NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Microfilm Publication T1206

PROJECT BLUE BOOK

Roll 2

Case Files of Individual Sightings .

File Nos. 55-179

July 9, 1947-July 24, 1948

THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS SERVICE
GENERAL SERVICES ADMINISTRATION

WASHINGTON: 1976

[illegible] DE INFO 9 July 4[illegible]

[illegible]

[illegible]

DATE IN TO ATIC [illegible]

COLOR Seemed Phosphor[illegible]

SPEED Terrific [illegible]

ALTITUDE ——

LENGTH OF TIME OBSERVED [illegible]

TYPE OF OBSERVATION [illegible]

ANSWERS 4 side by side [illegible]

[illegible] 11 5 1 [illegible]

[illegible]

[illegible] 1 1/8

5

[illegible]

[illegible] SKETCHES ——

[illegible] A IC Form 3 9

UNCLASSIFIED

[illegible]

[redacted]

UNCLASSIFIED

Incident #39 -- Grand Falls, Newfoundland -- 9 July 1947

It is extremely unlikely that these objects were meteors, although their speed would argue for such interpretation. Had they been, however, one would expect much more brilliant light, a trail, and perhaps even detonation. Furthermore, their flight in formation argues against their being meteoric.

The meager description suggests a light phenomenon rather than material objects. Was any auroral activity reported in the region at the time? The description answers more closely to a detached auroral streamer than to anything else, but this explanation is perhaps also far fetched.

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 163, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 39

1. Date 9 July 47
2. Time Between 11:15 and 11:40
3. Location Grand Falls, Newfoundland
4. Name of observor [redacted]
5. Occupation of observor Constable
6. Address of observor Newfoundland Constabulary, Grand Falls
7. Place of observation Grand Falls,
8. Number of objects 5. 4 seen at first 1, later
9. Distance of object from observer N/S
10. Time in sight brief period
11. Altitude N/S
12. Speed terrific
13. Direction of flight First four - flying in easterly direction
    Last object: N/S
14. Tactics Maintained formation - flew side by side, last one: ~~N/S~~
    Flew in a rocking motion
15. Sound N/S
16. Size ~~mugs~~ about size of barrel head
17. Color N/S - seemed phosphorescent
18. Shape round - about size
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S However, there appeared to be a phosphorescent glow about it
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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

UNCLASSIFIED

[redacted]

[redacted]

Four "flying saucers" were seen by Constable [redacted] wife just before his arrival home at approx 11:30, on 9th of July. A Mr. [redacted] a resident of St. John's and a friend of the family also witnessed them. They were flying in an easterly direction, and appeared to be four round figures that had passed overhead at terrific speed, flying side by side.

On looking skyward, Constable [redacted] himself, perceived a huge jelly-fish flash across the sky. Could not determine the height and speed owing to the brief period it was visible. Could not determine color but there seemed to be a phosphorescent glow about it. It was found in shape and about the size of a barrel head, and appeared to be flying in a rocking motion.

Note: The last object was seen by Constable [redacted] his wife and Mr. [redacted]

[redacted]

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[redacted] UNCLASSIFIED

Extract from Weekly Intelligence Summary, ATC, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Iric [redacted] has reported to personnel of the 1380th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0200Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "30,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. [redacted] for Trans World Airlines and Mr. [redacted] for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SSW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NNE course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light was been switched off. Personnel of the 1388th AAF Base Unit, ATC, Harmon Field, Stephenville, who relayed [redacted] and [redacted] report to this office state that kodachrome pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that [redacted] will forward the prints "as soon as received". On 11 July 1947, Col [redacted] and Major [redacted] of the 59th Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a N/S direction in the vicinity of the field. On 12 July at 0830 hours local time (0430Z), Major [redacted] of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1500 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 landing into a 20 mile per hour wind. This office can draw no conclusions on the part of the above summary item based on reports emanating from rural areas in Hungary other

[redacted]

AU-30176-A-3

[redacted]

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than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: [redacted]

UNCLASSIFIED

[redacted]

[redacted]

FROM: CG ATLD ATC FORT TOTTEN, N.Y.

TIME AND DATE FILED: 142323Z JULY 1947

TO: CO ATC ATTN CHIEF OF STAFF

MESSAGE FROM NEWFOUNDLAND BASE COMMAND SUBJECT QUOTE FLYING DISCS UNQUOTE GIVES FOLLOWING SUMMARY OF INTERVIEW WITH [redacted] CMA NEWFOUNDLAND CONSTABULARY CLN CONSTABLE REPORTED SEEING FOUR EGG SHAPE PHOSPHORUS COLOR DISCS ABOVE GRAND FALLS NEWFOUNDLAND AT TWO THREE THREE ZERO HOURS LOCAL TIME NINE JULY AND A SINGLE DISC ONE ZERO MINUTES LATER PD AT FIRST APPEARANCE ACCORDING TO [redacted] FOUR DISCS WERE CLOSE TOGETHER IN ABLE LINE A TRAIL FORMATION MOVING EAST PARALLEL TO GROUND PD SINGLE DISC LESS CLEAR BUT TRAVELING SAME DIRECTION PD [redacted] WOULD ROUGHLY ESTIMATE ALTITUDE OF DISCS AT THREE ZERO THOUSAND FEET SEMICLN APPARENTLY MOVING VERY FAST AS THEY DISAPPEARED IN ABLE FEW SECONDS PD [redacted] SAID SHAPE OF DISC WAS LIKE BARREL HEAD OR EGG SEMICLN BLACK SPOTS ON TAILEND SEMICLN NO SMOKE TRAIL SEMICLN AND HERB REPORTED THAT ANOTHER OBSERVER COMPARED SHAPE OF DISCS TO THREE LEAF PD END OF COMMUNICATION FROM NEWFOUNDLAND BASE COMMAND PD ESTABLISHED BY INTERVIEWER CMA NONCOM IN CHARGE METEATHR STATION GRAND FALLS CMA THAT CAVU WAS WEATHER AT TIMES INDICATED

ATC CM-IN XD044

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NOT AUTOMATICALLY DECLASSIFIED

[redacted]

Form J19—50M-11-45

[redacted]

UNCLASSIFIED

NEWFOUNDLAND CONSTABULARY

STATION Grand Falls,

DATE July 13th. 1947.

SUBJECT Re:- Strange objects seen flying over Grand Falls on night of July 9th. at approx. 11.15 and 11.40.

Sir:

I respectfully report for your information that on Wednesday night, the 9th. inst. I arrived home from duty at approx. 11.30.

Upon arrival at home I joined my wife, my mother-in-law, and Mr. [redacted] a resident of St. John's and friend of the family, who were sitting on the front steps of the house. I was asked by my wife if I had seen the "flying saucers" I thought she was joking and replied that I had seen nothing flying. [redacted] and my mother-in-law then told me that they had really seen four objects flying in an easterly direction just before I arrived. I asked them to describe what they had seen. [redacted] said that four round shaped figures had passed overhead at a terrific speed and were flying side by side. On looking skywards again my wife, [redacted] and myself, saw a object which I would describe as being a huge jelly fish flash across the the sky. It would be difficult to determine its height and speed owing to the brief period it was visible. It's colour also would be hard to say, but there seemed to be a phosphorus glow about it, it was round in shape and about the size of a barrel head, it appeared to be flying in a rocking motion.

This sir, is about all I can say about the matter, we continued to scan the sky for about a half hour but no sign of them were seen again.

[redacted]
Constable.

[redacted]

UNCLASSIFIED

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

UNCLASSIFIED

NEWFOUNDLAND CONSTABULARY

STATION Grand Falls,

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This sir, is about all I can say about the matter, we continued to ssan the sky for about a half hour but no sign of them were seen again.

[redacted]
Constable.

[redacted]

UNCLASSIFIED

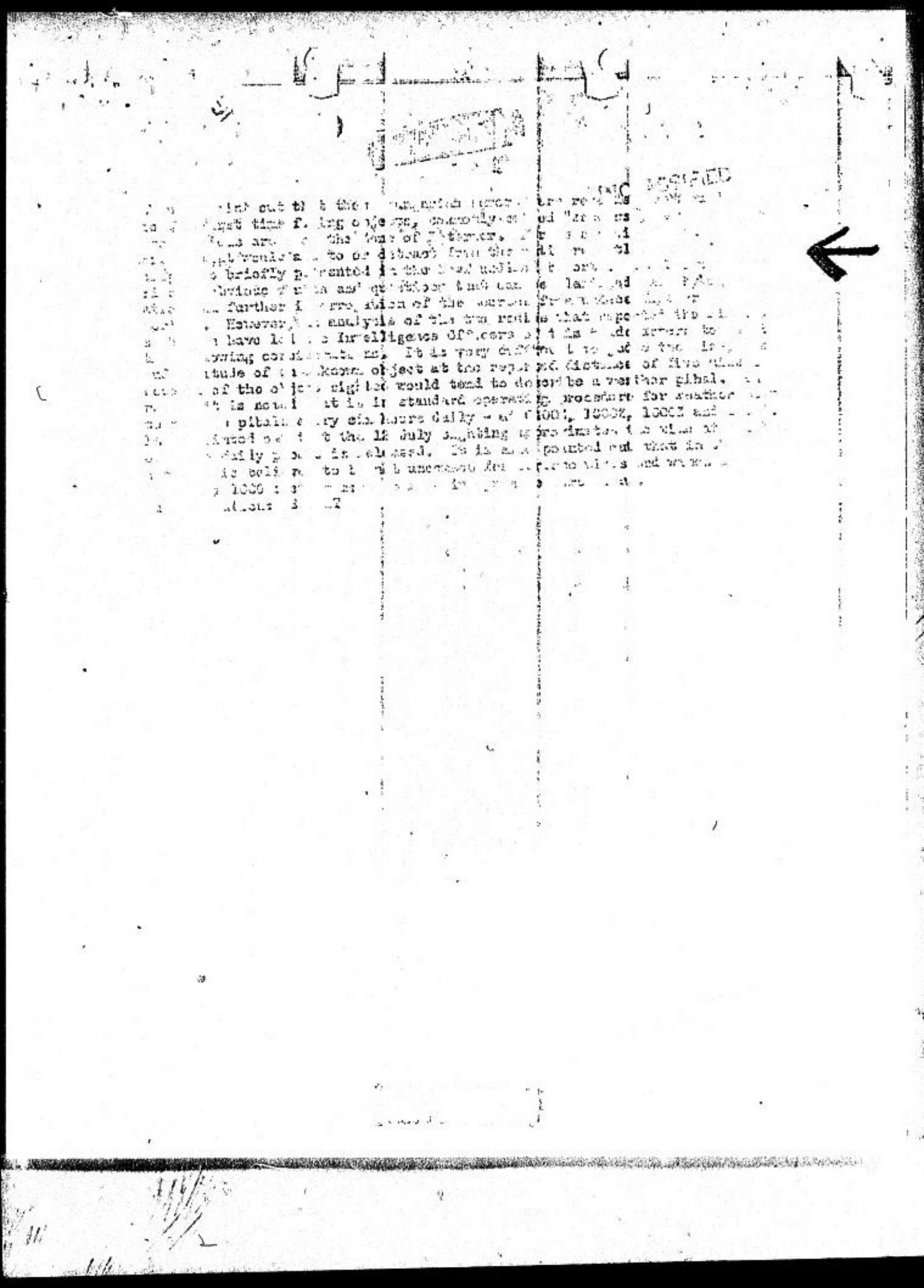
DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

Extract from Weekly Intelligence Summary, AFC, [illegible]

OBJECTS [illegible]: The following [illegible] that have been received through the [illegible] ing unidentified flying objects. On [illegible] lapsed from visual areas in Hungary to [illegible] across the sky in daytime." No acknowledgment was obtained. A Newfoundland correspondent [illegible] no personnel of the 1380th AAF Base Unit, APO, Newfoundland [illegible] Apparently that on 9 July at 2330 hours [illegible] a saucer or egg-shaped phosphorous colored disc [illegible] a fifth similar object moving through the air in the vicinity of [illegible] profound [illegible]. According to the observer, all objects were [illegible] very fast, on parallel to the ground, at an altitude of [illegible] at four in [illegible] in small formation. The [illegible] was said [illegible] a "halo-ed head or egg-[illegible] tracks". The Headquarters [illegible] ing [illegible] to [illegible] of these objects [illegible] ed in the [illegible] and Saint region at the time these objects were [illegible] ern. Mr. [illegible] Nakman, Supervisor of Communication for Trans [illegible] ed Sr. J. [illegible] Woodruff, Senior Maintenance Supervisor, for Trans [illegible], both stationed at Harmon Field, Newfoundland, reports that on [illegible] hours [illegible] time (2330Z), they observed over that installation [illegible] upon sheet [illegible] egal disc of silver coloration, at an estimated [illegible] [illegible] feet", [illegible] appeared to be of equal size to the ship seen on the [illegible] occurred [illegible] both stated that the number of [illegible] cluster with scattered small clouds at an altitude of [illegible] to ten thousand feet. These two men report that the observers [illegible] appeared [illegible] about six miles SW of Harmon; the two observers [illegible] seemed to [illegible] about the clouds at 45 degrees [illegible] black [illegible] approximately fifteen [illegible] as large [illegible] In appearance to the moon seen [illegible] light had been switched off. Personnel of the 1380th [illegible] or personnel [illegible] Harmon Field, Stephenville, Newfoundland [illegible] Craft, AFC, Harmon Field, Stephenville, who [illegible] to this office state that kodachrome pictures were taken of [illegible] war being developed, probably by Eastman at Rochester, New York, and [illegible] staff will forward the prints when received". On 11 July 1947, [illegible] Major William B. Cooper of the 509th Airways and Air Communications Service Squadron, Thunderbird Field, Scottsdale, observed an object [illegible] July at [illegible] hours [illegible] all times [illegible] qualified observers of the [illegible] vicinity of Kingman [illegible] Army Air Field [illegible] which followed the car [illegible] object [illegible] flying at an [illegible] speed [illegible]

[illegible]



UNCLASSIFIED

20 July 47

[redacted]

Incident #57 -- between Nova Scotia and Newfoundland -- 20 July 1947

This incident and #55, which occurred in the same vicinity just three days apart, do not fit into the usual description pattern. In both cases, information given is meager, and in both cases the meteoric hypothesis cannot be completely ruled out, but the objects could have been rockets or even freak auroral streamers or brush discharge from ionized dust clouds. In any event, it seems unlikely, although it is not impossible, that the objects seen in this incident were meteors. The even spacing of the flashes argues strongly against the meteoric hypothesis.

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED

[illegible]

1. Date 21 [illegible]

2. Time 0015[illegible]

3. Location About one hour from Sidney, [illegible]

4. Type of observer [redacted]

5. Description of observer [illegible]
City Bridge [illegible]

6. Address of observer [illegible]

7. Place of observation [illegible]
Bove Scotia [illegible]

8. Number of objects [illegible]

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude N/S 30° off horizon at an estimated 1/4 mile range

12. Speed High velocity - faster than tracer bullet

13. Direction of flight NNE (30° East of true North)

14. Tactics horizontal flight

15. Sound N/S

16. Size N/S

17. Color N/S - object not seen - flashes were silvery to red in color

18. Shape N/S

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails N/S - possibly what was observed was itself the rocket charge

22. Weather conditions Clear and dark

23. Effect on sight N/S

24. Sketches of photographs [illegible]

25. Manner of [illegible]

26. [illegible]

UNCLASSIFIED

Observers did not see the object but only four or five flashes approximately one second apart and equidistant. The flashes appeared silvery to reddish in color and were likened to the glow of a firefly excepting they were larger and at equal intervals. The witnesses did not believe the flashes were occasioned by either a shooting star or a plane, because of the evenly-spaced discharges or flashes, the color and the speed.

Corroboration: Capt. [redacted] also saw the flashes while standing on the starboard deck. He stated that he had seen the same thing at approximately the same time and location on the evening of 15 July 47 except at that time the object or flashes were traveling faster and frequently [illegible] [illegible] [illegible] [illegible] [illegible] generally to the SW.

UNCLASSIFIED

UNCLASSIFIED

23 July 47

[redacted]

[redacted]

Incident #55 -- Harmon Field, Newfoundland -- 23 July 1947

If proper allowance is made for the reporting of untrained observers, it is possible that the objects observed in this incident were a minor meteor shower. The "reddish flashes of light" and "abrupt darts" would tend to this interpretation. The hypothesis hinges, however, on the statement that "a number of intermittent flashes were observed for three minutes." If this means independent flashes, it lends support to the meteoric interpretation. If it means that the same objects flashed intermittently for three minutes, that theory is ruled out. It seems more probable in view of the statement about "abrupt darts of light" that the former meaning is correct.

There is somewhat more evidence in this incident than in #57 (which is similar, and occurred just three days earlier) favoring meteors, but probably the events of these two incidents are related, and it is very unlikely that meteors could explain both of them.

According to the report of the U. S. Weather Bureau on ball lightning, it would appear that this phenomenon sometimes takes the form of luminous darts and can be red. Perhaps this could offer an alternate explanation for the incident.

[redacted]

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

CHECK LIST - UNIDENTIFIED FLYING OBJECT

1. Date 25 July 47
2. Time 0345Z (0715 Local)
3. Location [redacted]
4. Name of observer [redacted]
5. Occupation [redacted]
6. Address of observer [redacted]
7. Type of observation [redacted]
8. Number of objects 1 Observed
9. Distance of object from observer N/S
10. Time in sight Three minutes
11. Altitude 10,000'(+-)
12. Speed [redacted]
13. Direction of flight [redacted]
14. Course [redacted]
15. Sound No noise
16. Size N/S
17. Color reddish or shades of light
18. Shape N/S
19. Color detected N/S
20. Apparent construction N/S
21. Exhaust trail N/S
22. [redacted]
23. [redacted]
24. [redacted]
25. [redacted]
26. [redacted]

UNCLASSIFIED

Witnesses were walking when they observed a peculiar reddish light. They thought at first that the light was a shooting star but it left no streak. It appeared again and they thought it was a plane flying at very high altitude. Then a number of intermittent flashes were observed for three minutes. After observing the abrupt darts of light and hearing no hum of motors they concluded that it was definitely not a plane as the maneuvers appeared too abrupt.

UFO 10 JULY 1947 JANSSEN

1947

Morristown, N.J.

[redacted]

[redacted]

1947 brought a flurry of UFO photographs, but the best in my opinion was a formation of [illegible] a cloud, which were photographed by Pilot [redacted] at Morristown, New Jersey on July 10.

UNCL

10 July 47

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #26 -- Harmon Field, Newfoundland -- 10 July 1947

The evidence presented here, and in incident #27, 27a, which refers to the same object, favors the hypothesis that the trail of a fireball was seen. The photographs submitted show a typical fireball trail. The "feathered edges" left on a cloud which the object broke through could easily have been caused by a fireball.

[redacted]

[redacted]

UNCLASSIFIED

Incident #27, 27a -- Harmon Field, Newfoundland -- 10 July 1947

Evidence presented here favors the hypothesis that the trail of a fireball was seen by observers. For details see report on incident #26.

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 155, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED [redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 26

1. Date 10 July 1947
2. Time Between 3:00 and 5:00 PM in the afternoon
3. Location Pan American Airways, Harmon Field, Newfoundland
4. Name of observer [redacted]
5. Occupation of observer Station Mechanic
6. Address of observer [redacted]
7. Place of observation Traveling in a car returning from fishing.
8. Number of objects 1
9. Distance of object from observer Not Stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed Terrific rate of speed in a circle because of the arcs in the path.
13. Direction of flight Not stated
14. Tactics Definite trail and caused clouds to break open as it went through. It looked to be traveling in a circle and left sharp edges to cloud
15. Sound Not stated
16. Size Not stated
17. Color No difference in color looked as if object broke the cloud and left this opening.
18. Shape Trail horizontal
19. Odor detected Not stated
20. Apparent construction object or flying discs
21. Exhaust trails bluish streak
22. Weather conditions Clear with clouds
23. Effect on clouds Cut a path through the cloud / you could see the trail right through the clouds, and it left sharp edges on the clouds.
24. Sketches or photographs Kodachrome film
25. Manner of disappearance [illegible]
26. Remarks: (over)

[redacted]

[redacted] saw the object or flying disc first and said he saw the thing travelling through the sky. We did not believe him at first but [illegible] so concerned about it we stopped the car and got out. I had my camera so took a picture of it. There was a bluish streak left in the sky which could not have been a cloud formation. It was a definite trail and caused the clouds to break open as it went through. It cut a clear path through the cloud and you could see the trail right through the cloud, it looked to be travelling in a big circle and it left sharp edges to the clouds. The trail looked as if an object passed through similar to that of a pebble leaving a ring on the pond. There was no difference in color. It looked as if the object broke and cloud and left this opening.

[redacted]

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 27

1. Date 10 July 1947
2. Time Evening
3. Location Harmon Field, Newfoundland
4. Name of observer [redacted]
5. Occupation of observer Supervisor and Mechanic
6. Address of observer Pan American Airways, Harmon Field, Newfoundland
7. Place of observation Coming up over the mountain between Harmon Field and Stephenville Crossing.
8. Number of objects 1
9. Distance of object from observer Did not see the object saw the trail as it was left behind
10. Time in sight Not Stated
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight Not stated
14. Tactics Object was horizontal and seemed to remain on true course.
15. Sound No noise
16. Size Did not see object
17. Color not stated
18. Shape not stated
19. Odor detected Not Stated
20. Apparent construction Not stated
21. Exhaust trails Bluish black. band across the sky in a straight path
22. Weather conditions Scattered clouds
23. Effect on clouds The object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered.
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: (Over)

[redacted]

[redacted]

On the evening of 10 July 1947 we were coming up over the mountain between here and Stephenville Crossing. The car was going up hill and we could see the sky through the windshield. Mr. [redacted] said "look at the cut in the sky". I looked and saw a blueish black vapor trail. The clouds were very scattered and were about 8000 to 10,000 feet, the object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered similar to a weld, as if you cut a weld in half. The estimate course of the object was approximately North North East. The trail was blueish black in colore, very easily distinguished from the blue sky. The trail was more or less a band across the sky in a straight path. There was no noise.

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 27 A

U 30176-A

1. Date 10 July 1947
2. Time 1700
3. Location Harmon Field, New Foundland
4. Name of observer [redacted]
5. Occupation of observor [redacted] Pan American Airways
6. Address of observor Pan American Airways, Harmon Field, Newfoundland
7. Place of observation Between Harmon Field and Stephenville Crossing coming over the hill
8. Number of objects 1
9. Distance of object from observor Not stated
10. Time in sight ~~XXXXXXXXX~~ Split second
11. Altitude ~~XXXXXXXXX~~ Between 8000 to 10,000 ft
12. Speed Terrific rate
13. Direction of flight North North East
14. Tactics Travelling horizontal
15. Sound Not stated
16. Size About the size of a 54 or a Constellation
17. Color Translucent
18. Shape Disk like a wheel
19. Odor detected Not Stated
20. Apparent construction disk
21. Exhaust trails [illegible]
22. Weather conditions Very clear and clouds very scattered
23. Effect on clouds Opened the clouds as it went through the air.
24. Sketches or photographs None
25. Manner of disappearance [illegible]
26. Remarks: (over)

[redacted]

U-30176-A

[redacted] saw one of the so called "flying disks" or other object on 10 July, at approximately 1700. We were coming back from a fishing trip, and coming over the hill between here and Stephenville. Crossing, you can see the clouds formation ahead, I saw the object break out where the clouds broke and it left its trail behind it. It was very clear and the clouds were very scattered. I'd say the approximately altitude of the clouds was from 8000 to 10,000 feet. The object appeared to be a translucent disk like a wheel travelling at a terrific rate of speed and opened the clouds as it went through the air. The disk was travelling horizontal. It appeared to be about the size of a jet or Constellation. It spread the clouds out about half mile. It cut a clear path right through the cloud. It left a trail dark bluish in color similar to a big power light. The trail was approximately 15 to 20 miles long.

[redacted]

II-30176-A
Inc 27-A

[redacted]

INTELLIGENCE OFFICE
1388TH AAF BASE UNIT
NEWFOUNDLAND BASE COMMAND, ATLD-ATC
APO 864, c/o Postmaster, New York, N. Y.

UNCLASSIFIED

SUBJECT: Kodachrome Film of Flying Disc's or Other Airborne Object's Trail.

TO: Commanding General,
Atlantic Division, ATC
Fort Totten, Long Island, N. Y.
ATTENTION: Lt. Col. James H. Brewster, Jr.
Assistant Chief of Staff, Intell.

1. Transmitted herewith three (3) rolls of Kodachrome Film belonging to [redacted] mechanic for Pan American Airways.

2. Mr. [redacted] states that on one of the three (3) rolls there are two (2) pictures of a Flying Disc's or other airborne Object's trail, taken on 10 July 1947.

3. The Assistant Chief of Staff, Intelligence, Newfoundland Base Command directed that the film be transmitted to your Headquarters for processing and further disposition, and that T.X's have been dispatched giving further information from Headquarters, Newfoundland Base Command.

4. According to the statements of the observers, the object itself may not be on the film, but its trail, which is said to have been bluish black, or the object's effect on the cloud formations, will appear on the photographs.

5. Request that the rolls of film be returned to [redacted] after they have served their official purposes.

FOR THE COMMANDING OFFICER:

WILLIAM H. SMITH
Captain, Air Corps
Intelligence Officer

[redacted]

AMC Form No. 10-3
(19 Mar 45)

[redacted]

ROUTING AND RE[illegible]RD SHEET UNCLASSIFIED [illegible]ATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT Pictures Taken by [redacted] Incident #40

TO MCIAXD FROM MCIA DATE 13 Feb 48 COMMENT NO. 1

1. Reference is made to ATC Weekly Intelligence Summary, dated 16 July 1947, Item 5, page 2, "Flying Object", a copy of which is inclosed.

2. Referenced item states that Kodachrome pictures were taken of an unidentified flying object by [redacted] of Harmon Field, Newfoundland on 10 July 1947.

3. It is requested that the films or photographs be obtained for study. Also, the inclosure should be returned for file.

1 Incl
cy ATI Weekly Intell
Summary, 16 Jul 47

A. C. LOEDDING
Technical Assistant
Analysis Division
Intelligence Department

EHL/amb
2-3266
Rm 232
Bldg 11A

Not forwarded - These pictures are the same as the [illegible] received from [illegible].
Leidy Inc. #26

UNCLASSIFIED

[redacted]

[illegible]-30176-A

W7-L-16 JUNE 46 1 MII

(CONTINUE ON OTHER SIDE)

[redacted] UNCLASSIFIED

Extract from Weekly Intelligence Summary, ATC, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named [redacted], has reported to personnel of the 1380th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0200Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "30,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. [redacted] for Trans World Airlines and [redacted] for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SSW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NNE course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1388th AAF Base Unit, ATC, Harmon Field, Stephenville, who relayed Mehrman's and Woodruff's report to this office state that kodachrome pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that [redacted] will forward the prints "as soon as received". On 11 July 1947, Col [redacted] and Major [redacted] of the 59th Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a N/S direction in the vicinity of the field. On 12 July at 0830 hours local time (0430Z), Major [redacted] of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1500 feet" at an estimated rate of "100 miles per hour", paralleling the course of a [illegible] landing into a 20 [illegible] hour wind. This office can draw no conclusions on the part of the above summary item based on reports emanating from rural areas in Hungary other

[redacted]

[redacted] UNCLASSIFIED

than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: [redacted]

[redacted]

UNCLASSIFIED

[redacted]

[redacted]

Classification changed to UNCLASSIFIED by authority of CC, AD-ATC (Name) (Rank) /gdb (Date)

HEADQUARTERS
Newfoundland Base Command, ATLD-ATC
Fort Pepperrell, Newfoundland
APO 862, c/o Postmaster, New York, N. Y.

28 July 1947

SUBJECT: Letter of Transmittal.

TO : Commanding General,
Atlantic Division, ATC,
Fort Totten, Long Island, N. Y.
(ATTENTION: AC/S, Intelligence)

1. Transmitted herewith, as inclosures 1, 2 and 3, are Final Reports of Sightings of "flying saucers" in Newfoundland and vicinity listed as follows:

Final Report of Sighting - 2000Z, 10 July 1947
" " " " - 0030Z, 11 July 1947
" " " " - 0015Z, 20 July 1947

2. Reference TWX - EN 18469, this headquarters, dated 121730Z July 1947, regarding sightings of "flying saucers" by Constable [redacted], Newfoundland Constabulary, at Grand Falls, Newfoundland, on the night of 9 July 1947, attached herewith, as inclosure 4, is signed statement of this sighting by Constable [redacted]

FOR THE COMMANDING GENERAL:

Marion C. Miller
MARION C. MILLER,
Captain, Air Corps,
AC/S, Intelligence.

4 Incls:
1. Final Rpt of Sighting, 10 Jul 47
2. " " " " , 11 Jul 47
3. " " " " , 20 Jul 47
4. Signed Statement - Const KEARSEY

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

FOR INTELLIGENCE PD ONE FLYING DISC, SIGHTED 2000Z 10 JULY 47, OVER HARMON FIELD, NEWFOUNDLAND, AT APPROXIMATELY 10000 FEET, COURSE: NORTH NORTH EAST PD WEATHER: CLEAR WITH SCATTERED CUMULUS AT 8-10000 FEET PD COLOR: SILVERY PD DISC WAS FIRST SIGHTED ABOUT 6 MILES SOUTH SOUTH WEST FROM HARMON FIELD BY [redacted] TWA REPRESENTATIVE AND [redacted] PAA REPRESENTATIVE PD DISC APPEARED ABOUT THE SAME SPAN AS C-54 AT 10000 FEET, WAS CIRCULAR IN SHAPE LIKE WAGONS WHEEL, DISC SEEMED TO CUT THE CLOUDS OPEN AS IT PASSED THRU AND LEFT A BLUISH BLACK TRAIL APPROXIMATELY FIFTEEN MILES LONG PD TRAIL WAS SIMILAR TO THE BEAM SEEN AFTER A HIGH POWERED LANDING LIGHT OR SEARCH LIGHT IS SWITCHED OF PD KODACHROME PICTURES WERE TAKEN AND ARE BEING DEVELOPED STATE SIDE PD PHOTOS WILL BE FORWARDED AS SOON AS THEY ARE RECEIVED BY [redacted] END

Interview [illegible] Echeverria Gondyson

What L/A does Russian have. German Russian Type. What plans potentialities

Get T-2 and Eng Disc rep. to Harmon Field immed. and return via Wash reporting to Guy Schulgen 4C/AS-2 Room 3E153

What has Brentwall prepared?

Clingman " ?

? [illegible] pickatach

[illegible]

[illegible] planes [illegible] large [illegible] underneath

UNCLASSIFIED

[redacted]

UNCLASSIFIED

TSNAD/TSDIN

TSNAD/WRC/llf

Transmittal of Report of Investigation

Commanding General
Army Air Forces
Washington 25, D. C.

ATTN: AC/AS-2
Colonel Robert Taylor III

1. Transmitted herewith are two copies of a report on an investigation conducted at Harmon Field, Newfoundland, by Colonel W. R. Clingerman and Lt. Colonel E. G. Nabell of this Command. This investigation was accomplished in accordance with a verbal request from General Schulgen of AC/AS-2 to Colonel H. M. McCoy of Headquarters, Air Material Command.

2. This letter may be declassified upon removal of the attached report, in accordance with paragraph 9b, AR 380-5.

FOR THE COMMANDING GENERAL:

Incl:
Rpt of investigation
w/Incls. (in dup)

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (T-2)

UNCLASSIFIED

UNC FILE 26

[redacted]

[redacted]

UNCLASSIFIED

T3MAD/HRC/llf

TSDIX

Submission of Report

Commanding General
Newfoundland Base Command
Fort Pepperell, Newfoundland
APO 862 c/o Postmaster
New York, New York

1. In compliance with Letter Orders No. 471350 dated 30 July 1947, Headquarters Air Materiel Command, Wright Field, Dayton, Ohio, copy of which is attached, there is herewith submitted for your information a copy of the report which was made as a result of the investigation directed by the attached order. Due to the exigencies of the situation and the short period of time involved, it was not practical to write the report while at Harmon Field.

2. Colonel William P. Sloan, the Commanding Officer of Harmon Field, was most cooperative and assisted the investigating officers with every means at his disposal, which contributed in no small manner to the successful conclusion of the investigation.

FOR THE COMMANDING GENERAL:

2 Incls
Cy Ltr 8/2/47
Cy L.O. 471350 7/30/47

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (D-2)

INC FILE 26

[redacted]

[redacted]

UNCLASSIFIED

Classification cancelled or changed to Restricted
Authority of CG, AD-ATC dtd Aug 47
(Name) (Rank) (Date)

FINAL REPORT OF SIGHTING

1. Org. : 1388th AAF BU, NEC, ATLD, ATC. Harmon Field, Newfoundland.
2. Sighting : Flying Disc or other airborne object.
3. Place : Approx six (6) miles SSW of Harmon Field.
4. Time : 2000/Z, 10 July 1947
5. Altitude : 8- 10,000 ft.
6. Weather : Clear, Scattered Cumulus 8 - 10, 000 ft.
7. Heading : NNE on horizontal course.
8. Speed : Very high velocity.
9. Shape & Size: Circular like a wheel, estimated to be same size as a C-54 as seen from 10, 000 ft.
10. Color : Translucent or Silvery, left a Bluish Black trail approx 15 miles long.
11. Photographs: Mr. [redacted] reported that he took two (2) Kodachrome snap shots of the trail.
12. Reported By: Mr. [redacted] TWA mechanic; Mr. [redacted] PAA mechanic; and Mr. [redacted] PAA mechanic reported the above facts to the Intelligence Officer on 15 July 1947. A Flash Report was TWX ed to : Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding Generals Hq. ATLD and Hq. NEC
13. General : Mister's [redacted] and [redacted] were enroute from Stephenville Crossing to Harmon Field at the time of the sighting. [redacted] was the first to see the Disc, it appeared to rent or split the clouds thru which it passed and left a Bluish Black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. [redacted] and Mr. [redacted] Mr. [redacted] stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Newfoundland Base Command for processing.

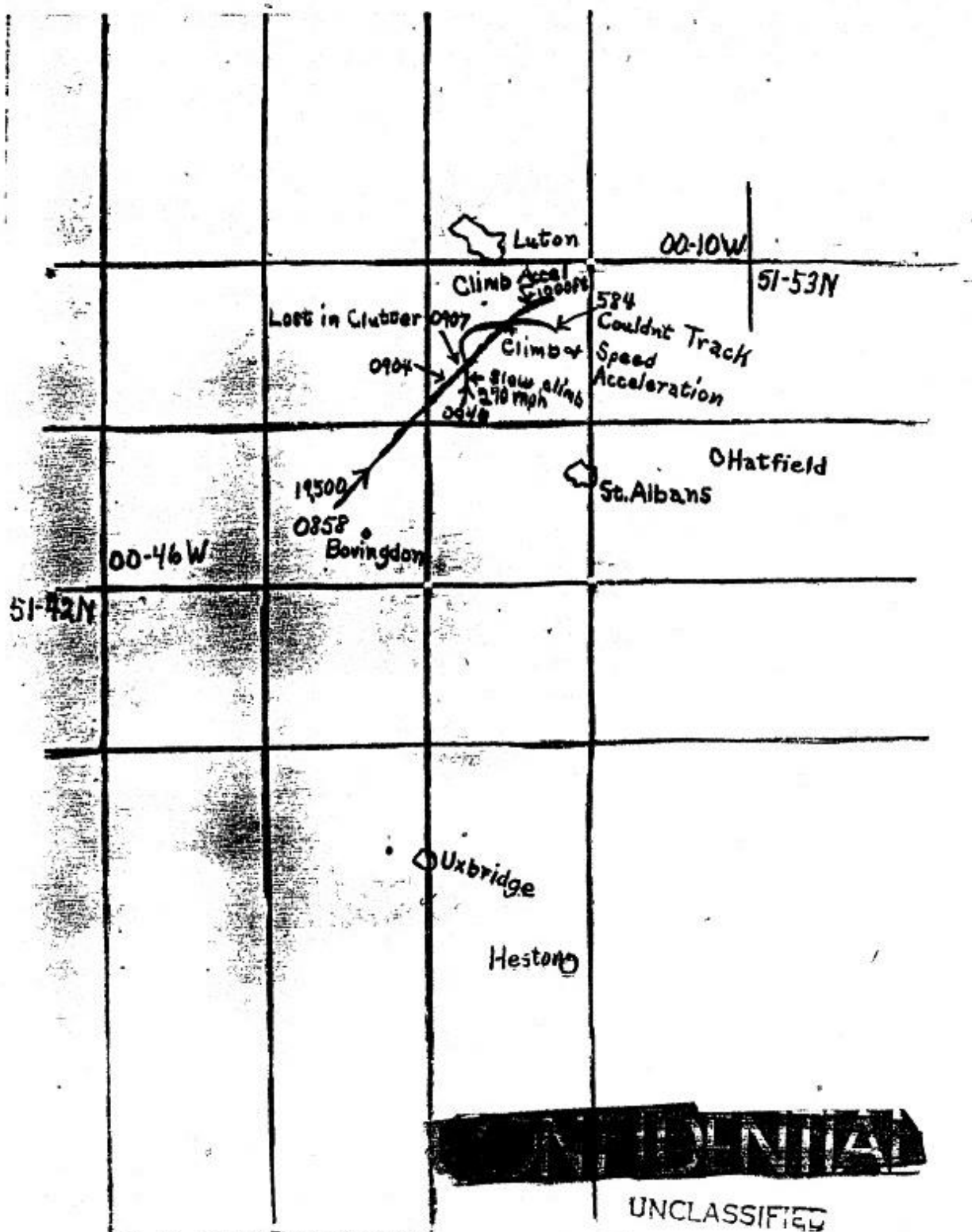
William Hunt
CAPT. A.C.
Intelligence Officer

[redacted]

[redacted]

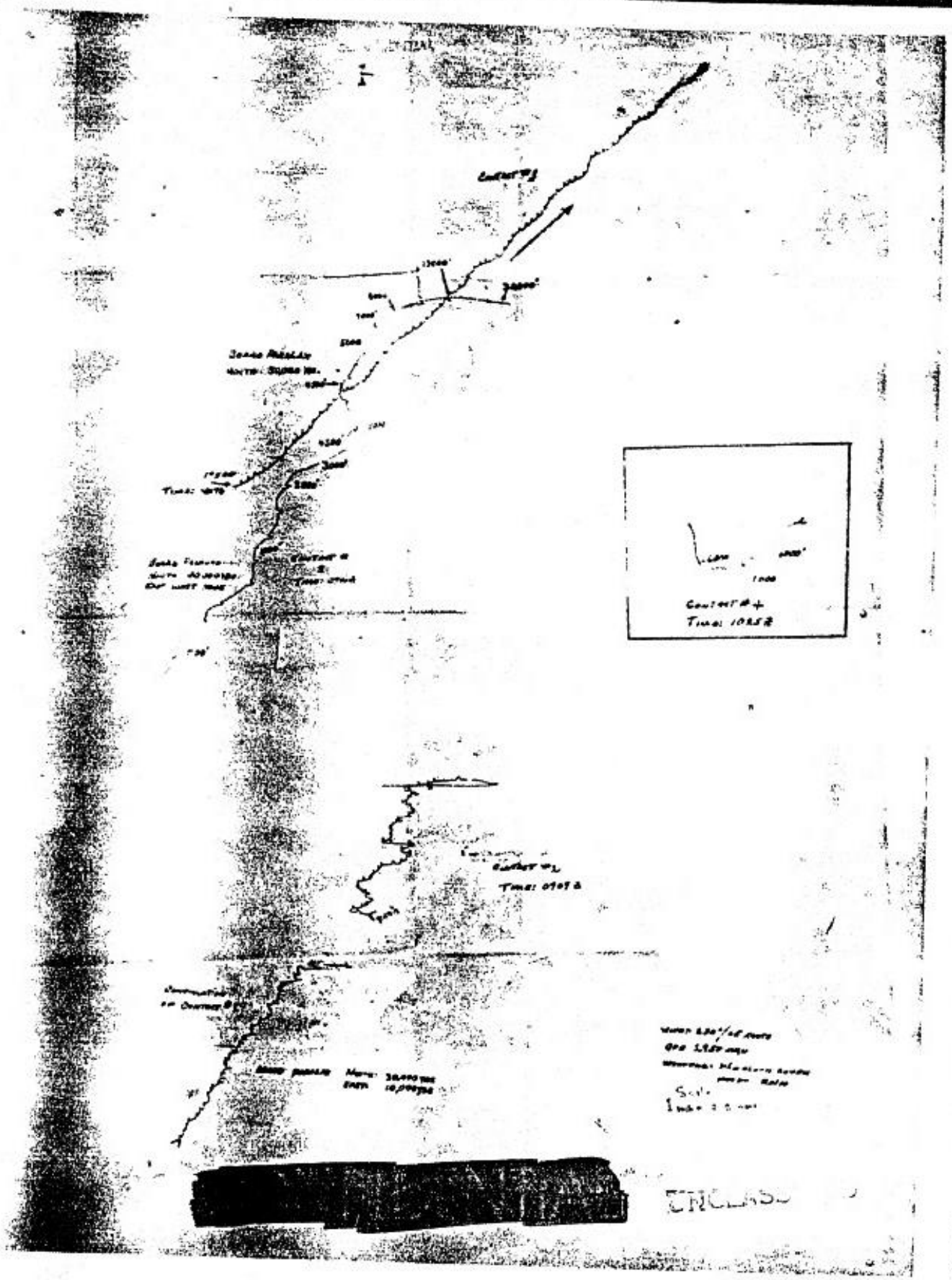
This Case Includes

Four (4) 8" x 10" prints:



G.S., G.S. 4159

Scale: Half-Inch to One Statute Mile = 1/126720



[redacted]

UNCLASS

Made by Nav. [redacted]

part of Report by
Col Clingerman and
Lt. Col. E.G. Zabell.
Lt. Orders #71350 dated 30 July '47.

Clarus Camera
50mm F-2 lens.
Original was a Kodachrome
transparency.

FIG 6

UNCLASSIFIED

Made By Mr. [redacted] — Clarus Camera Inc

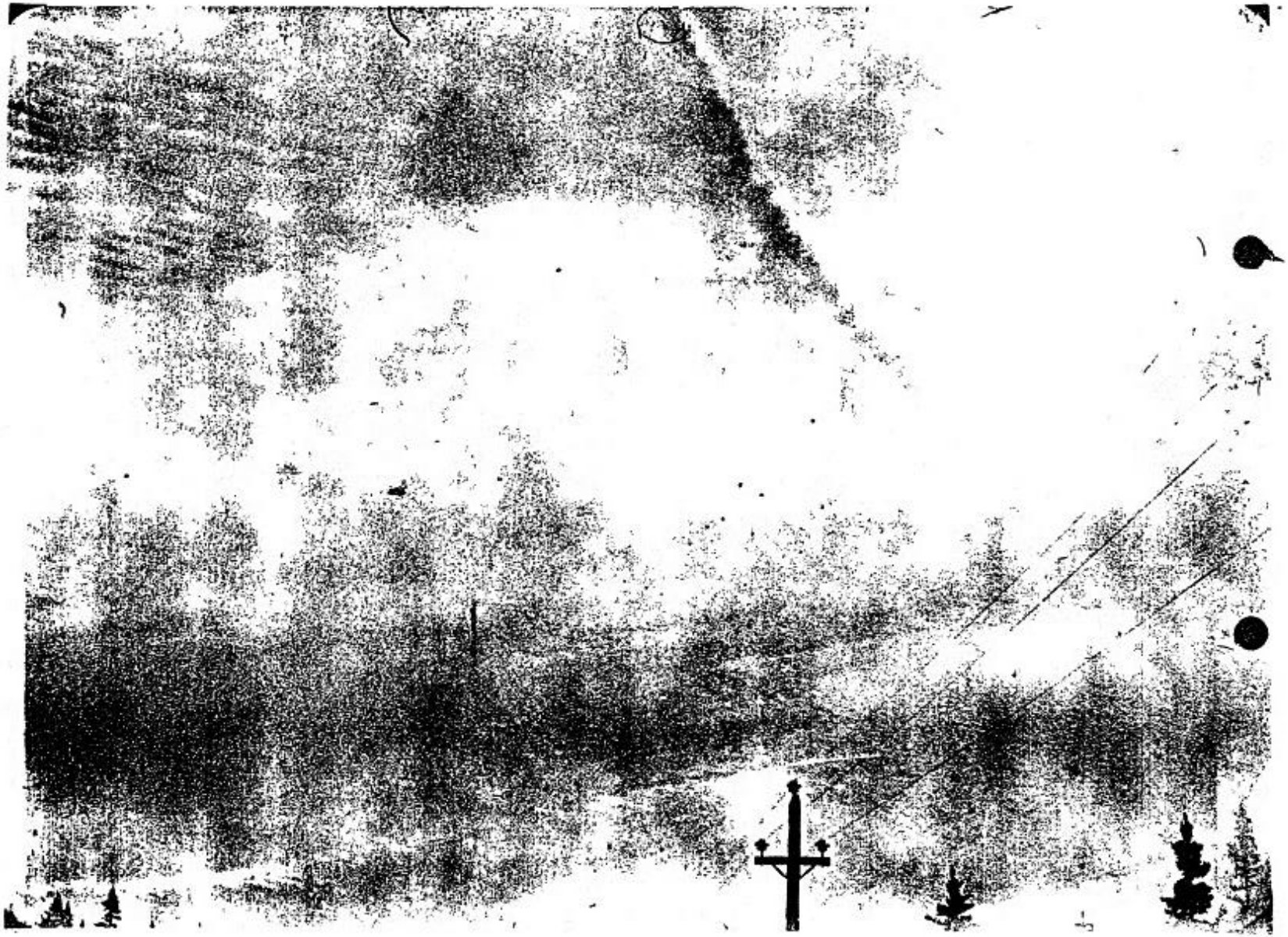
50 mm F-2 lens.

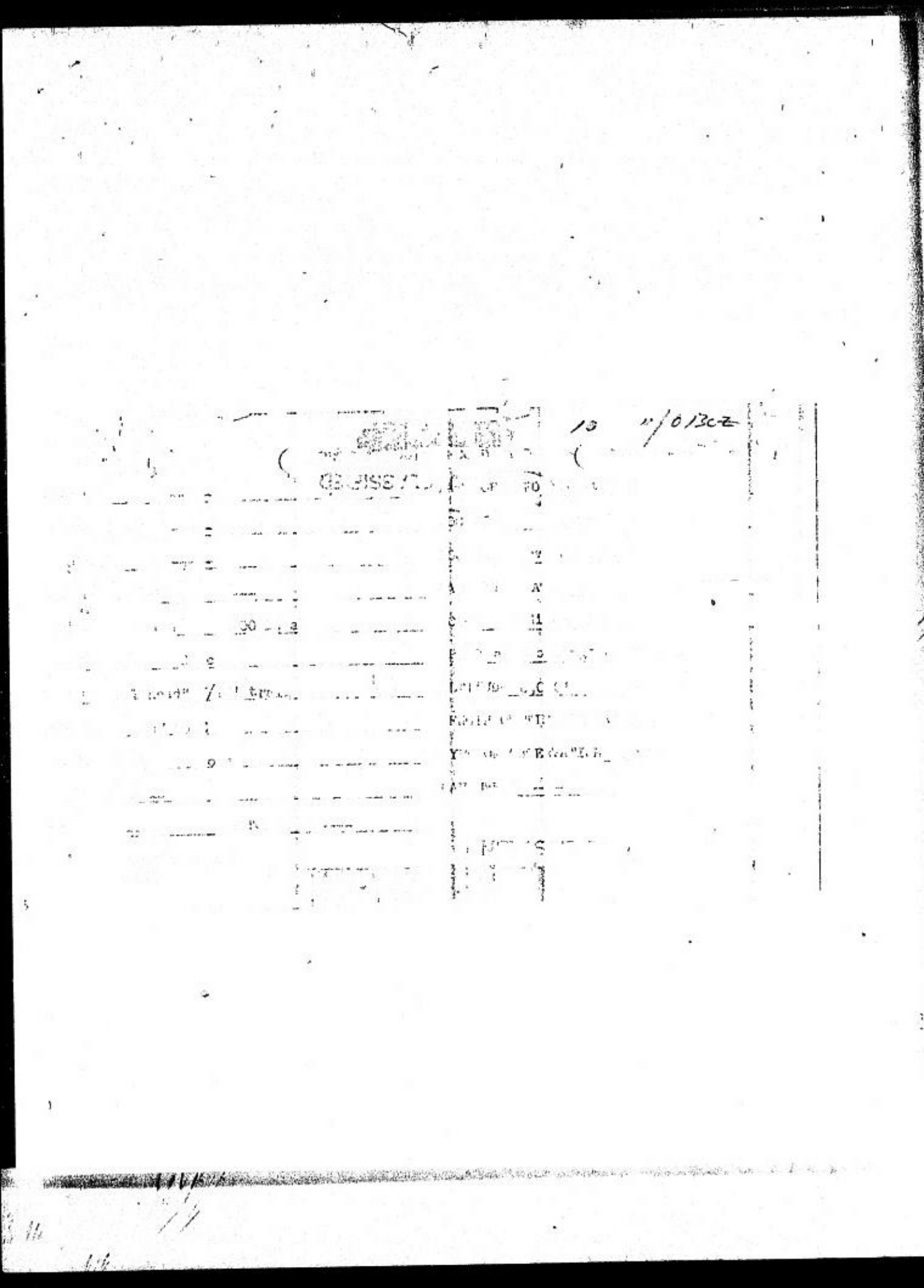
Original was a Kodachrome exposure

Photo is part of report by Col. Cluzerman and Lt. Col E.G. Nabell.

Lt. Orders 471350 dated 30 July 47

UNCLASSIFIED





[redacted]

UNCLASSIFIED

Incident #60, a, b -- Cordroy, Newfoundland -- 10 July 1947

The descriptions given by the three observers of this object answer quite closely to that of a typical bright, "slow-moving" bolide. It is extremely likely that the object sighted here was nothing more than a fireball.

[redacted]

UNCLASSIFIED

~~CONFIDENTIAL~~

~~RESTRICTED~~

FINAL REPORT OF SIGHTING

Classification ~~cancelled or~~ changed to Restricted authority of CC, AD-ATC

(Name) (Rank) (Date)

1. Organization: 1388th AAF Base Unit
APO 864, c/o Postmaster, New York, N.Y.

2. Sighting : Flying Disc or other airborne object.

3. Place : Codroy, Newfoundland, 59°03' W Long.; 47°50' N Lat.

4. Time : 0030Z hours, 11 July 1947.

5. Altitude : Approximately 6,000 feet.

6. Weather : Clear; at dusk.

7. Heading : From northwest heading eastward.

8. Speed : Very high velocity.

9. Shape & Size: Disc shaped; was reported as being the size of a barrel-head, dinner-plate and size of a plane that is flying high. The trail gave the whole object the appearance of a cone.

10. Color : Flame colored with a trail of a lighter flame color.

11. Reported by : Mr. [redacted], Mr [redacted] and [redacted] of Codroy, Newfoundland.

12. General : Mr. [redacted] and [redacted] were standing outside [redacted] store when they both sighted the object. Both men stated that the disc was very bright with an after-glow which made the object look like a cone. It was a very clear night. In spite of the high velocity of the flying object, they said they could not possibly have mistaken it for a plane or a falling star. Besides the two men, the object was sighted by [redacted]; he reported what he had seen to his mother. [redacted] stated that [redacted] was in no way alarmed about it, he was alone and on his way home when he sighted it, and watched it while it was in sight. [redacted] was quite convinced from the color and behaviour of the object that it was not a plane, but definately some flying object.

The informant, [redacted], is believed to be reliable. He is a man of approximately forty; has had considerable experience as [redacted] of Buchans Mine, Newfoundland, where he was [redacted]. During the war, [redacted] was a member of a civilian volunteer Air Detection Corps. With that background, Mr. [redacted] stated that he felt sure that the object he had seen was some-[redacted] now which he had never seen before.

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

[redacted]

UNCLASSIFIED

~~CONFIDENTIAL~~

Final Report of Sighting

General cont'd:

[redacted] is a twelve year old boy. He was alone when he saw the flying object, he was very definite that he had never seen anything like it before. His mother, Mrs. [redacted], is the [redacted], and after hearing [redacted] description, felt that it answered to the description of a "Flying Disc". Mr. [redacted] reported his sighting shortly afterwards to Mrs. [redacted] because he was sure it should be made known to her in order that the incident might be reported by telegram immediately.

There was one other sighting reported from a River Warden at South Branch. The man could not be contacted at time of interviews with other parties. However, a second-hand description of his sighting was obtained, and it agreed with the sightings at Codroy.

William Smith
WILLIAM H. SMITH
Captain, Air Corps,
Intelligence Officer.

[redacted] UNCLASSIFIED

STATEMENT OF MR. [redacted], CORDROY, NEWFOUNDLAND. TAKEN BY MERCEDES BURKE OF THE INTELLIGENCE OFFICE, HARMON FIELD, NEWFOUNDLAND. 17 July 1947.

At approximately 10 o'clock in the evening of 10 July 1947 I was standing by my store door; I happened to look up and saw what appeared to be a "FLYING SAUCER". It definately was not a shooting star; I'd seen several stars shoot before, but never like this! Nor was it an aireplane, it was too "lit up" and traveling at too great a speed. It wasn't an airoplane on fire because it would have fallen in the water. It was a nice clear night, no clouds, it was just getting dark. I would say it was traveling at the rate of a shooting star but much closer. I'd say roughly at 6,000 feet. It was visible for about fifteen (15) seconds. It came from the North West heading Eastward. The circle looked to be about the size of a barrel head, and the trail behind looked to be about fifteen (15) feet long. The trail behind the disc made the whole object look like a cone. Another thing that makes me feel sure it wasn't a shooting star is; a shooting star usually leaves a temporary streak, this object I saw left no streak only the one that appeared to travel behind the circle which looked like an after-glow. The circle was a bright red, nearest I could describe it would be the color of a flame, the after-glow(cone-shaped) was a fainter shade. What I saw last Thursday night resembled a shooting star in no way whatsoever. There was only one.

[redacted]

Witness: [redacted]

Witness: [redacted]

[redacted] UNCLASSIFIED

60 12

[redacted] UNCLASSIFIED

STATEMENT OF MR. [redacted], CORDROY, NEWFOUNDLAND. TAKEN BY MERCEDES BURKE OF THE INTELLIGENCE OFFICE, HARMON FIELD, NEWFOUNDLAND. 17 July 1947.

