

April 11, 1950

Secretary of the Air Force
National Defense Building
The Pentagon
Washington 25, D. C.

Miss [redacted]

Geneva, Illinois

Enclosed is a copy of a communication dated
April 4, 1950, from the captioned individual, which is
furnished to you for any action deemed appropriate.

Enclosure

NJC:ok

RECORDED - 99

162-83894-224
APR 13 1950

80

INDEXED - 99

EX-136

APR 11 1950
RECEIVED READING ROOM

DEPT OF JUSTICE

U.S. DEPT OF JUSTICE

RECEIVED READING ROOM

APR 11 1950

MAILED - 17
APR 12 1950

COMM - FBI

58 MAY 19 1950

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

APR - 8 1950

TELETYPE

Mr. Ladd	
Mr. Clegg	
Mr. Glavin	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Harbo	
Mr. Mohr	
Tele. Room	
Mr. Nease	
Miss Gandy	

FBI, BUFFALO

4-8-50

12-52 PM

DIRECTOR, FBI

U R G E N T

FLYING SAUCER COMPLAINT.

THAT

FLYING SAUCER HAD LANDED NEAR ELMIRA, NY AIRPORT. RESIDENT AGENT AT ELMIRA ADVISES "FLYING SAUCER" WAS CORRUGATED CARDBOARD BOX, FORTY INS. IN DIAMETER, ONE FOOT THICK AT CENTER. ENTIRE BOX PAINTED ALUMINUM. CROSLEY RADIO TUBE ATTACHED TO CENTER OF BOX WITH LOOSE WIRES HANGING FROM EACH SIDE OF TUBE, TRUCKER-S RED FLARE CONNECTED TO BOTTOM OF BOX, WHICH FLARE HAD SCORCHED GRASS AREA BENEATH BOX. NO WITNESSES AS TO ACTUAL FLIGHT AND BOX IS DESCRIBED AS TOO FRAGILE TO WITHSTAND FLIGHT. BUREAU BEING ADVISED AS PRESS INQUIRIES HAVE BEEN RECEIVED AND ARE BEING ANSWERED ACCORDING TO THE ABOVE FACTS.

MAYNOR

RECORDED - 6

162-83894-223
APR 19 1950
37

CORRECTION:

FIFTH LINE FORTH WORD SHOULD BE "ATTACHED"

S

12-55 PM OK FBI WA LIR

65 APR 26 1950

cc Mr Belmont
5-44m
6-44m

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT *AB/B*
 FROM : [REDACTED]
 SUBJECT: FLYING SAUCER COMPLAINT
 [REDACTED]

DATE: April 8, 1950

[REDACTED] regarding a flying saucer and advising that press inquiries are being answered by the Buffalo Office.

Mr. [REDACTED] was contacted and he advised that the Duty Officer at the Office of Special Investigations, Inspector General, Air Force, should be contacted and furnished the information regarding the flying saucer.

Captain [REDACTED], Air Force, Duty Officer, was telephonically contacted and furnished the information regarding the flying saucer.

SA [REDACTED] was contacted and advised of the teletype and that a statement was contained therein that press inquiries had been received and were being answered. [REDACTED] instructed that the Buffalo Office be telephonically contacted and advised that they should furnish the information regarding the flying saucer to the Air Force Office in that area and that any press inquiries regarding the flying saucer should be referred to the Air Force in that area.

SA [REDACTED] of the Buffalo Office was telephonically contacted and advised of the above instructions.

WTB:hke

RECORDED - 53

162-83894-222
APR 19 1950
37

EX-115

50 APR 25 1950

April 11, 1950

Miss [redacted]

Geneva, Illinois

RECORDED - 56 62-82894-221

Dear [redacted]

INDEXED - 56 Your letter dated April 4, 1950, has been received and I want to thank you for furnishing me the data you related.

I am taking the liberty of referring a copy of your communication to the Secretary of the Air Force, National Defense Building, The Pentagon, Washington 25, D.C.

Sincerely yours,

John Edgar Hoover
Director

NOTE: Security Division, Espionage Unit, advised, "Flying Saucer" data is being referred to the Air Force.

NJC:ok

RECEIVED READING ROOM
APR 11 7 19 PM '50
U.S. DEPT. OF JUSTICE

U.S. DEPT. OF JUSTICE
B I BOOK

APR 27 1950



U. S. TREASURY DEPARTMENT
OFFICE OF DISTRICT SUPERVISOR
DISTRICT NO. 9, ALCOHOL TAX UNIT
734 NEW POST OFFICE BUILDING
CHICAGO 7, ILL.

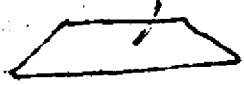
INTERNAL REVENUE SERVICE

IN REPLY REFER TO:

April 2, 1950

Alcohol Tax Unit

Federal Bureau of Investigation
Washington D.C.

This is not an April Fools joke.
Saturday, April 1, 1950 at about 6 P.M. I was
driving north on Route 47 - West of Geneva, Illinois
and a little north of St. Charles, Illinois. Just
ahead, where the windshield I saw a silver white
object in the sky. It was traveling west at about
the speed of an air plane. It was shaped like
this . I was driving at 35 M.P.H. and
slowed down to 20 M.P.H. to watch this object.
It went behind a white cloud and I continued
to watch but the object did not come out from
behind the cloud as far as I could see.

Geneva is 30 miles west of Chicago, and just
north of Chicago is the Glenview Airport, operated
by the Navy.

The Saturday Evening
Post carried an article sometime ago about the
Chung barriers and it said to report anything

like this to the FBI. VA-83894-201

RECORDED - 56

DEC 4/11/50
ack 4/11/50
231 7. 4-11-50

[Redacted]

[Redacted]

Chung

CONFIDENTIAL

discussed
2060
8/21/77
Hr

RECORDED

62-83894-220

Date: May 17, 1950

EX-27

To: Director
Office of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington, D. C.

From: J. Edgar Hoover - Director, Federal Bureau of Investigation

Subject: FLYING DISCS

There are attached hereto for your information in connection with the captioned matter a communication written in Spanish dated March 19, 1950, at Veracruz, Veracruz, Mexico, and enclosures addressed to the "Presidente de la Comision de Investigacion Cientifica de Estados Unidos de Norte America."

In view of the fact that a translation of the above referred to communication reflects the correspondents interest in flying discs, it is being furnished to your office for appropriate attention. The files of this Bureau contain no information which can be identified with the writer of this letter. No reply has been made to the writer of this letter by this Bureau in view of the fact that it was not addressed to this Bureau.

Attachment

HM:cal

APPROPRIATE AGENCIES
AND FIELD OFFICES
ADVISED BY ROUTING
SLIP(S) OF

DATE 2070
9/17/77

MAILED 13
MAY 18 1950
COMM-FBI

58 MAY 26 1950

SAC, San Francisco

April 25, 1950

Director, FBI

Tuba City, California

RESEARCH

62-83894-227

By letter dated April 9, 1950, captioned individual wrote to the Bureau with reference to matters pertaining to "flying saucers." A photostatic copy of his communication is enclosed. It is noted that correspondent has referred to his contacts with an individual named [redacted] and reference is made to "Russian drawings."

It is desired that you have an agent of your office contact correspondent to secure any data which may be of interest to the Bureau. It should be kept in mind, however, that the FBI is not conducting an investigation with reference to "flying saucer matters" and the correspondent should be advised that he may wish to communicate with the Secretary of the Air Force, National Defense Building, The Pentagon, Washington 25, D.C.

Please furnish me all information concerning the handling of this matter.

Enclosure

NOTE: Correspondent advised that he has previously furnished data to the Bureau. It is believed this communication was referred to the Army Air Force. He has advised in his letter of April 9, that some drawings pertaining to flying saucers were executed in what he believes to be the Russian language, and it is deemed advisable to have him personally contacted to discourage further correspondence and to obtain any information he might have in his possession pertaining to matters which may be in the scope of our activities.

NJC:lehman

Follow-up made 5-24-50

MAILED 10
APR 25 1950
COMM - FBI

Yuba City Apr. 2 - 1958

Federal Bureau Investigation

Flying Saucers

Washington

D.C.

Gentlemen:

I saw [redacted] last Saturday in Willits,
before he got on the bus to go to Eureka. I went to
Willits for the mail for my son-in-law.

In our talk he said well if
there is anything in the drawings of the mechanism
of the saucer that will help you along on your
atomic ray engine use it - here are the drawings look
them over and if you can find anything to help you
O.K. These drawings are made in Russian I think
so I could not read the instructions or lettering a
bit I did see and he explained to me the centrifugal
[redacted] that pulls the saucer and [redacted] inside the saucer
I seen the rudders of it [redacted] just how they are

RECORDED - 1016-2-83894-227

APR 27 1958

COPIES DESTROYED

270 NOV 18 1964

FILED - 25-50

CHAS

in the effects office. The story is so long to write it down today
feel jittery about this fellow Whately as I think he is a very bad egg
and etc. He was friendly to me and told me to do the best I could and when
get it done to let them know and my price will be paid pronto.

This keeps me on a footing with them and I stall them off all the time.

Well this is the source as I have it for you.

Yours Truly

[REDACTED]

[REDACTED]

Yuba City
Calif.

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: April 11, 1950

FROM : SAC, New York

SUBJECT: ~~REDACTED~~

There is enclosed a letter directed to the President of the Commission of Scientific Investigation of the United States of North America, which was received at this office on April 7, 1950. This letter is dated at Veracruz, March 19, 1950, and is from a ~~REDACTED~~ S. There is attached to this letter an English translation, together with a newspaper clipping in the Spanish language and four hand-drawn designs. Because of the technical language used, it is rather difficult to determine whether the information is authentic or whether the author of this material is either psychotic or neurotic.

It is suggested that the Bureau may desire to have the enclosed examined by some Government agency familiar with the language appearing therein for its ultimate dissemination.

TGS:RAA

Enclosures

*Enc. to file
with letter to
S. I. S.
5-10-50
EN P/RAA*

ENCLOSURE BEHIND FILE

RECORDED - 23

INDEXED - 23

162-83894-220
APR 12 1950

FILED
~~REDACTED~~
FILE

*15/8/50
E.H.M.*

U.S. News & World Report

The United States News ©

World Report ©

APRIL 7, 1950

15 CENTS

U. S. Postage
PAID 3
DAYTON, OHIO
Permit No. 60

FLYING SAUCERS: THE REAL STORY

Mr. Ladd

Mr. Nichols

Mr. Rosen

Mr. Tracy

Mr. Harbo

To

SPEAKER SAM RAYBURN

Congress at the Halfway Mark



FLYING SAUCERS—THE REAL STORY: U.S. BUILT FIRST ONE IN 1942

Jet-Propelled Disks Can Outfly Other Planes

Observers of "flying saucers" aren't just seeing things. They're real—aircraft that conform to accepted laws.

Sky disks, manned by regular pilots, can hover aloft, spurt ahead at tremendous speed, outmaneuver conventional craft.

No official announcements are being made yet. But about the only big secret left is who makes them. Evidence points to Navy experiments.

The real story on "flying saucers" is finally coming to light. What the saucers are, how they operate, and how they have been tested in U.S. all can be told in detail at this time.

That story, without violating present security regulations, points to these basic conclusions by engineers competent to appraise reports of reliable observers.

Flying saucers, seen by hundreds of competent observers over most parts of U.S., are accepted as real. Evidence is that they are aircraft of a revolutionary type, a combination of helicopter and fast jet plane. They conform to well-known principles of aerodynamics. An early model of these saucers was built by U.S. engineers in 1942, achieved more than 100 successful test flights. That project then was taken over by the Navy in wartime. Much more advanced models now are being built. Just where present saucers are being built is indicated by evidence.

With more detail the story pieced together. It is an honest testimony of responsible U.S. scientists, aviation observers and military officials. In this story.

Early models of the flying saucer pictured on this page and the next were built by U.S. Government engineers of the National Advisory Committee for Aeronautics.

Similar flying-saucer projects were begun in Germany and Italy at the same time in 1942.

The first U.S. model, designed by Charles H. Zimmerman, of NACA, was elliptical in shape, powered by two piston engines and driven by twin propellers. It had a maximum speed between 400 and 500 miles an hour. More important, it could rise almost vertically and its minimum speed for landing was only about 35 miles an hour, a great advantage in military and naval aircraft. And it was far more maneuverable than conventional military planes.

Idea behind those original flying-saucer projects, both in U.S. and abroad in Germany and Italy, was to overcome basic drawbacks of conventional aircraft by new techniques. A plane that could rise almost straight would not need long airfields, could be used from any cleared area just behind front-line troops or from the deck of any Navy combat ship. If that plane, in addition, had great speed and more maneuverability, it could probably outfly any conventional aircraft. In United States, the first model seemed to fulfill these requirements, but the less-

ened stability of the wingless craft required more research.

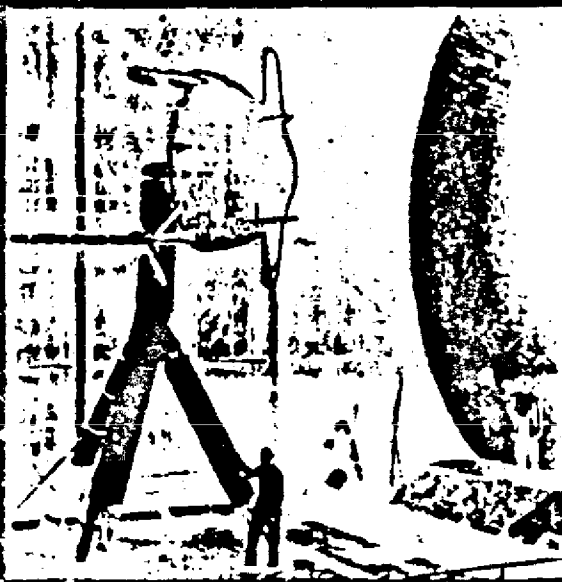
Present flying saucers apparently have overcome this problem of stability by use of very advanced design. An analysis of reports submitted by competent observers show this:

What they look like, first, is described in well-documented accounts. Those accounts show saucers to be exactly 105 feet in diameter, circular in shape. They have what appear to be jet nozzles arranged all around the outer rim, just below the center of gravity. They are made of a metal alloy, with a dull whitish color. There are no rudders, ailerons, or other protruding surfaces. From the side, the saucers appear about 10 feet thick—there are no exact measurements from this angle in publicly available accounts. They are built in three layers, with the center layer slightly larger in diameter than the other two.

