

~~RESTRICTED~~
PROJECT 10073 RECORD

APIC NO. --- DATE OF INFO 18 Dec 1950
AP NO. --- ✓ LOCATION Oak Ridge, Tenn
REPORT NO. --- SOURCE Military Officers & Civilians
DATE OF REPORT --- DATE IN TO APIC ---
TIME OF SCENEING Betw. 0820 & 0830 COLOR White Light
SHAPE Circle SPEED --- Estimated
SIZE --- ALTITUDE --- Measured
COURSE NW LENGTH OF TIME OBSERVED ---
NO. IN GROUP 1 TYPE OF OBSERVATION Auto
SOUND --- MANEUVERS ---
PHOTOS --- SKETCHES ---

Temporary ATIC Form 329
(2 Jan 52)

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1/23
1/23 - 1/23 (1/23)

ROUTING AND RECORD SHEET

MATERIEL COMMAND

39

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

ce-Initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments by horizontal lines across page.

SUBJECT Unconventional Aircraft

UNCLASSIFIED

Proj 10073

TO MCIAXA-1

FROM MCIAXE

DATE 31 JAN 1951

COMMENT NO. 1

ATTN: Mr. [REDACTED]

1. Reference is made to the attached letter.

2. The brief period of radar (weak signal) target detection, immediately following reports of visual sighting of an aircraft over the Northeast end of the restricted area, is not sufficient to provide an evaluation. It is noted that radar targets were not detected until after visual sightings were reported. This could indicate that radar operators were not doing a good job prior to receipt of visual report, or that they were doing too good a job (reporting minor radar points due to random noise, etc,) after receipt of visual reports. The report leads one to believe that the target signal strength and the short time of detection of the radar target were wholly inadequate to establish a "radar track".

1 Incl

1st Ind, 1/9/51 fr Hq 14th AF
Robins AFB, Ga. W/S/I dtd
2 Jan 51 (CONF)

John E. Libert
JOHN E. LIBERT

Major, USAF
Chief, Electronics Section
Technical Analysis Division
Intelligence Department

RLJ/dw
55170
B 263A
F A-17

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[REDACTED]

John E. Libert

9-3712-33

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HEADQUARTERS THIRD ARMY
FORT McPHERSON, GEORGIA
Office of AC of S, G-2

AJACI-3 360.33

5 January 1951

SUBJECT: Unconventional Aircraft

TO: Commanding General
Hq 14th Air Force
Robins AFB, Macon, Georgia

ATTENTION: Director of Intelligence

Inclosed herewith is summary of information re object sighted over Oak Ridge, Tennessee.

John Meade
JOHN MEADE
Colonel, GSC
AC of S, G-2

JAN 9 1951

1 Incl:
S/I dtd 2 Jan 51

Int 360

1st Ind

Hq Fourteenth Air Force, Robins Air Force Base, Georgia

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB,
Dayton, Ohio. ATTN: MGIS

Forwarded in accordance with letter, Headquarters USAF, 8 Sep 50,
subject: "Reporting of Information on Unconventional Aircraft."

FOR THE COMMANDING GENERAL:

Marvin O. McCord

12 JAN 51
Incl
n/c

MARVIN O. MCCORD
MAJOR, USAF
Asst. Air Adjutant General

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

16 JAN 1951

1. SYNOPSIS: Between 0820 and 0830 hours on 18 December 1950, seven (7) officials of the NEPA Division, Fairchild AC&E Corporation, Oak Ridge, Tennessee, while traveling in two (2) cars in the Oak Ridge Controlled Area, observed an unidentified flying object. At 0839 and 0845 hours, same date, the AF Radar Station at the Knoxville Airport, Knoxville, Tennessee, observed an unidentified flying object in the Oak Ridge Controlled Area.

2. DETAILS:

a. Visual Sighting - Reference is made to inclosure #1, statement of Lt. Col. [REDACTED], USAF, Commander [REDACTED], USN and Major [REDACTED], USAF, all of the NEPA Division, and inclosure #2, letter from [REDACTED], NEPA Plant Protection Manager to W. G. Frey, NEPA Representative for Security (AMC) giving details of a visual observation by Dr. [REDACTED], Dr. [REDACTED], Mr. [REDACTED], Mr. A. O. [REDACTED] and F. T. BLY, all of the NEPA Division.

b. Radar Sighting - At 0839, 18 December 1950, a "small point" appeared on the radar scopes of the 663rd AC&W Squadron, Knoxville Airport, Knoxville, Tennessee, near the southeast corner of the Oak Ridge Controlled Area on a magnetic bearing of 190 degrees, at a speed of sixty (60) miles per hour. Height could not be determined but was estimated at 2500 feet. The object remained on the scopes until 0845 at which time it disappeared. Fighter interception was attempted with negative results.

c. Weather Conditions - At 0730 the wind was from the Northeast at seven (7) miles per hour and the temperature was twenty (20) degrees F. according to the Atomic Energy Commission Meteorological Division, Oak Ridge, Tennessee. Visibility was excellent.



