

ATIC NO. _____

✓ DATE OF INFO Oct 1950

REF ID. _____

LOCATION Korometa, Banzai

REPORT NO. _____

SOURCE _____

DATE OF REPORT _____

DATE IN TO ATIC _____

TIME OF STARTING 0415

COLOR _____

SHAPE _____

SPEED _____

SIZE _____

ALTITUDE _____

COURSE _____

LENGTH OF TIME OBSERVED _____

NO. IN GROUP _____

TYPE OF OBSERVATION _____

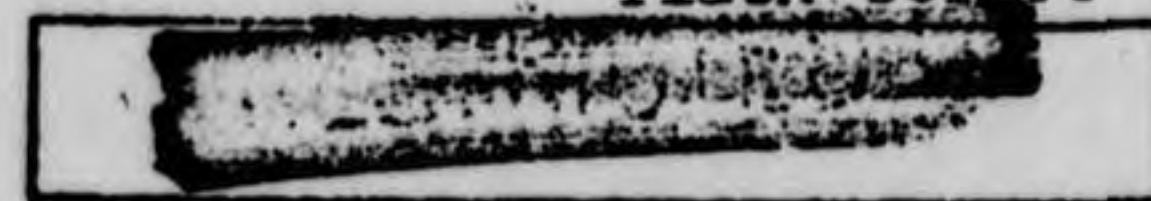
SOUND Explosion

MANEUVERS _____

PHOTOS _____ SKETCHES _____

Report of residents being awakened by a loud explosion which shook several building. Several observers reported seeing a bright flash before the explosions the general opinion seems to be that it was a meteorite.

Temporary ATIC Form 329
(2 Jan 52)



UNCLASSIFIED

1. The image of the unidentified object is not sharply defined. This blurred appearance may have been caused by camera movement, subject movement or the camera not focused accurately on the object. Camera movement is not evidenced because the image of the branches in the foreground are not blurred. Subject movement is not probable because the object is at a great distance and the photographer states that the photograph was taken at a high speed. Examination of the film indicates that a standard Graphic or Graflex cut film holder was used. These cameras have a maximum shutter speed of 1/1000 of a second. The depth of field of this photograph extends from the vegetation in the foreground to the mountains in the background. Therefore, any object between these two points would be focused critically by the lens. The blurred area of the negative, reported to be an unidentified aircraft, is not focused as critically by the lens. For the blurred area to be formed by the lens, the object would have to be closer to the camera than the vegetation in the foreground.

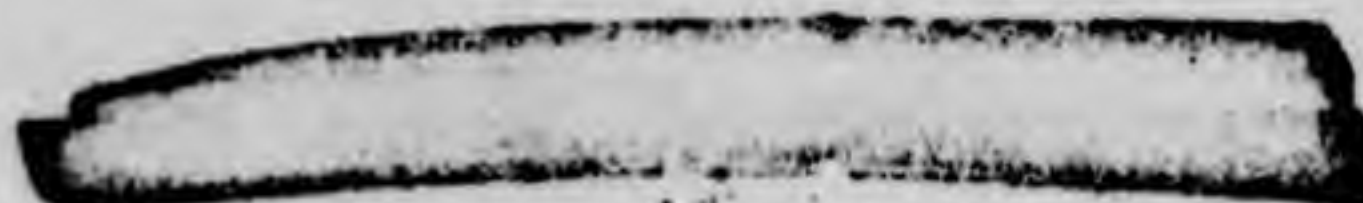
2. The report states that the object was shiny and attracted the attention of the observer, thereby indicating that the object was brighter than the surrounding sky area. The report also states the underside of the so-called aircraft was in shadow. From these conditions, the image should be of greater density at the top and of less density at the bottom than the surrounding sky. There is no indication of greater density in the image of the unidentified object than that of the surrounding sky.

3. The photographic technique displayed by this negative is poor. The negative is light struck or fogged by extraneous light probably caused by light leaks in the camera or cut film holder. (Exhibit 1, arrow 1) At the end of the negative opposite the coding notches, the edge of the film which is covered by the holding edge of the cutfilm holder is fogged indicating the film was fogged during processing or was out of date. (Exhibit 1, arrow 2) The surface of the negative is pock-marked with numerous blemishes which may have been caused by contaminated processing baths or higher than recommended processing temperatures. (Exhibit 1, arrow 3) The image may have been caused by foreign material in the developing solution which adhered to the surface of the film and locally retarded development. Such foreign material may have been a piece of paper from a film pack.

