dull and of a yellow tint tinge and fairly large.

The pilot balloon was released from base operations and went up in a slightly south easterly direction over the water and directly ahead of our altitude while we were flying the north leg of the beam. Yet the light was northeast of base operations by at least 500 yards on the first sighting.

At both sightings the light appeared to be moving toward us at a high speed."

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

[redacted]

UNCLASSIFIED CONFIDENTIAL

CONFIDENTIAL

64425

[redacted]

STATEMENT

"Precision observation was made of an object which passed over the Island of Shemya at approximately 2500 feet. The time was approximately 2205 local time, February 9th. Visibility was good. A range of [illegible] miles was observed. The object appeared as a white light approximately three times as bright as the brightest star. At the same time the light executed a 180 degree clearance. At the same time the light executed a 90 degree clearance. At the same time the light executed a 90 degree clearance. The apparent speed of the object was fairly fast. (Approximately 200 - 300 miles per hour).

"The second observation was made at approximately 2236 local. One Post Man was just South of Shemya at approximately 5000 feet. Visibility was good and ceiling was unlimited. We were in a turn to the North and our ship was heading in a South Westerly direction when the White Light was observed to pass over the aircraft in a Northerly direction at a fast rate of speed. The object appeared to be approximately 1000 feet above our ship.

"No further sightings were made."

[redacted]
[redacted]
[redacted]

CONFIDENTIAL

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

[redacted]

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CONFIDENTIAL

HEADQUARTERS [illegible] AIR BASE SQUADRON
SHEMYA AIR FORCE BASE
APO 729, U S Army

64425

SUBJECT: [illegible]

On the night of 29 March 1949 I took off from Shemya at 2140 hours, BST, on a routine Low Altitude weather reconnaissance mission. Since an engine was feathered shortly after takeoff, I decided to remain aloft over Shemya approximately three hours to lighten the weight of the aircraft before landing. At approximately 2215 hours while approaching Shemya range from the southwest at an altitude of 2480 feet, the co-pilot and left scanner reported a light object approximately 100 feet below us. This was reported to Sanchi tower and asked if there were any other aircraft in the vicinity. The only reported aircraft was a Northwest Airlines aircraft which had taken off a few moments previously and reported to be on course. I alerted the entire crew to be on the lookout for any aircraft in the vicinity.

At approximately 2225 hours while on a procedure turn at 5000 feet just south of the island a light was sighted approaching from our left. This was clearly seen to pass directly overhead and on to our right to vanish among scattered clouds in the distance. Since we were on a turn and on a westward heading at the time, the light was on a northerly heading. At the time I judged it to be 1000 feet above us and traveling 300 - 400 miles per hour. The possibility of this light being a meteor confronted me, but it was traveling in what seemed a definite horizontal altitude and the light seemed steady in intensity, which diminished the possibility of this being a meteor. The light itself seemed to be a blue-white color and had the appearance of an exhaust in shape. This was reported to Sanchi tower.

There were no further observations.

James S. Lisk
JAMES S. LISK
1st Lt. USAF
AO 777650
Pilot

End of

CONFIDENTIAL

Incident #272

ATIC NO. - - -

AF NO. - - -

DATE OF INFO 30 & 31 [illegible] 1949

LOCATION Adelaide, Pa.

SOURCE MR Norton

DATE IN ATIC - - -

TIME 2400 & 0030

COLOR Dull white

TYPE V-21 in V-formation

SIZE "Terrific"

SHAPE Office clock

AIRCRAFT V, 3 High

COURSE From E & turned S

LENGTH OF TIME (SECONDS) 60 & ca.

NO. IN GROUP 20

TYPE OF OBSERVATION Ground

SOUND - - -

MANEUVERS - - -

PHOTOS - - -

SKETCHES - - -

Temporary ATIC Form 329
(2 Jan 52)

Othey (Birds)

[redacted]

File No. 24-17

UNCLASSIFIED

DETAILS:

This is a joint investigation of S/A DONALD E. SHARPE and the writer.

AT AMBRIDGE, PA.

