

ATTC NO. _____

DATE OF INFO 15/2245 March 1950

AP NO. _____

LOCATION Little Silver, N. J.

REPORT NO. Army Letter

SOURCE Several people

DATE OF REPORT 18 April 1951

DATE IN TO ATTC _____

TIME OF OCCURRENCE About 1730-1800

COLOR White

TYPE Contrail

SPEED Same as a/c

SIZE Large

ALTITUDE 40,000-50,000'

COURSE 45°

DURATION OF THE OBSERVATION 10 Sec.

NO. IN GROUP 3

TYPE OF OBSERVATION Ground

REMARKS _____

REMARKS _____

SKETCHES 1

Several different sources observed what was probably contrails from very high flying aircraft.

Temporary ATTC Form 399
(1 Jan 52)



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UNCLASSIFIED
HEADQUARTERS FIRST ARMY
GOVERNORS ISLAND, NEW YORK 4, N. Y.

(3031)

43

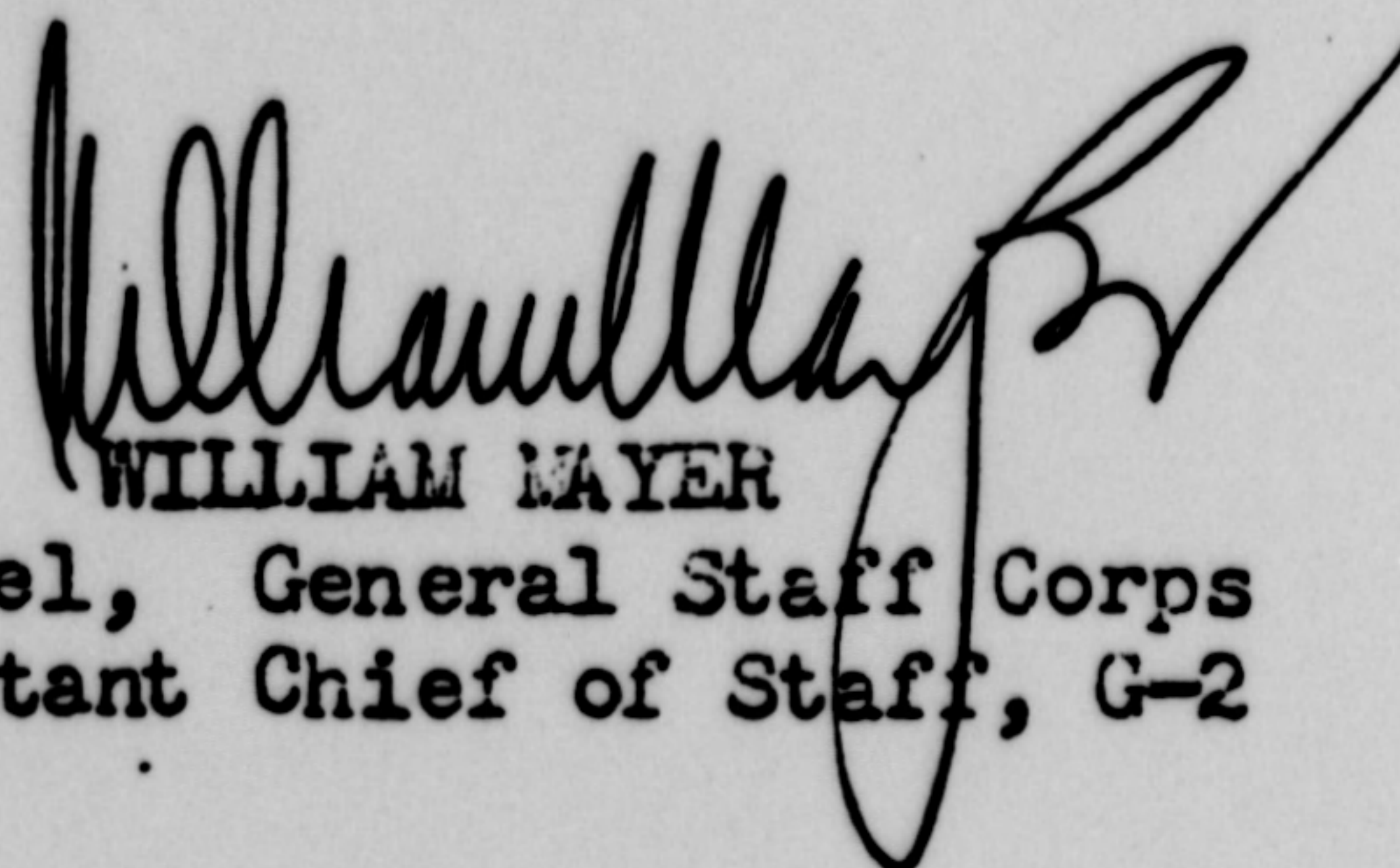
AHFKB-OPN

MCS/ak
APR 18 1950

SUBJECT: Unconventional Aircraft.

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: DIRECTOR OF INTELLIGENCE

The attached inclosures are forwarded for your information,
evaluation and appropriate action.


WILLIAM MAYER
Colonel, General Staff Corps
Assistant Chief of Staff, G-2

Incls:
Cy ltr fr Sig Corps
Center & Ft. Monmouth,
dtd 3 Apr 50, subject
as above, w/6 incls.
thereto.

603.2
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DECLASSIFIED AFTER 12 YEARS.

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1-3712-28

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Case Nos.
1023 to 1026

SIGNAL CORPS CENTER AND FORT MONMOUTH

FMSID

DLC/AJR/lc

3 April 1950

SUBJECT: UNCONVENTIONAL AIRCRAFT

TO: Commanding General, Headquarters, First Army
Governors Island, New York 4, N.Y.
ATTN: A. C. of S., G-2

1. In compliance with D/A ltr dated 1 Nov 48, CSGID 452.1, subject: "Unconventional Aircraft", the attached memorandum reports are forwarded for your information, evaluation and appropriate action.

2. The persons interviewed and mentioned in the attached memorandum reports are all reliable and responsible citizens.