4. Because of the reasons stated in paragraphs 1, 2, and 3, it is not possible to confirm this negative as being a photograph of an unconventional type of aircraft nor is it possible to confirm that the image on the negative was formed photographically by the camera.

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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INSPECTOR GEN'L'S
OFFICE

Basic ltr fr 3415th Tech Tng Wg, Lowry AFB, Colo to CG AMC, 29 Nov 50,
subj: "Repting of Info on Unconventional Acft"

1st Ind

MCIAXA-1a/JJR/peg

PUBLIC INF. OFFICE

AMC, Wright-Patterson AFB, Dayton, Ohio

JAN 9 1951

TO: Director of Intelligence, ATTN: AFOIC-CC-1, Headquarters USAF,
Washington 25, D. C.

COMPTROLLER

1. Attached for your information is a copy of an analysis of the
attached photograph made by photographic analysts at this Command.

2. It is unfortunate that the majority of exhibits submitted as
being photographs of unconventional aircraft are of such notably poor
quality.

3. In addition, it is reasonable to assume that ~~_____~~ must
have seen some type of phenomena if he went to the trouble of taking the
picture. However, based on the facts presented, it is evident that no
definite conclusions can be made.

RESEARCH & DEV.

FOR THE COMMANDING GENERAL:

INTELLIGENCE

3 Incls

Added 2 incls.

2. Exhibit 1
(2 prints)

3. Analysis of attached
Photo (in dup)

HAROLD E. WATSON
Colonel, USAF

Chief, Intelligence Department

PLY AND MAINT.

IND. MOB.
ING.

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*AREA COMMANDS WILL LINE OUT
ORGANIZATIONAL TITLE NOT
APPLICABLE WHEN ADDITIONAL
SPACE IS NEEDED IN COORDINA-
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ORIG. FILE COPIES TO
RECORDS SEC. AGD

HQ. BR.

2 LAB. BR.



INITIALS

W. J.

EXTRA

COPY

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OFF. SYMBOL

MCIAXA

INITIALS

W. J.

9-7)

WF-L-31 OCT 49 3,697M

CENTRAL FILES COPY

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unconventional Aircraft - "Flying Discs"

AREA REPORTED ON

Genesee Mountain, Colorado

FROM (Agency)

1515th TT Sq, Lowry AFB, Denver, Colo.

DATE OF REPORT

29 November 1960

DATE OF INFORMATION

20 October 1960

EVALUATION

1-3

PREPARED BY (Officer)

1515th TT, Capt. [redacted] Wing Intel. C.

SOURCE

Eye witness - [redacted]

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

AF IC-10-1 Ltr Dept of Air Force, HQ USAF, 9 Sep 60

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 118-Part II.)

1. [redacted] Colonel, USAF, reported an object in the vicinity of Genesee Mountain which he thought might be a "flying disc". Observation was made from the top of Genesee Mountain looking south at 1400, 20 October 1960. Mr. [redacted] was taking pictures when he caught a glimpse of something shiny in the clear sky. He immediately took a picture of the object. He stated that no sound was heard but that there was an exhaust trail and puff coming from rear of craft as it leveled off out of a turn. The underside of the object was in shadow.

2. The picture was taken with a fast speed camera 35mm (film speed 200) using ultra speed press cut film. Film was developed by Yale Camera Exchange, Denver, Colorado, and enlargements were made by Mr. [redacted] nephew and a friend.

3. Reasons for the lapse of time since the date of information are as follows: Mr. [redacted] stated that he wanted to study the pictures before he notified Air Force Personnel. After notifying other persons, the Intelligence Office received the information which is being forwarded immediately.

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DQD DIR 5200.10

2 was

1. Negative and one print of object.
2. Notes made and signed by Mr. Carter

DISTRIBUTION BY ORIGINATOR

AFIC-Wright Patterson AFB (1)
CG A 10 Scott AFB (2)
1515th Wing Intel C. (1)

UNCLASSIFIED

Taken 2:PM Oct 28. 1956/271515
 Looking South from Top of Ganss Mt.
 5,000 ft alt. fast speed.

