UNCLASSIFIED

DATE OF INCIDENT 12 Nov 48

LOCATION Clark AFB, Phillipines

SOURCE USAF SGT

TIME OF INCIDENT Between 1300 & 1400

DURATION Short

NO. OF A/C 1 A/C Without Tail

SIZE -----

AMPLITUDE 3-6 miles

COURSE Circled

LENGTH OF TIME OBSERVED -----

NO. IN GROUP 1

TYPE OF OBSERVATION Ground

SOUND single roar

MANEUVERS Flying around Clark Field

PHOTOS ----- SKETCHES 2

UNCLASSIFIED

Temporary AFIC Form 329
(2 Jan 52)

AFC (CONTROLS)

[redacted]

UNCLASSIFIED

Incident #206 -- Clark AF Base, Philippine Islands -- 12 November 1948

Two things enter heavily into any possible interpretation of this incident: the reported maneuverability of the object, and the character evaluation of the witness.

If the facts are as stated, then there is no astronomical explanation for the object observed. A few points favor its having been a daylight meteor: the snow-white color, speed faster than that of a jet plane, roaring noise, similarity to "sky writing," and the time of day of the observation. The tactics, however, if really performed, oppose it strenuously.

The question is, did this object actually maneuver in and out of a cloud bank -- i.e., did it make turns of 130° or more? It is possible that such impressions were merely illusions. The witness saw the object intermittently through clouds. It is not clear whether he ever saw it against a cloud background or only in the sky background between clouds, a fact which is highly important. If he saw it only in breaks between clouds, this fact, coupled with its great speed, makes it clear that only momentary impressions could be obtained. Such observations, by an untrained observer, may elicit forth a description that is extremely unlike the facts.

The impression of a fuselage with windows could even more easily have been a figment of the imagination.

Unless more specific information concerning this incident becomes available, the present investigator cannot say whether an astronomical explanation is possible, or not.

UNCLASSIFIED

[redacted]

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

12 Nov

No. 206; If description is accurate, i.e., wings on fuselage, roar of engine, circling object, possibility of weather balloon is remote. Also, latest time of release for Clark Field was four hours prior to sighting. Also, note F.B.I. note on character of observer.

Incident: 206

Sgt [redacted] stated he was watching some cloud formations in the North-east portion of the sky when he observed a white speck materialize and lengthen out. At first he thought it was sky-writing but as it continued to advance he thought it appeared as a whole unit. Object pursued a northwestern direction and entered a very large cloud formation As the object emerged on the northwest by north side the object appeared larger and he was able to get a clearer view. The object appeared snow-white. At one time Sgt [redacted] was able to obtain a side-view impression It seemed as if the side surface was broken by windows. The nose, too, was short in comparison to the length. There was definitely a wing formation - low wing and very short in comparison to the length of the fuselage. Sgt [redacted] perceived the object six times thru the cloud formation, in various attitudes - see attached drawings. Sgt [redacted] in his drawing estimates the length of the fuselage to be 300 feet. However, he stated that it would be impossible for him to estimate the length of the object if the craft was using a rear type of propulsion and utilizing a fuel that left a white exhaust. Fuselage apparently had no tail assembly. It appeared as a straight body tapering off from directly above the wings to a very small point.

Evaluation: D-5 - Sgt [redacted]

INCIDENT SUMMARY SHEET

Incident No. 206

1. Date and Time of Observation: 12 Nov 1948 between 1300 and 1400

2. Where Sighted: Northeast portion of Clark AF Base, Phillipine Islands

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Sgt [redacted]
18th Main & Supply Gp, Clark AF Base

5. Occupation and/or hobbies: Sgt, USAF

6. Attention Attracted by: white speck

7. Number of Object(s) Seen: 1

8. Size of Object(s): Estimated Size: 300 ft/ length of fuselage 35 ft body at wings; Wings 47-1/2; width of wing 25 ft

9. Color of Object(s): snow-white

10. Shape (Sketch if Possible) See attached

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 3 to 6 miles high
(estimated)