At approximately 10 o'clock in the evening of 10 July 1947, I was standing outside [redacted] store talking with him. We both saw this thing dash across the sky. I couldn't be accurate about the directions. If it was a shooting star, I'd never seen one as large before, and it was much brighter than anything I've ever seen in the sky. It looked to be a round object. I couldn't say it was anything else but round; it had a tail on it which showed yellowish, but not as bright as the circle which appeared and nearest I could describe it would be sort of red and yellow. The streak behind, I would say, was little over a yard long; the circle looked to be about the size of a large dinner plate. It went so fast, it was hardly in sight before it disappeared. I could not give any idea of the height; all I can say is it was much closer than a shooting star and travelling at a great speed. Whatever it was it was flying through the air; it wasn't just a streak across the sky. To me it wasn't in any way like a shooting star, and I am sure it wasn't an airoplane. I called it a "FLYING SAUCER" because it seemed exactly like what we had been hearing so much about on the radio.

[redacted]

Witness: [redacted]

Witness: [redacted]

[redacted] UNCLASSIFIED

609

23

[redacted] UNCLASSIFIED

STATEMENT OF [redacted], CORDROY, NEWFOUNDLAND. TAKEN BY MERCEDES BURKE OF THE INTELLIGENCE OFFICE, HARMON FIELD NEWFOUNDLAND. 17 July 1947.

Last Thursday night I was out by our house. I happened to look up and saw what I thought was an aireplane. It was flying at the height of a plane that is flying high. Then I thought it looked strange for an aireplane, because it was all lit up so bright, planes do have a light or two, but this thing was very bright - sort of a bright reddish yellow. I saw it only for a minute because it was travelling at a terriffic speed. It shot out of sight so quickly I thought it strange if it was an airoplane. THEN; I remembered what I'd been hearing about "FLYING SAUCERS" I ran in and told my mother.

[redacted]

Witness: [redacted]

Witness: [redacted]

[redacted] UNCLASSIFIED

RESTRICTED UNCLASSIFIED

4 [redacted] rushed in and told me about this thing he'd just seen. at first he thought it was an airoplane but then he remembered having heard about "FLYING SAUCERS" and he thought that's what it must have been. I questioned him; he said it couldn't have been a plane because a plane wouldn't sheet down like that did, besides it was too "lit up"

Mr. [redacted] reported the same thing to me in order that I might report same to St. John's in the morning.

Mrs [redacted]

Mrs [redacted]

UNCLASSIFIED

RESTRICTED

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 60a

1. Date 10 July 47
2. Time 1900 2200
3. Location Cordroy, Newfoundland – 47° 52' N 59° 21' W
4. Name of observer [redacted]
5. Occupation of observer N/S
6. Address of observer Cordroy, Newfoundland
7. Place of observation Cordroy, Newfoundland
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed very fast
13. Direction of flight couldn't ascertain
14. Tactics N/S
15. Sound N/S
16. Size dinner plate
17. Color between red and yellow
18. Shape circle
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Had tail on it of yellowish hue which was not as bright as circle and seemed a little over a yard long.
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance "hardly in sight before it disappeared"
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

Witness stated that if the object were a shooting star it was larger than any he had ever seen and much brighter than anything he had ever observed in the sky. It appeared round with a yellowish tail, which was not as bright as the circle. The circle itself appeared to be sort of red and yellow and about the size of a large dinner plate. It went so fast that it was hardly in sight before it disappeared. It was traveling much closer than a shooting star. Witness sure it did not in any way resemble a shooting star nor a plane.

See [redacted] account (Incident 60) and [redacted] account (Incident 60b)

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED Incident # 60b

1. Date 10 July 47
2. Time 1000
3. Location Cordroy, Newfoundland - 47° 52' N 59° 21' W
4. Name of observor [redacted]
5. Occupation of observor N/S - child of 12
6. Address of observor Cordroy, Newfoundland
7. Place of observation ~~N/S~~ Cordroy, Newfoundland
8. Number of objects 1
9. Distance of object from observor N/S
10. Time in sight "only a minute"
11. Altitude ~~N/S~~ - flying at height of plane which is flying high
12. Speed terrific
13. Direction of flight N/S
14. Tactics ~~N/S~~ - "shot down very fast" - See [redacted] account as told by her son Albert
15. Sound N/S
16. Size N/S
17. Color bright reddish yellow
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S - witnesses affirm it was "clear" and at dusk
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

[redacted]

UNCLASSIFIED

13

[redacted] is a twelve-year old boy. He was alone when he saw the object. He thought it was flying at the height of a plane at high altitude but that it looked strange for an airplane because it was lit up so brightly- it was not carrying lights ("planes do have a light or two") It was of a bright reddish yellow color. Witness saw it only momentarily because of the tremendous speed. "I saw it only for a minute because it was traveling at a terrific speed."

His mother, [redacted], is the [redacted] and after hearing her son's description felt that it answered the description of the "flying disc". She added that [redacted] didn't believe the thing was a plane since "it wouldn't shoot down like that did" and "besides it was too 'lit up'".

See [redacted] account (Incident 60) and [redacted] account (Incident 60a)

[redacted]

UNCLASSIFIED

RESTRICTED

FINAL REPORT OF [illegible]

[illegible]

(Date) [illegible]

1. Organization: 1388th AAF Base Unit
APO 86[illegible], c/o Postmaster, [illegible]

2. Sighting : Flying Disc or other airborne object.

3. Place : Codroy, Newfoundland. 59°03' [illegible]

4. Time : 0030Z hours, 11 July 1947.

5. Altitude : Approximately 6,000 feet.

6. Weather : Clear, at dusk.

7. Heading : From northwest heading eastward.

8. Speed : Very high velocity.

9. Shape & Size: Disc shaped, was reported as being the size of a barrel-head, dinner-plate and size of a plane that is flying high. The trail gave the [illegible] object the appearance of a cone.

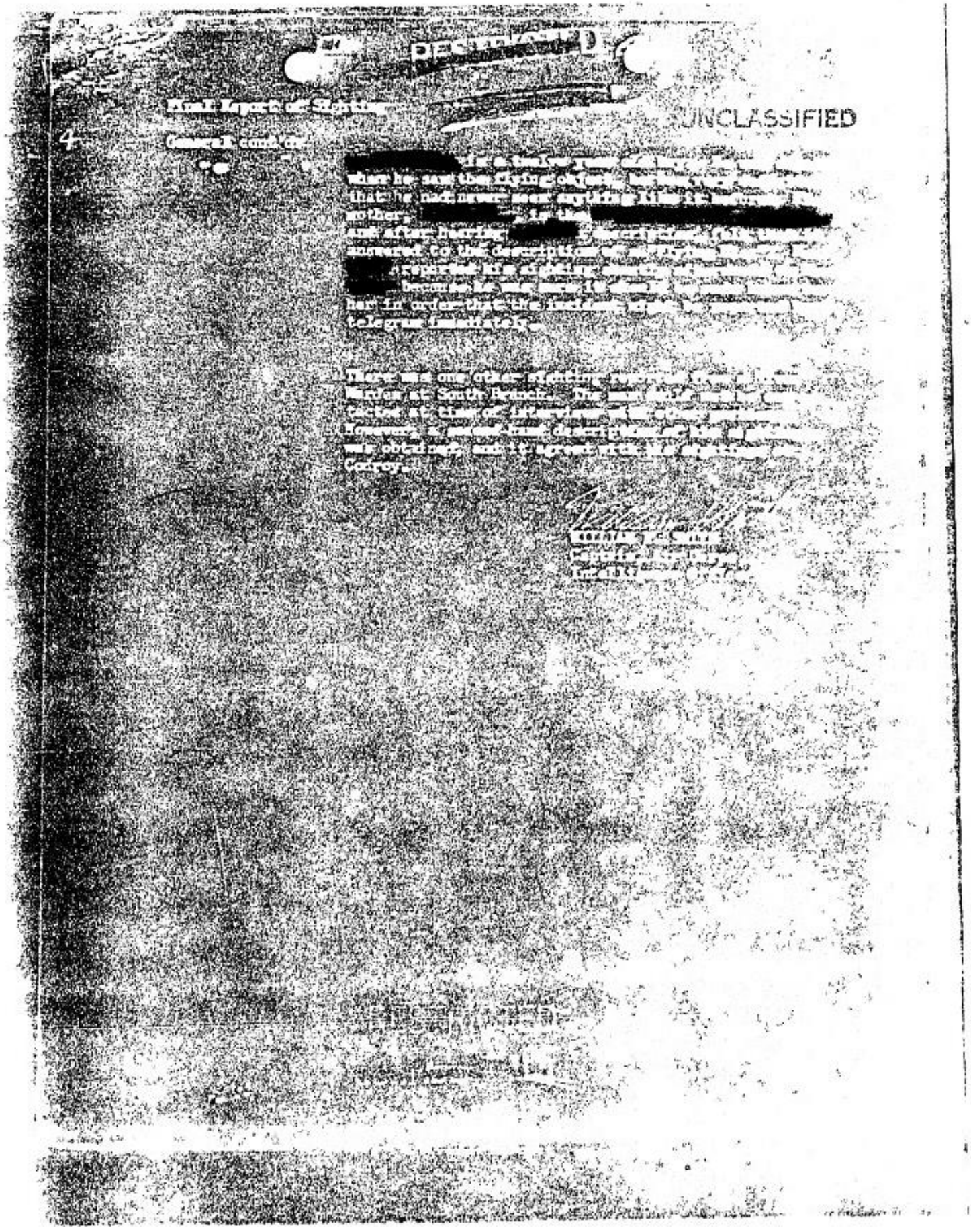
10. Color : Plane colored with a trail of a lighter [illegible]

11. Reported by : Mr. [redacted], Mr. [redacted] and [redacted]
Codroy, Newfoundland.

12. General : Mr. [redacted] and Mr. [redacted] were standing [illegible] [redacted] when they both sighted the object. [illegible] that the disc was very bright with [illegible] made the object look like a cone. It was a very [illegible] night. In spite of the high velocity of the flying object, they said they could not possibly [illegible] it for a plane or a falling start. Besides [illegible] the object was sighted by [redacted] he reported what he had seen to his mother. Mrs. [redacted] stated that [redacted] was in no way alarmed about it, he was [illegible] way home when he sighted it, and [illegible] in sight. [redacted] was quite convinced [illegible] behaviour of the object that it was not a plane [illegible] definately some flying object.

The informant, Mr. [redacted] is believed [illegible] in a [illegible] of approximately [illegible] experience as [redacted] [illegible] [redacted] was a member of [illegible] [illegible] With that [illegible] [redacted] that he felt [illegible] [illegible]

RESTRICTED



DESTROYED

UNCLASSIFIED

Final Report of Sighting

4

General cont'd

[redacted] is a twelve year [illegible] when he saw the flying object [illegible] that he had never seen anything like it [illegible] mother, [redacted] is the [redacted] and after hearing [redacted] [illegible] answered to the description [illegible] [redacted] reported his sighting [illegible] [redacted] because he was [illegible] her in order that the incident [illegible] telegram immediately.

There was one other sighting report [illegible] Warden at South Branch. [illegible] tactes at time of interview [illegible] However, a good-hand description of [illegible] was obtained, and it agreed with his [illegible] Conroy.

[illegible]
Captain [illegible]
Intelligence Officer

UNCLASSIFIED

STATEMENT OF MR. [redacted] CONDROY, [illegible]
[illegible] BUREAU OF THE INTELLIGENCE OFFICE, [illegible]
LAND. 17 July 1947.

At approximately 10 o'clock in the evening [illegible]
I was standing by my store door. I happened to [illegible]
what appeared to be a "FLYING SAUCER". It definitely [illegible]
shooting star. I'd seen several stars shoot before [illegible]
this. Nor was it an airplane. It was too [illegible]
at too great a speed. It wasn't an airplane on fire [illegible]
would have fallen in the water. It was a nice [illegible]
clouds, it was just getting dark. I would say [illegible]
the rate of a shooting star but much slower. [illegible]
6,000 feet. It was visible for about fifteen (15) [illegible]
came from the North West heading Eastward. [illegible]
be about the size of a barrel head and the [illegible]
to be about fifteen (15) feet long. The [illegible]
made the whole object look like a cone. [illegible]
we feel sure it wasn't a shooting star [illegible]
leaves a temporary streak, this object I saw left [illegible]
the one that appeared to travel behind the circle which [illegible]
an after-glow. The circle was a bright red [illegible]
cribe it would be the color of a flame, the after-glow [illegible]
was a fainter shade. What I saw last Thursday [illegible]
shooting star in no way whatsoever. There was only [illegible]

[redacted]

Witness: [redacted]

Witness: [redacted]

UNCLASSIFIED

[redacted]

[redacted]

[redacted]

RES[illegible] UNCLASSIFIED

STATEMENT OF [redacted] L. CORDROY, [illegible] [illegible] [illegible] OF THE INTELLIGENCE OFFICE, [illegible] [illegible] [illegible] 17 July 1947.

Last Thursday night I was out by our house. I happened to look up and saw what I thought was an airplane. [illegible] at the height of a plane that is flying high. [illegible] it looked strange for an airplane, because it was all lit up as bright. planes do have a light or two, but this [illegible] bright - sort of a bright reddish yellow. I saw it only [illegible] minute because it was travelling at a terrific speed. [illegible] out of sight so quickly I thought it strange it is [illegible] [illegible] I remembered what I'd been hearing about [illegible] SAUCERS. I ran in and told my mother.

[redacted]

Witness: [redacted]

Witness: [redacted]

[illegible]

RESTRICTED

UNCLASSIFIED

[redacted]t rushed in and told me about this thing he's just [illegible] at first he thought it was an airoplane but then he [illegible] having heard about "FLYING SAUCERS" and he thought that's [illegible] it must have been. I questioned him- he said it could [illegible] been a plane because a plane wouldn't shoot down like that [illegible] besides it was too "lit up"

Mr. [redacted] reported the same thing to me in order that [illegible] report same to St. John's in the morning.

Mrs [redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

11 JULY

[redacted]

UNCLASSIFIED

Incident #41 -- Anchorage, Alaska -- 11 July 1947

No astronomical explanation can be given for this incident.

The object apparently was a balloon, although the meager data given does not allow a definite conclusion.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Extract from Weekly Intelligence Summary, [illegible] 18 Jul 47

[illegible]: The [illegible] that [illegible] through the [illegible] unidentified flying objects. [illegible] 1947, [illegible] from rural areas in Hungary [illegible] across the sky in captive." [illegible] description [illegible] report was obtained. A Newfoundland constable named [redacted], [illegible] to personnel of the 1800th AAF [illegible], ATC, Newfoundland [illegible] [illegible] that on 9 July at 2330 hours [illegible] time (0200Z), he [illegible] four "egg-shaped phosphorus colored discs" followed [illegible] a fifth similar object moving through the air in the vicinity of [illegible], Newfoundland. According to the constable, all objects were [illegible] very fast, and parallel to the ground, at an altitude of "[illegible] [illegible] four [illegible] in [illegible] formation. The constable described the [illegible] as [illegible] head or egg with "[illegible] spots on [illegible] [illegible] trail". The [illegible] [illegible] these objects [illegible] [illegible] [illegible]. A check of weather [illegible] [illegible] in the [illegible] region as the time these objects were [illegible] [redacted] for [illegible] [illegible], both stationed at Harmon Field, Newfoundland, report that on [illegible] hours local time ([illegible]), they observed over that installation [illegible] [illegible] of silver color which, as [illegible] estimated [illegible] appeared to be of equal [illegible] to the wing span of a [illegible]. [illegible] that the weather at Harmon during the time this [illegible] occurred [illegible] with scattered [illegible] clouds, at an altitude [illegible] [illegible]. There was also report that the disc was [illegible] [illegible] observers [illegible] [illegible] the clouds as it passed over on a [illegible] course [illegible] black [illegible] approximately fifteen [illegible] long" which [illegible] [illegible] in appearance to the beam seen for an instant after a high [illegible] [illegible] light has been switched off. Personnel of the [illegible] [illegible], ATC, Harmon Field, Stephenville, have relayed [redacted] [illegible] to this office that Kodachrome pictures were taken of the [illegible] [illegible] being developed, probably by Eastman at Rochester, New York, and [redacted] will forward the prints "as soon as received". On 11 July 1947, [redacted] and Major [redacted] of the 58th Airways and Air [illegible] Service Group, Elmendorf Field, Anchorage, observed an object [illegible] [illegible] colored balloon "about 3 feet in diameter" travelling [illegible] [illegible] in a [illegible] direction in the vicinity of [illegible] [illegible] [illegible] [redacted] [illegible] officers of the [illegible] Department observed [illegible] [illegible] 1 [illegible] in the vicinity of [illegible] [illegible] direction following the contour of the mountains [illegible] [illegible] reported as flying at an altitude of "1500 feet" [illegible] [illegible] per hour", paralleling the course of a C-47 [illegible] [illegible], this office can draw no conclusions on [illegible] [illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

PROJECT 10073 RECORD

1. DATE / IME GROUP 11 July 47 11/2045Z	2. (CATION (Black River Falls, Wisconsin
3. SOURCE Civilian	10. CONCLUSION Other (HOAX)
4. NUMBER OF OBJECTS One	The FBI investigated the object and evaluated it as a hoax
5. LENGTH OF OBSERVATION N/Z	11. BRIEF SUMMARY AND ANALYSIS The observer phoned the Fifth Army, Chicago, and stated an object had been found in the Black River Falls fairgrounds. A flying disk which was 16 in in diameter, 7 in in thickness, silver-colored, made of plywood and cardboard, and mounted on it was a motor propellor, shaft propellor and some radio cells. Was later found out that the observer was charging admission to see the object.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Landed	
8. PHOTOS ☐ Yes XX No	
9. PHYSICAL EVIDENCE XX Yes Not in File ☐ No	

FORM
FTD SEP 63 0-329 (TDE) *Previous editions of this form may be used.*

10 JULY 47
BLACK RIVER FALLS, WISE

HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK

23 July 1947

IN REPLY
REFER TO:

D333.5

SUBJECT: Flying Disc.

TO : Commanding General, Army Air Forces, Washington 25, D. C.
ATTN: AC/AS-2.

1. Inclosed herewith are the photographs of the reputed flying saucer referred to in letter from Second Air Force, 333.5, subject, "Flying Disc", 14 July 1947, with 1st Ind. from this headquarters, 22 July 1947.

2. This contrivance is patently a hoax and should not be dignified by any further consideration from any Intelligence agency, nor should any further government funds be spent in its transportation.

3. In the event you desire the original contrivance forwarded to you, please indicate to this office your desires, otherwise it will be held here for a reasonable length of time and then disposed of in the nearest ash receptacle.

FOR THE COMMANDING GENERAL:

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

2 Incls:
1-Photo.of"flying saucer"
2- " "

Flying Disk.
D333.5 ID (16 Jul 47) 1st Ind.
HQ AIR DEFENSE COMMAND, Mitchel Field, New York, 22 July 1947

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTN: AC/AS-2.

1. Forwarded for your information and utilization.

2. Subject disk is being forwarded under separate cover.

FOR THE COMMANDING GENERAL:

James F.X. Powell
R. H. SMITH Lt. Col. AC.
Colonel, GSC
for Asst Chief of Staff-Intell.

Info cy:
AMC, Wright
Fld, Dayton, O.

1 Incl:
n/c

ADDRESS REPLY TO:
COMMANDING GENERAL, SECOND AIR FORCE
OFFUTT FIELD, FORT CROOK, NEBRASKA

ATTENTION:

HEADQUARTERS SECOND AIR FORCE

OFFUTT FIELD
FORT CROOK, NEBRASKA

16 July 1947

SUBJECT: Flying Disk

TO: Commanding General, Air Defense Command, Mitchel Field, N.Y.

1. At 1445, 11 July 1947, Colonel Siebert, A-2 Division, Fifth Army, Chicago, telephoned me and stated substantially as follows: A Mr. H. W. Schaeffer, Civil Air Patrol, Black River Falls, Wisconsin, telephone 268, had just telephoned Headquarters Fifth Army and stated that there had been found in the Black River Falls Fairgrounds a flying disk, description of which was substantially as follows: 16 inches in diameter, 7 inches in thickness, silver colored, made of plywood and cardboard, and mounted on it was a motor propellor, shaft propellor and some radio cells. I immediately contacted Colonel DeFord, Chief of Staff, Second Air Force, and suggested to him that I telephone Mr. Schaeffer and have him ship collect to this Headquarters the flying saucer. Colonel DeFord agreed and the call was placed to Black River Falls at 1500. About a half hour later, the telephone operator informed me that Mr. Schaeffer had departed for Milwaukee and he could be located in that city after 1630 at Broadway 4128. I asked the operator to contact Mr. Schaeffer for me in Milwaukee as soon as it was possible. That day and the following day (Saturday) efforts to contact Mr. Schaeffer were to no avail. At about noon Saturday, I phoned the Chief of Police [redacted] at Black River Falls and he stated that he, along with a few hundred other people in and near Black River Falls, had seen the flying saucer, as it had been on display and admission of 50¢ per person was being charged to view it. Mr. Young told me that the disk was at the moment locked in the vaults of the local bank and could not be gotten to until the vault was opened at about 9:00 o'clock Monday morning, 14 July.

2. Mr. [redacted] stated that agents from the Federal Bureau of Investigation from Milwaukee had flown to Black River Falls in a chartered airplane and inspected the disk, stated that in their opinion it was a hoax, and had returned to Milwaukee.

3. The next day I placed a call to the Commanding Officer of the 137th AAF BU, at Wold Chamberlain Field, Minneapolis. Colonel Sanders was not there at the moment, and I talked with Lt Carey, the Officer of the Day, to whom I gave the salient facts covering the flying pieplate, and told him of my conversation with Mr. Young, the Chief of Police at Black River Falls. I told Lt Carey to tell Colonel Sanders to fly to Black River Falls the following morning and carefully examine the object in question and to communicate with me as soon thereafter as possible. Yesterday, 15 July, officers of Colonel Sanders' command [illegible] to me in person the flying disk.

4. The disk has been examined by the Commanding General, Second Air Force, and members of his staff and is being sent under separate cover to you. Immediately upon receipt of the aerial soup tureen, I attempted to telephone Colonel Siebert (A-2, Fifth Army) who was in Milwaukee, but I did talk with Major Walton, Administrative Division, A-2, Fifth Army; told him that the flying disk was in my possession, was being sent to Commanding General, ADC, that I would furnish him a copy of this letter.

FOR THE COMMANDING GENERAL:

W. R. Sweeley

W. R. SWEELEY
Colonel, GSC
Asst Chief of Staff, A-2

Incl:
Cy ltr dtd 14Jul47 fr
Lt Col E.A.Sanders, Jr,
137th AAF BU to Col
Sweeley

21279

HEADQUARTERS
137TH AAF BU (RTS TNG) ADC
WOLD CHAMBERLAIN FIELD
MINNEAPOLIS 6, MINNESOTA

14 July 1947

Colonel William R. Sweeley
Ass't Chief of Staff, A-2
Headquarters, Second Air Force
Offutt Field
Fort Crook, Nebraska

Dear Colonel Sweeley:

In accordance with your directions (Phone conversation between yourself and Lt. Peercy, this base, 1630, 13 July 1947), I flew down to Black River Falls, Wisconsin this date and acquired the so-called "flying disc" which was reported to have landed in that vicinity. The following facts connected therewith are presented:

1. Finder of the "flying disc": Mr. [redacted]
2. Place: Jackson County Fairgrounds, Black River Falls, Wis.
3. Time and date: 1630, 10 July 1947.
4. Witnesses to the finding: Mr. [redacted], Mr. [redacted], both of BlackRiver Falls, Wisconsin.
5. According to Mr. [redacted], the finder, a "flying disc" was reported seen in flight near Black River Falls the morning of July 10th. That afternoon, Mr. [redacted], while working on the Jackson County Fairgrounds, found what he believed to be a "flying disc" in the high grass and sand of the terrain. The two aforementioned witnesses were with him at the finding. None of these three state that they saw or heard the contraption in flight. It is interesting to note, particularly after examining the "flying disc", that Mr. [redacted] is an electrician employed by the city of BlackRiver Falls.

I will not attempt a description of subject "flying disc" as I am sending it along with this letter for your own perusal. [redacted] inquired as to whether or not any clever model aircraft builders resided in the area and all reports indicated there were none. It seems that Mr. [redacted] put the "thing" on display in the city after finding it and was accumulating cash at the rate of $.50 per person per look, [redacted] stopped by Mr. Young, Chief of Police, who confiscated the "object of attention" and placed it under lock and key until my arrival.

I was unable to contact Mr. Young personally as he was out of town on business. The facts outlined herein were gathered primarily from Mr. [redacted] himself. A few comments were obtained by speaking with some of the townspeople. All opinions were more or less the same, that is, it was the "real McCoy". I, for one, after examining the "flying disc" and considering the source of most of the information on it cannot bring myself to believe that this "thing" will fly [redacted]

/s/ [redacted]

EDWARD A. SANDERS, Jr.
Lt. Colonel, Air Corps
Commanding

RECEIVED

Incident #: 12 / 1830

UNCLASSIFIED

0230

[redacted]

UNCLASSIFIED

Incident #42 -- Anchorage, Alaska -- 12 July 1947

As in incident #41, no astronomical explanation can be given here.

In this incident also, the temptation is to assume that the object seen was a balloon.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Extract from Weekly Intelligence Summary, ATC, 18 July 47

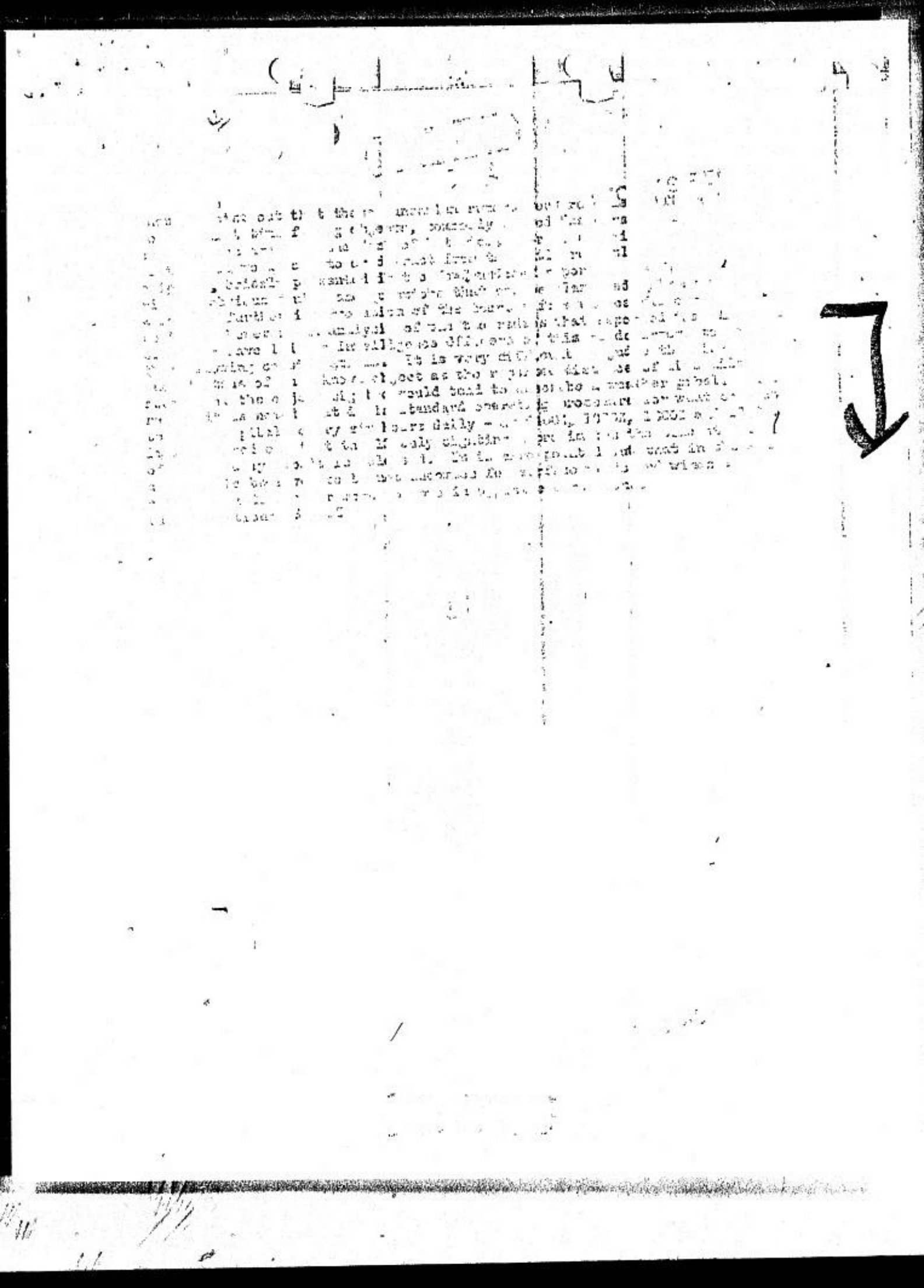
[illegible] OBJECTS [illegible]": The following is [illegible] that have been received through the [illegible] concerning unidentified flying objects. On [illegible] 1947, [illegible] report from rural areas in Hungary to the effect that [illegible] flying across the sky in daytime." No accurate description of [illegible] report was obtained. A Newfoundland constable named [redacted], reported to personnel of the 1380th AAF Base Unit, ATC, Newfoundland [illegible] Pepperell that on 9 July at 2330 hours local time (0200Z), he observed a [illegible] "four egg-shaped phosphorus colored discs" followed [illegible] by a fifth similar object moving through the air in the vicinity of [illegible], Newfoundland. According to the constable, all objects were [illegible] very fast, and parallel to the ground, at an altitude of "50,000 [illegible]. The first four [illegible] in trail formation. The constable described the [illegible] as being like a "barrel head or egg" with "black spots on the [illegible] [illegible]". The Newfoundland [illegible] reported [illegible] [illegible] "[illegible]" [illegible] shape, [illegible] of weather [illegible] [illegible] in the [illegible] region at the time these objects were reported [illegible]. Mr. [redacted] for Trans World [illegible] and [redacted], [redacted], for Pan American [illegible], both stationed at Harmon Field, Newfoundland, report that on [illegible] hours local time ([illegible]), they observed over that installation [illegible] [illegible] of silver color which, at the estimated [illegible] feet", appeared to be of equal size to the wing span of a C-[illegible]. [illegible] the weather at Harmon during the time this [illegible] occurred was clear with scattered cumulus clouds at an altitude of [illegible] [illegible]. These two men report that the disc [illegible] [illegible] six miles [illegible] of Harmon; the two observers [illegible] [illegible] seemed to 'cut the clouds as it passed' over on a [illegible] course [illegible] black trail approximately fifteen miles long" which is described [illegible] in appearance to that seen for an instant after a high [illegible] or [illegible] light has been switched off. Personnel of the 1380th [illegible] Unit, ATC, Harmon Field, Stephenville, who relayed [redacted]'s and [redacted] [illegible] to this office state that [illegible] pictures were taken of the disc [illegible] being developed, probably by Eastman at Rochester, New York, and [illegible] [redacted] will forward the prints "as soon as received". On 11 July 1947, [illegible] [redacted] [illegible] Major [redacted] of the 89th Airways and Air Communications [illegible] [illegible]

[illegible]

[illegible] ... based on reports emanating from rural areas in [illegible]

[illegible]

D-30172-A



Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

PROJECT 10073 RECORD

1. DATE - TIME GROUP 15 July 47 16/0542Z	2. LOCATION Seattle, Washington
3. SOURCE Civilian	10. CONCLUSION Other (HOAX)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION N/A	11. BRIEF SUMMARY AND ANALYSIS
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE N/A	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☒ Yes NOT IN FILE ☐ No	

Observer reported a flying disk had landed on her roof, that it was burning at the time of the report and was extinguished immediately. Investigating officials immediately dispatched agents to the scene. Object was about 28" circular, piece 3/16 plywood cupped up on two sides and held this position by wire across its center. Was newly painted light gray outside and red inside. Had letters printed in white paint as "EYR", which was reported to read "RYE" by the agents. Had hammer and sickle. Mounted on piece of bakelite center of the inside of it were two radio tubes, which were wired up and also mounted as about a quart type cylindrical-shaped oil can to which was fitted a short piece of rubber tubing running from can to entrance to a piece of 1" pipe about 14" long. The pipe extended through the object. Throughout the pipe was a piece of cloth saturated with substance to make it burn believed to be turpentine. It

FORM
FTD SEP 63 0-329 (TDE) Previous editions may be used.

15 JULY 47.

FBI SEATTLE 7-16-47 1015 AM PST

DIRECTOR URGENT

RE FLYING DISKS. MRS [redacted], WEST, SEATTLE, REPORTED FLYING DISK HAD LANDED ON HER ROOF ABOUT NINE FORTY TWO PM LAST NIGHT, THAT IT WAS BRUNING AT TIME AND IMMEDIATELY EXTINGUISHED. SHE ALSO ADVISED ONI, AND DISK FELL SHORT DISTANCE FROM THEIR OFFICE. AGENTS IMMEDIATELY DISPATCHED TO SCENE AND RECOVERED DISK TAKEN ONI OFFICES AND EXAMINED BY NAVY BOMB AND ELETRONICS EXPERTS AND AGENTS. DISK DESCRIBED AS ABOUT TWENTY EIGHT INCH CIRCULAR PIECE THREE SIXTEENTH INCH PLYWOOD CUPPED UP ON TWO SIDES AND HELD THIS POSITION BY WIRE ACROSS ITS CENTER. DISK NEWLY PAINTED LIGHT GRAY OUTSIDE AND RED IN SIDE OF DISK HAD LETTERS PRINTED IN WHITE PAINT AS FOLLOWS QUOTE USSR UNQUOTE. ALSO QUOTE E Y R UNQUOTE, WHICH WOULD APPEAR TO BE RYE PRINTED BACKWARD AND HAMMER AND SICKEL. MOUNTED ON PIECESOF BAKELITE IN CENTER OF THE INSIDE OF THE DISK WERE TWO RADIO TUBES, WHICH WERE WIRED UP AND ALSO MOUNTED WAS ABOUT A QUART TYPE CYLINDRICAL SHAPED OIL CAN TO WHICH WAS FITTED A SHORT PIECE OF RUBBER TUBING RUNNING FROM CAN TO ENTRANCE TO A PIECE OF ONE INCH PIPE ABOUT FOURTENN INCHES LONG. THE PIPE EXTENDED THROUGH THE DISK AND AT THE OUTER END OF THE PIPE WAS ABOUT A SIX INCH PIECE OF CLOTH, WHICH WAS WOUND ABOUT AND STUCK INTO THE END OF THE PIPE. THE ENDS OF THIS CLOTH WERE CHARRED FROM BURNING. THE CLOTH WAS SATURATED WITH SOME SUBSTANCE BELIEVED TO BE TURPENTINE. CONSENSUS OF ALL PRESENT THAT DISK COULD NOT FLY. DISK PRESENTLY IN POSSESSION OF ONI SEATTLE AND NO INVESTIGATION BEING CONDUCTED. NO PUBLICITY THUS FAR AND NO COMMENT BEING MADE IN EVENT PRESS INQUIRIES ARE RECEIVED.

END

2-22 PM OK FBI WA NM COPY

Received AFBIR-CO 12 July 47

2/

[redacted]

20/1345Z

UNCLASSIFIED

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF [illegible] 0945 dst

SHAPE circular

SIZE "Baseball 30' from eye"

COURSE WTV

NO. IN GROUP 1

SOUND Soft rumbling increasing in volume to loud roar

PHOTOS ---- SKETCHES ----

DATE OF INFO 20 July 47 (Frostburg)

LOCATION 22 mi. E of Cumberland Md.

SOURCE Ex Signal Corps Lt.

DATE IN TO ATIC

COLOR "almost silver white"

SPEED 3 to 4 times "DC 4

ALTITUDE 12000 ft

LENGTH OF TIME OBSERVED 20 sec

TYPE OF OBSERVATION ground

MANEUVERS Horizontal flight
Object visible overhead and going away from observer

Howard A Plummer
Insuff Info

Temporary ATIC Form 329
(2 Jan 52)
(NO CASE IN FILE)

UNCLASSIFIED

[redacted]

7-3712 2

2/

21 JUL 4

PROJECT 10073 RECORD CARD

1. DATE 21 July 1947	2. LOCATION Chengtu, China	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE TIME GROUP Local N/A GMT	4. TYPE OF OBSERVATION ☒ Ground Visual ☐ Ground-Radar ☐ Air Visual ☐ Air Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION N/A	8. NUMBER OF OBJECTS One 9. COURSE N/A	☒ Other Radiosonde ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

An object fell from the sky. Silver in color and rectangular in shape. Length 10 inches, width about five inches and the thickness about one inch. On the bottom was a piece of white paper. There were four small batteries inside and two radio transmitter tubes. Object had English inscriptions.

(NO CASE IN FILE)

11. COMMENTS

The description exactly fits our radiosondes.

A-3712-2

ATIC FORM 329 (REV 26 SEP 52)

PROJECT 10073 RECORD

1. DATE - TIME GROUP 21 July 47 21/1700Z	2. LOCATION Jackson, ~~Columbus~~, Ohio
3. SOURCE Civilian	10. CONCLUSION Other (U S ARMY RADIOSONDE TRANSMITTER)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION N/A	11. BRIEF SUMMARY AND ANALYSIS Object was found on private property by a resident of that area who turned the object over to the sheriff's office. For description of object SEE CASE FILE.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Landed	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☒ Yes NOT IN FILE ☐ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

21 JULY 1947

[redacted]

UNCLASSIFIED

BASIC: Ltr fr AAFTB to CO 700-F CIC Det dtd 29 Jul 47, subj: Flying Saucer

1st Ind. TSPIN/GPM/rj

HQ AMC Wright Field, Dayton, Ohio. 31 July 1947.

TO: Commanding General, Army Air Forces, Washington 25, D. C. Attention: Office of AC/AS-2, Executive Division, Counter Intelligence Branch

1. For your information.

2. No further action is contemplated by this command inasmuch as the object reported as a "flying saucer", upon examination, was positively identified as a U. S. Army Signal Corps Radiosonde Transmitter utilized by the Army Air Forces for gathering weather data.

FOR THE COMMANDING GENERAL:

George P. Miller

GEORGE P. MILLER
Major, CMP
Chief, Security Section
Base Services Division

Incl
1 cy w/d

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

UNCLASSIFIED

[redacted]

TB Form No. 1-5

WF-L-24 SEP 46 130M

[redacted]

UNCLASSIFIED

SAVE

HEADQUARTERS
ARMY AIR FORCES TECHNICAL BASE

700-F CIC Sub-Detachment #1 Wright Field
DAYTON, OHIO

IN REPLY, ADDRESS BOTH COMMUNICATION AND ENVELOPE TO: COMMANDING OFFICER, ATT'N: TSNSE-2

29 July 1947

SUBJECT: Flying Saucer

TO: Commanding Officer
700-F CIC Detachment (AAF) (Prov)
Headquarters, Air Material Command
Wright Field, Dayton, Ohio
c/o Security Section

1. Forwarded herewith are copies of Memorandum for the Officer in Charge re alleged "Flying Saucer"

2. For your information.

Earl E. Sparks
EARL E. SPARKS
Captain, A. C.
Officer in Charge

1 Incl:
2 cys.-MOIC "Flying Saucer"
dtd 23 July 1947

[redacted]

[redacted]

UNCLASSIFIED

FLYING SAUCER
23 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 22 July 1947 this agent acting on instruction from the CIC proceeded to the Sheriff's Office of Jackson County, Ohio, located at Jackson, Ohio, and there received from the Sheriff, Stanley Louis, an instrument reported to be a flying saucer.

The Sheriff stated that the instrument was brought to his office at 1200, 21 July 1947, by [redacted] who resides on [redacted] about 2 miles north-west of Jackson, Ohio.

Mr. [redacted], when interviewed by this agent, stated he had received it from a man named Wright who had found it on the morning of 21 July 1947, in a tree located on property belonging to [redacted], a resident of Columbus, Ohio. This property lies close to Mr. [redacted] home.

The man named [redacted] could not be located. According to Mr. [redacted] has a hut someplace back in the adjacent woods. He comes and goes in the community, works when he feels like, and may or may not be seen again for weeks.

The purported flying saucer is an instrument weighing four or five pounds which measures 5" x 9" x 8-1/2". The bottom part of the instrument consists of a cardboard box measuring 5" x 6-1/2" x 3". One end of the box bears the following printed matter: "Signal Corps, U. S. Army. Radiosonde Transmitter T-69 AMT-2. Serial No. 70595 Order No. 29208-Phila - 45-09. Automatic Manufacturing Corp. Remove moisture absorbent bag before flight." Above the bottom section and attached to it by metal fasteners is a lead foil covered cardboard devise which is "L" shaped. The bottom of the "L" measures 5" x 1-3/4" x 8-1/2". One end extends past the bottom section 1-3/4". The bottom of the section extending past the bottom of the cardboard box to which it is attached is open, apparently to permit egress of air passing through the "L". The vertical portion of the "L" measures 2-1/2" x 5" at the bottom and rises a height of 4-1/2" and widens in the shape of a wedge to a measurement of 4-1/2" x 5" at the top. The top is open, apparently to admit ingress of air through the "L". Stamped on the "L" is the following printed matter: "Signal Corps, U. S. Army. Ventilation duct. ML-351/AM. Friez Instrument Division. Bendix Aviation Corporation". Nestling within the "L" is a clear plastic box measuring 5" x 3-1/2" x 3". Within the box can be seen instruments part of which appear to be electrically operated as evidenced by the presence of wiring. A cable consisting of 4 insulated wires extends from the front center of the box to the cardboard box at the bottom of the instrument. Upon the plastic box is a printed label which reads, "Signal Corps, U. S. Army. Radiosonde modulator. ML-310 B/AMT-1., Serial No. 13259. Order No. 42106 - Phila - 45-09. Friez Instrument Division. Bendix Aviation Corporation. Attached to, and extending vertically around the entire instrument, are two 1/2" wide web belts. These are tied to- [illegible] a knot 4" above the instrument. Within the knot are fragments of wood

Edward T. Greeley S/A 700-F CIC Det.

[redacted]

[redacted]

UNCLASSIFIED

cord similar to fragments attached to the bottom of what was apparently a rubber balloon and the bottom of a small parachute both of which were found at the same location as the instrument described above. Not enough remains of the balloon to enable this agent to estimate its size when inflated. The parachute which is made of crape paper, bears a stamp reading: "Parachute ML-132 U. S. Army". It is composed of eight triangular sections measuring 16" x 32", Eight 29" shroud lines from the chute are attached to a wicker ring which measures about 17" in diameter. Eight lines extend from this ring a distance of 15 inches where they are knoted together. A small piece of wire 12-1/2" in length with a 3/8" circular base at one end was also found with the items described above. This wire resembles a small ariel.

UNCLASSIFIED

Edward T. Greeley S/A 700-F CIC Det.

[redacted]

UNCLASSIFIED

29 July 47

[redacted]

UNCLASSIFIED

Incident #63 -- NE of Helena, Montana -- 29 July 1947

With the exception of the color ("like polished nickel") and the lack of statement concerning a trail, the object reported in this incident might very well have been a daylight meteor. Bright meteors have been observed to move in wavy paths. The manner of disappearance ("melted into thin air") further supports this view. Time in sight and speed also check. In short, it is more likely that this object was a bright meteor than that it was anything else.

[redacted]

[redacted]

CLASS

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident 6

1. Date 12:05 P. M.

2. Time 29 July 47

3. Location 1/4 mile NW of Canyon Ferry while proceeding NE along road leading from Canyon Ferry to York - some 25 miles NE of Helena

4. Name of observer [redacted]

5. Occupation of observer Division Plant Engr. The Pac. Tel & Tel Co.

6. Address of observer The Pac. Tel & Tel Co.

7. Place of observation 25 NE of Helena, Montana

8. Number of objects 1

9. Distance of object from observer 2 to 3 miles

10. Time in sight 5 seconds +

11. Altitude 3,000 ft

12. Speed tremendous

13. Direction of flight NE

14. Tactics Hovering - rising and descending thru vertical distance of some 50-100 ft - then swooping to the NE at tremendous speed

15. Sound N/S

16. Size 3 ft in dia X 3 or 4 inches in thickness - as seen from observer viewpoint - Apparently huge

17. Color like polished nickel

18. Shape circular

19. Odor detected N/S

20. Apparent construction like polished nickel

21. Exhaust trails N/S

22. Weather conditions blue sky with scattered small clouds. Bright sunshine causing disc to gleam and shimmer

23. Effect on clouds N/S

24. Sketches or photographs None

25. Manner of disappearance Smelted like [illegible]

26. Remarks [illegible]

Observers saw bright disc hovering and fluttering in the air. It descended and rose thru a vertical distance of 50 to 100 ft for some 5 seconds and while at the top of an ascent it suddenly swooped to the NE at tremendous speed, travelled some 200 ft and disappeared into the clear air - appeared to "melt into thin air" as a result of the tremendous speed. Appeared to be approximately 3 ft in dia. X 3 or 4 inches in thickness from observers' viewpoint - and estimated as considerably greater/at that were some 2 or 3 miles from the object.

Witnesses: [redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

29 July 47

[redacted]

Incident was a -- Hamilton Field, California -- 29 July 1947

The objects observed here were almost certainly not astronomical, although their speed, shape, and manner of disappearance might tend to the fireball hypothesis. The lack of trail and the "tactics" pursued by the second object make the likelihood of that interpretation very slight; however, the possibility cannot be entirely ruled out if considerable allowance is made for looseness in reporting.

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA
333.5/1016

SUBJECT: Investigation of Flying Disc. 11 SEP 1947

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

Attached MOIC for your information.

FOR THE COMMANDING GENERAL:

WILLIAM J. TURNER,
CWO, U. S. ARMY,
Asst. Adjutant General.

1 Incl:
MOIC, Hibbard, dtd 9 Sep 47.

D 333.5 ID (11 Sep 47) 1st Ind.

HQ AIR DEFENSE COMMAND, Mitchel Field, New York. 18 September 1947

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

R. H. S.

1 Incl.
n/c

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

[redacted] FOURTH AIR FORCE

#529

[redacted]

AAF-1208-I
Incident
9 September 1947

52a

MEMORANDUM FOR THE OFFICER IN CHARGE:

Mr. [redacted], Berkeley, California, was interviewed 8 September 1947 at his place of employment, the Hearst Mining Building, University of California, concerning flying objects he reported to have seen on 29 July 1947 while with Captain [redacted] of the 415th AAF BU (RT). Mr. [redacted] stated in substance that he was a 1st Lt in the Reserve and that on the 29th of July 1947 shortly after 12 noon he and [redacted] had just landed from a routine training flight when Captain [redacted] called Mr. [redacted]'s attention to an unidentified flying object that was following a P-80 aircraft at a terrific rate of speed. Mr. [redacted] estimated the P-80 to be flying at approximately 250 miles per hour on a preliminary approach to landing at Hamilton Field. In Mr. [redacted]'s estimation the object he saw following the P-80 maintained a speed of three to four times that of the aircraft. A moment later a second object appeared and flew a course described as something similar to a fighter aircraft's maneuvers when accompanying heavier ships, or a left to right movement, over the object first sighted. Mr. [redacted] stated that this maneuvering continued until the objects were out of sight. He estimated the time to be approximately 15 seconds, the course approximately 120 degrees. Mr. [redacted] could not estimate the size of the objects nor actual altitude, though he did not believe them to be beyond six thousand feet. Mr. [redacted] described the objects as being milky white in color, and unlike any conventional type aircraft he had ever seen. When questioned whether he was familiar with the Navy "Flapjack", Mr. [redacted] stated that he was, and that he was certain the objects he reported seeing were not of this nature.

AGENT'S NOTES: Mr. [redacted] is a former officer of the U.S. AAF and a B-29 pilot of considerable experience. Mr. [redacted] does not convey the impression of being the kind of person who would "imagine" that he was seeing objects, nor has he any apparent desire for publicity. Mr. [redacted] is [redacted], Berkeley, California.

[redacted]

52

COPY

[redacted]

UNCLASSIFIED

Incident
4AF 1208-I
5 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 5 August 1947, this agent interviewed Captain [redacted] the [redacted]r in the 415th AAF BU, [redacted] Hamilton Field, California, regarding flying objects in the air. Captain [redacted]d stated in substance: He is an instructor pilot in the 415th Training Unit. On 29 July at 1450, Captain [redacted] and a student, 1st Lt. [redacted] Berkeley, California, landed and parked an AT-6 near the hangar, building 59 of the 415th AAF BU. Walking from the aircraft toward reserve operations, and looking westward just over the hangar, Captain [redacted] saw a P-80 flying southward toward Oakland. Above this P-80, at approximately 8,000 to 10,000 feet in altitude, Captain [redacted]d saw two flying objects traveling the same direction as the P-80. He, [redacted], judged the solid, white, somewhat shiny objects were approximately 15 to 25 feet in diameter. [redacted] stated that he didn't call them discs due to the publicity these objects have been given, but in shape they were circular, like a ball on the bottom, but not completely round; and [redacted]d specifically stated that these objects were not airplanes.

The first flying object was traveling straight and level; whereas the second was close behind the first, same altitude, only it seemed to be going from left to right and right to left, more or less like a guard in an aircraft formation. Captain [redacted] further stated that the speed of these two objects made a P-80 look as if it was motionless in the air.

The sky was clear, consequently Captain [redacted] and Lt. [redacted] watched the two objects until they disappeared in flight, supposedly over Oakland, headed toward the ocean.

Due to the noise of the P-80, no sound of any kind could be heard from these flying objects.

These objects did not leave any vapor, smoke, or any visible trails along their flight path.

Captain [redacted]d informed this agent he had never told anyone about these flying objects, fearing that people would think he was crazy.

AGENT'S NOTES: Captain [redacted] showed extreme sincerity throughout the interview, answering all questions with caution and assurance.

JAMES A. NELSON, Spec. Agt., CIC 4AF

[redacted]

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 52

1. Date 29 July 47
2. Time 1450
3. Location Hamilton Fld., Calif.
4. Name of observer Capt William H. Ryherd
5. Occupation of observer Capt. USAF, - Assistant Operations Officer
6. Address of observer Hamilton Fld
7. Place of observation Hamilton, Fld., Calif. 38° 03' N 122° 31' W
8. Number of objects 2
9. Distance of object from observer observed from ground
10. Time in sight N/S
11. Altitude 8,000 - 10,000 ft
12. Speed very fast - made P-80 look as if it were motionless
13. Direction of flight Southward toward Oakland
14. Tactics 1st object pursued horizontal flight; 2d object seemed to be going from left to right and right to left like guard in aircraft formation
15. Sound No sound heard
16. Size 15-25 ft in diameter
17. Color white shiny
18. Shape circular like a ball
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Disappeared in flight
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.1

UNCLASSIFIED

[redacted]

Capt Ryherd saw two unidentified aerial objects at approximately 8,000 to 10,000 ft traveling above a P-80. He thought they were approximately 15 to 25 feet in diameter. In shape they were circular like a ball on the bottom but not completely round. The first flew straight and level but the second flying close behind the first at the same altitude seemed to be going from left to right and right to left - more like a guard in an aircraft formation. Due to the noise of the P-80, no sound could be heard from them. They did not leave any vapor smoke or visible trail. The weather was clear and Captain Ryher and Lt Ward Stewart watched them until they disappeared in flight presumably over Oakland headed toward the ocean.

NOTE: Capt Ryherd showed extreme sincerity throughout the interview

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 52A

1. Date 29 July 47
2. Time After 1200
3. Location Hamilton Fld., California
4. Name of observer Ward L. Stewart
5. Occupation of observer 1st Lt., Air Res. (Former B-29 pilot)
6. Address of observer Hearst Mining Bldg., Univ. ov Calif.
7. Place of observation 38° 03' N 122° 31' W
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight 15 seconds
11. Altitude 6,000 ft
12. Speed Approx 750 MPH
13. Direction of flight 120°
14. Tactics Similar to fighter a/c when accompanying heavier ships
15. Sound none
16. Size N/S
17. Color milk white
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance flew out of sight
26. Remarks: (over)

UNCLASSIFIED

Stewart's attention called to unidentified flying object by Capt Ryherd Stewart estimates the P-80 at 250 miles on preliminary approach for landing at Hamilton Fld. Object was estimated to be following P-80 at three or four times its speed. A moment later another object appeared and flew a course described as something similar to a fighter's maneuvers when accompanying a heavier ship, on a left to right movement, over the object first sighted. The object continued this maneuvering until out of sight. Size could not be estimated but not believed to be above 6,000 ft altitude. Described as milky-white in color, and unlike any conventional aircraft seen.

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

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	143	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

-44431-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-41,681-A

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

The "Llandovery Castle" mystery

The report of what is believed to be the largest saucer ever observed reached the Australian Flying Saucer Bureau from Nairobi, East Africa. Eye witness, Mrs. A. M. King, of P.O. Box 2132, Nairobi, wrote:

"I left Mombasa at the end of June, 1947, on the s.s. *Llandovery Castle* en route to Cape Town, and going through the Straits of Madagascar about the beginning of July was on deck with another lady passenger at approximately 11 p.m. when we noticed a particularly bright star. It was travelling very fast and approached the ship. Suddenly a searchlight appeared which flashed a strong beam of light on the water within 50 yards of the ship. It descended, its beam shortening and becoming brighter as it neared the water, and the next instant there was no more light, but an object appeared apparently made of steel and shaped like a cigar cut at the rear end. It remained in the air about 20 ft. above the sea, parallel with the *Llandovery Castle*, and travelling in the same direction.

"Gaining a little in speed, after a second or two the whole shape disappeared without a sound, from the rear issuing fierce flames which shot out to about half the length of the object. It appeared that there must be something like a huge furnace inside the thing, but still we could hear no noise from the flames. No windows could be seen, only a band of metal round the entire thing, which, if it had been a complete cigar-shape would have been centrally situated.

"The object was very large, about four times the length of the *Llandovery Castle*, and at a rough guess about four times as high.

"We had a wonderful view, but in a few seconds it disappeared. No light was seen forward as it left; it passed [illegible] soundlessly in the darkness. For a while we thought we were the only ones on deck at that late hour, but walking to the prow of the ship we saw there one of the ship's officers with a few passengers, the entire party of whom had seen the same thing. Whether it is recorded in the ship's log I do not know.

"The story I related to my husband and friends, but without them showing any enthusiasm. I let the matter drop, and to my surprise read later of Captain Bicknell's experience over Mount Kilimanjaro in 1951, and saw the exact shape in an illustration of what I had seen and drawn previously for my husband and several friends."

