



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

UNCLASSIFIED

42:
17 JAN 1951

24-185

SUBJECT: (Confidential) Unconventional Aircraft
SPECIAL INQUIRY

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

AXA

Transmitted herewith as a matter of interest to your command is
spot report, dated 26 December 1950, relative to subject.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
Spot Rpt dtd 26 Dec 50
re subj

Ray B. Lange

RAY A. LANGE
Major, U. S. Air Force
Asst Exec, Dir of Special Investigations
The Inspector General

Dissemination of such information
of Special Investigations
Director

File Grudge

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5012.12

7-3712-33

AIR FACTS

sell them. I really grasp the idea. It
glanced at the system and history.
It was with this month's con-
cept. You really mean it.
You really are a flying man.
Where? I said: by water and
gotten down most of my copies.

Between Bedford, Illinois and
Washington, Iowa, he answered:

Well, yes. I really think
readily admitted. I never have got
much good in such talks. I'm
about the same. I don't know. I
suppose. I'll really think it is
not myself to believe there is such
a thing as a flying man.

Oh, yes. I said by really
are. I say on. He explained
nothing to me. He walked on the
right side which was a foot on.
He followed this flying man
across. I really think he was interested
in it. I guess I would like to believe
in them. And he kept my eye
fixed on him. I particularly re-
membered to get out of my length
but not to be sure. I think it was
nothing.

Do you really believe it? But
not that this has published. I
understand. I really think it is
nothing. I really think it is
nothing.

I said: I really think it is
nothing. I really think it is
nothing. I really think it is
nothing. I really think it is
nothing.

been a very many days of back
ground to support the theory that
there are definitely objects com-
ing around the Sun which are out-
side the realm of matter as you
and I know them. Who can say
just what they are. But dependable
witnesses have seen objects, or be-
lieve they have, that defy present ex-
planation.

By now I had completely for-
gotten my magazine. I finally was
realizing that Air wasn't putting
my leg. You are serious. It is
knowledge. For Real. Ask
what did the witnesses I was
told like.

It passed thoughtfully and
glanced around the mostly black
top group consisting of two or
three, two witnesses, a radio opera-
tor and myself. It was about
that. A man I thought. The
object was a simple looking
light. You know how you usually
see one of your lights on when
you go to sleep. Coming toward
you and you reach out the other
pilot sees you. It slipped out and
light on a light. But inside one of
these minutes. I was under the
light. I really think it was something.

Was it strange? I thought it
was. I really think it was. I really
think it was.

A. I really think it was. I really
think it was.

ADVERTISEMENT

picked up the computer to work out the estimated ground speed to his flight plan.

What do you mean, a head? It was puzzled.

It didn't go in his head. It was added before. Did you mean a set more (or) a plane speed across the sky? Head? Oh, since this page would be a couple of minutes, just start a the figure out.

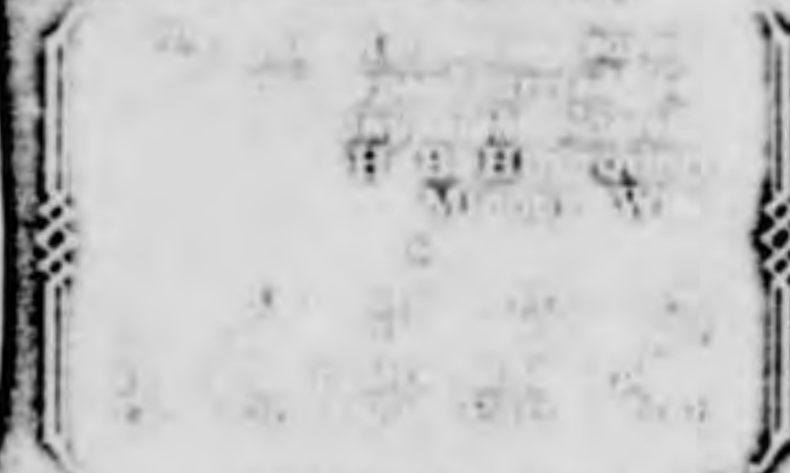
We designed, apparently, among ourselves. It was like dropping a bomb just in the middle of a fight to the horizon.