13. Estimated Distance of Object from Observer: 20 to 30 miles

14. Estimated Speed of Object: Faster than jet plane

15. Time in Sight: N/S - observed intermittently thru cloud formation

16. Tactics: Flying around Clark AF Base - no definite heading horizontal flight - apparently reconnaisance

17. Sound Made by Object(s): single roar

18. Direction of Flight of Object(s) no definite heading - flew around Clark AF Base

19. Apparent Construction: Similar to plane

20. Effect on Clouds: N/S - entered and broke out of cloud six times

21. Exhaust Trail (Color of): appeared to leave an exhaust trail from tail-end of mentioned object - "It appeared to be sky writing"

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting: 4500 scattered, visibility 30 miles,

24. Peculiarities Noted: Appeared to have no tail assembly - straight body tapering off from directly above the wings to small point

25. Summary of Incident: (over)

(See attached page)

1948 NOV 25 14(2

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DOD DIR 5200.10

EQA088

HA21

ROUTINE

RR JEQAB

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1948 NOV 25 08:15

FM UAPLA 30B/CG FEAF

TO JEQAB/CG AMC WPAFB ATTN: MCI

ACTION COPY 206

NFM JEQTL/USAF ATTN: DIRECTOR OF INTELLEGENCE

QXN/CINCFE ATTN G-2 SE_ION(

AF GR NC

1. MCIA - ACTION
2. MCI - INFO
3.
4. MCAGXMU "

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[redacted]

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CITSTVLONE TWO FOUR NINE OP-2 PD

THE FOLLOWING MESSAGE FROM THE THIRTEENTH AIR FORCE IS PASSED TO YOU IN ACCORDANCE WITH USAF LETTER CMA SUBJECT QUOTE REPORTING OF INFORMATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBUYARY ONE NINE FOUR EIGHT PD ABLE DETAILED REPORT WILL BE FOWAEDED WHEN RECEIVED PD

QUOTE UNIDENTIFED AIRCRAFT SIGHTED BY ENLISTED MAN OF THIS COMM JRLONE TWO NOV FOUR EIGHT APPROXIMATELY ONE THREE THREE ZERO HOURS CMA NORTHEAST BY EAST OF CLARK AIR FORCE BASE CMA DISTANCE UNDETERMINED PD AT ALTITUDES FROM EN THOUSAND TO TWENTY THOUSAND FEET PD DESCRIPTION CLN COLOR SNOW WHITE CMA WING SPAN ESTIMATED ONE HUNDRED TO ONE HUNDRED FIFTY FEET CMA FUSELAGE ESTIMATED TWO HUNDRES FIFTY FEET LENGTH PD DISTANCE

Incl #206

UNCLASSIFIED

FROM POSE OF AIRCRAFT TO LEADING WDGE OF WING ESTIMATED TWZNTY FIVE TO FORTY FEET PD FUSELAGE APPEARED I IRTIONATELY LONGLWITH IPAERED NOSE ~~UGSSUUUUUUUUUUSUUUUUUUUKAND~~ TAIL EXTREMITY THAT TAPERED TO ALMOST A POINT PD FUSELAGE APPARED TO HAVE TO HAVE WINDOWS BETWEEN TRAILING EDGE OF WING AND TAIL EXTREMITZLPD NO TAIL SIRFACE REPORTED PD APPEARED TO BE EXCEEDINGLY FAST AND SOUNDED SIMILAR TO ABLE JET AIRCRAFT PD ENTERED AND BROKE OUT OF ABLE LARGE CLOUD SIX TIMES PD NO TRASIENT OR BASE AIRCRAFT REPORTED AS BEING IN VICNICITY AT THE TIME OF THE OBSERVATION PD NO CONFIRMATION BY OTHER SOURCES PD EVAL CHARLIE DASH THREE REPORT BEING FOREARDED BY MAIL PD UNQOUTE END

C-3

"Paraphrase not required. Handle as correspondence per paragraph 51 i and 60a (4), AR 380-5."