[illegible]

sketch of the object seen by Captain Bicknell and others over Mt. Kilimanjaro in February, 1951, the only perceptible differences being that Mrs. King's reported object did not possess a rear fin as did the Bicknell object, nor did it possess any more than one dark, encircling band about its [illegible]. The Bicknell object had several bands [illegible]

AUGUST THROUGH DECEMBER 1947 SIGHTINGS

INCIDENT NUMBER	DATE	LOCATION	OBSERVER	EVALUATION
AUGUST				
	Aug	Milan, Italy (CASE MISSING)	Civilian PHOTO.	Insufficient Data
	DR Aug	Danforth, Illinois	Farmer (PHOTOGRAPH)	Other (Hoax)
88	3 Aug	Hackensack, New Jersey	[redacted]	Insufficient Data
	4	Boston, Massachusetts	[redacted]	Astro (Sun Dog)
58	4	Bethel, Alaska	[redacted]	A/C
69,70	6	Philadelphia, Pennsylvania	Multiple	Astro (Meteor)
66	10	Silver Springs, Ohio	[redacted]	Astro (Meteor)
* 76	13	Salmon Dam, Idaho	[redacted]	A/C
75	13	Twin Falls, Idaho	[redacted]	Other (Atmospheric)
67	14	S. Placerville, California	[redacted]	Astro (Meteor)
135	15-20	Weaver, South Dakota	AF Officer	~~UNIDENTIFIED~~ Birds
64	19	Twin Falls, Idaho	[redacted]	Other (Birds)
	Late Aug	Holloman AFB, New Mexico	[redacted] (RADAR)	Other (False Targets)
* None	11 Aug	St. Louis, Missouri	[redacted]	None
SEPTEMBER				
51	3	Oswego, Oregon	[redacted]	UNIDENTIFIED
61,62	8	Logan, Utah	[redacted]	Other (Birds)
59	12	Pacific Ocean (Necker I.)	Military Air	Astro (Meteor)
72	17	Ft Richardson, Alaska	Army Officer	Astro (Meteor)
18	20	Toronto, Canada	Not Stated	Other (Hoax)
OCTOBER				
179	Oct	San Francisco, California	Not Stated	Insufficient Data
	Oct	Dodgeville, Wisconsin	Civilian	UNIDENTIFIED
71	8 or 9	Las Vegas, Nevada	[redacted]	~~Other (Contrails)~~
	12	Mexico	Multi	Astro (Meteor)
34	13	Dauphin, Minnesota	Multiple	Astro (Meteor)
37	14	Phoenix, Arizona	[redacted]	UNIDENTIFIED
19	20	Dayton, Ohio	[redacted]	A/C
21	20	Xenia, Ohio	[redacted]	A/C
NOVEMBER				
[illegible]	[illegible]	[illegible]	[redacted]	[illegible]
[illegible]	2	Houston, Texas	[redacted]	Astro (Meteor)
[illegible]	12	Cape Blanco, Oregon	[redacted]	Astro (Meteor)
[illegible]	12	Las Vegas, Pueblo, Colorado (CASE MISSING)	[redacted]	Insufficient Data
[illegible]	Late 1947	[illegible]	[redacted]	Other (Planes)
[illegible]	[illegible]	[illegible]	[redacted]	[illegible]
[illegible]	[illegible]	[illegible]	[redacted]	Astro (Meteor)
[illegible]	Mid Dec	Northern Alaska	[redacted]	Other (Contrail)
[illegible]	29,30	Oregon, Nevada, California	Multiple	Astro (Meteor)
[illegible]	Dec 1947- Jan 1948	Kirkwood, New Jersey	[redacted]	Other (Birds)

[redacted] UNCLASSIFIED

[redacted]

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGNING 1430

SHAPE ----

SIZE ----

COURSE from east

NO. IN GROUP 4

SOUND ----

PHOTOS ---- SKETCHES ----

DATE OF INFO Aug 47

LOCATION Milan, Italy

SOURCE Italian male civilian

DATE IN TOTAL

COLOR

SPEED

ALTITUDE

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION ground

MANEUVERS Horizontal flight

K243.6012-1
Aug-Dec 1947

7-3712-4

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

PROJECT 10073 RECORD

1. DATE, TIME GROUP DK Aug. 1947	2. LOCATION Danforth, Illinios
3. SOURCE Civilian	10. CONCLUSION Hoax
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION	11. BRIEF SUMMARY AND ANALYSIS Instrument found by a farmer near Danforth, Illinios. He said it landed in the middle of a section of his farm land and burned weeds 2 ½ feet tall to fine ash an area of 1½ feet in diameter around where the object droped. The articles contained in the instrument was analyzed and it was found that no connection can be made between these articles and the so-called "Flying saucer." These specimens, therefore., are considered as part of a hoax that could be perpetrated by almost anyone seeking publicity or for other reasons
6. TYPE OF OBSERVATION	
7. COURSE	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☒ Yes ☐ No See Case File	See Case File

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

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8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☒ Yes ☐ No See Case File	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

10-513 (Rev. 3 Aug 45)

SAVE

[redacted]

DANFORTH, Ill

UNCLASSIFIED

HEADQUARTERS

AIR MATERIEL COMMAND

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO ATTENTION OF FOLLOWING OFFICE SYMBOL:

TSNAD-2B

TSNAD-2B/AC/bk
WRIGHT FIELD, DAYTON, OHIO
25 August 1947

SUBJECT: Flying Saucer.

TO: Commanding General
Army Air Forces
Washington 25, D. C.
ATTN: AC/AS-2
Lt Col George Garrett

1. The specimens of an alleged "Flying Saucer" brought to this Command by Colonel H. M. McCoy, which were obtained by the FBI and given to Lt. Col Garrett, were examined to determine their connection, if any, with the so-called "Flying Saucers", or any project at Hq AMC, Wright Field. The specimens were carefully examined by both technicians of the Analysis Division (T-2) and Electronics Sub-division (T-3). The latter organization stated that these specimens definitely had no connection whatsoever with the "Mogul" project nor with any other research and development project of this Command.

2. It is also the opinion of this Command that these specimens have no connection with the so-called "Flying Saucer" or "Disc". These specimens, therefore, are considered as part of a hoax that could be perpetrated by most anyone seeking publicity or for any other reasons.

3. The specimens shown in the attached photograph include fragments of an undeterminable shape made from plaster of paris or similar ceramic and containing some electrical resistance wire for measurement or heating purposes. The condition of the ceramic indicates that the resistance wire was heated electrically at one time or another. These fragments could not be connected with any AMC project. The other articles at the top of the photograph reading from left to right are identified as follows:

a. An outmoded type of magnetic speaker diaphragm made of aluminum alloy, manufactured by The Nathaniel Baldwin Company of Salt Lake City, Utah, which was first patented May 1, 1910. This article cannot be connected with any AMC project.

b. The second and third articles are bakelite coil forms

DOWNGRADED AT 12 YEAR INTERVALS: DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

1003295

WF-L-26 APR 46 200M

10-513 (Rev. 3 Aug 45)

SAVE

[redacted]

DANFORTH, 1LT

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

UNCLASSIFIED

HEADQUARTERS

AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO ATTENTION OF FOLLOWING OFFICE SYMBOL:

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

UNCLASSIFIED

[redacted]

WF-L-26 APR 46 200M

1103295

2 - 4

Package received from Sheriff Merle T. Wilmoth, Watseka, Ill. His letter states the instrument in the package was found by a farmer at Danforth, Ill. It landed in the middle of a section of his farm land and burned weeds 2½ feet tall to fine ash an area of 1½ feet in diam. around where the object dropped.

The instrument consists of:

(a) Plaster of paris body having an oval cavity thru it.

(b) A power microphone which screws over one end of the oval cavity. The power microphone carried the name, "Nathaniel Baldwin Inc." Salt Lake City, Utah. Pat May 10 1910 & Sept 14, 1916. Pat Nos 957403 (second number not readable)

(c) A small "Polymat" filter condenser.

(d) Two bakelite cylinders to which is attached a net work of fine copper wire. These were obviously coils and the impact has torn the wire from the core. (Our radio section definitely states that this is old stuff, or the coils were used quite some time ago, since having been replaced by smaller more efficient coils)

(e) A piece of metal having magnetic properties obviously broken off the power microphone as a result of the impact.

The plaster of paris body was broken up by the impact but some of the pieces were held together by wire reinforcement inside the plaster of paris.

Mrs. [redacted] 3B 274 Ext 73909 (Sig C) was shown this object by Mr. Zimmer of the FBI. Mrs [redacted] claims she knew what it was, but couldn't tell Zimmer.

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Mrs. [redacted] 3B 274 Ext 73909 (Sig C) was shown this object by Mr. [redacted] Mrs [redacted] claims she knew what it was, but couldn't tell [redacted]

Major [redacted]

[redacted]

UNCLASSIFIED

wrapped with ordinary thin enameled copper wire. These coils indicate that they were skillfully made at one time but were crudely rewrapped by one not familiar with the art of making a coil. These coils also have no connection with any AMC project.

c. The fourth article is a metallic box which is the remains of an electronic filter condenser made by the Polymet Manufacturing Company of New York, N. Y. This article also has no connection with any AMC project.

d. The fifth article is the remains of a metallic magnetic ring that could not be identified as any part of any device used at this command.

4. This information and attached photograph may be transmitted to the FBI to inform various agencies throughout the United States as to what action to take in the event other similar specimens are found.

FOR THE COMMANDING GENERAL:

Hugh McCoy

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (T-2)

1 Incl:
1 Photo 8-1/2x11
"Flying Saucer"

UNCLASSIFIED

[redacted]

[redacted] UNCLASSIFIED 25 August 1947

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FOR THE COMMANDING GENERAL:

Hm McCoy

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (T-2)

1 Incl:
1 Photo 8-1/2x11
"Flying Saucer"

UNCLASSIFIED

[redacted]

ROUGH DRAFT

B. I. D. No. _____

Report No. _____

[redacted]

(CLASSIFICATION)

UNCLASSIFIED

_____ Enclosures

Copy No. _____

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From Analysis Division, T-2, (TSNAD-2B), AMC, Wright Fiel (Agency or officer) (Station) Date 21 August 1947

Source _____ Eval. _____

Area Reported On _____ Subject "Flying Saucers"

Reference _____ (Directive, correspondence, previous report, etc., if applicable)

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

1. To examine and evaluate specimens of a so-called "Flying Saucer" furnished this Command by the FBI.

2. Report to be furnished to A-2 for transmittal to FBI to inform various agencies throughout the United States as to what action to take in the event other similar specimens are brought to their attention.

3. Comments

a. Specimens ~~as indicated~~ shown in the attached photograph include fragments of an undeterminable shape made from plaster of Paris or similar ceramic and containing some resistance wire. The condition of ceramic indicated that the resistance wire was heated electrically at one time or other.

b. Reading from left to right, the first article is made of aluminum alloy and appears to be a type ~~of pressure recorder~~ outwoded magnetic pulser diaphram. The second and third articles are ~~plastic cylinders~~ bakelite coil forms and wrapped with ordinary ~~bare electrical wire~~ thin enamelled copper wire. The fourth article is a metallic box which is the remains of an electronic condenser. mfg. in New York The fifth article is the remains of a metallic magnetic ring.

c. All these articles apparently were either intentionally or unintentionally damaged or obtained from scrap.

d. These specimen indicate no connection whatsoever

d. No connection whatsoever can be made between these articles and the so-called "Flying Saucer". These specimens, therefore, are considered as part of a hoax that could be perpetrated by most anyone seeking publicity or for other reasons.

Distribution by Originator:

MIS Serial No. _____

MIS Distribution

with ~~known~~ any [illegible]

Distribution of Enclosures

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

UNCLASSIFIED

[redacted]

CLASSIFICATION

FORM OCS 17 4TH REV.

U. S. GOVERNMENT PRINTING OFFICE 16—42650-2

ROUGH DRAFT

B. I. D. No. _____

Report No. _____

[redacted]

(CLASSIFICATION)

UNCLASSIFIED

_____ Enclosures

Copy No. _____

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From Analysis Division, T-2, (TSNAD-2B), AMC, Wright Fiel (Agency or officer) (Station) Date 21 August 1947

Source _____ Eval. _____

Area Reported On _____ Subject "Flying Saucers"

Reference _____ (Directive, correspondence, previous report, etc., if applicable)

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

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a. Specimens ~~as indicated~~ shown in the attached photograph include fragments of an undeterminable shape made from plaster of Paris or similar ceramic and containing some resistance wire. The condition of ceramic indicated that the resistance wire was heated electrically at one time or other.

b. Reading from left to right, the first article is made of aluminum alloy and appears to be a type ~~of pressure recorder~~ outmoded magnetic speaker diaphragm. The second and third articles are ~~plastic cylinders~~ bakelite coil forms and wrapped with ordinary ~~bare electrical wire~~ thin enambled copper wire. The fourth article is a metallic box which is the remains of an electronic condenser. mfg. in New York The fifth article is the remains of a metallic magnetic ring.

c. All these articles apparently were either intentionally or unintentionally damaged or obtained from scrap.

d. These specimen indicate no connection whatsoever can be made between these articles and the so-called "Flying Saucer". These specimens, therefore, are considered as part of a hoax that could be perpetrated by most anyone seeking publicity or for other reasons.

Distribution by Originator:

MIS Serial No. _____

MIS Distribution

with ~~known~~ any [illegible]

Distribution of Enclosures

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

UNCLASSIFIED

[redacted]

CLASSIFICATION

FORM OCS 17 4TH REV.

U. S. GOVERNMENT PRINTING OFFICE 16—42650-2

B. I. D. No. _____
Report No. _____

[redacted] (CLASSIFICATION)

_____ Enclosures
Copy No. _____

UNCLASSIFIED

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From _____ (Agency or officer) _____ (Station) Date _____

Source _____ Eval. _____

Area Reported On _____ Subject _____

Reference _____ (Directive, correspondence, previous report, etc., if applicable)

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

A. C. LOEDDING
Technical Assistant
Analysis Division
Intelligence (T-2)

ACL/amc
2-1204
Bldg 11

APPROVED:

MALCOLM D. SEASHORE
Lt. Colonel, Air Corps
Actg Chief, Analysis Division
Intelligence (T-2)

Distribution by Originator:

MIS Serial No. _____
MIS Distribution

Distribution of Enclosures

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

UNCLASSIFIED

[redacted] CLASSIFICATION

FORM OCS 17
4TH REV.

U. S. GOVERNMENT PRINTING OFFICE 16—62450-2

B. I. D. No. _____

Report No. _____

[redacted] (CLASSIFICATION)

_____ Enclosures

Copy No. _____

UNCLASSIFIED

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From _____ (Agency or officer) _____ (Station) Date _____

Source _____ Eval. _____

Area Reported On _____ Subject _____

Reference _____ (Directive, correspondence, previous report, etc., if applicable)

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

A. C. LOEDDING
Technical Assistant
Analysis Division
Intelligence (T-2)

ACL/amc
2-1204
Bldg 11

APPROVED:

MALCOLM D. SEASHORE
Lt. Colonel, Air Corps
Actg Chief, Analysis Division
Intelligence (T-2)

Distribution by Originator:

MIS Serial No. _____
MIS Distribution

Distribution of Enclosures

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

UNCLASSIFIED

[redacted] CLASSIFICATION

FORM OCS 17
4TH REV.

U. S. GOVERNMENT PRINTING OFFICE 16—42452-7

UNCLASSIFIED

PROJECT [illegible] RECORD CARD

Incident #88

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING Afternoon

SHAPE N/S

SIZE N/S

COURSE N/S

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 3 Aug 47

LOCATION Hackensack, New Jersey

SOURCE Army EM

DATE IN TO ATIC - - -

COLOR N/S

SPEED Rapid Estimated / Measured

ALTITUDE 200 yds Estimated / Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Ground

MANEUVERS Revolved slowly

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

Intelligence Info

UNCLASSIFIED

1. Date [redacted]
2. Time [redacted]
3. Location [redacted]
4. Name of observer [redacted]
5. Occupation of observer [redacted]
6. Address of observer [redacted]
7. Place of observation [redacted]
8. Number of objects [redacted]
9. Distance of object from observer [redacted]
10. Time in sight [redacted]
11. Altitude [redacted]
12. Speed [redacted]
13. Direction of flight [redacted]
14. Tactics [redacted]
15. Sound [redacted]
16. Size [redacted]
17. Color [redacted]
18. Shape [redacted]
19. Odor detected [redacted]
20. Apparent construction [redacted]
21. Exhaust trail [redacted]
22. Weather conditions [redacted]
23. Effect on [redacted]
24. Sketches or photographs [redacted]
25. [redacted]
26. Remarks [redacted]

[redacted] and [redacted] US Army, Ft. Dix, N. J., sighted a flying disc in late afternoon 3 August 47. Claimed it was 200 yrds in air, revolving slowly but moving rapidly and was neither a kite nor a balloon.

[redacted]

Incident #83 -- Hackensack, New Jersey -- 3 August 1947

It seems clear that no astronomical interpretation can be given to this incident.

Information is so meager that little else can be said. If the object observed was only 200 yards away, it would seem that witnesses could have furnished much more detailed information.

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

MCIA/JCB/amb
Wright-Patterson Air Force Base
[redacted]
6 April 1948

MCIA

Mrs. [redacted]
[redacted]
Wildwood, New Jersey

Dear Mrs. [redacted]

With reference to your letter of 27 March 1948, this is to advise you that Major M. W. Faulk left suddenly on leave due to pending transfer orders. No information or film has been received since the departure of Major Faulk who had been receiving all correspondence in connection with the Wildwood sightings. Only one roll of film has been received; the other two rolls mentioned, as well as additional information, may possibly have been forwarded to Major Faulk at his leave address and not as yet returned to this headquarters. The one roll of film received was processed in the Photographic Laboratory with negative results.

For security reasons, it is impossible to keep you informed of the official action being taken by this headquarters. However, an investigation has been initiated on the Wildwood, N. J. incidents.

This Command is making considerable effort to acknowledge receipt of all information. Your cooperation, as well as the cooperation of all individuals sufficiently interested in the security of their country, is urgently required. It is hoped that you will continue to inform this headquarters, as well as the FBI, of any new developments near Wildwood. The official address for such correspondence is as follows:

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

Sincerely yours,

[redacted]
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

MCIA/JCB/amb

Wright-Patterson Air Force Base
[redacted]
19 April 1948

MCIA

Mrs. [redacted]
[redacted]
Wildwood, N. J.

Dear Mrs. Evans:

Acknowledgment is made of your letter of 9 April 1948. This Headquarters appreciates the interest shown in reporting aerial phenomena in the vicinity of Wildwood, N. J. It is hoped that you will continue to send in additional information when it comes to your attention.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

[redacted]

CONFIDENTIAL

April 9th - 1948

Commanding General
Air Material Command
Wright - Patterson Air Force Base
Dayton, Ohio -

Attention: MCIA

I have a letter date 6 April from Colonel W. R. Clingerman - received today.

In reply wish to state that I was very glad to receive same - I know [illegible] was irregular when after sending information films etc to Major Faulk there was no further word from him - so I discontinued any information. However I did [illegible] F.B.I. - Philadelphia to identify Major Faulk also the civilian who came [illegible]

Last Saturday April [illegible] called on Mrs. Kruger (who [illegible] was when - [illegible]) [illegible] as a retired Coast Guard Officer [illegible] Washington now C.A. Intelligence [illegible]

UNCLASSIFIED

[redacted]

DOWNGRADED AT 12 YEAR
AND NOT AUTOMATICALLY
DECLASSIFIED DIR 5200.10

Mrs Krueger tells me he questioned her for over an hour. Had a folder of photostats of what appeared to have to be my letters. He held them clearly in view and she clearly identified my writing. He did not tell her they were my letters but read from them. He told her he wanted to see me. That he had been here in Wildwood all week and could not find me. He left a Cape May phone number of a Store there and said they would call him and left instructions he wished to see me.

Having been here all week and never working decorating the apartments who could have called me - this C.G.I. never left any word for me - phoned or called on me. Naturally I ignored the message. Mrs Krueger [illegible] me. My reason if he had my correspondence [illegible] Major Faulk had he read [illegible] [illegible] I had told him not to [illegible] [illegible] Mrs Krueger again - that [illegible] [illegible] instructed by [illegible] [illegible] and was very nervous - she [illegible]

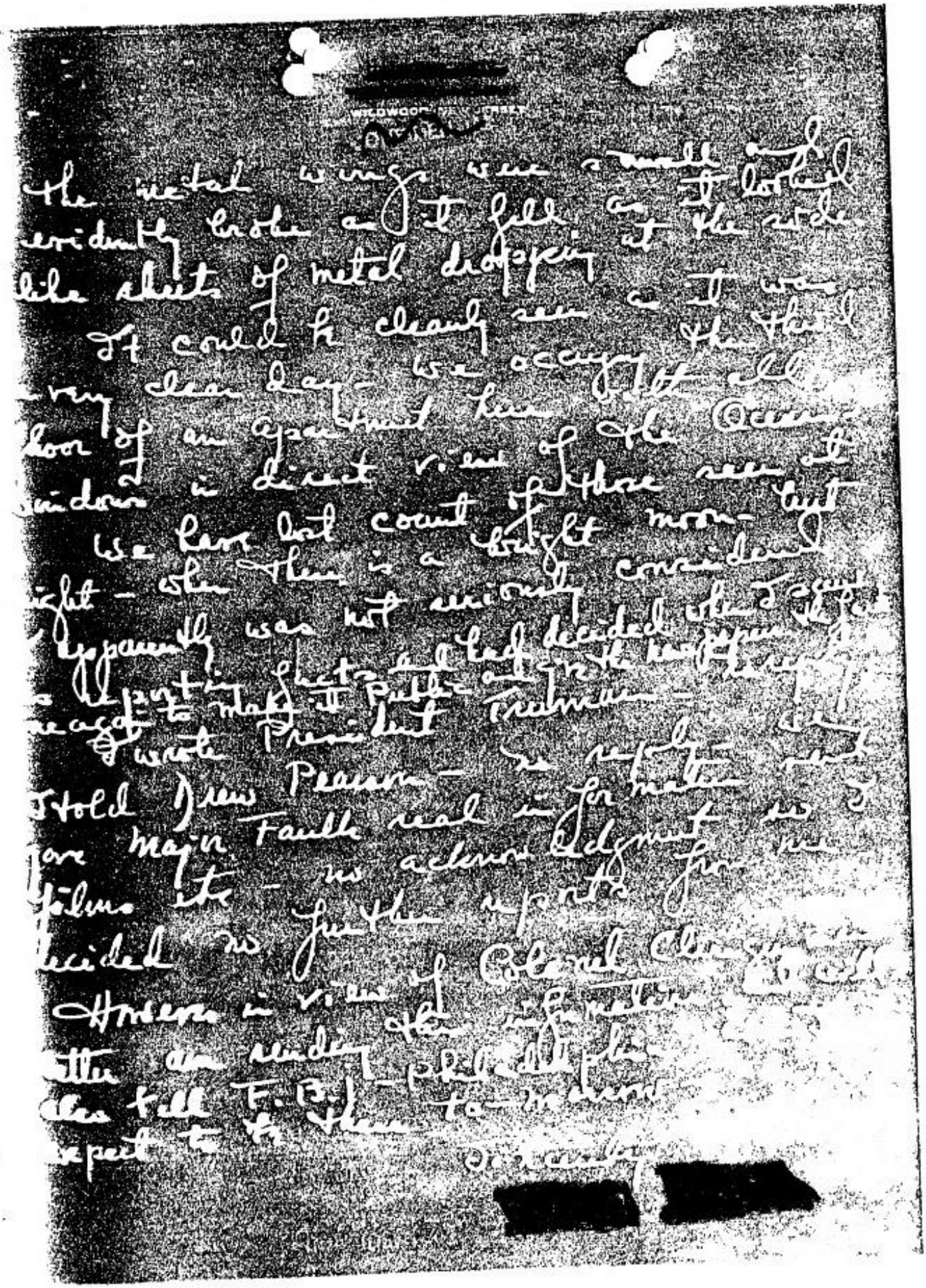
3

[redacted]

under Doctors care since the date of the
C.G.I - call

There is a new development here. I
have heard that people who can be
identified saw the Fancies before I
reported as long ago as [illegible]
They told a detective on the Police
force here so it was known

My son and I saw one April 2nd
at 4:40 P.M. and now know what it
looks like - It is like a small
Pilot-less plane - very bright metal -
no - motor noise and looks like the
pictures of the German Pilot-less
Plane - The center was Ball shaped
and very bright metal - It follows
along the Coast line out of sight
coming from the South - heading [illegible]
Later at 5:10 P.M. - saw [illegible]
a second one came along [illegible]
direction and fell in the water



AFOIR-CO-5

6 MAY 1948

SUBJECT: Flying Discs

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

1. The attached correspondence from ~~Miss~~ MRS. [redacted], of Wildwood, New Jersey, pertaining to Flying Discs, is forwarded for your information.

2. Attached herewith is copy of this Headquarters' direct reply to her letter of 23 April.

BY COMMAND OF THE CHIEF OF STAFF:

GEORGE D. GARRETT, JR.
Lieutenant Colonel, USAF
Acting Chief, Collection Branch
Air Intelligence Requirements Division
Directorate of Intelligence

2 Incls.
1 - cy of ltr to [redacted] dtd 6 May
2 - ltr fm [redacted] dtd 23 Apr. w/incls.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

12 May 1948

Mrs. [redacted]
[redacted]
Wildwood, New Jersey

Dear Mrs. [redacted]

Your letter of April 23rd to Mr. [redacted] with its inclosures, has been referred to this office during his temporary absence and we wish to thank you very much for your patriotic interest.

We assure you, Mrs. [redacted] that rather than being treated lightyly, your reports of information concerning unusual aerial phenomena have in every case been studied by those persons concerned with such matters.

We sincerely hope that you will continue to send any further reports of these sightings, should they occur, to the Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

Very truly yours,

JOEL E. MALLORY
Colonel, USAF
Acting Chief, Air Intel Req. Div.
Directorate of Intelligence

To Col McCoy

From:
[redacted]
Wildwood, N. J.

July 17th/48

This is to inform you that there is activity in Wildwood again and after several week's absence - the saucers have been appearing since July 1st, the enclosed from a recent "Life" gives almost a perfect reproduction of what we see here. The color is the same as a gaslight. It would be advisable to watch over Wildwood.

/s/ Sincerely

[redacted]

NOTES This longhand note was sent on USAF ltr to McCoy

MCIAXC-3/RRS/ej

29 October 1948

MCIAXC-3

Mrs. [redacted]
Wildwood, New Jersey

Dear Madam:

This Headquarters wishes to acknowledge receipt of your letter dated 18 October 1948 addressed to Commanding Officer, Wright-Patterson Air Force Base, Dayton, Ohio.

Your patriotic interest in reporting unusual types of aerial phenomena is deeply appreciated, and this report will be made a matter of record.

F. H. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

[redacted]

UNCLASSIFIED

MCIAXO-3

MCIAXO-3/CWT/ej

SUBJECT: Unidentified Aerial Objects

NOV 4 1948

TO: Commanding Officer
Langley Air Force Base
Langley Field, Virginia
ATTN: Base Intelligence Officer

1. This Headquarters has received numerous reports of sightings of unidentified aerial phenomena alleged to have been seen in the aera between Wildwood, New Jersey and the vicinity of Norfolk, Virginia, during October 1948.

2. It is requested your office be alerted in order that an immediate investigation may be made of any future sightings reported from this area.

3. As an aid to the investigating officer, we are inclosing two (2) copies of our Essential Elements of Information forms to be used as a guide when securing the desired data.

FOR THE COMMANDING GENERAL:

M. E. McCoy

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

1 Incl
EEI Form in dup

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

Commanding General
Army Air Forces
Washington 25, D. C.

ATTENTION: AC/AS-2
Lt. Col. George Garrett

1. The specimens of the alleged "Flying Saucers" brought to this Command by Col. McCoy, as apparently furnished by the FBI and given to Lt. Col. Garrett, were examined to determine their connection, if any, with the so-called "Flying Saucers". The specimens were carefully examined by both technicians of the Analysis Division and Electronics Sub-division of Engineering Division. The latter organization stated that these specimens definitely had no connection whatsoever with the "Mogul" project nor with any other research and development project of this Command.

2. It is also the opinion of this Command that these specimens have no connection with the so-called "Flying Saucer" or "Discs". These specimens, therefore, are considered as part of a hoax that could be perpetrated by most anyone seeking publicity or for any other reasons.

[redacted]

3. The specimens shown in the attached photographs include fragments of an undeterminable shape made from plaster of Paris or similar ceramics and containing some electrical resistance wire for measurements purposes. The condition of the ceramic indicates that the resistance wire was heated electrically at one time or another. The other articles at the top of the photograph reading from left to right are identified as follows:

a. An outmoded type of magnetic ~~speaker~~ diaphragm made of aluminum alloy, manufactured by The Nathaniel Baldwin Co. of Salt Lake City, Utah, which was [illegible]ented May 1, 1930 and cannot be connected with any AMC project.

UNCLASSIFIED

b. The second and third articles are bakelite coil forms wrapped with ordinary thin enamel copper wire. These coils indicate that they were skillfully made at one time but were crudely ~~xxxx~~ rewrapped by one not familiar with the art of making a coil. These coils also have no connection with any AMC project.

c. The fourth article is a metallic box which is the remains of an electronic filter condenser made by the Polymet Manufacturing Co. of New York, N. Y. This article also has no connection with any AMC project.

d. The fifth article is the remains of a metallic magnetic ring that could not be identified as any part of any device used at this Command.

4. This information and attached photograph may be transmitted to the FBI to inform various agencies throughout the United States as to what action they deem necessary to take in the event of other similar specimens brought to their attention.

FOR THE COMMANDING GENERAL:

~~XXXXXXXX~~

8 x 10 GLOSSY
PHOTO OF
ALLEGED "FLYING SAUCER"
SPECIMENS FROM

AUG 1947

DANFORTH, ILLINOIS
UFO SIGHTING CASE
FILE

UNCLASSIFIED

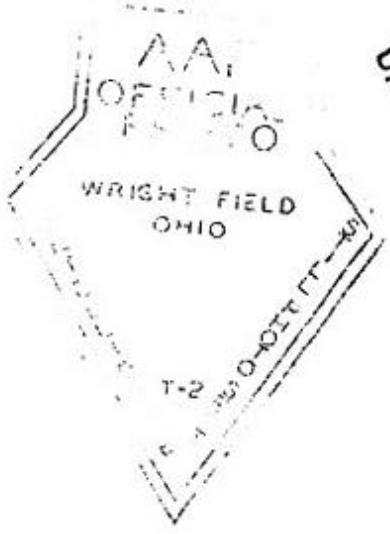
FLYING SAUCER, ALLEGED SPECIMENS (HOAX)

233138

UNCLASSIFIED

[redacted] Invest. Rept.

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



UNCLASSIFIED

PROJECT 10073 RECORD CARD

1. DATE
4 August 1947

2. LOCATION
Boston, Mass

3. DATE-TIME GROUP
Local 1600
GMT

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
Civilian Pilot

7. LENGTH OF OBSERVATION
30 seconds

8. NUMBER OF OBJECTS
Two

9. COURSE
East

10. BRIEF SUMMARY OF SIGHTING
Elliptical, deep gold, 15 ft long, two to three feet in depth, blunt at both ends. The object had a definite shape and there was no suggestion of gaseous dissipation. Traveling at approx 150 MPH.

11. COMMENTS
Probably ice crystals. (SUN DOG)

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☒ Other Poss Ice Crystals
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 25 SEP 51)

[redacted]

Incident #75 -- Boston, Massachusetts -- August 1947

There is nothing in the evidence given here to suggest that the object sighted was astronomical.

The description suggests rather that the object may have been a highly distorted reflection image of the sun on a balloon or aircraft. The "deep gold" color ascribed to the object tends to indicate this interpretation.

[redacted]

UNCLASSIFIED

CHECK-LIST — UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date [illegible]

2. Time 1600

3. Location [illegible]

4. Name of observer [redacted]

5. Occupation of observer [illegible]

6. Address of observer [redacted]

7. Place of observation [illegible]

8. Number of objects 2

9. Distance of object from observer [illegible]

10. Time in sight 30 [illegible]

11. Altitude 7[illegible] ft

12. Speed 175 [illegible]

13. Direction of flight [illegible]

14. Tactics [illegible]

15. Sound [illegible]

16. Size 15 ft long [illegible]

17. Color [illegible]

18. Shape elliptical

19. Odor detected [illegible]

20. Apparent construction [illegible]

21. Exhaust trails [illegible]

22. Weather condition [illegible]

[illegible]

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED [illegible]

UNCLASSIFIED

At 1600 P. M., 4 Aug 47, [illegible] Reason, pilot and navigator sighted an unidentified [illegible] conditions existed:

Visibility: good.
Cloud coverage: 6-8/10thus [illegible] 10,000 ft.
Wind at 8,000 ft: 270/25 MPH.
Aircraft: 8,000 ft.
Airspeed 265 MPH.
Course: 24[illegible] magnetic.

[redacted] Navigator, called Mr. [redacted] attention to a bright [illegible] slightly below the level of their aircraft. Mr. [redacted] [illegible] the object from his position (left side of [illegible]) [illegible] to the right and down from his position. [illegible] side window [illegible] at a [illegible] angle to the left [illegible] object. It was [illegible] at approximately [illegible] ft. [illegible] [redacted] [illegible] to obtain a better view. He described it as being the length of a [illegible] fuselage, blunt at both ends, cylindrical in shape and having a bright [illegible] hue. The object had a definite shape and there was no [illegible] of [illegible] dissipation (as there would be if the [illegible] were the result of [illegible] from a rocket or jet aircraft. It was traveling at approx. [illegible] MPH, [illegible] 200° magnetic. It was under observation for approximately [illegible] [redacted] last sight of the object when a cloud came between their aircraft and the object.

AGENTS NOTES: Mr. [redacted] is a graduate of the [illegible] Trap Program, and has over 4,000 [illegible] pilot hours to his credit. He appears calm and intelligent and has [illegible] flights of [illegible]. He has a fear of publicity. He stated that he has [illegible] pilot [illegible] devices and two targets but that the object was definitely not one of them.

EVALUATION: of source: "C"; of information: "3"

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

2

PHOTO [redacted] RECORD CARD Incident #58 58

UNCLASSIFIED

ATIC NO: - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING Sunset

SHAPE C-54 Fuselage

SIZE Same or large than C-54

COURSE NW

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 4 Aug 1947

LOCATION NW of Bethel, Alaska

SOURCE Civilian Pilots

DATE IN TO ATIC - - -

COLOR Black

SPEED EST 520 mph Estimated ___ Measured ___

ALTITUDE EST 500-1000' Estimated ___ Measured ___

LENGTH OF TIME OBSERVED 4 Min.

TYPE OF OBSERVATION Aerial

MANEUVERS - - -

A/C

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 58

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

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED

UNCLASSIFIED

[redacted]

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

Air Materiel Command Aero-Medical Laboratory ([illegible] 212 Incidents considered)

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

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

APPENDIX

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

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

APPENDIX A

In the following section of this report, each remaining [illegible] incident is considered separately. It is not the intent to generally [illegible] the character of observers, but each case has undesirable elements, [illegible] not be disregarded. The numerical designation is merely the [illegible] of [illegible] in the [illegible] files.

1, [illegible], 17, 21, [illegible], 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, [illegible]

[illegible], 122, 134, 13[illegible], 151, 152, 154, 162, 162, 176, 183, 186, 193, 207, [illegible], [illegible]

Incident No. 56 — 4 August 1947, Sunset, near Bethel, Alaska. A pilot and his co-pilot observed a black object of the design and approximate dimensions of a C-54 fuselage, flying at 500-1000 ft altitude M.S.L. The object crossed their path at right angle, and they pulled up to 1200 ft to avoid a collision, then chased it at 170, but lost sight of it in four minutes. They estimated the speed of the object to be three times their own, or 510 MPH. Assuming the estimate of speed to be correct, elementary computations determine the distances object traveled as 34 miles in four minutes while the observer's airplane moved eleven miles in the same period. Therefore, the object was more than twenty miles distant when last seen. To be capable of being seen at this distance under the conditions given, the object would have to be about 50 feet in its smallest or end-on dimension. If this were true, and the object was proportionate with a C-54 fuselage, its length would be about 500 ft. Assuming the estimate of speed to be incorrect, but time in sight to be correct, the problem is figured in reverse, using as a reasonable width 15 feet. In this event the object would have been less than ten miles away when lost to sight, therefore, it would have traveled about eighteen miles in four minutes, giving a speed of less than 300 MPH.

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

[redacted]

Incident #68 -- NW of Bethel, Alaska -- 4 August 1947

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

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

[redacted]

UNCLASSIFIED

SIGAM 000 ALASKA COMMUNICATION SYSTEM - SIGNAL CORPS [illegible]
Seattle 4, Washington
19 August 1947

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the [illegible] Alaska Communication [illegible] for your information.

For the Commanding Officer:

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

1 Incl.
Cy ltr [illegible] COIC at Bethel
to Hq. ACS, Seattle

333.5/ [illegible] 1st Ind.

FOURTH AIR FORCE, Hamilton Field, California

TO: Commanding General, Army Air Forces, Washington 25, [illegible]
ATTENTION: AC of AS-2

1. Forwarded for your information.

2. This headquarters wishes to correct the impression [illegible] of the inclosure, that Fourth Air Force claims there are [illegible] (flying disc). It is the opinion of this headquarters that [illegible] ston has misinterpreted the statement made by the Public Information [illegible] Headquarters Fourth Air Force, to the effect that a collision of [illegible] disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

[illegible]

[illegible]

1 Incl. (cont)
[illegible]

Office Memorandum • UNITED STATES

UNCLASSIFIED

DATE: [illegible]
CORRESPONDENCE: [illegible]
Maj [illegible]

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

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

SUBJECT: "Flying Disk" Sighting

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

[illegible]

VICTOR E. GENEZ
Major, Air Corps
Chief, A-2

I Attach
Ltr dtd 22 Aug 47 w/2 incls.

CONFIDENTIAL UNCLASSIFIED

SIGAM 000 ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS [illegible]
Seattle 4, Washington
19 August 1947

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the [illegible] Alaska Communication System station at Bethel, Alaska [illegible] for your information.

For the Commanding Officer:

/s/ Svend C. Hansen
SVEND C. HANSEN
Captain, Signal Corps
Acting [illegible]

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

333.5/[illegible] 1st Ind.

HQ FOURTH AIR FORCE, Hamilton Field, California

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

1. Forwarded for your information.

2. This headquarters wishes to correct the impression [illegible] of the inclosure, that Fourth Air Force claims there are no [illegible] (flying disc). It is the opinion of this headquarters that [illegible] ston has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision [illegible] disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

[illegible]
[illegible]
[illegible]
[illegible]

1 Incl.
n/c

UNCLASSIFIED

Matters of National Interest.

D 333.5 IA (19 Aug 47) 2nd Ind.

HQ AIR DEFENSE COMMAND, Mitchel Field, New York, 3 September 1947

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

Forwarded for your information.

FOR THE COMMANDING GENERAL:

[illegible]
Colonel, GSC,
Asst Chief of Staff-Intelligence

1 Incl.
n/c

[redacted]

UNCLASSIFIED COPY

BETHEL, ALASKA

5 August 1947

June 58

Subject: Matters of National Interest

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

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

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

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

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

[redacted]

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UNCLASSIFIED

August 5, 1947

Regional Director
Weather Bureau Regional Office
Anchorage, Alaska

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

Dear Sir:

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

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

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

Respectfully,

/s/ R. Allen Showalter

R. Allen Showalter
Acting Official in Charge

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UNCLASSIFIED

June 58

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

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

C
O
P
Y

UNCLASSIFIED

UNITED STATES DEPARTMENT OF COMMERCE
Weather Bureau
Washington 25

Aug 22, 1947

Chief
Air Weather Service
Gravelly Point, Va.

Attention: A-2

Dear Sir:

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

Very truly yours,

/s/

F. W. Reichelderfer
Chief of Bureau

Enclosures 2

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5

[redacted]

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

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

[redacted]

125

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

2

UNCLASSIFIED

Incident #69

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2230 - 2245 EST

SHAPE - - - Big Firecracker

SIZE Large

COURSE 180 degrees

NO. IN GROUP 1

SOUND Slight buzzing after object passed

WX - - - SKETCHES - - -

DATE OF INFO 6 Aug 1947

LOCATION Philadelphia, Penn.

SOURCE Retired Policeman
Female Civilian & others

DATE IN TO ATIC - - -

COLOR White

SPEED Very fast

ALTITUDE - - -

LENGTH OF TIME OBSERVED Split Second

TYPE OF OBSERVATION Ground

MANEUVERS Apparently straight flight

Fireball

Obsolescent ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

2

PROJECT 10073 RECORD CARD Incident #70A

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2245 EST

SHAPE Big Firecracker

SIZE Large

COURSE 180 degrees S

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 6 Aug 47

LOCATION Philadelphia, Penn.

SOURCE Retired Cop

DATE IN TO ATIC - - -

COLOR - - -

SPEED High Estimated / Measured

ALTITUDE - - - Estimated / Measured

LENGTH OF TIME OBSERVED Gone in split sec

TYPE OF OBSERVATION Ground

MANEUVERS - - -

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

UNCLASSIFIED

Incident #69, 69a -- Philadelphia, Pennsylvania -- 6 August 1947

The reports of this incident and those of #70 refer to the same object and are typical of descriptions of relatively slow moving meteors. The speed, trail, hissing sound (after passage -- although this could easily have been a subjective reaction) and color all check with the object's having been a fireball, bolide, or large meteor.

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

[redacted]

[redacted]

Incident #70, 70a -- Philadelphia, Pennsylvania -- 6 August 1947

The descriptions given of this object are typical of those of relatively slow moving meteors. See report on incident #69 for details.

[redacted]

COPY

UNCLASSIFIED

TO: Director, FBI

DATE: September 18, 1947

FROM: SAC, Philadelphia

SUBJECT: Flying OBJECT REPORTED OVER PHILADELPHIA
AUGUST 6, 1947
SABOTAGE

Remytel August 7 last.

Miss [redacted], Philadelphia, who is employed by the GEORGE R. GREENWALD MANUFACTURING COMPANY, 1524 Chestnut Street, Philadelphia, advised as follows:

DEFERRED RECORDING

Between 10:30 and 10:45 p.m., on August 6, 1947, she was sitting on the steps of her home with [redacted]. She was facing north and observed a large white object traveling at a very fast rate of speed to the south. There was a buzzing sound, not too loud but plainly audible, just after this object passed through the air. This white object left in its trail a thin streak of smoke, which was grayish in color.

Miss [redacted], Philadelphia, who is employed by the PRESSMAN & GUTMAN COMPANY, INC., Room 1140, P.S.F.S. Building, Philadelphia, stated she was sitting on the steps of Miss [redacted] home on the evening of August 6, 1947, around 10:45 p.m. engaging in conversation with Miss [redacted], when Miss [redacted] abruptly stopped in the middle of her conversation and appeared to be frightened. Miss [redacted] at that time was sitting in a position in which she was facing south. She did not see any object in the sky after noting Miss [redacted] change of expression, but she did hear a slight buzzing sound.

[redacted], Philadelphia, an insurance agent, who was a former pilot of B-24's in the Army Air Corps, advised as follows:

He was sitting on the steps of his home around 10:45 p.m. on August 6, 1947, with his wife; and his neighbors, the [redacted] family, were sitting on their steps next door to the residence of [redacted]. All of the above parties were facing east. [redacted] noticed at this time an object, emitting a bluish-white flame, passing quickly through the air. The object was traveling from northeast to southwest. Using his experience in the Army Air Corps as a guide, [redacted] estimated the above object was between 1000 and 3000 feet in the air and traveling at a rate of between 400 to 500 miles an hour. This object did not lose elevation as it passed through the air and left either smoke or a condensation trail in its former path, which lasted for about two seconds. A hissing sound accompanied the passing of this object. This sound was moderate and not nearly as loud as the noise accompanying the passage of a rocket ship.

HANDLED BY
STOP DESK

UNCLASSIFIED

UNCLASSIFIED

Director, FBI

September 18, 1947

[redacted], who is a retired police officer of the Philadelphia Police Department, advised as follows:

Around 10:45 p.m. on August 6, 1947, he and his wife were sitting on the steps of their home, when [redacted] noticed an object, resembling to him a giant firecracker, pass quickly through the air. [redacted] heard no noise, but the object had completely passed from view in a southern direction within a split second. It left a fiery trail for about 100 feet. August 6, 1947, was a clear night, and no storm was brewing. [redacted] was sure the object he saw was no falling star, and he noted the above object did not seem to be falling but maintained the same altitude.

The wives of [redacted] and [redacted] verified the accounts of their husbands as to the above-mentioned object.

It is to be noted that the [redacted] and the [redacted] live in Northeast Philadelphia near Oxford Circle, which is about ten miles removed from the residence of Miss [redacted]. Miss [redacted]'s residence is located in the western part of Philadelphia. The Misses [redacted] and [redacted] are not known to the above-mentioned [redacted] and [redacted]. It is further noted the observation of Miss [redacted], the [redacted] and the [redacted] roughly correspond. All of the above persons seem reliable and not the type to seek publicity or to spread rumors.

Miss [redacted] and [redacted] called the "Inquirer", Philadelphia newspaper, and inquired if it could offer any explanation as to what they had seen. A representative of that paper had advised Miss [redacted] and [redacted] that the object they saw may have been some product of an oil refinery or chemical company in their neighborhood.

Both the Offices of Naval Intelligence and Army Intelligence in Philadelphia were requested by the Philadelphia Office to ascertain if either the Army or the Navy was doing any experimental work on new types of planes or equipment, in the vicinity of Philadelphia. Such was done with negative results. The Office of Naval Intelligence indicated that an explosion had occurred at the CHARLES LENNIG CHEMICAL COMPANY on August 6, 1947.

S. A. GIMBEL, Safety Department of the CHARLES LENNIG CHEMICAL COMPANY, INC., 5000 Richmond Street, Philadelphia, advised as follows:

The above company is a manufacturer and distributor of chemicals. A fire had occurred on a dump of the company on August 6, 1947, but was quickly gotten under control. Such fire was confined to the company's premises and could not have been observed from outside the plant. The CHARLES

UNCLASSIFIED

September 18, 1947

Director, FBI

LENNIG COMPANY is about two and one-half miles southeast from Oxford Circle. The account of the fire does not seem to fit into the general pattern of the above-mentioned flying object, for it is noted that the flying object was allegedly traveling from a position northeast of Oxford Circle to a southwesterly direction in Philadelphia. GIBBEL pointed out that, to the best of his knowledge, there are no oil refineries and chemical companies located around Oxford Circle or north of such, but that all of the companies of this type are several miles south of Oxford Circle.

All logical investigation having been conducted, no further action will be taken on the instant matter unless advised to the contrary by the Bureau.

FFB/ctg
98-1762

[redacted]

Between 10:30 and 10:45 P. M. 6 Aug 47, Miss [redacted] was seated on the steps of her home with [redacted]. She was facing northh and observed a large white object traveling at a very fast rate of speed to the south. There was a buzzing sound, not too loud but plainly audible just after the object passed thru the air. The object appeared white in color and left a thin streak of smoke which was grayish in color.

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 69

1. Date 6 Aug 47
2. Time 2230-2245
3. Location Philadelphia, Pa.
4. Name of observer [redacted]
5. Occupation of observer employed by Geo A. Greenwald Mfg Co.
6. Address of observer [redacted], Pa.
7. Place of observation At observer's home
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Very fast
13. Direction of flight South
14. Tactics N/S - apparently straight flight
15. Sound slight buzzing after passage of object
16. Size large
17. Color white
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Thin streak of grayish smoke
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance N/S
26. Remarks: (over)

[redacted]

she observed that Miss [redacted] appeared frightened. As she was facing south she did not see the object after she noticed her companion's change of expression but she did near a slight buzzing sound.

[redacted]

3149

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 69a

1. Date 6 Aug 47
2. Time 2230-2245
3. Location Philadelphia, Pa.
4. Name of observer Miss [redacted]
5. Occupation of observer Employed by Pressman & Gutman Co., Inc.
6. Address of observer [redacted], Phila, Pa.
7. Place of observation [redacted]t., Phila, Pa.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound slight buzzing sound
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Miss [redacted] was sitting on the steps of Miss [redacted]'s home the evening of 6 Aug 47 around 10:45 P. M. engaged in conversation when

(over)

UNCLASSIFIED

148

[redacted], a former pilot of B-24 in the Army Air Corps advised that he was sitting on the steps of his home around 10:45 P. M. the night of Aug 6, 1947 and that his neighbors, the [redacted] family, were also sitting on their steps. All parties were facing east. [redacted] noticed an object which emitted a bluish-white flame pass quickly thru the air. It was traveling NE to SW. Using his experience in the Army Air Corps he estimated the speed as between 400 to 500 MPH. The object did not lose elevation and left either a smoke or condensation trail in its former path. The vapor lasted for about 2 seconds. A hissing sound accompanied the passing. The sound was moderate and not nearly as loud as that occasioned by a rocket ship.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 70

1. Date 6 Aug 47
2. Time Around 2245
3. Location Philadelphia, Pa
4. Name of observer [redacted]
5. Occupation of observer Insurance agent (former B-24 pilot)
6. Address of observer [redacted], Philadelphia, Pa.
7. Place of observation above address
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 1,000 - 3000 ft
12. Speed between 400-500 MPH
13. Direction of flight from NE to SW
14. Tactics N/S
15. Sound hissing
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Smoke or condensation - also emitted bluish white flame
22. Weather conditions Clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (Over)

UNCLASSIFIED

[redacted]

[redacted]

Around 10:45 on the night of 6 Aug 47, [redacted] and his wife were sitting on the steps of their home when [redacted] noticed an object resembling (to him) a giant firecracker which passed quickly thru the air. He heard no noise and the object completely passed from view in a southerly direction within a split second. It left a fiery trail for about 100 feet. The object did not lose altitude so he was sure it was not falling star.

NOTE: It is to be noted that the [redacted] and the [redacted] live in NE Phila, near Oxford Circle (about 10 miles removed from the residence of Miss [redacted] - Inc 69) It is further noted that the observations of Miss [redacted] the [redacted] and the [redacted] roughly correspond. All seemed reliable and were not the types to seek publicity or to spread rumors.

[redacted]

)))) 153

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 70A

1. Date 6 Aug 47
2. Time Around 2245
3. Location Philadelphia, Pa.
4. Name of observer [redacted]
5. Occupation of observer retired police officer
6. Address of observer [redacted]
7. Place of observation above
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight gone in a split second
11. Altitude N/S
12. Speed Very rapid
13. Direction of flight South
14. Tactics N/S
15. Sound No noise
16. Size large
17. Color N/S
18. Shape "like giant firecracker"
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails "fiery trail for about 100 ft"
22. Weather conditions clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

UNCLASSIFIED

[redacted]

152

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident #66

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2100 EST

SHAPE Long, Straight, Narrow flame

SIZE Similar to Tracer

COURSE 1800 N to S

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 10 Aug 1947

LOCATION Silver Springs, Ohio

SOURCE AF Lt. Col

DATE IN TO ATIC - - -

COLOR Bright orange glow or flame

SPEED - - - Estimated / Measured / Estimated

ALTITUDE low Measured

LENGTH OF TIME OBSERVED 3 - 4 sec

TYPE OF OBSERVATION Ground

MANEUVERS Horizontal Flight

Prob Meteor

Temporary ATIC Form 329
(2 Jan 52)

Yes Case Info only

St. Louis, Missouri
Dec. 8/1966

Dear Sirs.

Have been reading of the U.F.O.'s and case reports in the Sience Mechanics Magazine.

This report will probably be meaningless due to the delay, but could be a part to a mysterious puzzle or as a matter of record.

Approx: August 11th 1947 1630 E.S.T.
Place: ST.Louis, Missouri
Duration: From first sighting in southern hemisphere (180°) to out of sight northern hemisphere (360°) 3 minutes.
Observers: Two softball teams, myself included and about 25 spectators.
Type Observers: Nine aircraft ground instructors varied backgrounds. Nine Pilot, Aircraft and engine students. 25 spectators variable backgrounds.
Number Objects: Odd number either 7 or 9. Dont recall at this time.
Sky Cond.: Cobalt blue sky, no clouds. In the aviation circles known as CAVU.
Dimen., Shape and Color: Disc , size of a grape, black one side and white or reflected light on the other side.
Speed: Very fast, guess at 1000 mph or as can be figured from Time and Distance given under Duration.
Altitude: 25 to 30,000' at about 75° from point of observation. At this altitude about the size of a grape.
Sound: None
Tactics: Objects moved from South to North as straight as anyone could walk, drive, fly or sail. They seemed or rather were in a vertical Vee formation. One on a point the other stepped above and below intrail.

These objects were observed to, shall I say flip, and in perfect unison from black to light approx. every 2 seconds.

At first thought to be bombers but; at this altitude where were the contrails? Also they made no droning noise.

The second thought were that they were ducks but at this altitude? Besides they were headed the wrong way for this time of the year. Then too the formation was too perfect.

The nearest explanation to the possible source of power was the perpetual motion seen in a jewelers window. Absorb and Reflect of the sun rays.

Dont know whether this has ever been reported or not but thought you may be interested anyhow. I have been in the Aviation business 20 yrs as Comm. Pilot, A & E Mechanic with Inspection Authorization. Am presently employed by the U.S. Navy as Inspector at Mc Donnell Aircraft Corp.

Sincerely

[redacted]

Mr & Mrs [redacted]
[redacted]
Florissant, Missouri 63033

[redacted]

UNCLASSIFIED

Incident #66 -- Silver Springs, Ohio -- 7 August 1947

From all evidence, it appears that the object seen here was a bright meteor. Slow-moving meteors occur before midnight, and, while their paths are almost never "absolutely horizontal," it is quite possible that the observer could have gained this impression, since the object was in sight for only three or four seconds. Furthermore, an observer, surprised by an unusual occurrence, often tends to overestimate the actual duration of time; thus, "three or four seconds" might mean not much more than a second.

There is nothing at all in the evidence that cannot be explained under the assumption that the object was a meteor.

UNCLASSIFIED

[redacted]

1. Date 10 Jan 47

2. Time 9 o'clock

3. Location Near Silver Springs, Md.

4. Name of observer

5. Occupation of observer Scientific research

6. Address of observer

7. Place of observation Near Silver Springs, Md.

8.

9. Distance N/S

10. Time in sight 5 seconds

11. Altitude Low flying

12. Speed N/S

13. Direction of flight north to south

14. Tactics

15. Sound N/S

16. Size N/S

17. Color bright orange glow or flame

18. Shape N/S

19. Odor detected N/S

20. Apparent construction N/S

21.

22.

23.

