UNCL

Incident #77

3/1/52

[redacted]

1430 es

Irregular

10

loud roar

Anal. Bias on insects

UNIDENTIFIED

UNCLASSIFIED

With 194 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physiological factors are taken into consideration, all of these incidents can be explained rationally, as pointed out by Rand Corporation and Mr. Fitts of Air Materiel Command Aero-Medical Laboratory (see Appendix "B" and "C").

Air Materiel Command Aero-Medical Laboratory (Dr. Paul M. [illegible]

212 Incidents considered)

There are sufficient psychological explanations for the reports of unidentified flying objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from inability to estimate speed, distance, and size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of sighting, type of object, or manner of performance. There are indications, however, that some sightings were influenced by earlier reports, and probably would not have been considered unusual or reported had [illegible] been no publicity.

APPENDIX I

SMC

Project Grudge

Summary of AMC Evaluation of Remaining Reports

Director
Aerospace Studies Inst.
ATTN: Aerospace Studies
Maxwell AFB, Alabama
RETURN TO:
K243-6012-1
Jul 1947

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "I") exhibited few common characteristics. Two of them, by statements of the reporters, would not have been made had the witnesses not read of the Mt. Rainier incident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX I

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally discredit the character of observers, but each case has undesirable elements, and these cannot be disregarded. The numerical designation is merely the categorical order of the incident in the project files.

1, 10, 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, 84,

111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215, 236.

10032293

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 77

1. Date 3 July 1947
2. Time 1830 Z
3. Location South Brooksville, Me.
4. Name of observer Mr. [redacted]
5. Occupation of observer [redacted]
6. Address of observer South Brooksville, Me.
7. Place of observation ~~N/S~~ Harborside, Maine -
8. Number of objects 10
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed 600-1200 MPH
13. Direction of flight NW (true)
14. Tactics N/S
15. Sound Loud roar
16. Size 50 to 100 feet wide
17. Color light-colored
18. Shape only concrete evidence of form appeared on left tangent of the group - two dark shaped forms:
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs one
25. Manner of disappearance N/S
26. Remarks:

(over)

An unusually loud roar attracted the observer and upon looking up he saw a group of very light-colored objects at an altitude of about 50° bunched rather closely with no regular formation. The group could have covered 1-1/2° angular diameter in the sky. There might have been 10 As a group they were proceeding as to cover 30° of arc estimated of course in 10 to 15 seconds. If one of them subtended 1/10° with a possible wing spread of 100 ft it would put it at a distance of over 10 miles, and quite invisible for a light object. With 30° arc of travel at a 10 mi distance would be roughly 5 miles in 15 seconds or 20 mi per minute or 1200 mi per hour. Rather fast for a bomber. A 50 ft object at 5 miles dist. wo ld be about 600 mi. per hr - also fast going. The only concrete evidence of form appeared on the left tangent of the group - two dark shaped forms:
These could have been tail wings. But since they were in no regular formation, and seemed to be moving irregularly like a swarm of bees why shouldn't all of them have had wings? The loud roar suggests they may have been much closer and rather small. The sky background was hazy blue with the sun behind. One plane towing a lot of balloons, the witness thought, would have been easily recognized.

Incident No. 77 -- 3 July 1947, 1430 Hours, South Brooksville, Maine.

This observer, an [redacted] heard a loud roar and with difficulty observed at 50° elevation approximately ten very light-colored objects traveling N. W. The group is reported to have covered 1 1/2° angular diameter in the sky, bunched together with no regular formation. He calculated that at a distance of 10 miles the objects would have a speed of 1200 MPH; that their width must be 100 feet across and due to their color would be barely visible. He also estimated the object would have a width of fifty feet at five miles with a speed of 600 MPH. He believed they were aircraft of some type, owing to the loud roar. In his letter he asked, "have any meteorites been reported?"

AMC Opinion: It is believed that the observer should have been able to rule out the possibility of meteorites. Reducing the estimate of distance, and correspondingly reducing the required size to that of objects such as birds or insects, then the speeds become very modest. If the objects were actually five to ten miles distant, and responsible for the "unusually loud roar", it is expected that numerous other reports would have been received from this section of Maine, which is thickly populated.