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CCC LINE THREE PAGE TWO GROUP THREE SHUE ~~READ AND RPT AND~~ T-78630-1

~~SECRET~~

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B7C

206

Fm: UAFLA 3CB/CG FA (445/Z [redacted]
To: JEQAB/CG AMC WPAFB ATTN: MC [redacted]
INFM JEQTL/USAF ATTN: DIRECTOR OF INTELLIGENCE
QXN/CINCFE ATTN: G-2 SECION
AF GR NC

(MCIA action
(info
3.
4. MCAGXM21 info

UNCLASSIFIED

The following message received from 13th AF and passed in accordance with USAF letter. Subject: "Reporting of information on Flying Dics" dated 26 February 1948. A detailed report will be forwarded when received. "Unidentified aircraft sighted by enlisted man of this Command JRLONE 12 Nov 1948 approximately 1330 hours, northeast by east of Clark AF Base. Distance undetermined. Altitudes from 10,000 to 20,000 feet. Description; Color: snowwhite, wing span estimated 100 to 150 feet. Fuselage estimated at 250 feet length. Distance from nose of aircraft to leading edge of wing estimated 25 to 40 ft. Fuselage appeared proportionately long with tapered nose./ Tail extremity tapered to almost a point. Fuselage appeared to have windows between trailing edge of wing and tail extremity .No tail surface reported. Appeared to be exceedingly fast and sounded similar to a jet aircraft. Entered and broke out of a large cloud 6 times. No transient or base aircraft reported as being in the vicinity at the time of the observation. No confirmation by other sources. Evaluation: C-3. Report being forwarded by mail."

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DOD DIR 5200.10

Incident: 206

[redacted]

AMC Form No. 10-3 (Rev 29 Jul 47)

ROUTING AND RECORD SHEET

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AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressor and addressee.

Place 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.

Use entire width of sheet, both sides. 633

SUBJECT: Request for Analysis

TO MCIAXB FROM MCIAXO-3 DATE 2 Dec 48 COMMENT NO. 1.

1. Attached message was received from FEAF pertaining to a sighting of an unidentified aerial object at Clark AF Base, Phillipine Islands at approximately 1330 hours 2 November 1948.

2. It is requested that the configuration described in this wire be analyzed for aerodynamic feasibility. Comments should be referred to MCIAXO-3.

1 Incl
Wire d/Nov 26

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

RRS/aw
6-5310
Bldg 238

MCIAXO-3 MCIAXB 6 Dec 48 2

1. The aircraft configuration described in the attached message is unusual because of the extremely long fuselage aft of the wing. Assuming the approximate dimensions quoted are correct, the principal aerodynamic problem encountered will be that of maintaining trim, with the apparent center of gravity location approximated without knowledge of the size and locations of the power plants.

2. If no tail surface is present, as implied in the attached report, trim cannot in all probability be maintained without swept wings on the airplane. Even with no tail surfaces, if the wings are sufficiently swept back, the configuration is aerodynamically feasible.

3. In an evaluation of the description, it is pertinent to consider that although the distance and altitude of the aircraft could not be determined, the dimensions were estimated. With no reference object in view, such an estimation, without knowledge of the distance to the object observed, is virtually impossible.

1 Incl
n/c

JOHN H. KELL
Chief, Aircraft Analysis Section
Tech Intelligence Division
Intelligence Department

REB/dr
5-2270
Post 210D
Bldg 238

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[redacted]

[redacted]

WF-L-18 MAR 48 2 Mil 600M

(CONTINUE ON OTHER SIDE)

20c

TO MCIAXS FROM MCIAXO-3 DATE 10 Dec 48 COMMENT NO. 3.