24. Remarks (over)

UNCLASSIFIED

about 9 o'clock [redacted]
and the Sergeant [redacted]
appear over the top of [redacted]
straight line in an arc of about 70° moving [redacted]
The object appeared as a bright orange glow of [redacted]
it a long, straight, narrow white streak [redacted]
left by a bright ball [redacted]
or 70°. There appeared to be a small mist [redacted]
this streak which vanished very quickly. The object [redacted]
seconds to cover the arc of 70° and then [redacted]
The path traveled was absolutely horizontal.

Witness states he never observed a comet [redacted]
and was of the opinion that he had sighted a flying saucer.

UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 163, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

2

[redacted] Incident #76

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING N/S

SHAPE Circular

SIZE N/S

COURSE N/S

NO. IN GROUP 2

SOUND Echo of Motor

PHOTOS - - - SKETCHES - - -

DATE OF INFO 13 Aug 47

LOCATION Salmon Dam, Idaho

SOURCE Male Civilian

DATE IN TO ATIC - - -

COLOR reflected light

SPEED great speed Estimated / Measured

ALTITUDE 4,000'-6000' Estimated / Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Ground

MANEUVERS - - -

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

A/C

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

Air Materiel Command Aero-Medical Laboratory (Dr. Pitts)

212 Incidents considered)

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

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

Project Grudge

Summary of ATIC Evaluation of Remaining Reports

VII. Summary of ATIC Evaluation of Remaining Reports

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

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

2, 11, 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, 84,

111, 122, 134, 135, 151, 152, 154, 162, 168, 170, 183, 186, 193, 207, 213, 230.

Incident No. 76 -- 13 August 1947, Salmon Dam, Idaho.

Two men reported simultaneously hearing a roar, and looking up observed two objects of undertermined size, several miles distant at a great height which they thought might have been 4000-6000 feet. The objects were "circular", "reflected light", and were traveling at "great speed." Although occurring on the same day as Incident No. 75, the descriptions vary widely.

AMC Opinion: There is no information contained in this report to refute the assumption that these men saw two ordinary aircraft at too great a distance to discern details.

[redacted]

UNCLASSIFIED

Incident #76 -- Salmon Dam, Idaho -- 13 August 1947

There does not appear to be anything astronomical about this incident.

Although sighted on the same day as the sky-blue canyon saucer (incident #75), the objects described here seem to have little or no similarity to the former.

UNCLASSIFIED

[redacted]

[redacted]

Agent could not locate [redacted] but [redacted], who accompanied [redacted] at the time stated that he and [redacted] could hear a roar. They looked up and saw 2 objects flying at great height which might have been between 4,000 and 6,000 ft. He could give no estimate as to size and said they could have been several miles away. He and [redacted] were satisfied that had seen something and were very doubtful if the objects were planes.

From a newspaper account (Times News, Twin Falls, Idaho, Friday Aug 15, 1947) [redacted] said he had seen an unusual object in the air the same day as [redacted] experience (Incident 75) and that a sound resembling the echo of a motor caused him to look upward and there he saw two circular objects which reflected light. They were traveling at a great speed and at higher altitude than most planes.

[redacted]

1-3

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 76

1. Date 13 Aug 47
2. Time N/S
3. Location Salmon Dam
4. Name of observer [redacted]
5. Occupation of observer [redacted] N/S
6. Address of observor N/S
7. Place of observation Salmon Dam
8. Number of objects 2
9. Distance of object from observer ~~4,000 to 5,000 ft~~ several miles away
10. Time in sight N/S
11. Altitude 4,000 to 6,000 ft
12. Speed great speed
13. Direction of flight N/S
14. Tactics N/S
15. Sound echo of a motor - [redacted]
    roar - [redacted]
16. Size N/S
17. Color N/S - reflected light
18. Shape circular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

[redacted] UNCLASSIFIED

Incident #75

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING 1300 MST

SHAPE Inverted Pie Plate

SIZE 20' Disk - 10' Thick

COURSE 2700 E to W

NO. IN GROUP One

SOUND Swishing sound

PHOTOS —

SKETCHES one

DATE OF INFO 13 Aug 1947

LOCATION Twin Falls, Idaho

SOURCE Male Civilians

DATE IN TO ATIC —

COLOR Sky blue

SPEED 1000 mph Estimated

ALTITUDE 300' from observer Measured

LENGTH OF TIME OBSERVED Momentary

TYPE OF OBSERVATION Ground

MANEUVERS Up and down over hills and hollows of canyon.

JAN.' ATMOSPHERIC EDDY

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 75

1. Date 13 Aug 47
2. Time 1300
3. Location Snake River Canyon (near Twin Falls) Idaho
4. Name of observer [redacted] and two sons, [redacted]
5. Occupation of observer farmer
6. Address of observer Operator of "[redacted] Farm" [redacted]
7. Place of observation As above - going down the Snake River
8. Number of objects 1
9. Distance of object from observer 300 ft
10. Time in sight momentary
11. Altitude 75 ft from the canyon floor - 300 ft away from observer level view afforded
12. Speed [redacted]
13. Direction of flight East to West
14. Tactics Road up and down over hills & hollows of canyon
15. Sound swishing sound
16. Size 20 feet by 10 ft in thickness
17. Color sky blue
18. Shape oblong broad rimmed hat with low crown Inverted pie-plate
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails Exhaust ~~like~~ flame - a red tubular fiery glow at the side of the top or hood.
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs one
25. Manner of disappearance disappeared behind hill
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED

UNCLASSIFIED

[redacted]

UNCLASSIFIED

As the machine went by the [redacted] place, the trees over which it almost directly passed (Norman Poplars) did not just bend with the wind as if a plane had gone by, but in [redacted] words, "spun around on top as if they were in a vacuum."

[redacted] eight years of age, said he first saw the machine coming down the canyon, heading from east to west and following the contours of the ground. [redacted], age ten, saw it almost immediately. Both watched it fly out of sight behind a tree in a matter of moments. They said they then ran to their Father and learned that he too had seen the machine.

[redacted] seemed completely sincere about the incident. He said his wife and daughter were in the house at the time and had not seen the machine. He questioned his brother, who also lives in the canyon, but his brother had been eating at the time and had seen nothing. [redacted] and his two boys maintained that they had never before seen one of the discs. [redacted] when interviewed, appeared to be a sober, middle-aged man.

[redacted], the "Times News" reporter who originally furnished Special Agents with information about the incident, likewise stated that [redacted] appeared completely sincere about the machine.

No further attempt was made to locate [redacted], inasmuch as [redacted], who was with [redacted] at the time, was interviewed. [redacted] name was withheld from the newspaper because [redacted] and [redacted] were fishing at Salmon dam while [redacted] was supposed to have been working in Twin Falls.

[redacted] said simply that he and [redacted] could hear a roar. They looked up and could see two instruments flying at a great height, which [redacted] mentioned might have been between four thousand and six thousand feet. However, he said he had no idea how large the devices were and consequently, they may have been serveral miles away. He said that he and [redacted] were satisfied they had seen something and they were very doubtful that they had seen two planes.

C
O
P

DOWNGRADED AT 12 YEAR
AUTOMATICALLY
DOD 5200.10

[redacted] had sent his sons to the river for some tops from his boat. As they were overdue he went to look for them, when he noticed some 300 feet away some 75 feet in the air a sky-blue object silhouetted against the steep walls of the canyon on the far side. (The canyon is about 400 ft deep and 1200 ft across at that place.) The object was traveling 75 feet in the air (300 ft below the rim of the canyon) and so was plainly visible. [redacted] states that the sky-blue color would probably not be noticed against the sky. He states that "it did not spin like a top". However, he did say that the trees over which it passed almost directly did not just bend with the wind as if a plane had gone by but that they "spun around on top as if they were in a vacuum."

Keith [redacted], a son, eight years of age said he saw the machine coming down the canyon heading from east to west and following the contours of the ground. Billy, age ten, another son, saw it almost immediately. Both watched it fly out of sight behind a tree in a matter of moments.

AGENT'S NOTES: [redacted] seemed completely sincere about the incident and appeared to be a sober, middle-aged man
The boys stated that they had never before seen one of the discs.

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

Air Materiel Command Aero-Medical Laboratory (Dr. Paul M. Fitts 212 Incidents considered)

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

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

APPENDIX X

Project Grudge

Summary of ATIC Evaluation of Remaining Reports

VII. Summary of ATIC Evaluation of Remaining Reports

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

APPENDIX Y

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

1, 4, 17, 21, 29, 35, 37, 40, 51, 58, 61, 64, 68, 71, 75, 76, 77, 79, 84, 111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215, [illegible].

Incident No. 75 -- 13 August 1947, 1300 hours, Smoke River Canyon, Idaho. A farmer together with his two sons, ten and eight years of age, witnessed an object move down a canyon. It was in view only momentarily at a distance of 300 feet, and approximately 75 feet above the ground. The object made a swishing sound, and was sky-blue in color. The farmer doubted the possibility of its visibility if viewed against the sky. The children told of smokeless turbine or exhaust flames shooting from the device through which could be seen daylight. The object passed over some trees, which in the words of the farmer, "spun around on top as if they were in a vacuum."

AMC Opinion: It seems logical to concur with Dr. Hynek's deduction, that this object was simply a rapidly moving atmospheric eddy.

AUG. 13, 1947 TWIN FALLS, IDAHO (KEYHOE-1950 P 80) 2 WITNESSES00
OBSERVERS IN A CANYON NEAR TWIN FALLS REPORTED A DISK SHAPED OBJECT. IT 01
APPEARED SKY-BLUE, OR ELSE ITS GLEAMING SURFACE SOMEHOW REFLECTED THE SKY 02
BECAUSE OF THE ANGLE OF VISION. ALTHOUGH IT WAS NOT CLOSE TO THE TREETOPS, 03
THE OBSERVERS WERE AMAZED TO SEE THE TREES WHIP VIOLENTLY WHEN THE DISK RACED 04
OVERHEAD, AS THOUGH THE AIR WAS BOILING FROM THE OBJECT-S SWIFT PASSAGE. 05

Incident #75 -- near Twin Falls, Idaho -- 13 August 1947

There is clearly nothing astronomical in this incident. Apparently it must be classed with the other bona fide disc sightings.

Two points stand out, however: the "sky blue" color, and the fact that the trees "spun around on top as if they were in a vaccuum." Could this, then, have been a rapidly travelling atmospheric eddy?

UNCLASSIFIED

August 20, 1947

65-480

Director FBI

C
O
P
Y

SAC Butte

Flying Discs

Refer teletype to the Bureau dated August 15, 1947

Enclosed please find the newspaper account carried by the Twin Falls, Idaho "Times News" on August 15, together with a sheet of paper on which [redacted] attempted to sketch his impression of the instrument which he claims to have seen.

Concerning [redacted] sketches, it may be noted that he believed the outer edge which he attempted to create in his drawing to have been about a foot through. [redacted] likewise believed that the turbine or exhaust flame which he and his sons claim to have seen was about a foot through and extended at least to the back end of the device. The flame did not appear to taper off nor to widen out toward the back.

[redacted] and [redacted] stated that they could see a knot on the side of the device from which the flames were shooting, and that they could see daylight between the exhaust flame and the side of the device. The flames did not leave any smoke or odor.

The [redacted] boys thought that the "side view" sketch should show that the device was more sharply angled from bottom to top, while [redacted] himself thought that it was more streamlined and curved. [redacted] said that the instrument came to a pointed or rounded top.

In his notations, [redacted] mistakenly said that he had seen it on Thursday. During interview, he stated that it actually had been on Wednesday, August 13, 1947 when he and his sons saw the contrivance about 1:00 P. M.

[redacted] explained that he had sent his boys to the river to get some rope from his boat. When he thought they were overdue, he went outside his tool shed to look for them. He noticed them about 300 feet away looking in the sky and he glanced up to see what he called the "flying discs". He said he could only see it for a moment before it disappeared behind a hill which obscured his view.

[redacted] further stated that the contrivance was about seventy-five feet in the air. [redacted] resides in the depths of the Snake River Canyon, which is about four hundred feet deep and twelve hundred feet across at that place. According to his account, the contrivance was about three hundred feet below the rim of the canyon and he saw it against the steep walls of the canyon on the far side. He described its color as sky blue and stated that he doubted if it could be seen against the sky. He likewise said that it was only a chance that he saw it. It did not spin like a top.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

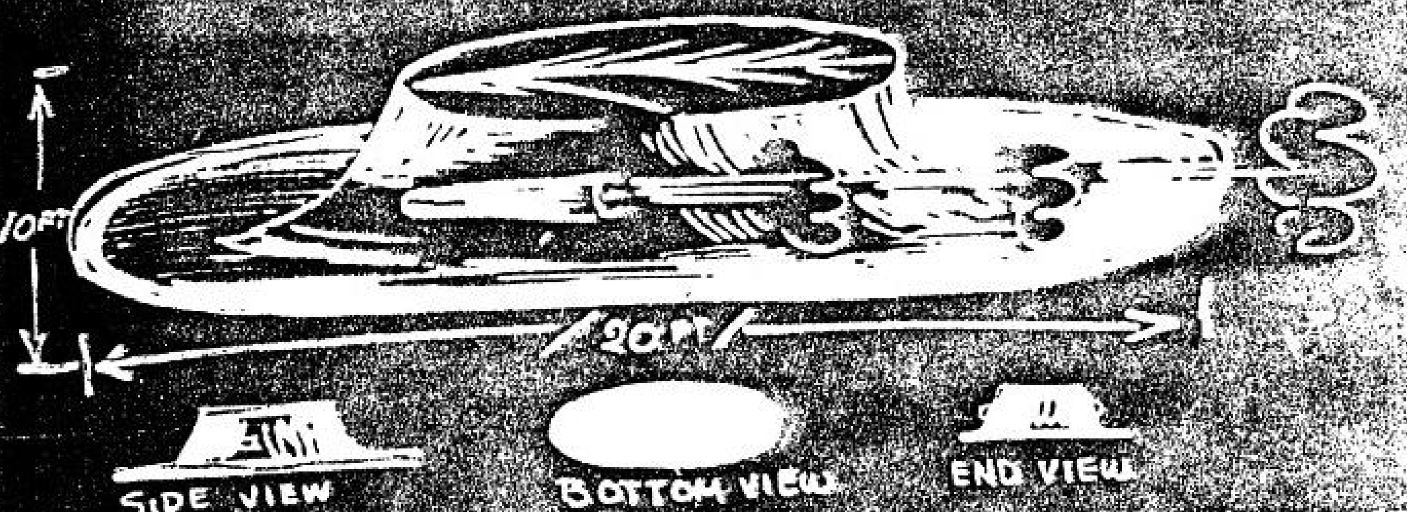
Times-News

TWIN FALLS

...onal Newspaper Serving...

TWIN FALLS, IDAHO, FRIDAY, AUGUST 15, 19[illegible]

Heads Up, Folks! The Discs Are Flying Again



This is an artist's conception of the flying disc that A. C. Urie saw sweeping through Snake river canyon six miles west of Blue Lakes ranch. It seemed to be powered by jets emitting a fiery glow on both sides, and could well be the inspiration for something new in women's hats, such as a "flying saucer" creation. (Drawing by [illegible] staff engraving)

* * * *

Flying Saucer Reported Flashing Down Canyon At 1,000 Miles Per Hour; Two Others Are Seen

By JOHN BROSNAN

[illegible] Magic Valley and the [illegible] were starting to [illegible] reports after reeling under a [illegible] of flying saucer reports, two Twin Falls county men [illegible] speculation on the mystery [illegible] vivid descriptions of discs they [illegible]

[illegible] A. C. Urie, who operates [illegible] Falls Trout farm six [illegible] west of Blue Lakes ranch in [illegible] river canyon, came perhaps [illegible] most detailed account of one of the fast-flying objects the nation has yet produced.

The flying saucer Urie saw [illegible] along through the [illegible] canyon at a height of about [illegible] feet at [illegible] p. m. Wednesday. At [illegible] a. m. the same day, L. W. Hawk[illegible] Twin Falls county commissioner and former county sheriff [illegible] [illegible] height [illegible] southwest of Twin Falls.

Here [illegible] Urie, eyewitness, description of the flying [illegible] [illegible]

Saucer Seen Flying Down Snake Gorge

UNCLASSIFIED

Incident #67

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 1600 PST

SHAPE Rocket

SIZE 5' long - 14" deep

COURSE N to S (180 degrees)

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 14 Aug 1947

LOCATION 5 Miles South of Placerville, Calif.

SOURCE Civilian Couple

DATE IN TO ATIC - - -

COLOR Polished Chrome

SPEED high (Estimated / Measured)

ALTITUDE 750' (Estimated / Measured)

LENGTH OF TIME OBSERVED Short Period

TYPE OF OBSERVATION Auto

MANEUVERS Very shallow dive

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

Prob Meteor

[redacted]

UNCLASSIFIED

Incident #67 -- near Placerville, California -- 14 August 1947

If details of the observers' statement are accurate, it would be difficult to assign an astronomical origin to the object seen in this incident. There are a few statements which, taken alone, strongly suggest that a meteor was observed: high rate of speed, "seemed to be in a shallow dive," white smoke trail, "disappeared in a puff of dark gray smoke." However, unless the description of the object (4-6 feet long and 10-14 inches wide) and the estimated distance (less than 1000 feet) are illusory, the meteoric explanation will not hold.

UNCLASSIFIED

[redacted]

[redacted]

COPY

UNCLASSIFIED

1030 hours 13 August 1947

Telephone message received from Mr. [redacted], City Editor, [redacted]

Mr. [redacted], Calif, and insurance executive with the firm of [redacted], of Sacramento, reported the following incident:

At 4:P.M. on August 14, while driving on Cedar Ravine Road, 4 to 5 miles southeast of Placerville, Calif, he, accompanied by his wife, observed a "vapor" trail moving from north to south. Closer observation revealed a piece of "shiny metal" at from 500 to 1000 feet altitude moving at a "high rate of speed". The object appeared to be more "rocket-shaped" than disc-shaped. It appeared to be approximately 5 feet in length and was "tilted in a semi-circle".

The object struck the ground with a "puff of black smoke" about 100 feet below the top of a hill which was approximately 750 feet ahead of the automobile driven by the observer. An intervening canyon prevented investigation of the location where the object was observed to have landed.

The observer is able to identify the location where the object was observed to land.

(Mr. [redacted] is a University of California graduate, and is personally known by members of the Oakland Tribune staff. He is a brother-in-law of [redacted] of the Marine Hospital of Southern California)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED DOD Dir 5200.10

UNCLASSIFIED

[redacted]

CONFIDENTIAL

Bem

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

Attached [illegible] for your information.

[illegible]

[illegible]

[illegible]

[illegible]

Bem

[illegible]

[illegible]

UNIDENTIFIED OBJECTS
4AF-1208-I
20 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

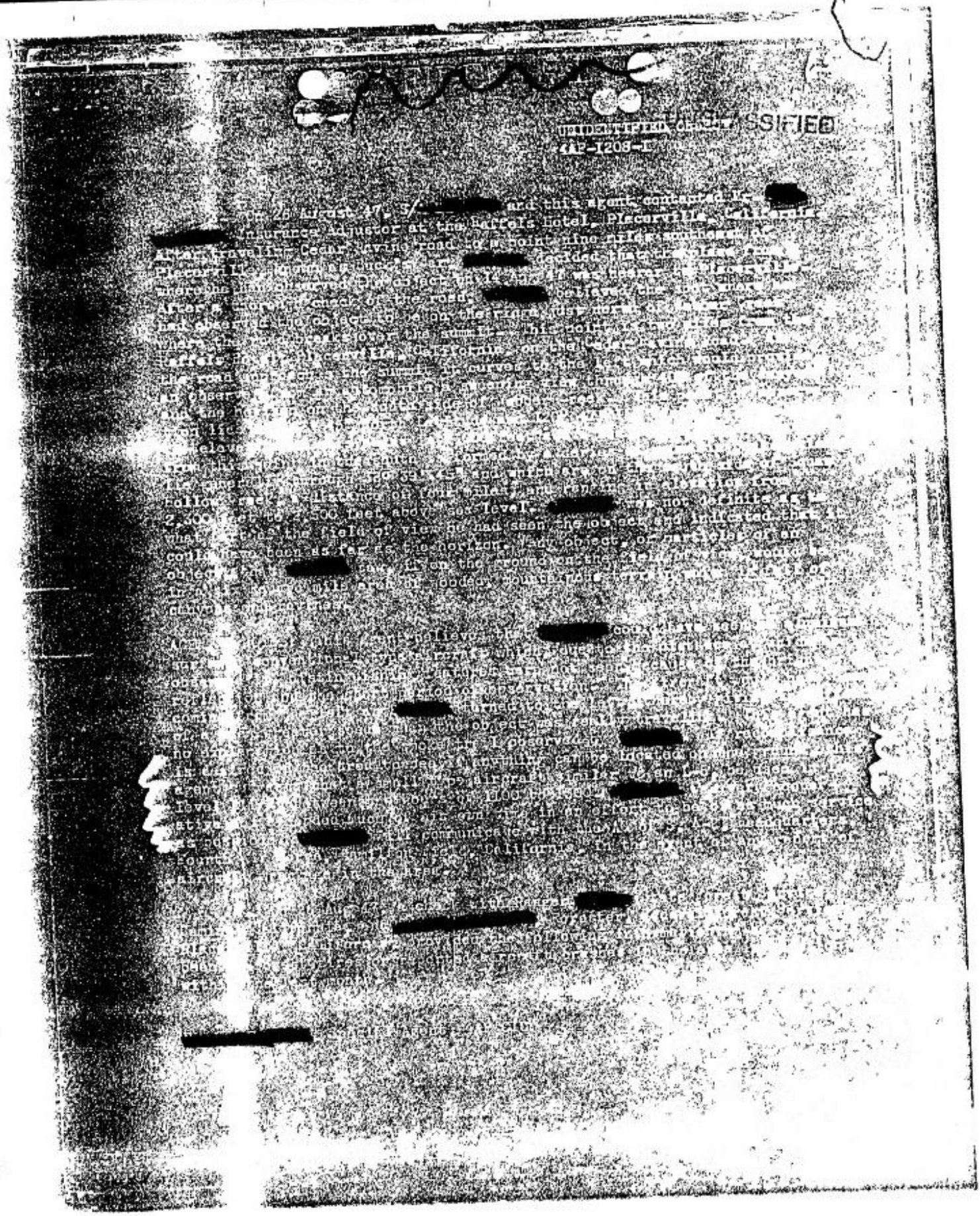
1. On 20 August 1947, [illegible] Agent and Special Agent [redacted] interviewed Mr. [redacted], Insurance Adjustor, [illegible] [redacted] Sacramento, California, and he stated in substance that on the afternoon of 14 August 1947, he was driving his automobile from [illegible]ville, California [illegible] [redacted] [illegible] the front seat [illegible] [redacted] [illegible] [redacted] [illegible] [redacted] [illegible] smoke trail out of the corner [illegible] searching for a rocket [illegible] (1330) he saw an object [illegible] length, ten to fourteen inches wide, and of a metal color [illegible] highly polished chromium. In relation to the travel of the automobile the object was first seen at 1030, and when the object reached a point at approximately 1200, it was engulfed in a puff of [illegible] about ten feet in diameter. The object was traveling at a [illegible] of speed and seemed to be in a very shallow dive. When the [illegible] appeared, the object disappeared completely and there [illegible] seen to have fallen from the smoke. The point where the object [illegible] gulfed in the smoke was about eight hundred yards [illegible] [redacted] with no possibility of the object being [illegible] tation or terrain. The object appeared [illegible] one very short period of time it appeared [illegible] very slightly curved. [redacted] [illegible] object and found her with her mouth open in an effort [illegible] and with her hand in a pointing posture toward [illegible] appeared. The object was not very high in relation to the terrain and seemed to be following the contour of a canyon.

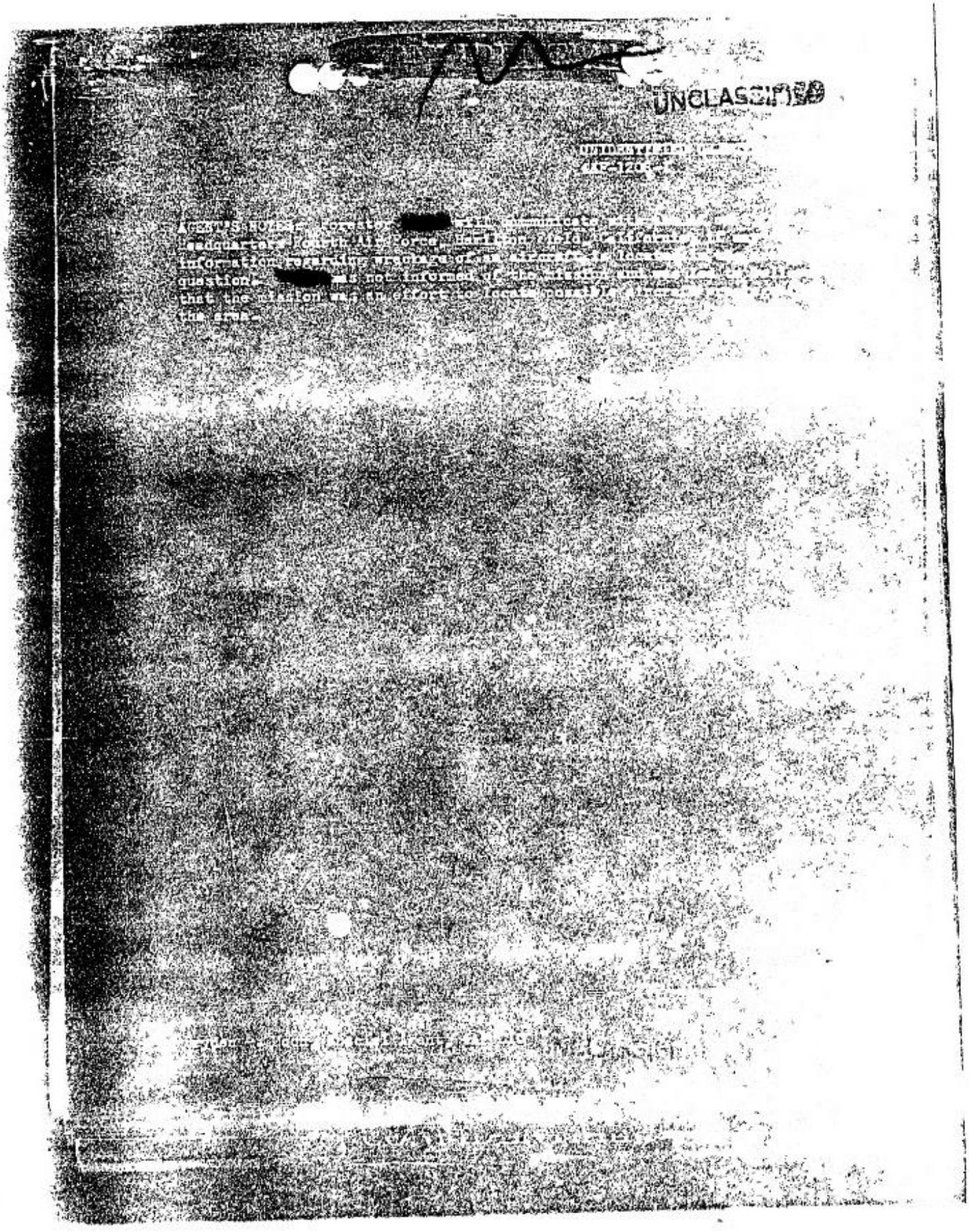
2. In a separate interview Mrs. [redacted] concurred in the information obtained from Mr. [redacted] with the following exceptions: [illegible] and the puff that engulfed the object appeared dark [illegible] was no change in the color. [redacted] estimated the object [illegible] five feet long and [illegible] [illegible] curved. The [illegible] appeared to be [illegible]

AGENT'S NOTES: [illegible] [redacted] back, the sky was clear [illegible] Mr. [redacted] [illegible] the last eighteen [illegible] [redacted] The other passengers [illegible] car [illegible] the process of moving [illegible] [redacted] [illegible] 1330, 24 August 1947 [illegible] for the purpose of [illegible] back over [illegible] where the object disappeared.

[redacted]

ACH




UNCLASSIFIED

Observer first noticed a white smoke trail and while searching for its source he saw an object 4 to 6 ft. in length by 10 to 14 inches wide and of metal color which gave off a very bright reflection like highly polished chromium.
It was first observed at 1030 position to the automobile. Upon reaching a 1200 position it was engulfed in a puff of dark gray smoke about 10 ft. in diameter. There was a change in the color of the smoke. The object was traveling at a terrific speed and seemed to be in a shallow dive. When the puff of smoke appeared the object disappeared completely. No particles were observed falling from it. The point of disappearance seemed to be about 800 yards in front of [redacted]. There was no possibility of being hidden by vegetation or terrain. It appeared rectangular for the most part, but once it appeared to have a very slightly curved top surface. It seemed more like a rocket than disc like. It seemed tilted in a semi circle.

NOTE:
Agent notes the point of observation would afford a sweeping view thru 40° of the canyon and the south side of Webber Creek.
([redacted] was not definite as to what part of the field of view he had seen the object and indicated that it could have been as far as the horizon.)
Any object or particles thereof would be in a six square mile area of wooded mountainous terrain full of canyons and ravines.

Agent thought that witness could have seen a conventional type of Aircraft which due to the distance from which it was observed presented no distinguishing features for the short period it was observed, however agent could not account for the smoke trail.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

#67

UNCLASSIFIED

1. Date of Observation . 14 Aug 47. . . .
2. Time of Observation . 1600. . . . . .
3. Where was Object(s) Sighted . FIVE MILES SOUTH OF PLACERVILLE, CALIF. . . . . 38°.42'.45" North. 120°.47'.15" West . . . . .
4. Observer's Position . . . . . GROUND. . . . . (i.e. ground, air, control tower; etc.)
5. Name and Address of Observer . MR [redacted] AND WIFE . . . . . BOX [redacted] KUM, EL DORADO COUNTY, CALIF. . . . . .
6. Occupation and/or Hobbies . INSURANCE EXECUTIVE WITH THE FIRM OF MC GUIRE AND WALLIS AND IS A GRADUATE OF THE UNIVERSITY OF CALIF. . . . . .
7. Attention Attracted to Object (s) By . . . . . .
8. Number of Object(s) Sighted . . . . . .
9. Size of Object(s) . 5 ft Long 12-14" in depth. . . . . .
10. Color of Object(s) Poliahed Chromium. . . . . .
11. Shape (Sketch if Possible) . Seemed rectangular except for a short period when it appeared to have a slightly curved top surface. Seemed tilted in a semi circle. More rocket shaped than disc shaped.
12. Nature of Luminosity . . . . . .
13. Estimated Distance of Object from Observer . Estimated 750 ft. . . . . .
14. Speed of Object(s) High rate of speed. . . . . .
15. Time in Sight . Short period. . . . . .
16. Tactics . In a very shallow dive. . . . . .
17. Sound Made by Object(s) . Not stated . . . . . .
18. Direction of Flight of Object(s) . . North to South. . . . . .
19. Apparent Construction (Of What Material or Substance) . Metallic . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . A white smoke trail was first observed . Later object was enveloped in puff of dark gray smoke. . . . . .
21. Weather Conditions Existing at the Time . Fair with sunshine . . . . . .
22. Peculiarities Noted . Disappeared in a puff of dark gray smoke. . . . . .
23. Summary of Incident . . . . . See Reverse . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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2. Non-astronomical but suggestive of other explanations

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

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

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

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

2

PRO[illegible] RECORD CARD Incident #135

UNCLASSIFIED

ATIC NO. - - -

DATE OF [illegible] Bet. 15-20 Aug 1947

AF NO. - - -

LOCATION Rapid City AFB, Weaver, S.D.

REPORT NO. - - - -

SOURCE USAF Intell. Off.

DATE OF REPORT - - -

DATE IN TO ATIC - - -

TIME OF [illegible] 2130 MST

COLOR Yellowish -white brilliant

SHAPE Elliptical

SPEED 500 mph plus Estimated / Measured

SIZE 100' plus EST.

ALTITUDE 10,000' to approx 6,000' Estimated / Measured

COURSE From NW to SW

LENGTH OF TIME OBSERVED one min.

NO. IN GROUP Approx. 12

TYPE OF OBSERVATION Ground

SOUND None

MANEUVERS Tight Diamond Formation

PHOTOS - - - SKETCHES yes

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

Prob Birds

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

Air Materiel Command Aero-Medical Laboratory (Dr. Paul M. Fitts, 212 Incidents considered)

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

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

APPENDIX E

Project Grudge

Summary of ATIC Evaluation of Remaining Reports

VII. Summary of ATIC Evaluation of Remaining Reports

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

APPENDIX I

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

[illegible], 17, 21, 27, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, 84, [illegible], 122, 134, 135, 151, 152, 154, 162, 163, 176, 183, 186, 193, 207, 214, [illegible]

Incident No. 135 -- Between 19 and 20 August 1947, 2130 Hours, Weaver, South Dakota.

An air force officer saw twelve "flying discs" four miles away over the Rapid City Air Force Base in a tight diamond formation at 8000 to 10,000 feet descending to 6000 feet at 500 MPH. Objects made a formation turn and climbed at 30° to 40° accelerating. Objects were very maneuverable, remaining equally spaced in all maneuvers. Each object was 100 feet in length, oval-shaped and brilliant yellowish-white. No sound nor exhaust trail were heard or seen.

ATIC Opinion: This reporter should be a reliable observer. However, it has been shown that distance cannot be estimated without prior knowledge of the size of an object. If distance is not known, speed cannot be estimated. More notable perhaps is that such minute detail could be remembered in a report made one year after the observation and yet the date was not remembered. Dr. Hynek suggested the possibility of detached auroral streamers.

[redacted]

UNCLASSIFIED

Incident #135 -- Weaver, South Dakota -- between 15-20 August 1947

For the description of this incident as given, there is no astronomical explanation.

The statements of an apparently well-trained observer can scarcely be doubted, but no interpretation, either astronomical or otherwise, other than possible detached auroral streamers, suggests itself. The moon at the time was new and the night apparently very dark, the most favorable conditions for the observation of auroral phenomena.

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

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2

UNCLASSIFIED

Incident #64

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2130 MST

SHAPE - - -

SIZE - - -

COURSE 45 degrees 225 degrees

NO. IN GROUP ~~3 5 7~~ 5 to 9

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 19 Aug 1947

LOCATION Twin Falls, Idaho

SOURCE Policemen

DATE IN TO ATIC - - -

COLOR Glow - similar to light bulb

SPEED very high Estimated / Measured

ALTITUDE - - - Estimated / Measured

LENGTH OF TIME OBSERVED Few min at a time

TYPE OF OBSERVATION Ground

MANEUVERS observed triangular formation

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

Pilot Bird

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

Air Materiel Command Aero-Medical Laboratory (Dr. Paul [illegible] 212 Incidents considered)

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

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

APPENDIX D

Project Grudge

Summary of ATIC Evaluation of Remaining Reports

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

APPENDIX E

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generalize on the character of observers, but each case has undesirable elements, which cannot be disregarded. The numerical designation is merely the serial number of the incident in the project files.

[illegible] 17, 21, 25, 35, 37, 40, 51, 58, 62, 64, 69, 71, 73, 76, 77, 79, 84,

[illegible] 132, 134, 136, 151, 152, 154, 162, 163, 176, 183, 186, 193, 207, 215, 230.

Incident No. 63 — 19 August 1947, 2150 hours, Twin Falls, Idaho. Several people were reported as sighting numerous groups of objects in the night sky. These objects were described as a glow in the air with a color similar to regular electric lights. The objects were said to have traveled at "terrific" speed. Some flew in triangular formation. Three objects peeled off of one group of ten, and proceeded on another course. The sky was overcast. Two observers stated that the objects could not have been birds since the lights were not a reflection of city lights.

AFC Opinion: Many familiar objects visible because of the fact that they reflect light, appear to be incandescent; for example, the moon and certain planets. The evidence is, therefore, contradictory since in one instance the objects are described as merely a glow, and later on as not being reflectory. The submitted evidence is readily explained as in incident 62; ground lights reflected from clouds, or birds in flight.

[redacted]

Incident #64 -- Twin Falls, Idaho -- 19 August 1947

There is nothing astronomical in this incident.

The reported overcast sky could have made it possible for signal or search lights to be reflected from the cloud background.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED Incident # 6

1. Date [illegible] 19 Aug 47

2. Time 9:30 P.M.

3. Location Twin Falls, Idaho

4. Name of observer Mr. [redacted] his wife, and a neighbor [illegible] of the Twin Falls Police Dept. and members of the Twin Falls Police Dept.

5. Occupation of observer [redacted]

6. Address of observer [redacted]

7. Place of observation As above

8. Number of objects undetermined - see below

9. Distance of object from observer Could not be estimated

10. Time in sight [illegible] few minutes at a time

11. Altitude could not be determined

12. Speed terrific

13. Direction of flight [illegible] and came back toward the [illegible]

14. Tactics observed triangular formation

15. Sound N/S

16. Size Could not be estimated

17. Color seen only as a glow going thru the air similar to that of regular electric lights

18. Shape Could not be estimated

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails None could be observed

22. Weather conditions overcast sky at night

23. Effect on clouds N/S

24. Sketches or photographs None

25. Manner of [illegible] N/S

26. Remarks (over)

UNCLASSIFIED

Mrs. [redacted] saw the first object traveling at a terrific rate of speed in a northeasterly direction. It was out of sight before Mr. [redacted] & their neighbor Mrs. [redacted] could see anything. While discussing this sighting all 3 saw 10 similar objects proceed rapidly in the same direction in the form of a triangle. As they were disappearing 3 of the objects on the left flank peeled off and proceeded in a more northerly direction. The remaining objects appeared to close ranks and proceeded on a NE course. Five minutes later they saw another group of 3 objects proceeding in the same direction in triangular formation. Three to 5 minutes another triangular formation of five or six objects were observed going in the same direction. Then a few minutes later the three witnesses saw large group of objects (more 35 to 50 of them) flying in a triangular formation in the same direction. Approximately 20 or 25 minutes after this group of objects were observed similar objects were noted coming back over the city in a southwesterly direction. Generally they were in groups of 3, 5 and 7 and followed each other at approximately 5-minute intervals.

Mrs. [redacted] then called Detective [redacted] of the Twin Falls Police Dept., a next door neighbor who was accompanied by [redacted] and [redacted] also members of the Twin Falls Police Dept. They observed a group of about 12 objects flying in formation over the city in a southwesterly direction.

Detective [redacted] and Mr. [redacted] stated that the objects were not unlike or coasts as they flew on a level line and did not appear to drop. [redacted] they could not have been birds [redacted] as the objects appeared lighted from the inside. Said the lights were not a reflection of the city lights.

No other persons reported seeing the phenomena but Mr. [redacted] and Mr. [redacted] stated that it was purely accidental that they had seen the objects. No one noticed any flames or anything except the glow of lights.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

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

   b. **Fair or low probability:**
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. **Non-astronomical but suggestive of other explanations**

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

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

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

3. **Non-astronomical, with no explanation evident**

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

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

UNCLASSIFIED

ATIC NO. -----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING ----

SHAPE ----

SIZE -----

COLOR -----

NO. IN GROUP one

SOUND ----

PHOTOS ---- SKETCHES -----

DATE OF INFO Late Aug 47

LOCATION Holloman AFB, N. Mex.

SOURCE Radar Technican

DATE IN TO ATIC ----

COLOR -----

SPEED motionless

ALTITUDE 200 miles

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION radar

MANEUVERS ----

UNCLASSIFIED

OTHER (False Returns

Temporary ATIC Form 329
(2 Jan 52)

ASC-251-D
15-10-431

MCIA/ACL/amb

A. G. F.	
PRIORITY	
ROUTINE	X
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

FROM: AMC

DATE: 30 Apr 48

W. R. CLINGERMAN, Col, USAF
Chief, Tech Intelligence Div
Intelligence Department

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: COMMANDING OFFICER
HOLLOMAN AIR FORCE BASE
ALAMOGORDO, NEW MEXICO
XXXXX: ATTN: COL PAUL F. HELMICK

Subject: Interview Dr JW Peoples

MCIA-4-1

MR. ZABRISKI OF THIS HQ INDICATED THAT DR. [redacted] OF THE WATSON LABORATORIES HAS INFORMATION THAT WOULD BE OF VITAL IMPORTANCE TO THE INTELLIGENCE DEPARTMENT. CONFERENCE WITH DR. PEOPLES REQUESTED ON 5 OR 6 MAY 1948. ADVISE IF CONVENIENT. INTELLIGENCE REPRESENTATIVES LT COL JAMES C. BEAM AND MR. A. C. LOEDDING WILL TRAVEL BY MILITARY AIR.

SIGNED, TECHNICAL INTELLIGENCE DIVISION

-25-

2-122

COORDINATION	C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

[illegible]

HEADQUARTERS
AIR MATERIEL COMMAND

[illegible]

[illegible]

SUBJECT: Project "[illegible]"

TO: Commanding Officer
Holloman Air Force Base
Alamogordo, New Mexico

1. On 5 May 1948, Lt Colonel James C. [illegible] Loedding, representatives of Intelligence Department, this Command, visited your Headquarters for the purpose of interviewing Dr. [redacted] of the Watson Laboratories.

2. It was learned that a Lt [redacted] [illegible] in the past, detected on a radar scope [illegible] moving at an excessive rate of speed. [illegible] be submitted to this headquarters [illegible] on these reports [illegible] be reported to this headquarters [illegible]

[illegible]

[illegible]
Colonel, USAF
Chief, Tech Intelligence Dept.
Intelligence Department

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

HOLLOMAN AIR FORCE BASE
ALAMOGORDO, NEW MEXICO
OPERATIONS & PROJECTS
ELECTRONIC & ATMOSPHERIC DIVISION

[illegible]

1. Reference is made to Par 2, basic communication [illegible] misunderstanding exists in that I did not personally [illegible] objects moving at an excessive rate of speed [illegible] Mr. [redacted] of Watson Laboratories, [illegible] objects. However, [redacted] informed [illegible] not moving at an excessive speed, but [illegible] somewhere in the vicinity of 200 miles. When these [illegible] scope of the CPS-4 (Modified) the angle of elevation [illegible] was approximately 70 degrees from horizontal.

2. During the latter part of August, 1947, this organization was carrying on several test runs with a modified SCR-270 at this base. I had released a corner reflector and two balloons and was watching them in their flight as they drifted to the southeast from this base. While watching the balloons through a pair of ten power binoculars, a white object appearing to be round, came into my field of vision. I followed the object as [illegible] possible but lost it within seconds after picking it up. The object was traveling at an unprecedented rate of speed and [illegible] thousand feet over the top of the Sacramento [illegible] horizontal flight south to north.

3. There have been other times when [illegible] that I have seen round or flat-round objects that [illegible]

4. In view of Par 1, this information, it is suggested that [illegible] [redacted] of the RAMA Laboratory, [illegible] Watson Laboratories, [illegible] Jersey be contacted.

[redacted]

Communication [illegible]

[redacted]

UNCLASSIFIED

11 May 1948

Report of Trip to Holloman Air Force Base, 5 - 6 May 1948

1. The primary purpose of this trip was to interview [redacted], representing the Watson Laboratories, who was temporarily on loan to Holloman Air Force Base. Upon arrival, it was learned that [redacted] had returned to the Watson Laboratories at Red Bank, N. J. A teletype sent from Holloman Air Force Base stating that [redacted] would not be available for interview did not reach Hq, AMC in sufficient time to postpone the visit. However, it was learned that [redacted] would be at Maxwell Air Force Base, Montgomery, Ala. on or about 11 May 1948 for an indefinite period of time.

2. A civilian, Mr. [redacted], who works in the same laboratory with [redacted] had also seen the unidentified flying object while in the presence of [redacted]. Mr. [redacted] was interviewed with the following stated results:

a. The object definitely was not a balloon.

b. The object appeared round and white; was at a great altitude and moved at a high rate of speed.

3. Mr. [redacted] promised to send in a detailed report through channels, together with the report of another civilian who also witnessed the phenomenon.

4. It was also learned that [redacted] who works in the Radar Laboratory at Holloman AF Base has, on several occasions in the past, witnessed on his scope unidentified flying objects at high altitudes, moving at a very high rate of speed. [redacted] was not available for interview; however, a request for a detailed report of these observations was forwarded to the Commanding Officer, Holloman Air Force Base.

5. Lt Colonel James O. Beam and Mr. Alfred C. Loedding proceeded to Phoenix, Aris. to interview Mr. [redacted] and follow up on the report and photographs submitted by him some months ago. Although Mr. [redacted] is currently employed as a pianoplayer in a night club, his primary interest is in a small but quite complete laboratory behind his home. According to his business card, this laboratory is called "Panoramic Research - Laboratory and Observatory"; and Mr. [redacted] is referred to as the "Chief of Staff". Mr. [redacted] appeared to be completely sincere and apparently is quite interested in scientific experiments. Mr. [redacted] stated he was an aircraft recognition instructor during the last war, and that in his opinion, the object sighted definitely was not a wind-blown object. He reiterated that the object was not less than 2000 ft. away and that it was not much more than 2000 ft. away unless he had greatly underestimated its size. Mr. [redacted] pointed out where he had stood when he took the pictures of this flying object and indicated the exact paths of approach and departure of the object. He added that when the object turned directly away from him, he observed what appeared to be one large opening or vent across the entire trailing edge. Mr. [redacted] promised to send in another more detailed report, incorporating this observation.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

6. All agreed on the following: the object was very high, moved faster than any known aircraft, possessed a rounded, indistinct form, and disappeared suddenly rather than feding away in the distance. It was under observation 1/2 minutes or slightly less. It was definitely not a balloon and apparently not manned judging from the violent maneuvers which were performed at a high rate of speed.

7. [redacted] stated that he placed great credence upon these observations because all three men are trained balloon observers. He suggested that an observation team equipped with search apparatus both optical and radar be placed at Holloman Air Force Base in order that more definite information might be secured in the event of a recurrence of an incident of this type. He also suggested that the radio sonde stations in the U. S. be alerted for incidents of this type. He promised to alert the observers in his department to be on the watch for and to report any similar incidents.

8. Mr. [redacted] of the Radar Laboratory was interviewed on 4 June 1948. His statements do not check very closely with those contained in Lt Markley's report to this office. Mr. [redacted] stated that Lt [redacted] was one of two observers on a modified CPS 4 Optical Tracking Device. The observations Lt [redacted] reported seeing on this equipment could not be confirmed at any time by the other tracker. Mr. [redacted] passed off the "ghost plot" he personally observed on the radar equipment as merely the illusion of the equipment. He explained that this "ghost" did not move, and was possibly the echo from a distant mountain on a side wave of the radar equipment. He also spoke of "crazing" which is the effect on radar by the white gypsum sand in the area directly west of the Air Base. He also mentioned another form of "ghost" called "Angels" which have been detected and which are believed to be caused by changes in air density. Such phenomena have been observed and reported from Camp Edwards.

RECOMMENDATIONS AND ACTION TO BE TAKEN

1. In the light of Mr. [redacted] statements, the frequency of the sightings at Holloman Air Force Base does not warrant the placing of an observation team at that station. Should the sightings become more frequent and more substantial evidence be received from [redacted] alerted observers, further consideration will be given to the initiation of such a project.

2. The Weather Service Headquarters at Tinker Field will be questioned as to the feasibility of alerting their radio sonde stations to be on the lookout for unidentified aerial objects. A similar request will be made to the Signal Corps and Coast Artillery through Headquarters, Army Field Forces.

[redacted]
Lt Col., USAF
Project Officer
Tech Intel Div.

UNCLASSIFIED

2

Incident #51

UNCLASSIFIED

[illegible]	—	DATE OF INFO	3 Sept 1947
[illegible]	—	LOCATION	Oswego, Ore.
[illegible] NO.	—	SOURCE	Female Civilian
DATE OF REPORT	—	DATE IN TO ATIC	—
TIME OF [illegible]	1215 PST	COLOR	Silver
SHAPE	Round	SPEED	—
SIZE	—	ALTITUDE	High
COURSE	—	LENGTH OF TIME OBSERVED	—
NO. IN GROUP	12-15	TYPE OF OBSERVATION	Ground
SOUND	—	MANEUVERS	—
[illegible]	— SKETCHES —		

UNIDENTIFIED

Temporary ATIC Form 3[illegible]9
([illegible] Jan 52)

UNCLASSIFIED

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

Air Materiel Command Aero-Medical Laboratory (Dr. [illegible] 212 Incidents considered)

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

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

APPENDIX X

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

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

APPENDIX A

In the following section of this report, each remaining [illegible] incident is considered separately. It is not the intent to [illegible] the character of observers, but each case has undesirable elements, [illegible] be disregarded. The numerical designation is merely the [illegible] of the incident in the project files.

[illegible], [illegible], 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, [illegible], [illegible]

[illegible], 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, [illegible], [illegible], 215, [illegible]

Incident No. 51 -- 3 September 1947, 1215 hours, Oswego, Oregon. A housewife observed twelve to fifteen round, silver-colored objects at a high altitude. No further information was submitted, therefore, no conclusion can be reached.

[redacted]

UNCLASSIFIED

Incident #61 -- Oswego, Oregon -- 3 September 1947

The limited information given here does not suggest anything astronomical.

It is surprising that there was only one witness to this incident, since it occurred in a city, at a time when there was a plane in the sky.

If these objects were not ordinary aircraft at a great distance, or a cluster of balloons, then the incident must be considered together with others reporting groups of unidentified round or discoid objects, several of which occurred in this locality (e.g., incidents #5-9, 12-16).

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 51

1. Date 3 Sept 47
2. Time 1215
3. Location Oswego, Oregon
4. Name of observer Mrs. [redacted]
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation Oswego, Oregon
8. Number of objects 12 to 15
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude high
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color silver
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on sight N/S
24. Sketches or photographs [illegible]
25. Number of [illegible] N/S
26. Remarks: 12 to 15 round [illegible] above Oswego, Oregon at 1215, 3 Sept [illegible] a local plane flying overhead.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 82, 84, 98, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] Incident #61, 62

UNCLASSIFIED

DATE OF INFO 8 Sept 1947

ATIC NO. - - -

WP NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2230

DATA - - -

SHAPE "Pigeon"

COURSE 360 degrees

NO. IN GROUP Approx 12 5 groups of 7 each

SOUND - - -

PHOTOS - - - SKETCHES - - -

LOCATION Logan, Utah

SOURCE Civilian Couple

DATE IN TO ATIC - - -

COLOR White & Illuminated

SPEED "Faster than Birds" Estimated - - -

ALTITUDE 2000'-3000' Measured - - -

LENGTH OF TIME OBSERVED 1 to 2 Min.

TYPE OF OBSERVATION ground

MANEUVERS Circled city in one to two min. in group formation.

Prob Birds

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #62

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING Betw. 2230 & 2300 MST

SHAPE Group of Lights

SIZE Individual lights small

COURSE circled city

NO. IN GROUP 5 groups 35 to 60 each

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 8 Sept 1947

LOCATION Logan, Utah

SOURCE Civilian Couple

DATE IN TO ATIC - - -

COLOR Yellowish

SPEED High Estimated / Measured / Estimated

ALTITUDE Several thousand Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Ground

MANEUVERS - - -

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

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

Air Materiel Command Aero-Medical Laboratory (Dr. [illegible] 212 Incidents considered)

There are sufficient psychological explanations for the [illegible] unidentified flying objects to provide plausible explanations [illegible] ports not otherwise explainable. These errors in identifying [illegible] stimuli result chiefly from inability to estimate speed, distance, size.

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

[illegible]

Project Grudge

S[illegible] of AMC Evaluation of Remaining Reports

VII. S[illegible] of AMC Evaluation of Remaining Reports

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

APPENDIX I

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

[illegible] 35, [illegible] 40, 51, 53, [illegible] 68, 71, 75, 76, 77, [illegible]

[illegible], 122, 13[illegible], 13[illegible], 151, 152, 154, 162, 1[illegible], 176, 183, 186, 193, [illegible]07, 21[illegible]

Incident No. 62 -- 8 September 1947, 2250-2300 hours, Logan, Utah. A man and his wife, together with five other unidentified people, observed five groups each of 35-60 small objects, yellowish-white in color, flying several thousand feet in the air at a high rate of speed. The weather was cloudy.

ATIC Opinion: From the limited evidence submitted, it is practically impossible to formulate a conclusion. Fast motion could be attributed to closeness rather than to true linear distance. In an atmosphere of darkness, any impression may be erroneous. Ground lights reflected from moving, low-hanging clouds, themselves not visible, could readily account for this report. Light colored birds are another possibility.

UNCLASSIFIED

Incident #61, 61a -- Logan, Utah -- 8 September 1947

This incident, and incident #62, which clearly refer to the same objects (witnesses were together at the time of observation) do not have an astronomical explanation.

Since it was dark, any judgment of distance can be greatly misleading, and extremely fast motion might be ascribed to closeness rather than to true linear distance.

UNCLASSIFIED

Incident #62 -- Logan, Utah -- 8 September 1947

This incident does not have an astronomical explanation.

See report on incident #61.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED Incident [illegible]

1. Date 8 Sept 47
2. Time 2230 P. M.
3. Location Logan, Utah
4. Name of observer Mr and Mrs [redacted]
5. Occupation of observer N/S
6. Address of observer Logan, Utah
7. Place of observation Logan, Utah 40° 45' N 111° 51' [illegible]
8. Number of objects Approx 6 [illegible]
9. Distance of object from observer N/S
10. Time in sight [illegible] one to 2 minutes
11. Altitude 2,000 to 3,000 ft
12. Speed "faster than birds"
13. Direction of flight north
14. Tactics circle city in approx one to two minutes [illegible] formation
15. Sound N/S
16. Size about the size of pigeons
17. Color white and illuminated
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather condition [illegible] cloudy
23. Effect on clouds N/S
24. [illegible]
25. [illegible]
26. [illegible]

Mr. & Mrs. [redacted] stated that they in company with a Mr. & Mrs. [redacted] saw approximately 12 objects flying in group formation at about 2,000 or 1,000 ft. in the air. In size they resembled pigeons but seemed to be white and illuminated. They were certain they weren't birds as they appeared to be moving faster than birds and they circled the city in approximately one to two minutes. See no wing movement during the flight. They couldn't make up their minds as to exactly what they saw.

CHECK-LIST — UNIDENTIFIED FLYING OBJECTS

Incidence: 61

1. Date 8 Sept 47

2. Time Approx 10:30 P. M.

3. Location Logan, Utah

4. Name of observer Mr & Mrs [redacted]

5. Occupation of observer N/S

6. Address of observer N/S Logan, Utah

7. Place of observation Logan, Utah 40° 45' N 111° [illegible]

8. Number of objects N/S

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude N/S

12. Speed N/S Much faster than birds

13. Direction of flight clockwise above city

14. Tactics changed formation

15. Sound N/S

16. Size approx that of star

17. Color N/S

18. Shape N/S

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails N/S

22. Weather conditions Cloudy

23. Effect on clouds N/S

24. Sketches [illegible]

25. Manner of disappearance N/S

26. [illegible]

[illegible]

At first the objects were thought to be the lights of a plane. However they seemed to change in formation. Thought that objects travelled much faster than birds.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 38, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 56, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 54, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

UNCLASSIFIED

[redacted] (Incident #59

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 0553Z Sunset plus 45 Min.