That is the picture agreed on by qualified observers of saucers in flight—commercial aircraft pilots, fighter pilots who have chased these aircraft, trained airplane spotters, high-ranking Army and Air Force officers. It is backed by exact measurement made by a group of scientists last April near White Sands Proving Ground base, with instruments set up to observe high-altitude balloons, who suddenly observed a saucer and tracked it for several minutes, thereby getting reliable data on its size, speed, altitude and maneuverability.

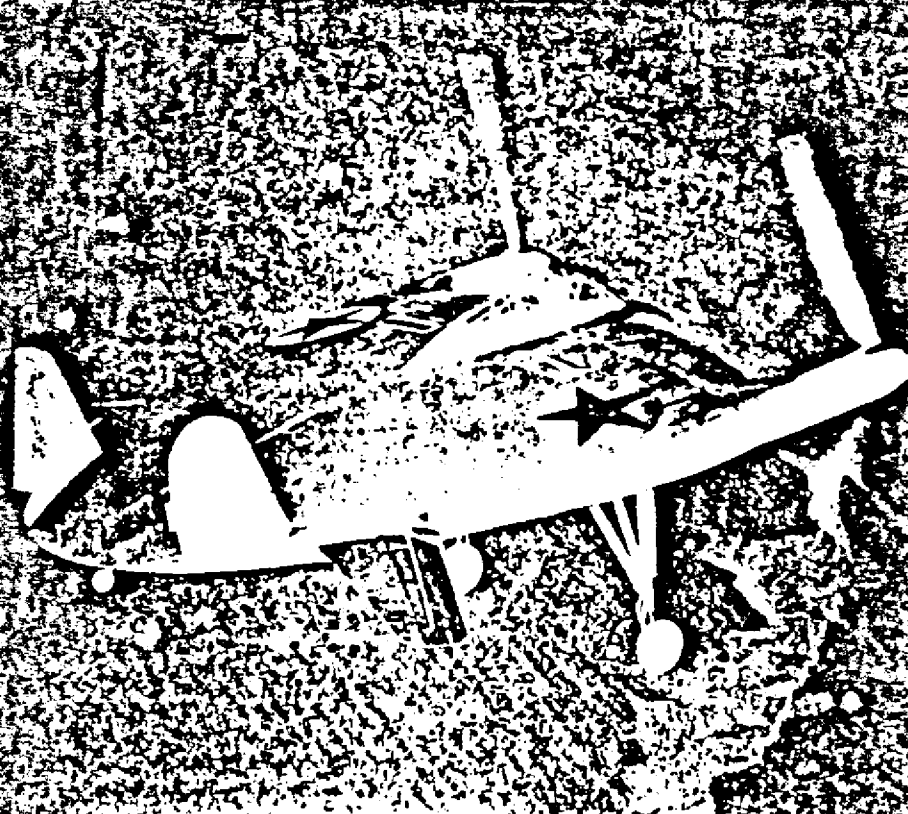
How they operate now can be told in some detail, too. Based on this description, the probable technique used by current saucers is explained by a top-level Government aeronautical engineer in this manner:

Power for these aircraft at their present stage of development obviously is supplied by jet engines. Each saucer appears to have a series of variable-direction jet nozzles around its rim, with a complicated central control system. Fuel used is unknown—the exhaust flame has been observed to be red-orange. In some cases, blue in other cases.

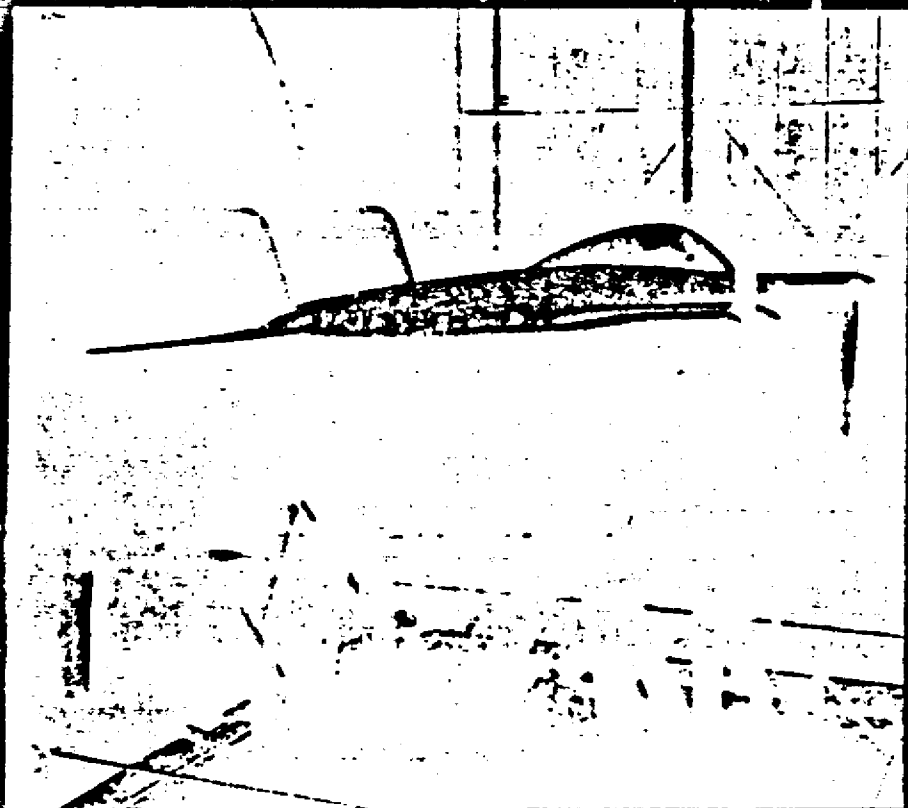


FLYING SAUCER—1942 MODEL. A combination of helicopter and fast jet plane.

FACT: THESE DESIGNS, AND LATER ONES ARE REAL



DISK-LIKE NAVY FLOUNDER PROJECT WAS 'DROPPED'



MOCK-UP OF EARLY MODEL IS TESTED IN WIND TUNNEL
Model is said to be maneuverable

ing in still others. The saucers appear to have the power to "coast" long distances, thus saving on fuel consumption.

Direction of the aircraft and its velocity, in turn, evidently are controlled by the angle at which the jet nozzles are tilted, the number operating, the power applied. By choosing which nozzles to turn on or off and the angle of tilt, the pilot could make the saucer rise or descend vertically, hover, fly straight ahead, or make sharp turns. A right-angle turn, for example, could be made by turning off the rear jets, turning on the side and front nozzles. Great speed can be obtained by focusing to the rear all nozzles in the after half of the aircraft. With all nozzles pointed downward, the saucer could rise straight off the ground, and, with less power, could descend the same way.

That is the explanation, based on accepted principles of aerodynamics, given by an authoritative engineer as the likely answer to how these saucer aircraft operate. As evidence that this explanation is correct, there are these actual cases of publicly observed saucer behavior:

Rows of window-like openings around the rims of saucers traveling at more than 500 miles an hour are mentioned in several documented reports. In all cases, these "windows" glowed as if they were jet-nozzle openings. The most recent of these reports was made last month by two experienced pilots of the Chicago and Southern Air Lines, who passed within 1,000 feet of a saucer traveling over Arkansas. Another similar report was made by two Eastern Air Lines pilots who narrowly missed colliding with a saucer in July, 1948, while flying a DC-3 over Georgia.

Saucers' ability to hover in mid-air, accelerate at tremendous speed, and then rise almost vertically is described in several reports, one documented by Air Force officers at Fort Knox, Ky. That saucer, seen by dozens of officers at the post, was chased by three military pilots flying fast F-51s. The saucer quickly outmaneuvered the planes.

Speed of one saucer was measured by ground instruments in the White Sands case at well over the speed of sound, indicating the use of a number of jet engines. Cruising speed has been estimated in other cases at 200 to 600 miles an hour.

What it all adds up to is this: Flying saucers being observed in many parts of the U.S. are not mysterious visitors from Mars. They are actual planes, soundly engineered on principles developed by U.S. in wartime. By using this new design, they can do things that no conventional aircraft can be expected to approach.

Who's building the saucers now being observed in test flights over U.S.?

is not yet publicly disclosed. It cannot be proved until a public announcement is made or until a saucer crashes away from its home base—which is highly unlikely because of its jet helicopter action that makes take-offs and landings almost completely safe. But there are these factors that point to an answer:

Official inquiry by the Air Force, in the face of overwhelming evidence that the saucers are real, was called off last December. This indicates clearly that top Air Force officials know where the saucers originate and are not concerned about them as they would be if these aircraft were from Russia or Mars. These officials at the same time denied emphatically that a secret Air Force project is responsible.

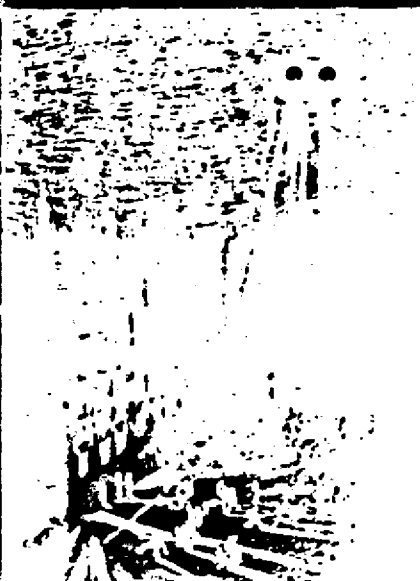
Best use of fully developed saucer aircraft, however, could be made in wartime not by the Air Force, but by the Navy. All fleet operations now require an air cover, even in antisubmarine warfare, and a plane that can rise like a helicopter could be used from any Navy combat ship, not only from big, expensive aircraft carriers. It was for that reason that the first U.S. flying saucer was purchased by the Navy after the original model was tested in 1942. That first full-size aircraft, built by Chance-Vought, was thoroughly tested by Navy engineers. Then a statement was released that this project had been dropped. Early experimenting with saucers, thus, centered in the Navy.

Big spending on missile aircraft centers in the Navy now, too. More than twice as many dollars were spent by the Navy last year as by the Air Force on secret guided-missile research. There is no public accounting for these millions, the only Government funds aside from atomic-energy dollars that still are being spent with great secrecy.

Surface indications, then, point to research centers of the U.S. Navy's vast guided-missile project as the scene of present flying-saucer development. That project has the scientists, the engineers, the dollars, the motive, and the background of early Navy development of saucer-type aircraft. This likelihood will remain, despite any future denials by the Navy, from which until secrecy is lifted on the big missile program.

But even if it is just where these saucers are being built now, the evidence points to a U.S. development that will mean a radical change in aircraft design in coming decades. In fact, this combination of helicopter and jet plane will really build a new kind of aircraft, not only in design but in operation. The safety of a saucer-type aircraft, with its jet helicopter action, will make it a very different kind of aircraft from the conventional jet plane.

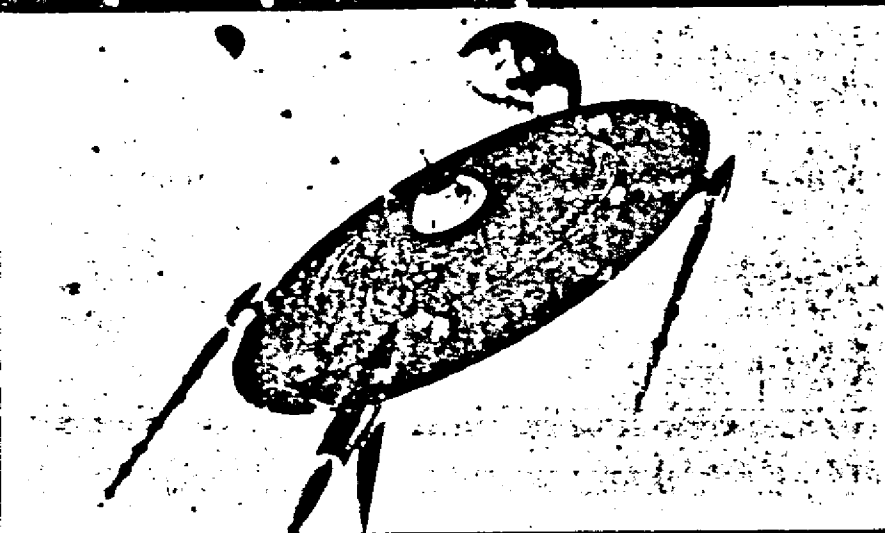
FANCY: SPACE SHIPS, MONSTERS, MARTIANS, MAYHEM



NOCTURNAL INVASION



SURPRISE PACKAGE FROM MARS



PLANE DESIGNER'S DAYDREAM



HOMemade SAUCER



SAUCER FROM MARS, ASSESS, WIDE WORLD

stated that while it was highly improbable that aircraft could sustain flight at an altitude of 100,000 feet, it was absolutely possible from a scientific and engineering standpoint. Therefore, it was his opinion that the matter should be followed closely. He arranged for Captain [redacted] whom he termed a radar expert, to observe with [redacted] during the evening of March 3, 1950, the radar equipment on which [redacted] had detected the object.