We turned back to the chart and up the page and began to writing as that the same flight number for the same flight, today was coming in on December 1st and reported 17th ago it was a serious accident to Kansas City. As they flew near Bradford, which is a little north point, he passed there to the airport to run the automatic the same number as Bradford and with the same number, a point a Bradford is a few miles from the city. It is the airport, mostly it will reach a point. It will reach a point as Bradford has.

We looked up the morning, a Bradford in a that something was reached in the afternoon to Bradford. It was that.

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AIR RACE

noticed the moon light apparently headed toward me, which as I remarked before, I thought was another phase I could see nothing but the light. I had time while. But instead of rushing on past I kept its distance. Then suddenly it started dissolving from brilliant diamond to phosphorescent green to blue and the sun had just set and the western sky was a spectacular splash of orange, pink and soft red. The air was crystal clear and the light was the only the overhead and western sky. The spot of the luminous ball grounded the world ball of light stood out with awesome prominence. It was suspended in space just above the horizon. As I caught my breath I would venture I was a hundred miles away. Of course there was no light to it. It might have been much closer in some other farther way.

The instant I mentioned to all that the thoughts they contained. However, it would still have the same effect as a jet plane atmosphere as well as the other jet planes. Although the flight the air and go with all the speed the air and the air. The air began to vibrate. The night the hand of the air. It was a very odd thing. It was a very odd thing. It was a very odd thing.

ball.

I broke in. You mean you really could see the thing move.

And then some. He gestured vigorously. It began to unaccountably start back and forth from north to south through anywhere from 10 to 30 degrees on a level plane. There was no definite regular symmetry to the motion. The object would mostly just take off a thought I was listening to the end of a string and someone was jerking it. The speed was variable in acceleration as normal motion could withstand. I'm sure. But then it would hover for a while, just the slowly then speed up like a rocket still in a north-south orbit. I watched it from Bedford to Iones Burlington. We were making good ground speed of 700 we had. The mph headwind so it took about 5 minutes to cover that distance. During the last five or six minutes the object seemed to purpose and was barely over the horizon above the horizon.

You haven't heard the story as yet. The woman the in greatest evidence. A man the same manner particularly in the vicinity of the object would appear to observe. It is difficult to describe the thing is a good word as it was a thought in the

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AIR RACER

that had made the race when the greatest thing performed the most amazing feat of all.

What was that? It explained the incredible statement which he applied the words and looked at what he had witnessed.

It called it that, saying that and a few things go. It placed the eyes on what it pointed to the motion about the action to the mind. It was a man. What happened was the. When the light had vanished in a moment of brightness it slowly began to move in a straight line toward the south. Suddenly it lurched with a tremendous bang of great sound upward at a 45 degree angle and described a sort of square top half of a loop and plunged down to find the horizon at a perfectly heading. That has certain characteristics. A second explanation of it was with my own eyes and it was wholly impossible to be. There it was simply an illusion of mathematics.

Looking up I found the heavy presence of the high path.

As Shute had no reason to dream up a strange story which he told me. It called to Captain (Kathol) and the captain that he saw the ship. The only way that passed the motion the through. As readily pointed to picture of the

and impossible action of the of race and tried to point out to position the Kathol saw the action only strangely. Since the ship was practically dead ahead of the captain at all times none of the passengers had occasion to see it.

They were flying. Marine the a very large 36-passenger transport (company) had was 6000 feet. As I walked down again and high place with no radio control and seemed to show that to see if he could get a better view. As he went it was slightly after the. A short control jammed some when the light was first applied. The light had departed Chicago at a 45 degree angle. After the route was over John then turned toward Washington on a very Red it.

There is what it consists of strange and almost nothing to the story.