3. [REDACTED] (see Incl. #5) is a Government employee, having been employed in the capacity of Radio Engineer, Maintenance Branch, Squier Signal Laboratory, Signal Corps Engineering Laboratories, Fort Monmouth, New Jersey, since 19 January 1942.

FOR THE COMMANDING GENERAL:

6 Incls.

1. Memo Rpt dtd 23 Mar 50	[REDACTED]
2. " " " 24 Mar 50	[REDACTED]
3. " " " 24 Mar 50	[REDACTED]
4. " " " 24 Mar 50	[REDACTED]
5. " " " 24 Mar 50	[REDACTED]
6. " " " 24 Mar 50	[REDACTED]

D. L. Caldwell
DON L. CALDWELL
Major CMP
Chief, Security & Intelligence Div.

APR 2 1950

CLASSIFIED RECORDS

NO EXCISE

RECEIVED

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DLC/AJR/vn

UNCONVENTIONAL AIRCRAFT

23 March 1950

CASE NO. 1023

MEMORANDUM TO THE OFFICER IN CHARGE

1. On 23 March 1950, at approximately 1000 hours, Andrew J. Reid, Civilian Intelligence Officer, Security & Intelligence Division, Fort Monmouth, New Jersey, interviewed Mrs. Lewis Prentiss, at her residence, Clover Lane, Rumson, N. J., in the presence of Virginia McNally, Secretary, and the son of Mrs. Lewis Prentiss.

Mrs. [REDACTED] stated that she was riding in her car on Ridge Road, Fair Haven, N. J., on 15 March 1950, shortly after 1730 hours, to meet her husband at the Little Silver railroad station. She noticed three perpendicular short white vaporous lines in the sky. At first she thought it was sky-writing and seeing no plane she thought possibly it could be a queer formation of clouds. A car passed her, in which two men were riding, and she noticed their interest in the same object. This car stopped a short distance from her car and she noted the license number "MN 14 E New Jersey." She continued to watch the phenomena in the sky, which she described as three port holes with lights behind them, or lights that might be viewed through a fog. The weather was very clear and early evening daylight. Around these three luminous round forms there seemed to be a density of 'sky-blue' colored gas. The objects were not disc-like in form.