Immediately following this conference, Special Agent [redacted] contacted Mr. [redacted], Physical Security and Plant Protection Branch, U. S. AEC, and Mr. [redacted], Assistant Chief, Security Division, U. S. AEC, to advise them of the findings and to determine what action was being taken by AEC. Both [redacted] advised that the matter had been referred to 3rd Army authorities and that beyond this, no steps had been taken. It was their belief, however, that a radar technician was being sent down, probably from Washington, to inspect the equipment owned by [redacted]. It was erroneously reported that a CIA technician would come to Oak Ridge.

Also, immediately following this conference above stated, Special Agent [redacted], OSI, called his headquarters at Maxwell Field, Alabama to determine if any action were being taken with regard to having radar equipment flown to this area to verify or disprove the findings of [redacted]. [redacted] was advised that he should act only in the capacity of an observer in the matter but that such radar equipment would be flown up, if requested by the AEC.

Special Agent [redacted], OSI, stated he had also been advised by his headquarters at Atlanta to act in the capacity of an observer and that, accordingly, he had not as yet been advised whether or not the 3rd Army intended to send mobile radar equipment to the area to verify or disprove the findings of [redacted]. Inquiry was made by Special Agent [redacted], OSI, of AEC as to whether or not they would request having radar equipment flown in by OSI authorities, and he was told by AEC that while the AEC was, of course, vitally interested in anything which directly affected the safety of the area, they nevertheless did not feel that they had the authority to make a specific request for such action inasmuch as the protection of the area from assault was the responsibility of the 3rd Army. Accordingly, they could not make any direct request for such equipment.

During the evening of March 3, 1950, Special Agent [redacted] and myself, together with SA [redacted] (OSI), remained at the Naval Reserve Army, Alcoa Highway, during which time search was being conducted by the radar equipment at this installation. Captain [redacted], NKPA, and Special Agent [redacted], OSI,

were at the home of [redacted] observing his radar equipment during this search. No object was reported by [redacted] during this evening and therefore Captain [redacted] had no opportunity to observe his equipment in action, particularly in reference to the reported object at such phenomenal altitudes. No unusual objects were detected by the radar equipment of the U. S. Naval Reserve Army during the entire evening.

Upon abandoning the watch on this evening, a meeting was held with Captain [redacted] after leaving [redacted] residence in order to ascertain [redacted] opinion. [redacted] stated he had found [redacted] to be technically incorrect in several matters relating to radar theory and practice and, in addition thereto, had very grave doubts as to the capabilities of the surplus APN-7 radar set which had been adapted by [redacted]. He stated, however, that he had insufficient opportunity to observe the set in practice or to examine the radio equipment connected with the set to make any definite statements as to whether or not the detection of the unknown object would be possible with said equipment. He said, however, he did feel that [redacted] was a capable person with pure radio techniques.

On the morning of March 4, 1950 at 10:30 [redacted] again contacted Special Agent [redacted] of this office and Special Agent [redacted] OIC, to advise that he had again received indications of the object at approximately 100,000 feet directly over Oak Ridge and that the intensity of the radar "pip" was stronger than noted at any time previous. At about 11:40 [redacted] again called and advised he had watched the object until approximately 11:10 A. M., at which time he had noted it stopped circling and headed off in an easterly direction at approximately 200 miles per hour, at which time it had faded from the screen in slightly less than 20 minutes.

On the afternoon of March 4, 1950, Colonel [redacted] and Captain [redacted], both NEPA, visited the home of [redacted] and carefully examined his radio and radar equipment, including the antenna and related mechanisms. After such examination and after talking at some length with [redacted], these two gentlemen met with Special Agent [redacted] (CIC), [redacted] (OBI) and [redacted] (FBI), to give their opinions. Colonel [redacted] advised they had found [redacted] in a much inebriated condition and that they had had difficulty in making any determination as to his abilities in the field of radar. It was their belief that his equipment was haphazard at best and that no great degree of reliability could be placed therein. They did state, however, they intended to return during the morning of March 5, 1950, which was the usual time for the object to be detected.

On the morning of March 5, 1950, Colonel [redacted] and Captain [redacted] went to the home of Mr. [redacted] and were unable to gain entry or to find anyone at the residence. After this experience, it was the belief of these two gentlemen

that the reliability of [redacted] was extremely dubious and they felt that the matter was worthy of little consideration.

On the morning of March 6, 1950, [redacted] again contacted Special Agents [redacted], GHO, and advised he had again observed the object at about the same altitude over the Oak Ridge area and he estimated the object to be of approximately the same density as would be caused by a DC-4 at that altitude. Again, Colonel [redacted] was contacted by Special Agent [redacted] of OSI and Colonel [redacted] said that he intended to take some electronic equipment to the home of [redacted] with which they would actually check the electrical circuits of his radar equipment to determine whether or not it was accurate, particularly in view of the fact they had checked some of the findings of [redacted] with regard to known aircraft detected during previous visits and found him to be off to a considerable extent regarding speed, elevation and azimuth. During the afternoon of March 6, 1950, all day of March 7, and the morning of March 8, 1950, attempts were made by Special Agent [redacted], GHI, to get in touch with [redacted] to make an appointment with Colonel [redacted] and Captain [redacted], and [redacted] could not be located. According to his office at [redacted], he had left town and it was not known when he would return.

In summary, therefore, it seems to be the general opinion that the actual existence of an object at such an exceptional altitude is quite improbable and no explanation is yet known as to just what was detected by [redacted] on his screen or, in fact, whether anything was detected. On the afternoon of March 8, 1950, Special Agent [redacted] telephoned Special Agent [redacted] of this office and advised that two representatives of the 14th Air Forces with headquarters at Greenville, South Carolina, had arrived in Knoxville and contacted him with regard to making an appointment with [redacted] to inspect his equipment. These representatives advised they did not feel it sufficiently important for them to remain or to make a return trip inasmuch as [redacted] was unavailable.

This information is being furnished to the Bureau in detail inasmuch as it is the understanding of this office that Colonel [redacted] was much perturbed in the manner in which this matter was handled and has written letters to his Commanding Officer, U. S. Air Forces Material Command, Wright Field, concerning it. These letters by Colonel [redacted] apparently were prompted from the fact that the 3rd Army Intelligence representative and the Air Force Intelligence representative have both been instructed to act as observers only, with no authority to act in the situation. In addition thereto, AEC felt that their responsibility had been discharged upon notifying the 3rd Army. The Bureau was obviously interested only from an observer's viewpoint and no question of jurisdiction in this regard was raised.

A short time after receiving the above information, Special Agent [redacted], CIO, 3rd Army, stationed at Knoxville, telephonically communicated with this office to determine if any further information had been received regarding the matter reported by [redacted]. Mr. [redacted] was, at that time, given all of the information which had been received by this office. [redacted] advised that he had been called by his headquarters, CIO, 3rd Army, Atlanta, Georgia, and had been told to look into the matter to determine if it had any basis in fact. Mr. [redacted] continued that he had made arrangements with Mr. [redacted] to have him and Special Agent [redacted], CIO, U. S. Air Forces, to visit [redacted] home during the evening of March 2, 1950 and observe the radar indications with him. [redacted] advised that neither he nor Mr. [redacted] had any radar experience and were in no sense technicians or radar operators, but would make their observations merely to determine if a real reading was being made by [redacted].

On the morning of March 3, 1950, [redacted] again telephonically communicated with this office and advised the Liaison Agent, Special Agent [redacted], that he and [redacted] had been with [redacted] during the previous evening and that they had observed on his radar screen some "pipe" which, according to [redacted], indicated an object with the same general elevation and azimuth as previously reported by him. [redacted] said they were unable to make any authoritative statement concerning the matter of the object or the reliability of the radar equipment, but they had seen sufficient to give them reason to believe it warranted investigation.

General inquiry at this time at [redacted] and other readily available sources of information divulged the fact that [redacted] is generally recognized in this vicinity as a reputable and substantial citizen in Knoxville and, in addition thereto, is recognized as somewhat of a radio authority. It was found that he is credited with being a skilled radio technician and has done considerable development and research work in the field of radio.

Due to the interest which was being portrayed by all agencies concerned with this matter, the Bureau at this time was apprised by telephone conversation with [redacted] at the Bureau concerning the facts known. As a result of this conversation, SA [redacted] was instructed to follow the matter in the capacity of an observer and to advise the Bureau of any important developments.

Arrangements were made through Lieutenant Commander [redacted], Commanding Officer, U. S. Naval Reserve Training Center, Alcoa Highway, Knoxville, for the Research Training Center to put into operation radar equipment which they have. At approximately 10:30 A. M. on the same day, this radar

DIRECTOR, FBI

3/22/50

SAC, KNOXVILLE

VITAL FACILITIES

NATIONAL MILITARY ESTABLISHMENT

(Unknown Object Over Oak Ridge, Tennessee,

3/2/50; [REDACTED] - COMPLAINT).

Re Knoxville teletype to Bureau, Attention Mr. [REDACTED], dated March 6, 1950, entitled "Unknown Object Over Oak Ridge, 3/1/50; [REDACTED] COMPLAINT".

Referenced teletype advised that the reliability of [REDACTED] complaint in this matter, had been questioned and the efficiency of his radar equipment placed in some doubt. It is felt advisable, however, to apprise the Bureau of all matters in connection with this incident.

At 11:15 P. M. on March 1, 1950, Mr. [REDACTED], owner and operator of [REDACTED], [REDACTED], Knoxville, Tennessee, telephonically communicated with this office advising that he had detected on his privately owned radar equipment an indication of what he believed to be an object circling at an altitude of 40,000 feet over Oak Ridge, Tennessee. At approximately 11:25 P. M. on this date, this information was made available by me to Mr. [REDACTED], Security Division, Atomic Energy Commission, Oak Ridge, for his information. Inasmuch as the matter was not one wherein the Bureau had jurisdiction, no further action was taken.

On the morning of March 2, 1950, Mr. [REDACTED] communicated with Third Army authorities at Ft. McPherson, Georgia and the 14th U. S. Air Force at Greenville, South Carolina, at which time they were advised of the information furnished by KNOCK.

At approximately 5:30 P. M. on March 2, 1950, a telephone call was received by me from Mr. [REDACTED] advising he had been talking with Captain [REDACTED], an assistant to Chief [REDACTED] of the AEC Security Patrol concerning the reported object over Oak Ridge, Tennessee. [REDACTED] further advised that his equipment was surplus Army radar equipment bearing the designation AN-7 which he himself had converted for acceptable use with his radio equipment. He continued that he used this radar equipment to track airliners in and out and with this equipment he could distinguish between a DC-3 and a DC-4. He stated he had again spotted the object at approximately 11:05 A. M. on March 2, 1950 and he estimated it to be approximately twenty miles away at an altitude of 100,000 feet and circling over Oak Ridge.

62-83894-1

CC: [REDACTED]
100-2415

NOT RECORDED

56 MAR 28 1950

ORIGINAL COPY FILED IN 100-2415

44-1950

equipment was in operation and continuous search being made. - Special Agent [redacted], together with Special Agent [redacted], CIO, and Special Agent [redacted], OSI, observed this Navy equipment for some time but no object whatsoever could be detected. A telephone call was placed by [redacted] to Mr. [redacted] at approximately 11:00 A. M. and [redacted] advised he had been picking up some indication of the object again. He indicated its elevation and direction as well as distance to be the same as previously reported. At the time of his conversation, the Navy equipment detected two aircraft at an elevation of approximately 2,000 feet and a general azimuth of approximately 300 degrees true and seemingly headed in the general direction of the Knoxville Municipal Airport. By way of a check, [redacted] was asked if he detected on his equipment any objects other than those reported by him. [redacted] stated that he had noticed two small aircraft headed in the general direction of the Knoxville Airport at a relatively low altitude but he had not paid much attention to them. [redacted] then requested that he be allowed to view the radar equipment at the Naval Reserve Armory in order that he might coordinate his equipment with that equipment and thus obtain a better fix on the object should it again be located. The radar watch was continued and at about 11:30 [redacted] called the armory and advised that the object being observed by him over Oak Ridge had started moving in an easterly direction and had, in a period of about twenty minutes, faded from the screen.

On the afternoon of March 3, 1950 at about 1:30 P. M., [redacted] together with CIO, OSI and FBI agents, went to the Naval Armory where [redacted] was allowed to look at the radar equipment of the Navy. It had been previously determined from Lieutenant Commander [redacted] that this equipment did not comprise any classified information. At this time, [redacted] claimed familiarity with the equipment being used by the Navy and spoke of having assisted in its development at Harvard University during the early stages of the war. [redacted] also made statements to the effect that he had traveled extensively for the Army during the war in adapting radar for specialized services. At this time, the presence of some alcohol was noted on the breath of [redacted] but he was not in an inebriated condition. After examining the equipment, [redacted] stated he did not feel that this low frequency type of radar would be of much assistance in detecting the object reported by him for several reasons, such as the elevation of the antenna, the minimum fade area, etc. These statements seemed to be in accord with the radar operator's opinion.

At 3:30 P. M. on the afternoon of March 3, 1950, a conference was had with Colonel [redacted], U. S. Air Force Material Command, NKPA Site, Oak Ridge, Tennessee. Those present at the conference were Special Agent [redacted], CIO; Special Agent [redacted], OSI; Mr. [redacted], U. S. Air Forces Security Officer; Captain [redacted], USAF, and Special Agent [redacted] of this office. At this conference, Colonel [redacted]

On the morning of March 7, 1950, Special Agent [redacted] of this office was advised by [redacted], U. S. AEC Security Division, of steps taken by AEC in this regard. Mr. [redacted] stated that immediately upon receiving the report from me, he had made the matter known to the proper authorities at AEC and early the following morning he had conversed with Colonel [redacted], 3rd Army Headquarters, Atlanta, Georgia, and apprised him of the matter. Mr. [redacted] stated he also conversed with 14th Air Force Headquarters at Greenville, South Carolina and advised them of the matter. He stated that this was strictly in accordance with the plans drawn up between AEC and the armed forces for protection against air or land assault. He continued that the AEC has neither the facilities nor the equipment with which to defend itself in such emergencies and that such responsibility had been assumed by these agencies of the military forces.