After the heading to the high place on Shute high 10.ember 20 and again after hearing the call. It flew on to Chicago there the. It was a big of the of it. With Captain (Kathol) but who the had returned to. As a year a Blackbirding. Some of the was a the Wayne. That was and the only north of home. One thing is that the a really as a control it would answer to the

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

Z/PRO'D/bk

24-24

26 December 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

TO: Director of Special Investigations
Headquarters, United States Air Force
Washington 25, D. C.

1. SYNOPSIS: Unidentified airborne object observed in sky over Hickam AF Base, T. H., at 2232 hours 24 December 1950.

2. DETAILS: At 2310 hours 24 December 1950, T/Sgt [REDACTED], 1500th Air Police Squadron, Hickam AF Base, on duty with Hawaiian Armed Services Police (HASP) reported:

At about 2232 hours at Hickam AF Base, 24 December 1950, he observed in the sky off shore from Hickam AF Base, a bright object, traveling at a high rate of speed from the direction of Barbers Point, Oahu, past Hickam AF Base, in the direction of Lanikai, Oahu, disappearing in low clouds covering the Koolaw mountains. The forward section of this object appeared to be of the white brightness similar to that of fluorescent light in of; was circular in shape; was traveling at a height of approximately 6000 feet; and from the point of view of observer was approximately 18 inches in diameter. Observer described that the object had an orange flame-type tail, about as long as the fluorescent section, this tail tapering to a point. An overall description given was "like that of a squid going through water". Observer stated that no

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24-24

SUBJECT: SPOT INTELLIGENCE REPORT
Unconventional Aircraft

26 December 1950

[REDACTED]

deviation in course was noted; that object maintained consistent attitude and speed, and traveled a course parallel to the ground. Observer states he kept object in sight for approximately 30 to 45 seconds. No noise was heard. [REDACTED] indicated he has 19 years service, had not been drinking at time of sighting, as he was enroute to Christmas midnight church services.

- b. Sketch map of island of Oahu, over which has been set out in red colored pencil, the path and approximate course of object, is attached to action copy of this report.
- c. The Honolulu Star Bulletin, a daily English language newspaper of general circulation throughout the Territory of Hawaii, in its Home Edition of 25 December 1950, carried the following news story on page 1:

MYSTERY LIGHT FLASHES ACROSS SKY; CALLS FLOOD SWITCHBOARDS

Many Honoluluans Christmas Eve called the police, the newspapers and radio stations to ask about a mysterious light seen briefly in the sky about 10:30 P. M.

This morning, with no official confirmation of the phenomenon, The Star-Bulletin was still receiving calls from persons who said they saw what has been described variously as a rocket, a meteor or possibly a low flying airplane.

Mrs. [REDACTED] [REDACTED] At., called the police department at 10:43 p.m. to report seeing a "streak of light flashing through the clouds from Diamond Head to Wilhelmina Rise."

REPORTS THE SAME

Others who telephoned the police were identified as Theodore Rhea of Aiea Heights and [REDACTED] [REDACTED] of [REDACTED] At.

Other callers to the police did not leave their names.

But all reported seeing the same light in the sky, at about the same time.

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24-24

SPOT INTELLIGENCE REPORT

26 December 1950

SUBJECT: Unconventional Aircraft

Most described the light as being brilliant orange in color and lasting for only four or five seconds.

The police called the coast guard after several reports on the light or falling star had been received. The coast guard didn't know what might have caused it.

~~Mr. [redacted]~~, Jr., Honolulu's astronomical expert and a scientist for the Bishop museum, said this morning he had not seen the phenomenon and was unable to account for it from the descriptions given.

DEFINITE COURSE

A patron of the Drive In theater said the object was traveling at a great speed and was going from the Koko Head direction toward town.

"It seemed to be on a definite course," he said "and was traveling parallel with the ground. It was a brilliant orange flame and the biggest part of it appeared about the size of a four engine plane."

~~Mr. [redacted]~~, of Aiea, said: "I walked out to my garage about 10:30 when I saw a brilliant flame traveling from Koko Head direction and headed almost due north.