3 1/4 x 4 1/4" Camera (Film speed 200)
 Ultra speed press art film.

Snapped quick after catching
 glint of something in sky.

Film Developed by Vale Camera
 Exchange, Denver, Colo.

Enlargements made by my
 nephew & his friend.

Heard no sound
 exhaust trail and puffs coming
 from rear of craft as it leveled
 off out of a turn.

Underside was in the shadow

Note: the small white or black
 spots & specks are imperfections in
 the film. Graininess is from high
 enlargement.

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Denver, Colo. TA4171-2396+

2 ONLY 8 X 10 GLOSSY
PHOTOGRAPHS AND THE
3 X 4 NEGATIVE OF THE
UFO SIGHTED AT
GENESEE MOUNTAIN,
COLORADO

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evaluated as a light-leak
in camera

poor processing
and foreign matter
adhering to neg

Submitted as a SFO
by Colonel [REDACTED] AF

28 October 1950

2 pm

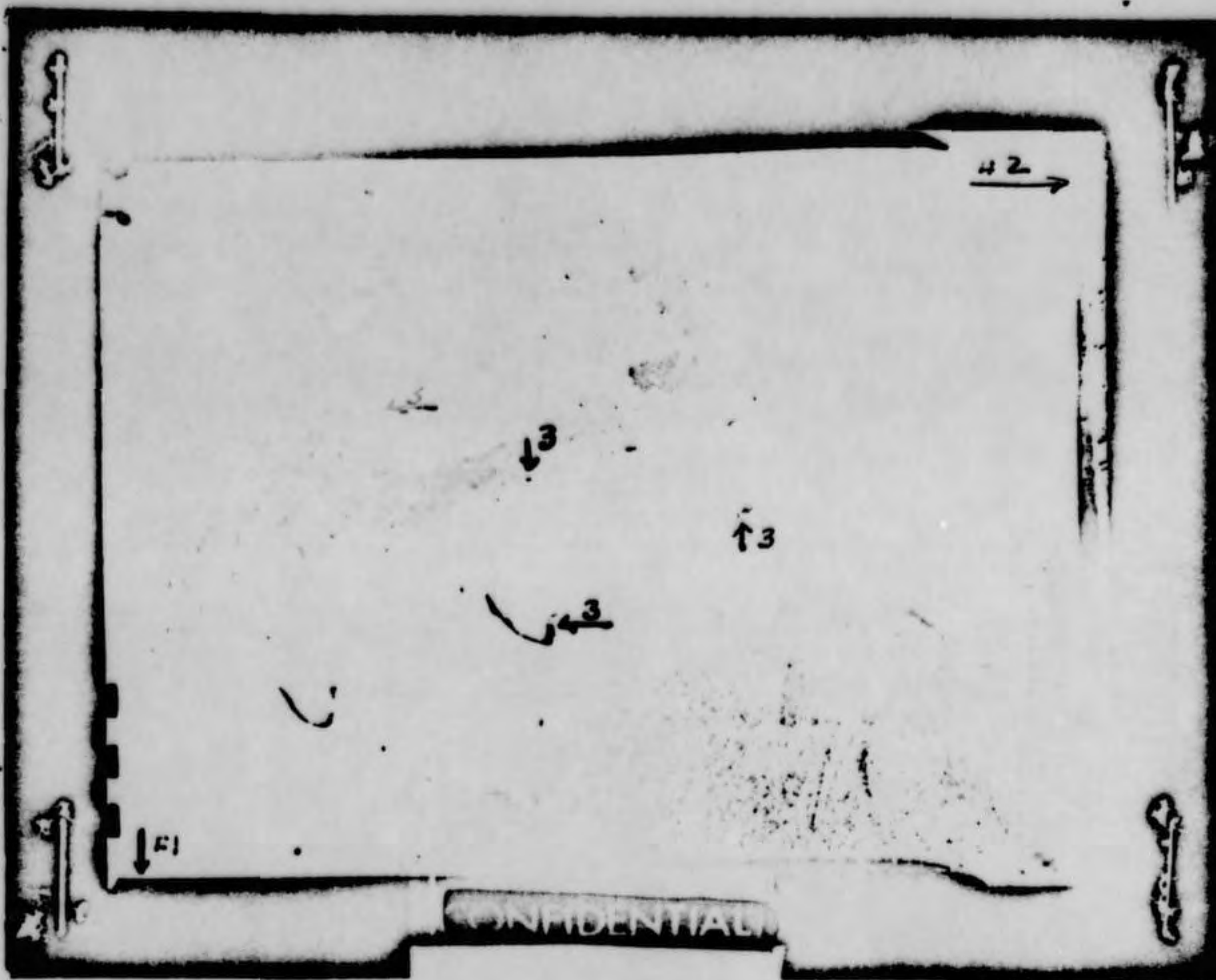
Genesee Mountain
Colorado



EXHIBIT No. 1

[REDACTED]

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[REDACTED]

AF 259482

Report No. R-646-50

Country: Northern Rhodesia

I.D. No.: 735101

Subject: Big Explosion in Northern Rhodesia May Have Been Meteorite

From: OArMA, Ethiopia

Evaluation: C-2

Date of Information: October 1950

Date of Report: 10 Nov 50

Prepared by: Leo J. Query, Lt Col.

Source: East African Standard Newspaper

Residents in the Mazabuka district were awakened at 4:15 a.m. on Thursday morning by a loud explosion which shook several buildings. At first it was feared that a dynamite truck in the railway goods yard had exploded but after a thorough search of the area no trace was found of anything which could explain the explosion. Reports were received from several Africans who said that they had seen a bright flash in the sky just before the explosion took place. Reverberations lasted for about 15 seconds and the noise of the explosion was heard at Kafue, fifty miles away.

An official at the meteorological station said that it may have been a large meteorite which disintegrated before reaching the ground. There may have been many instances of meteorites breaking up in flight and leaving no trace. Meteorites vary in size and the larger variety, often as big in diameter as a table top, can be heard up to a radius of fifty miles. Other sources claim it was a comet but the general opinion seems to accept that the explosion was in fact caused by a meteorite of fairly substantial size.