It would appear from the manner in which this incident was handled that despite the fact that all agencies seemed to be operating in the manner prescribed by agreement, and although each was apprised of the action being taken by the other and cooperating in every respect, there nevertheless seemed to be an impressive lack of any agency actually taking the responsibility for the situation and taking any action to verify or disprove the threat. Had a similar incident occurred wherein an actual threat against the physical security of the AEC Installation had been experienced, it is not implausible to believe that a similar confused fixing of final authority would have been found. It should be noted that many hours elapsed from the receiving of the first report until such time as any reasonable conclusion could be reached concerning the matter and nothing of a positive nature with regard to any action being taken had been had during all that time. While it is now felt that this entire matter was in a manner of speaking "dry run", it nevertheless warrants some consideration from a procedural standpoint and might be worthy of discussion at some liaison meeting in the future.

The Bureau will be immediately advised if there are any further developments in this matter.

Assistant Attorney General James M. McInerney
Criminal Division

March 14, 1950

Director, FBI

CONFIDENTIAL

Delivered 2040 8/3/77

UNKNOWN OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950
INFORMANT

VITAL FACILITIES
INTERNAL SECURITY

operator of [redacted], Knoxville, is reported to have detected on his radar equipment an object directly over Oak Ridge, Tennessee, at an altitude of 40,000 feet at 11:15 p. m., March 1, 1950. On March 2, 1950, he advised that his radar equipment recorded an object about 100,000 feet high and approximately 15 miles from his home in Knoxville at 11:15 a. m. on that date. It was reported that Naval Reserve radar equipment at Knoxville, Tennessee, did not detect an object on any occasion but stated that the equipment was not considered efficient for aircraft at extreme altitudes. It was further reported that qualified persons at Oak Ridge, questioned [redacted] and examined his radar equipment. They reportedly found his equipment not too reliable and felt that [redacted] was technically wrong on some of his radar theory. The reliability of [redacted] was also questioned due to some degree of inebriation.

No investigation is being conducted by this Bureau but in the event additional information comes to our attention you will be promptly advised.

END:alms

APPROPRIATE AGENCIES
AND FIELD OFFICES
ADVISED BY ROUTING
SLIP(S) OF 7096

DATE

9/1/50

RECORDED - 104

62-83894-219

MAR 17 1950
80

MAILED 12
MAR 14 1950
COMM-FBI

RECEIVED 101304
MAR 14 1950

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

Jot. 1-1

Rec'd from IOWA
-13- 50 CWBjs

~~CONFIDENTIAL~~
~~PRIORITY~~

PARAPHRASE NOT REQUIRED

From: COMGENARMYTHREE Ft McPherson Ga
To: Dept of Army for Director of Intel
Nr: AJACI-3-5 3206

9 Mar 50

Reour TWX AJACI-3-3 subject reported radar sightings over Oakridge, additional info indicates radar operator inexperienced and radar set has been modified so as to cast doubt on reliability of reading. Chief Tennessee Mil Dist recommends expeditious action be taken to determine whether an unknown object has reappeared over Oakridge in the past few days. Chief Security Div at Oakridge requested info as to channels of communication with Air Force in connection with radar sightings.

Note: Ref is CM IN 12184 (4 Mar) G-2

ACTION: G-2

INFO: G-3

CM IN 13022

(10 Mar 50) DTG: 0904-3-506/3

20 MAR 1950

24

OCS FORM 1 JAN 50

52 MAR 31 1950

~~CONFIDENTIAL~~

COPY NO.

REPLACES DA SCO FORM 22-1, 15 JAN 49, WHICH MAY BE USED.

U.S. GOVERNMENT PRINTING OFFICE: 1950 - O 865129

RECORDED 62-83894-217
100-11490-2

CONFIDENTIAL
BY SPECIAL MESSENGER
2048
138/31
H

Date: March 26, 1950

To: Atomic Energy Commission
Building T-3
16th and Constitution Avenue, N. W.
Washington, D. C.
Attention: Mr. Francis R. Hammett
Acting Director
Division of Security

From: John Edgar Hoover, Director - Federal Bureau of Investigation

Subject: UNKNOWN OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950
INTERNAL SECURITY
VITAL FACILITIES
INTERNAL SECURITY

_____ Knoxville, Tennessee, is reported to have detected on his radar equipment an object directly over Oak Ridge, Tennessee, at an altitude of 40,000 feet at 11:15 p. m. on March 1, 1950. On March 2, 1950, he advised that his radar equipment recorded an object about 100,000 feet high and approximately 15 miles from his home in Knoxville at 11:18 a. m. on that date. It was reported that Naval Reserve radar equipment at Knoxville, Tennessee, did not detect an object on any occasion but stated that the equipment was not considered efficient for aircraft at extreme altitudes. It was further reported that qualified persons at Oak Ridge, questioned _____ and examined his radar equipment. They reportedly found his equipment not too reliable and felt that _____ was technically wrong on some of his radar theory. The reliability of _____ was also questioned due to some degree of inebriation.

The above confirms information telephonically furnished to _____ of your office. No investigation is being conducted by this Bureau but in the event additional information comes to our attention you will be promptly advised.

cc - Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington, D. C.

cc - Director of Intelligence
General Staff
Department of the Army
The Pentagon
Washington 25, D. C.

CONFIDENTIAL - REGISTERED MAIL
MAR 15 1950
COMM. PM

Attention: Chief, Security and Training Group
CONFIDENTIAL - REGISTERED MAIL

COMMUNICATIONS SECTION

MAR - 6 1950

TELETYPE

FBI KNOXVILLE

3-6-50

12-03 PM

DIRECTOR, FBI

ATT. MR. A. H. BELMONT

URGENT

Mr. Tolson	☒
Mr. Ladd	☒
Mr. Clegg	☒
Mr. Glavin	☒
Mr. Nichols	☒
Mr. Rosen	☒
Mr. Tracy	☒
Mr. Harbo	☒
Mr. Belmont	☒
Mr. Mohr	☒
Tele. Room	☒
Mr. Nease	☒
Miss Gandy	☒

UNKNOWN OBJECT OVER OAK RIDGE, TENN., MARCH ONE, NINETEEN FIFTY
 [REDACTED], COMPLAINANT, VITAL FACILITIES, IS. REMYCALL
 MARCH THIRD. EXISTENCE OF OBJECT REPORTED BY [REDACTED] AS BEING
 DIRECTLY OVER OAK RIDGE AT ONE HUNDRED THOUSAND FEET ALTITUDE NOT
 VERIFIED. [REDACTED] REPUTEDLY CAPABLE RADIO TECHNICIAN. [REDACTED] CLAIMS
 TO HAVE DETECTED OBJECT WITH HIS RADAR EQUIPMENT ON FIVE OCCASIONS
 OVER THREE DAYS. NAVAL RESERVE RADAR EQUIPMENT AT KNOXVILLE DID NOT
 DETECT OBJECT ON ANY OCCASION, BUT TECHNICIANS STATE IT IS NOT
 CONSIDERED EFFICIENT FOR AIRCRAFT AT EXTREME ALTITUDES. QUALIFIED
 PERSONS FROM USAF AT NEPA, OAK RIDGE, TALKED WITH [REDACTED] AND
 EXAMINED HIS RADAR EQUIPMENT. FOUND HIS EQUIPMENT NOT TOO RELIABLE
 AND FELT [REDACTED] TECHNICALLY WRONG ON SOME RADAR THEORY. RELIABILITY
 OF [REDACTED] QUESTIONED DUE TO SOME DEGREE OF INEBRIATION. THESE
 PERSONS DISCOUNT PROBABILITY. ICIC AND OSI CONTINUE INTEREST BUT
 DO NOT CONTEMPLATE FURTHER ACTION. AEC TOOK STEPS TO HAVE RADAR
 TECHNICIAN SENT FROM WASH., BELIEVED FROM CIA, BUT NOT YET ARRIVED.

ANY FURTHER DEVELOPMENTS WILL BE REPORTED TO BUREAU.

MAR 17 1950

END

COPIES DESTROYED
 270 NOV 18 1964

12-06 PM OK FBI WASH DC ED

Belmont
3-7-50
cc: 7m
RECORDED
37
ROBEY
Belmont
RECEIVED

Office Memorandum • UNITED STATES GOVERNMENT

TO: MR. LADD

DATE: March 6, 1950

FROM: A. H. BELMONT

SUBJECT: UNKNOWN, OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950;
[REDACTED], COMPLAINANT; VITAL FACILITIES; INTERNAL SECURITY

Mr. Tolson	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Mohr	
Mr. Pennington	
Mr. Quinn Tamm	
Tele. Room	
Mr. Nease	
Miss Gandy	

Reference is made to my memorandum of March 3, 1950, reflecting a call from SAC Robey, of Knoxville, in the above-entitled matter.

On the morning of March 6, 1950, I called SAC Robey to ascertain what he had found out concerning this matter. He advised that a teletype had been sent reflecting that there was some question of [REDACTED]'s reliability and knowledge on radar theory; that CIC and OSI are continuing their interest in the matter; and that the CIA technician from Washington had not arrived.

SAC Robey will report any further developments.

AHB:tlc

INDEXED

RECORDED - 60

EX-93

62-83894-216

11976-1

MAR 7 1950

58 MAR 16 1950

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. D. M. LADD *DLW*

DATE: March 3, 1950

FROM : MR. A. H. BELMONT

SUBJECT: UNKNOWN OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950;
COMPLAINANT; VITAL FACILITIES; INTERNAL SECURITY

Mr. Tolson	
Mr. E. A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Harbo	
Mr. Mohr	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

At 9:55 A.M. today, SAC Robey of Knoxville advised that [redacted] owner and operator of [redacted] Knoxville, had called the Knoxville Office at 11:15 P.M. on March 1. [redacted] is a radio ham operator and has set up in his home in Knoxville an Army Surplus APN-7 radar set. [redacted] advised that he had picked up on this set a "pip" indicating that an object was circling at an altitude of about 40,000 feet over Oak Ridge. [redacted] stated that he customarily had followed the movement of airplanes through this set and he was sure this item was not a thunder cloud. Mr. [redacted] advised that the Knoxville Office had immediately notified the AEC Security Section following the receipt of the call from Mr. [redacted]

At 5:30 P.M. on March 2, Mr. [redacted] again called to say that he had again picked up an object at 11:15 A.M. on March 2 about 100,000 feet up and about 18 miles from his home in Knoxville which would place the object over Oak Ridge. Mr. [redacted] advised that CIC Agents had been given the information coming from the Knoxville Office, as a result of which CIC Agents and OSI representatives went out last night and looked over Mr. [redacted]'s set. They did see an object on the screen about 11:00 or 12:00 P.M. last night. They reported this information to the Third Army. Mr. [redacted] was of the opinion that the Air Force probably has sent the information to Washington also. Army CIC has now informed that CIA is going to send a technician down from Washington to examine the set. Mr. [redacted] had no information as to how CIA had jurisdiction. Mr. [redacted] advised that the Army is also contemplating sending a man up from Atlanta with a portable radar set to check into this situation. In addition, the Naval Reserve has a set locally and is putting it into operation this morning in an effort to identify this object.

Mr. [redacted] advised that AEC and the Armed Forces' representatives are somewhat concerned about this matter and he wanted the Bureau to have the above information in case there were inquiries.

ACTION

I advised Mr. [redacted] to keep in touch with the situation and let us know immediately of any developments and as to any information picked up by the Armed Forces or the CIA representative. I also requested that he ascertain who the CIA representative is and what action he took upon his arrival. Mr. [redacted] was advised that no investigation should be conducted by the Knoxville Office but that he should be kept advised of developments and should send a teletype to the Bureau tonight.

AHB:mer

57 APR 6 1950

MAR 17 1950

37

Handwritten:
3-10-50
AHB

U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAR 30 1950

TELETYPE

Mr. Tolson	✓
Mr. Ladd	✓
Mr. Clegg	✓
Mr. Glavin	✓
Mr. Nichols	✓
Mr. Rosen	✓
Mr. Tracy	✓
Mr. Harbo	✓
Mr. Belmont	✓
Mr. Mohr	✓
Tele. Room	✓
Mr. Nease	✓
Miss Gandy	✓

FBI ALBUQUERQUE

3-30-50

7-55 PM MST

TOH

DIRECTOR, FBI

URGENT

FLYING SAUCERS, INFO CONCERNING. [REDACTED] STUDENT, UNIVERSITY OF
NEW MEXICO AND REPORTER FOR SCHOOL PAPER FURNISHED THIS OFFICE WITH
TRICK PHOTOGRAPH OF MOUNTAIN SIDE SHOWING A FLYING SAUCER CRASHED AND
BURNING ON THE SIDE OF THE MOUNTAIN, LITTLE MEN WALKING AWAY AND
FOUR FLYING SAUCERS HOVERING AROUND THE CRASHED ONE, [REDACTED], WHO HAS
VOLUNTARILY FURNISHED INFORMATION TO THIS OFFICE PREVIOUSLY STATED HE
IS RESPONSIBLE FOR MAKING THE TRICK PHOTOGRAPH. HE FIRST TOOK A
PHOTOGRAPH OF A HILLSIDE NEAR ALBUQUERQUE, HAD THE FLYING SAUCERS,
CRASHED SAUCER, SMOKE AND LITTLE MEN DRAWN IN AND THEN MADE THE FINAL
PHOTOGRAPH. [REDACTED] STATED THIS PHOTOGRAPH AND A RIDICULOUS STORY WILL
BE PRINTED IN THE UNIV. OF N.M. SCHOOL PAPER THIRTY FIRST INSTANT AND
MAY BE CARRIED OVER ASSOCIATED PRESS LINES. [REDACTED] WAS ADVISED THAT THIS
OFFICE GAVE NO SANCTION OR CLEARANCE TO HIS IDEA. THIS FOR BUREAU-S
INFORMATION. LOCAL INTELLIGENCE REPRESENTATIVES ADVISED [REDACTED]

RECORDED - 112

52 APR 10 1950

CORRECTION FIRST WORD FOURTH LINE BURNING

END AND ACK PLS.

