2

PROTECTED [redacted] RECORD CARD

UNCLASSIFIED

Incident #58 58

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING Sunset

SHAPE C-54 Fuselage

SIZE Same or large than C-54

COURSE NW

NO. IN GROUP 1

WIND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 4 Aug 1947

LOCATION NW of Bethel, Alaska

SOURCE Civilian Pilots

DATE IN TO ATIC - - -

COLOR Black

SPEED EST 520 mph Estimated / Measured

ALTITUDE EST 500-1000' Estimated / Measured

LENGTH OF TIME OBSERVED 4 Min.

TYPE OF OBSERVATION Aerial

MANEUVERS - - -

A/C

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 58

1. Date 4 Aug 47
2. Time evening
3. Location NW of Bethel Alaska
4. Name of observer Capt [redacted] and Co-pilot [redacted]
5. Occupation of observer Pilot and Co-pilot - [redacted] Flying Svc.
6. Address of observer N/S
7. Place of observation 60° 57' N 161° 48' W
8. Number of objects 1
9. Distance of object from observer 1200 ft
10. Time in sight 4 minutes
11. Altitude 500 to 1,000 ft
12. Speed 520 MPH - 3 times that of C-54
13. Direction of flight NW
14. Tactics N/S
15. Sound N/S
16. Size As large or larger than C-54
17. Color black in color
18. Shape saucer - like that of C-54 (from rear) but without motors or flying wings.
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions brilliant evening sky
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance flew rapidly out of sight
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

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 Dr. Pitts of Air Materiel Command Aero-Medical Laboratory (see Appendix "B" and "G").

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, probably would not have been considered unusual or reported if there had been no publicity.

APPENDIX I

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VXI. 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, 235.

Incident No. 58 — 4 August 1947, Sunset, near Bethel, Alaska.
A pilot and his co-pilot observed a black object of the design and approximate dimensions of a C-54 fuselage, flying at 500-1000 ft altitude N.W. The object crossed their path at right angle, and they pulled up to 1200 ft to avoid a collision, then chased it at 170, but lost sight of it in four minutes. They estimated the speed of the object to be three times their own, or 510 MPH. Assuming the estimate of speed to be correct, elementary computations determine the distances object traveled as 34 miles in four minutes while the observer's airplane moved eleven miles in the same period. Therefore, the object was more than twenty miles distant when last seen. To be capable of being seen at this distance under the conditions given, the object would have to be about 50 feet in its smallest or end-on dimension. If this were true, and the object was proportionate with a C-54 fuselage, its length would be about 500 ft. Assuming the estimate of speed to be incorrect, but time in sight to be correct, the problem is figured in reverse, using as a reasonable width 15 feet. In this event the object would have been less than ten miles away when lost to sight, therefore, it would have traveled about eighteen miles in four minutes, giving a speed of less than 500 MPH.

ATC Opinion: It is believed that the pilots were suddenly startled by a conventional aircraft crossing their path, and that as they gave chase to the aircraft which was "silhouetted against a brilliant evening sky", they were partially blinded, and were therefore unable to discern wings or engines.

[redacted]

Incident #58 -- NW of Bethel, Alaska -- 4 August 1947

There is no astronomical explanation for this incident. The time in sight (four minutes) and rate of speed (520 MPH) seem to preclude any such possibilities.

The similarity of this incident to #10, in which several objects were seen silhouetted against a sunset, is striking.

[redacted]

Office Memorandum • UNITED STATES GOVERNMENT

UNCLASSIFIED

TO : Lt. Col. George Gerrety, AC/AS-2

DATE: [illegible]
COMMENTS NO. 1
Maj Genl/d/TAG

FROM : Major Genl, A-2, Air Weather Service

SUBJECT: "Flying Disk" Sighting

Reference our telephone conversation this morning, there are attached the letter and indorsement relative to the sighting of a "Flying Disk" by a civilian pilot in the vicinity of Bethel, Alaska.

VICTOR H. GRAEF
Major, Air Corps
Chief, A-2

1 Attachmt
Ltr dtd 22 Aug 47 w/2 incls.

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INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

CONFIDENTIAL UNCLASSIFIED

SIGAK 000 ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS AG 311
Seattle 4, Washington
19 August 1947

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the NCOIC of the Alaska Communication System Station at Bethel, Alaska. It is submitted for your information.

For the Commanding Officer:

/s/ Svend C. Hansen
SVEND C. HANSEN
Captain, Signal Corps
Acting Executive

1 Incl
Cy ltr fr NCOIC at Bethel
to Hq, ACS, Seattle.

353.5/1 (Cy 1)

1st Ind AG 311

HQ FOURTH AIR FORCE, Hamilton Field, California. 8 SEP 1947

TO: Commanding General, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

1. Forwarded for your information.

2. This headquarters wishes to correct the impression stated in par 2 of the inclosure, that Fourth Air Force claims there are no such "things" (flying disc). It is the opinion of this headquarters that T/4 Harold Johnston has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision of a flying disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

William T. Turner
WILLIAM T. TURNER
CWO, U. S. Army,
Asst. Adjutant General

1 Incl:
n/c

CONFIDENTIAL UNCLASSIFIED

UNCLASSIFIED

Matters of National Interest.

D.SSS.5 ID (19 Aug 47) 2nd Ind.