1. On 27 April 1949, Mr. PETER HILDEBRAND, RD #2, Marion Hill, New Brighton, Pa. was interviewed in the Yardmaster's Office, Spang Chalfant Corp. Ambridge, Pa. and stated in substance that on 30 March 1949 at approximately 2400 hours, while working as conductor in the railroad switching yards of the above corporation, he happened to look up at the sky towards the east and saw what appeared to be a ragged V formation of round, ball shaped objects moving across the sky at a terrific speed, which he declined to estimate. He was unable to state at what angle or altitude the objects were, except that they were either very high, or were smaller than he thought, and that they approached from the east, passed over-head, and turned abruptly south, then disappeared. HILDEBRAND stated that when he sighted the objects, he was standing on the Diesel Switching Locomotive platform with CHARLES F. BOLES, brakeman. The locomotive was facing north on the track, and he and BOLES were at the southwest corner of the engine. Upon sighting the objects, HILDEBRAND stated he immediately called BOLES' attention to them. HILDEBRAND said that the objects were not like those he and CHARLES WERNER had sighted on 17 December 1948, but were of a rounder shape, resembling a ball. (Attention is invited to Report of Investigation, this office, file #24-9, period covered 10, 24 February 2, 3 March, 1949). HILDEBRAND stated that there appeared to be a group of 20 objects, and that he had them in sight for approximately 60 seconds. He did not notice any projections, fins, propellers, noise, vapor trails, or any light from the objects except that they were a dull white color and did not appear to be lit from the inside. Again at 0030 hours, 31 March 1949, HILDEBRAND sighted the objects which reappeared from the east, in a formation similar to that previously sighted. HILDEBRAND shouted, and drew CHARLES SRADOMSKI'S attention to the objects. This time, HILDEBRAND stated, the objects were again in his view approximately one minute before disappearing towards the south after having followed the same route as previously. HILDEBRAND stated that he has no hobbies, and is entirely occupied with his position and his family. He indicated surprise that he has seen the unidentified objects twice within a short period of time, and that no one else besides SRADOMSKI, BOLES, and WERNER had seen them. In conclusion, HILDEBRAND stated he would stake his character and integrity and swear that he saw the objects, and he regrets that he cannot describe them better, or more accurately.

2. Records of the Spang Chalfant Corp. were examined and disclosed that HILDEBRAND was given a physical examination on 6 April 1948. On the American Optical Sight-Screener test his vision was recorded as 20/30; depth perception for distance fair; and for closeness, missed completely; muscle balance good; color perception normal.

AT NEW BRIGHTON, PA.

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3. Records of the New Brighton, Pa. police department were checked relative to HILDEBRAND with negative results.

[redacted]

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-17

DATE MAY 27 1949

REPORT MADE BY
TONEY ZEVRAIS

REPORT MADE AT
DO #3, 1612 S. Cameron St, Harrisburg, Pa.

PERIOD
25, 26, 27 Apr 49

OFFICE OF ORIGIN
DO #5, Wright-Patterson AFB, Dayton, Ohio

STATUS
RUC

TITLE

PROJECT GRUDGE
Incident, Ambridge, Pa,
31 Mar 49

UNCLASSIFIED

CHARACTER
SPECIAL INQUIRY

REFERENCE
Report of S/A John E. Morrill, W/P AFB, Dayton, Ohio, dtd 12 Apr 49, file 24-21A

SYNOPSIS

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

On 30 Mar 49, at approximately 2400 hrs, at Ambridge, Pa, PETER HILDEBRAND, conductor in the Railroad Switching Yards, Spang Chalfant Corp, Ambridge, Pa, claims to have observed the ragged "V" formation of approximately 20 round, ball-shaped objects moving from east to west across sky at terrific speed and at an altitude of approximately 15,000 ft. CHARLES F. BOLES, Brakeman, co-worker of HILDEBRAND, also witnessed the phenomena. At 0030 hrs, 31 Mar 49, HILDEBRAND claimed objects reappeared. CHARLES SPADOMSKI, another co-worker of HILDEBRAND, saw objects and claims they were in formation of 3 "V" formed elements. All stated objects traveled at terrific speed, had no external projections, no sound and left no vapor trail. BOLES and HILDEBRAND described objects as ball-shaped; SPADOMSKI described objects as resembling inverted saucers. Weather reports indicate that weather conditions were not favorable.

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Hq OSI, Wash, D.C. 2

File 2

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Air Force Base
Dayton, Ohio

APPROVED

for Beecher B. Boyd Jr Capt
MITCHELL G. PRESNELL
Major, USAF
District Commander.

FILE STAMP

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which [redacted]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

24-17

[redacted]

UNCLASSIFIED File No. 24-17

AT AMBRIDGE, PA.