"It was traveling parallel with the ground and seemed to be on a course. I saw it only about 3 or 4 seconds before it disappeared into a cloud bank.

"My first thought was that it was a meteor, but it seemed to be traveling on a definite course. Then I thought it might have been a jet aircraft."

SPEED "TERRIFIC"

~~Mr. [redacted]~~, in Kahala, said the object was traveling from Diamond Head toward Koko Head and "at a terrific rate of speed.

"It was traveling parallel with the ground and was visible for about five seconds," Mr. Richmond said. "There was no noise and I would judge it to be not over 5,000 feet in altitude.

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"It was a brilliant orange color." Like the rest Mr. Richmond said he lost track of it when it disappeared into a cloud bank.

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24-24

SPOT INTELLIGENCE REPORT

26 December 1950

SUBJECT: Unconventional Aircraft

3. ACTION TAKEN: Office of Intelligence Officer, Pacific Division, MATS, Hickam AF Base, telephonically advised at 2316 hours 24 December 1950. The Intelligence Officer, Hickam AF Base, telephonically advised at 2326 hours 24 December 1950.

4. DISTRIBUTION: In addition to addressees, copies of this report are furnished:

Intelligence Officer, Pacific Division, MATS, Hickam AFB,
Intelligence Officer, Hickam AF Base, T. H.

FOR THE COMMANDER

1 Incl:
for D/OSI
Sketch Map of
Island of Oahu

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

A. 258
L3

INCOMING ~~CLASSIFIED~~ MESSAGE

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FROM: COMPACDIVMATS HICKAM AFB TH

TO : COMATS ANDREWS AFB MD

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INFO: COFS HQ USAF, WASHINGTON, D.C.

NR : PL 12116

26 December 1950

Unidentified luminous white circular flying object visually observed from Hickam AFB about 250830Z coming from vic Barbours Point has over John Rogers Airport disappearing into local clouds over mountains east of Honolulu object followed straight level course at constant speed greater than jet a/c. Total time on observed course estimate 45 to 6 seconds. Altitude estimated at 8000. Diameter proportionate to one foot object ten feet from observer orange flame extended twice diameter of object majority of flight observed with no visibility limitations. When object entered local clouds over mountains east Honolulu clouds were illuminated. Above preliminary report obtained from two observers who indicate that there are at least ten other witnesses. CINCPAC fleet has received similar reports from other observers, one of whom believes the object was a meteorite. He bases his belief on previous observations of meteorites. Investigations being conducted full rpt will be rendered soonest.

A/C
for file

INFO : OIN, CSI, CIG, OAT-1, OOP, OPD, SLO

CAF IN: 8 5 5 5 5 (26 Dec 50) DTG 260145Z JDM/nlb

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RC 18/26

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Division, Hq MATS Andrews AFB, Washington 25, D.C.	REPORT NO. IR-376-50	PAGE 2 OF 2 PAGES
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1. The following priority message, which concerns the sighting of an unidentified flying object in the vicinity of a USAF plane, was forwarded by the Intelligence Officer, 1500th Air Transport Wing, MATS, Hickam AFB, Hawaii:

SECRET ATW Intelligence 8857. DTG 260001Z Dec 50. Under the provisions of MATS Regulation 200-3, the following information pertaining to an unidentified flying object is hereby reported. This Rapid Report is in exact quotations from the report of the pilot, Captain **SECRET**, who was evacuating patients between Johnston AFB and Hickam AFB: 'At the South Port Allen intersection at 250833Z a large bright light approached our aircraft SB-17, 3768, from about three o'clock. We were cruising at 7,000 feet on a heading of 53° magnetic. The subject aircraft of some sort approached from the right and cut in front of us and climbed straight ahead of us out of sight. I couldn't distinguish any particular characteristics because the light was so bright. There was full moon and no clouds at the time. When the thing had passed ahead we went through its "prop wash". It trailed an orange flame and sparks, noticeable only when it pulled away and up from us. I would guess its speed to be over 300 MPH and it maneuvered like a fighter type aircraft. My first impression was that it was shining a bright floodlight at our aircraft, therefore we couldn't see too well its exact size and shape, which we could have otherwise seen in the bright moonlight. I did not change heading or altitude because it was about 1,000 feet above my flight path, or seemed to be. My navigator, copilot and engineer also witnessed the strange flying machine. I had plenty of time to call the navigator on interphone and asked him what he thought it was and he had time to look out and call me back. I flashed my landing lights but got no response from the other ship and it had no navigational lights. This object had no resemblance to a falling star or meteor. I would judge it came within 200 yards of us before turning. Another aircraft was on 2870 kc. Honolulu Overseas Radio called in and asked if there were other aircraft in the Honolulu South Port Allen area. I called at 250835Z and gave my position as at South Port Allen at 7,000 feet. After landing I discovered other people had seen the same thing as I and had the identical description.'