file 5010.7

7-3712-32



L-209-50

350.05

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA
UNCLASSIFIED

Air Attache,
American Embassy,
Havana, Cuba.

8 November 1950

SUBJECT: Information on Unconventional Aircraft.

TO: Commanding General Air Materiel Command.
ATTN: M.C.I.S.
Wright-Patterson Air Force Base, Dayton, Ohio.

1. In accordance with the instructions contained in AFOIC-CC-1, Confidential Letter Headquarters U.S.A.F., dated 8 September 1950, subject as above, the following is submitted:

2. A circular object estimated to have been slightly larger than a DC-3 aircraft, highly polished, aluminum color with a cone shaped blue flame protruding from the rear for a distance of from 8 to 10 times the diameter of the object. The flame was described as similar to the flame from an acetylene torch, and having a redish tint on the outer border of the flame.

3. This object was sighted by Mr. [REDACTED], a prominent and wealthy Cuban, who was piloting his own Beechcraft Bonanza between two of his sugar properties in Camaguey province (Central) Cuba. With Mr. [REDACTED] as passengers were Mr. Roy Carver, an engineer, and pilot; and two additional Cuban engineers. All four of these reliable men saw the object very distinctly, in fact it passed their right wing, slightly above their cruising altitude of 5,500 feet and proceeded at terrific speed (estimated faster than speed of sound) and disappeared in a cloud formation in approximately 3 seconds time. The object was positively traveling horizontally on a course of approximately 90°. The object was estimated by the four observers to be circular in shape with a diameter of approximately 70 to 80 feet. The time of sighting was 2035Z hours on 31 October 1950, at Lat. 78°30', Long 21°6'.

4. The observers were of the opinion that the object was not a meteor because of the fact that it was traveling horizontally.

5. There is attached (4) copies of the English translation of a signed statement made by the four observers.

COMMENT: I have known Mr. [REDACTED] for approximately 6 years. He was introduced to me by Lt. General [REDACTED] at Mitchel Field in 1945.

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L. H. Hodge

7-3712-32

[REDACTED] UNCLASSIFIED

L-209-50, 350.05; Subj. Information on Unconventional Aircraft, 8 Nov. 1950.