4. On 27 April 1949, Mr. CHARLES F. BOLES, RD #1, Wexford, Pa. was interviewed in the Yardmaster's Office of Spang Chalfant Corp. Ambridge, Pa. and stated in substance that about midnight on 30 March 1949 he was with HILDEBRAND standing on the left rear of the platform of a Diesel switching engine on the north south spur track in the rail yards of the above corporation, when a shout from conductor HILDEBRAND attracted his attention. He turned around and saw HILDEBRAND pointing up into the sky towards the east, and noticed what appeared to be a group of approximately 20 objects about the size of an office clock in a ragged V formation. The objects appeared to be chalk white, had no glare, were perfectly round like a ball, and appeared to be at an altitude of 15,000 to 20,000 feet. When first sighted, they were about 45° above the horizon, approximately over his home town, which is Wexford, Pa. They were moving from east to west and turned to the south approximately overhead. They got smaller when they turned and abruptly disappeared out of sight. BOLES estimated the time they were in sight to be 45 seconds or less. He estimated the speed to be approximately 1500 miles per hour. The objects gave no sound, there were no unusual noises, they left no trail, such as vapor or smoke and he stated there was no luminosity. The objects had no projections such as fins, wings, rods, antennae, propellers or ducts. The objects, while they were in his sight, appeared to be weaving or fluttering and at times swerved from side to side and several crossed over each other. The objects at all times appeared to be flying above the clouds and had no effect on the clouds, cast no shadows nor did he lose sight of them in the clouds until the time they disappeared completely. BOLES stated that the weather at the time he sighted them consisted of a long narrow break in the over-cast which he estimated to be about 3 miles wide and 4 miles long. There were broken and scattered clouds and he could see the moon and the stars where the break was. The rest of the sky consisted of dark clouds which were solid in some parts. BOLES stated his occupation is a brakeman for the above corporation in the switch yards. His hobbies consist of building airplane models and raising hunting dogs. BOLES stated that in his estimation the objects could not be man-controlled as they were traveling at too terrific a speed, and maneuvered too abruptly. He was positive the objects were not reflections from search lights, reflections from the Jones & Laughlin Steel plant furnaces or any reflection upon the sky. He stated he was positive the objects were some kind of a machine moving through the sky, and that he would swear to it that he actually saw them and that they were not hallucinations on his part. He stated that if his attention had not immediately been called to them by HILDEBRAND he would not have seen them since they were moving across the sky at such a great speed. He did not see the objects when HILDEBRAND claims to have seen them the second time that night.

5. A check of the records of the Spang-Chalfant Corp. revealed that BOLES was given a physical examination 6 April 1948. On the American Optical Sight Screener Test his vision was recorded as 20/20; binocular vision; depth perception perfect; muscle balance perfect, and color perception normal.

UNCLASSIFIED

[redacted]

[redacted]

File No. 24-17

AT WEXFORD, PA.

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6. The Police Department at Wexford, Pa. was checked relative to BOLLS with negative results.

AT LEETSDALE, PA.

7. On 26 April 1949, Mr. CHARLES SRADOMSKI, 146 Broad St. Leetsdale, Pa. was interviewed at his home, and stated in substance that on 31 March 1949, at approximately 0020 hours, while working as scale-man at track eleven, freight yards, Spang Chalfant Corp., which is approximately 2 miles north of Ambridge, Pa. his attention was attracted by a shout from PETER HILDEBRAND, conductor, who pointed up into the sky and said, "There they are again". SRADOMSKI was standing on the ground on the west side of a Diesel locomotive. He looked up to the east over the locomotive and about 45° from the horizon and saw a formation of what appeared to be about 40 round objects, each of which resembled 2 saucers placed together so that the top and bottom of the objects were convex. The objects were estimated to be at approximately 15,000 to 20,000 ft. altitude and at that altitude appeared to be about the size of a wall clock (approximately 18 inches in diameter). They were golden in color and some appeared spotted darkly. All appeared to be internally lighted and there were no external projections or propellers. There were no sounds, odors, vapor trails nor traces of exhaust. The formation consisted of three V formed elements. The first element was estimated to consist of 18 or 20 objects, the second element which followed immediately after the first consisted of approximately 11 or 12 objects and the third element which followed immediately after the second, definitely consisted of 8 objects. The formation was traveling from east to west at what appeared to be tremendous speed, estimated at 1500 mph. It passed directly over the Spang Chalfant Corp. and turned south over the Jones and Laughlin plant which is directly west of Spang Chalfant Corp. across the Ohio river. The blast furnaces at Jones and Laughlin were in operation and cast a reddish glow into the sky. Over that plant the third object from the lead on the left side of the last element seemed to drop out of the formation, bank to one side at approximately a 90° angle as if to observe below. This object then resumed its place inthe formation and the formation abruptly disappeared to the south. SRADOMSKI estimated that the objects were in his sight for 10 seconds or less as they passed through a huge break in some clouds. The stars and moon were visible, and visibility was good through this break in the clouds. SRADOMSKI drew a sketch of the formation immediately after the sighting and left it in the trainmaster's office at Spang Chalfant Corp. The sketch is appended to this report and marked "Exhibit 'A'". The notations in red pencil on the sketch were written by PAUL MARTIN, yardmaster, prior to SRADOMSKI'S using the paper for the sketch and have no bearing on the sketch. It was learned from SRADOMSKI that he operates an Esso Service Station in the rear of his home during his off duty hours. SRADOMSKI stated that he had notified the Ambridge Citizen Newspaper Office of the incident on the morning of 31 March 1949 as he thought people would be interested in reading about it. SRADOMSKI stated that he held a private pilot's license in 1932, having approximately 75 hours in

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a Taylor Cub, but has not flown since that time. He has no hobbies as he is entirely occupied with his job as brakeman, and operating his service station. SRADOMSKI, in conclusion, avowed he would swear on the Bible he saw the objects regardless of what anyone thought.