UNCLASSIFIED

[redacted]

Incident #77 -- South Brooksville, Maine -- 3 July 1947

There is nothing to suggest an astronomical origin of the objects cited in this unusually well-reported incident. Inasmuch as the sightings were made by an [redacted] (although this investigator has never heard of him), one can presume that any astronomical implications would have been noted. The observer's question "Have any meteorites been reported?" is puzzling, because he should have been able to rule out that possibility himself. The estimated speed is all that would suggest meteors, and the absence of smoke trails and the general tenor of the description seems to rule out the objects' having been daylight meteors.

[redacted]

B/R
8

Code 110A
NRL

CONFIDENTIAL

7 August 1947

UNCLASSIFIED

MEMORANDUM

SUBJECT: "Flying Saucers"

TO: Asst Chief of Air Staff-2
Collection Branch, AAF
Washington 25, D. C.

1. The inclosure is an excerpt from a letter to Dr. E. Tousey, Micron Waves Section Head, Naval Research Laboratory, from Mr. [redacted], pertaining to some unidentified objects which Mr [redacted] reports to have seen some time prior to the first reports of "flying saucers" in the New England area.

2. Dr. Tousey states that Mr. [redacted] is a well-known [redacted] and a reliable observer as a result of his training.

3. The inclosure is in addition to information contained in previous letters to your office taken from interviews at the request of Lt. Col. G. D. Garrett, AAF A-2.

1 Incl.
Excerpt fm ltr to
Dr. Tousey 2

WILLIAM P. MELLEN
Major, Air Corps
AMC Liaison Officer
Naval Research Laboratory

UNCLASSIFIED

CONFIDENTIAL

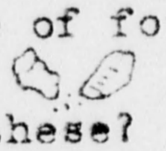
DOWNGRADED [illegible]
INTERVALS; NOT [illegible]
DECLASSIFIED. [illegible]

Copy

Excerpt from letter Dr. R. Tousey from
Mr. [redacted]

CONFIDENTIAL

South Brooksville, Me.
July 28, 1947.

Having in mind the ridicule which has been heaped on those innocent or perhaps gullible individuals who have reported disks, I would be a little cautious in interpreting. But it is safe to say truthfully, that something unusual attracted my attention, and I was in a perfectly sober condition, barring the mild stimulation, afforded by cool spring water filtering through North Haven greenstone cracks. It should be easy to determine if the "disks" were a new type jet plane, or bomber, or rocket. The fact that it was July 3, about 2:30 P.M. (summer time) or Greenwich Civil time 1830 might suggest that they were engaged in some naval demonstration from Eastport, Bar Harbor or Belfast. The group appeared to be at an altitude of about 50° -- I suffer from a mild cervical arthritis--but my eyes are well corrected for astigmatism and hypermetropia, and I doubt if my cerebral cortical Lesions are sufficiently advanced to affect my balance. What first made me look up was the unusually loud roar and I was surprised not to see a well defined group of planes quite near. Instead I had to look rather sharply to see the bunch of very light colored objects, in a general northerly direction and travelling roughly in a NW (true) direction. This was reasonably correct, as I was on Cox's hill, and looked over towards Backwood's Mount, that is the conspicuous flat top planated hill at Harborside. The group could hardly have covered more than 1½° angular diameter in the sky, and bunched rather closely with no regular formation. There might have been 10, I couldn't say and with 90' of arc spread, would easily be within the limit of visibility for discreet objects. As a group they were going so as to cover 30° of arc, estimated of course, in perhaps 10 or 15 seconds. If one of them, say, subtended 1/10°, with a possible wing spread of 100 feet, it would put it at a distance of over 10 miles, and quite invisible for a light object. Besides, with 30° arc of travel at a 10 mi. distance would be roughly 5 miles in 15 seconds or 20 mi. per minute or 1200 mi. per hour!!--rather fast for a bomber--hi. A 50 ft. object, at 5 miles dist. would be about 600 mi. per hr.--also fast going. The only concrete evidence of form appeared on the left tangent of the group--two dark shaped forms:  which may have been tail wings. Doesn't the Douglass bomber have these? And since they were in no regular formation, but seemed among themselves to be moving irregularly like a swarm of bees, why shouldn't all of them have shown wings? The loud roar suggests they may have been much closer, and rather small. The sky background was hazy blue, and the sun behind me. One plane towing a lot of balloons, I believe, would have been easily recognized. Havy any meteorites been reported? At that time of day, has there been any abrupt change of radio field strength? or ionization?