He is a close friend of Lt. [REDACTED] and is thoroughly reliable. I talked personally with Mr. [REDACTED] and there is no doubt in my mind but that these men saw the object as described.


EDGAR E. GLENN
Colonel, USAF
Air Attache.

1 Incl.

Signed Statement in 4 copies
(translation)

CC: Director of Intelligence, USAF
Lt. Gen. Quesada

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[REDACTED]

TRANSLATION

On 31 October, 3:35 p.m., a Bonanza CUN 275, piloted by Mr. [REDACTED] Falls who had as passengers Engineer [REDACTED], who is also a pilot, and Engineers [REDACTED] and [REDACTED] Jr., approximately located at 5 miles West of Central Najasa, Province of Camaguey, flying at 5500' altitude and compass direction of 120° coming from Central Andreita going in the direction of Central San German, the pilot and three occupants of the plane noticed a circular object that could be described as an aluminum disk, highly polished. The object was first sighted toward the back of the tip of the right wing of our plane, flying at what we later determined to be 90° on the compass and approximately an altitude of 7000' at a distance of about 10 miles from our plane. The route described by this flying disk was that of a direct line, horizontally, during all the time we could observe same, which was about 3 seconds (approximately) and when we saw same disappear behind some clouds in front of our plane that is to say at the intersection of our course. During this observation we figured that the object kept an altitude of approximately 7000'. We also estimated that if our figures were more or less correct that the disk seemed to have a diameter of approximately 70 to 80', the figures were based on the above mentioned distance expressed at 10 miles. The impression received was that the object in question was slightly larger than a DC-3. The disk did not present around its edge any particular light or brilliance nor color in the rest of its body, except that from the rear end of same there was an intense blue-colored flame coming out with a red disk [REDACTED] on the outer border of the flame, such as is found in an acetylene torch like the ones used to cut metal with. It had a conic shape and a length of approximately 8 to 10 times the diameter of the disk. The speed, calculated at about over one thousand miles per hour.

None of the occupants of the plane, all engineers, nor the pilot, could determine whether this object was a meteor although the course described by the object makes it doubtful of this possibility.

The facts were reported immediately by radio by the pilot to the control tower of the Camaguey airport.

SIGNED:

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

A las 3 y 35 minutos de la tarde del día 31 de Octubre encontrándose el avión Bonanza CUN 275 piloteado por el Sr. Alejandro Suero Falla y que llevaba como pasajeros al Ing. Sr. , también piloto aviador y a los ingenieros, Sres. , aproximadamente a unas 5 millas al Oeste del Central Najasa, Prov. de Camagüey volando a 5500' de altura y con rumbo compas de 120°, procedentes del Central Andreita y en dirección al Central San Germán, fué divisado por el piloto y sus tres acompañantes un objeto de forma circular que podría ser descrito como un disco de aluminio altamente pulido el que fué primeramente visto un poco hacia atrás de la punta del ala derecha de nuestro avión, navegando, según luego pudimos determinar, a los 90° compás y aproximadamente a una altura de 7000' a unas 10 millas de nuestro avión. El curso descrito en la translación del disco volador érá en línea recta y horizontal durante todo el tiempo que duró la observación la que fué de 3 segundos aproximadamente y hasta que lo vimos desaparecer detras de un banco de nubes frente por frente a nuestro avión, es decir, en la intersección de nuestro rumbo. Durante toda la observación pudimos calcular que el objeto se mantuvo a unos 7000' de altura aproximadamente. También pudimos calcular que de ser verdad la común apreciación nuestra el disco parecía tener un diámetro de aproximadamente unos 70 u 80', calculados sobre la distancia anteriormente expresada de 10 millas. La impresión recibida es de que dicho objeto era algo mayor que un DC-3. El disco no presentaba en sus bordes brillantez superior ni color distinto al resto de su cuerpo pero de su parte posterior salía una intensa llama de color azul con bordes de un tono rojizo similar a la que se observa en una antorcha de acetileno de cortar metales; era de forma cónica y de unas 8 o 10 veces el largo del diámetro del disco. Velocidad, más de mil millas por hora.