SHAPE Like Meteor

SIZE - - -

COURSE 350 degrees to 110 degrees

NO. IN GROUP 1

SOUND - - -

PIC POS - - - SKETCHES - - -

DATE OF INFO 12 Sept 1947

LOCATION Midway Island to Oshu - beyond Necker I.

SOURCE Civilian Pilots

DATE IN TO ATIC - - -

COLOR White to Red

SPEED 1160 mph(1000 knots) Estimated / Measured

ALTITUDE 9,500' Estimated / Measured

LENGTH OF TIME OBSERVED 6 sec.

TYPE OF OBSERVATION Aerial

MANEUVERS Abruptly changed course but altitude & horizontal flight maintained.

Temporary ATIC Form 329
(1 Jan 52)

UNCLASSIFIED

[redacted]

Meteor

[redacted]

UNCLASSIFIED

Incident #59 -- beyond Hecker Island -- 12 September 1947

From the evidence at hand, it appears quite likely that the object observed was a fireball. Fireballs have been known to change course abruptly when splitting. The reported change to reddish hue from the previous color of incandescent light, the length of time in sight, and the manner of disappearance all lend support to this hypothesis. At sunset one can expect relatively slow-moving, nearly horizontal fireballs.

UNCLASSIFIED

[redacted]

UNCLASSIFIED JCO/dn

[redacted] (Old Naval Station)

16 September 1947

Memo for: DIO-14ND.

Subj: Unidentified Object in Flight Observed by Pan American Pilots.

1. At approximately 1000 on 13 September 1947, reporting agent received a telephone call from Lt. Comdr. [redacted], USN, Air-Sea Rescue Operations Officer attached to Commander Hawaiian Sea Frontier, reporting that a Pan American plane in flight from Midway Island to Oahu on the previous evening had sighted an unusual object in flight about 0500 GCT. Arrangements were made by reporting agent to meet Lt. Comdr. [redacted] and the Pan American pilots at the District Intelligence Office at 1130 that date.

2. With Captain R. R. Lyons, USN, District Intelligence Officer, 14th Naval District, present, Lt. Comdr. YOUNG and Pan American officers were interviewed by the reporting agent. They were, respectively: [redacted], Plane Captain, who has been flying for Pan American for ten years, has 7000 hours in the air, and has flown routes over both the north and south Atlantic and the Pacific Ocean between the Philippines and the Mainland; [redacted], Second Officer, who has 11 years in aviation, 1700 hours in the air, has been in with Pan American one year on the Pacific route, and for four years was in the Army Air Force flying B-24's in combat flight in the south Pacific, as well as on East Coast training duty. Both aviators impressed reporting agent as completely reliable, intelligent, and keen observers who were attempting to give a factual explanation of an unusual phenomenon.

3. The information as supplied by Pilot [redacted], and concurred in by [redacted], is as follows: The Pan American plane was eastbound from Midway on magnetic course 98, which is approximately 110 true, flying at 9000 feet and making 205 knots. The plane was flying on the automatic pilot with [redacted] in the right-hand seat in the control cabin and [redacted] in the left-hand seat. It was dark and at about 9000 feet there were cumulus clouds of about .4 density. Both agreed that the sun had set about 45 minutes previously.

4. The Pan American plane had passed Necker Island at 0535 GCT. At 0553 GCT a white light was observed about 60 degrees off the starboard bow of the plane. This light, according to [redacted], appeared to be the light of an approaching airplane except that it was extremely intense. It had the color of an incandescent light without appreciable blue and violet rays. The object appeared to be on a course about 250 degrees true. When first observed was estimated to be about five miles away. The

UNCLASSIFIED - 1 -

[redacted]

UNCLASSIFIED

16 September 1947

Subj: Unidentified Object in Flight Observed by Pan American Pilots.

light grew in size and intensity, but without any change in color, to a point that was estimated to be one mile off the starboard bow of the plane.

5. The pilots were about to switch from the automatic pilot to manual control when the subject veered suddenly to an approximate course of 109 degrees and then the bright light appeared to split into two parts and assumed a reddish hue. These two reddish lights did not have the intensity of the white light and appeared to be about a wing-length apart. As the object changed course, the extraordinary speed was appreciated. The object far outraced the Pan American plane and the twin lights appeared to burn out at an estimated 30 miles ahead of the Pan American plane. The entire phenomenon, both agreed, was observed for about six seconds. [redacted] roughly estimated that the object was traveling at 1000 knots.

6. Both observers expressed familiarity with meteors and usual astronomical phenomena and agreed it could have been a meteor except for the manner in which it held altitude. At no time did the object appear to get above 10,000 feet or below 9,500 feet. When it disappeared, the object still appeared to have about 9,500 feet altitude. At no time did the object give off sufficient illumination to reflect on the cloud formation at 8,000 feet. Both observers were questioned at length about the possibility of an optical illusion and the probability of the object dropping at an oblique angle, but both firmly declared that the object apparently changed course and that it appeared to hold altitude throughout the entire time it was observed.

7. This information was passed by telephone to Fleet Intelligence Officer, Pacific Fleet, and to A-2 of the 7th Air Force at Hickam Field. No evaluation of the unidentified object was possible by any of these agencies.

JAMES C. O'NEIL
Intelligence Analyst

OPNAV-16-139

161051

mb

DATE OF LETTER: 16 Sep 47

DATE RC'D ONI: 19 Sep 47

KEYED IN

TO	INITIAL
32V	(W)

22 Sept.

OUT (DATE)

ORIGINATOR

1. DIO, 14 ND

2.

ORIGINATOR'S FILE NUMBER: C-0146

ADDRESSED TO: CNI

VIA

ONI FILE NUMBER

1.

2.

SUBJECT

1. Unidentified Object in Flight Observed by Pan American Pilots.

2

REFERENCES-ENCLOSURES-ENDORSEMENTS

Encl: (A) Copy of Memo for DIO#14ND, dtd 16 Sep 47, same subj. (W)

SECONDARY ROUTING BY

TO (2)	INITIAL	TO (3)	INITIAL	TO (4)	INITIAL	TO (5)	INITIAL	TO (6)	INITIAL	TO (7)	INITIAL
VA		DAB									
FOR		FOR		FOR		FOR		FOR		FOR	
OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)	

COMMENTS AND REMARKS

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

UNCLASSIFIED

[redacted]

1 O N. I ROUTING SLIP --- FINISHED FILE COPY --- DO NOT DETACH

FOURTEENTH NAVAL DISTRICT
District Intelligence Office
Sixth Floor, Young Hotel
Honolulu, Hawaii

MAIL ROOM
SEP 1947
OP-32-C-248

14ND/A11/AS-2
Serial C-0146

UNCLASSIFIED

16 September 1947

From: District Intelligence Officer, 14th Naval District
To: Chief of Naval Intelligence.

Subj: Unidentified Object in Flight Observed by [illegible]

Encl: (A) Copy of Memo for DIO-14ND, dtd 16 Sept 1947, [illegible] subject.

[illegible]

[illegible]

P. R. LYONS

Cc: FIO-PacFlt-(1)
A-2, 7th Air Force, Hickam Field (1)

[redacted]

Plane had just passed Necker Island at 0535 GCT. At 0558 GCT an intense white light was observed 60° off starboard bow of plane. It appeared similar to the light of an approaching plane except that it was extremely intense. The color was that of an incandescent light without appreciable blue and no reddish tinge. It appeared on a course about 350° true some 5 miles away. The light grew in intensity (but without any change in color) to a point estimated to be one mile off starboard bow of the plane. When the PA plane switched over to manual control the object suddenly veered to an approximate course of 109° and then the bright light appeared to split into two parts and assumed a reddish hue. These two reddish lights did not have the intensity of the white light and appeared about a wing-length apart. As it changed its course the extraordinary speed was noted. It far outraced the Pan American plane and the twin lights appeared to burn out 30 miles ahead. The entire phenomenon was observed for some six seconds. Object was estimated to be traveling 1,000 knots per hour.

NOTE: Both observers thought it could have been a meteor except for the manner in which it held altitude. At no time did it appear to get above or below 9,500 ft. When it disappeared it still seemed at about 9,500 ft. at no time did it give off sufficient illumination to reflect on the cloud formation at 8,000 ft.

Both observers were questioned as to possibility of optical illusion and the probability that the object dropped at an oblique angle but both firmly declared the object apparently changed course and that it appeared to hold altitude throughout the entire time observed.

PAA plane was eastbound from Midway on magnetic course 98, which is approximately 110° true, and flying at 9,000 feet at about 205 knots. It was flying on automatic pilot with [redacted] in the right-hand seat in the control cabin and [redacted] in the left-hand seat. It was dark and there were cumulus clouds of about .4 density. The sun had set 45 minutes previously.

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 59

1. Date 12 Sept 47.
2. Time 45 minutes after sunset
3. Location Midway Island to Oahu - beyond Necker Island
4. Name of observor Capt [redacted] &
   2d Officer [redacted]
5. Occupation of observor Pilot and 2d officer, PAA
6. Address of observor N/S
7. Place of observation Beyond Necker Island (23° 34' N 164° 42' W)
8. Number of objects 1
9. Distance of object from observor 1 mile
10. Time in sight. Six seconds
11. Altitude 9,500 to 10,000 ft
12. Speed 1160 MPH (1000 knots)
13. Direction of flight 350° then 109°
14. Tactics Abruptly changed course but observed horizontal flight holding altitude
15. Sound N/S
16. Size N/S
17. Color N/S (See below - exhaust)
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S - light the color of an incandescent light without appreciable blue & no reddish tinge
22. Weather conditions dark - 45 minutes after sunset
23. Effect on clouds No effect on clouds
24. Sketches or photographs None
25. Manner of disappearance Appeared to burn out 50 miles ahead of PA plane
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 160, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

PROJECT [illegible] RECORD CARD (ncident #72

UNCLASSIFIED

DATE OF INFO 17 Sept 1947

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING - - -

SHAPE Spherical

SIZE 2' - 3' diameter

COURSE 180 degrees

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

LOCATION Ft. Richardson, Alaska

SOURCE Army Officer

DATE IN TO ATIC - - -

COLOR Metallic Silver

SPEED Tremendous Estimated / Measured / Estimated

ALTITUDE below 10,000' Measured

LENGTH OF TIME OBSERVED 15-20 sec.

TYPE OF OBSERVATION Ground

MANEUVERS Travelling against wind

Prob Meteor

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

HEADQUARTERS
AIR MATERIEL COMMAND

UNCLASSIFIED

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO ATTENTION OF FOLLOWING OFFICE SYMBOL:
TSNAD-2B

TSNAD-2B/ACL/amb

WRIGHT FIELD, DAYTON, OHIO

18 NOV 47

SUBJECT: Flying Discs

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTENTION: Office, Director of Intelligence
Lt Colonel George Garrett, Jr.

1. The inclosed newspaper clippings are submitted for your information and comment. The incident reported in Seattle appeared in the "Dayton Journal" on 12 November 1947, and should be followed up if possible.

2. The story by Lionel Shapiro regarding war weapons developed in Spain evidently was printed in a number of leading newspapers throughout the country. The significance of this article will be dependent upon certain essential elements for such alleged important developments, such as funds, materials, experimental testing facilities, and technological "know-how". The latter is supposed to be supplied by German scientists. The German scientists at this Hq indicate that no important scientists from Germany are working in Spain, and those mentioned in this article are not known to them.

3. If possible, therefore, an effort should be made to obtain names, qualifications, or any information that might help to identify the alleged German scientists working in Spain.

4. A brief statement was made in a recent intelligence report from Hq, USAF, AC/AS-2, regarding a flying disc incident in Alaska in September. The close range sighting reported should render a more detailed observation than what was reported, which also suggests a follow-up.

5. It is further requested that this office be advised as to progress being made on the plotting of all flying disc incidents to date, particularly in North America. It was understood that Dr. Carroll was going to plot these incidents, but no further word was received regarding this effort.

FOR THE COMMANDING GENERAL:

UNCLASSIFIED

H. M. McCOY
Colonel, Air Corps
Chief of Intelligence

[redacted]

Incl
Newspaper clippings

AMC Form No. 18-... (Aug 45)

SAVE

[redacted]

UNCLASSIFIED

OIR

HEADQUARTERS

AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO ATTENTION OF FOLLOWING OFFICE SYMBOL:

TSNAD-2B

TSNAD-2B/ACL/amb

WRIGHT FIELD, DAYTON, OHIO

24 NOV 1947

SUBJECT: Flying Discs

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTENTION: Office, Director of Intelligence
Lt Colonel George Garrett, Jr.

Reference letter, subject as above, dated 13 November 1947, it is requested that immediate action be taken to appropriately mark or stamp this correspondence with the classification "secret". This classification number is as follows: U-48983

FOR THE COMMANDING GENERAL:

E. M. McCOY
Colonel, USAF
Chief of Intelligence

To D/I files
action completed
Lt Col Garrett - OIR-CO
12-10-47

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

0004 Philmon

UNCLASSIFIED

[redacted]

9 APR 46 20000

UNCLASSIFIED

CHECK-LIST — UNIDENTIFIED FLYING OBJECTS

1. Date 17 Sept 1947
2. Time N/S
3. Location Alaska
4. Name of observer N/S
5. Occupation of observer
6. Address of observer N/S
7. Place of observation
8. Number of observers
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Below 10,000 ft
12. Speed
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size 2-3 ft diameter
17. Color metallic silver
18. Shape spherical
19. Odor detected N/S
20. Apparent construction
21. Exhaust trails
22. Weather conditions
23. Effect on clouds N/S
24. Shadowless or
25. Manner of disappearance

DOD STATED

UNCLASSIFIED

Two army officers reported to Office, Director of Intelligence, [illegible]
Alaskan Dept., Ft Richardson, Alaska, saying that they had [illegible]
an object passing thru the air at tremendous speed. Object appeared [illegible]
to be a sphere and did not give the impression of being [illegible]
comparable to a disk. Altho, the first officer stated that it would
be impossible to give minute details, the object appeared to be 2 to 3 feet
in diameter and did not leave any vapor trail in the sky.
He stated the object appeared metallic and silver in color (like that of airplanes)
As there was scattered cloud formations at 10,000 ft and the object was
noted to be traveling below the cloud formation, [illegible]
the approximate altitude.
To the second officer the object appeared approximately 10 ft [illegible]
and compared it to half the size of a full [illegible]
He estimated the altitude to be only 3,000 or 5,000 ft. The object appeared
broadside to the second officer and gave evidence of a spinning motion or
did he note a reflection. To him it appeared to be a dull metal finish.
In conclusion the second officer pointed out that the object was definitely
traveling against the wind.

PROJECT 10073 RECORD

1. DATE - TIME GROUP 1947	2. (CATION (Alaska
3. SOURCE Not known	10. CONCLUSION Astro (DAYLIGHT METEOR)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Not reported	11. BRIEF SUMMARY AND ANALYSIS Case missing. Cards missing.
6. TYPE OF OBSERVATION Not reported	
7. COURSE Not reported	
8. PHOTOS ☐ Yes ☐ No Not reported	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No Not reported	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

[redacted]

Incident #72 -- Alaska -- 1947 (exact date not known)

From the scanty information available, it appears improbable that this object was astronomical, unless the report represents a highly garbled and subjective account of a daylight meteor. (The time of the sighting is not given, but it is assumed from the description of the incident that it occurred during daylight hours.)

It should be noted as a matter of general record that some of the reports received at observatories of recognized fireball falls are so highly colored and garbled that if the astronomer did not have independent evidence of the identity of the object, it would be impossible to determine from these reports.

[redacted]

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

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

MCIAXO-3/HWS/ra
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	43				

2-26431-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-81,181-A

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

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

   b. **Fair or low probability:**
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. **Non-astronomical but suggestive of other explanations**

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

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

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

3. **Non-astronomical, with no explanation evident**

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

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

PROJECT 1007[illegible] RECORD CARD Incident #18

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING - - -

SHAPE ball

SIZE - - -

COURSE - - -

NO. IN GROUP one

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 20 Sept 47

LOCATION Toronto, Canada

SOURCE Two Civilians

DATE IN TO ATIC - - -

COLOR Yellow

SPEED - - - Estimated / Measured

ALTITUDE - - - Estimated / Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION - - -

MANEUVERS - - -

REMARKS: Proved to be a hoax.

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #18 -- Toronto, Canada -- 20 September 1947 .

It is stated in the information given here that this incident has been determined to be a hoax.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

PROJECT 10073 RECORD CARD

Incident #179

ATIC NO. - - -	DATE OF INFO Oct 1947
AF NO. - - -	LOCATION San Francisco, Calif.
REPORT NO. - - -	SOURCE Aviation Student
DATE OF REPORT - - -	DATE IN TO ATIC - - -
TIME OF SIGHTING - - -	COLOR "Mysterious Light"
SHAPE - - -	SPEED - - - Estimated Measured
SIZE - - -	ALTITUDE - - - Estimated Measured
COURSE - - -	LENGTH OF TIME OBSERVED - - -
NO. IN GROUP 1	TYPE OF OBSERVATION Ground
SOUND - - -	MANEUVERS - - -

PHOTOS - - - SKETCHES - - -

UNCLASSIFIED

Insuff Info
Prob Static Electric
Phenomenon

Temporary ATIC Form 329
(2 Jan 52)
(CASE MISSING)

[redacted]

No. 179: Crack-pot report; insufficient information to evaluate.

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

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

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

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

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

FOR THE CHIEF, AIR WEATHER SERVICE

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

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 78, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

[redacted]

PROJECT 10073 RECORD (D

UNCLASSIFIED

(Incident Oct 1947)

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2300

SHAPE - - -

SIZE - - -

COURSE NW to South

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 11 May 1949

LOCATION Dodgville, Wis.

SOURCE Male Civilian

DATE IN TO ATIC - - -

COLOR - - -

SPEED "Faster than plane" Estimated Measured

ALTITUDE "about 2 mi" Estimated Measured

LENGTH OF TIME OBSERVED About 1 hr.

TYPE OF OBSERVATION Ground

MANEUVERS Circle Counter-clockwise

UNCLASSIFIED

Temporary ATIC Form 3[illegible]
(2 Jan 52)

[redacted]

PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
October 1947	Dodgeville, Wisc	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 2300 GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION one hour	8. NUMBER OF OBJECTS One	9. COURSE NW to S
		☐ Other ☐ Insufficient Data for Evaluation ☒ Unknown

10. BRIEF SUMMARY OF SIGHTING

No description, except that a "saucer" was to the NW, moving slowly to the south. All at once in a sudden burst of speed it circled from right to left in a huge circle and moved toward the south at the same time. No sound, smell, or trail. Very high rate of speed in making the circles.

11. COMMENTS

Unidentified.

1-3712-1

ATIC FORM 329 (REV 16 SEP 52)

UNCLASSIFIED

Incident #71

ATIC NO. -----

AF NO. -----

REPORT NO. -----

DATE OF REPORT -----

TIME OF SIGHTING -----

SHAPE Object w/ vapor trail

SIZE -----

COURSE East-circled to west

NO. IN GROUP 1

SOUND none

PHOTOS ----- SKETCHES -----

DATE OF INFO 8 or 9 Oct 47

LOCATION Las Vegas, Nevada

SOURCE Ex AF Pilot and others'

DATE IN TO ATIC -----

COLOR -----

SPEED 700-800 mph

ALTITUDE -----

LENGTH OF TIME OBSERVED -----

TYPE OF OBSERVATION visual ground

MANEUVERS ----

Aircraft W/C Vapor Trail

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

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

Air Materiel Command Aero-Medical Laboratory [illegible]

212 Incidents considered)

There are sufficient psychological explanations for the [illegible] unidentified flying objects to provide plausible explanations for [illegible] ports not otherwise explainable. These errors in identifying [illegible] stimuli result chiefly from inability to estimate speed, distance, [illegible] size.

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

APPENDIX X

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

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

[illegible]

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

[illegible], 17, 21, [illegible] 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, [illegible]

111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, [illegible], [illegible]

Incident No. 71 — 8 or 9 October 1947, daytime, Las Vegas, Nevada. An Air Force Reserve pilot reported observing a trail appearing high in the sky at an estimated speed of 400-1000 MPH. The object producing the trail was not visible. The trail was white as a cloud, and dissipated in fifteen to twenty minutes. The object proceeded in a straight line, then it made an approximately 180° turn of radius five to fifteen miles, and proceeded away toward the direction of first appearance. The weather was described as "almost cloudless."

AMC Opinion: It is difficult to understand why this individual attached any importance to this sighting, and why he did not conclude that the trail was caused by exactly what it appears to have been; that is, an ordinary aircraft flying normally at an altitude too high for itself to be visible, but in the best altitude range to form vapor trails 20,000 - 45,000 feet.

[redacted]

UNCLASSIFIED

Incident #71 -- Las Vegas, Nevada -- 8 or 9 October 1947
(Supercedes interim report of 2/12/49)

In everything except the course flown, the description given here answers to that of a fireball. The course indicated in this incident, however, appears almost fatal to such a hypotnesis. No fireball on record, to this investigator's knowledge, has been known to turn back on itself. Daytime fireballs have been observed, however, that were invisible save for a marked white cloudlike trail.

Most fireballs pursue essentially straight courses, and, in fact, apparent deviations are often caused by illusions of perspective and of a spherical sky. Real deviations are caused by effects of the meteor's encounter with the atmosphere. To execute a curved trajectory would require highly extraordinary circumstances indeed, and a meteoric explanation for this incident must be regarded as most improbable.

It is more likely that some sort of aircraft was under observation.

UNCLASSIFIED

[redacted]

[redacted]

[redacted] UNCLASSIFIED

ATIC NO. [redacted]

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING 0930

SHAPE —

SIZE —

COURSE E to W

NO. IN GROUP 1

SOUND —

PHOTOS — SKETCHES —

DATE OF INFO 12 Oct 1947

LOCATION Mexico

SOURCE Mexican War Dept.

DATE IN TO ATIC —

COLOR Blue or silver

SPEED Falling star

ALTITUDE —

LENGTH OF TIME OBSERVED —

TYPE OF OBSERVATION —

MANEUVERS —

Estimated x

Measured

Estimated

Measured

Temporary ATIC Form 329
(1 Jan 52)

UNCLASSIFIED [redacted]

Prob Meteor

[redacted] UNCLASSIFIED

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Location [illegible]

[illegible] of observer [redacted]

[illegible] of observer [illegible]

[illegible] of observer [illegible]

[illegible] of observer [illegible]

[illegible] of objects [illegible]

9. Distance of object from observer [illegible]

10. Time in sight N/S

11. Altitude N/S

12. Speed 700 to [illegible]

13. Direction of flight [illegible]

14. Tactics [illegible]

15. Sound N/S

16. Size N/S

17. Color N/S

18. Shape N/S

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails [illegible]

22. Weather conditions [illegible]

23. Effect on flow [illegible]

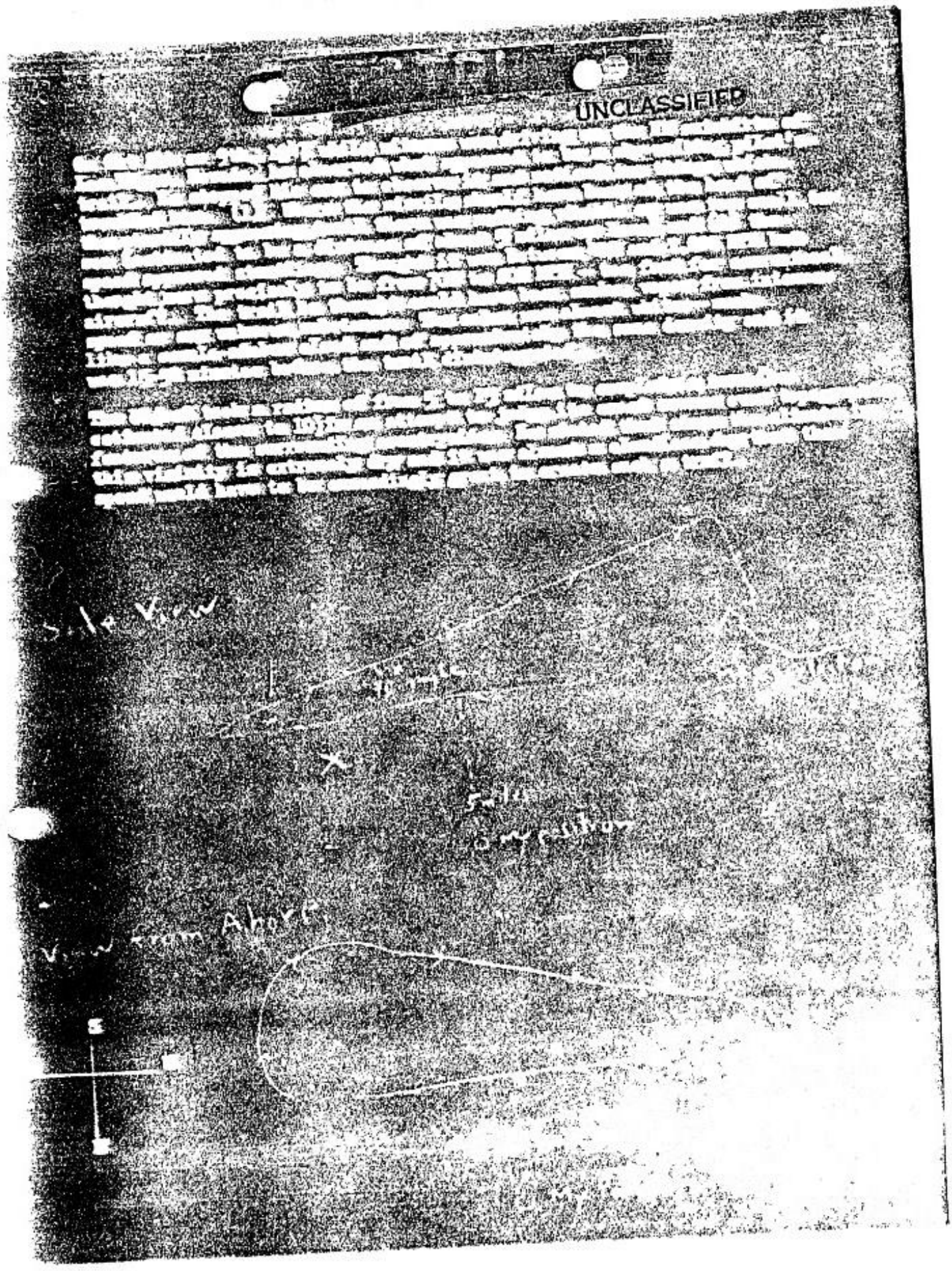
24. Sketches or photographs [illegible]

25. [illegible] of [illegible]

26. Remarks: [illegible]

[illegible]

UNCLASSIFIED



120.1

10

UNCLASSIFIED

Extract from CURRENT NEWS Comment, prepared by the Analysis Div., Office of Public Relations, Hq, Army Air Forces

ROCKET EXPLOSION
REPORT 'FALSE'

EL PASO, Tex., Oct. 16 (AP). -- Ten. Enrique Diaz Gonzales, who commands the Juarez military garrison just across the border from El Paso, today blamed a "false report" for the Mexican War Department's announcement that an American rocket landed south of here last Sunday.

His statement was made as search was resumed for a mysterious object which blazed through the sky, crashed and apparently exploded in the mountains near the village of Caseta, Mexico, across the Rio Grande from Fabens, Tex.

The War Department in Mexico City asserted two days ago that investigation indicated the object was a V-2 rocket launched from a U. S. Army experimental station in Texas.

laming M

artles Texans,

Crosses Border

EL PASO, Tex., Oct. 12.—(AP)—An unidentified flaming object soared over the Texas-Mexico border today, apparently smashing into the Samalayuca mountains of Mexico with a loud explosion and billows of smoke.

The approximate impact area was estimated to be less than 10 miles from the point where a V-2 rocket, off its track, crashed south of Juarez May 29.

The public relations officer at the White Sands proving grounds, where the V-2 rockets have been launched, said none of the missiles had been fired since Oct. 9.

Maj. Gen. John L. Homer, Fort Bliss commander and military officials at air fields and other installations in the southwest, said that no guided missiles had been fired today and no rocket planes were missing from the fields in the area.

At least four persons saw the fiery object darting through the skies "with the speed of a falling star" at approximately 9:30 a. m.

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

UNCLASSIFIED 4716

ASC-351-C
(15-10-43)

A. G. P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

TSNAD2B/ACL/amc 2-1204

FROM: AMC

DATE: 14 October 1947

W. R. CLINGERMAN
Colonel, Air Corps
Chief, Analysis Division
Intelligence (T-2)
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

for Col Clingerman's signature as this airfield is under AMC jurisdiction.

TO: Commanding Officer
Alamogordo Army Air Field
Alamogordo, New Mexico

CLASS: ATTN: Col Paul F. Helmick

TSNAD-10-1 REQUEST ALL AVAILABLE INFORMATION REGARDING UNIDENTIFIED FLAMING OBJECT REPORTED TO HAVE CRASHED INTO THE SAMALAYUCA MOUNTAINS OF MEXICO AT APPROXIMATELY 9:30 PM ON 12 OCTOBER 1947 PD THE ORIGIN OF NEWSPAPER REPORTS OF THIS INCIDENT APPARENTLY ARE FROM EL PASO TEXAS PD SIGNED ANALYSIS DIVISION T-2

4710.2

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

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

UNCLASSIFIED

UNCLASSIFIED 389

NAD

RB77 V

FA176

BA126

1952 OCT 15 14:27

URR V UBJL NR12 WD P P

FROM HELMICK CO AAFLD ALAMOGORDO NMEX 151725Z

TO CG AMC WRIGHT FLD DAYTON OHIO ATTN TSNAD ANALYSIS DIV T-2

GRNC

4145BU ALAG 10-15-287 PD

CITE URTEL TSNAD-10-1 PD LAST MISSILE LAUNCHED FROM THIS STA 8 OCT AND RECOVERED IMMEDIATELY PD LAST MISSILE LAUNCHED BY WHITE SANDS PROVING GROUND WAS 9 OCT AND RECOVERED ALMOST IMMEDIATELY PD THE MEXICAN GOVERNMENT FROM MEXICO CITY CMA MEXICO RELEASED A WNHIS MORNING THAT THE UNIDENTIFIED FLAMING OBJECT THAT LANDED ABOUT 35 MILES FROM JUAREZ MEX WAS DEFINITELY A ROCKET AND WAS ASSUMED TO HAVE BEEN LAUNCHED FROM SOME TEXAS BASE

HEP/151731Z

UNCLASSIFIED. DOD DIR 5200

UNCLASSIFIED

4710.2

ASC-251-D
(15-10-43)

A.C.P.	
PRIORITY	
ROUTINE	X
MULTIPLE ADDRESS	

UNCLASSIFIED

TELETYPE MESSAGE

TSNAD2B/ACL/amc 2-1204

AIR SERVICE COMMAND TELETYPE NETWORK

FROM: AMC

DATE 14 October 1947

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (T-2)
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

CLASS: ATTN: AC/AS-2
Maj Samuel Tolbert

TELETYPE NO: TSNAD-10-2 REQUEST ALL AVAILABLE INFORMATION REGARDING UNIDENTIFIED FLAMING OBJECT REPORTED TO HAVE CRASHED INTO THE SAMALAYUCA MOUNTAINS OF MEXICO AT APPROXIMATELY 9:30 PM ON 12 OCTOBER 1947 PD THE ORIGIN OF NEWSPAPER REPORTS OF THIS INCIDENT APPARENTLY ARE FROM EL PASO TEXAS PD SIGNED ANALYSIS DIVISION T-2

DOWNGRADED AT 12 YEAR INTERVALS; DECLASSIFIED DOD DIR 5200

COORDINATION

C. O. OF S. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, UNITED STATES AIR FORCE
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

AFBIR-CO-2

UNCLASSIFIED
24 OCT 1947

SUBJECT: Crash of Unidentified Flaming Object

TO:

Commanding General, Air Materiel Command
Wright Field, Dayton, Ohio

Attention: TSMLI

1. Reference is made to your messages TSMAD-10-2, 14 October 1947, and ISMAD-10-3, 17 October 1947, and letter, this headquarters, dated 20 October 1947, subject as above.

2. Forwarded herewith is copy of message from the Commanding General, Fourth Army, containing additional information on the subject.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

Incl
Cy of Cable

DOUGLASS W. EISEMAN
Lt Colonel, ~~Air Corps~~ USAF
Executive, Air Intelligence Requirements Division
Office of Ass't Chief of Air Staff-2

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

47112

COPY

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

UNCLASSIFIED

INCOMING CLEAR MESSAGE

From: COMGENARMYFOUR Fort Sam Houston Texas from AC of S G-2

To: Chief of Staff US Army Washington DC

Info: CG AGF Fort Monroe Va for Director of Intelligence

Nr: AKADB 10-1313 15 October 1947

Reference previous unverified report of aerial object landing in Mexico opposite town of Fabens Tex, reports received this date from CG AAA and GMC and Branch Intelligen ce Officer Ft Bliss Tex to the effect Mexican Garrison of Juarez still searching suspected area of impact. No results reported. No verification of report. Investigation continuing.

End

ACTION: ID

INFO: AF, ACF Ln Gp, PO, PD, PID

MC IN 56575 (16 Oct 47) DTG 1516142

1710

UNCLASSIFIED

COPY

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 163, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident #34

UNCLASSIFIED

ATIC NO. ----

AF NO. ----

[illegible] NO. ----

DATE OF REPORT ----

TIME OF SIGNING 0530

SHAPE meteor

SIZE softball

COURSE 90°

NO. IN GROUP 1

SOUND ---

[illegible] --- SKETCHES ---

DATE OF INFO 13 Oct 47

LOCATION Dauphin, Manitoda

SOURCE many

DATE IN TO ATIC ----

COLOR blue

SPEED high

ALTITUDE low

LENGTH OF TIME OBSERVED 3 sec

TYPE OF OBSERVATION ground

MANEUVERS ----

REMARKS: Proven to be a meteor.

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #34, 34a-f -- Manitoba, Canada -- 13 October 1947

The reports of this incident answer to the description of a typical large meteor, or fireball. The trajectory, speed, color, and explosion are particularly convincing evidence.

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED

Incident #37

ATIC NO. ____

AF NO. ____

REPORT NO. ____

DATE OF REPORT ____

TIME OF SIGHTING 1200

SHAPE resembled flying wing

SIZE 3' diameter

COURSE NW to SE

NO. IN GROUP 1

SOUND none

PHOTOS ____ SKETCHES ____

DATE OF INFO 14 Oct 47

LOCATION Phoenix, Ariz.

SOURCE Ex-USAF PILOT

DATE IN TO ATIC ____

COLOR Reddish against blue sky
black against white clouds

SPEED 350 mph

ALTITUDE 8,000' 10,000'

LENGTH OF TIME OBSERVED 45 sec to 1 min

TYPE OF OBSERVATION ground

MANEUVERS ____

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

UNIDENTIFIED

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

Air Materiel Command Aero-Medical Laboratory (Dr. [illegible] 212 Incidents considered)

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

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

APPENDIX I

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

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

APPENDIX II

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generalize the character of observers, but each case has undesirable elements [illegible] cannot be disregarded. The numerical designation is merely the [illegible] of the incident in the project files.

[illegible], [illegible], 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, [illegible],

[illegible], 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215 [illegible].

Incident No. 37 -- 14 October 1947, 1200 hours, eleven miles North, N. E. of Cave Creek, Arizona.

Two mine operators observed one object at 8000 to 10,000 ft altitude, traveling 350 MPH S.E. in a straight line for a period of 45-60 seconds. The object was red against the sky, and black against a cloud. It appeared to be three feet in diameter from point of observation. The OSI report of investigation states that one observer thought it was a buzzard, but decided later that it was not; the other observer said it resembled a flying wing, but was not a flying wing. No reasons are given for these apparently superfluous and conflicting remarks. As in many other instances, these observers cite their flying experience as qualification for their ability to observe and report details.

AMC Opinion: From the limited data furnished in this report, it is difficult to arrive at any conclusion. If the object was actually 10,000 ft distant, and yet appeared three feet wide to the observer, it would of necessity been huge. This sole point of contention tends to discredit the report.

[redacted]

UNCLASSIFIED

Incident #37 -- Phoenix, Arizona -- 14 October 1947

There is clearly nothing astronomical about this incident, and the information given here does not suggest any other explanation.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #37

1. Date 11 October 1947

2. Time 1200

3. Location Phoenix, Arizona

4. Name of observer [redacted]

5. Occupation of observer Mine owner (Pilot)

6. Address of observer [redacted] Phoenix

7. Place of observation at a mine located approx. [illegible] of Lava Creek, Arizona

8. Number of objects

9. Distance of object from observer 25 degree angle

10. Time in sight 45 seconds to 1 minute

11. Altitude 8/10,000 feet

12. Speed 350 miles an hour

13. Direction of flight northwest toward the [illegible]

14. Tactics Not stated

15. Sound Noiseless

16. Size about 5 feet in diameter

17. Color Reddish cast when the object had [illegible] Black when it had a white cloud for a background

18. Shape resembled a flying wing

19. Odor detected Not stated

20. Apparent construction Not stated

21. Exhaust trails Not stated

22. Weather conditions [illegible]

23. Effect on clouds [illegible]

24. Sketches or photographs [illegible]

25. Manner of disappearance [illegible]

26. Remarks:

Mr. [redacted] attention was first drawn to the object by his partner, Mr. [redacted] It appeared to be a black object which was traveling at an estimated high height of 8/10,000 ft. above the ground and was moving in a straight line from northwest to southeast. It was traveling some 350 MPH. It did not change elevation nor direction. From their range of vision where they were standing upwards to the object would be at about a 25° angle. It remained within their vision from 45 seconds to a minute. No sound was audible. Mr. [redacted] thought the nearest thing it resembled was a "flying wing." However, both men stated positively that there was no tail visible. From where they were the object appeared about 3 feet in diameter but but could offer no estimate as to its size were it on the ground. As to color both stated that the object appeared red against a blue background and black against a white cloud. Ground wind was about 15 miles in velocity and was blowing in a northeasterly direction which would tend to carry any sound away from them.

Both men are pilots. Mr. [redacted] was a pilot in the U.S. [illegible] of 5 years, flying fighter type of [illegible] during [illegible] Mr. [redacted] was a gunner in the AAF for 2 years and is also a pilot. Both appeared level headed and not excitable, and were very sincere in making the report.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident #19

UNCLASSIFIED

ATIC NO. ----

AF NO. ---

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 1320 est

SHAPE "cigar"

SIZE probably large

COURSE ENE

NO. IN GROUP 2

WORD ----

FILM --- SKETCHES ----

DATE OF INFO 20 Oct 47

LOCATION Dayton, Ohio

SOURCE Male civilian

DATE IN TO ATIC ----

COLOR reflected light silver

SPEED very fast

ALTITUDE very high

LENGTH OF TIME OBSERVED ---

TYPE OF OBSERVATION ground

MANEUVERS Horizontal flight about city block apart

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

Prob H/C

[redacted]

UNCLASSIFIED

Incident #19 -- Dayton, Ohio -- 20 October 1947

Information given here is insufficient to exclude positively the possibility that the objects observed were a close pair of fireballs, but this seems extremely unlikely. Since the length of time in sight is not stated nor the speed estimated, it is impossible to draw any definite conclusions. Assuming these to be appropriate, if one were to stretch the description to its very limits and make allowances for the remarks of an untrained observer, he could say that the "cigar-like shape" might have been an illusion caused by rapid motion and that the bright sunlight might have made both the objects and the trails nearly invisible.

This investigator does not prefer that interpretation, and it should be resorted to only if all other possible explanations fail. In short, while it is not out of the realm of possibility that the objects seen were an unusual double fireball, it is most unlikely.

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #

1. Date 20 Oct 47

2. Time 1920

3. Location [illegible]

4. Name of observer [redacted]

5. Occupation of observer [illegible] N/S

6. Address of observer [redacted] Dayton

7. Place of observation [illegible] [redacted]

8. [illegible]

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude [illegible] - could not be determined

12. Speed [illegible]

13. Direction of flight [illegible]

14. Tactics [illegible]

15. Sound [illegible]

16. Size N/S

17. Color Reflected light

18. Shape [illegible]

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails [illegible]

22. Weather conditions [illegible]

[illegible]

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #15, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident #20

UNCLASSIFIED

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF OBS 1600

SHAPE round

SIZE 12" in dia

DIR SW

NO. IN GROUP 1

SOUND ----

PHOTOS ---- SKETCHES ----

DATE OF INCD 20 Oct 47

LOCATION Xenia, Ohio

SOURCE Female civilian

DATE IN TO ATIC ----

COLOR silver

SPEED fast

ALTITUDE 1000' to 1500'

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION ----

MANEUVERS Straight course

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

Photo file

[redacted]

[redacted]

Incident #20 -- Xenia, Ohio -- 20 October 1947

The information given here is insufficient to determine any possible astronomical origin of the object observed.

As in incident #19, while it is impossible to rule out the meteoric explanation (*e.g.*, straight course, fast speed), the lack of information about trail, length of time in sight, manner of disappearance, and distance from observer, make any attempt at a definite interpretation rather futile.

Again, in short, it is not impossible that the object seen was a daylight, slow-moving bolide, but it is highly improbable, judging from the limited information offered.

[redacted]

UNCLASSIFIED

1. Date: 20 Oct 47
2. Time: 1100
3. Location: Xenia, Ohio
4. Name of observer: [redacted]
5. Occupation of observer: [illegible]
6. Address of observer: [redacted], Ohio
7. Place of observation: Xenia, Ohio
8. Number of observers: 1
9. Distance of object from observer: [illegible]
10. Time in sight: [illegible]
11. Altitude: 1000 to 1500 ft
12. Speed: Fast
13. Direction of flight: Southwest
14. Tactics: Straight course
15. Sound: None
16. Size: 12" in dia.
17. Color: Silver
18. Shape: Round
19. Odor detected: [illegible]
20. Apparent combustion: [illegible]
21. Exhaust trail: [illegible]
22. Weather conditions: [illegible]
23. Effect on observer: [illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

PROJECT 10073 RECORD

1. DATE - TIME GROUP November 1947	LOCATION Boise, Idaho
3. SOURCE Civilian	10. CONCLUSION INSUFFICIENT DATA FOR EVALUATION Very little information on this case.
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Not Reported	11. BRIEF SUMMARY AND ANALYSIS Newspaper reported that observer had seen an object that was giving off a pulsating bluish-green light that appeared in the SW and disappeared in the NE over the mountains.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE NE	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

[redacted]

Incident #33 -- Boise, Idaho -- date unknown (probably November 1947).

Very little can be said of this incident, inasmuch as the date and exact time of observation, speed, altitude and size of object, and length of time in sight are not stated. The speed and time in sight are particularly important in forming a judgment. In the absence of this information, the most that can be said is that the object might have been a fireball.

[redacted]

UNCLASSIFIED

[redacted]

CHECK LIST - UNIDENTIFIED FLYING OBJECTS

[illegible]

1. Date: Unknown
2. Time: [illegible]
3. Location: [illegible], Idaho
4. Name of observer: CAA Observer
5. Occupation of observer: Not stated
6. Address of observer: Not stated
7. Place of observation: between [illegible] and [illegible]
8. Number of objects: [illegible]
9. Distance of object from observer: Not stated
10. Time in sight: Not stated
11. Altitude: Not stated
12. Speed: Not stated
13. Direction of flight: southwest and disappeared in northeast
14. Tactics: [illegible] 1/2
15. Round: Not stated
16. Size: Not stated
17. Color: Bluish green
18. Shape: Not stated
19. Odor detected: Not stated
20. Apparent construction: Not stated
21. Exhaust trails: Not stated
22. Weather conditions: Not stated
23. Effect on clouds: Not stated
24. Sketches or photographs: None
25. Number of disappearance: [illegible]
26. Remarks: [redacted]
[illegible]
bluish-green light that [illegible]
northeast over the mountains

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

2 Incls:
n/c

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

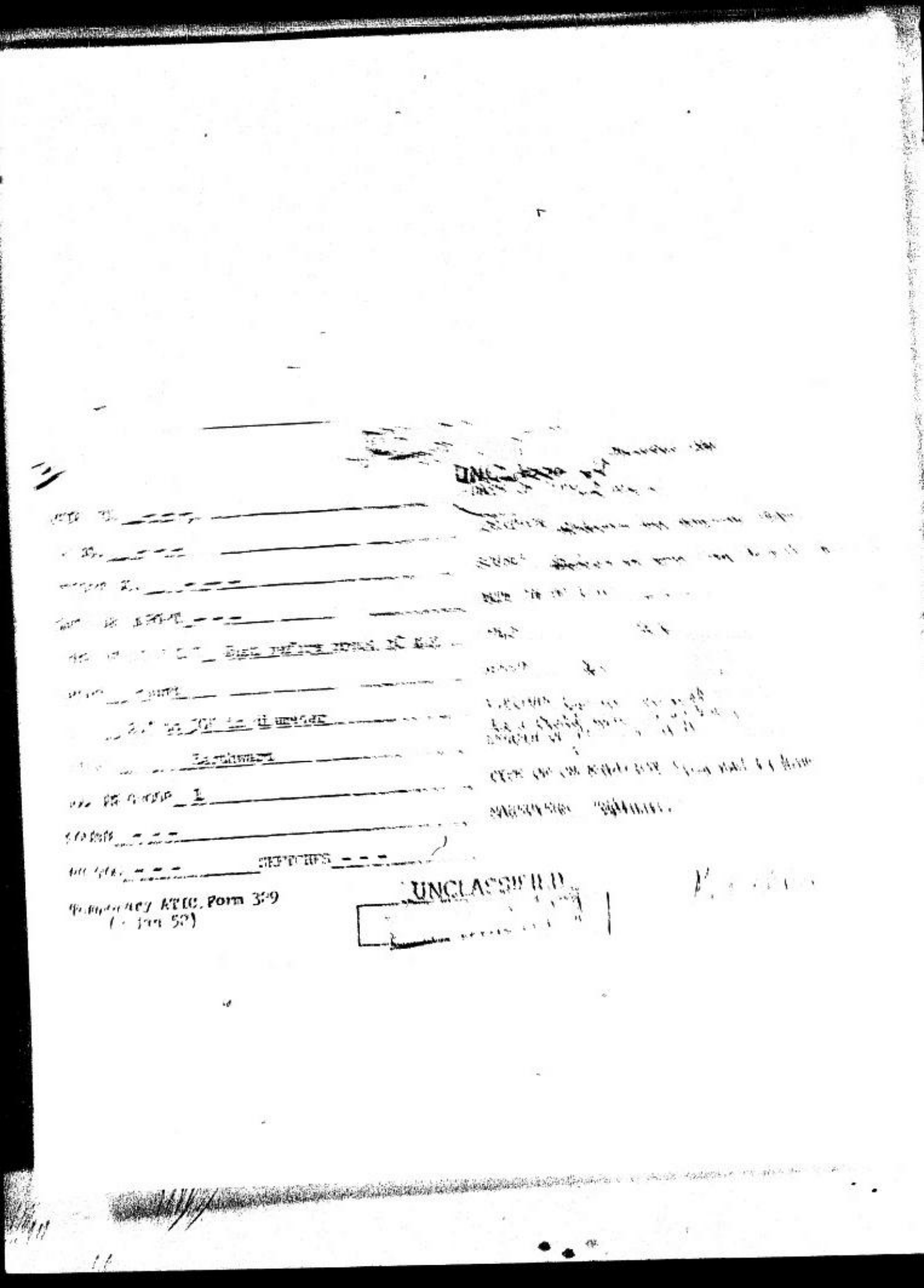
b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

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

3. Non-astronomical, with no explanation evident

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

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



[redacted]

UNCLASSIFIED

Incident #98 -- Houston, Texas -- 2 November 1947

The information given here indicates strongly that the object observed was a fireball. There is nothing to suggest that it was not. As far as "falling into a nearby field" is concerned, that is perhaps the best-attested illusion with respect to these phenomena. Very frequently a fireball is reported to have fallen in a "nearby field" all along its track across two or three states.

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 2 November 1947
2. Time just before break of day
3. Location Anderson Road, Houston, Texas
4. Name of observer Mr. & Mrs. [redacted]
5. Occupation of observer [illegible] Employe of Immigration [illegible]
6. Address of observer [redacted] - Houston
7. Place of observation their home [illegible]
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S - it appeared to fall in a field [illegible]
12. Speed N/S
13. Direction of flight earthward
14. Tactics "spinning"
15. Sound N/S
16. Size [illegible] 28 to 30 inches in diameter
17. Color fire
18. Shape round
19. Odor detected N/S
20. Apparent construction [illegible] "fireball"
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on [illegible] N/S
24. Sketches of [illegible] None
25. [illegible]
26. Remarks: (over)

UNCLASSIFIED [redacted]

Incident occurred just before break of day. Object appeared as a large round ball of fire about 26 to 30 inches in diameter with a "tail" of approximately 20 feet in length. This "tail" seemed to dissipate as it approached the ground. It appeared to have suddenly "gone out" just before it reached the earth. It possibly could have hit the ground a [illegible] distance away but it seemed to have landed in the open [illegible] field [illegible] the house. This field is about 15 [illegible] [redacted] described the object as being "almost round" maybe a little [illegible] shaped and giving off a bright light. It appeared to be [illegible] not see the tail when he observed the object.

This incident occurred just before sun-up and it was pretty light outside.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED

PROJECT 10073 RECORD Incident #35

[illegible] NO. - - -	DATE OF INFO 12 Nov 1947
[illegible] NO. - - -	LOCATION 40 mi. N of Cape Blanco, Ore.
REPORT NO. - - -	SOURCE Maritime Officer
DATE OF REPORT - - -	DATE IN TO ATIC - - -
TIME OF SIGHTING "Early"	COLOR - - -
SHAPE Ball of light with trail	SPEED 700 - 900 mph Estimated / Measured
SIZE - - -	ALTITUDE - - - Estimated / Measured
COURSE 270 degrees	LENGTH OF TIME OBSERVED 45 sec.
NO. IN GROUP 2	TYPE OF OBSERVATION ship
SOUND - - -	MANEUVERS Long, low ARL
PHOTOS - - - SKETCHES - - -	

UNCLASSIFIED

Prob Meteor

Temporary ATIC Form 329
(2 Jan 52)

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

Air Materiel Command Aero-Medical Laboratory ([illegible] 212 Incidents considered)

There are sufficient psychological explanations for the [illegible] unidentified flying objects to provide plausible explanations [illegible] ports not otherwise explainable. These errors in identifying [illegible] stimuli result chiefly from inability to estimate speed, distance, size.

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

APPENDIX I

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

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

APPENDIX I

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

[illegible], 17, 2[illegible], [illegible], 33, 37, 40, 51, [illegible], 62, 64, 66, 71, 75, 76, 77, 79, [illegible]

[illegible], 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, [illegible]

[redacted]

Incident #35 -- off coast of Oregon -- 12 November 1947

The information given here is too meager for a definite conclusion to be drawn concerning the identity of the objects observed. It is probable, however, that they were two parts of a meteor that had broken upon entrance into the earth's atmosphere. The length of time in sight is unduly great, but one wonders whether this might not have been grossly overestimated for psychological reasons. Otherwise, the scanty description favors the meteoric hypothesis.

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date 12 Nov 47
2. Time Early
3. Location 40 miles south of Cape Blanco, Oregon, 20 miles off [illegible]
4. Name of observer Second Officer [redacted]
5. Occupation of observer Second Officer
6. Address of observer N/S (Excerpt from "Oregon Journal" 13 Nov 47)
7. Place of observation At sea, 20 miles offshore, 40 miles south of Cape Blanco, Oregon
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight 45 seconds
11. Altitude N/S
12. Speed 700 to 900 MPH
13. Direction of flight from north horizon in easterly direction
14. Tactics Performed a long, low arc
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape ball
19. Odor detected N/S
20. Apparent construction fire
21. Exhaust trail jet-like streams of fire
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches of photographs None
25. Manner of disappearance N/S
26. Remarks (none)

Two flying discs trailing jet-like streams of fire were sighted from the bridge of the tanker Ticonderoga early Wednesday, Second Officer [redacted] radio-telephoned the United Press. The discs moved at tremendous speed out of the northeast and curved in a westerly direction for a long low arc. Thought they were moving between 700 to 900 miles. Didn't think they were planes because they generally do not [illegible] flying discs and usually fall to the earth. Thought they were [illegible] flying discs.

Also observed by: Ordinary [redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted] UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF [illegible] - - -

SHAPE Globe

SIZE 18" diameter

COLOR - - -

NO. IN GROUP 1

WEIGHT - - -

SPEED - - - SKETCHES - - -

DATE OF INFO 12 Nov 1947

LOCATION La Junta & Pueblo Colo.

SOURCE Female civilian

DATE IN TO ATIC - - -

COLOR Yellow

SPEED - - -

ALTITUDE 1 mile

LENGTH OF TIME OBSERVED 5 min.

TYPE OF OBSERVATION Bus

MANEUVERS Appeared to be falling rapidly.

Secretary ATIC Form 329
(2 Jan 50)

UNCLASSIFIED

(CASE MISSING) [redacted]

Enclosure #289

7-3912-4

6

UNCLASSIFIED

Incident #225

ATT No. ____

DATE OF INCIDENT 3 or 4 Nov 1948 (also 23 Nov late 1947)

AC NO. ____

LOCATION 10 mi. E Vaugn, N.M.

ACFT NO. ____

SOURCE Army Col

DATE OF REPORT ____

DATE IN TO ATIC ____

TIME OF INCIDENT 2200 MST

COLOR Bright White

SHAPE Ball

MOTION Descended slowly

SIZE Basketball (1' diameter)

ALTITUDE 400-500'

COURSE Vertical

LENGTH OF TIME OBSERVED ____

NO. OF OBS 1

TYPE OF OBSERVATION Ground

SOUND ____

MANEUVERS Slow Vertical Descent

PHOTOS ____ SKETCHES ____

9 Pages

Temporary ATIC Form 329
(1 Jan 52)

UNCLASSIFIED

6

UNCLASSIFIED

Incident #225

ATIC NO. ____

AC NO. ____

[illegible] NO. ____

DATE OF [illegible] ____

TIME OF [illegible] 2200 MST

SHAPE Ball

SIZE Basketball (1' diameter)

COURSE Vertical

NO. IN GROUP 1

SOUND ____

PHOTOS ____ SKETCHES ____

DATE OF [illegible] 23 or 24 Nov 1948 (also 23 Nov [illegible] late 1947)

[illegible] 10 mi. E Vaugn, N.M.