10-03 PM OK FBI WANE

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI
FROM : SAC, NEW ORLEANS

DATE: March 31, 1950

SUBJECT: FLYING DISCS

Special Agent [redacted], of the New Orleans Division, has a brother, [redacted], of the [redacted], advertising agency, [redacted], Denver, Colorado. [redacted] has advised Special Agent [redacted] that an employee of the [redacted], [redacted], has been contacted by one [redacted], [redacted] Street, Telephone [redacted] Denver, Colorado, regarding Flying Discs.

[redacted] is alleged to have told [redacted] in January, 1950, that he [redacted], knows a prominent Denver oilman named [redacted], also known as a "Mysterious Mr. X", and an official of the [redacted], [redacted] Denver, Colorado. [redacted] is claiming that he leased land in the Mojave Desert in California and that on this land a flying disc had been found intact, with eighteen three-foot tall human-like occupants, all dead on it but not burned. Further, that the disc was alleged to be of very hard metal and near indestructible. [redacted] is said to have exhibited a radio set to [redacted] purported to be a souvenir of the space disc.

According to [redacted] [redacted] has been telling of this story off and on for the three month period prior to January, 1950, and is said to have notified [redacted] of it, weeks prior to the publication of a flying disc article published in the True Magazine, and one by FRANK SCULLY published in the Variety Magazine in January, 1950. [redacted] claimed to have been visited by DONALD KENNEDY, author of the article in the True Magazine.

Further data was furnished that [redacted] had been telling the tale so prolifically in Denver that he claimed to have had telephone calls from Washington, D. C. and from the Federal Bureau of Investigation in which he was requested to keep the information to himself and that, thereafter, he became mysterious about the entire matter.

It is noted that considerable publicity regarding these discs has been found in Denver and other papers.

This information is being furnished the Bureau and the designated offices for informational purposes.

HWT:mtg
66-1199

cc: Denver
Los Angeles

RECORDED - 28

INDEXED - 28

APR 3 1950

EX-94

COPIES DESTROYED

270 NOV 18 1964

TO : The Director

DATE: March 28, 1950

FROM : D. M. Ladd

SUBJECT: FLYING SAUCERS

Mr. Tolson	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Mohr	
Mr. Pennington	
Mr. Quinn Tamm	
Tele. Room	
Mr. Nease	
Miss Gandy	

Reference is made to your inquiry on the attached routing slip:

"Just what are the facts re 'flying saucers'? A short memo as to whether it is true or just what Air Force etc. think of them."

In response to your inquiry, Special Agent S. E. Reynolds obtained the following information today (3/28/50) from Major Boggs and Lieutenant Colonel J. V. Hearn of Air Force Intelligence. The Air Force discontinued their intelligence project to determine what flying saucers are the latter part of last year. They publicly announced to the press in December, 1949, that the project had been discontinued. They advised that the press release had been concurred in by the Army and Navy. The reason for the discontinuance, according to Major Boggs and Lieutenant Colonel Hearn, was that after two years of investigation over three-fourths of the incidents regarding flying saucers proved to be misidentifications of a wide variety of conventional items such as lighted weather balloons and other air-borne objects.

Colonel Hearn pointed out that the Commanders of the various areas are charged with the security of those areas. Reports concerning flying saucers received at this time will be investigated by the Area Commander and his report submitted to the Air Force Intelligence Division as an intelligence item.

Major Boggs and Lieutenant Colonel Hearn made the observation that many of the reported sightings of flying saucers at this time appear to be an outgrowth of recent magazine articles. They reiterated that the Air Force is conducting no active investigation to determine whether flying saucers exist or what they might happen to be.

You will recall that the investigation of flying saucers was discontinued by the Bureau in October, 1947, in order that the Air Force could take over such investigations. (62-83894-141-160)

Attachment

EHM:jam, sd, t

RECORDED - 51

MAR 30 1950

3

COPIES DESTROYED

270 NOV 18 1964

RECEIVED
INCOMING
MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

FBI

2nd from IOA
3-8-50
CUB 40

~~CONFIDENTIAL~~
~~PRIORITY~~

PARAPHRASE NOT REQUIRED

From: COMGENARMYTHREE Ft McPherson Ga
To: Dept of Army for Dir of Intelligence
Nr: AJACI 1-2

2 Mar 50

Telephone call received from Lt Col Munamaker
Tennessee Military District 1130, 2 March. He stated that

A. There is a radar station near Knoxville which has
been in operation about 3 weeks. This radar station is being
operated by station WROL of Knoxville.

Knox
B. On 1 March at 2135 hours the station picked up
an object 340 degrees and 18 miles from Knoxville altitude
40,000 feet. Direction and distance put the object directly
over Oak Ridge. AEC Security Division Chief at Oak Ridge
checked with Smyrna Air Base Nashville which reported it had
no flight plan for any plane being in that vicinity and
altitude.

C. On 2 March at 1105 station picked up object at
335 degrees and 18 miles from Knoxville altitude 40,000
feet. AEC Security Div Chief checked with Smyrna Air Base
with negative results.

D. AEC Sec Div Chief is not certain as to operational
efficiency of radar unit and requested Smyrna AB to send
qualified radar operator. Smyrna has no personnel so
qualified. Smyrna commander suggested Third Army send
qualified radar operator to check equipment.

E. Data from radar was limited to:

1. Bearing, distance and altitude on each object.
2. Third Army queried 14th Air Force to determine
if 14th AF had training flights over the Knoxville area on
1 and 2 March. Answer was no.

CM IN 12036

(3Mar 50)

52 APR 10 1950

DA SCO FORM 22-3
15 JAN 1948

~~CONFIDENTIAL~~

COPY NO.

U.S. GOVERNMENT PRINTING OFFICE : 1949-O-830430

17

INCOMING
MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

Nr: AJACI 1-2

Page 2

3. Third Army has no radar operators.

4. Inquiry of Lt Col Nunamaker revealed that Chief Security Div Oak Ridge is anxious to get qualified personnel check on the performance of the radar.

ACTION: G-2

CM IN 12036

(3 Mar 50) DTG: 022030Z mlr/c

~~CONFIDENTIAL~~

COPY NO.

*id from IDA
6-60 CWBjs*

~~CONFIDENTIAL~~
PRIORITY

PARAPHRASE NOT REQUIRED

From: COMGENARMYTHREE Ft McPherson Ga

To : Dept of Army for Dir of Intelligence

Nr : AJACI-3-3 3206

3 Mar 50

Reference our TX AJACI-1-2, 2nd Mar supplementary report follows:

1. (A) At 2130 hours on 2nd Mar radar station picked up 2 objects 310 degrees, altitude 80000 feet, approximately 18 miles from Knoxville in general direction of Oak Ridge, moving in circular motion but in opposite directions.

(B) At 2230 hours 2nd Mar and again at 0030 hours 3rd Mar station picked up object, moving same direction, locality and altitude.

(C) Density of object similar to DC-3 airplane, speed not established but report as "terrific".

2. CIA Radar Technician reportedly arrives Knoxville today to check radar set and operation.

3. Arrangement reportedly made by FBI with Naval and Marine Reserve Unit Knoxville to set up radar equipment to verify reception of WRQL radar station.

4. All information on this subject this headquarters has been turned over to A-2 Fourteenth Air Force.

Note: AJACI-1-2 is CM IN 12036 (3 Mar 50) G-2

ACTION: G-2

INFO : G-3

CM IN 12184

RECORDED - 101

INDEXED - 101

(4 Mar 50)

62-85894-210

DAG: 031900Z

51 APR 22 1950

JH72 Mar 4, 1950

101

DA SCO FORM 22-3
15 JAN 1948~~CONFIDENTIAL~~

COPY NO.

U.S. GOVERNMENT PRINTING OFFICE: 1948-O-832477

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI
 FROM : GUY HOTTEL, SAC, WASHINGTON
 SUBJECT: FLYING SAUCERS
 INFORMATION CONCERNING

DATE: March 22, 1950

Flying Saucers or Flying Saucers

The following information was furnished to SA [REDACTED] by [REDACTED]

An investigator for the Air Forces stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and jet pilots.

According to Mr. [REDACTED] informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers.

No further evaluation was attempted by SA [REDACTED] concerning the above.

RHK:VIM

RECORDED - 3

INDEXED - 3

162-83894-209
MAR 28 1950

51 MAR 29 1950

March 7, 1950

Mrs. [REDACTED]
Tulsa, Oklahoma

Dear [REDACTED]

62-83894-208

Your letter of February 28, 1950, has been received and I want to thank you for making your observation available to me. Your thoughtfulness in this connection is appreciated.

Sincerely yours,

J. Edgar Hoover

John Edgar Hoover
Director

NOTE: Correspondent lengthly relates her observation concerning flying saucers and advised that she believed they are of Russia origin. It is noted that in her letter of February 14, she wrote to commend Mr. Hoover for his services as Director of the FBI.

EJC:afj

Tolson _____
Ladd _____
Clegg _____
Glavin _____
Nichols _____
Rosen _____
Tracy _____
Harbo _____
Mohr _____
Tele. Room _____
Nease _____
Gandy _____

MAILED 4
MAR 8 1950
COMM - FBI

50 APR 3 1950

U. S. DEPT. OF JUSTICE
FBI

RECEIVED - MAIL ROOM
MAR 8 11 38 AM

RECEIVED - DIRECTOR
FBI
U. S. DEPT. OF JUSTICE
MAR 8 9 50 AM

Feb. 28, 1950

Mr. J. Edgar Hoover

Director of F.B.I.

Washington D.C.

Dear Mr. Hoover: - Flying Saucers

Your acknowledgement of my letter in regard to your excellent & faithful service, rec'd Feb. 22.

I've had something on my chest for several years, and it may be the time and way to do something about it, now also.

It was during a time of my seven years Civil Service work here in Tulsa, while doing Engr. drafting for the Corps of Engineers, War Department. At this time I had the matter serious thought.

For a number of intermittent nights at about the same time, I would hear a terrific very quick noise over the four unit apartment Bldg. at 44 East 17th St. where I had a small 3 roomed apartment on the top floor. The noise only lasted a second or less, and always traveled north to south. It at great speed this missile or whatever over head. that I could never get to the window to look into the night sky. I reported it to the F.B.I. here (local F.B.I.) & checked all the airports. no one of any craft having been there at that time. I clocked it after it 4 or 5 times, and as near as I can remember now it was at 11:21 P.M. Then the time I again reported to the F.B.I. I had before found it was not street nor building noise. The second time I called the F.B.I. the party at the other end, said wait a moment, - soon he said, a Lt. of the force had been telling him hearing the same thing a few blocks south of me at the 21st St. bridge while out there on patrol duty!

Then a few weeks after those noises over head, came the first word of people, seeing "flying saucers".

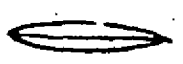
Since living here at [redacted] late last year a flying saucer must have been what I saw that [redacted] very round white cloud against a grey stormy [redacted] over cast sky. It also rapidly drifted north to south, and while I wondered I looked at the (cloud?) sphere I saw it disintegrate a something that looked like envelopes or paper fell toward the [redacted]

It was all ~~so~~ plain & clear for the object was in the eastern sky & the sun just came from behind a cloud in the west at about sun down & shown upon it. I ran to my east door to try to distinguish a plane motor or ~~sort~~ sound of motor or a possible crash maybe a few blocks away. But I heard nothing so I again explained my to the 7. B.D. Lee. I could not judge the distance of the obj.

Now my own radio has not been working for a 2 weeks, so that I've not recently caught all the news. A friend of mine tells me that according to radio news, the saucers are again appearing. and are now disintegrating.

Now Mr. Hoover if this matter that I shall mention here is by chance out of your jurisdiction, then I pray you either mail this to some one (the right one) or put it in the hands (directly) to some responsible Gov. Official whom are sure will give the matter serious study and consid.

When the two tornados hit Woodward Okla. some years ago within a few days or a few weeks of each other. At that time on I have theorized that these "flying Saucers" are being sent from a Russian base located somewhere on the eastern edge of Siberia, Korea or Mongolia, but more likely some place in Siberia, and are radar controlled. The first ones of about the year of the tornados came back to base there, and that they served a tri-purpose.

No. 1. That the first ones contained instruments & photograph & simultaneously record distance altitude & temperature. Thus with data returning via the "saucers" the Russ may by this means have every foot of our U.S.A. photographed and our vital areas spotted. No doubt the "saucers" are built round and like this view from the side would have only one edge  and a pin like a top thru the air with slots around the saucer  where I have placed the dots. Could be made to open automatically and scatter germs, chemicals etc & etc.

No 2. That they may be able to affect our weather cur

Changes in the penatures in opoting areas over the U.S.
They may be able from their data formally obtained
send a saucer anywhere at most any time with most
anything, depending on the setting of the automatic device
within the saucer & the altitude & distance on their controls
their base & the substance placed within.
Nothing now is impossible!

No. 3. The sudden weather changes all this last year
and this winter especially have caused a "flu" & a chest
condition that lasts much longer and weakens those people
much more than even the old-fashioned "flu" did, so I've
been told by the doctor to whom I go.