She further stated that she could not estimate the height or speed, as she had no conception of distance or speed in the air. The objects proceeded toward Atlantic Highlands in an easterly direction toward the Atlantic Ocean.

After returning from the railroad station, with her husband, she telephoned the Rumson Police Headquarters and asked Patrolman Otto Pearl, on desk duty, if anyone had reported an unusual phenomena in the sky. She then reported the incident to the Provost Marshal Office at Fort Monmouth and the Newark News, Newark, N. J.

Mrs. [REDACTED] further stated that she drew an illustration of the objects she saw in the sky. (Photostatic copy attached.)

1 Incl - Illustration.

DECLASSIFIED BY [REDACTED] DATE [REDACTED]
DCD DIR 5200.10

ANDREW J. REID, CIV. INTELL. OFFICER, SECURITY & INTELL. DIV., FORT MONMOUTH, N. J.

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24 March 1950
Unconventional Aircraft
AJR/JRL/mpo

Case No. 1023

MEMORANDUM TO THE OFFICER IN CHARGE

On 23 March 1950, [redacted], Investigator, Military Intelligence, Fort Monmouth, New Jersey, interviewed [redacted] at his residence, Wardell Circle, Port-au-Peck, Oceanport, New Jersey.

[redacted] stated that at approximately 1752 hours, 15 March 1950, he arrived in Little Silver, New Jersey, by train in transit from New York, N. Y., to his home. As he walked from the train to his automobile he looked over his shoulder, west by northwest, to observe the sky, as it is his habit to predict the weather from the appearance of the cloud formations and the sun's reflection on the sky in the west. At this time, he noticed that the sun was on the horizon surrounded by scattered cloud formations and visibility was unlimited. While [redacted] looked he saw three distinct vertical vapor trails very close together that he thought at first glance was sky writing. After considering this possibility for a moment he concluded that no one would be sky writing at that hour of the evening. In Jarman's estimation the vapor trails were at an altitude of approximately 40 to 50 thousand feet and traveling at a speed of a normal sky writing plane. Jarman further stated that his observation was of approximately ten seconds duration and that the vapor trails extended four fingers in altitude during this period of time. (The four finger calculation was concluded by holding his hand at arms length, palm inward and sighting with one eye at the vapor trails. The four fingers covered the vapor trails).

Due to the distance, [redacted] was unable to determine what was causing the trails he saw, although he concluded they had just started when he first observed them.

[redacted] presently occupies a position as Mechanical Engineer. He was formerly an officer and served with the 306 Field Artillery, 77th Division, during World War #1. He stated that he was also an Intelligence Agent during this period and reported periodically to G-2 in Washington, D. C.

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DOD DIR 5200.10

ANDREW J. REID, CIV INTELL OFFICER, POST INTELL OFFICE, FORT MONMOUTH, N. J.

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Incl 2

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DLC/AJR/vm

UNCONVENTIONAL AIRCRAFT

CASE NO. 1025

24 March 1950

MEMORANDUM TO THE OFFICER IN CHARGE

1. On 23 March 1950 Thomas J. McMANAMY accompanied by John F. KANE, Investigators, Military Intelligence, Fort Monmouth, New Jersey, interviewed [redacted] her residence, Locust St., Waterwitch, Highlands, New Jersey.

[redacted] stated that at approximately 1740 hours on 15 March 1950, while she was walking home on Waterwitch Avenue and upon reaching the Waterwitch Railroad Station, she noted the occupants of an automobile suddenly get out of their car and look up toward the sky. She also looked at the sky and observed three luminous discs, very bright and shiny, with white streaks projecting from the rear of each of the three discs. The male occupant of the automobile said he thought the object resembled some sort of rocket. He said he wished he had a camera so that he could take a picture of the odd sight.