HQ AIR DEFENSE COMMAND, Mitchel Field, New York. 9 September 1947

TO: Commanding General, Army Air Forces, Washington 25, D. C.
Attn: AC/AS-2, Air Intelligence Requirements Division.

Forwarded for your information.

FOR THE COMMANDING GENERAL:

H. H. SMITH
Colonel, GSC
Asst Chief of Staff-Intell.

1 Incl.
H/C

[redacted]

UNCLASSIFIED COPY

BETHEL, ALASKA

5 August 1947

Subject; Matters of National Interest

To: Commanding Officer, Alaska Communication System
550 Federal Office Building, Seattle 4, Washington

1. Per AGAO-S 319.1 the following report is submitted on a matter which may become of National Interest. Captain [redacted] and his CoPilot [redacted] have stated that on August 4, 1947 they sighted and followed a flying saucer Northwest of Bethel Alaska. This object was bigger than the Douglas DC-3 they were flying, crossed their course at right angles to them. It was flying at an Altitude of one thousand feet. They swung in behind it and followed it at an air speed of one hundred seventy miles per hour but it was out of sight in four minutes. They state the object was smooth surfaced and streamlined with no visible means of propulsion whatever.

2. It is realized that the Fourth Air Force claims there are no such things but Captain [redacted] is Chief Pilot for [redacted] flying service and is not a man given to exageration. In view of the excellent reputation of Captain [redacted] and the fact that no one here doubts in the least but that he actually saw this object, this report is turned in for any action deemed necessary by your office.

/s/ Harold D. Johnston
T/4 Signal Corps
Operator in Charge

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UNCLASSIFIED

[redacted]

C O P Y

UNCLASSIFIED

August 5, 1947

Regional Director
Weather Bureau Regional Office
Anchorage, Alaska

Subject: Pilot's report of "Flying Saucer" vicinity UB.

Dear Sir:

I though you would be interested in the attached report, even though it probably has no meteorological significance.

Mr. [redacted] related the following additional details in a conversation immediately after the reported flight. He and the co-pilot first sighted the "saucer" ahead of them and at about the same altitude at which they were flying. It was in silhouette against a brilliant evening sky and they, being unable to determine at first in which direction it was moving, pulled up to about 1200 ft. to avoid possible collision. In this new position they could determine that the object was moving away from them and at a very rapid rate. It appeared to be as large or larger, in mass as a C-54, and black in color. It maintained the same altitude but soon disappeared from sight because of it s superior speed, which the pilots estimated roughly to be three times theirs.

I know Mr. [redacted] well and he is not the imaginative type.

Respectfully,

/s/ R. Allen Showalter

R. Allen Showalter
Acting Official in Charge

US - Bethel, Alaska

C O P Y

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UNCLASSIFIED

Dec 58

KCDW V KMZI #10 D A KMZI 051112Z KCDW GR 101

75 IFN 1. FLWG RPRT BY PILOT J[redacted] OF [redacted] AWYS AND COPILOT [redacted] COMMA SEVENTEEN AND SEVEN YEARS EXPERIENCE RESPY. AT 050820Z ABOUT 10 MILES NORTHWEST UB SIGHTED DISCUS LIKE OBJECT RESEMBLING REAR VIEW OF CHARLIE 54 WITHOUT MOTORS COMMA OR FLYING WING COMMA ALTITUDE 500 FEET. WIND NEGLIGIBLE COMMA CAVU COMMA TRUE COURSE NORTHWEST COMMA NO VSBL MEANS OF PROPULSION. AFTER DETERMINING NO REPRTD TFC AT UB [redacted] FLWD OBJECT IN DOG CHARLIE THREE FIVE MINUTES AT INDCD AIRSPEED OF 170 MPH BEFORE IT DISAPPEARED. WITH [redacted] APPROVAL THIS IS FWDD FOR YOUR INFN. JACKSON.

C
O
P
Y

UNITED STATES DEPARTMENT OF COMMERCE UNCLASSIFIED
Weather Bureau
Washington 25

Aug 22, 1947

See 5-6

Chief
Air Weather Service
Gravelly Point, Va.

Attention: A-2

Dear Sir:

Enclosed is a copy of thecorrespondence concerning "flying disks" which is being forwarded in accordance with a verbal request from your office of this date.

Very truly yours,

/s/

F. W. Reichelderfer
Chief of Bureau

Enclosures 2

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Capt J[redacted] and his Copilot V[redacted] stated that on 4 Aug at sunset they sighted and followed a"flying saucer" northwest of Bethel, Alaska. The object which appeared as large or larger in mass than a C-54 and black in color appeared silhouetted against a brilliant evening sky. In order to avoid a possible collision (being unable at first to determine in what direction the object was moving) they pulled up to about 1200 ft in order to avoid possible collision. The object crossed their path at right angles to them. Seeing that it was moving away from them at a very rapid rate and flying at an altitude of from 500 to 1,000 ft they swung in behind it and followed it at an air speed of 170 MPH but the thing was out of sight in four minutes. They state the object was smooth-surfaced and streamlined and resembled ~~[illegible]~~ a C-54 without motors (from the rear) and was without wings or any visible means of propulsion whatever. Wind was negligible and it was on a NW course.

Official in Charge of the Airlines for which [redacted] was working states that the pilot is not the "imaginative type".

[redacted]

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.