AT AMBRIDGE, PA.

8. Records of the Spang-Chalfant Corp. Ambridge, Pa. disclosed that SRADOMSKI is 39 years of age, attended 9 years at Leetsdale Grammar School, and is the father of two children. He was rated as 3-A during the War by Draft Board #13, Leetsdale, Pa. and was hired on 1 May 1942 as a laborer. He quit of his own accord on 20 July 1942, and was re-employed as a brakeman on 26 March 1945. A check of the physical examinations charts disclosed that SRADOMSKI on 6 April 1948 was given a physical examination and that on the American Optical Sight-Screener test his vision was recorded as 20/20; binocular vision; depth perception perfect; muscle balance perfect; color perception normal.

AT LEETSDALE, PA.

9. Records of the Leetsdale, Pa. Police Department were checked relative to SRADOMSKI with negative results.

AT AMBRIDGE, PA.

10. On 25 April 1949, Mr. E. L. CRANE, Industrial Relations Supervisor, Spang Chalfant Corp. Ambridge, Pa. was interviewed in his office regarding PETER HILDEBRAND, CHARLES BOLES and CHARLES SRADOMSKI. CRANE stated in substance that he had already rendered an opinion on HILDEBRAND regarding his veracity, character and integrity several weeks ago to the writer and that his opinion had not changed since. At that time CRANE stated that although he never had occasion to have personal contact with HILDEBRAND he could definitely state that from the viewpoint of employer-employee relationship, his work, character and integrity were beyond reproach. HILDEBRAND has been employed in the freight yards for over 12 years and on no occasion has given cause for suspension or reprimand. He is considered a good, solid American citizen, and a typical family man of the community. Physically and mentally, he is in excellent condition, due to the nature of his work, which necessitates coordination and good eyesight as his work in the switchyards is at night. Concerning SRADOMSKI and BOLES, CRANE stated that although he never had occasion to have personal contact with either of them, he would definitely state that both were satisfactory employees whose character and integrity were above reproach. CRANE stated that SRADOMSKI is well liked by his fellow employees, that he was intelligent and that physically and mentally both SRADOMSKI and BOLES were in excellent condition and in his estimation not subject to hallucinations. He did not consider them the type to play practical jokes in view of the seriousness of the incidents.

11. On 25 April 1949, Mr. PAUL MARTIN, Yardmaster, Spang Chalfant, Ambridge, Pa. was interviewed in his office and stated that he has been personally acquainted with HILDEBRAND and SRADOMSKI for years, both as their friend

and supervisor. His opinion of HILDEBRAND has not change since rendered several weeks ago concerning a similar incident. At that time he stated he is personally acquainted with HILDEBRAND for over 12 years, both as a friend and a supervisor. HILDEBRAND is a car conductor, responsible for the shifting and making up of freight cars, in and out of the Corporation's yards. MARTIN stated that in his estimation, HILDEBRAND is a good, sober citizen whose veracity he would never doubt, and on no occasion has he had cause to mistrust or reprimand him. BOLES is a newcomer in the plant having been there approximately a year. He is well liked and is a good worker, seems intelligent, honest, and is not the type to be a practical joker. MARTIN stated that in his estimation the trio are good, sober citizens whose veracity he would never doubt and on no occasion has he had cause to mistrust, reprimand, or suspend any one of them.

AT MCKEESPORT, PA.

12. On 26 March 1949, Mr. JOHN M. DAVIS, Chief Aircraft Communications, Allegheny County Municipal Airport, McKeesport, Pa. was interviewed concerning radio contacts made with aircraft in flight in the Pittsburgh area on the night of 30 March 1949. Radio contacts are as follows:

2306 hours, 30 March 1949, radio contact with AF 7838 reporting position as over Pittsburgh, at 7,000 feet, destination Bedford, Pa.

2308 hours, same aircraft requested instrument flight plan via green 4 to Harrisburg.

2310 hours, same aircraft received traffic control clearance from Pittsburgh radio as follows: Airways traffic control clears 7838 to Harrisburg to maintain 7000 feet until further advised. Maintain altitude until Altoona, then contact Harrisburg for further clearance beyond Harrisburg. Verify route at Altoona.

2311 hours, same aircraft reported route as green 4, red 33, red 13.

2312 hours airways traffic control cleared same aircraft via green 4, red 33, red 13 to Bedford airport at 7,000 feet, altitude to be maintained to Altoona and Harrisburg. No other flights were recorded until 0800 hours, 31 March 1949.