Hence it has put the vast majority of people
a weakened condition, receptive of attack of a greater physical
illness, something that may even be breathed from the
air & may put us into a helpless, weak or sleeping condition
that will give Russia a chance to walk in and take this
country intact, without ever bombing & spoiling our
rich oil and industrial supplies! (Russia has never yet
gotten the oil she started out for.) If done in this manner
we would wake up or come to and find ourselves possibly
slaves!

It's something to think about, and as I see it a
very great possibility! So I'm praying that you place
matter with those or one of you are certain will give it a
very serious thought. If my theory is a true case, then if
we could locate that base, we could save a great deal
of trouble to our nation. The above mentioned matter ties
in with what Daddy wrote before World War II to General Chief of
Marshall, President F.D.R. and Martin Dyer, about a
seemingly fantastic dream I had three years or about there
after the first world war. In that dream which I had 3
nights alike to the smallest detail and in succession. In
that dream the Russians, Germans, and a slant-eyed people
came in the S. West & marched & remained over -

Images stirring with surprise! & the dream it was
that I was a child again watching grandfather at
work bench, and tho' at the time of that strange dream
Grandfather was then deceased, but as I seemed to be
standing beside him in the dream, he looked down at
and said "Florence whatever I dream always comes true."
Actually I had never, while he lived with us in all those
years ever heard him claim he had dreamed; so my only inter-
pretation of the dream & what he said in it would mean that
what "I dreamed" & etc. When he was young he was ordered
to "goose-step" into Prussia in the Franco-Prussian War.
He often told me in German how he hated war, & I know
how much he loved the beautiful & how really kind
was. He loved garden, flowers & did beautiful cabinet.

Doesn't it stand to reason that there is a very deep
purpose in the disintegration of the "cancers" now?

That we have advertised the fact that we think to
be "interplanetary", and the country sending them are
afraid that we may find out different? That also there
be chemical disease germs within them that if they return
to the original base might accidentally be scattered within
their own boundaries and dangerous to their own welfare.

And besides after all we have found out that our
is not inhabited! I might add now that I did not sign
my name to the letters I wrote about that dream to the
Washington gentlemen, I was afraid to for we were so close
to war with Germany then. I mailed them from Tulsa, so of
course might have heard of this ^{the letters} happening at that time. We know
that dream of 3 nights did not then come true. But there
is still time that something very similar may yet happen.

Enclosed is postage for mailing this to the person
you know will consider it from a serious possibility and
also a rough sketch that I made, my idea of Russia's
method. I would appreciate hearing your opinion
on the above scientific possibility mentioned. I know nothing
of Science actually. I am Sincerely yours.
Wish I did. Mrs. [redacted]

SIBERIA

"SAUCER"
BASE

ALASKA

CANADA

Possible
Route of Saucers

The "saucer" base may
be further south on
in such a location as to
allow them in their
course to pass thru
the Alaskan weather
currents, some where
in their course between
Alaska and U.S.A.
All: - Heavier is
storm area

by: _____
Tulsa, Okla.

So on
& off
over
U.S.A.

MARCH 10, 1950 - ROUTINE

SAC DENVER

REURTEL MARCH NINE LAST CAPTIONED FLYING SAUCERS AND RE BUREAU
BULLETIN NUMBER FIVE SEVEN DATED OCTOBER ONE, NINETEEN FORTYSEVEN IN CAPTIONED
MATTER. NO FURTHER ACTION DESIRED.

HOOVER

KHM:EWT

DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAR 10 1950

TELETYPE

53 MAR 29 1950

COPIES DESTROYED
270 NOV 18 1964

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAR - 9 1950

TELETYPE

Mr. Tolson	
Mr. Ladd	
Mr. Clegg	
Mr. Glavin	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Harbo	
Mr. Belmont	
Mr. Mohr	
Tele. Room	
Mr. Nease	
Miss Gandy	

FBI, DENVER

3-9-50

9-25 PM

JHM

DIRECTOR, FBI

URGENT

FLYING SAUCERS. TWO SOURCES ADVISED TODAY THAT UNIDENTIFIED INDIVIDUAL HAS GIVEN AT LEAST ONE AND POSSIBLY MORE LECTURES BEFORE CLASSES AT DENVER UNIVERSITY YESTERDAY OR TODAY IN WHICH HE DISCUSSED FLYING SAUCERS WHICH HE ALLEGEDLY PERSONALLY OBSERVED. THIS PERSON CLAIMS TO HAVE SEEN SEVERAL SUCH OBJECTS, ONE OF WHICH ALLEGEDLY LANDED IN NEW MEXICO. HE ALSO CLAIMS TO HAVE OBSERVED OCCUPANTS OF SAUCERS DESCRIBED BY HIM AS OF HUMAN FORM, BUT ABOUT THREE FEET TALL. THESE OCCUPANTS OF SAUCERS ALLEGEDLY DEAD AT TIME HE OBSERVED THEM. THIS LECTURER REFUSED TO REVEAL IDENTITY, BUT IS KNOWN TO [REDACTED] WHO IS [REDACTED] CONNECTED WITH [REDACTED] DENVER. [REDACTED] REPORTED TO HAVE MADE SOME PREVIOUS CLAIMS HIMSELF WITH RESPECT TO OBSERVING FLYING SAUCERS. LOCAL PRESS AND ALSO WIRE SERVICES CARRYING STORIES CONCERNING THESE LECTURES AT DENVER UNIVERSITY. OSI, DENVER, HAS NO ADDITIONAL INFORMATION EXCEPT THAT [REDACTED] IN JANUARY THIS YEAR REPORTED TO HAVE MADE SIMILAR CLAIMS AND UPON INVESTIGATION WAS UNABLE TO PRODUCE ANY VERIFIABLE INFORMATION. OSI CONSIDERS [REDACTED] AS PROBABLE MENTAL CASE. BUREAU ADVISE WHAT, IF ANY, ACTION DESIRED AT DENVER.

KRAMER

END

11-29 PM OK FBI WA HSU

RECORDED - 33

INDEXED - 33

62-83844-206

cc Mr. Belmont
19

February 20, 1950

RECORDED
INDEXED

62-83774-215

Mr. [REDACTED]
Parinos, Pennsylvania

Dear [REDACTED]:

Your letter of February 12, 1950, has been received and I appreciate your thoughtfulness in making available the information which you furnished.

If in the future additional data comes to your attention which you feel should be made available to the FBI please feel free to furnish it to Mr. A. Cornelius, Special Agent in Charge of our Philadelphia Office, 500 Widener Building, Philadelphia 7, Pennsylvania.

Sincerely yours,

John Edgar Hoover
Director

CC: Philadelphia,

DEPT. OF JUSTICE
FEB 21 1950

RECEIVED-MURKIN

FEB 21 1950

MAILED 16
FEB 21 1950
COMM - FBI

FEB 21 1950

NC: Dawson La
Feb 2 1950

Flying SHUGGINS Dear Sir

I am writing you about the
Flying Saucer Sausage and am I am enclosing
dates which I would like for you to have checked -
with Flying Saucer Project. to see if any were reported
on the dates I have down. below.

Date. ~~time~~ time Direction from my Home.

Jan 20th 1950. 10.15 A.M. Southeast
3.00 P.M. Southwest.
4.00 P.M.

Jan 26th 1950 11.30 AM. till 12.30 PM South - or. east.

Jan 27th 1950 12.00 Noon. ... South
1.45 P.M. -> 9: P.M. South east
2.00 P.M. night.

Jan 28th 1950 11.00 AM East

Jan 29th 1950 1.00 P.M. also night 8:30 P.M.

Jan 30th 1950 2.00 P.M. Northwest

Feb 3rd 1950 10. AM - 11. AM - 12.00 Noon. Southeast

Feb 4th 1950 11.30 AM. 2.30 P.M. Southwest

Feb 8th 1950 11.45 AM. till 12.15 P.M. Noon 1.30 P.M. till 2.05

Feb 10th 1950 - - night 8:30 P.M. - - West.

The reason for having you check these I don't
trust anybody unless you say ok - I won't
make any claims but try to furnish proof that
I know more about flying disc than anybody this
have found yet. I will send more dates ~~later~~
from time to time to prove what I say. All I ask
is that, if you are sure please give place time
and date. I can check. My best, and above all
don't want any Snoopers around my place. Also I
ask you please not to tell anybody for fear they
a lot of things I will tell you after while.
I don't want any dates before Jan 25 to 1950. Please make
sure that anyone checking the dates is 100 Percent

American (over) Jan 2/20/50

67-83891-205

II

8/2/16/82

01. Seeing any letter I send you it might
be better if after a while as I send you shall's
that I really know. ~~for to find~~ Something
to find a better way to contact ~~one~~
each other. for there are Snodgrass and
the Postal Service talking about Postal Service
if you answer this letter please do not
use letterhead just plain letter will do
for I don't want any Postal checks getting
messy - the trouble is I don't want
anyone but you to know where or
~~for~~ the letters are from.

WHO

Thanking You Demand

Mr. [REDACTED]
[REDACTED]

Paxinos

P.S. If Sauer's Project want's to clear this up
quick I have a idea of how they can do same and will
be able to check and find out who really did see them
let them have people be on the lookout for them give
the exact time day and place. then they
can check my list of dates. I send you.

MR JONES
FEB 16 12 18 PM '82
RECEIVED
FBI
U.S. DEPT. OF JUSTICE

January 30, 1950

RECORDED 128

62-83894-204

INDEXED 128

Mr. [REDACTED]

Philadelphia 45, Pennsylvania

Dear [REDACTED]

Your letter of January 24, 1950, has been received and while I appreciate your offer to furnish me your observations concerning the flying saucers, this matter is not being investigated by the FBI.

Sincerely yours,

John Edgar Hoover
Director

RECEIVED - FBI

FEB 5 4 01 PM '50

FEB 1 - 1950
COMM-FBI

FEB 15 1950

RECEIVED READING ROOM
FEB 15 1950
U.S. DEPT. OF JUSTICE

Phil 45-12

24-1-50

officer saucers

Re Flying Saucers

With the persistent debate
on the above I sort of agree

and I have an opinion of the
national nature. I feel pretty

and if it happens to be right
it will be a harm to my country

and I might be wasting my
time. (my theory perhaps)

considered and discarded)

the other hand of the
fact it might be a

new thing

(M)

RECORDED 128

FEB 7 1950

My store is for 6-12-50 for 1/2
and lunch home (1 to 2)

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
RECEIVING CLASSIFIED MESSAGE

SECRET
PRIORITY

Flying Discs

b7c

FROM: HQ 13TH OSI DST OFFUTT AFB, OMAHA, NEBRASKA
TO : DIR OF SPECIAL INVESTIGATIONS HQ USAF, WASH., D.C.
INFO: DIST COMDR 14 OSI DIST LOWRY AFB, COLO. (ZEM)
DIST COMDR 17 OSI DIST KIRTLAND AFB, NEW MEXICO (ZEM)
NR : OSI 8 16 January 1950

(THIS IS PERAS OSI 8 DTD 14 JAN 50. CATEGORY BAKER MESSAGE).

Flying Discs
Budy Fick says Flying saucers from Venus came to earth by accident. Budy Fick, well known Kansas City auto dealer stopped in Denver 3 weeks ago while returning from Ogden, Utah. At that time he called on the manager of Ford Agency. Their conversation was interrupted by some engineers arriving for a meeting; one of whom was a man named Coulter. Coulter revealed some startling information. He (Coulter) stated he "Crashed the Gate" at a radar station near New Mexico and Arizona borders, and while there he saw 2 of the highly secret "Flying Saucers." Spot report details—the information contained herein was furnished from article which appeared in the Wyandotte Echo newspaper, Kansas City, Kansas, 6 January 1950. Of the two Flying saucers one was badly damaged and the other almost perfectly intact. They consisted of 2 parts, a cockpit or cabin about 6 feet in diameter. A ring 13 feet across and 2 feet thick surrounded the cabin. The cabin was constructed of metal resembling aluminum, but the actual make of the metal has defied analysis. Coulter had a piece of the metal in his possession and gave it to the Ford man to send to the Dearborne plant for analysis. This man (Coulter) showed the group, including Fick, a clock or automatic calendar which was taken from one of the Flying Saucers. This clock or automatic calendar consisted of 2 pieces of metal together with some unusual type of metal. On the face of 1 or 2 pieces of this metal there appeared an indentation which rotated around the disk completing a cycle each 28 days. According to the information given Coulter around 50 of these flying saucers have been found in the United States in a period of 3 years. Of these, 40 are in the 7 US Research Bureau in Los Angeles. Each of the craft had a crew of 3. The bodies in the damaged ship were charred, but the other ship's occupants were in a perfect state of preservation, although dead.

CAF IN 7130

(16 Jan 50)

62-83814-203

RECORDED - 31

FEB 13 1950

Major
0510
1-23-50
P.F.

5-10

All were uniform height of 3 feet; blond, beardless and their teeth were completely free of fillings or cavities. They wore no under garments, but had their bodies taped and were dressed in a sort of wire. A quantity of food in tablet form was found in ship. Mr. Fick assumed that the reason behind the apparent lack of security was that the Government wanted the information spread from unofficial sources until people are more or less familiar with the facts. Mr. Fick feels that the security department of the military fear that the sudden shock of a surprise announcement that interplanetary travel is possible might cause mass hysteria. Fick is well known locally and has a number of friends at the Kansas City Star. OSI District 13 will interview Fick and will make additional inquiries at the Kansas City Star. Coulter not otherwise identified, but can be reached through Ford agency in Denver. Action: Information copies furnished OSI Districts 14 and 17 for action. The editor of the Kansas City Star stated that while they were aware of this story they did not dare publish it in the paper because it is too fantastic.