Ninguno de los ocupantes del avión, ingenieros todos, ni el piloto pudieron determinar si se trataba o no de un aerolito aunque la trayectoria descrita por el objeto pone en duda de todos dicha posibilidad.

Estos hechos fueron reportados por radio de inmediato por el piloto a la torre de control del aeropuerto de Camagüey.



Office Memorandum • UNITED STATES GOVERNMENT

? great falls

UNCLASSIFIED

TO : Mr. Rogers, MCIAXA

MCISXO/GSK/aw
DATE: 15 December 1950FROM : Mr. Guy S. Kidwell II - *Summary 12-15-50*

SUBJECT: Evaluation of Photographic Negative

1. This subject negative which was submitted as a photograph of an unconventional aircraft was thoroughly examined. Several characteristics of this negative will be discussed.

2. The image of the unidentified object is not sharply defined. This blurred appearance may have been caused by camera movement, subject movement or the camera not focused accurately on the object. Camera movement is not evidenced because the image of the branches in the foreground are not blurred. Subject movement is not probable because the object is at a great distance and the photographer states that the photograph was taken at a high speed. Examination of the film indicates that a standard Graphic or Graflex cut film holder was used. These cameras have a maximum shutter speed of 1/1000 of a second. The depth of field of this photograph extends from the vegetation in the foreground to the mountains in the background. Therefore, any object between these two points would be focused critically by the lens. The blurred area of the negative, reported to be an unidentified aircraft, is not focused as critically by the lens. For the blurred area to be formed by the lens, the object would have to be closer to the camera than the vegetation in the foreground.

3. The report states that the object was shiny and attracted the attention of the observer, thereby indicating that the object was brighter than the surrounding sky area. The report also states that the underside of the aircraft was in shadow. From these conditions the image should be of greater density at the top and of less density at the bottom than the surrounding sky. There is no indication of greater density in the image of the unidentified than that of the surrounding sky.

4. The photographic technique displayed by this negative is poor. The negative is light struck or fogged by extraneous light probably was caused by light leaks in the camera or cut film holder. (Exhibit 1, arrow 1) At the end of the negative opposite the coding notches the edge of the film which is covered by the holding edge of the cutfilm holder is fogged indicating the film was fogged during processing or was out of date. (Exhibit 1, arrow 2) The surface of the negative is pock-marked with numerous blemishes which may have been caused by contaminated processing baths or higher than recommended processing temperatures. (Exhibit 1, arrow 3) The image may have been caused by foreign material in the developing solution which adhered to the surface of the film and locally retarding development. Such foreign material may have been a piece of paper from a film pack.

Letter written AF on 12-19

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DOD DIR 5200.10

XRX
Fulu

~~SECRET~~

5. Because of the reasons stated in paragraphs 2, 3, and 4, it is not possible to confirm this negative as being a photograph of an unconventional type of aircraft nor is it possible to confirm that the image on the negative was formed photographically by the camera. It is unfortunate that the majority of exhibits submitted as being photographs of unconventional type of aircraft are of such notably poor quality that they offer practically no basis for technical evaluation.

Guy S. Kidwell II
GUY S. KIDWELL II

2 Incls

1. Exhibit No. 1 (3 cys)
2. Exhibit No. 2 (3 cys)

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~~SECRET~~

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MR CARTER

1950

CB/JS/ep

28 Oct 50

HEADQUARTERS
LOWRY AIR FORCE BASE
AND
3415TH TECHNICAL TRAINING WING
DENVER, COLORADO
OFFICE OF THE WING INTELLIGENCE OFFICER

000.9

29 November 1950

SUBJECT: Reporting of Information on Unconventional Aircraft

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

In accordance with letter, Hq. USAF, AFOIC-CC-1, 8 September 1950, subject as above, Air Intelligence Information Report No. LAFB 000.9-4 is inclosed herewith.

1 Incl:
AF Form 112 (1)

JOE SCHLEBOUT
Captain, USAF
Wing Intelligence Officer

Info Copy:
Commanding General
Air Training Command
Attention: DC/S Operations,
Director of Intelligence
Scott Air Force Base, Ill.

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ADDRESS REPLY TO COMMANDING GENERAL NOT TO INDIVIDUALS

7-3712-32