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Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

4/19005

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Item

Date

Time

Place

Object

Shape

Size

Color

Speed

Altitude

Length of time observed

Time of observation

Witnesses

Remarks very little info in report.

Sketches

Mandatory ATIC Form 329
(20 Jan 52)

UNCLASSIFIED

INSUFF DATA

Incident #13 -- Mt. Jefferson, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.

PRESS RELEASE

CHECK LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

1. Date 4 July 1947 Incident # 16

2. Time 1100

3. Location Mt Jefferson, Oregon

4. Name of observer [redacted]

5. Occupation of observer N/S

6. Address of observer Tigard, Oregon

7. Place of observation Near Redmond - ground

8. Number of objects 4

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude N/S

12. Speed N/S

13. Direction of flight N/S

14. Tactics N/S

15. Sound N/S

16. Size N/S

17. Color N/S

18. Shape disc

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails N/S

22. Weather conditions N/S

23. Effect on clouds N/S

24. Sketches or photographs PIX None

25. Manner of disappearance N/S

26. Remarks: [redacted] Stated reported seen from Bend, flew east Mt Jefferson to Mt Hood, then, while he was driving near Redmond

HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-3/HW3/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,
Andrews Air Force Base,
Washington 25, D. C.
ATTN: DSS

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flying objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes.

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks areusually made direct from the Project "SIGN" Office, MCIAXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not eliminate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	125	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

P-41431-1

Hq AMC, Chief, Air Weather Service, Washington 25, D. C.
Subj: Project "SIGN"

4. The form used in interrogating witnesses to sightings is inclosed as a matter of interest. Comment as to possible improvement of the "Essential Elements of Information" in regard to routine synoptic balloon flights is invited.

5. It is requested that correspondence be forwarded to the Commanding General, Headquarters, Air Materiel Command, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman, Col, USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Dept

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

AFOIR, Hq. USAF
Capt Trakowski, Geophysics Lab
Major Kodis, MCREEP
Colonel Neal, MCLAWS

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
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UNCLASSIFIED

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1963 pst

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] SKETCHES

[illegible] Form 3[illegible]
([illegible] 58)

[illegible]

[illegible]

[illegible] NO. OF TRAP [illegible]

[illegible] NO. OF IN THE ATTIC

COLOR whitish brown

SIZE very high

METHOD

LENGTH OF TIME OBSERVED

TYPE OF OBSERVATION visual [illegible]

REMARKS S and L in line

[illegible]; CAMERA DROP

UNCLASSIFIED

PRELIMINARY DATA ISSUED AS

ATIC NO. _____

DATE OF INFO 4 Jul 47

FTD NO. _____

LOCATION Portland, Ore.

FOUND NO. _____

SOURCE Police Publication

NAME OF FOUND _____

DATE IN TO ATIC _____

TIME OF FOUND 1305 pst

COLOR Aluminum

MAPS 1:50

SPEED very fast

TYPE _____

ALTITUDE est 30,000

NUMBER 2250

LENGTH OF TIME OBSERVED _____

NO. IN GROUP 2

TYPE OF OBSERVATION visual

SOUND _____

MANEUVERS made 90° at high speed

PHOTOS _____ SKETCHES _____

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

Incident #2

UNCLASSIFIED

ACFT TYPE: _____

DATE OF INFO: _____

SERIAL NO: _____

ACFT IN FORM: _____

PILOT: I

PERMANENT NO: _____

DATE: 1 OCT 1952

CLASS: _____

TIME: 2100

SIDED: YES

PHASE: _____

ALTITUDE: 40,000

LOCATION: _____

LENGTH OF STRIP: _____

NO. OF ENGINE: 2

TYPE OF OBSERVATION: VISUAL

STATUS: _____

REMARKS: Good

PILOT: _____

OBSERVER: _____

(Supersedes AFTO Form 369 which is obsolete)

UNCLASSIFIED

PROJECT UNCLASSIFIED

Incident #3

DATE OF INFO [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

SPEED High

ALTITUDE Hig

LENGTH OF TIME OBSERVED [illegible]

TYPE OF OBSERVATION [illegible]

MANEUVERS S and L

[illegible]

[illegible]

AFTIC Form 35[illegible]
[illegible]52)