A passenger bus then came along and stopped and the passengers alighted from the bus and also watched the strange phenomena.

[redacted] described the objects to be gliding along in the sky at a fairly high altitude. The objects were visible to the naked eye from the ground. [redacted] said that when she first sighted the objects, they were approaching from a southwesterly direction. The objects continued out over the ocean and disappeared. The sun was setting in the west. The objects were moving without making any noise that could be heard. They did not appear to be airplanes and did not appear as though they were propelled, but were travelling at a high rate of speed.

[redacted] stated that she was born in Newark, New Jersey, and has resided in Waterwitch, Highlands, New Jersey for the past twelve years; is forty-three years of age and is a housewife.

[redacted] is now serving as Chairlady for the Red Cross and is also County Chairlady for the Sister Kenny Foundation and Publicity Chairlady of the Highlands Democratic Club.

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DOD DIR 5200.10

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Incl ✓

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DLC/AJR/1c

UNCONVENTIONAL AIRCRAFT

CASE NO. 1026

24 March 1950

MEMORANDUM TO THE OFFICER IN CHARGE

1. On 24 March 1950, Justus R. LILZE JR., Investigator, Military Intelligence, Fort Monmouth, New Jersey, interviewed [redacted] Badge [redacted] Equipment Section, Maintenance Branch, Squier Signal Laboratory, Fort Monmouth, New Jersey.

[redacted] stated that at approximately 1800 hours, 15 March 1950, he saw two long and rather thick streaks of vapor with a weaker one between them. An indistinguishable object at the head of those streaks moved rather slowly at even speed and in absolutely straight line from almost directly west (somewhat south of west) to almost directly east (somewhat north of east).

The phenomenon was clearly visible for approximately three to four minutes (1800 to 1804 hours). The distance between the vapor streaks stayed the same all during the observation. There was absolutely no sound. The object passed somewhat south of Red Bank.

[redacted] further stated that because of the fact that absolutely no sound could be heard; the vapor streaks were clearly separated with the blue of the sky visible in between, the phenomenon moved rather slowly, or at least appeared to do so, although the whole distance from its point of apparent appearance in the western sky to its vanishing point high up in the eastern sky was covered in about four minutes, he came to the following conclusion:

The object which was painting the very long, vapor streaks into the absolute cloudless sky was either a very large airship or plane with three engines or jets, flying very high; or three smaller planes flying in absolute perfect and equally spaced formation, also very high, in an absolute straight line. Since visibility was perfect, he estimated the distance covered by the object during his observation to be at least 40 miles (in four minutes). The speed of the object, therefore was about 600 miles per hour.

2 Incls.

1. Direction of Flight
2. Length of Streaks.

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Incl 5

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Case #1024

DLC.AJR/lc
UNCONVENTIONAL AIRCRAFT
24 March 1950

MEMORANDUM TO THE OFFICER IN CHARGE

1. On 23 March [REDACTED], 258 Oceanport Avenue, Oceanport, New Jersey, was interviewed by Investigators [REDACTED], Military Intelligence, Fort Monmouth, New Jersey, at his place of employment, The English Motor Sales Company, 34-36 Maple Avenue, Red Bank, New Jersey.

[REDACTED] stated that at approximately 1800 hours on 15 March 1950 he was standing in the yard of his home and noticed three objects with white vapor trails moving slowly through the sky at a high altitude. The objects were travelling toward the ocean. [REDACTED] described the objects as three dark specks with white vapor trails projecting from the rear and were emitting no noise that could be heard. The three objects continued on their course and disappeared toward the ocean.

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DOD DIR 5200.10

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ANDREW J. REID, CIV.INTELL.OFFICER, SECURITY & INTELL.DIV. FORT MONMOUTH, N.J.

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THIS CASE INCLUDES
three (3) photostatic
copies.

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Length of the ... about 10 degrees of ...
... of ... when ...
... but not ... (like ...)
... the ...