SOURCE Army Col

DATE IN TO ATIC ____

COLOR Bright White

[illegible] Descended slowly

ALTITUDE 400-500'

LENGTH OF TIME [illegible] ____

TYPE OF OBSERVATION Ground

MANEUVERS Slow Vertical Descent

Flares

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

Incident #225 -- near Vaughn, New Mexico -- latter part of 1947
3 or 4 November 1948
23 November 1948

It is difficult to ascertain whether the objects described in this incident belong to the general group of "New Mexico green flashes," or not. The description here is sufficiently different from the majority to indicate that they do not: the characteristic green color is not mentioned.

It is improbable, however, that the three separate sightings, all occurring at approximately 2200 hours and in the same locality, can be explained as astronomical phenomena. Furthermore, the stated altitude and distance are entirely out of keeping: this fact might be discounted as an illusion, common in the observation of fireballs, if the instance were isolated. The weight of the evidence, however, inclines to the conclusion that the objects were man-made devices and part of some scientific experiments, so common in that section of the country.

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

UNCLASSIFIED

UNCLASSIFIED

Incident: 225

Colonel [redacted] first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, N. M. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200 feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col [redacted] was on Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

On 3 or 4 Nov 48 at approximately 2130 hours he observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground - this occurred about 400 yards north of the road on which he was driving - 10 miles east of Vaughn, N. M. - Highway 60.

On 23 Nov 1948 at approximately 2130 hours, Col [redacted] was driving west on Highway 60 - approximately 10 miles west of Vaughn, N. M. He again observed a ball of light descending vertically. It burst 100-200 feet from the ground - Conditions and appearance were the same as on 3 and 4th Nov.

Col [redacted]

On the last 2 sightings/saw no aircraft and heard no sound which is understandable since he was traveling in a closed automobile. Weather conditions were clear.

EVALUATION B-2.

See Incident # 223 for Location.

UNCLASSIFIED

[redacted]

HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

UNCLASSIFIED

20 December 1948

452.1 AKADB

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.

2. Attached Summary of Information, same subject as above, this Headquarters, dated 20 December 1948, is forwarded for your information and any action deemed necessary.

FOR THE COMMANDING GENERAL:

Eustis L. Poland

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

1 Incl
As stated

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD Dir 5200.1

UNCLASSIFIED

[redacted]

CONFIDENTIAL [redacted]

SUMMARY OF INFORMATION

DATE: 20 December 1948

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters Fourth Army, Fort Sam Houston, Texas

SUBJECT: Unconventional Aircraft

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

The following information has been received from the Fourth Army Intelligence Liaison Officer, Sandia Base, Albuquerque, New Mexico, dated 6 December 1948:

"Colonel [redacted], Inf., [redacted], New Mexico Military District reports as follows:

"'On 3 or 4 November 1948 at approximately 2130 hours, I observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground. This occurred about 400 yards north of the road on which I was driving. The location was approximately 10 miles east of Vaughn, New Mexico, on Highway 60. (B-2)

"'On 23 November 1948 at approximately 2130 hours, I was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 - 4 November.' (B-2)

"Colonel [redacted] stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was travelling in a closed automobile. Weather conditions were clear." (B-2)

INTERIM DECLASSIFIED

UNCLASSIFIED

[redacted]

CG, MDC; BIO, El Paso; File.

23 Dec 1947

NCIO

St Elmo's fire?

ja som potom povedal, že skusíme, či bude horieť celá hlaveň a dal som paška držiac ju za patku nad hlavou a v tom začala na nej horeť všetko, čo bolo železné - normálne modrým plamienkom. sfukujúc plameň asi 1 cm alebo pol centimetra vo smere vetra. a hočku ho hnajúc do hora po železe vo smere vetru.

Nato povedal rešpicient F.S Gnepa, že pozme do kasárne F.S, aby sa nám niečo nestalo. Podotýkam, že bol v tej dobe silný vietor od severozápadu a 4 minuty to prestalo lebo zme odyšli dolu brehom a vietor nás minal dočiac sa do výšky k vedlajšiemu brehu.

O celej tejto záležitosti zme nepísali nič, aby nás niekto neoznačil za takých, že veríme v strašidla alebo niečo podobné.

Jedna sa o skutočný 1000% zažitok preto sa tešim, že nebude to brane v úvahu ako Švandu alebo fejton.

(Žňa 11. 8. 1968.

Ctený pane,

Dovolujem si Vám zaslať tento poznatok a těším sa na Vaše posudenie tejto záležitosti.

Bolo to koncom r. 1947 asi 23. decembra, kedy som slúžil u Finančnej stráže v úseku Dukly pri Medzilaborciach na východe Slovenska v ČSSR, kde pri výkone hraničnej strážnej služby, ktorú som konal z rešpicientom Gnepom, že asi o 01.30 hod. popolnoci, keď zme šli na lyžiach z hranice do kasárne FS pod hranicou asi 800 m začaly nám z ničoho nič horeť hlavne na puškách a všetko čo je z kovu.

Najprv horely hlavne pušky, potom a par vterin o minutu aj závery na puškách a ich kovanie.

Hodže sa jednalo o nezvyklý jav, dali zme pušky (z chrbta zbraň) dole z rešpicient FS Gnepu, keď zbadal, že aj jeho puška po vrchu hlavne

Adresa: [redacted]

[redacted]

ČSSR. dopravné oddelenie.

Spozdravom jednotne za mier!

[redacted]

-2-

horí modrým plamienkom len to tak sičalo vo smere vetru ako pri zvárani el. oblúkom dal zložil puška hlavňou dole k sňahu a keď mu začal horeť aj záver, bacol puška do sňehu. Za sou puška stočil tiež hlavňou dole a že jestli streli, aby nikomu nebolo ublížené. V tom mi na puške hlaveň zhasla a horela mi patka, kovanie a záver pušky a tiež aj kovove gombiky na pláštoch, to len takymi malými modrymi plámeňkami.

Ako zme tak stáli v čiastočnom prekvapeni, zobili zme ake take približné opatrenie, pri čom som zistil, že to musí isť z vietrom t.j. taká nabitá vlna vietru, lebo ako zme manipulovali z puškami tak moment zhasly a keď zme ich dali na plecia za remeň, zasa začaly horeť hlavne i to časom len dopoly hlavne a dalšie na puškach nič a zasa nanovo začaly horieť celé pušky, t.j. železné časti na nich.

Polťák František
DOPRASTAV Vrútky
ČSSR dopravné oddelenie

August 11, 1968

Dear Sir:

We are asking permission to sent you this information, and I am glad of your opinion of this matter.

It was about the end of 1947, approximately December 23, when I served in a section of Dukla in Eastern Slovakia in the CSSR, where at the end of the border guard watch, which I performed with a representative of Gnep, that at approximately 0130 hours when we were skiing toward the border to the FS barracks, about 800 m from the border the barrels of our rifles began to burn us with all the force at their command, and the rest of the metal parts along with them also began to burn.

First the rifle barrels burned from a few seconds to a minute, then the breeches on the guns and their metal fittings began to burn.

Since we were concerned with an unusual phenomenon, we put the rifles down (from the back of the weapon), and when the FS Gnep representative noticed that his rifle burned with the wind in a small blue flame only fluctuating with the winddirection like an electric arc weld, he fired the gun with the barrel down into the snow, and when the breech began to burn him he threw the rifle into the snow. I also stuck my rifle into the snow with the barrel down so that if it fired it would not hurt anybody. At this point my gun's barrel was extinguished, but the stock, the fittings and the breech of the gun also burned me, even the metallic lips on the casing burned with the same kind of small blue flames.

As we stood in such partial surprise we took such measures at which I ascertained that this must come from the wind, i.e., such as a charged wave, for as we manipulated the rifles the moment they were extinguished, and when we put them on our shoulders with the slings, the barrels began to burn again, i.e., the iron parts [illegible]

I said we ought to try to see if the entire barrel would burn, and I put my gun over my head, holding it by the stock, and then everything iron on it began to burn normally with a small blue flame about 1 cm or 1/2 cm blowing off in the direction of the wind and it was driven up a little along the iron in the wind direction.

At this point my companion said we should go to the FS barracks so nothing would happen to us. I do say that at that time there was a strong northwest wind, and after 4 minutes it stopped, or we went down a slope, and the wind passed us, turning upward to an adjacent slope.

We have not written anything about this entire matter so that no one would think we were seeing ghosts or something similar.

I ~~am~~ would be glad for one thing about this true 1000% experience, that it will not be considered as a joke or sensationalism.

With greetings only for peace!

Poltak Frantisek

2

UNCLASSIFIED
Incident #132

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF OBSERVATION 2205 & 2208

SHAPE - - -

SIZE - - -

COURSE SE - SSW to NNW (?)

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 12 Dec 47

LOCATION Oslo, Norway

SOURCE 16 yr old female civilian

DATE IN TO ATIC - - -

COLOR Intense white with greenish-yellow tail.

SPEED Not quite as fast as meteor — Estimated / Measured / Plotted

ALTITUDE - - - Measured

LENGTH OF TIME OBSERVED 2 - 3 sec.

TYPE OF OBSERVATION Ground

MANEUVERS Arc of circle curvature very great.

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

Prob Meteor

[redacted]

UNCLASSIFIED

Incident #132 -- Oslo, Norway -- 12 December 1947

The object observed here answers the description of a fireball, and the probability that it actually was one is very great.

[redacted]

[redacted]

UNCLASSIFIED

MA R-365-47 - NAD No. 12199 "Luminous Object"

MCIAXF MCIAXO-3 29 Jun 48 1.

1. It is requested that the employee of the Office, CMA, Oslo, Norway, be interrogated as to the "falling stars" she observed the night of 13 December 1947.

2. The attached form which is to be forwarded as an inclosure to the letter to the MA should be filled out by the witness and this accompanied by a signed statement as detailed and accurate as possible should be returned this office.

3. Should any other phenomena be observed the questions itemized could form the nucleus of future reports. Any comments by qualified personnel - particularly from the University of Oslo - both in regard to the incidents of 12 and 13th Dec and any possible future phenomena would prove most helpful.

1 attach:
Form

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

CAG/aw
Ex 50289
Bldg 288

DOWNGRADED AT 12 YEAR
INTERVALS
DECLASSIFIED

[redacted]

T-7477-A

[redacted]

[illegible] Norway
[illegible]

Mig No. 910-3200

UNCLASSIFIED

DSI Intelligence Report

R-365-47
Luminous Object
GAA/Norway
[illegible]
Incl [illegible] Prepared by [redacted] [illegible]

Date of Info: 12 Dec 47 Date of Report: 17 Dec 47

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[redacted]

UNCLASSIFIED

Luminous Object Observed in Norway

MCIAXO-3 MCIAXF-2 17 Sept 48 1

1. Reference is made to your R & R dated 29 June 1948, requesting additional information on this object.

2. We are advised by Hq, USAF that it is felt no useful purpose would be served by questioning a 13 year old girl eight months after the incident.

3. A requirement is in effect requesting that all unidentified flying objects be reported.

CARL C. BROOKE
Chief, Foreign Liaison Section
Tech Intelligence Division
Intelligence Department

HAM/drs
6-5322
P 204D
Bldg 288

DOWNGRADED AT 12 YEAR
INTERVALS [illegible]
DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

SECTION	MA R-365-47				12199

REFERENCE NOS. OF ATTACHMENTS — REF. CODES — E.O. NO. XX 4210

TITLE: Luminous Object

SUB-TITLE:

AUTHOR(S): [redacted], Col

ORIG. AGENCY: MA Norway 7061

DIV. HEAD(S): Airplane Design & Description 10

SECT. HEAD(S): 13

SUBJ. HEAD(S): Flying Discs - Meteor

ISSUE DATE: 17 Dec 47

DISTR. CODE NO.:

COUNTRY: Norway

LANGUAGE: English

LOANED DOCUMENT

DATE: 25 Mar 1948

ANALYSIS DIVISION OFFICES: XX

PROCESS PRIORITY		CODING							ROUTING INSTRUCTIONS					TRANSLATION		REPRODUCTION		QUANTITY	
1		SOURCE	A	B	C	D	E	F	RETAIN BY:		CATALOGING		RETURN TO:	PRIORITY	1 2 3	DOCUMENT		MICROFILM	
2		CREDIBILITY	1	2	3	4	5	6	DED		FILING		X DED	COMPLETE		MASTER 75		4" x 5"	
3	X	RELIABILITY	11	12	13	14	15	16	HAD		REPRODUCING		HAD	DIGEST		INTERMED. 75		PHOTOSTAT	
DIS. CARD		TREATMENT	21	22	23	24	25	26	UNTIL:		DISTRIBUTING		WHEN: 7/7/8	EXTRACT		CARDS	1	OZALID	
			Z	Y	X	W	V	U			MICROFILMING								

1	DISTRIBUTION LIMITED TO:	5	PHOTOSTAT & SEND TO:
2	DISTRIBUTION LIMITED BY:	6	4" x 5" & SEND TO:
3	SEND ORIG. TO:	7	OZALID & SEND TO:
4	MICROFILM & SEND TO:	8	

On the night of 12 Dec 47 at 2205, the 16-year old daughter of the [redacted], Oslo, Norway, perceived what appeared to be a falling star. Description of the witness supplemented by the opinion and deductions of [redacted] Col [redacted] is as follows: "The object which appeared unusually bright in comparison to other falling stars the witness had observed, traveled from right to left on the arc of a circle, the curvature of which was very great. Deductions by the MA placed it somewhere within the arc SSE-SSW to NNW-NNE. The intensely white luminous object with its greenish-yellow tail of less intensity remained in sight for some two or three seconds when it was obscured by trees bordering the driveway. The witness saw no other falling stars. There was no noise or smell. The sky was clear and star-lit.

The [redacted] states the University Observatory at Oslo had no record of this; however, an employee of OMA, Oslo, reported that on 13 Dec 47 she had observed an unusual number of falling stars. The MA makes two observations which are of interest, i. e., (1) the objects are apparently traveling fairly close to the ground or they would be discernible to many more people, and (2) the time of burning of the object while under observation seems to be just a few seconds.

UNCLASSIFIED

SIGNED: Raymond A. Llewellyn APPROVED: J. C. BEAM, Lt Col, USAF DATE: 7 July 1948

DOWNGRADE: DATE: EVENT:

DOCUMENT DATA FORM

INCIDENT 132
FILE R-36[illegible]
MAD 12199
T-7477
FK 4210

Evaluation 3

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12 Dec 1947
2. Time 2205 & 2208
3. Location Oslo, Norway
4. Name of observer Daughter [redacted] Col [redacted]
5. Occupation of observer N/S
6. Address of observer Same as [illegible] Oslo, Norway
7. Place of observation Oslo, Norway (Ground)
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight Between two and three seconds
11. Altitude N/S (apparently traveling fairly close to ground or would be visible to more people)
12. Speed Not quite as fast as a meteor
13. Direction of flight [illegible]
14. Tactics Performed arc of circle [illegible]
15. Sound None
16. Size N/S
17. Color [illegible]
18. Shape N/S
19. Odor detected None
20. Apparent construction Meteor-like
21. Exhaust trails [illegible]
22. Weather conditions [illegible]
23. Effect on cloudy [illegible]
24. Sketches or photographs [illegible]
25. Manner of disappearance [illegible]
26. Remarks Office employee [illegible]
[illegible] of [illegible]
[illegible] Observatory [illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

2

PROJECT 10073 RECORD CARD

UNCLASSIFIED

Incident #31

ATIC NO. _____

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING early morning

SHAPE ----

SIZE ------

COURSE 90°

NO. IN GROUP 1

SOUND ----

PHOTOS ---- SKETCHES ----

DATE OF INFO mid-December 47

LOCATION Northern Arizona

SOURCE Well known Aerodynamist

DATE IN TO ATIC -----

COLOR white

SPEED 600 mph — Estimated x — Measured

ALTITUDE 2 -50,000' — Estimated x — Measured

LENGTH OF TIME OBSERVED -----

EVALUATION I

TYPE OF OBSERVATION _____

MANEUVERS S and L

Object left white heavy trail but it did not look like a regular vapor trail. Could not see actual object

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 31

1. Date Mid-December 1946
2. Time Early morning
3. Location Northern Arizona, Route 66
4. Name of observer [redacted]
5. Occupation of observer Professor [redacted]
6. Address of observer University of Colorado, Boulder, Colorado
7. Place of observation In flight on a trip through the southwest
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 20,000 feet to 50,000 feet
12. Speed 600 mph, ± 200
13. Direction of flight First vertical then West to East overhead
14. Tactics No maneuvers
15. Sound None
16. Size Not stated
17. Color [illegible] - Did not see object
18. Shape Not stated - did not see object
19. Odor detected Not Stated
20. Apparent construction Not stated - did not see object
21. Exhaust trails White, heavy
22. Weather conditions Clear
23. Effect on [illegible] Not stated
24. Sketches or photographs [illegible]
25. Manner of [illegible]
26. Remarks [illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

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

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   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

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

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   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

2

PROJECT 1007 RECORD CARD Incident #94

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 1926 PST

SHAPE - - -

SIZE - - -

COURSE Vertically Down

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 30 Dec 47

LOCATION 42" 9.3'N & 114 degrees 22.2'W Razidale Calif & Mt Elmstone

SOURCE USAF Pilots Airline Pilot C 47 Crew

DATE IN TO ATIC - - -

COLOR Trailed intense green & blue flame

SPEED very high Estimated Measured

ALTITUDE 13,000 down Estimated Measured

LENGTH OF TIME OBSERVED 2 secs.

TYPE OF OBSERVATION Aerial

MANEUVERS Slowed down as approached ground.

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

Prob Meteor

2

Incident #95
(See #94)

UNCLASSIFIED

AT ---

O. ---

PORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 1925 PST

FROM N/S

TO N/S

COURSE N/S

NO. IN GROUP 1

SOUND ---

PHOTOS --- SKETCHES ---

DATE 30 Dec 47

LOCATION Rosedale, Calif, 35 degrees 58' N, 123 degress 55' W

SOURCE C-47 Crew

DATE IN TO ATIC ---

COLOR N/S

SPEED Very High Estimated ___ Measured ___

ALTITUDE low Estimated ___ Measured ___

LENGTH OF TIME OBSERVED ---

TYPE OF OBSERVATION Aerial

MANEUVERS ---

Temporary ATIC Form 329
(2 Jun 52)

UNCLASSIFIED

2

Incident #96

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 1925 PST

SHAPE - - -

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 30 Dec 1947

LOCATION 30 mi. W. Lovelock, ~~Wash.~~ Nev.

SOURCE Civilian

DATE IN TO ATIC - - -

COLOR - - -

SPEED - - - Estimated ___ Measured ___

ALTITUDE 1200' 1300' Estimated ___ Measured ___

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION AUTO

MANEUVERS None

Temporary ATIC Form 329
(Jan 51)

UNCLASSIFIED

2/

RESTRICTED

PROJECT 10073 RECORD CARD

Incident #97

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 1925 PST

SHAPE - - -

SIZE - - -

[illegible] - - -

[illegible] IN GROUP 1

[illegible] - - -

[illegible] - - - SKETCHES - - -

DATE OF INFO 30 Dec 1947

LOCATION Betw. Medford Ore & Mt. Shasta Calif.

SOURCE Airline Pilot

DATE IN TO ATIC - - -

COLOR - - -

SPEED - - - Estimated / Measured

ALTITUDE - - - Estimated / Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Aerial

MANEUVERS - - -

UNCLASSIFIED

Library ATIC Form 3[illegible]
([illegible] Jan 52)

RESTRICTED

UNCLASSIFIED

Extract from Report No. 1, Project No. 364, Contract No. W33-038-1118, Mapping, Charting and Reconnaissance Research Laboratory

E. CONCLUSIONS

Detailed conclusions will be submitted in the final report. It is too early to state specific conclusions, except for a few incidents, but it seems likely at this stage of the work that more than one quarter of the incidents may be explainable as astronomical phenomena.

Positive identification of incidents 94 through 97 has been established. A fireball, reported in Popular Astronomy (October, 1948), observed to travel over southern Oregon and seen also in parts of California and Nevada, coincides exactly with the information reported in these incidents.

There can be no question but that these "flying saucers", at least, were a bona fide fireball. Since the description in these reports is similar to those in several others, the inference that the latter also were fireballs is strenthened.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #94 -- 42° 9.3' N, 114° 22.2' W -- 30 December 1947

This incident and incidents #95, 96, and 97, which describe the same object, clearly refer to a thoroughly authenticated fireball. These sightings can be dismissed with finality by the following quotation from Popular Astronomy, October, 1948:

Fireball of 1947 -- Dec. 30
Nancy E. Weber

> On this date at 7:30 P. M. PST a brilliant fireball appeared travelling westward over southern Oregon. ... Prof. J. Hugh Pruett gathered numerous reports from observers in Oregon, California, and Nevada, and from these made an appropriate solution for the path. He sent both his solution and all the 47 reports to the Flower Observatory where another solution was independently made. Ours agreed closely in all respects with that of Pruett except for the heights.
>
> . . .
>
> The meteor was most generally reported to be bluish-green in color. It appeared to explode twice, lighting up the countryside to close observers.
>
> The sound phenomena were limited to 6 out of the 47 observers.
>
> . . .
>
> From the height at which the meteor exploded it is doubtful whether any fragments reached the ground.

It is clear from the general agreement with this of evidence given in Incidents #94-97 inclusive that this fireball was the object being described.

[redacted]

[redacted]

[redacted]

UNCLASSIFIED

Incident #95 -- Rosedale, California -- 30 December 1947

The description given here refers to an authenticated fireball. See report on incident #94 for details.

It is likely that the fire observed on the ground by viewers of this incident had no connection with the fireball, but it is not out of the question that a fragment of the bolide did land and cause a brush fire.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Incident #96 -- near Lovelock, Nevada -- 30 December 1947

The explosion seen in this incident was undoubtedly that of the fireball discussed in detail in the report on incident #94.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Incident #97 -- between Medford, Ore., and Mt. Shasta, Calif. -- 30 De 1947

The flash or explosion referred to here agrees also in time and location (no other details are given) with that of the fireball described in detail in the report on incident #94.

UNCLASSIFIED

[redacted]

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

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

MCIAXO-3/HMS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	348				

T-84481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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[redacted]

UNCLASSIFIED

12

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 94

1. Date 30 Dec 47
2. Time 1926 PST
3. Location 42° 9.3' N and 114° 22.2' W
4. Name of observer Lt Col W.W. Jones
   Maj A. A. Andrae
5. Occupation of observer USAF pilots
6. Address of observer Hq. Eastern Pacific Wing of ATC
7. Place of observation See #3
8. Number of objects 1
9. Distance of object from observer N/S - at 2:30 position from plane
10. Time in sight 2 seconds
11. Altitude A/C was at 13,000 '. Object was descending vertically.
12. Speed Very high - unknown
13. Direction of flight Vertically down
14. Tactics seemed to slow as it neared the ground
15. Sound N/S
16. Size N/S
17. Color N/S trailed intense green and blue flames
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails See #17 - trailed intense green and blue flames
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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

UNCLASSIFIED

[redacted]

[redacted]

While enroute from Great Falls, Montana, to Fairfield-Suisun AF on the night of 30 Dec 47, a possible rocket sighting was made by pilot (Lt Col W. W. Jones, Hq. EPW) and co-pilot (Maj A. A. Andras, Hq., EPW) Airplane was cruising at 13000 ft. An unidentifiable object trailing green and blue flames was viewed for a period of 2 seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the plane and the flames were intensely bright.

[redacted]

197

AMC Form No. 10-3
(19 Mar 45)

ROUTING AND RECORD SHEET

[redacted] AIR MATERIEL COMMAND

UNCLASSIFIED

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to identify addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT: Information Requested on Object Sighted - Great Falls, Montana

TO: MCIAXD FROM: MCIA DATE: 30 Jan 48 COMMENT NO. 1

1. The inclosed correspondence, subject: "Spot Report on Possible Missile Sighting", describes the sighting of an unidentified object. Due to the lapse of time, the availability of a complete report on the incident is anticipated.

2. It is requested that action be taken to obtain any reports available on the incident.

for R. Clingerman Col USAF

A. C. LOEDDING
Technical Assistant
Analysis Division
Intelligence Department

EHL/amb
2-3266
Rm 252
Bldg 11A

1 Incl
cy basic ltr, 31 Dec 47
w/1st Ind, 5 Jan 48 and
2nd Ind, 12 Jan 48, subj:
"Spot Rpt on Possible Missile
Sighting"

DOWNGRADED AT 12 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

UNCLASSIFIED

[redacted]

AGO-16 JUNE 46.1 (Mil)

(CONTINUE ON OTHER SIDE)

[redacted] UNCLASSIFIED

Basic: Ltr Hq EPW-PD ATC to PACD ATC, Subj: Spot Rpt on Possible Missile Sighting, dtd 31 Dec 47.

2nd Ind. A-2/IC/DHP/mn

HQ AIR TRANSPORT COMMAND, WASHINGTON 25, D. C. - 12 January 1948

TO: Commanding General, Air Materiel Command, Wright Field, Ohio
ATTN: T-2

After verbal co-ordination with Lt. Col. Garrett of the Air Force, Air Intelligence Requirements Division, Collection Branch, this information is forwarded to your office as a matter of interest to the Air Materiel Command.

JAMES F. BRADY
Lt. Col., USAF
Assistant Chief of Staff,
A-2

DOWNGRADED AT 12 YEAR
INTERVALS ... AUTOMATICALLY
DECLASSIFIED ... AT 12 0.10

UNCLASSIFIED

[redacted]

[redacted]

A-2/AC/mal

UNCLASSIFIED

319.1 31 December 1947

SUBJECT: Spot Report on Possible Missile Sighting

TO: Commanding General
Pacific Division, ATS
c/o ATS Postal Officer
Fairfield-Suisun AAFld, Calif
ATTN: AC/S, A-2

1. While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 December 1947, a possible rocket sighting was made by the Pilot (Lt Col T T Jones, Hq, SFW) and the co-pilot (Major A A Andrae, Hq, EFW) of the C-54 airplane. Observation was made at 1926 Pacific Standard Time, location 42° 03.3' N 114° 22.2' W. The airplanes was cruising at 13000 feet. An unidentifiable object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

2. A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7489 flying near Rosedale, California, to the effect that an object was sighted at 1925 Pacific Standard time trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward toward some hills at approximately 38° 50' N, 121° 02' W. McClellan tower asked the pilot to investigate and at 1933 the pilot reported a small fire at 38° 50' N and 120° 53' W which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1937 Pacific Standard Time at a position of 38° 50' N and 120° 53' W. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points of the fire seemed to burn with a bright blue green flame.

As a result of the above activity on 30 December 1947, Air Defense Command at Hamilton Field was notified and it is understood

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

A-2 313.1 31 December 1947
Subject: Spot Report on Possible Missile Sighting

they would dispatch an airplane to the scene of the fire. The California Highway Patrol was dispatched to the scene of the fire and their findings will be reported as soon as possible.

3. The Fairfield control tower obtained a report at approximately 2500 PST, 30 December 1947, from Hamilton Field Flight Control, that a motorist on U S Highway 40, thirty miles West of Lovelock, Nevada, approximately 39° 53' N, 118° 53' W had seen an object explode in the air at 1926, 1200 to 1300 feet in the air.

4. The Fairfield Control tower obtained a report from Oakland Airport Flight Control (CAA), at approximately 2315 PST, 30 December 1947, that United Airlines Flight 181 proceeding on airways between Medford, Oregon and Mount Shasta observed a flash at 1925 PST just North of their position.

5. Subsequent information on the above incidents will be sought and reported.

FOR THE COMMANDING GENERAL:

[redacted]
Colonel, Air Corps
AC/S, A-2

Info:
CG, 4th AF, [redacted]: A-2

313.1 HPW (31 Dec 47) 1st Ind. DA/CD /21

Hq, Pacific Division, ATS, APO 953, 3 Jan 1948

TO: Commanding General, Air Transport Service, Washington 25, D. C.

For your information.

FOR THE COMMANDING GENERAL:

[redacted]
Colonel, [redacted]
AC/S, Intelligence

[redacted]

42

[redacted]

UNCLASSIFIED

Extract from Weekly Intelligence Summary, Hq, ATC, dtd 1-14-48

UNIDENTIFIED AIR OBJECTS: The A-2 of the Eastern Pacific Wing, Pacific Division, Air Transport Command reports the following four observations of unidentified air objects all occurring in the western states at 1925 or 1926 hours Pacific Standard Time (PST) on 30 December 1947.

While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 December 1947, a possible rocket sighting was made by the pilot, Lt. Col. W. W. Jones, Hq, EPW and the co-pilot, Major A. A. Andrae, Hq, EPW of a C-54 airplane. At 1926 hours PST, location 42° 09.3' North, 114° 22.2 West (near the meeting point of the Nevada, Utah and Idaho state borders) while cruising at 13000 feet an unidentified object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7488 flying near Rosedale, California, to the effect that an object was sighted at 1925 hours PST trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward toward some hills Northwest of Sacramento at approximately 38° 50' North, 121° 53' West which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1934 hours PST at a position of 38° 50' North and 120° 53' West. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points in the fire seemed to burn with a bright blue green flame.

The Fairfield control tower obtained a report at approximately 2300 hours PST, 30 December 1947, from Hamilton Field Flight Control, that at 1926 hours a motorist on US Highway #40, thirty miles West of Lovelock, Nevada, approximately 39° 53' North, 118° 53' West had seen an object explode in air at an altitude of 1200 to 1300 feet.

The Fairfield Control tower obtained a report from Oakland Airport Flight Control (CAA), at approximately 2315 hours PST, 30 December 1947, that United Airlines Flight 191 proceeding on airways between Medford, Oregon and Mount Shasta, California, observed a flash at 1925 hours PST just North of their position.

Classification - CONFIDENTIAL: source - AWS (Eval C-3)

DOWNGRADED AT 12 YEAR INTERVALS
DECLASSIFIED AFTER 31 DEC 1958

UNCLASSIFIED

[redacted]

ORIG FILE COPIES TO:	INITIALS
RECORDS SECT, AC/S HQ BRIG/GEN USAF	
RETAINED	
VALUE OF PAPER: CHECK ONE ☐ PERMANENT ☐ NON RECORD	

1 Inch = 94

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

JAN 6 1950

AFDA-319.1

SUBJECT: Transmittal of Intelligence Information

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

Attached report for your information.

EDWARD L. SPRINGER
Lt. Colonel, USAF
ACI of S, A-2

1 Incl
S/I-Spot Rpt on
Possible Missile
Sighting.

CONFIDENTIAL

R7C

HEADQUARTERS
AIR DEFENSE COMMAND
~~MITCHEL FIELD, NEW YORK~~
Mitchel Air Force Base, New York

IN REPLY REFER TO:

D 319.1 III

JAN 2[illegible] 1948

SUBJECT: Transmittal of Intelligence Information.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: Directorate of Intelligence, Air Intelligence Requirements Division.

Inclosed herewith is a carbon copy of letter, Headquarters Air Force, subject as above, 6 January 1948, with 1 inclosure, for your information and file.

FOR THE COMMANDING GENERAL:

W. H. SMITH
Colonel, USAF
AC/S-Intell.

1 Incl.
Ltr, 4AF, subj.
"Trans. of Intell.
Info." 6 Jan 48.
w/1 incl.

1st Ind.

[illegible]

Dept. of the Air Force, [illegible] Washington 25, D. C. [illegible] FEB [illegible]

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

Forwarded as a matter pertaining to your command.

[illegible]

DOUGLAS W. [illegible]
Lt. Colonel, U.S.A.F.
Executive, Air Intelligence Requirements
Directorate of Intelligence

1 Incl.
[illegible]

R7C

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

AAFDA
080/170

SUBJECT: Spot Report on Possible Missile Sighting.

SUMMARY OF INFORMATION: While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 Dec 47, a possible rocket sighting was made by the pilot and co-pilot of the C-54 airplane. Observation was made at 1926 Pacific Standard Time, location 42° 09.3'N 114° 22.2'W. The airplane was cruising at 13,000 feet. An unidentifiable object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7488 flying near Rosedale, California, to the effect that an object was sighted at 1925 Pacific Standard time trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward towards some hills at approximately 38° 50'N, 121° 02'W. McClellan tower asked the pilot to investigate and at 1958 the pilot reported a small fire at 38° 50'N and 120° 53'W which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1937 Pacific Standard Time at a position of 38° 50'N and 120° 53'W. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points in the fire seemed to burn with a bright blue green flame.

As a result of the above activity on 30 December 1947, Air Sea Rescue located at Hamilton Field was notified and it is understood they would dispatch an airplane to the scene of the fire. The California Highway Patrol was dispatched to the scene of the fire and their findings will be reported as soon as possible.

The Fairfield control tower obtained a report at approximately 2300 PST, 30 December 1947, from Hamilton Field Flight Control, that a motorist on U.S. Highway #40, thirty miles West of Lovelock, Nevada, approximately 38° 53'N, 118° 53'W had seen an object explode in the air at 1926, 120° to 130° feet in the air.

~~CONFIDENTIAL~~

UNCLASSIFIED

[illegible]

The Fairfield Control tower obtained a report from Oakland Airport Flight Control (OAA), at approximately 2315 PST, [illegible] that United Airlines Flight 191 proceeding on airways between [illegible] and North [illegible], observed a flash at 1955 [illegible] their position.

Subsequent information on the above incident will be sought and reported.

[illegible]
Of Source [illegible] Of Information
[illegible] [illegible]

RJC

CHECK-LIST — UNIDENTIFIED FLYING OBJECTS

Incident # 95

1. Date 30 Dec 47
2. Time 1925 PST
3. Location Bassdale, Calif (38° 50' N., 123° 53' W)
4. Name of observer N/S (C-47 crew)
5. Occupation of observer —
6. Address of observer Sacramento Air Depot C-47 #7[illegible]
7. Place of observation Bassdale, Calif
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude low
12. Speed very high
13. Direction of flight N/S
14. Tactics N/S
15. Sound [illegible]
16. Size N/S
17. Color [illegible] N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails several colors of flame [illegible]
22. Weather conditions N/S
23. Effect of [illegible] N/S
24. Sketches [illegible]
25. Number of [illegible]
26. Remarks

R74

UNCLASSIFI

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

[illegible]

1. Date 30 Dec 19[illegible]
2. Time 1[illegible] [illegible]
3. Location 3[illegible] miles west of [illegible]
4. Name of observer N/S [illegible]
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation [illegible]
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 12 to 13 [illegible]
12. Speed N/S
13. Direction of flight N/S
14. Tactics [illegible]
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on [illegible] N/S
24. Sketches or photographs [illegible]
25. Remarks [illegible]

[illegible]

The Fairfield control tower obtained a report at approximately 2300 EST, 30 Dec 47 from Hamilton Fld Flight Control, that a motorist on US Highway #40 30 miles west of Lovelock, Nevada, (approximately 39° 53' N, 118° 53' W) had seen an object explode in the air at 1926, 1200 to 1300 feet in the air.

Would appear to be connected with incidents 94, 95 and 97.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 30 Dec 47 Incident # 97

2. Time 1925 PST

3. Location Between Medford, Oregon & Mt. Shasta, Calif.

4. Name of observer N/S (United Airline Flight #191)

5. Occupation of observer Pilot on Flight #191 as above

6. Address of observer N/S

7. Place of observation on airways between Medford, Oregon & Mt. Shasta

8. Number of objects 1

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude N/S

12. Speed N/S

13. Direction of flight N/S

14. Tactics N/S

15. Sound N/S

16. Size N/S

17. Color N/S

18. Shape N/S

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails N/S

22. Weather conditions N/S

23. Effect on clouds N/S

24. Sketches or photographs none

25. Manner of disappearance N/S

26. Remarks

The Fairfield Control Tower obtained a report from Oakland Airport Flight Control (CAA) at approximately 2315 PST, 30 Dec 1947 that United Airlines Flight 191 proceeding on airways between Medford, Oregon and Mt. Shasta observed a flash at 1925 PST just north of their position.

See Incidents 94, 95, & 96.

UNCLASSIFIED

Incident #50

PROJECT 10073 RECORD CARD

Dec 47 - ~~[illegible]~~ Feb 48

[illegible] NO. - - -	DATE OF INFO 10 Jan 1948
AF NO. - - -	LOCATION Wildwood, N. J.
REPORT NO. - - -	SOURCE Female Civilian
DATE OF REPORT - - -	DATE IN TO ATIC - - -
TIME OF SIGHTING 2200 EST	COLOR Yellow, Red or Amber
Ovular-Tear Drop	SPEED Slow Estimated / Measured
Lamplight	ALTITUDE Varying-slow descent Estimated / Measured
270°	LENGTH OF TIME OBSERVED 5-8 sec.
[illegible] 1	TYPE OF OBSERVATION Ground
[illegible] - - -	MANEUVERS Split in two
[illegible] - - - SKETCHES - - -	

OTHER (MIRAGE)

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

UNCLASSIFIED

Incident #50, 50a -- Wildwood, New Jersey -- 10 January 1948

In view of the unbalanced character of at least one of the observers (as indicated by the report of the interview), this investigator wonders how much credence can be given to the reports of the object or objects cited. For instance, the summary states that the first object was in sight 5-8 seconds, while the interview indicates 15-20 minutes. Assuming that this first incident was authentic and the shorter time correct (it evidently being the estimate given by the second observer), there is nothing in the evidence that is contradictory to the notion that the object observed was nothing more than a slow-moving fireball. The color, splitting into two pieces, and manner of disappearance all support this view.

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

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Follow-up

Examination of Films (Incident #50)

MCIT MCIA 24 Feb 48 1

The inclosed films have been received relative to Project "SIGN". It is requested the films be processed and a report furnished this office.

1 Incl
roll film,
size 127

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

EHL/amb
2-3266
Rm 252
Bldg 11A

OK

Mr [redacted] reported that after developing the film no image was revealed. EHL

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

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

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

MCIAXO-3/BWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	165
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-8484-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-5444-A

UNCLASSIFIED

[redacted]

AMC
Subject: Aerial Phenomena at Wildwood, N. J.

1st Ind MCIA/JCB/amb

Hq, AEC, Wright-Patterson Air Force Base, Dayton, Ohio APR 27 1948

TO: The Commandant (INT), U. S. Coast Guard, 1300 E Street, N.W., Washington 25, D. C., ATTN: Chief, Intelligence & Law Enforcement Division

1. This Command appreciates the cooperation extended by your Headquarters in the compilation of the comprehensive report concerning reported aerial phenomena at Wildwood, N. J.

2. It is intended to abide by recommendations contained in report of investigation.

3. Reports of any further observations deemed of interest to your Headquarters will be forwarded.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, USAF
Chief of Intelligence

1 Incl - w/d

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

[redacted]

MCIA/JCB/amb
Wright-Patterson Air Force Base
xxxxxxxxxx

MCIA

Aerial Phenomena at Wildwood, N. J.

APR 20 1948

Commandant (INT)
U. S. Coast Guard
1300 E Street, N.W.
Washington 25, D. C.
ATTENTION: Chief, Intelligence &
Law Enforcement Division

1. Submitted herewith is additional information to supplement data transmitted with letter dated 17 March 1948, subject as above.

2. For your information, the roll of film mentioned in the attached letter was developed at this Headquarters with negative results.

3. Upon removal of inclosure, this correspondence may be declassified in accordance with AR 380-5, paragraph 9d.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, USAF
Chief of Intelligence

1 Incl
photostat cy
ltr dtd 4/9/48

COPY

[redacted] UNCLASSIFIED

UNITED STATES COAST GUARD
Washington 25, D. C.

Address reply to
The Commandant (INT)
Refer to File: CG-64-H

20 April 1948

From: Commandant
TO: Commanding General, Hq Air Materiel Command, U. S. Air Force, Wright-Patterson Air Force Base, Dayton, Ohio

Subj: Aerial Phenomena at Wildwood, N. J.

1. Reference is made to your letter dated March 12, 1948 (MCIA/MWF/amb) in which you requested the Coast Guard to investigate sightings of aerial phenomena at Wildwood, N. J.

2. There is inclosed a copy of the report of investigation of this matter. Persons contacted were unable to confirm the sigh ting of aerial phenomena reported by Mrs. [redacted] and in fact were prone to question the credibility of any information advanced by Mrs. [redacted]

By direction of the Commandant.

S. Y. HAMMOND
Lt. Comdr., USCG
Chief, Intelligence
& Law Enforcement Division

Incl
Copy report of
investigation

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

COPY

UNC[redacted]

[redacted]

TREASURY DEPARTMENT
U.S. COAST GUARD
CG-2947 (8-47)

[redacted] REPORT OF INVESTIGATION

UNCLASSIFIED

SUBJECT	REPORTING UNIT
Aerial phenomena at Wildwood, N.J.	INTELLIGENCE & LAW ENFORCEMENT DIVISION HEADQUARTERS, U.S. COAST GUARD WASHINGTON, 25, D.C.
ORIGIN OF CASE Headquarters Air Materiel Command letters of 12 and 17 March, 1948, with inclosures of photostatic copies of correspondence and Special Intelligence Report.	DATE 7 April, 1948
INVESTIGATORS C. L. ADAMS, C.E.M., USCG	DISTRIBUTION

1. On date of 1 April, 1948, this investigator proceeded to Wildwood, N.J. for the purpose of investigating subject incidents.

2. Boatswain Charles A[redacted] of Hereford Inlet L. B. Station was contacted. Mr. [redacted] had heard nothing in regards to strange objects having appeared in the air in the vicinity of Wildwood. He agreed to check up on his men and felt that, due to a 24 hour tower watch being maintained at the station, some of his men should have observed such incidents. Mr. [redacted] was again contacted on date of 5 April, 1948 and he stated none of his men had observed any strange objects and had heard nothing about them. Mr. [redacted], as requested, had also made discreet inquiries at the local American Legion Post and to several reputable business men with negative results. Mr. [redacted] felt quite positive that if the incidents had occurred on several occasions he would have been sure to have heard of it, as others would have observed the objects.

3. Chief Boatswain [redacted] was contacted on date of 3 April, 1948. He stated that he had received no reports about the matter and had heard no local talk regarding same. Mr. [redacted], group commander, Atlantic City L.B. Station, stated that he would contact the crew-members of the several stations under his command to learn if any of the tower look-outs had observed such phenomena. Mr. [redacted] was again contacted on date of 5 April, 1948 and he had learned that none of the men at his group of stations had observed or reported any strange objects in the sky or air. Mr. [redacted] felt that, if such occurrences had happened on several occasions, his station men should have observed same.

4. A visit was made to the Wildwood American Legion Home and a personal talk was had with Mr. [redacted], the steward and manager, who said he had never heard any mention, by Post members, of strange aerial phenomena having been observed in the vicinity of Wildwood. Mr. [redacted] felt that such a matter would have been a prominent matter of discussion had local folks observed such things.

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

[redacted]

[redacted] UNCLASSIFIED

Aerial phenomena at Wildwood, N.J. 7 April, 1948
Report of investigation

5. The Wildwood, N.J. Police Department was visited. Captain of Police, A. L. Forcum, stated that the department maintained four police cars on 24 hour continuous patrol and a watchman on the boardwalk on 24 hour duty. None of his men had reported observing any strange aerial phenomena and he firmly believed that if such things had occurred on several occasions, it would have been observed and reported by the police or by private citizens in a town as small as Wildwood.

6. The Wildwood Crest, N.J. Police Department was visited. They had heard nothing and received no reports about aerial phenomena in the vicinity. This small borough also maintains a 24 hour police car patrol.

7. The American Legion Club and Post Home at Cape May, N.J. was visited. The manager and steward, Mr. [redacted], had heard nothing about aerial phenomena having been observed in or about this town which is along the coast and a short distance south of Wildwood.

8. An interview was had with Mrs. [redacted], mentioned in correspondence to the HQ, U.S.A.F. as having witnessed the incidents, at her second floor apartment at [redacted], Wildwood, N.J. Mrs. [redacted] stated that she only observed one incident, that of the evening of 10 January, 1948, at or about ten o'clock. Mrs. [redacted] produced a letter she had written but not mailed, contents as follows: "I saw from my living room window a most unusual thing drop out of the sky. I think it was a flying saucer as I have never seen anything equal to it before. Apparently it dropped in the ocean. I live about 500 feet from the boardwalk and beach. This thing fell south of Casino Arcade Park, Wildwood Avenue. We have been asked over the radio to let you know of anything unusual." Mrs. [redacted] stated that Mrs. [redacted] was visiting in Mrs. [redacted] apartment on this particular evening and it was Mrs. [redacted] who called Mrs. [redacted] attention to the object in the sky. Mrs. [redacted] stated that what she observed appeared to be two round orange colored discs or balls, the one above being smaller, and that these objects appeared to descend vertically toward the earth in a slow and steady manner until disappearing from sight (the view, from Mrs. [redacted] living room, is to the south in the general direction of the Coast Guard Air Station at Cape May, N.J.) Mrs. [redacted] placed herself seated in the approximate position she occupied on the evening of 10 January, 1948. In this position and with the limits imposed by an extending porch roof her range of vision was to about 22° to 25° Altitude. Mrs. [redacted] stated the objects were visible for from five to eight seconds before disappearing from view. Mrs. [redacted] observed two objects, apparently related, but Mrs. [redacted] informed Mrs. [redacted]

[redacted]

that the objects were one when Mrs. [redacted] saw it and that it separated at about the time Mrs. [redacted] sighted it. Mrs. [redacted] is at home nearly every evening and since the incident of 10 January, 1948 she has kept a good watch but has observed nothing since. Mrs. [redacted] appeared to be a normal person of about 55 years of age.

9. Efforts were made to contact Mrs. [redacted], residing at the [redacted] N. Wildwood, N.J. by Mrs. [redacted] and this investigator, from 2 April, 1948 to 5 April, 1948, without result, and it was presumed that she was out of town, although she had been in Wildwood the previous week-end. (Mrs. [redacted] is the author of several letters written to the U.S.A.F. in which she alleges witnessing seven separate incidents of aerial phenomena between the dates of 26 December, 1947 and 11 March, 1948, all in the company of her son, with the exceptionof the one incident of 10 January, 1948 at which time Mrs. [redacted] was also a witness.)

10. Captain [redacted], Wildwood Police Department, knows of Mrs. [redacted] and her family. In his opinion, Mrs. [redacted] is a sensible person of good reputation who has resided in Wildwood for a considerable number of years. Capt. [redacted] also knows of Mrs. [redacted] and her son, has known of them since they first came to Wildwood about five years ago and regards the mother and son as "a pair of screwballs." Capt. [redacted] describes Mrs. [redacted] as a person who tries to make people believe she is well fixed financially and a woman of quite some importance. Capt. [redacted] stated that during the past several years he knows of several efforts by Mrs. [redacted] to purchase apartment properties valued at $40,000 to $50,000 but she could pay no initial payment and the deals fell through. According to Capt. [redacted] the mother and son are inseparable, are always seen together about the streets of Wildwood at various times during the day and night. He describes Mrs. [redacted] son as a lad about 21 years of age, a very effeminate type and lacking in good sense. In the opinion of Capt. [redacted] Mrs. [redacted] is a very unreliable source of information. (Patrolman [redacted], Wildwood Police, was also present at the interview with Capt. [redacted] and his opinion of Mrs. [redacted] and her son coincides with that of Capt. [redacted].)

11. Chief of Police [redacted], of the Wildwood Crest, N.J. Police Department, knows of Mrs. [redacted] and her son. In or about 1944, the son of Mrs. [redacted] was apprehended by the Wildwood Crest Police Department for peeping in bed-room windows, to which offense he admitted. Mrs. [redacted] was notified and, upon her arrival at the Police Department, she tried to impress Chief [redacted] with her importance. She asserted she was very influential in the Red Cross, and that further detention of her son would delay the departure of

[redacted] UNCLASSIFIED

Aerial phenomena at Wildwood, N.J. 7 April, 1948
Report of investigation

Mrs. [redacted] for Washington, D.C. on very important matters connected with the Red Cross and the war effort. Upon the release of her son, Mrs. [redacted] stated that the son had "gotten away from her" and that "it would not happen again." Chief [redacted] expressed the opinion that Mrs. [redacted] was an eccentric type and that she and her son were "a queer pair." Police Officer [redacted] of the Wildwood Crest Police stated he also had seen Mrs. [redacted] and her son in and about Wildwood on many occasions, and describes the mother as an eccentric, the son as "very effeminate" and "sort of queer".

12. The Wildwood Credit Rating Bureau, 100 N. Schelenger Ave., Wildwood, N.J. was visited. Following is an exact copy of information in their files:

Mrs. [redacted], [redacted].
Irregular Report June 29, 1945

Mrs. [redacted] is white, Anglo-Saxon, and about 48 years of age. She is a widow and has one son dependent. The given address is the Bellvue Apartments and Mr. [redacted], real estate agent, reported that she just lives in an apartment here during the summer seasons and usually goes out of town in the wintertime. She has been coming to Wildwood for about five years. In the winter of 1941 she was reported living in Philadelphia, however, the Philadelphia Credit Bureau has no information on her (see enclosed report from them). She is reported to have originally come here from Buffalo, N.Y. but we could not learn an address for her and therefore cannot check with their bureau. Mrs. [redacted] is reported to publish a booklet in her name with knitting and sewing instructions and designs, etc., and is not known to have any regular employment. Local merchants report no credit experience with her. Mr. Dare reports she sometimes runs two or three months in arrears in her rent, however, she always pays up and does not owe anything. She has no local bank account in Wildwood.

[redacted] ------ Date 1/15/48.
Judgment against in District Court.
Plaintiff: SANTUCCI, Josephine
Amount- $134.52.
(A report of the Philadelphia, Pa. Credit Bureau was also attached to Mrs. [redacted] file as follows:)

[redacted]

[redacted] UNCLASSIFIED

Aerial phenomena at Wildwood, N.J. 7 April, 1948
Report of investigation

[redacted], Mrs. [redacted] For [redacted],
[redacted],
No. Wildwood, N.J. Wildwood, N.J.
for 100 Block N. Mole St.,
Phila., Pa. 10/104

We have no file record. No property in this block titled to any [redacted]. Not known at 104-11-120-124 [redacted] Street. In order to furnish report it is necessary to have exact address or references.

13. A visit was made to the office of the County Clerk, Cape May County Courthouse, Cape May Courthouse, N.J. Records examined reflect that, on date of 1/15/43 a judgment was rendered against Mrs. [redacted] in favor of A. A. Santucci, 1926 E. Passyunk Ave., Philadelphia, Pa. The matter involved was that of a book account dated September, 1945 for the purchase of sheets, pillows and blankets. The original order was to the amount of $70.00, following receipt of which a payment was made of $50.00, leaving a balance of $20.00. Subsequent purchases brought the entire amount of bill owed to a total of $171.40. Court costs $13.12. Total amount of judgment $184.52. On date of 6 April, 1943, this judgment has not been satisfied, according to Court Records.

~~FOR OFFICIAL USE ONLY~~ Ben

FINDINGS OF FACT

1. That Mrs. [redacted], in correspondence with Headquarters, U.S.A.F., claimed to have observed aerial phenomena (such as flying saucers, etc.) on at least seven dates, between 26 December, 1947 and 11 March, 1948, in and about Wildwood, N.J.

2. That these incidents, with the exception of one occasion, were witnessed by Mrs. [redacted] in the company of her 21 year old son.

3. That, on one occasion, a Mrs. [redacted] witnessed one such incident from the window of her apartment at [redacted], Wildwood, N.J., while being visited by Mrs. [redacted]. (Mrs. [redacted] called Mrs. [redacted] attention to the alleged object.)

4. That Mrs. [redacted] had not previously observed such phenomena, and has failed to observe any since that one date of 10 January, 1943, although she has watched the skies on many evenings.

5. That Mrs. [redacted] and her son are known to the Police Departments of Wildwood, N.J. and Wildwood Crest, N.J.; members of which

[redacted] 10

[redacted]

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Aerial phenomena at Wildwood, NJ 7 April, 1948
Report of investigation

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regard Mrs. [redacted] as an eccentric type, and regard her son as a peculiar person who is effeminate and lacking in manly character.

6. That the son of Mrs. [redacted] was apprehended by the Wildwood Crest, N.J. Police in or about 1944, for window peeping, and was released without charges being preferred after Mrs. [redacted] promised that it would not happen again.

7. That Mrs. [redacted] constantly tries to impress the townspeople of Wildwood, N.J. with her importance in National affairs and with her financial resources.

8. That Mrs. [redacted] record at the Wildwood Credit Rating Bureau fails to reflect that she is a person of good financial resources.

9. That records of the District Court of Cape May County, N.J. disclose that on date of 15 January, 1948, a judgment to the amount of $184.52 was rendered against Mrs. [redacted] for non-payment of merchandise purchased by her in 1945.

10. That no reports have been made by other citizens of Wildwood as to the observing of aerial phenomena, such as observed by Mrs. [redacted] on at least seven occasions between 26 December, 1947 and 11 March, 1948.

11. That no reports have been made by members of the Wildwood Police Department regarding the sighting of aerial phenomena, although this department maintains four police patrol cars operating on a 24 hour schedule, in addition to a watchman stationed on the boardwalk 24 hours a day.

12. That tower lookout watches of Coast Guard Stations from Wildwood, N.J. to Atlantic City, N.J. have observed no aerial phenomena.

13. That inquiries to numerous citizens, including members of American Legion Posts in Wildwood, N.J. and Cape May, N.J. have failed to disclose any knowledge of aerial phenomena having been observed.

14. That Mrs. [redacted] is regarded by officials of the Wildwood, N.J. and Wildwood Crest, N.J. Police as a person that could not be depended upon for the obtaining of reliable information.

Opinions

1. That aerial phenomena in and about the vicinity of Wildwood, N.J. [redacted] occurring on the numerous occasions reported by Mrs. [redacted] would

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Aerial phenomena at Wildwood,NJ 7 April, 1948
Report of investigation

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have been observed and reported by others.

2. That Mrs. [redacted] is a talkative and boastful woman who is constantly trying to impress others that she is a woman of importance.

3. That Mrs. [redacted] is the possessor of an extremely vivid imagination.

RECOMMENDATIONS

1. That any future correspondence from Mrs. [redacted] be regarded lightly unless substantiated by reputable parties.

2. That this investigation be closed.

Investigator	Reviewed by	Approved by
C. L. Adams	V. E. Howard	S. Y. Hammond
C. L. ADAMS CEM, USCG	V. E. HOWARD Lieut, USCGR	S. Y. HAMMOND Lt. Comdr., USCG Chief, Intelligence & Law Enforcement Division

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INTERVALS; NOT AUTOMATICALLY
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[redacted]

the ocean. (See Mrs [redacted] account)

Feb 19, 1948, 1225 A. M. : Witness stated that she saw saucer. Tried to take picture but says object was moving too fast.