N/NAD

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*Will
Grudge
Oak Ridge
20 Jan 1951*

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3. ACTION: Will not take any further investigative action, but will maintain contact with NEPA officials and U. S. Air Force Radar Stations at McGhee Tyson Airport, Knoxville, Tennessee and will report any further occurrences.

cc: NEPA Division
Hq. ANC ✓
Attn: KCIS

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

2 Incls.

- 1 - Statement of Col. [REDACTED],
Comdr. [REDACTED] and Major
[REDACTED]
- 2 - Ltr. to Mr. Frey from
[REDACTED] dtd 28 Dec 50

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SUMMARY OF INFORMATION

DATE 2 Jan 1951

PREPARING OFFICE 111th CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee.

SUBJECT

OBJECT SIGHTED OVER OAK RIDGE,
TENNESSEE.

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:

COMPLETELY RELIABLE A
 USUALLY RELIABLE B
 FAIRLY RELIABLE C
 NOT USUALLY RELIABLE D
 UNRELIABLE E
 RELIABILITY UNKNOWN F

OF INFORMATION:

CONFIRMED BY OTHER SOURCES . . . 1
 PROBABLY TRUE 2
 POSSIBLY TRUE 3
 DOUBTFULLY TRUE 4
 IMPROBABLE 5
 TRUTH CANNOT BE JUDGED 6

SUMMARY OF INFORMATION

(In compliance with letter AJACI-360.33 General, dated 15 November 1950, Headquarters, Third Army. SUBJECT: Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting:

Between 0820 and 0830 hours on 18 December 1950, on the Turnpike, within the controlled area, approximately one (1) mile from the White Wing entrance and Y-12 plant.

B. Weather at the Time:

At 0730 hours - wind from the Northeast, seven (7) miles per hour; temperature - 20 degrees F. according to the Atomic Energy Commission Meteorological Division.

C. Names, Occupations, and Addresses of Witnesses:

Dr. [REDACTED], Oak Ridge, Tennessee.
 Dr. [REDACTED], Oak Ridge, Tennessee.
 Mr. [REDACTED], Oak Ridge, Tennessee.
 Mr. [REDACTED], Oak Ridge, Tennessee.
 Mr. [REDACTED], Oak Ridge, Tennessee.
 Lt. Col. [REDACTED], S.A.F., [REDACTED], Oak Ridge, Tennessee.
 Cdr. [REDACTED], U.S.N., [REDACTED], Oak Ridge, Tennessee.
 Maj. [REDACTED], U.S.A.F., NEPA Division, Fairchild Engine and Airplane Corporation, Oak Ridge, Tennessee.

D. Photographs of Objects, if available:

None.

E. Object Sighted:

A light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, giving the impression of form in connection with the light. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. This object was traveling in a Northwesterly direction, 15 to 30 degrees elevation above the horizon, and appeared to diminish considerably in size during thirty seconds of observation. To another group, the object appeared only as a bright reflection of the sun from an apparently metal surface. No accurate estimate of the object's size or range could be made from the observation.

F. Any other pertinent information:

Following is quoted from the Radar Log maintained by the McGhee Tyson Air Force Radar Station:

DISTRIBUTION

3 cc Hq. Third Army, Fort McPherson, Ga.
 1 cc OSI, Knoxville, Tennessee
 1 cc Security Division, AEC, Oak Ridge, Tennessee

1 cc FBI, Knoxville, Tenn.
 1 cc File

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SUMMARY OF INFORMATION

DATE 2 January 1951

PREPARING OFFICE 111th CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee.

SUBJECT

OBJECTS SIGHTED OVER OAK RIDGE,
TENNESSEE.

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:

COMPLETELY RELIABLE A
 USUALLY RELIABLE B
 FAIRLY RELIABLE C
 NOT USUALLY RELIABLE D
 UNRELIABLE E
 RELIABILITY UNKNOWN F

OF INFORMATION:

CONFIRMED BY OTHER SOURCES . . . 1
 PROBABLY TRUE 2
 POSSIBLY TRUE 3
 DOUBTFULLY TRUE 4
 IMPROBABLE 5
 TRUTH CANNOT BE JUDGED 6

SUMMARY OF INFORMATION

F. (Continued)

"0832 hours - Atomic Energy Commission reported aircraft over Northeast end of area - no paint. (Paint meaning indication on the radar scopes.)

"0839 hours - Small paint near Southeast corner of area on 190 degree. (Magnetic bearing of objects travel.)

"0845 hours - Lost contact. Fighter interception was attempted with negative results."

Attached hereto are two certified true copies of the statements made by the above mentioned observers.

Attachments - 2

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2

DISTRIBUTION 3 cc Hq. Third Army, Fort McPherson, Ga.
 1 cc OSI, Knoxville, Tenn.
 1 cc Sec. Div., AEC, Oak Ridge, Tenn.