1. This office wishes to tender its appreciation in this first instance and requests your further aid in settling the following questions:

a. With reasonable allowances for distortion or errors on the part of the observer, is it possible to identify subject aircraft by comparison with known domestic or foreign jet propelled aircraft?

b. Are there any advanced types of domestic aircraft flying in the vicinity of Clark Air Force Base, Philippine Islands?

c. Are there any foreign aircraft of advanced design approximating the reported configuration?

d. What would the flying range of any aircraft, based on foreign soil in the geographic vicinity of Clark Air Force Base, have to be in order to appear for reconnaissance purposes over American installations?

e. Is this purported flying range well within the capabilities of existing jet engines, if this were the source of power?

f. By estimating the most elementary factors of lift which can be produced, by the size and shape of the airfoils reported in basic wire, (by extension of the Prandtl theory of lift) what do you estimate is the gross weight which may be supported at an arbitrarily chosen stalling speed of 150 miles per hour.

g. Having achieved somewhat basic estimates of weight and assuming problems of controllability, stability, etc., to be within aerodynamic possibilities, what are the striking potentialities of such an aircraft from the military angle?

2. It is realized that some of these questions are not pertinent to your section, but it is felt that they follow a more or less systematic form in satisfying intelligence requirements. Please forward to MCIAXS for answer of those questions which fall within their jurisdiction and return to MCIAXO-3.

1 Incl
n/c

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

RRS/ej
65310
P 202
B 288

T-78630-A

(DO NOT WRITE BELOW THIS LINE)

AMC Form No. 10-3 (Rev 29 Jul 47)

ROUTING AND REC R SHEET

[redacted]

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AIR MA ERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressor and addressee.

Place 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.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT: Request for Analysis

TO: MCIAXO-3 FROM: MCIAXB DATE: 10 Dec 48 COMMENT NO. 4

1. The following information is forwarded in answer to questions in Comment No 3 above:

a. Subject aircraft cannot be identified with any known domestic or foreign jet propelled aircraft.

b. There is no knowledge of any advanced types of domestic aircraft (jets) flying in the vicinity of Clark Air Force Base.

c. There are no known foreign aircraft designs which approximate the reported configuration. In regard to size reported, the nearest USSR aircraft of which we have knowledge is a development of the German EF-132 six jet bomber. Although the configuration of the EF-132 is not definitely known, it is not believed to be a tail-less aircraft.

d. The approximate necessary range for an aircraft operating from Southern Manchuria would be about 5,000 miles.

e. A range of 5,000 miles, in light of existing jet engines and aircraft, is improbable although not impossible.

f. It may be roughly estimated that the gross weight of the airplane is 300,000 lbs from the arbitrarily chosen data.

g. The striking potentialities of a 300,000 lb jet aircraft, capable of a range equal to or in excess of 5,000 miles, is superior to the most advanced designs in jet bombers which we now have flying. The actual potentiality depends further upon the bomb load; however, it cannot be estimated here.

2. This R&R has not been forwarded to MCIAXS inasmuch as all questions in Comment No 3 have been covered.

3. As an expedient measure in handling similar matters in the future, it is recommended that this type of problem be first discussed verbally between members of this Section and MCIAXO.

1 Incl
c/s

JOHN H. ZELL
Chief, Aircraft Analysis Section
Technical Intelligence Division
Intelligence Department

WDH/ed
5-2270
Bl 288
P 210D

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BASIC: Ltr fr Hq, Thirteenth Air Force, Clark Air Force Base, APO 719, Subj: "Sighting of Unidentified Aerial Object," dated 29 November 1948.

AG 305-OP-2

1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925.

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

Basic communication is forwarded pursuant to the provisions of Hq, USAF letter, dated 26 February 1948, subject; "Reporting of Information on Flying Discs," and as additional information to that contained in our radio, cite AI 1949, dated 23 November 1948.

FOR THE COMMANDING GENERAL:

2 Incls:
n/c

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COPY [redacted] UNCLASSIFIED

HEADQUARTERS, THIRTEENTH AIR FORCE
CLARK AIR FORCE BASE
APO 719

IS/RMH/mk

29 November 1948

319.1

SUBJECT: Sighting of Unidentified Aerial Object.