Feb 21, 1948 (Sat Night) : Reported seeing another "saucer"

Mar 11, 1948 10:50 P. M. (Thursday night) : Saw mystery light drop and fall in the water

Apr 2, 4:40 P. M. : Object resembles a small pilot-less plane - very bright metal - no motor noise and looks like the pictures of the German pilot-less planes. The center was ball shaped and very bright metal. It followed the coast line until out of sight. It came from the south and was heading north.

Apr 2d; 5:10 P. M. (same ~~time~~ date) Object appeared to fall in water. The metal wings were small and evidently broke as it fell since it appeared like sheets of metal dropping at the side. Witness states she saw this clearly.

Apr 2 and 3: "new guided missile of bright metal seen since 2 Apr."

July 1st, 1948 "There is activity in Wildwood again - the saucers have been appearing since 1 July." Mrs. [redacted] inclosed picture shown in "Life" of the planet "Mars" which shows an orange-red ovular circle.

In letter to President Truman she writes: "there have been more 'flying saucers' which appear on very clear nights - when there is a moon. They appear to come from the SE and from the ocean. Over the island they appear unsteady - like the one that broke. Then over the land they ascend quite high and move towards the NW, disappearing at not too fast a speed."

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NOTE: Individual appears to be "crackpot". No one (with the exception of Mrs. [redacted] appears to have seen the many sightings mentioned. This in spite of an alerted coast guard, police dept. and others.

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[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS UNCLASSIFIED

4

Incident # 50

1. Date 10 Jan 48 (see reverse side of sheet)
2. Time 10 PM EST
3. Location Wildwood, N. J. (39° 00' N & 78° 48' W)
4. Name of observer Mrs. [redacted]
5. Occupation of observer authority on knitting
6. Address of observer [redacted], Wildwood, N. J.
7. Place of observation [redacted]
8. Number of objects 1 which split into 2 pieces
9. Distance of object from observer undetermined
10. Time in sight 5-8 seconds
11. Altitude varying - slow descent
12. Speed slow
13. Direction of flight shoreward (270°)
14. Tactics broke into two pieces
15. Sound None
16. Size lamplight
17. Color yellow, red or amber-colored
18. Shape ovular - tear drop
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails none
22. Weather conditions Clear night
23. Effect on clouds N/S
24. Sketches or photographs Forwarded a picture of Mars published in "Life" which showed an orange-red ball
25. Manner of disappearance fell into sea
26. Remarks: (over)

[redacted]

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UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS UNCLASSIFIED

Incident # 50a

1. Date 10 Jan 48
2. Time 10 PM EST
3. Location Wildwood, N. J.
4. Name of observer Mrs. [redacted]
5. Occupation of observer housewife
6. Address of observer [redacted] Wildwood, New Jersey
7. Place of observation [redacted] (39° 00' N & 78° 48' W)
8. Number of objects 2
9. Distance of object from observer 500 ft ±
10. Time in sight 5-8 seconds
11. Altitude varying
12. Speed slow descent
13. Direction of flight down
14. Tactics Floated slowly across horizon, separated and disappeared below housetops
15. Sound none
16. Size N/S - that of lamplight
17. Color orange-colored
18. Shape discs or balls
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear night
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance fell into sea
26. Remarks: (over)

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[redacted]

Objects were brought to Mrs. [redacted]'s attention by Mrs. [redacted] Mrs [redacted] saw "a most unusual thing drop out of the sky. I think it was a flying saucer as I have never seen anything equal to it before" She then states that she saw what appeared to be 2 round orange colored discs or balls, the one being smaller, and that these objects appeared to descend vertically toward the earth in a slow and steady manner until disappearing from their sight. Mrs. [redacted] said that Mrs [redacted] observed two objects (apparently related) but that they were originally one object which separated at about the time Mrs. [redacted] sighted it.

All witnesses (Mrs. [redacted], her son and Mrs [redacted]) agree on the following:

Color and size - that of an old-fashioned gas light which had a yellow, red or amber shade. Outline was distinct and did not appear aflame or irregular. No noise or sound of kind. No smoke or exhaust trails seen. Shape oval to round. All stated that it was not to their knowledge a balloon, dirigible, flare, parachute or any other known object and all seemed to have a pretty good knowledge as to the appearance of the fore-going.

NOTE: Witness appeared calm and normally sensible in her responses to various questions.

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[redacted]

[redacted]

WILDWOOD NEW JERSEY

Inc #50

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January 15th 1948

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Jackson M. Phipps
Major - USAF
Administration Assistant
Air Information Division
Directorate of Public Relations
Department of the Air Force
Washington - D.C.

Dear Sir -

Your letter of January 14th received. When I wrote last Thursday, had just heard W.W. Chapman H-B.C. commentator tell of the saucers and advise any one to report to the 11th Army Air Force. So I did -

Saturday morning the planes were over here also the Blimp from Lakewood were over the Ocean most of the day - I presume there were many planes - I also noted the trucks with search lights early in the morning so thought some one else reported from here.

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[redacted]

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ETHEL EVANS
POST OFFICE BOX 119
WILDWOOD, NEW JERSEY

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[redacted]

That night Saturday Jan. 10th I was with a friend at her home 401 E. Pine Ave. Wildwood - which is first house from Boardwalk - when we saw a saucer Fall directly in front of her home - break and fall in two pieces. This was at 10 P.M — and make the 4th one of these I have seen - My son has also seen them at same time I did.

They were all seen on a Saturday night. First one Saturday after Xmas - and one on each following Saturday - all exactly at 8 P.M - I pick my mail up at that time and the P.O. is locked at 5 P.M. 401 - Pine Ave. is one block from the Post office where I have seen the others saucers

The Coast Guard have come to me and told me to call the Base at Cape May as soon as I see another.

This [redacted] my friend called Washington Tuesday morning as the daughter a former Ware [redacted]

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WESTERN UNION

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

JOSEPH L. EGAN
PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1948 FEB 7 AM 8 13

PA0Q1 SPC048

NC572 GOVT NL PD=WUX NEWYORK NY 6

[redacted]=

[redacted] WILDWOOD NJER=

ICIA-2-1 THIS HEADQUARTERS DESIRED PERSONEL V INTERVIEW REGARDING INCIDENTS STATED IN YOUR LETTER OF 15 JANUARY PD VISIT IS PLANNED 13 OR 14 FEBRUARY PD ADVISE BY RET RN AIR MAIL TO COMMAND GENERAL AIR MATERIAL COMMAND CMA WRIGHT PATTERSON AIR FORCE BASE DAYTON CMA OHIO CMA ATTN MCIA CMA MAJOR [redacted] FAULK CMA ONLY IF ARRANGEMENTS UNSATISFACTORY PD REQUEST YOU KEEP THIS VISIT CONFIDENTIAL TO AVOID PUBLICITY OF ANY KIND PD SIGNED ANALYSIS DIVN PN=

CO[redacted] WRIGHT PAT A. BASE OHIO 0621CST=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

[redacted]

WILDWOOD, NEW JERSEY

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February 8th - 1948

Command General Air Materiel Command
Wright Patterson Air Force Base
Dayton Ohio
Attention -
Major M. W. Faulk.

I received a wire to-day from the Analysis Division - requesting a personal interview regarding incidents stated in a letter of January 15-th.

This wire was not delivered to me but came then the mail. It is so vague as to date time or place of interview I questioned same.

Also by Feb. 14th it will be a month since I called attention to important events occurring here and no attempt to contact me had been made I assume this interview is only a routine follow up of in every day [redacted] report

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[redacted]

WILDWO[redacted]

[redacted] UNCLASSIFIED

However there have been several very important developments that were seen by other than myself since Jan 15th.

I personally have not talked of this matter but others have made it a very important story, gaining all sorts of fantastic angles.

I have recently become aware that I am being watched - and checked so that some one is concerned in what I reported.

If you will advise me of the time the place and date for this interview I will arrange my time according to same.

I am not certain I will be here on the days mentioned as I am a Designer and Writer and have a new Book out this week by my Publishers the Macmillan Co - Fifth Ave - New York and of course would not want any publicity concerning events here.

Awaiting your reply

Sincerely

[redacted] UNCLASSIFIED

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[redacted]

WILDWOOD, NEW JERSEY

makes her home with a family who is a member of the F. B. I- He instructed her to report to her nearest Army Base or call F.B.I- Philadelphia-

I have not been here all week so do not know if more have been seen- but it would be well to locate a man here and watch-

They are very queer looking lights- and move quite slow as they come over the land. They come over off the Ocean and when they hit land - go up and down until they reach more flight the spread away- one that broke was very close and queer light-

Hope this is of some value - as something is doing not too far away from here— is indicated.

Sincerely

[redacted]

[redacted]

[redacted]

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Request for Travel Orders - Maj M. W. Faulk and Mr. A. C. Loedding

MCI MCIA 9 Feb 48 1

ATTN: Colonel Anderson

1. As a result of a letter received from Miss [redacted] regarding an incident in connection with Project "SIGN", a personal interview was considered necessary. Recent visits to military bases where these incidents take place and results obtained by personal contact with witnesses indicate the necessity for the trip to Wildwood, N. J. This city is located in a remote part of New Jersey and is not readily accessible by ordinary transportation means. It was decided, therefore, that travel by military air was more expeditious.

2. A teletype was sent to Miss [redacted] 6 February 1948 indicating that a visit would be made on or about 13 February for an interview. It is necessary, therefore, to accomplish this mission as a result of the arrangements with Miss [redacted].

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

ACL/amb
2-1204
Rm 258
Bldg 11A

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[redacted]

thank you for your continued interest.

Melvin V. Faulk
Major, U.S.A.F.

9 Feb., 48
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Miss [redacted]

This is a personal note in answer to your letter of 8 February.

Our telegram was necessarily short, but our representatives will fly to Wildwood on Friday, 13 February, probably arriving late in the afternoon. Since this flight will be dependent on weather, arrival might well be delayed until Saturday morning.

Our representatives will visit it our home upon their arrival.

WRIGHT FIELD
FEB 10
1230PM
1948
OHIO

OHIO

[redacted]

[redacted]

Wildwood, New Jersey

[redacted]

[redacted]

WILDWOOD, NEW JERSEY

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Feb-11th-1948

Major Melvin W. Faulk
Wright-Patterson Air Force Base
Dayton - Ohio. -

Dear Sir -

I have your letter of February 10th to-night - in reply to same - Suggest you have your representatives phone me - came the following phone number Wildwood [redacted] - listed under name [redacted] - [redacted] Wildwood. My reason for doing same am closing my apartment due to difficulty heating same and I will see your representatives at [redacted] instead of my apartment - We have seen the "objects of discussion" from [redacted] and [redacted] has also witnessed the one that broke with us. Wire a phone in directed, stating time for interview at time of arrival and [redacted] will accept the message and notify me.

[redacted] UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

WILDWOOD, NEW JERSEY

Wildwood is out of the Eaten Track - There is a landing Field at Rio Grande - that Mr [redacted] was contractor for and he states [redacted] planes can land there or at the Cape May Base - or Atlantic City - The Rio Grande Field is closed with only can takes but landings can be made there I think - [redacted]

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[redacted]

MCIAXO

MCIAXO/HHS/dw
February 24, 1949

Mrs. [redacted]
Wildwood, New Jersey

Dear Madam:

This will acknowledge receipt of your letter of February 14, 1949, and express appreciation for your promptness in reporting these incidents to the proper authorities.

Sincerely yours,

W. H. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

COPY

[redacted]
Wildwood, N. J.

Feb. 14 th 1949

Commanding Officer
Wright-Patterson Field
Dayton, Ohio

Dear Sir:

I have hesitated reporting the following but as this event is occuring more frequent I think it is best investigated.

Every night between 2:30 A.M. and 3A.M. - during the full moon in the month of January - we heard a noise coming from the Ocean like something travelling at great speed and then a sudden passing of same directly over our place. By the time we get out of the house we hear only the noise in the distance. It is like a sky-rocket taking off and gaining speed.

We did not hear it again until the last five nights and the moon is full again so I think it is timed to this period of the moon.

We no longer reside at the apartment where we saw unusual things in the sky last winter and reported. We are now at the lower end of this island about a mile from the land the Navy has taken for Radar. There are very few people living directly here and we are about 500 yards from the Beach and Ocean. There are no boardwalk lights to detract from the Ocean.

Sincerely

[redacted]

COPY

[redacted]

WILDWOOD NEW JERSEY

UNCLASSIFIED

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

February 16th - 1948

Major M. W. Faulk - U.S.A.F.
Wright Patterson Air Force Base
Dayton - Ohio -
Dear Major Faulk -
I thought the enclosed would perhaps explain what work I do in Designing Knitwear - and why I was here - I worked directly with five branches of the Service stationed within 30 miles of Wildwood and designed Knitwear to fit their needs as well as standardized the Red Cross garments for Europe as well as U.S. during the war.
The Book "This is Knitting" is out to-day and I am doing two more Books for Macmillans with dead line April 15th.
We will keep you informed and if I am not here Mrs [redacted] will be due for [redacted] Sincerely
she will keep [redacted]

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[redacted]

[redacted]
WILDWOOD, NEW JERSEY

UNCLASSIFIED

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

Feb. 19th 1948

Major M. W. Faulk - U.S.A.F
Wright Patterson Air Force Base
Dayton Ohio.

Enclosed please find a film, with one exposure. We saw this one last night 12:25 A.M. Feb. 19/48 to be exact. Two pieces from our Apartment. Had been out with friends just returning home - and Pal had only a small cheap Kodak - (not the [redacted]) so quickly tried to take a picture and if he did it is on no #1 - film - by the time I turned the film I was moving too fast to catch a picture - there might some thing on the film #1 - and nothing else on the Roll -

Enclosed is from the Philadelphia paper [redacted]

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[redacted]

[redacted]

WILDWOOD, NEW JERSEY UNCLASS

to-day - Of course what we saw is not the same one - as there was no smoke or tail as this one states - and I never knew a meteor exploded in mid air - I thought it had to drop and explode on the ground - Apparently this is probably one that we have seen and personally am very glad others are noting them

Hope there is picture and we will keep looking

Sincerely

[redacted]

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UNCLASS

[redacted]

Meteor Shatters Windows in Kansas

NORTON, Kan., Feb. 12 (UP).—A flaming object, believed to be a meteor, raced across the sky at a high altitude and exploded with such force that it broke windows here and caused alarm throughout central Kansas and northern Oklahoma.

The "ball of fire" was believed at first to be a burning aircraft, but a false crash report at Buffalo, Okla., apparently stemmed from the same "meteor" seen for an area of more than 200 miles. C&A officials, weather observers and airport officials said they were certain that the object in the sky was a meteor.

While buildings shook and some windows were shattered here, persons from scores of Kansas towns, south of here, reported seeing a fiery ball and similar objects in the sky.

[redacted]

WILDWOOD, NEW JERSEY

Sky Gazers Puzzled by Ball of Fire

Brilliant Explosion Seen in Six States

Kansas City, Feb. 19—(AP)—Observers today sought further explanation of a strange "ball of fire" seen in six states.

A brilliant explosion thousands of feet in the air was observed in Kansas, Texas, New Mexico, Oklahoma, Nebraska and Colorado yesterday.

Oscar Monnig, secretary of the National Meteorological Society, said at Fort Worth, Tex., that he felt sure the fire ball was a meteor disintegrating.

Officials of the Chamberlin Observatory at the University of Denver, however, could offer no explanation. Director A. W. Recht said that there was "no meteor shower and no other known phenomena in the sky to explain it."

At the University of Nebraska, Professor of Astronomy Oliver C. Collins declared that "it might very well have been a meteor."

After the flash there were reports of flaming plane crashes from widely scattered points. All reports proved groundless.

YOU
albu

[redacted]

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INTERVALS; NOT AUTOMATICALLY
DECLASSIFIED. DOD DIR 5200.10

[redacted]

[redacted]

WILDWOOD, NEW JERSEY

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Major M. W. Faulk - U.S.A.F. Feb. 24th - 1948

Wright Patterson Air Force Base

Dayton Ohio -

This is just a note to advise there is still activity in the air here - we saw another Saturday night.

Am mailing also a clipping from last night paper Mrs [redacted] called my attention - Jis bon would be a direct line to Cape May -

I think it best that you do not at any future time call or discuss this matter with Mrs [redacted]

The reason she has been advised by her family not to discuss this matter at any time -

I first noted some one was advising her when she would not allow [redacted] to use the

[redacted]

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[redacted]

DOWNGRADED AT 12 YEAR [redacted] WILLIAMSTOWN, NEW JERSEY UNCLASSIFIED
INTERVALS; NOT AUTOMATICALLY
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Kodak you set for [redacted] at her home. The reason given was that the her son you met did not want them used - stating one was broken. So we took the picture with a cheap "Brownie" -

Over the week end Mrs [redacted]'s daughter was in town - She evidently told all about it around town - treating it as a joke - and Mrs [redacted] said she did not consider you thought the matter of importance and to her you appeared very bored when I told you about it - Her son told her that if it was important you would have had someone nearby - to phone to in case one was seen - and would have seen to it that proper Camera and film were made available

As there is something to it and she is mistaken I am sure as to your attitude - I think it [illegible] it is time to contact her -

She is highly nervous over all of it and told me she was afraid [redacted] not say

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[redacted]

[redacted]

WILDWOOD, NEW JERSEY UNCLASSIFIED

why - I think she has seen others and is afraid to tell.

They did talk and since Saturday [redacted] and I are trailed a block back by local police car - when we go for the mail - So I did think it would be best to tell you - as to photograph or gage at the Sky will be noted now.

Sorry Mrs [redacted] was frightened but she really is ——

Sincerely

[redacted]

It would be best to wire me at any time and I will phone to you in future

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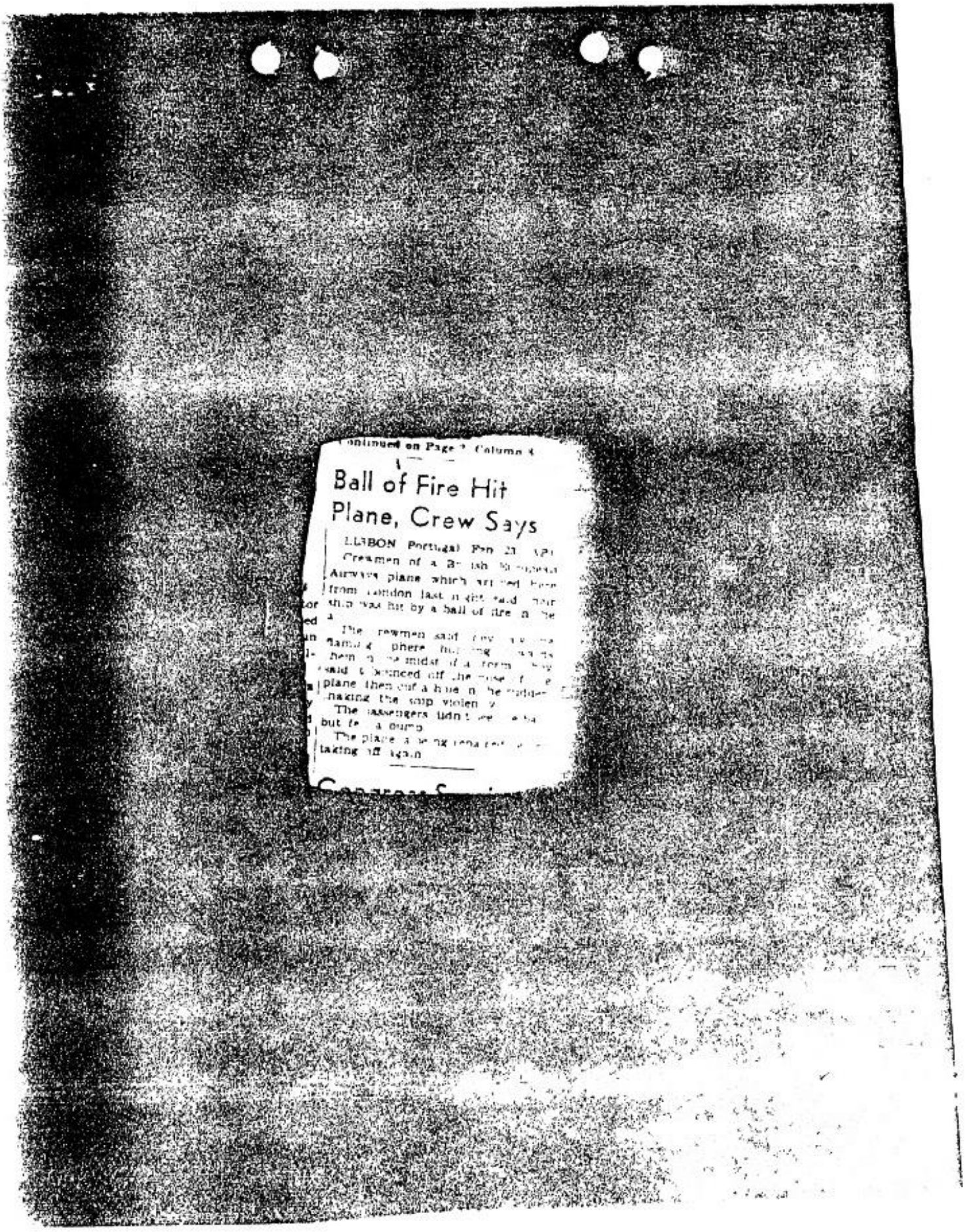
[redacted]



Continued on Page 2, Column 4

Ball of Fire Hit Plane, Crew Says

LISBON Portugal Feb 23 (AP) Crewmen of a British European Airways plane which arrived here from London last night said their ship was hit by a ball of fire in the air.

The crewmen said they saw the flaming sphere hurtling towards them in the midst of a storm. They said it bounced off the nose of the plane then cut a hole in the rudder, making the ship violently.

The passengers didn't see the ball but felt a bump.

The plane is being repaired [illegible] taking off again.

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[redacted]

26 Feb 48

SPECIAL INTELLIGENCE REPORT ON WILDWOOD, N. J. INCIDENT

The following facts were obtained as a result of visit by Major M. W. Faulk and Mr. A. C. Loedding to Wildwood, N. J. for the purpose of investigating reported incident.

1. Mrs. [redacted], presently residing in Wildwood, N. J., sent a letter dated 15 January 1948 to Hq, USAF reporting several incidents that occurred in Wildwood during the months of December 1947 and January 1948. This letter was forwarded and received at this Hq on or about 2 February 1948. In view of the activity indicated (four separate occurrences), the fact that one so-called flying disc broke in two and there might be a possibility of obtaining fragments, it was decided to follow-up by personal visit.

2. Mrs. [redacted] was informed by wire of the contemplated visit during the week end of 14 February, and to avoid any activity that might result in publicity. Inclement weather delayed the visit until noon, 15 February. Mrs. [redacted] who was mentioned by Mrs. [redacted] as having witnessed one of the incidents, was contacted by telephone immediately upon arriving in Wildwood to announce the arrival and arrange a meeting place. Mrs. [redacted] suggested a meeting at her apartment at 1300 at [redacted], approximately 300 yards from the Boardwalk.

3. Mrs. [redacted] appeared in the doorway and suggested a walk toward the Boardwalk to allow time for Mrs. [redacted] son to leave the house so that the interview could be carried out more privately. Her action seemed somewhat strange; however, a short walk was made to the Boardwalk during which time Mrs. [redacted] related briefly the history of the incidents and pointed out the general direction which the so-called objects had been traveling over the building tops. She also discussed her personal activities as an expert knitting designer and her activity in connection with Red Cross work during World Wars I and II. She repeatedly discussed her connections with important society, political and theatrical people.

4. Approximately 15 minutes later, Mrs. [redacted] apartment was visited, only to find her son still there. In spite of this, the interview proceeded immediately with no particular concern about his presence, which seemed strange in view of Mrs. Evans' previous precautions. It seemed evident, therefore, that Mrs. [redacted] wanted to be seen in the presence of Government officials, since one of the agents (Major Faulk) was in uniform.

5. The brief history of their personal lives was obtained. Both Mrs. [redacted] and Mrs. [redacted] were born and spent their early childhood in Buffalo, N. Y. They appeared to be between 55 and 60 years of age, had families and had apparently lived normal lives. Mrs. [redacted] appeared to be quite calm and normally sensible in her responses to various questions. In contrast, Mrs. [redacted] appeared quite talkative and repeatedly mentioned her accomplishments, her associations with important people, and her paradoxical reluctance [illegible].

[redacted]

[redacted]

6. Mrs. [redacted] family consisted of four children, three boys and one girl, one of the boys having died several years ago, and who would now be approximately 27 years old. One son and one daughter were in the service during World War II. The younger son apparently was too young to be a serviceman. During the ten minutes that he was observed, he appeared normal in every respect, and was typical for a young man of 21 years of age. It is our understanding that Mr. [redacted] is deceased and may have left some insurance money and provided some other income so that Mrs. [redacted] and her son could live moderately at this resort, because no statement was made as to any business activity of her own.

7. Mrs. [redacted] apparently did not marry until World War I while traveling in Europe as a representative of the Red Cross. There she met a Hungarian who had three sons. They were RAF pilots during World War II and all were killed. Her present son, [redacted] who is 21 years old, received all the inheritance from his three step brothers and also from his father who is also deceased. Mrs. [redacted] boasted how well off her son is as a result of the inheritance of property and money. Mrs. [redacted] claimed that she had no financial worries of any kind, and therefore could devote all her time toward knitting and standardizing various designs of woolen articles of apparel.

8. Mrs. [redacted] took the initiative in frequently relating about strange happenings in the town of Wildwood for a number of years, including such things as numbers rackets, various activities in vice, reported landings of enemy agents by submarines during World War II, and peculiar activities of so-called gypsies in that vicinity that were investigated by the FBI Hq in Philadelphia. Mrs. [redacted] corroborated practically all of these statements. They both explained that Wildwood is primarily a summer resort and therefore, the town is rather vacated during the off-season period during which time the recent peculiar activities take place. They claim, therefore, that the flying disc is some other kind of aerial approach to carry out subversive activities by a foreign country. They firmly believe that a recent hotel fire that started in the roof was caused by the flying discs. A description of the discs was not clearly presented as to the shape; however, it was what one would expect from such individuals not having a technical background and the inability of other competent observers to describe exactly what they have seen. The best description as to shape and color was that of an oval or tear drop shaped gas light. This design, but lighted by electricity, is in use in Wildwood and was pointed out during a walk to Mrs. [redacted] apartment. They thought the size was about the same from where they were viewing it, but did not say exactly what the actual dimensions were as they could not judge the distance.

9. Mrs. [redacted] was not certain that the objects flew directly over any particular house, although they appeared to do that. Both Mrs. [redacted] and [redacted] indicated that the object could have been at a considerable distance. By that, they meant over the open water just below Cape May, and that the objects could have come from the open sea, approach over Cape May, and then follow the waterway up towards the general direction of Philadelphia. Mrs. Krueger stated that she witnessed only one incident, at which time a separation of two objects occurred. Her description tallied somewhat the

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[redacted]

15. During the interview, Mrs. [redacted] frequently hinted about corresponding with President Truman, the well-known commentator Drew Pearson, and other officials regarding the incidents, and insisting that some action be taken, and that she was not interested in any reflection it might bring on the town of Wildwood which always had a bad reputation. Her chief concern was for the national security.

Respectfully submitted,

Alfred C. Loedding

ALFRED C. LOEDDING
Technical Assistant
Analysis Division
Intelligence Department

Melvin W. Faulk

MELVIN W. FAULK
Major, USAF
Analysis Division
Intelligence Department

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[redacted]

[redacted]

Birmingham, Alabama newspaper photographs of two objects having a general oval shape where the leading one was approximately three times the size of the rear object which seemed to be attached or following very closely and separated at a distance of about two or three lengths of the small object.

10. Mrs. [redacted] pointed out how the object was brought to her attention while sitting in the second floor and looking out through the window in a southerly direction when the two objects were seen floating slowly across the horizon and then suddenly separating and disappearing below the house tops. She could not state that they dropped in somebody's backyard or even on the ground, but that they simply dropped slowly from view and were not seen again. Mrs. [redacted] however, thought that one object separated or broke in two and dropped from view.

11. Mrs. [redacted] son, [redacted] who also claimed to have seen the objects, agreed with Mrs. [redacted] and Mrs. [redacted] that the color appeared to be the same as a yellow, red or amber colored old fashioned gas light. The outline was distinct and not one that would appear aflame and irregular. They all stated that it was not a frightening thing, but seemed to be very quietly and peacefully moving along, coming from a high altitude over the water in a downward slowly moving path toward the shore and then lightly rising again and rapidly disappearing in the distance in the general direction of Philadelphia.

12. The object appeared to be in view for at least 15 to 20 minutes on each occasion. Mrs. [redacted] stated once that she had seen it approximately 20 times, but upon further questioning as to the exact number of times, she reduced it to about 5 times, according to the following schedule: 26 and 28 Dec 47, 3 and 10 Jan, and 13 Feb. Mrs. [redacted] stated that the Coast Guard visited that vicinity in Wildwood 9 and 10 Jan to view the next occurrences, but evidently did not see anything.

13. A map of the town showing the layout of the city blocks and streets was presented to indicate the direction of objects which was brought back as part of the case for future reference. They stated that no noise or sound of any kind was emitted; no smoke or exhaust trails were seen. They also insisted that it was not any balloon, dirigible, flare, parachute or any other thing that they know, and they seemed to have a pretty good knowledge as to the appearance of such things. They claimed it was something they had never seen before. They could not describe it accurately, but they assured us it was very real.

14. Mrs. [redacted] sent this Hq a letter dated 16 Feb transmitting a copy of "Arts and Crafts" published by MacMillan Company that carried an article about her activity in the knitting field, which substantiated most of her statements in this respect. Also inclosed was a booklet entitled, "Hand [illegible] for Service Men" written by her and published by Consolidated Book Publishers.

WASHINGTON DOCUMENT SERVICE CENTER
UNCLASSIFIED DOD DIR 5200.10

[redacted]

[redacted]

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MCIA/MNF/amb.

MCIA-

1948

Aerial Phenomena at Wildwood, N. J.

Commandant (IST)
U. S. Coast Guard
1300 E Street, N.W.
Washington 25, D. C.
ATTN: Chief, Intelligence &
Law Enforcement Division

1. It is requested that your office make an investigation of the persons and events concerned in the reported sightings of unidentified aerial objects at Wildwood, N. J.

2. Attached inclosures are photostats of the entire file of correspondence received from Mrs. [redacted], and the report of an investigation made by the Intelligence Department, Air Materiel Command.

3. Hq, AMC is charged by Hq, USAF with Project "SIGN", whose purpose is to collect, evaluate and distribute to interested Government agencies all information concerning sightings and phenomena which can be construed to be of concern to the national security.

4. It is contemplated that your office will be asked to investigate only incidents that may occur near one of your installations not in the vicinity of an Air Force base.

6. It is also requested that any reports of aerial phenomena which may come to your attention be forwarded directly to:

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

DOWNGRADED TO YEAR
RVALS, NO. AUTOMATICALLY
CLASSIFIED DOD DIR 5200.10

FOR THE COMMANDING GENERAL:

[redacted]
Colonel, USAF
Chief of Intelligence

Encls
1. Photostatic file of correspondence
2. Special Intelligence Rpt

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

MCIA/MMF/mab

MCIA

MAR 17 1948

Aerial Phenomena at Wildwood, N. J.

Commandant (INT)
U. S. Coast Guard
1300 E Street, N.W.
Washington 25, D. C.
ATTN: Chief, Intelligence &
Law Enforcement Division

1. Submitted herewith is additional information to implement data transmitted with letter dated 12 March 1948, subject as above.

2. Upon removal of inclosure, this correspondence may be declassified in accordance with Paragraph 9b, AR 380-5.

FOR THE COMMANDING GENERAL:

1 Incl
Photostat cy ltr
fr Ethel Evans
dtd 11 Mar 48

H. M. McCOY
Colonel, USAF
Chief of Intelligence

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

[redacted]

OFFICIAL U. S. AIR

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

? (Day) OCT. 5 AM (Month) 1947 (Year)

2. Time of day: 8:40 PM (Hours) _____ (Minutes)

(Circle One): A.M. or P.M.

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

[redacted] STS (Nearest Postal Address) Phila. (City or Town) Pa (State or County)

5. How long was object in sight? (Total Duration) _____ (Hours) _____ (Minutes) 15 (Seconds)

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? _____

5.2 Was object in sight continuously? Yes _____ No X

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

NIGHT
a. Bright
b. Cloudy

7. If you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

Circle One: a. In front of you
b. Back of you
c. Your right
d. To your left
e. Overhead
f. Don't remember

FTD FORM OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

FORCE UFO FORM

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight—pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

a. Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
d. As a light
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

a. Brighter
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

12. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
Don't remember

e. Other_____

13 Did the object:

(Circle One for each question)

a. Appear to stand still at any time?	Yes	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't know
c Break up into parts or explode?	Yes	No	Don't know
d. Give off smoke?	Yes	No	Don't know
e Change brightness?	Yes	No	Don't know
f Change shape?	Yes	No	Don't know
g Flash or flicker?	Yes	No	Don't know
h Disappear and reappear?	Yes	No	Don't know

UFO form continued

20. Do you think you can estimate the speed of the object?
(Circle One) Yes (No)
IF you answered YES, then what speed would you estimate?_____

21. Do you think you can estimate how far away from you the object was?
(Circle One) Yes (No)
IF you answered YES, then how far away would you say it was?_____

22. Where were you located when you saw the object?
(Circle One):
a. Inside a building
b. In a car
(c. Outdoors)
d. In an airplane (type)
e. At sea
f. Other_____

23. Were you (Circle One)
a. In the business section of a city?
(b. In the residential section of a city?)
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other_____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h Northwest

24.2 How fast were you moving?_____miles per hour.

24.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No

25. Did you observe the object through any of the following?

a Eyeglasses	Yes	(No)	e. Binoculars	Yes	(No)
b. Sun glasses	Yes	(No)	f Telescope	Yes	(No)
c. Windshield	Yes	(No)	g. Theodolite	Yes	(No)
d Window glass	Yes	(No)	h Other_____		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw

A TUb WiTh dN dNTeNNue ON TOP

64

Official U.S. Air Force

14. Did the object disappear while you were watching it? If so, how?

15. Did the object move behind something at any time, particularly a cloud?
(Circle One): Yes (No) Don't know. IF you answered YES, then tell what it moved behind:

16. Did the object move in front of something at any time, particularly a cloud?
(Circle One): Yes (No) Don't know. IF you answered YES, then tell what in front of:

17. Tell in a few words the following things about the object:
a. Sound HISSING
b. Color metallic

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

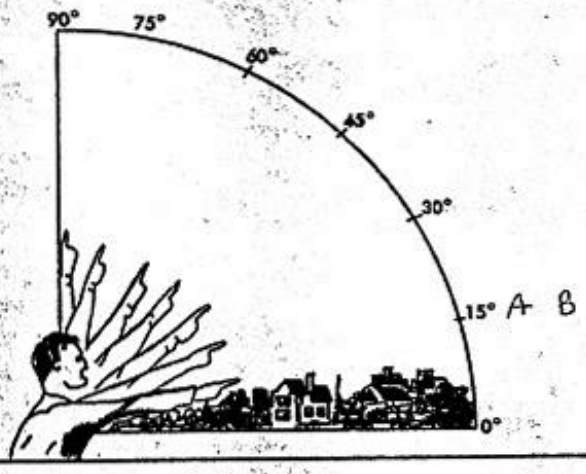
slightly larger than a basket ball
it was oval shaped and moved in a
north east direction. I few minutes
25 ft above the roof tops

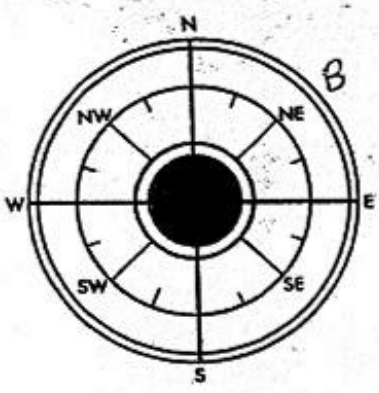
34. Date you completed this questionnaire: 6 (Day) 3 (Month) 67 (Year)

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

This friend and I were Body Pinching each other, while we were clinching, I began to Reminisce how the candles would SOUND, while Fired Them. (HISSING sound). AT the very INSTANT I was thinking about the candles, I heard a HISSING sound IN The SKY. I immediately looked up and saw an object speeding across the sky. I spun my Friend around. He observed the UFO over his left Shoulder and became Frightened momentarily. He started RUN. I held on TO him and we both observed the object. The continued on until it was out of Sight.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass when you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there?_____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

UFO form continued

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

NO.

31. Was anyone else with you at the time you saw the object? (Circle One) (Yes) No

31.1 IF you answered YES, did they see the object too? (Circle One) (Yes) No

31.2 Please list their names and addresses:

[redacted] Phila., Pa.

32. Please give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) Phila. (City) 32 (Zone) Pa. (State)

TELEPHONE NUMBER [redacted] AGE 44 SEX male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

I am a high school graduate
- have 2 years of college

33. When and to whom did you report that you had seen the object?

____ (Day) 1st of Nov (Month) 1947 (Year)

JANUARY - FEBRUARY - MARCH 1948 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
January			
1948	Antarctic NOT IN FOLDER	[redacted] NOT IN FOLDER (PHOTOS) (Photos)	
1948	Warren, Minnesota (NO CARD)	[redacted] (PHYSICAL S)	Other (HOAX)
1	Abilene, Texas	[redacted]	Insufficient Data
3	Helsinki, Finland	Not Reported	Astro (METEOR)
5	Helsinki, Finland SEPARATE FOLLOWING	Not Reported	Astro (METEOR)
7	Godman, Kentucky (FOLDER)	[redacted]	Balloon
7	Lockbourne AFB, Ohio	Ground Visual	Astro (VENUS)
7	Columbus, Ohio	Air Visual([redacted]	Astro (VENUS)
7	Wilmington, Ohio	Ground Visual	Astro (VENUS)
9	Danville, Kentucky	[redacted]	Astro (METEOR)
9	Cartersville, Georgia	[redacted] (EAL Pilot)	Astro (METEOR)
9	Ladd AFB, Alaska	Military	A/C (B-29)
11	Hartford, Connecticut	[redacted]	Astro (METEOR)
19	North Jutland	Not Reported	Astro (METEOR)
29	Rouen, France	Newsclipping	Insufficient Data
February			
1	Circleville, Ohio (Keyhoe)	[redacted]	
7	Vejle, Denmark	Field Workers	Astro (METEOR)
18	Norton, Kansas	Multi, Air & Ground (METEORITE RECOVERED)	Astro (METEOR)
20	Asuncion, Paraguay	3 Reports (Vargas)	Astro (METEOR)
20-26	Scandanavian Countries	Multiple Reports	Astro (METEOR)
Feb-Mar	Baltimore, Maryland	Not Reported	Insufficient Data
March			
1	Swedish Coast	Norwegian Pilot	Astro (METEOR)
5	Bakersfield, California	[redacted]	Other (FLARES)
7	Smyrna, Tennessee	[redacted]	Astro (VENUS)
8	Belmont, North Carolina	[redacted]	A/C
8	Bakersfield, California	[redacted]	Other (FLARE)
9	Bakersfield, California	[redacted]	Other (FLARES)
11	Moose Factory, Canada	[redacted]	Astro (METEOR)
28	Berlin, Germany	[redacted]	Astro (METEOR)

[redacted]

UNCLASSIFIED

An Incident Reported In Cincinnati
Summary

A letter dated 19 June 1950 was received from a Mr. [redacted] reporting a flying contraption which, according to his letter, was found in his back yard. Photographs enclosed indicated the incident was a hoax. However, since it could not be explained, based on the evidence available, the matter was referred to OSI.

Upon checking, it was found the originator was no longer in Cincinnati, After a search half around the country it was finally determined that the object reported was built of scrap materiels and reported as a joke.

GROUP 4
Downgraded at 3 year intervals; declassified after 12 years
14 May 68

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

IAW AFR 205-1, Par 2-18(c)(1)
Carmon L. Marano
S&LT.

UNCLASSIFIED

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/JEM/vz

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

IN REPLY REFER TO: 5D 24-21GG

27 September 1950

SUBJECT: UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

19 Sept 50

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

1. Reference is made to letter, this district, subject and file as above, dated 16 August 1950.

2. Attached for your information are copies of Report of Investigation conducted by Special Agent ROGER A. WILLIAMS, 24th OSI District (IG), Chicago, Illinois, dated 19 September 1950.

3. Your attention is invited to the fact that investigation proved that the aerial object was made from scrap items, consisting of an old washing machine cover, part of a radio set, and a used insecticide "bomb". Further that the object was disposed of in the city dump of Warren, Minnesota.

4. The files of this office are considered closed in this investigation.

James F. X. O'Connell

1 Incl
R/I, DO #24, 19 Sep 50
(in trip)

JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

Copy to: Hq OSI

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-40	DATE 19 Sep 50
REPORT MADE BY ROGER A. WILLIAMS, S/A	
REPORT MADE AT DO #24, 1660 E Hyde Pk Blvd, Chicago, Ill	
PERIOD 14 Sep 50	
OFFICE OF ORIGIN DO #5, Wright-Patterson AFB, Dayton, O.	
STATUS REFERRED UPON COMPLETION	

TITLE

UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

CHARACTER

SPECIAL INQUIRY

REFERENCE

Rpt of Inv by JAMES R. PAISLEY, DO #5, dtd 14 Aug 50, File: 24-21GG

SYNOPSIS

[redacted], Warren, Minnesota, finder of the "aerial object", stated it was only a hoax, made from such scrap items as an old washing machine cover, part of a radio set and a spent insecticide "bomb". [redacted], Warren, Minnesota, one of the makers of the "aerial object," confirmed SIREK's statement. The object, made about 2 years ago, was junked some time in the past.

DISTRIBUTION

CG, AMC, Attn:
MCIAMA (Action Copy) 2
DO #5, Wright-Patterson 2
HQ OSI 2
File

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

[illegible]

FILE STAMP

DO FORM 3-208 REPLACES APRIL FORM 3, 23 JULY 50, WHICH MAY BE USED

UNCLASSIFIED

[redacted]

DETAILS:

AT WARREN, MINNESOTA

1. In an interview, [redacted], service station operator, said that he found the object, referred to in previous reports as "an unidentified aerial object", about 2 years ago. The object was found behind KISH'S TAVERN in Warren. The "machine" was obviously made from various objects, such as an old washing machine cover, part of a radio set chassis, and a spent insecticide "bomb". [redacted] said that at the time there was great talk of flying saucers throughout the country and as a joke the Warren newspaper even had on display various fanciful objects which were made by local youngsters. [redacted] intended to give the object he found to the newspaper for display also, but forgot about it and eventually had someone take it to the local dump with other items of junk. Before he did so, however, [redacted] who had once lived in Warren, saw the object and apparently believed it had some merit. [redacted] took photographs of the object with [redacted] holding it. [redacted] believed the object actually had been made by [redacted] local tinsmith.

2. [redacted] tinsmith, Warren, Minnesota, stated in an interview that he had not made the "aerial object" himself but had only "streaked" the "tail pipe" of the contraption with a welding torch, at the request of [redacted], manager of the local Coast to Coast hardware store. This was done to make it appear that hot gasses had been discharged from the pipe.

3. [redacted] was out of town on the day the agent visited Warren, but in an interview with [redacted], clerk at the Coast to Coast store, [redacted] said that [redacted] a radio repairman, and himself, had made the object as a joke about 2 years ago. In addition to the parts listed in the first paragraph, the makers also utilized part of a junked brooder stove and miscellaneous scrap.

AGENT'S NOTE: In view of the above information, no attempt was made to locate the "aerial object". According to [redacted], it would be almost impossible to do so in view of the large amount of junk at the city dump, which also is periodically covered over with earth by a bulldozer.

Report on Unusual Aircraft by Mr. [redacted]

MCIAXA MCREXA-3 23 June 50 1

1. Inclosed for your information and necessary action are a letter and snapshots of an unusual aircraft submitted by Mr. [redacted] of Cincinnati, Ohio.

Incls
As stated
above

/s/ E. V. Argabright
for JACK A. GIBBS
Colonel, USAF
Chief, Aircraft Laboratory
Engineering Division

JF/avj
20165
B 50
Rm 202

CONCURRENCE:

/s/ J. Flatt MCREXA-3

TO: 5D OSI FROM: MCIAXA Fwd 29 June 50 2
ATTN: Mr. J. E. Morill

1. Forwarded in confirmation of conversation between Mr. Morill of your office and Mr. Rodgers of this Division, this date.

2. As pointed out in this conversation, it is believed that the attached letter has been forwarded to the Air Materiel Command as a hoax. However, since the matter cannot be completely analyzed on the basis of the information presented, it is believed that an investigation is warrented. If your investigation indicates that the item is of any merit whatsoever, this office is desirous of getting the physical article for further analysis.

Incls
a/c

[illegible]
Colonel, [illegible]
Chief, Technical Analysis Div
Intelligence Department

JJR/peg
55376
B 2650
[illegible]

[redacted]
Cincinnati 9, Ohio
June 19, 1950

Chief of Aircraft Laboratory
Building 50
MCREXA
Wright Field, Ohio

Dear Sir:

I am anxious to know what this contraption is. It was found with its point buried in the hard ground in my home town some time ago.

I have enclosed my return addressed envelope for an answer and the snap shots.

Yours most sincerely,

[redacted]

[redacted]

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/JEM/vz

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

17 July 1950

IN REPLY REFER TO: 5D 24-21GG

SUBJECT: UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

14 July 50

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

1. Reference is made to Comment Number 2, dated 29 June 1950, by the Chief, Technical Analysis Division, Intelligence Department, your headquarters, to Routing and Record Sheet, dated 23 June 1950, from the Chief, Aircraft Laboratory, Engineering Division, also your headquarters, subject: "Report of Unusual Aircraft by Mr. [redacted]"

2. Attached for your information are two copies of the report of Special Agent HOMER PASLEY, of this office, dated 14 July 1950.

3. An attempt to contact Mr. [redacted] in Cincinnati, Ohio, revealed that he is presently in Warren, Minnesota.

4. This is an initial report and the investigation is continuing in this and other OSI Districts. Further reports will be forwarded upon completion of the investigation.

James F. X. O'Connell
JAMES F. X. O'CONNELL
Lt. Colonel, USAF
District Commander

1 Incl
Rpt of Inv, dtd 14 July 50

cy to: Hq OSI

GROUP 4
Downgraded at 3 year intervals; declassified after 12 years

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 5D 24-2100	DATE 14 July 1950
REPORT MADE BY HOMER PASLEY	blk
REPORT MADE AT DO #5, Wright-Patterson AFB, Dayton, O.	
PERIOD 6 Jul 50	
OFFICE OF ORIGIN DO #5, Wright-Patterson AFB, Dayton, O.	
STATUS PENDING	

TITLE

UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

CHARACTER
SPECIAL INQUIRY

REFERENCE
None, this is an initial report.

SYNOPSIS :

Investigation requested 29 Jun 50 by Chief, Technical Analysis Division, Intelligence Department, AMC. [redacted] alleged finding unidentified object in his home town and furnished photographs of same. Attempt to interview [redacted] in Cincinnati, Ohio revealed he is now at his home at Warren, Minnesota.

DISTRIBUTION

CG, AMC, ATTN: MCIAXA (Action Cy)(Incls)	2
Hq OSI (Incls)	2
[illegible], Chicago, Ill. (Incls)	2
File	2

ACTION COPY FORWARDED TO
Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXA

APPROVED
James F. X. McDonnell
Lt Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

AFSO FORM 0-208 3 FEB 49 REPLACES AFCSI FORM 4, 23 JULY 48, WHICH MAY BE USED 50 10760

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

5D 24-21GG
UNIDENTIFIED AERIAL OBJECT

DETAILS:

1. This investigation was requested by Colonel BRUNOW W. FEILING, Chief, Technical Analysis Division, Intelligence Department, Air Materiel Command, in a Routing and Record Sheet, dated 29 June 1950, transmitting the following letter:

[redacted]
Cincinnati 9, Ohio
June 19, 1950

"Chief Of Aircraft Laboratory
Building 50
MCREXA
Wright Field, Ohio

"Dear Sir:

"I am anxious to know what this contraption is. It was found with its point buried in the hard ground in my home town some time ago.

"I have enclosed my return addressed envelope for an answer and the snap shots.

"Yours most sincerely,

[redacted]

The snap shots referred to in the foregoing are attached to this report as Exhibits "A" through "D".

Colonel FEILING, in his request, stated that if OSI investigation indicates that the item is of any merit whatsoever, his office is desirous of getting the physical item for further analysis.

AT CINCINNATI, OHIO

2. On 6 July 1950, an interview with [redacted] is enroute to [redacted], Cincinnati, Ohio, revealed that [redacted] Warren, Minnesota, where he will make his home for the summer. According to [redacted], [redacted] is employed as a teacher at the Walnut Hills High School and is thoroughly reliable. [redacted] further advised that [redacted] resides with him for approximately two weeks after school has been dismissed for the summer and for the same period before the beginning of the new school term, in [redacted]

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

5D 24-21GG
UNIDENTIFIED AERIAL OBJECT

cussed personal business and had, at no time, mentioned any unusual happenings at his home town of Warren, Minnesota.

INCLOSURES:

FOR CG, AMC; HQ OSI: and DO #24, CHICAGO, ILL.

Four photographs of unidentified object attached hereto as Exhibits "A" through "D".

PENDING

[redacted]

UNCLASSIFIED

UNCLASSIFIED

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/DML/flm

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

16 August 1950

IN REPLY REFER TO: 5D 24-21GG

SUBJECT: UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio
SPECIAL INQUIRY

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

1. Reference is made to our letter of 17 July 1950, subject and file as above.

2. Attached for your further information are two copies each of the following reports of investigation.

a. Report of Special Agent ROGER A. WILLIAMS, dated 1 August 1950, file 24-40. This report reveals that [redacted] returned to Cincinnati from Warren, Minnesota on 24 July 1950 and that, according to the Chief of Police of Warren, [redacted]

b. Report of Special Agent JAMES R. PAISLEY, of this office, dated 14 August 1950. This report reflects an interview with [redacted] which indicates that the person who found subject object is one [redacted], of Warren, Minnesota. According to [redacted] still has the object which was found approximately two years ago.

3. This investigation is continuing and further reports will be submitted upon its completion.

JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

2 Incls
1. R/I, DO #24, dtd 1 Aug 50 (dup)
2. R/I, DO #5, dtd 14 Aug 50 (dup)

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-40

DATE 1 August 1950

REPORT MADE BY
ROGER A. WILLIAMS, S/A

REPORT MADE AT
DO #24, 1660 E Hyde Pk Blvd, Chicago, Ill.

PERIOD
27 July 1950

OFFICE OF ORIGIN
DO #5, Wright-Patterson AFB

STATUS
REFERRED UPON COMPLETION

TITLE

UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

CHARACTER
SPECIAL INQUIRY

REFERENCE
Rpt of Inv by S/A HOMER PASLEY, DO #5, dtd 14 Jul 50, File: 5D 24-21GG

SYNOPSIS

Chief of Police, Warren, Minnesota, stated [redacted] is of good character and reliable. [redacted] family stated he left Warren on 24 July 1950 for Boston, Massachusetts, thence to Cincinnati, Ohio. He had been in Warren, Minnesota, prior to this visit only during Christmas holidays, 1949. Neither the family nor the chief of police had knowledge of any machine in possession of [redacted] similar to the unidentified aerial object.

[redacted]

COPY

DISTRIBUTION
CG, AMC, ATTN: MCIAXA (Action) 2
DO #5, Wright-Patterson 2
HQ OSI 2
[illegible] 2

ACTION COPY FORWARDED TO
Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXA

APPROVED
[redacted]
DISTRICT COMMANDER

FILE STAMP

AFIO FORM 0-208 3 FEB 49 REPLACES AFOSI FORM 4, 23 JULY 48, WHICH MAY BE USED [redacted]

50 10369

UNCLASSIFIED

[redacted]

UNCLASSIFIED

DETAILS:

AT WARREN, MINNESOTA

1. An interview with [redacted] Chief of Police, Warren, Minnesota, revealed information that [redacted] had spent little time in Warren during recent years. His visits have been principally for a short time during the summer and possibly at Christmas time. From his own knowledge of [redacted] and inquiry which he made for the reporting agent, the police chief stated that [redacted] is considered to be of very good character, sober, and quite religious by nature. The police chief had not heard of [redacted] or any other person in town (pop. 1639) being in possession of a machine in which they thought the Air Force would be interested.

2. An interview with Mrs. [redacted], mother of [redacted] and Mrs. [redacted] sister, both of Warren, Minnesota, elicited the information that [redacted] had been in Warren about a week but had departed on 24 July 1950, for Boston, Massachusetts. He expected to meet his wife there and then go to Cincinnati, Ohio. [redacted] is expected to arrive in Cincinnati about 10 August 1950, and for a day or two may be located at his former address, [redacted]. Both women stated that they had no knowledge of [redacted] being in possession of a machine which he thought would interest the Air Force. They stated except for his short visit this summer, [redacted] had last visited Warren during the Christmas holidays in 1949.

-REFERRED UPON COMPLETION TO OFFICE OF ORIGIN-

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 5D-24-2166	DATE 14 August 1950
REPORT MADE BY JAMES R. PAISLEY nlb	
REPORT MADE AT DO #5, Wright-Patterson AFB, Dayton O.	
PERIOD 11 Aug 50	
OFFICE OF ORIGIN DO #5, Wright-Patterson AFB, Dayton O.	
STATUS PENDING	

TITLE

UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

CHARACTER

SPECIAL INQUIRY

REFERENCE

Und. Lead (R/I by S/A R. A. WILLIAMS, DO #24, dtd 1 Aug 50, File #24-40.)