ACTION: DIRECTOR, SPECIAL INVESTIGATIONS

INFO : DCS/O DIRECTOR OF INTELLIGENCE
 DCS/O DIRECTOR OF PLANS & OPERATIONS
 DCS/C POLICY DIVISION
 CHIEF OF STAFF'S LOG, USAF

CAF IN: 7130 (16 Jan 50) DTG: 16/1430Z CWC/lws

RC 28/16th

~~CONFIDENTIAL~~
DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

~~CONFIDENTIAL~~

PRIORITY

FROM: 13 OSI DIST CHIEF AFB, OMAHA NEBRASKA, SGD THOMPSON

TO : CSAT, WASHINGTON 25, D.C.
DIST COLDR 14TH OSI DIST LOWRY AFB, COLORADO
DIST COLDR 17TH OSI DIST KIRTLAND AFB ALBUQUERQUE,
NEW MEXICO

NR : OSI 11.

17 January 1950

This refers to TMX from 13th OSI District, Chief AFB, Omaha, Nebraska, dated 13 January and spot intelligence report dated 16 January, subject: "Flying Saucers From Venus Come To Earth." For your information both TMX and spot report are downgraded to Confidential.

NOTE: Reference TMX is CAF-IX-7130, 17 Jan 50 (OSI).

ACTION: CSI.

INFO : ODS, CIB, GPO, OOP, OPY, CAG-30.

CAF IX: 7 3 3 1. (13 Jan 50) DTG: 172110Z. ECM/jcl.

CONFIDENTIAL PC-NBR: 25/13.

62-82847-203

~~CONFIDENTIAL~~

RECORDED 87

62-83894-202

CONFIDENTIAL
REGISTERED MAIL

DeLancey
2840
8/21/77
VH

Date: October 19, 1949

To: Director
Office of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington, D. C.

APPROPRIATE AGENCIES
AND FIELD OFFICES
ADVISED BY ROUTING
SLIP(S) OF 200
DATE 9/11/77

EX-119

From: John Edgar Hoover - Director, Federal Bureau of Investigation

Subject: FLYING DISCS

There is set forth the following unverified information relating to the captioned matter which was furnished to this Bureau by a confidential source whose reliability is unknown and who has requested that his identity not be revealed.

"I was flying from ... to Parkersburg, W. Va. this afternoon (September 25, 1949) and about four miles airline, southwest of Parkersburg, I suddenly noticed a bright yellow object coming directly towards me. It came at me with such speed, added to my 100 m.p.h. forward speed that it startled me and had passed by in a matter of a couple of seconds, but it passed by about 100 feet under my ship and about 50 feet to my right, and because of the dark green background of the forests below I was able to get a very clear outline of the object, and what I believe is a very accurate description.

"Color - bright canary yellow
"Length - about 15 to 18 inches
"Diameter - about 4" in the largest part

"It resembled a rocket, in fact was about the same shape and was a disselage of a Lockheed Air Force 1-90

COMMUNICATIONS SECTION
MAILED 12
OCT 20 1949 P.M.
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

EHM:cg:rmk

52 NOV 1 1949

DW HSE
DW HSE

"No wings but vertical and horizontal fins on rear 1/3 of the rocket.

"No visible means of propulsion such as propeller, vapor trail, smoke or exhaust.

"The front of the rocket was very sharp with a needle nose, the needle looked about 6" long and was the size of a lead pencil.

"The rear end was blunt similar to the rear end of a jet fuselage.

"I was flying my ship ... and was traveling about 100 m.p.h. at the time.

"I was at 3,500 ft. above sea level at the time.

"I was flying a compass course of 60 degrees, and the rocket was traveling almost west at 240 degrees.

"It happened about 2:45 P.M. on the above date.

"The visibility was exceptionally good, about 30 miles.

"The yellow object looked very sharp and clearly outlined because of the dark green background.

"If you will refer to the Huntington sectional aerial map this object was sighted over a very small town named Inbeck, which is about 4 miles direct west of South Parkersburg.

"It appeared to have spent its force and seemed to be dropping slightly as it passed by, or had been fired or launched from a higher altitude than the altitude I was flying."

The above has been furnished to you for your information and assistance in connection with the captioned matter.

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: October 2, 1949

FROM : SAC, Pittsburgh

SUBJECT: Informant
FLYING DISCS, MISCELLANEOUS

On September 26, 1949, [REDACTED], S. Charleston, West Virginia, appeared at the Charleston, West Virginia, resident agency and gave to Special Agent [REDACTED] the attached letter. Mr. [REDACTED] stated that he had written the letter following a pleasure flight from Clark Field, St. Albans, West Virginia, to Parkersburg, West Virginia, on September 26, 1949. Mr. [REDACTED] stated that after writing the letter, he did not know whether it would be of any interest to the FBI and decided that instead of mailing it directly to the Bureau at Washington, he would contact the local agent and turn it over to him if it were thought it would be of interest to the Bureau.

Mr. [REDACTED] stated that he has set out the complete details of this incident in his letter and that there is nothing further that he can add. He further stated that he is certain this was not a mirage and that it actually occurred.

No further action is being taken by this office unless specified to do so by the Bureau.

ENCL

JHW/jw
62-0

EX-119

RECORDED 87

INDEXED - 87

EX-119

13 OCT 25 1949

Don

*get to in zone
10-11-49*

S. Charleston, W. Va.
September 25, 1949.

Federal Bureau of Investigation
Washington D. C.

Gentlemen:

(9/25/49)
An incident happened this afternoon which after consideration I felt I should report. I most certainly do not want this incident disclosed, as I do not want any publicity concerning it. If you regard it of no special interest to the F.B.I. please disregard this correspondence.

I was flying from (Clark Field) to Parkersburg, W. Va. this afternoon and about four miles airline, southwest of Parkersburg, I suddenly noticed a bright yellow object coming directly towards me. It came at me with such speed, added to my 100 m.p.h. forward speed that it startled me and had passed by in a matter of a couple of seconds. But it passed by about 100 feet under my ship and about 50 feet to my right, and because of the dark green background of the forests below I was able to get a very clear outline of the object, and what I believe is a very accurate description.

Color - bright cahary yellow

Length- about 15 to 18 inches

Diameter- About 4"-in the largest part

It resembled a rocket, in fact was about the same shape and proportions as the fuselage of a Lockheed Air Force X-90

No wings but vertical and horizontal fins on rear 1/3 of the rocket.

No visable means of propulsiaon such as prepeller, vapor trail, smoke or exhaust.

The front of the rocket was very sharp with a needle nose, the needle looked about 6" long and was the size of a lead pencil.

The rear end was blunt similar to the rear end of a jet fuselage.

I was flying my ship, (a Luscombe 8A, NC 1440K) and was traveling about 100 m.p.h. at the time.

I was at 3450 ft above sea level at the time.

I was flying a compass course of 60 degrees, and the rocket was traveling almost west at 240 degrees.

It happened about 2:45 P.M. on the above date.

The visability was exceptionally good, about 30 miles.

The yellow object looked very sharp and clearly outlined because of the dark green background.

If you will refer to the Huntington sectional aerial map the object was sighted over a very small town named Lubeck, which is about 4 miles direct west of South Parkersburg.

It appeared to have spent it's force and seemed to be dropping slightly as it passed by, or had been fired or launched from a higher altitude than the altitude I was flying. end

My wife was with me but she did not see the object, and I did not tell her of the incident until we had landed at Parkersburg.

Very truly yours,

RECORDED

87

ENCLOSURE

83811-20

- C O P Y -

Circleville, Ohio
1949 October 8

permanent address:

Delaware, Ohio

Mr. J. Edgar Hoover
Director
Federal Bureau of Investigation
Department of Justice
Washington, D. C.

Dear Mr. Hoover:

It is requested that this letter be returned to the above address and no record of it kept in FBI files.

Is it true that the Soviet leaders intend to use the flying disk in an attempt to confuse and terrify the American people, why should we not state to the United Nations that we believe this condition to exist and further request permission from United Nations to fly American printed statements into the USSR in the interests of peace and better understanding between the two nations? To prevent the belief that such a method would be used, be either nation, to carry bombs rather than paper, it should be pointed out that it is not necessary to employ airplanes for the purpose insofar as actually flying over enemy territory is concerned. There are several possible means of placing information at the disposal of citizens of either country via air; I mention small balloons incapable of carrying more than a few pounds, or finned, cardboard disks capable of drifting on wind currents for great distances after release from several miles height. (I reserve the right to claim patent rights to the latter "flying newspaper".)

Inasmuch as we have been told that the Communist Party is a very small minority in the USSR, it is impossible to prevent information, printed, from reaching many good people there if flown in by the millions. Of course there would be a penalty in Russia for reading them if caught, but curiosity being curiosity, many would be read and remembered. And no one really believes that children could be prevented from picking up objects floating in from another country.

Shall freedom of the press be defended in some countries at cost in lives, yet denied across nations, the latter being contrary to United Nations principles?

Yours sincerely,

11C
10-12-49
TRA

INDEXED - 36 RECORDED - 36

62-83894-201

Handwritten signature/initials

RECORDED 36
63-3894-201

October 12, 1949

Mr. [REDACTED]
Circleville, Ohio

Dear [REDACTED]:

Your letter dated October 6, 1949, has been received and in response to your request I am returning it to you at this time.

For your information the jurisdiction of this Bureau does not extend outside the United States and its Possessions. It is therefore suggested that you may wish to communicate with the Division of International Press and Publications, Office of Public Affairs, United States Department of State, 21st Street and Virginia Avenue, Washington, D. C., with regard to the suggestion made in your letter.

Sincerely yours,

John Edgar Hoover
Director

Enclosure

NOTE: The enclosure is incoming letter being returned to correspondent at his request.

ARA:OJH

COMMUNICATIONS SECTION
MAILED 11
★ OCT 12 1949 P.M.
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

63 OCT 24 1949

Handwritten notes and stamps: "a ra", "md", "DEPT. OF JUSTICE", "OCT 12 1949", "63-3894-201", and various initials.

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: September 6, 1949

FROM : SAC, INDIANAPOLIS

SUBJECT: FLYING SAUCERS
SECURITY MATTER - X

[redacted] of OSI, Benjamin Harrison Air Base called at this office recently to ascertain if there was any current information on "flying saucers". He stated that he had been instructed recently to contact Dr. [redacted] of Decatur, Indiana, with reference to a flying saucer he allegedly observed in the vicinity of Lake of the Woods, Canada, on or about July 1, 1949. An FBI Agent by the name of [redacted] of the Omaha office was alleged to have seen the same saucer.

When [redacted] conversed with Dr. [redacted] the Dr. told him that when he returned from Canada, he found himself in the midst of a polio epidemic and that as a result he had read as much literature as possible with respect to polio, its symptoms, diagnosis, etc. Dr. [redacted] told [redacted] that in his opinion, the cases which were thought to be polio in the vicinity of Decatur, Indiana, were not polio, but possibly the result of uranium poisoning and that he felt the presence of flying saucers had direct bearing on the polio epidemic. Dr. [redacted] pointed out that flying saucers were observed in the Carolina's in 1948 and there was a polio epidemic in the vicinity at that time. [redacted] stated he had consulted one of the physicians at the Benjamin Harrison Air Base and had also checked the records with reference to allegations concerning the sighting of flying saucers and had done a little research with respect to correlating the presence of flying saucers and any polio epidemic. He further stated that he was reporting the matter to the proper Air Force authorities, Wright Field, Dayton, Ohio.

It has also come to the attention of this office that [redacted] made inquiry of the Indiana University Medical School, Indianapolis, Indiana, where the doctors treated the entire matter as a big joke.

[redacted] also stated that Dr. [redacted] had heard while in Canada that there had been some rather strange events somewhere in the interior with respect to finding what might have been remains of flying saucers.

The foregoing is furnished for the information of the Bureau. This office is taking no action in the matter.

HAK/fjd
100-0

RECORDED - 137

INDEXED - 137

EX-68

5 SEP 8 1949

58 SEP 15 1949

162-83894-200

TO: COMMUNICATIONS SECTION.

Transmit the following message to:

AUGUST 21, 1949

SAC, LOS ANGELES

URGENT

FLYING DISKS. REURTEL AUGUST TWENTY LAST. BUREAU ADVISING OSI HEADQUARTERS

TODAY OF ADDRESS [REDACTED] MANHATTAN BEACH, CALIFORNIA. YOU SHOULD ALSO

FURNISH THIS ADDRESS OSI REPRESENTATIVE YOUR DIVISION TODAY. HOOVER.

JH:ed

C. I. R. 4

CO

[REDACTED]

RECORDED - 30

EX-34

62-83894-199

12 AUG 22 1949

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

AUG 21 1949

TELETYPE

- Tolson
- Glavin
- Ladd
- Nichols
- Rosen
- Tracy
- Egan
- Gurnea
- Harbo
- Mohr
- Winterrowd
- Tele. Room
- Mr. Nease
- Miss Gandy

62 AUG 31 1949

COPIES DESTROYED
270 NOV 18 1964

Per

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

AUG 20 1949

TELEMETER

Mr. Tolson	✓
Mr. Ladd	✓
Mr. Clegg	
Mr. Glavin	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Harbo	
Mr. Mohr	
Tele. Room	
Mr. Nease	
Miss Gandy	

WASHINGTON FROM LOSA 18 20 240 PM

DIRECTOR URGENT

RE FLYING DISKS. LA TIMES, AUG. TWENTY, ARTICLE DATED
LINED, WASHINGTON, AUG. NINETEEN, U.P. RELEASE, INDICATING
U. S. AIR FORCE SEARCHING FOR [REDACTED] WHO MADE
FLYING DISKS DISCOVERED IN HARLEY PARK, MD. AUG. 22, 1949. INFO RECEIVED
RECORDED 1-99

MANHATTAN BEACH, CALIF. THIS INFO BEING FURNISHED
OSI, MAYWOOD, MONDAY UNLESS ADVISED TO CONTRARY.