13. On 26 April 1949, the records of the Weather Bureau, Allegheny County Airport, McKeesport, Pa. were examined and revealed the following existing weather conditions at the times and dates indicated:

2330 hours 30 March 1949 - Measured observation; ceiling 6500 ft overcast; visibility, 3 mi w/smoke; temperature, 59°F; Dew Point, 46; Surface winds, NE @ 12 knots; Altimeter, 29.81.

0030 hours 31 March 1949 - Measured observation; ceiling 6500 ft broken, 12,000 overcast; visibility, 3 mi w/smoke; temperature, 57°F; Dew Point, 45; Surface winds, ENE @ 5 knots; Altimeter 29.81.

[redacted] UNCLA[redacted]

[redacted] UNCLASSIFIED

File No. 24-17

AT CORAOPOLIS, PA.

14. On 26 April 1949, a check of the files of the Airways Communication Service, Greater Pittsburgh Airport, Coraopolis, Pa. for the hours of 2330, 30 March 1949 to 0030 31 March 1949 disclosed no recorded information regarding incoming and outgoing flights of military aircraft.

15. On 25 April 1949, the records of the Weather Section, Greater Pittsburgh Airport, Coraopolis, Pa. were examined and revealed the following existing weather conditions at the times and dates indicated:

2330 hours, 30 March 1949 - Special Measured observation; ceiling 6500 ft. overcast; visibility, 3 mi w/smoke; temperature 59°F; Dew Point 46; Surface winds, NE@ 12 knots; Altimeter, 29.84.

0030 hours, 31 March 1949 - Measured observation; ceiling 7000 ft. overcast; visibility, 6 mi w/smoke; temperature, 57°F; Dew Point, 54; surface winds, ENE @ 5 knots; Altimeter, 29.83.

AT PITTSBURGH, PA.

16. Files of the Federal Bureau of Investigation, Pittsburgh, Pa. were checked relative to CHARLES SRADOMSKI, CHARLES BOLES and PETER HILDEBRAND, with negative results.

Inclosure:

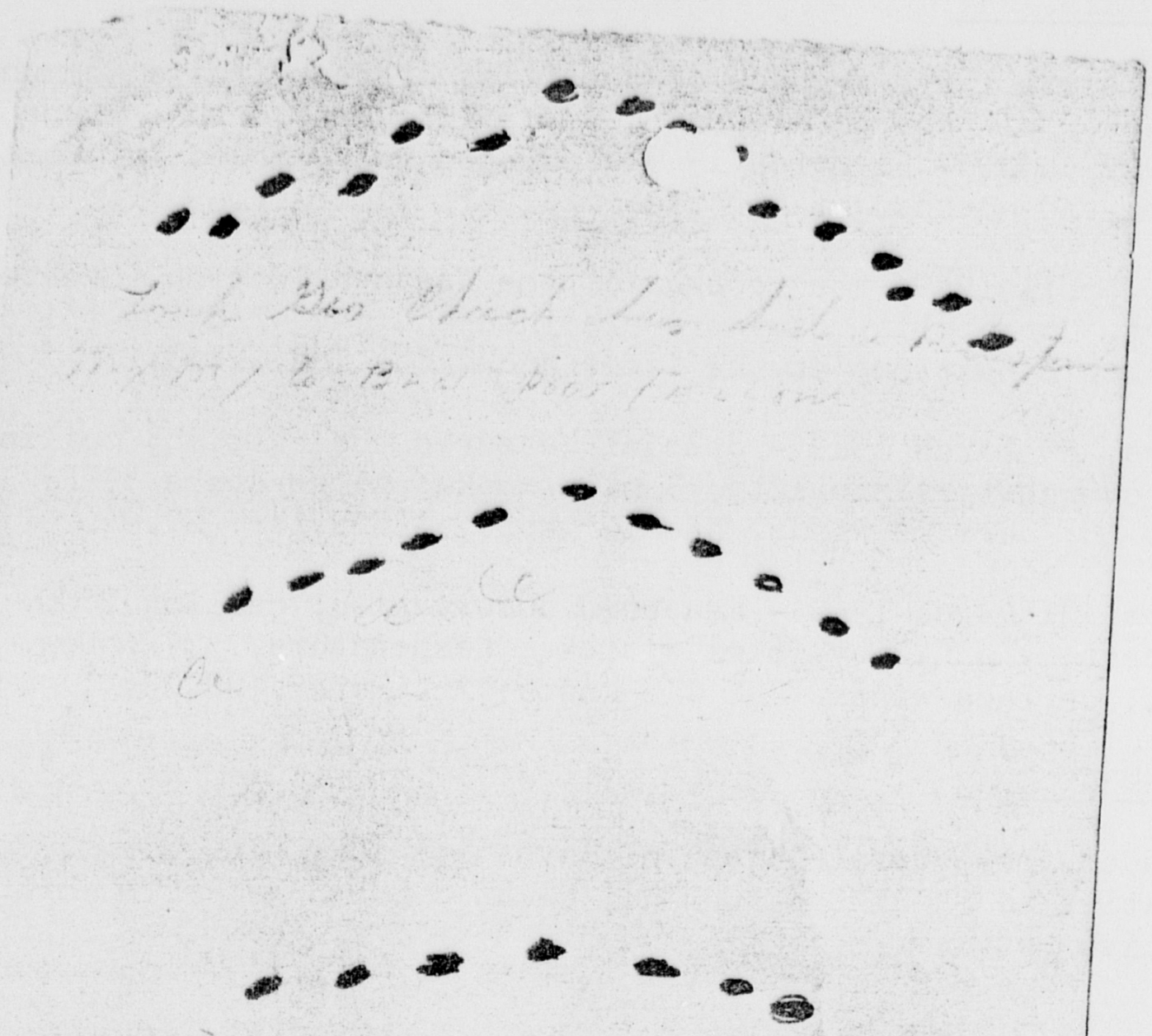
FOR DISTRICT OFFICE NO. 5. WRIGHT PATTERSON AFB, DAYTON, OHIO