TO : Commanding General
Far East Air Forces
APO 925, U. S. Army

ATTENTION: Assistant Chief of Staff, A-2

1. Reference letter your Headquarters, dated 3 November 1947, AG 452.1, A-2, subj: "Unidentified Aircraft or Flying Objects."

2. The following information is submitted regarding Unidentified Aerial Object sighted over Clark Air Force Base:

a. Object was sighted on Northeast portion of Clark Air Force Base between the hours of 1300 and 1400, on 12 November 1948.

b. Weather: High, scattered clouds, 4500 scattered, visability 30 miles, temperature 89, dew point 71, wind: Northeast at 8, altimeter: 993.

c. Name and Occupation of Witness: Sgt. [redacted], [redacted], 18th Maintenance and Supply Group, 18th Maintenance Squardron. At time of sighting, was engaged in Special Services activities.

d. Photographs: None available.

e. Sketches: See inclosures.

f. Object Sighted:

(1) Number: One (1).

(2) Shape: Long fuselage, low wing, airplane shape.

(3) Size: Approximately 300 feet long and approximately 140 feet wing span.

[redacted]

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AFF 00252

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[redacted]

319.1
Subject: Sighting of Unidentified Aerial Object

(4) Color: Snow white.

(5) Speed: According to witness, "Faster than any jet that I have ever seen."

(6) Heading: Object appeared to be merely flying around Clark Air Force Base, with no definite heading.

(7) Maneuverability: According to witness, object was very maneuverable, due to speed, and the way it moved in and out of the clouds.

(8) Altitude: According to observer, altitude appeared to be from three (3) to six (6) miles high.

(9) Sound: Observer claims he could hear a single roar, as a single plane in the sky would make.

(10) Exhaust Trail: Object appeared to leave an exhaust trail from the tail-end of mentioned object, as observer said, "It appeared to be sky writing."

g. After talking to Sgt. [redacted] Squadron Adjutant and First Seregeant, the man's character and honesty in this statement is questionable. As for evaluation, the whole statement and report can be evaluated as D-5.

FOR THE COMMANDING GENERAL:

/s/ R. E. Weinzettel
/t/ R. E. WEINZETTEL
Lt. Col., USAF
AC/S, A-2

2 Incls:
1. Stmt of Sgt. [redacted]
2. Sketch of Unidentified Object

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[redacted] (UNCLASSIFIED)

STATEMENT

29 November 1948
Clark Air Force Base

TO WHOM IT MAY CONCERN:

The following is an eye-witness report of a strange air-borne craft or object:

On November 13, 1948, between 1300 and 1400 I saw a strange object in the sky.

I was seated in the doorway of the Kelly Theatre on the north side, smoking and watching some cloud formations in the North-east. All at once, a white speck materialized and continued to lengthen out in a northern direction. I thought at first it was a plane sky-writing, for it was so long, but as it continued to advance as a whole unit, I changed my mind; furthermore, I could see no plane (before I noticed there was no plane, I thought also it might be a tow target). The object advanced in a northwestern direction toward a very large cloud formation I had been watching. IT was coming closer and getting larger all the time. I thought, maybe when it comes out of that cloud, if IT does, I will get a better look at IT. IT came out on the Northwest by North side, and I did get a good clear view of IT before IT disappeared in the same cloud formation.

The following is as good a description of what I saw, as the whole thing was out of normal comprehension, I hope to be excused for my laxity in not calling attention to IT to others who were nearby.