2. Confirmation of the sighting is indicated in the following message received from the Commander, Pacific Division, MATS, Hickam AFB, Hawaii:

SECRET PL 12116. DTG 260145Z Dec 50. Unidentified luminous white circular flying object visually observed from Hickam AFB about 250830Z coming from the vicinity of Barbers Point NAS, passing over John Rogers Airport, and disappearing into local clouds over the mountains east of Honolulu. The object followed a straight, level course at a constant speed greater than that of a jet aircraft. The total time on the observed course was estimated at 45 to 46 seconds. The altitude was estimated at 8,000 feet. Diameter was proportionate to a one-foot object ten feet from the observer. An orange flame extended twice the diameter of object. The majority of the flight was observed with no visibility limitations. When the object entered local clouds over the mountains east of Honolulu, the clouds were illuminated. The above preliminary report was obtained from two observers who indicate that there are at least ten other witnesses. The Commander-in-Chief, Pacific Fleet, has received similar reports from other observers, one of whom believes the object was a meteorite. He bases his belief on previous observations of meteorites. An investigation is being conducted. A full report will be rendered as soon as possible."

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Percy Shattuck
A. G. LOVE
Captain, USAF

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56-11389

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12/11/50 43

COUNTRY USA-MATS		REPORT NO. IR-376-50	(LEAVE BLANK) <i>af 261196-1</i>
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT Unidentified Flying Object, Hawaii			
AREA REPORTED ON Hawaiian Islands		FROM (Agency) Intelligence Division, Hq MATS Andrews AF Base, Washington 25, D. C.	
DATE OF REPORT 27 December 1950	DATE OF INFORMATION 25 December 1950	EVALUATION C-1	
PREPARED BY (Officer) <i>A. G. Love</i> , Captain, USAF		SOURCE USAF Pilot	
REFERENCES (Control number, directive, previous report, etc., as applicable) IR-319-50 (AF 237545), USA-MATS			
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.) Report contains information on the sighting of an unidentified aerial object near a USAF plane on the night of 25 December 1950 near the Hawaiian Islands.			
APPROVED: <i>Rafter A. Hardwick</i> Lt. Colonel, USAF for: WILLIAM L. TRAVIS Lt. Colonel, USAF Chief, Intelligence Division			
<i>5012.9</i>			
<i>file Grudge</i>			
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On the 1st
and 2nd

SAUCERS OF ILLUSIONS?

By

WILLIAM A. DEAN

NOW that the excitement of
about half a century ago
is still fresh in our minds, it is
not to be wondered at that the
story of the "saucers" is still
a subject of interest.

One thing is certain: the
the "saucers" were not
planned by the "saucers"
and the "saucers" were not
planned by the "saucers".

There is no doubt that the
the "saucers" were not
planned by the "saucers".

Shortly after the war, the
the "saucers" were not
planned by the "saucers".

observed by Captain Robert R.
Hick and others. The "saucers"
were not planned by the "saucers".

The "saucers" were not
planned by the "saucers".

As we have seen, the "saucers"
were not planned by the "saucers".

As we have seen, the "saucers"
were not planned by the "saucers".

BRADFORD, ILLINOIS 27 DEC 1950