Exhibit "A"

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

UNCLASSIFIED

[redacted]



(Chart 4)

12 20 AM 3/31/49

THE FLYING DISKS

Name and address of observer:

Mr. [redacted] R.D #2, Marion Hill, New Brighton, Pa.

Occupation and hobbies:

RR Conductor

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

Character and integrity beyond reproach.

NARRATIVE SUMMARY:
AT AMBRIDGE, PA.

On 27 April 1949, Mr. [redacted] Marion Hill, New Brighton, Pa, was interviewed in the Yardmaster's Office, Spang Chalfant Corp., Ambridge, Pa., and stated in substance that on 30 March 1949 at approximately 2400 hours, while working as conductor in the railroad switching yards of the above corporation, he happened to look up at the sky towards the east and saw what appeared to be a ragged V formation of round, ball shaped objects moving across the sky at a terrific speed, which he declined to estimate. He was unable to state at what angle or altitude the objects were, except that they were either very high, or were smaller than he thought, and that they approached from the east, passed over-head, and turned abruptly south, then disappeared. [redacted] stated that when he sighted the objects, he was standing on the Diesel switching Locomotive platform with [redacted] brakeman. The locomotive was facing north on the track, and he and [redacted] were at the southwest corner of the engine. Upon sighting the objects [redacted] stated he immediately called [redacted] attention to them. [redacted] said that the objects were not like those he and CHARLES WERNER had sighted on 17 December 1948, but were of a rounder shape, resembling a ball. (Attention is invited to Report of Investigation, this office, file #21-9, period covered 10, 24 February 2, 3 March, 1949) [redacted] stated that there appeared to be a group of 20 objects, and that he had them in sight for approximately 60 seconds. He did not notice any projections, fins, propellers, noise, vapor trails, or any light from the objects except that they were a dull white color and did not appear to be lit from the inside. Again at 0030 hours, 31 March 1949 [redacted] sighted the objects which reappeared from the east, in a formation similar to that previously sighted. [redacted] shouted, and [redacted] attention to the objects. This time [redacted] objects were again in his view approximately one minute before disappearing towards the south. After having followed the same route as previously [redacted] stated that he has no hobbies, and is entirely occupied with his occupation and his family. He indicated surprise that he has seen the unidentified objects twice within a short period of time, and that no one else besides [redacted] had seen them. In conclusion [redacted] stated he would stake his character and integrity and swear that he saw the objects, and he regrets that he cannot describe them better, or more accurately.

FLYING SAUCERS OBSERVED BY 3

At Midnight Hour, It Is Claimed

AMBRIDGE, Mar. 31. — Three employes of Spang Chalfant reported seeing 'flying saucers' last night about the midnight hour. They claimed it was the second time in the past three months.

The three, Charles Sradomski, Leetsdale; Charles Boles, Wexford and Pete Hildebrand, Freedom, stated today that the first formation of some 20 'saucers' of circular objects of golden color were moving north in the sky.

Traveling at a fast rate, the 'saucers' were very high and maneuvered about in the northern flight without noise.

In the next 20 minutes, the trio claim they saw two more formations, one of about 12 and another about eight.

The 'saucers' observed three months ago were not reported to the newspapers but the men claim the Army Intelligence came to this district to investigate the matter a few days later.