1 cc FBI, Knoxville, Tenn.
 1 cc File

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STATEMENT

Following is a report of the sighting of an unidentified object in the Oak Ridge Area by the undersigned. On the morning of 18 December 1950, the following personnel were riding to their work at NEPA Division, Fairchild Engine and Airplane Corp., in the S-50 Area at Oak Ridge, Tennessee:

Lt. Col. [REDACTED], USAF
Cdr. [REDACTED], USN
Major [REDACTED], USAF
Major [REDACTED], USAF
Mr. [REDACTED]
Mr. [REDACTED]

Mr. [REDACTED], Commander [REDACTED], and Major [REDACTED] were riding in the front seat; Col. [REDACTED], Major [REDACTED], and Mr. [REDACTED] were in the rear.

At approximately 0827, while riding southwest on the turnpike just outside the restricted area, Col. [REDACTED] sighted a very bright reflection through the windshield of the car. Major [REDACTED], who was sitting beside Col. [REDACTED] and whose attention was attracted by Col. [REDACTED] looking at the sky, sighted the same reflection. Col. [REDACTED] then called the attention of the remaining occupants of the car to the reflection. Of these, Commander [REDACTED] also sighted the reflection, but Mr. [REDACTED], Mr. [REDACTED], and Major [REDACTED] did not sight it.

The reflection was visible through the front windshield of the car only for a moment because, shortly thereafter, the road turned to the right. The corresponding turn of the car so placed the relative position of the reflection that it could not be seen through the left front window, which was frosted. The windshield, however, was not frosted and permitted excellent vision.

The object appeared only as the bright reflection of the sun from an apparently metal surface, much as might be expected from an aircraft at a great distance. No accurate estimate of the objects size or range could be made from the observation. It appeared to be west-southwest of Oak Ridge Townsite at an angle of elevation of about 25° from the level.

/s/ [REDACTED], Jr. [REDACTED], Lt. Col. USAF

/s/ [REDACTED] [REDACTED], Commander, USN

/s/ [REDACTED], Jr. [REDACTED], JR., Major, USAF

A TRUE COPY

E. H. HUNT
Major, USAF

510295-CAF 10-105 50-10M

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NEPA PROJECT
Oak Ridge Tennessee

December 28, 1950

This document contains information
affecting the national
defense of the United States
and is to be controlled
by the Atomic Energy
Commission

SUBJECT: Visual Observation on December 18, 1950

TO:

Mr. W. [REDACTED]
[REDACTED]
Representative for Security
Office of the AF Plant Representative
Air Materiel Command
NEPA Division
Fairchild Engine and Airplane Corporation
Post Office Box E
Oak Ridge, Tennessee

1. On December 18, 1950, at sometime between 0820 and 0830, the following NEPA employees were riding in a vehicle on the Turnpike within the Controlled Area toward the NEPA Project approximately one mile short of the "Y" cutoff to White Wing entrance and Y-12:

Dr. [REDACTED]
Mr. [REDACTED]
Mr. J. [REDACTED]
Mr. [REDACTED]
Mr. [REDACTED]

2. The passengers, with the exception of Dr. [REDACTED] who did not attempt to participate in the viewing, observed a light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, through the windshield of the vehicle. The viewers had the impression that there was form in connection with the light rather than merely a point source. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. It appeared to be from 15 to 30 degrees elevated above the horizontal and on an azimuth between west and northwest, and appeared to be traveling in a northwesterly direction. The impression of its traveling is due to the fact that the object appeared to diminish considerably in size during the approximate thirty seconds during which it was viewed. The vehicle remained in motion and in following the course of the road, changed its relative position so that the object was viewed during the last few seconds from the side windows. As the vehicle proceeded down the road a near-by ridge obstructed the view of the object, and although the vehicle completed the turn toward D-25 at the "Y" intersection

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Mr. [REDACTED]
[REDACTED]
Representative for [REDACTED]

December 28, 1950
Page 2

Subject: Visual Observation on
December 18, 1950

and the passengers had a relatively clear view at points along the road, the object was not viewed again. The observers were unable to estimate approximate size, speed, or vertical elevation; and, therefore, were not certain whether the object was over the Controlled Area or a considerable distance away. There was no vapor trail or any other visible condition within the vicinity of the object and there were no clouds which could have obscured it. The observers were unable to identify the object in terms of mass or shape, other than the circular appearance of the light. However, the circular area appeared to darken, starting at approximately 7:00 to 9:00 o'clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star.

3. The observers were not in complete agreement as to whether the object was moving at a speed which caused it to diminish in size or actually was diminishing in size without any great velocity of travel due to the darkening effect described above.

NEPA Division
FAIRCHILD ENGINE AND AIRPLANE CORPORATION

/s/ [REDACTED]

[REDACTED]
[REDACTED]

A TRUE COPY

[Signature]
E. H. HUNT
Major, USAF

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