IT was snowwhite (the fact that I estimated it to be 20 or 30 miles away, and 3 to 6 miles high, my estimates are, just estimates), as IT came out of the cloud IT was broadside to me, and as IT turned back into the cloud, I got a clear view of IT, head-on. There was definitely a wing formation, low wing, and very short in comparison to the length of IT. I saw this object six times besides before IT went into the cloud formation the first time. The second time IT appeared was to the South and further away; the third time, IT came out directly facing me, and when IT turned North to go back into the clouds, IT was closer than at any other time I saw IT. (Understand, all this time, I could hear a single roar, as a single plane in a clear sky would make. I did look for another plane, or maybe I should say a plane, but could find none, so I assumed that the noise was coming from the object I was watching.)

All this I did see; I could also tell that the side wasn't a smooth surface, as IT came around the third time — as if the side surface was broken by windows. The nose also was short in comparison with length, but, of course, it would be impossible to estimate the length of the object, if, IT was an air-

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[redacted]

A-2-00252

206

craft using a rear type of propulsion burning a fuel that left a white smoke, for then, you couldn't tell where the tail left off and the exhaust started. Or If has NO tail assembly, just a straight body tapering off from directly above the wings to a very small point.

[redacted]
USAF

18th Maintenance Squadron
18th Main. and Supply Group

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AF [redacted] 00252

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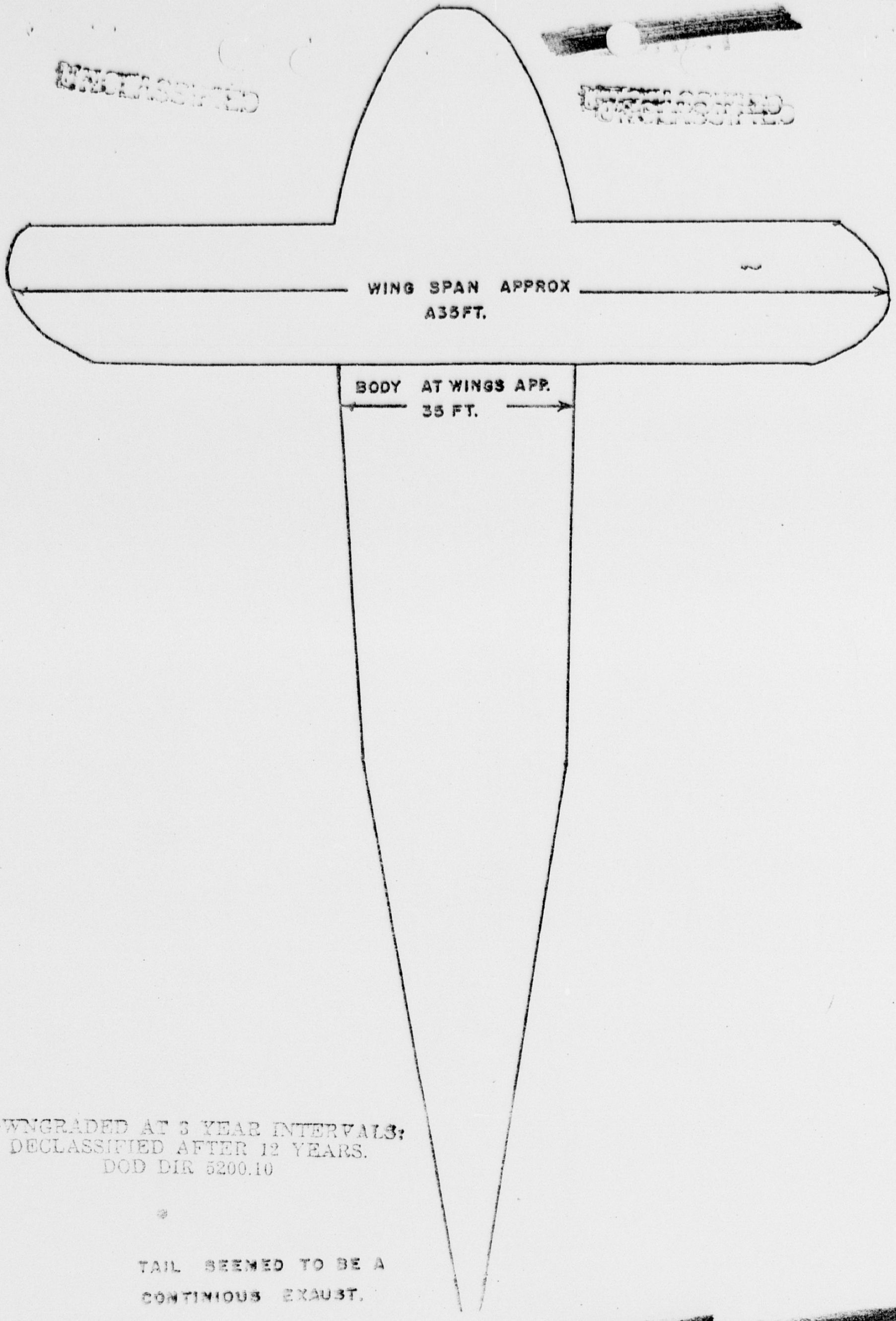