146 Broad St Leetsdale
RD #1 Wexford.
RD #2 Marion Hill
New Brighton

INCIDENT NO. 272 A

1. Date of Observation 30 March 1949 Date of Interview 27 April 1949
2. Exact Time (local) 2400
3. Place of Observation 2 Miles North Ambridge, Pa.
4. Position of observer Ground
5. What attracted attention to object. [redacted]
6. Number of objects 20 (in ragged V formation)
7. Apparent size Office Clock
8. Color of object Chalk white
9. Shape Ball
10. Altitude 15,000-20,000 ft. 45° above horizon
11. Direction from observer East
12. Distance from observer
13. Direction of flight of object(s) East to West then South when overhead.
14. Time in sight 45 Seconds
15. Speed 1500 MPH
16. Sound and odor None
17. Trail None
18. Luminosity
19. Projections None
20. Maneuvers Weaving or fluttering, at times swerved.
21. Manner of disappearance Grew smaller as they disappeared.
22. Effect on Clouds None
23. Additional Information Concerning Object-
24. Weather Conditions. Scattered clouds.

(over)

Sighted twice

INCIDENT NO. ~~272~~

1. Date of Observation ~~30-31 March~~ Date of Interview ~~27 April 1949~~
2. Exact Time (local) 2400-0030
3. Place of Observation 2 Miles North - Ambridge, Pa.
4. Position of observer Ground
5. What attracted attention to object.
6. Number of objects 20
7. Apparent size
8. Color of object Dull white
9. Shape Ball in V formation
10. Altitude Very high
11. Direction from observer East
12. Distance from observer
13. Direction of flight of object(s) Approached from East, passed overhead, turned abruptly South.
14. Time in sight 60 seconds, first and second sighting
15. Speed Terrific
16. Sound and oder
17. Trail
18. Luminosity Did not appear internally lighted.
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions.

(over)

Name and address of observer:

[redacted] #1, Wexford, Pa.

Occupation and hobbies:

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

NARRATIVE SUMMARY:

objects were some kind of a machine moving through the sky, and that he would swear to it that he actually saw them and that they were not hallucinations on his part. He stated that if his attention had not immediately been called to them by [redacted] he would not have seen them since they were moving across the sky at such a great speed. He did not see the objects [redacted] claims to have seen them the second time that night.

Name and address of observer:

[redacted] Wexford, Pa.

Occupation and hobbies:

Brakeman
A/C Model builder
Raising hunting dogs

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

NARRATIVE SUMMARY:
AT AMBRIDGE, PA.

On 27 April 1949, Mr. CHARLES E. BOLES, RD #1, Wexford, Pa. was interviewed in the Yardmaster's Office of Spang Chalfant Corp., Ambridge, Pa. and stated in substance that about midnight on 30 March 1949 he was with Hildebrand standing on the left rear of the platform of a Diesel switching engine on the north south spur track in the rail yards of the above corporation, when a shout from conductor [redacted] attracted his attention. He turned around and saw [redacted] pointing up into the sky towards the east, and noticed what appeared to be a group of approximately 20 objects about the size of an office clock in a ragged V formation. The objects appeared to be chalk white, had no glare, were perfectly round like a ball, and appeared to be at an altitude of 15,000 to 20,000 feet. When first sighted, they were about 45° above the horizon, approximately over his home town, which is Wexford, Pa. They were moving from east to west and turned to the south approximately overhead. They got smaller when they turned and abruptly disappeared out of sight. [redacted] estimated the time they were in sight to be 45 seconds or less. He estimated the speed to be approximately 1500 miles per hour. The objects gave no sound, there were no unusual noises, they left no trail, such as vapor or smoke and he stated there was no luminosity. The objects had no projections such as fins, wings, rods, antennae, propellers or ducts. The objects, while they were in his sight, appeared to be weaving or fluttering and at times swerved from side to side and several crossed over each other. The objects at all times appeared to be flying above the clouds and had no effect on the clouds, cast no shadows nor did he lose sight of them in the clouds until the time they disappeared completely.

[redacted] stated that the weather at the time he sighted them consisted of a long break in the over-cast which he estimated to be about 3 miles wide and 4 miles long. There were broken and scattered clouds and he could see the moon and the stars where the break was. The rest of the sky consisted of dark clouds which were solid in some parts. [redacted] stated his occupation is a brakeman for the above corporation in the switch yards. His hobbies consist of building airplane models and raising hunting dogs. BOLES stated that in his estimation the objects could not be man-controlled as they were traveling at too terrific a speed, and maneuvered too abruptly. He was positive the objects were not reflections from search lights, reflections from the Jones & Laughlin Steel plant furnaces or any reflection upon the sky. He stated he was positive the

Name and address of observer: [redacted], Leetsdale, Pa.

Occupation and hobbies:

RR Employee
Ex-Private Pilot

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

NARRATIVE SUMMARY:

AT LEETSDALE, PA.