50 SEP 1 1949

Director, FBI

August 16, 1949

SAC, San Antonio

314
PROTECTION OF VITAL INSTALLATIONS

I am attaching hereto a number of copies of reports being received in great numbers in this office concerning the so-called flying disks or unnatural phenomena being frequently observed around Camp Hood, Texas. This is, of course, a primary concern of the Air Corps. Consequently, this office is following the practice of reviewing these data and then destroying them in the event there appears to be nothing of FBI interest therein. It is pointed out that the filing of these would result in the rapid accumulation of very bulky files.

Unless the Bureau believes this is unwise, this practice will continue.

Encls.

CEW:cs
100-7545

*copies of reports filed
with original*

162-83894
NOT RECORDED
249 AUG 23 1949
ORIGINAL 5374

51 SEP 9 1949

Handwritten signature: *W. J. [illegible]*
 Stamp: **W. J. [illegible]**

~~CONFIDENTIAL~~

INTELLIGENCE REPORT

Monograph Index Guide No. _____
(To correspond with SUBJECT given below. See G.
Make separate report for each issue.)

From DIO-1110 at San Diego Date 23 June
(Ship, post, rail, driving, office, airmail, or personal)

Reference: GPO Conf Ser O-122P32 dtd 4 Nov 1948, subj: Flying Class - R
(Check, or specimen, previous routing request, etc., if applicable)

Source S38 B-106. Evaluation (B-)
(An official, personal observation, publication, press, conversation with—
Identify where applicable, etc.) Ad to EO
April 24, 52. CTR

Subject Unidentified Flying Objects - Report C-1

1991年12月25日，在俄罗斯莫斯科，俄罗斯总统叶利钦在克里姆林宫正式签署独立宣言，宣布俄罗斯联邦独立。

SOURCE: While flying north in a private plane source, who is believed reliable, saw 6 or 7 "flying discs" in southern Oregon 27 May 1949. The discs are described as elongated ovals, perhaps 20' in length; they flew in a steady file formation at between 200 to 250 MPH; they appeared to be made of unpainted metal; no smoke or exhaust trails were observed.

5 January 1954. Served at Corpus Christie 30 days AF(7); in Dallas 3 months VRF-2(9). Perished SW-18 from North American Company plants. Willow Grove, Pennsylvania for 30 days. Served at check-out base for squadron VRF(2) at Columbus; served at Columbus until August 1945. Served there with VRF(3) at Tyndall Island, California, where he became a personnel officer. Was discharged from the Navy in January 1946 as LTJG.

Source holds Naval Aviator's Certificate [redacted] plus a second pilot's rating in the Ferry Wing of the Naval Air Transport Command. holds a commercial license, single and multi-engine, and flight instructor ratings. His flight time began in 1934 and now totals over 5000 hours, which time 1300 hours were in the U.S. Navy. Source secured a private license in 1935, a transport license in 1937, a commercial pilot's license in 1938 and a re-issues commercial pilot's license in 1945 (#184256). From March to September 1943 he was flight instructor for the Army Air Force (5 months) as primary instructor at Cal Aero, and the balance of the time as basic instructor at Lancaster, California). From September 1943 to January 1944 he flew for the Superior Oil Company of California.

Since 1940 source has been Vice-President of the [redacted] of California, Long Beach, a concern in which he and his relatives own all of the stock; he also is part-owner of three other oil producing concerns in Southern California.

Source is married and has three children. He has a B.S. and degree from the University of Southern California, Los Angeles, Calif. also had two years of law at the University of Southern California. S thirty years of age, but appears to have a background of experience for his age peasson. He is believed to be conservative, sincere, absolute reliable, and very competent.

Receiving reports before the case is O. N. L. **Not Original and Master Mitro, DICED**

CIA (8)
 DE USAF (4) (DAB)
 ID OLCUS (4)

Op 322V
 32252 OV 15-6 US
 3214(2)

DECL - DT USA
 only.

Declassified by 3227 (4)
15 letter 9/26/77 32282
32283

12-23-60

AUG 22 1949

104 10 10/3/77

CONTENTS

FLYING DISCS

13/41

1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand the preferences and behaviors of potential customers. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be unique, valuable, and feasible.

2. The second step is to create a prototype. A prototype is a preliminary model of the product that allows the designer to test the concept and make necessary adjustments. This can be done using various materials and techniques, depending on the nature of the product.

3. The third step is to conduct a feasibility study. This study evaluates the technical, financial, and operational aspects of the product. It helps to determine if the product can be manufactured, marketed, and sold profitably.

4. The fourth step is to develop a business plan. A business plan is a document that outlines the company's goals, strategies, and financial projections. It is essential for securing funding and guiding the company's operations.

5. The fifth step is to manufacture the product. This involves sourcing materials, setting up production facilities, and hiring workers. Quality control is crucial at this stage to ensure the product meets the desired standards.

6. The sixth step is to market the product. This involves developing a marketing strategy, creating promotional materials, and reaching out to potential customers. Effective marketing is key to the success of a new product.

7. The seventh step is to distribute the product. This involves choosing a distribution channel, such as retail stores or online platforms, and ensuring the product is available to the target market.

8. The eighth step is to monitor and evaluate the product's performance. This involves tracking sales, customer feedback, and market trends. Based on this information, the company can make improvements and adapt to changing market conditions.

DECLASSIFIED BY NIS LETTER 9/26/77
CONCERNING REQUEST 2-18-77

52 AUG 22 1945

CONFIDENTIAL

78-1110 1000 08-10

23 June 1979

Subject: unidentified flying objects - Report of.

observed the objects. This position will probably be as good as have a
SW of the position given. Source's location when objects last his rise
range was 12°41'N, 115°41'W. Source flies in a straight line between the
two points.

Location of objects when first observed: 12°39'N, 115°41'W.
Location of objects when last seen: 12°42'N, 115°48'W.
The objects made a slight change of course from continuing to
parallel source's straight line of flight.

REPLY AND COMMENTS: It is believed that conventional aircraft,
balloons, astronomical phenomena, and other phenomena can be eliminated as
explanations for the objects sighted by source. Since source was not flying
into the sun and since he is an expert pilot-instructor, ~~therefore~~ ~~there~~ ~~is~~ ~~not~~
appears to be a reasonable explanation; and on reflection of, or
investigation of, the phenomena among through which source viewed the
objects after a reasonable examination, because of the wide range of
observation of the objects. As far as the reporting officer's concern is
concerned (as well as controls on control), the explanation of source's
sighting of the strange flying objects remains a question mark.

DIO-1115 Serial 3849

27 June 1959

Subject: Unidentified Flying Objects - Report of.

The valley through which source flew north, and the objects flew south, is roughly 12 miles wide. The floor of the valley is between 400 to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (8000' in elevation). Hart Mountain stands on an elongated plateau which has an almost sheer drop of around 1000'. The bluff, and all the terrain against which source saw the objects is quite dark in color. Objects stood out in contrast to the dark color. The objects appeared to be pointed disks.

The rim of the bluff on the east side of the valley is about 5000' in elevation. From where source saw the objects (at 5000' elevation) to roughly midline with the rim of the bluff (7000'). Turning the objects 1 to 3 miles away from the bluff, they were probably flying at about 5000' alt, and about 5000' above the valley floor.

The valley where source sighted the objects is sparsely populated however, there are a number of ranches there - none that are indicated on Boise (7-2) Aeronautical Chart. Source believes that if persons living in the valley were questioned, chances are good that they would see the objects from time to time. Source has flown through this valley many times going between California and Oregon and does not recall ever having seen another airplane in the valley where he sighted the objects. The valley is not a commercial airway route, and is seldom used by private planes. Source does not recall ever seeing any outcrops on the dirt roads in the valley known as such on the Boise (7-2) section of Aeronautical Chart.

Height and formation of objects. At the beginning of observation when the objects were a few degrees to the southeast of dead ahead, source could not distinguish separate objects - all he saw were reflections; but as he came closer and passed them by 5 to 7 miles he definitely saw 6 separate objects. To be on the safe side source counts with painstaking that there were no less than 1 object and no more than 6.

The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The gap between the lead object and the last one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between them was 60 to 60 feet, and the distance between 2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant. Objects were so close and appeared to keep their formation steady in a way which indicated they might have been under test by the leading object. At distance of sighting, no connection, if there was any, could possibly have been observed. Source is positive that the objects were separate objects when he was able to see terrain between them. The formation did not fluctuate; the objects flew very evenly and steadily. When source lost the objects they were going out of visual range at the horizon.

Weather and visibility at time of observation. Visibility was exceptionally good. Source could see Hart Mountain, 30 miles distant, and see smoke rising from the mountains at Burns, Oregon, 75 miles distant. There were a few scattered clouds at between 10,000' and 15,000'. The weather at the time indicated scattered clouds at 15,000'. The air was very calm. The air in the area is light to mildly turbid. The sun was at source's back; that is, source's plane was between the sun and the objects. Location of sighting objects. (Refer to Boise (7-2) Aeronautical Chart). Source's location when objects were sighted was about 10 miles west of Burns, Oregon.

CONFIDENTIAL

DIO-11ND Serial 33-42

23 June 1949

Subject: Unidentified Flying Objects - Report of.

REPORT: Unidentified Flying Objects Observed in Oregon 27 May 1949.

On Friday, 27 May 1949, source was flying his own SM-1 type aircraft from Red Bluff, California to Burns, Oregon, a distance of 300 miles. He left Red Bluff at 1320 P.S.T. and arrived at Burns at 1418 P.S.T. (time 1 hour 58 minutes). Source landed at Burns after circling the town three times, which consumed about ten minutes. While an SM-1's actual maximum is 170 MPH, source "demilitarized" his plane (which he had purchased a surplus, lightening his plane by about 300 lbs.) and it makes around true air speed. While on this flight he made 212 MPH ground speed; he estimates he had a tail wind of 15 to 18 MPH.

At 1420 Pacific Standard Time, Friday, 27 May 1949, source of the sun reflecting on an object or objects at a considerable distance a few points to the southwest. He continued to watch the source taken reflecting material expecting it to materialize into conventional aircraft as the distance lessened between him and the object or objects. As he reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart, Mountain) which run for a number of miles along the east side of some lakes (Crump, Flagstaff, Campbell and Stone Corral Lakes) he saw that of a single object there were several, which seemed to be flying in formation.

At this point the objects appeared to have changed their course that they were paralleling his course (southwest to his northeast) and following the bluffs' rim at about 1000 to 1500 feet below source's altitude at a distance which he estimates to have been $5\frac{1}{2}$ to $7\frac{1}{2}$ miles. Source is certain that it could not have been as far as 10 miles since the bluffs less than 10 miles away and he could see the objects outlined against the bluffs.

The objects that source saw are described by him as follows:
Size of each object: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appeared the same in size.

Shape of objects: There was no break in the outline. Source is certain he would have recognized conventional aircraft. They had a simple configuration, and no great thickness. They were elongated oval, perhaps twice as long as wide, and perhaps five times as long as thick. Source said he observed the objects from an angle from above and could not estimate their thickness; they could possibly have been egg-shaped, and conceivably have been perfectly oval. The objects seemed definitely as objects - there was nothing ethereal about them.

Speed of objects: Source is confident they were traveling at as fast as source's own plane (212 MPH). Source had a tail wind of 15 MPH and the objects would therefore have been going over 230 MPH air speed. The objects were traveling south/southwest, opposite to source's course. Calculating the speed of the objects, several different ways from the ground, the speed of the objects varies between 190 to 260 MPH. Source concluded at the time of observation that he could not possibly have tracked and caught up with the objects. They were definitely traveling faster than a group of birds, and slower than jet planes. No trail of smoke or exhaust was observed. The speed of the objects appeared to be steady.

Terrain, elevations, population, etc. in area: Source flew at an altitude which was between 4000' and 5000' above terrain. During most of the observation, the objects were 1000' to possibly 1500' below source's altitude. Towards the end of sighting when source had begun to come down he was on a level with them in altitude.

Office Memorandum • UNITED STATES GOVERNMENT

DATE: July 26, 1949

TO : Director, FBI
FROM : SAC, San Antonio
SUBJECT: O FLYING DISKS
INTERNAL SECURITY - R

On July 15, 1949, the Office of the Assistant Chief of Staff, G-2, Fourth Army, advised that a small article which had appeared in the Galveston (Texas) News on July 10, 1949, advertised the fact that the Young Men's Business Club of Alexandria, Louisiana, announced that it was planning a convention for persons from all over the nation who have seen flying saucers. It was stated that the convention was planned so that members may compare notes. It was also stated that flying disks were reported twice in the week preceding the article in Alexandria, Louisiana.

The above is furnished as a matter of information.

cc: New Orleans

RECORDED - 27 | 62-83374-186
EX-112
34 JUL 29 1949
FIVE

100-7545
JEJ:wjw

AUG 5 1949

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

JUL 18 1949

TELETYPE

Mr. Tolson	_____
Mr. Ladd	_____
Mr. Clegg	_____
Mr. Glavin	_____
Mr. Nichols	_____
Mr. Rosen	_____
Mr. Tracy	_____
Mr. Harbo	_____
Mr. Mohr	_____
Tele. Room	_____
Mr. Nease	_____
Miss Gandy	_____

2244

WASH 2 FROM LOS ANGELES 18 10-35 AM

DIRECTOR URGENT

[REDACTED] INFO. CONCERNING. REURTEL JULY EIGHTEEN.
EFFORTS TO IDENTIFY OR LOCATE **[REDACTED]** NEGATIVE.

HOOD

ACK PLS

RECORDED - 11

INDEXED - 11

162-83594-196
FBI
3 JUL 21 1949

57 AUG 23 1949

EX-1

file = E.H.