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Encl 2
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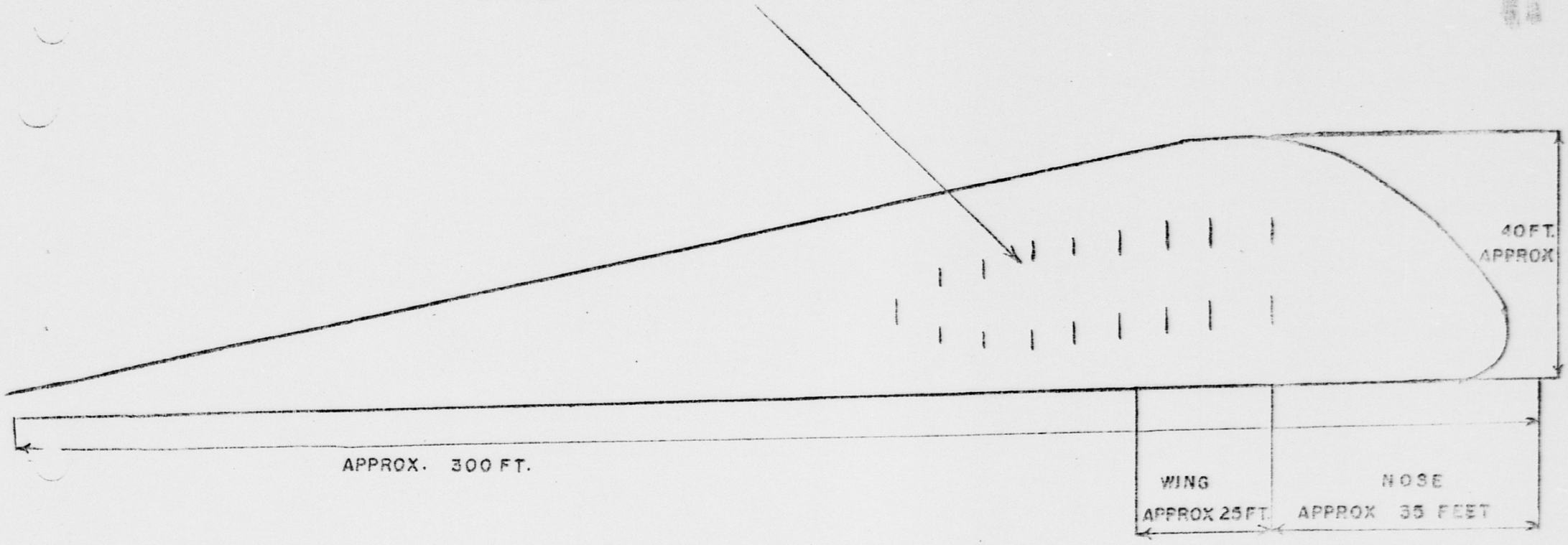
DOD DIR 5200.10

[redacted]



UNCLASSIFIED

[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.