On 26 April 1949, Mr. C[redacted]d St., Leetsdale, Pa. was interviewed at his home, and stated in substance that on 31 March 1949, at approximately 0020 hours, while working as scale-man at track eleven, freight yards, Spang Chalfant Corp., which is approximately 2 miles north of Ambridge, Pa. his attention was attracted by a shout fro[redacted] conductor, who pointed up into the sky and said, "There they are again[redacted]s standing on the ground on the west side of a Diesel locomotive. He looked up to the east over the locomotive and about 45° from the horizon and saw a formation of what appeared to be about 40 round objects, each of which resembled 2 saucers placed together so that the top and bottom of the objects were convex. The objects were estimated to be at approximately 15,000 to 20,000 ft. altitude and at that altitude appeared to be about the size of a wall clock (approximately 18 inches in diameter). They were golden in color and some appeared spotted darkly. All appeared to be internally lighted and there were no external projections or propellers. There were no sounds, odors, vapor trails nor traces of exhaust. The formation consisted of three V formed elements. The first element was estimated to consist of 13 or 20 objects, the second element which followed immediately after the first consisted of approximately 11 or 12 objects and the third element which followed immediately after the second, definitely consisted of 8 objects. The formation was traveling from east to west at what appeared to be tremendous speed, estimated at 1500 mph. It passed directly over the Spang Chalfant Corp. and turned south over the Jones and Laughlin plant which is directly west of Spang Chalfant Corp. across the Ohio river. The blast furnaces at Jones and Laughlin were in operation and cast a reddish glow into the sky. Over that plant the third object from the lead on the left side of the last element seemed to drop out of the formation, bank to one side at approximately a 90° angle as if to observe below. This object then resumed its place in the formation and the formation abruptly disappeared to the south. [redacted] estimated that the objects were in his sight for 10 seconds or less as they passed through a huge break in some clouds. The stars and the moon were visible, and visibility was good as through this break in the clouds. [redacted] drew a sketch of the formation immediately after the sighting and left it in the trainmaster's office at Spang Chalfant Corp. The sketch is

INCIDENT NO. ~~272~~

1. Date of Observation ~~31 March 1949~~ Date of Interview ~~26 April 1949~~
2. Exact Time (local) 0020
3. Place of Observation 2 Miles North Ambridge, Pa.
4. Position of observer Ground
5. What attracted attention to object. [redacted]
6. Number of objects 40 in 3 V formations (first element 18-20, second 11-12, 3rd 8).
7. Apparent size of wall clock (18 inches diameter).
8. Color of object Golden (some appeared spotted).
9. Shape Round (like 2 saucers placed together).
10. Altitude 45° elevation 15,000-20,000 ft.
11. Direction from observer East
12. Distance from observer
13. Direction of flight of object(s) East to West then South.
14. Time in sight 10 Seconds
15. Speed 1500 MPH
16. Sound and odor None
17. Trail None
18. Luminosity Appeared internally lighted.
19. Projections None
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions. Stars and moon visible, good visibility.

(over)

[redacted]

UNCLASSIFIED

Request for Investigation

5D OSI MCIAKO-3 5 April 49 1
Attn: Major Farrell

1. It is requested your office initiate andinvestigation and interview all witnesses to the unidentified Aerial Phenomena alloged to have been sighted near Ambridge, Pa., as reported by the attached news clipping.

2. The first sighting referenced in the inclosure was investigated by the 3rd District OSI and forwarded this office as file 24-9 dated 11 March 1949.

3. AS an aid to the interviewing officer in recording the desired data 4 copies of our Guide to Investigation are forwarded as inclosure 2.

4. It is particularly desired that Atmospheric Research Agencies be contacted for possible releases of synoptic balloon clusters, as outlined in the General Section of the Guide to Investigation.

2 Incls
1. News Clipping
2. Guide to Invest. (Owned)

A. J. HEMSTREET, JR.
Lt Colonel, USAF
Actg Chief, Tech Intelligence Div
Intelligence Department

GMT/gwt
6-5310
B 258
P 202F

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

UNCLASSIFIED

[redacted]

Incident ~~2723 (Cont'd)~~

Name and address of observer:

[redacted] Broad St., Leetsdale, Pa.

Occupation and hobbies:

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

NARRATIVE SUMMARY:

on the sketch were written by [redacted], yardmaster, prior to [redacted] using the paper for the sketch and have no bearing on the sketch. It was learned from [redacted] that he operates an Esso Service Station in the rear of his home during his off duty hours. [redacted] stated that he had notified the Ambridge Citizen Newspaper Office of the incident on the morning of 31 March 1949 as he thought people would be interested in reading about it. [redacted] stated that he held a private Pilot's license in 1932, having approximately 75 hours in a Taylor cub, but has not flown since that time. He has no hobbies as he is entirely occupied with his job as brakeman, and operating his service station. [redacted] in conclusion, avowed he would xxx swear on the Bible he saw the objects regardless of what anyone thought.