SYNOPSIS

[redacted]

Mr. [redacted] stated that Subject object was found by Mr. [redacted] near Warren, Minnesota about two (2) years ago and that Mr. [redacted] still had the object in his possession in Warren in the summer of 1950. Informant described this object as a sort of miniture airplane, jet or rocket propelled, and containing a three (3) tube radio. He advised that to him the significant feature of this object was the fact that it appeared to have been made in a press rather than by hand, which indicated to him that it was a product of mass production.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
[illegible], AMC, Attn: [illegible] Action	2	Commanding General Air Material Command Wright-Patterson AFB Dayton, Ohio Attn: MCIAKA	
[illegible]	2		
DO #5	2		
File	2		

APPROVED

James F. O'Connell

Lt Colonel, USAF
DISTRICT COMMANDER

AFOSI FORM 0-208 8 FEB 49 REPLACES AFOSI FORM 4, 21 JULY 48, WHICH MAY BE USED [redacted]

UNCLASSIFIED

50 10389

[redacted]

UNCLASSIFIED

5D-24-21GG
UNIDENTIFIED AERIAL OBJECT
Cincinnati, Ohio

DETAILS:

AT CINCINNATI, OHIO

On 11 August 1950, Mr. [redacted], was interviewed regarding the unidentified aerial object about which he wrote to the Air Force. He advised that Mr. [redacted], who operates a Service Station on the main highway in Warren, Minnesota, found this aerial object about two (2) years ago in the vicinity of Warren, Minnesota and informant photographed it just an hour or so after it was found. He stated that it contains a fuel tank, a three (3) tube radio, and dry cells and that the opening at the rear of it appeared to have vented hot gases, causing informant to believe that it had been jet or rocket propelled. He disclosed that it contained no directional steering and had been completely covered with aluminum paint. In examining this object, informant found nothing to indicate its place of manufacture. He further stated that he teaches Sheet Metal in the Walnut Hills High School, Cincinnati, Ohio, and feels qualified to say that the main body of this object was made in a press rather than by hand, which indicated to him that it was a product of mass production. He further advised that during the summer of 1950 he talked with Mr. [redacted] who indicated that he still has the object in his possession in Warren, Minnesota. Informant explained his delay in contacting the Air Force by saying that it was many months after he made the pictures before someone suggested his writing to Wright-Patterson Air Force Base.

PENDING

[redacted]

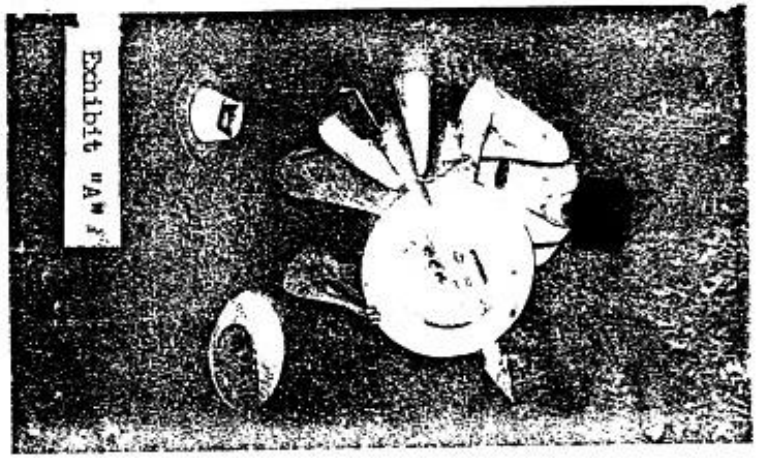


Exhibit "A"

Exhibit "B"

3 ONLY 2 3/4 x 4 1/2
GLOSSY PHOTOS
OF THE ALLEGED UFO
OF THE HOAX SIGHTING
AT
WARREN, MINNESOTA
ON
1948

UNCLASSIFIED

UNCLASSIFIED [redacted] Incident #231

PROJECT 10073 RECORD CARD

ATIC NO ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 0125 & 0130 CST

SHAPE . like bell with fan shaped glow

SIZE ----

COLOR ----

NO. IN [illegible] 1

[illegible] ----

[illegible] ---- SKETCHES ----

DATE OF INFO 1 Jan 48

LOCATION Abilene, Tex

SOURCE Male Civilian

DATE IN TO ATIC ----

COLOR Bright blue green

SPEED No apparent speed Estimated ___ Measured ___

ALTITUDE ---- Estimated ___ Measured ___

LENGTH OF TIME OBSERVED 2 sec

TYPE OF OBSERVATION ----

MANEUVERS stationary

UNCLASSIFIED

Insuff Info

Temporary ATIC Form 3[illegible]
([illegible] Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #231 -- Abilene, Texas -- 1 January 1948

This incident has no astronomical explanation.

The fan-shaped glow that extended momentarily from the horizon to the zenith suggests a man-made disturbance -- electrical or explosive. The green color is the only characteristic that might connect this incident with the "New Mexico green flashes"; the rest of the description does not.

UNCLASSIFIED

[redacted]

INCIDENT SUMMARY SHEET

Incident No. 231

1. Date and Time of Observation: 1 Jan 48 1:25 A. M. & 1:30 A.M.
2. Where Sighted: Abilene, Texas
3. Observer's Position: ground
   (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: [redacted]
   Abilene, Texas
5. Occupation and/or hobbies: N/S
6. Attention Attracted by: glow on the horizon - due west of Abilene, Texas (direction of White Sands Proving Grounds)
7. Number of Object(s) Seen: 1
8. Size of Object(s): N/S
9. Color of Object(s): Bright blue green
10. Shape (Sketch if Possible) Like bell with a fan-shaped glow surrounding
11. Nature of Luminosity: Like flare
    (directed beam of light?)
12. Altitude of Object: N/S - observed on the horizon
    (estimated)
13. Estimated Distance of Object from Observer: N/S - could not be estimated
14. Estimated Speed of Object: No apparent speed
15. Time in Sight: 2 seconds
16. Tactics: - remained stationary
17. Sound Made by Object(s): No sound
18. Direction of Flight of Object(s) No flight perceived
19. Apparent Construction: flare-like
20. Effect on Clouds: Clear sky
21. Exhaust Trail (Color of): Fan-shaped glow seemed to surrounded object
22. Manner of Disappearance: N/S
23. Weather Conditions at Time of Sighting: Clear sky
24. Peculiarities Noted: See
25. Summary of Incident: (over)
    (See attached page)

Incident: 231

Information regarding this sighting taken from a letter of [redacted] addressed to Mr [redacted] Abilene, Texas, in regard to Mr [redacted] query regarding a phenomena be witnessed the night of 1 Jan 48 at approximately 1:25 A. M. and again at 1:30 A. M.

Object was described as a fan-shaped glow which originated from a large bell on the horizon and which extended to the meridian due west of Abilene, Texas, in a perfectly clear sky. Phenomena was of 2 seconds duration. Five minutes later it was seen again for the same length of time. No sound was heard.

Mr [redacted] thought the phenomena could possibly be attributed to:

(1) Disturbance of an electrical system such as transformers blowing out, or

(2) Experiments at White Sands Proving Grounds which are due west of Abilene.

NOTE: Inquiry at Holloman AF Base, Alamogordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted. See Incidents

See Incident #223 for White

UNCLASSIFIED

[redacted]

Fort Worth 1, Texas

1948, January 7

Mr. [redacted]
Abilene, Texas

Dear [redacted]

The brilliant blue green glow which you report as seen due west of you at 1:25 A. M. and again at 1:30 A. M. January 1st, could hardly be any kind of astronomical phenomena that I knew of.

I am more inclined to think that it was either (1) some sort of disturbance of an electrical system such as transformers blowing out; or, (2) experiments at the White Sands Proving grounds which I believe are exactly in that direction from you.

I am sending a copy of this letter to Dr. [redacted] of the University of New Mexico at Albuquerque and if he is not under any restriction as to military secrets, perhaps he can tell us whether possibility number 2 applies. As to possibility number 1, [redacted] right there in Abilene, connected with the West Texas Utility Company, ought to be able to find out for us whether there was any kind of electrical trouble which I doubt could have been more than 10 or 15 miles away.

I note you say that the glow seemed to be fan shaped, originating from a large bell on the horizon, extending to the meridian, due west of you in a perfectly clear sky lasting about two seconds each and extremely bright blue green; also, that you heard no sound.

Yours sincerely,

[redacted]

cem-wl
copy to Dr. [redacted]

[redacted]

DOWNGRADED AT [illegible]
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

KAFB 35?

No. 231: Another glowing green flare just as described above.

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

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

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

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

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

FOR THE CHIEF, AIR WEATHER SERVICE

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

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

UNCLASSIFIED

[redacted]

Fort Worth 1, Texas

1948, January 7

Mr. [redacted]

[redacted]

Abilene, Texas

Dear Mr. [redacted]

The brilliant blue green glow which you report as seen due west of you at 1:25 A. M. and again at 1:30 A. M. January 1st, could hardly be any kind of astronomical phenomena that I know of.

I am more inclined to think that it was either (1) some sort of disturbance of an electrical system such as transformers blowing out; or, (2) experiments at the White Sands Proving grounds which I believe are exactly in that direction from you.

I am sending a copy of this letter to Dr. [redacted] of the University of New Mexico at Albuquerque and if he is not under any restriction as to military secrets, perhaps he can tell us whether possibility number 2 applies. As to possibility number 1, [redacted] right there in Abilene, connected with the West Texas Utility Company, ought to be able to find out for us whether there was any kind of electrical trouble which I doubt could have been more than 10 or 15 miles away.

I note you say that the glow seemed to be fan shaped, originating from a large bell on the horizon, extending to the meridian, due west of you in a perfectly clear sky lasting about two seconds each and extremely bright blue green; also, that you heard no sound.

Yours sincerely,

/[redacted]

cem-wl
copy to Dr. [redacted]

Mr. [redacted]

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS:
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

223

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

[redacted]

UNCLASSIFIED

Incident #99

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF [illegible] N/s

SHAPE N/s

[illegible] N/s

[illegible] West to East

[illegible] 1

[illegible] ----

[illegible] ----

DATE [illegible] 3 Jan 48

LOCATION Helsinki, Finland

SOURCE Military Attache

DATE IN TO ATIC ----

COLOR Shining

SPEED N/s

ALTITUDE N/s

LENGTH OF TIME OBSERVED 30 sec

TYPE OF OBSERVATION ground

[illegible] ----

[illegible] Form [illegible]
([illegible])

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #99 -- Finland -- 3 January 1948

Information given here is insufficient to establish even vague identification.

The object seen could have been a fireball, although the length of time of observation seems unduly long. Perhaps this is subject to considerable error?

UNCLASSIFIED

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 99

1. Date 3 Jan 1948
2. Time N/S
3. Location Military Attache, Helsinki, Finland (official source of information)
4. Name of observer [redacted] 10th Jan 48. Finland [redacted] Helsinki Finland [redacted])
5. Occupation of observer N/S
6. Address of observer Helsinki, Finland
7. Place of observation Vaasa, Finland
8. Number of objects One (1)
9. Distance of object from observer N/S
10. Time in sight 30 seconds
11. Altitude N/S
12. Speed N/S
13. Direction of flight west to east
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Shining
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Long tail
22. [illegible] conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S

UNCLASSIFIED

[redacted]

[illegible] press 10th January reported observation of light phenomena vicinity Vaasa 3rd January bright shining object with long tail moved west to east visible for 30 seconds.

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

12 FEB 1948

[redacted]

AFCIR-CO-2

UNCLASSIFIED

SUBJECT: Observation of Light Phenomena

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

The attached copy of cable received from the Military Attache, Helsinki, Finland is forwarded for your information.

BY COMMAND OF THE CHIEF OF STAFF:

Douglass W. Eiseman

DOUGLASS W. EISEMAN
Lt. Colonel, U.S.A.F.
Executive, Air Intelligence Requirements Div.
Directorate of Intelligence

1 Incl.
copy of cable

[redacted]

[redacted]

DEPARTMENT OF THE ARMY
STAFF MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE UNCLASSIFIED

RESTRICTED AMUG

PARAPHRASE NOT REQUIRED. HANDLE AS RESTRICTED CORRESPONDENCE PER PARAS 51i and 60a (4) AR 380-5

From: USMILATTACHE AMLEGATION Helsinki Finland sgd Burrill (AIRGRAM)

To: Dir of Intelligence GSUSA Washington 25 DC

Nr: AGC 2 13 January 1948

Helsinki press 10th January reports observation of light phenomena vicinity Vaasa 3rd January brightly shining object with long tail moved west to east visible for 30 seconds. Another shining object seen Pietarsaari 5th January observed 10 seconds from north to south. Eyewitnesses state flames were objected and grey streaks left in sky.

Comment:

Finnish press now using term flying saucers reference light phenomena. Last report was 20th December in Utsjoki Northern Finland near Norwegian border.

Evaluation press reports impossible however press claims many witnesses. May be revival another series of alleged flying phenomena. (See WEEKA 96.

End

NOTE: 96 is CM IN 826 (7 Jan) ID

ACTION: ID

INFO: AF, PO

CM IN 3299 (20 Jan 48) DTG 131600Z

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED [redacted] Incident #100.

ATIC NO. -----	DATE OF INFO 5 Jan 48
AF NO. ----	LOCATION Helsiniki, Finland
[illegible] NO. ----	SOURCE Military Attache
DATE OF REPORT ----	DATE IN TO ATIC -----
TIME OF [illegible] -----	COLOR shining
[illegible] -----	SPEED ----- Estimated Measured Estimated Measured
[illegible] -----	ALTITUDE -----
COURSE N to S	LENGTH OF TIME OBSERVED 10 secs
NO. IN GROUP 1	TYPE OF OBSERVATION ground
[illegible] ----	MANEUVERS -----
[illegible] ----- SKETCHES -----	

Temporary ATIC Form 3[illegible]
([illegible] Jan 52)

[redacted]

ASTRO (meteor)

[redacted]

UNCLASSIFIED

Incident #100 -- Finland -- 5 January 1948

Information given here is insufficient to establish any sort of identification. There is nothing in the scanty report of the incident, however, that could not be explained as a meteoric phenomenon.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 100

1. Date 5 Jan 1948
2. Time N/S
3. Location Military Attache, Helsinki Finland (official source of information)
4. Name of observer N/S
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation Pietarsaari, Finland
8. Number of objects One (1)
9. Distance of object from observer N/S
10. Time in sight 10 Seconds
11. Altitude N/S
12. Speed N/S
13. Direction of flight north to south
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Shining
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Grey streaks were left in the sky.
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Number of [illegible] N/S
26. Remarks: [illegible] was observed 5th Jan for 10 seconds. It was going from north to south. Eyewitnesses state flames were ejected and grey streaks left in the sky

UNCLASSIFIED

[redacted]

DEPARTMENT OF THE ARMY
STAFF MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

UNCLASSIFIED

[redacted]

PARAPHRASE NOT REQUIRED. HANDLE AS [redacted]
PER PARAS 51i and 60a (%) AR 380-5

From: USMILATTACHE AMLEGATION Helsinki Finland sgd Burrill (AIRGRAM)

To: Dir of Intelligence GSUSA Washington 25 DC

Nr: AGC 2 13 January 1948

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Comment:

Finnish press now using term flying saucers reference light phenomena. Last report was 20th December in Utsjoki Northern Finland near Norwegian border.

Evaluation press reports impossible however press claims many witnesses. May be revival another series of alleged flying phenomena. (See WEEKA 96.)

End

NOTE: 96 is CM IN 826 (7 Jan) ID

ACTION: ID

INFO: AF, PO

CM IN 3299 (20 Jan 48) DTG 131600Z

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

DATE: 7 JANUARY 1948

LOCATION: GODMAN, KENTUCKY

OBSERVER: [redacted]

EVALUATION: BALLON

THIS CASE FILE IS IN THE NEXT FOLLOWING FOLDER WITH ACCESSION NUMBER 7-3712-6.

[redacted]

UNCLASSIFIED

Incident #30

DATE OF [illegible] 7 Jan 1948

[illegible] Lockbourne AFB, Columbus, O.

[illegible] Pilot

[illegible] Approx 15 min.

[illegible] Aerial & Ground

[illegible] Descended

[illegible]

UNCLASSIFIED [redacted]

UNCLASSIFIED [redacted]

Incident #32

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF [illegible] 1953 est

SHAPE like large star or planet

[illegible] large

COUR[illegible] stationary

NO. IN [illegible] 1

[illegible] ----

[illegible] ---- SKETCHES ----

DATE OF INFO 7 Jan 48

LOCATION Columbus, Ohio

SOURCE USAF Pilot

DATE IN TO ATIC ----

COLOR Amber

SPEED seemed stationary

ALTITUDE 3000'

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION aerial

MANEUVERS ----

[illegible] ATIC Form 3[illegible]
([illegible] 5[illegible])

UNCLASSIFIED [redacted]

UNCLASSIFIED [redacted]

PROJECT 10073 RECORD CARD

Incident #48

ATIC NO. -----

AF NO. -----

REPORT NO. -----

DATE OF REPORT -----

TIME OF SIGHTING Between 1920-1955

SHAPE Cone

SIZE ----

COURSE SW

NO. IN GROUP 1

SOUND -----

PHOTOS ----- SKETCHES -----

DATE OF INFO 7 Jan 48

LOCATION Wilmington, Ohio

SOURCE AF Personnel

DATE IN TO ATIC -----

COLOR Red

SPEED Terrific Bursts Estimated / Measured

ALTITUDE ---- Estimated / Measured

LENGTH OF TIME OBSERVED 35 Minutes

TYPE OF OBSERVATION Ground

MANEUVERS Stationary then gained & lost altitude in bursts

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

Incident #32 -- over Columbus, Ohio -- 7 January 1943

The evidence given in this incident fits the hypothesis that the object observed was the planet Venus, and, considered with incidents #30, 33, and 48, it is incredible that it could have been anything else.

See report on #33 for detailed discussion of sightings of 7 January 1948.

[redacted]

UNCLASSIFIED

Incident #30, a-c -- Lockbourne AAB, Columbus, Ohio -- 7 January 1948

Considering this incident with #32, 33, and 48, one is forced to conclude that the object observed from Lockbourne Army Air Base on the evening of 7 January 1948 was the planet Venus.

One report of the incident gives the location of the object as ESE-120°, or approximately opposite from that stated by other observers and that of Venus. Obviously, since the time of observation was the same, this means that one witness either was looking at a different object or had his directions mixed. Since the description otherwise agrees generally with the rest, and since it is assumed throughout the reports that all observers were viewing the same object, the latter interpretation seems preferable.

Witnesses state that the object "couldn't have been a star" (of course, it wasn't), because the sky was completely overcast. However, reports from the Columbus weather bureau indicate that, although the afternoon was cloudy, the sky was clear by 1900 hours. (This does not mean, of course, that there were no clouds near the western horizon.)

For possible explanations of the "motion" reported by observers of this object, and further discussion of the incident, see report on #33.

[redacted]

[redacted]

UNCLASSIFIED

Incident #43 -- Clinton County Air Field, Ohio -- 7 January 1948

This incident must be considered with #30, 32, and 33. Combined evidence shows that the object observed from Clinton County Air Field on the evening of 7 January 1948 was undoubtedly the planet Venus.

For discussion of erratic motion related by the observers of the object, and other details, see report on incident #33.

UNCLASSIFIED

[redacted]

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

MCIAXO-3/ENS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-84481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

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

MCIAXO-3/HWS/ra
Jan 5 1949

MCIAXO

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Andrews Air Force Base,
Washington 25, D. C.
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Y-84481-A

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FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 inql
"EEI"

Copies furnished:

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

Exhibit A

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 32

UNCLASSIFIED

1. Date 7 January 1948
2. Time 1953
3. Location Columbus
4. Name of observer Lt. C. W. Thomas
5. Occupation of observer Pilot
6. Address of observer Flight AF 9944 Dayton to Washington
7. Place of observation Cross Country flight from Dayton to Wash. at Columbus Airways to the West
8. Number of objects 1
9. Distance of object from observer About 15 miles
10. Time in sight Not stated
11. Altitude 3000 feet
12. Speed Seemed stationery
13. Direction of flight Stationery
14. Tactics No maneuvers
15. Sound Not stated
16. Size large
17. Color amber
18. Shape like a large star or planet
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails None
22. Weather conditions Dark and overcast
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated

UNCLASSIFIED

26. Remarks: Large bright light off to the west. They estimated it below them, or about 3000 ft. It seemed stationery. The light was amber and looked like a large star or planet. It was about 15 miles away from them. (over)

[redacted]

Lt C.W.Thomas and Lt Sims were making a regular cross country flight and reported in to Columbus Airways who asked them if they saw any unusual object in the sky. This report was relayed to Lockbourne - See Eisele's report - incident 30c.

Flight AF 9944, 7 Jan 48 fr Dayton to Wash.

Lt. C. W. Thomas and Lt. Sims (5-0226) were making a regular cross-country flight. They reported in to Columbus Airways who asked them if they saw any unusual object in the sky. They could see a large bright light off to the west. They estimated it to be below them, or about 3000 ft. It seemed stationery. The light was amber and looked like a large star or planet. It was about 15 miles away from them. The night was dark ~~and [redacted]~~ overcast.

(June 1953 Inc #32
Direction West So West
(From Eisele Report Inc 30c)

[redacted]

Report of Foreign Object in Sky

Major Campbell: 332d Fighter Group.

No information came out of critiques while the Fighter Group was at Godman Field to indicate the appearance of any foreign objects in the sky. Pilots were questioned as to whether they had seen anything unusual while flying in this vicinity, or had contacted anyone at Godman Field, and replied in the negative. Maj. Campbell, personally, has not noticed anything unusual.

Capt. Watson investigated and received the following information:

Mr. [redacted], Tower Operator. He says he saw what he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourne Power Plant; just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. This happened between 1915 and 1930 EST on 7 January. The only thing he did was to talk to Capt. McGee about it and Mr. [redacted] the DF Operator.

Mr. [redacted], DF Operator. He says he saw it too before he and Mr. [redacted] got together. Both observed it at the same time but didn't talk it over until after the thing had appeared and said each was looking at it without knowing it. He saw a strange light that faded out and came back again. This light was west southwest of the field about 15° above the horizon. The light was much brighter than a star and appeared to be hanging motionless in the sky. It changed from ruddy red to amber and then to yellow and then back to red. It dipped to the horizon and back again several times. It also made several circles and it appeared to have a streak to the right of it.

Capt. McGee, Assistant Operations Officer: He saw the same thing about 1925 EST. He was flying at the time. He noticed a bright and unusual light southwest of Lockbourne and at first it looked like a spotlight but then noticing it there was no beam from the light at its source. As he turned on final approach to land he noticed that the light disappeared as if it had been turned out. After he landed he gave it no further concern until he walked into Operations and the tower operator asked him if he had seen the light. Immediately after this conversation the Tower Operator called him outside the building to look again because the light had re-appeared. The light appeared further west and much lower in the sky. The color had changed from a white color to an orange color. It continued to flicker and move westward and appeared to go out.

Around 1630 7 January, the P-51s in Kentucky were facing the object, whatever it was supposed to be. About 1635 one of them cracked up and conclusions were drawn by the men in the Lockbourne tower. This P-51 was stationed at Mitchel Field and Flight Service at Patterson Field was giving Flight Service at Middletown a summary of what had taken place during the afternoon. It seems that the conversation picked up again between Patterson Flight Service and Olmstead Flight Service around 1945 and at this time Mr. [redacted] and Mr. [redacted] told Flight Service at Patterson Field what they had seen a few minutes earlier, i.e., around 1915 - 1930, with regard to this light and also at the same time Clinton County broke in on the conversation and told them they had seen the same thing, and by some manner of means Godman Field got in on the conversation and told Flight Service they were observing the same phenomena - this happened at 1945.

The crack-up referred to was just something that was heard about over the inter-phone, but definite information regarding the light was given to Patterson Field Flight Service at 1945, 7 January.

[redacted]

#3

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident # 30

1. Date 7 January 1948
2. Time 1925 EST
3. Location Lockbourne Army Air Base, Columbus, Ohio
4. Name of observer Charles E. McGee, Capt. USAF
5. Occupation of observer Asst. Operations Officer (Pilot)
6. Address of observer Airdrome Operations, Lockbourne AAB, Columbus, Ohio
7. Place of observation Runway 23 Overhead approach
8. Number of objects 1
9. Distance of object from observer first 4-5 miles Southwest of Base second time 6-7 miles West and moved westely in a hovering manner
10. Time in sight Not stated
11. Altitude 3000 ft approximately
12. Speed slow
13. Direction of flight West
14. Tactics Flashed on and off, on westward flight appeared to be fading and descending
15. Sound No noise
16. Size Large size of a flood light
17. Color white later yellowish to orange
18. Shape Oval as if looking at spot light
19. Odor detected Not stated
20. Apparent construction like a spot light
21. Exhaust trails ~~Not stated~~ Bluish streaks like a jet effect out from right (according to Mr. Boudreaux on "squawk" box.
22. Weather conditions Sky solid overcast
23. Effect on clouds Not stated

UNCLASSIFIED

24. Sketches or photographs None
25. Manner of disappearance descending and burning out
26. Remarks: (Over)

[redacted]

[redacted] UNCLASSIFIED

Very bright white light southwest of the field. The light did not cast a beam and seemed the size of a flood light. From the ground the light appeared to move westward. It was further west and lower then I saw it in the air, also the light was similar to that of a lantern light in xx that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning out. The latter observation may be that in its westward movement it appeared to be fading out and descending however the light was not nearly as bright on the second observation. At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a x fash descent. With the naked eye I could at no time make out any shape other than the light being oval shaped as though looking at a large spot light. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's movement outweighs such a thought. I heard no noise in connection with the object. I estimated at the first observation that it was 4-5 miles southwest of the base. At the second appearance it was 6-7 miles West and moved Westerly in a hovering manner but moving away.

UNCLASSIFIED

[redacted]

3

CNS/mew

AIRDROME OPERATIONS
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

ADOP/3 319.1 14 January 1948

SUBJECT: Report of Unusual Circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

1. At approximately 1925 EST on the 7 January 1948 I turned to runway 23 for an overhead approach at traffic altitude (1300 ft). Just prior to break-away I saw a very bright white light southwest of the field. I began my 360° approach. It struck me that the light was very unusual and it was not on the ground so I looked in its direction again from my base leg position. It appeared the same and as though it were about 3000 feet in the air. While on my base leg the light suddenly disappeared. The light did not cast a beam and seemed the size of a flood light. While on my approach it flashed on and off again immediately. I landed and taxied to the ramp thinking that it may have been a reflection from the ground or the like.

2. Before flying I had heard part of an interphone conversation from Patterson Center to Olmstead Center relative to a circular object seen over Tennessee. I returned to the Operations building. While there the airways operator, Mr. [redacted], said the tower operator, Mr. [redacted], reported seeing something unusual southwest of the field. I stated that I had seen an unusual light and suggested calling him to check. We called the tower on the "squawk" box, and Mr. [redacted] said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish streaks like a jet effect out from the right. He stated that it went out while I was in the pattern. During the conversation he said it could be seen again (1935-1940). We went to the door to observe.

3. From the ground the light appeared to move westward. It was further west and lower than I saw it in the air, also the light was similar to that of a lattern, in that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning out. It moved very slowly and finally disappeared. The latter observation may be that in its westward movement it appeared to be fading out and descending, however the light was not nearly as bright on the second observation.

30

Ltr, Subj: Report of Unusual Circumstance (13 Jan 48) cont'd

At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a fast descent. With the naked eye I could at no time make out any shape other than the light being oval shaped as though looking directly at a large spot light.

4. This object was too large and too sharp a light to be a reflection from the ground. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's movement outweighs such a thought. I heard no noise in connection with the object. I estimate at the first observation that it was 4-5 miles Southwest of the Base. At the second appearance it was 6-7 miles West and moved Westerly in a hovering manner but moving away. The winds at this time were West Southwest averaging 6 miles per hour.

[redacted]
Captain, USAF
Ass't Opns Officer

INCIDENT SUMMARY SHEET
([illegible] be filled out and retained in f[illegible]s)

30a

1. Date of Observation . 7 Jan 48 . . . . .
2. Time of Observation . 1[illegible] [illegible] . . . . .
3. Where was Object(s) Sighted . [illegible] AIR BASE, OHIO . . . . . .
4. Observer's Position . . . [illegible] . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . [redacted] . . . . . .
. . . VHF / DF RADIO OPERATOR . . [illegible] AIR BASE OHIO . . . . . .
6. Occupation and/or Hobbies . . RADIO OPERATOR . . . . . .
7. Attention Attracted to Object (s) By . . . . . .
8. Number of Object(s) Sighted . . [illegible] . . . . . .
9. Size of Object(s) . [illegible] . . . . . .
10. Color of Object(s) . [illegible] . . . . . .
11. Shape (Sketch if Possible) . [illegible], OR OVAL . . . . . .
12. Nature of Luminosity . . . . . .
13. Estimated Distance of Object from Observer . [illegible] MOOVED FROM GROUND TO 1,000 Ft.
14. Speed of Object(s) . . [illegible] . . . . . (Approx 5 Miles away)
15. Time in Sight . [illegible] . . . . . .
16. Tactics . [illegible] . . . . . .
17. Sound Made by Object(s) . . [illegible] . . . . . .
18. Direction of Flight of Object(s) . [illegible] . ([illegible]) . . . . . .
19. Apparent Construction (of What Material or Substance) . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail [illegible] . . . . . .
21. Weather Conditions Existing at the Time . [illegible] ([illegible] ft.) . . . . . .
22. Peculiarities Noted . . . . . .
23. Summary of Incident . Vertical, climbing and descending was noted. The exhaust trail was only noticeable during the forward speed which appeared as a thin mist. Approx.
. . . . . The Reverse . . . . . .
(Attach a Separate Sheet if Additional Space is Needed)

the same color (~~blue~~ amber) as the object. Visable for 20 Min . Was 3-5 miles away. Appeared to be in the vicinity of Commercial Point. Definately not a Star, Comment or Astronomical Body, Balloon, Flare, Dirigble Military or other Aircraft.

[redacted]

Saw what he thought was a star but then [redacted] the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourne Power Plant; just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. Mr. [redacted] said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish steaks like a jet effect out from the right. He stated that it went out while Capt. [redacted] was in the pattern. During the conversation he said it could be seen again (1935-1940).

UNCLASSIFIED

UNCLASSIFIED

[redacted]

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 304

2. Time Between 1915 and 1930 EST Later 1935 to 1940

3. Location Lockbourne AAB, Columbus, Ohio

4. Name of observer Mr. [redacted]

5. Occupation of observer Tower Operator

6. Address of observer Lockbourne AAB, Columbus, Ohio

7. Place of observation Tower, Lockbourne AAB, Columbus, Ohio

8. Number of objects 1

9. Distance of object from observer Not stated

10. Time in sight about 15 minutes

11. Altitude Not stated

12. Speed Not stated

13. Direction of flight Southwest

14. Tactics ~~xxxxxxxxxxxxxx~~ Bobbed up and down

15. Sound ~~xxxxxxxx~~ None

16. Size ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ Enormous

17. Color White to amber as it moved southwest it changed from amber to red

18. Shape Glowing object with a cone-shaped streak to the right

19. Odor detected Not stated

20. Apparent construction Not stated

21. Exhaust trails Flaish streaks like a jet [illegible]

22. Weather conditions Sky overcast

23. Effect on clouds [illegible]

24. Sketches or photographs [illegible]

25. [illegible] UNCLASSIFIED

26. Remarks: (over) [redacted]

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 30c

1. Date 7 January 1948
2. Time Around 1940
3. Location Lockbourne AAB, Columbus, Ohio
4. Name of observor Mr. [redacted]
5. Occupation of observor DF Operator, Lockbourne Control Tower
6. Address of observor Lockbourne AAB, Columbus, Ohio
7. Place of observation Ground, Lockbourne AAB
8. Number of objects 1
9. Distance of object from observer An estimated 5 miles - altho rpts f/Godman Fld, Clinton Cy Airport & relayed rpt f/Columbus, O, indicated much greater distance
10. Time in sight Afound 15 minutes
11. Altitude 5,000 ft
12. Speed 500 MPH - as indicated by rpts f/Godman Fld & Clinton Cy airport
13. Direction of flight Appeared to hover but performed eliptical, counter-clock wise course when it descended to horizon (4") remained stationary (3") returning original position (3")
14. Tactics See 13
15. Sound No sound
16. Size About size of runway light when viewed from 500 ft - apparently enormous - see 9 above
17. Color Red to amber-yellow
18. Shape Circular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trail: Thin wisp of trail five times diameter of object
22. Weather conditions high overcast
23. Effect on clouds N/S - was under overcast
24. Sketches or photographs None
25. Manner of disappearance Faded and lowered into horizon
26. Remarks: [redacted] UNCLASSIFIED

[redacted] Object first seen 15° above horizon in the West-Southwest [redacted] Lockbourne emitting a ruddy red light which changed to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude were greater than that of any star - a good comparison of the size and magnitude would be a runway light at full intensity viewed from a distance of 500 ft. Shape - circular with the exception of a thin wisp of tail extending towards the horizon, the tail being 5 times the diameter of the object in length. For approximately 10 minutes it remained motionless, thereupon it descended to the horizon in about 4", hovered on the horizon in 3", then ascended to its original position in about 3", the course being elipitical, counter clockwise. It then faded and lowered toward the horizon disappearing at 1955. No sound was heard from the object at any time.

Note: Object appeared about 5 miles from Lockbourne, however info received f/Godman Fld and Clinton County Tower plus a relayed report from a pilot over Columbus, O., indicated that they all had observed a similar phenomenon in the same general direction and position at the same time.

RELIABILITY: Witness spent 37 mos in AF in communications work including C. W. and Control Tower Operation. Holds valid CAA Certificate for Control Tower Operator and Aircraft Communications and has worked at Lockbourne in this type of work for over 1-1/2 yrs. Enthusiast of astronomy.

CORROBORATED ACCOUNT: See also Incidents 30, 30a and 30b.

[redacted]

NAMA Form No. 10-525 (5 Aug 42)

HEADQUARTERS, 332d FIGHTER WING
LOCKBOURNE ARMY AIR BASE
OCH/jo

IN REPLY REFER TO

COLUMBUS 17, OHIO

20 January 1943

AG 313.3

SUBJECT: Letter of Transmittal

TO: Commanding General
Air Materiel Command
Wright Field,
Dayton, Ohio
ATTENTION: Mr. Loedding, Air Intelligence

Transmitted herewith letter, Subject: Report of Unusual Circumstance, dated 18 January 1943, which is the statement of Mr. [redacted], civilian tower operator at this station. This statement is furnished in compliance with the request of Mr. Loedding, Air Intelligence Section, your station, who recently visited Lockbourne.

FOR THE COMMANDING OFFICER:

Owen E. Hague

OWEN E. HAGUE
1st Lt., USAF
Adjutant

1 Incl.
Rpt of Unus Cir, 18 Jan 43,
Frank Eisele (quad)

DETACHMENT 733RD AF BASE UNIT
103RD AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

16 January 1948

SUBJECT: Report of Unusual Circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

At approximately 1940 hours January 7, the Control Tower Operator advised me that he had been observing a strange light in the Southwest for sometime. However by the time I reached the entrance steps in front of the Operations Building the light had disappeared. I had not returned to my position for more than 2 minutes when the tower operator advised the light had again appeared. I returned to the operations steps and this time I saw the object.

It was 15 degrees above the horizon to the West Southwest of Lockbourne, emitting a ruddy red light changing to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude was greater than that of any star. A good comperison of size and magnitude would be with one of the runway lights turned on at full intensity as viewed from a distance of 500 feet.

Its shape appeared to be circular with the exception of a thin wisp of tail extending towards the horizon the tails length being 5 diameters of the object long. From the time I first saw the object to approximately 1950 hours, it appeared to remain motionless in the sky. At this time the object descended to the horizon in an interval of about 4 seconds, hovered on the horizon for about 3 seconds, and then ascended to its original position in an interval of 3 seconds. Its course was eliptical, counter clock wise. It then faded and lowered towards the horizon and disappeared at 1955 hours. There was no sound audible from the object at any time.

Its distance appeared to be about 5 miles from Lockbourne. However, information received from Clinton County Tower that they too observed a similar or the same object in the same general direction and position at the same time as our observations at Lockbourne. If the object were the same the distance would be much greater than 5 miles, and velocity well to the excess of 500 miles per hour. The object actually looked to be traveling at a speed around 500 miles per hour.

1

Ltr, Subj: Report of Unusual Circumstance (16 Jan 48) cont'd

Flight Service also advised that Godman Field observed a similar phenominan at the same time, and that the object disappeared at 2006 hours at Godman.

Clinton advised the object they observed disappeared about 2000 hours. It is not know to me what time either Clinton or Godman first observed the object or objects. Theinformation from Clinton and Flight Service was received by direct line telephone communication from Clinton and Flight Service at Patterson. Our Weather Department was reporting a high overcast and not one heavenly body was visible. The object apparently being under the overcast, and its eratic movement proves that it was not an astronomical phenominan. Air Force 9944, a C-45, relayed a position report to the Lockbourne Airways, over Columbus at 1953 hours at 5000 feet, on a round robin flight from Wright Field to Washington and return. I asked him if he had seen any strange light to the West Southwest of his position and he reported that he observed a bright light off his right wing, appearing like an oversized beacon.

I have been a member of the American Museum of Natural History which is closely associated with the Hayden Planetarium of New York City for 6 years, and have always been somewhat of an enthusist of Astronomy.

I spent 37 months in the Air Force in communications work including C.W. and Control Tower Operation. I now hold a valid C.A.A. Certificate for Control Tower Operator and Aircraft Communications and have worked at Lockbourne in this type of work for better than 1½ years.

I am of sound mind and health, and am of 25 years of age. I have described the incident exactly the way I saw it, also as to what I heard on the interphones.

[redacted]

Airways Operator
CAF-7

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

MCIAXO-3/EWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	43				

T-44481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-84481-A

A sky phenomena which had the appearance of a flaming red cone trailing a gaseous green mist appeared in the southwest skies of Wilmington, Chic, between 7:20 and 7:55 P. M. Jan 7, 48.

The sky phenomena hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed. The intense brightness of the phenomena pierced thru a heavy layer of clouds passing intermittently over the area and obscured other celestial phenomena.

NOTE: See account of an unamed comet due in the northern hemisphere approx Jan 1. attached.

See incidents 48a, 48b, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e 33f and 30 and 32.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

Incident #48

1. Date 7 Jan 48
2. Time between 7:20 and 7:55 P. M.
3. Location Wilminton, Ohio
4. Name of observer s Gale F. Walter, ~~Capt~~ Col James Hudson M/Sgt Irvin H. Lewis, S/Sgt John P. Haag, Sgt Harold E. Olvis & T/Sgt
5. Occupation of observer Control Tower operators Leroy Ziegler and 4 members of the alert crew
6. Address of observor Clinton County Air Base
7. Place of observation Clinton County AF Base Control Tower
8. Number of objects 1
9. Distance of object from observor N/S
10. Time in sight 35 mimutes
11. Altitude N/S
12. Speed terrific bursts of speed
13. Direction of flight SW
14. Tactics hung suspended in the air at intervals and then gained and lost altitude at seeminginly terrific bursts of speed
15. Sound N/S
16. Size N/S
17. Color red
18. Shape cone
19. Odor detected N/S
20. Apparent construction "fire"
21. Exhaust trails gaseous green mist
22. Weather conditions Heavy layer of clouds
23. Effect on clouds intense brightness of sky phenomena pierced thru a heavy layer of clouds passing intermittently over the area
24. Sketches or photographs none
25. Manner of disappearance disappeared over horizon
26. Remarks: (Over)

6 observers describe lyed names as

DOWNGRADED AT 3 YEAR INTERV S.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Object appeared to be moving up and down and from side to side. At one time the object was covered by a cloud but the light could be seen thru the cloud. It was the same color as a star only very much brighter sometimes changing to a more reddish hue then turning white or yellow. At first it did not appear to be traveling at any speed. Then it seemed to go up and down and sometimes change off and go from side to side at what seemed to be a very great speed. It seemed pretty high in the air - too high to be any kind of a light from the ground. There was no beam. No sound could be heard. A faint exhaust trail was discernible when it moved up or down or from side to side. Finally it began to move away toward the SW at very great speed and disappeared over the horizon at about 20:00.

See: 48, 48b, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f & 30 and 32.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 48a

1. Date 7 Jan 48
2. Time 1925 o'clock
3. Location Clinton County Air Field
4. Name of observer LeRoy Ziegler
5. Occupation of observor T/Sgt
6. Address of observor Clinton County AF, Wilmington, Ohio
7. Place of observation Clinton County AF Base
8. Number of objects 1
9. Distance of object from observor N/S
10. Time in sight ~~Approximately one quarter~~ Thirty-five minutes
11. Altitude high
12. Speed stationary for a while and then made rapid ascents and descents and then to SW with great speed
13. Direction of flight to SW SW
14. Tactics Vertical ascents and descents at great speed
15. Sound None
16. Size very large
17. Color Same as star
18. Shape circular - starlike - only larger
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails faint exhaust trail when moving up and down or from side to side
22. Weather conditions Cloudy
23. Effect on clouds Object could be seen thru clouds
24. Sketches or photographs None
25. Manner of disappearance over the horizon at about 20:00
26. Remarks: (Over)

DOWNGRADED AT 3 YEAR INTERVALS,
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted] UNCLASSIFIED

June 48

TO: WHOM IT MAY CONCERN.

ON THE EVENING OF 7, JANUARY 1948 AT APPROXIMATELY 19:25 O'CLOCK THE UNDERSIGNED WITNESSED A VERY BRIGHT LIGHT IN THE SKY, IN THE SOUTH WEST DIRECTION OF C.C.A.F. THE OPERATIONS CLERK AND MYSELF FIRST WITNESSED IT AND CALLED THE TOWER AND HAD THEM LOOK AT IT THROUGH THEIR FIELD GLASSES. THEY SAID IT WAS MOVING BUT COULD NOT MAKE OUT WHAT IT WAS. I WENT UP TO THE TOWER AND LOOKED AT IT THROUGH THE FIELD GLASSES AND IT APPEARED TO BE MOVING UP AND DOWN AND FROM SIDE TO SIDE . AT ONE TIME CLOUDS CAME BETWEEN THE OBJECT AND THE BASE BUT THE LIGHT COULD STILL BE SEEN THROUGH IT. AT APPROXIMATELY 19:45 THE OBJECT BEGAN TO MOVE AWAY TOWARD THE SOUTH WEST AND DISAPPEARED OVER THE HOROZON AT ABOUT 20:00

T/Sgt. [redacted]

Dec 48a

Unidentified Object Seen by me at Clinton County Air Field

1. Sighting: Approximately southwest of the Air Field.
2. Location: The exact distance from the field is unknown but it was pretty high up in the air southwest of the field.
3. Time: I do not know what time the object appeared but I first saw it about 19:20 O'clock.
4. Weather: The weather at the time was cold and clear with a few widely scattered clouds.
5. Reported by: Myself.
6. Number of Objects sighted: One
7. Shape: The shape of the object seemed to be circular or like a very bright star in the sky only larger.
8. Size: It would be very hard to say what size it was but if compareing it to the lights on an airplane it must have been very large.
9. Color: It had the same color as a star only very much brighter and would sometimes get a little more red then turn to a white or yellow color.
10. Speed: At the time it was spotted it did not seem to be traveling at any speed neither coming toward us or going away.
11. Manuvers: The object seemed to go up and down and sometimes change off and go from side to side at what seemed to be very great speed.
12. Altitude: The object seemed to be pretty high in the air. It was too high to be any kind of light from the ground and did not have a beam on it as though it was being shined from the ground.
13. Heading: At the time it was spotted it did not seem to be heading in any direction but after watching it for awhile it started southwest at what seemed to be a very high speed.
14. Sound: I did not hear any sound at all from it.
15. Exhaust trail: It seemed to leave only a very faint exhaust trail when moving up and down or from side to side.
16. Effect on Clouds: A cloud came between the object and myself only once that I know of. I thought the object was gone but the soldier looking at it through the field glasses as the time said it was still there and that a cloud had come between us and the object. After the cloud passed we could see it just as good as we could before.

T/Sgt. LeRoy Ziegler A.S.N. 17014131

[redacted]

RFC

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 48b

1. Date 7 Jan 48
2. Time 1920 EST
3. Location Clinton County Army Air Field, Wilmington, Ohio
4. Name of observer James H. Hudson.
5. Occupation of observer Corporal, on duty in Control Tower
6. Address of observer Clinton County AAF.
7. Place of observation Control Tower, Clinton County AAF
8. Number of objects 1
9. Distance of object from observer some 15 to 20 miles
10. Time in sight 35 minutes
11. Altitude N/S
12. Speed Hovered then moved with great speed
13. Direction of flight South West SW
14. Tactics Changed shape on ascent and descent - When it climbed it was right side up - (point up) When descending the point turned down
15. Sound none
16. Size larger than star
17. Color White changing to red to green
18. Shape Triangle
19. Odor detected N/S
20. Apparent construction surrounded with burning gas or something that emanated light
21. Exhaust trails When ascending & descending it appeared to trail a green mist
22. Weather conditions light scattered clouds with a haze toward the SW
23. Effect on clouds Could be seen thru the cloud which passed under it.
24. Sketches or photographs 4 penciled sketches
25. Manner of disappearance disappeared on SW heading at great speed
26. Remarks: (over)

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

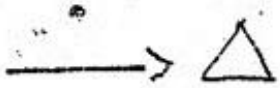
[redacted]

UNCLASSIFIED

The object when first sighted appeared white then it turned red. Its real shape could not be distinguished until it descended. It then took the form of a cone or up-side-down triangle. (See Sketch "A")

Sketch "A"

When it climbed it was right side up (Sketch "B")



On ascending and descending it appeared to have a green mist following it

See Sketch "C" —

Speed could not be determined in miles per hour for it appeared to hover at spots, then, when it moved, it moved with great speed. After making a vertical descent and ascent it headed due SW at great speed and disappeared at approx 1955 EST. Distance from the field when first sighted was some 15 to 20 miles. There was no sound. The trail, maybe from exhaust, was green (at least thru the field glasses it appeared green) During the time it was under observation a cloud passed under it and the light shown thru.

According to this observer the object was not a balloon, a comet, star or any known aircraft. The light did not come from an aircraft's running lights. The whole object appeared surrounded with burning gas or something which emitted a light.

See also: 4g, 48a, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f and Incidents 30 and 32.

DOWNGRADED AT 3 YEAR INTERVALS,
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

TO: WHOM IT MAY CONCERN.

SUBJECT: OBJECT SEEN IN SKY JAN. 7, 1948

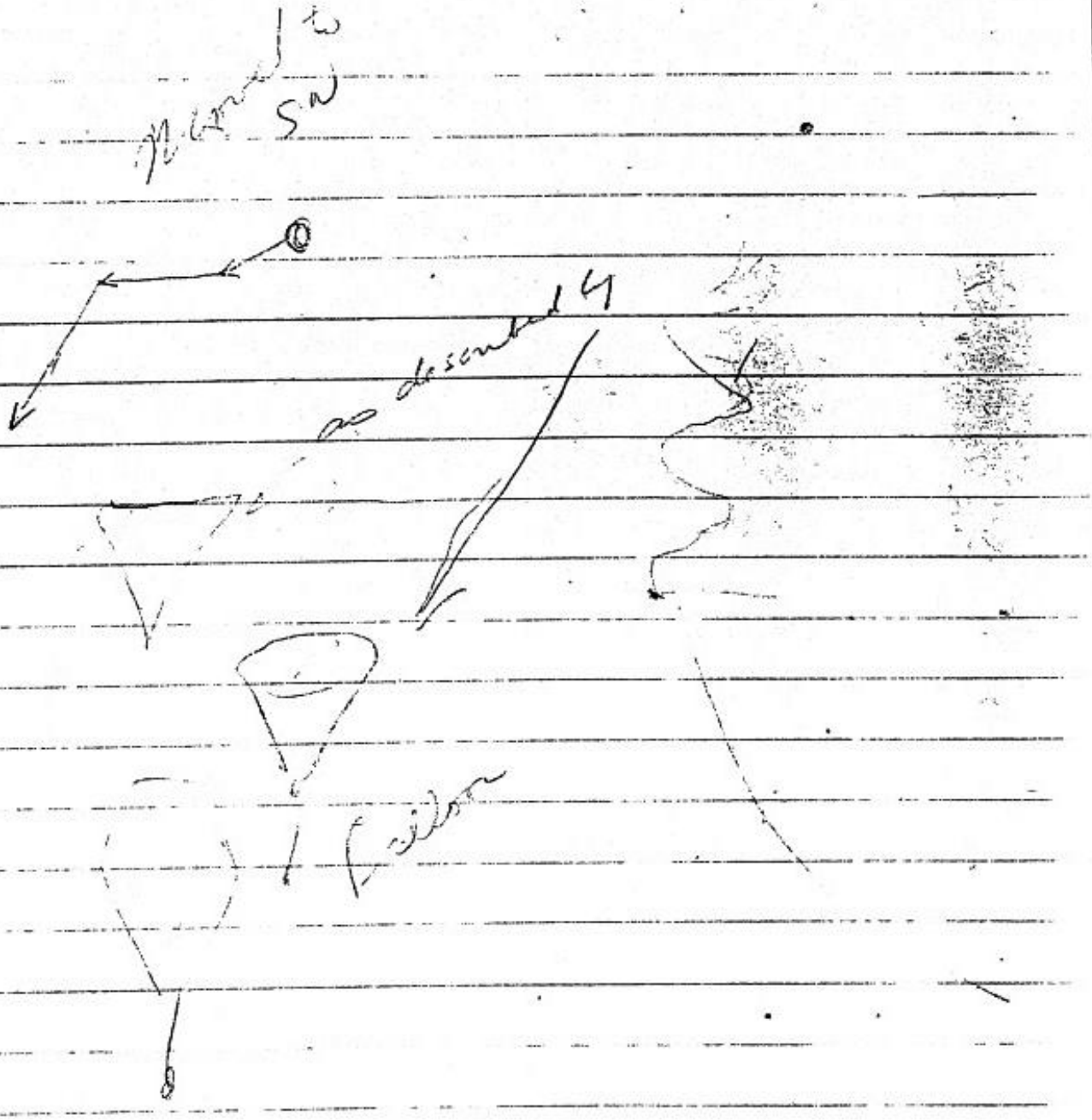
THE TOWER FRIST SEEN THE OBJECT ABOUT 1910 EST TO THE SOUTH WEST OF THE FIELD FROM THE TOWER. WHEN FRIST SIGHTED IT APPEARED TO BE A BRIGHT RED LIGHT. THE TOWER FOLLOWED IT WITH THE FIELD GLASSES THAT ARE 7X50.

IT THEN DECENDED AND AS IT DID THE OBJECT TURNED RED WITH A GREEN TAIL. IT DECENDED AND ACENDED WITH GREAT BURST OF SPEED. THE SKY HAD SCATTERED CLOUDS AT THE TIME . A CLOUD PASSED OVER IT ONE TIME AND THE BRIGHTNESS OF THE LIGHT SHOWN THRU THE CLOUDS WHILE THE STARS DID NOT

IT DISSAPPEARED ABOUT 1955EST .IT DISSAPPARED ABOUT WEST SOUTH WEST OF THE FIELD . THIS STATMENT IS TRUE TO THE BEST OF MY JUDGEMENT AND KNOWLEDGE.

CPL. JAMES H. HUDSON 13220873

James H. Hudson



STATE OF OHIO)
)
COUNTY OF CLINTON)

[redacted]

UNCLASSIFIED

Before me, the undersigned authority for administering oaths of this kind, personally appeared one James H. Hudson, Cpl, ASN 13220873 who, being first duly sworn by me, deposes and says:

Subject: Unidentified Flying Object.

Time: January 7, 1948, 1920 EST

Station: Clinton County Army Air Field, Wilmington, Ohio

Location: Wilmington, Ohio

Weather: The weather at the time was light scattered coulds, with a haze towards the South West.

Statement: I, James H. Hudson, was on duty in the Control Tower at the time the object was sighted. It was called to our attention by the dispatcher in Operations. He asked us to see if it was an aircraft flare. We then looked at it with the field glasses. At the time first sighted, the object was white, then it turned red. There was only one object. The real shape of it could not be distinguished from this station 'til the object descended. When it did, the object took a form of a cone or up-side-down triangle (See Sketch "A"). When it climbed, it was right side up (See Sketch "B"). The above is to my observation and opinion the size of the object, I could not determine, but it was much larger than any star. On it's climb and descent it appeared to have a green mist following it (See Sketch "C"). The speed I could not determine in miles per hour for it hovered at what appeared to be one spot, then when it moved, it moved with great speed. It's maneuvers are as follows, from the tower (See Sketch "D"). Then it headed due South West at great speed and disappeared, at 1955 EST. The distance from the field when first sighted, estimated fifteen to twenty miles. There was no sound. The trail, maybe from exhaust, was green from the field glasses. The glasses have coated lens which may change the color some. At one time, during the time seen, a cloud passed under it and the light shown through. Example: Say you take a black wool cloth and pass it under a light bulb, you see no direct light, but you can still see that there is a light there behind it. (Continued on Page 2)

[redacted]

Further the deponent sayeth not.

James H. Hudson
JAMES H. HUDSON
Cpl 13220873

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Sworn to and subscribed before me this 20th day of January, 1948

George W. Hohannes
GEORGE W. HOHANNESS
[illegible], USAF
[illegible] Court Officer

[redacted]

[redacted] UNCLASSIFIED

Witness observed very bright light in the sky southwest of Clinton County AF Base which appeared to be the complete wing of an aircraft on fire. When viewed thru field glasses from the Control Tower the object would gain and lose altitude very rapidly [redacted] with barely any discernible forward or backward motion. At times it changed colors (from red to green, etc) At one time it disappeared behind the overcast but its light penetrated thru the overcast. At approximately 19:45 o'clock it began to move away from the field on a heading of 210° and disappeared over the horizon at approximately 19:55. (1st acct)

NOTE: See also 48, 48a, 48b, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f and 30 and 32.

At the time of the sighting the weather was clear over the Base, with a SouthOWest wind which was moderate. There was an overcast in the SE which appeared to be a layer approximately 1000 feet thick. The height of this overcast was approximately 5,000 ft. Object seemed to be about 5 miles from the field at an altitude of from 15,000 to 20,000 ft. The object which appeared stationary at first resembled the complete wing of an airplane on fire. No beam of light was projected. After observing it with the naked eye for some five minutes, witness went to control tower and looked thru field glasses and then decided that it was not a comet or a falling star to his knowledge of astronomy. With the aid of the glasses the object appeared to go from an altitude of15,000 to 10,000 feet without any noticable forward or backward motion, and then back up to its original altitude very rapidly. This occurred some 3 or 4 times. When it moved a red light would dominate and change to a green light and then back to its original color. It then started to reced on a heading of 210° going behind the overcast. However, the light was discernible thru the overcast. It then moved very rapidly away, stopping momentarily for 3 or 4 minute intervals and then disappearing over the horizon at 1955. No sound was heard. No photographs were taken (From a signed statement second account)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 48c

1. Date 7 Jan 48
2. Time 19:30
3. Location Clinton County AAF, Wilmington, O.
4. Name of observer S/Sgt John P. Haag
5. Occupation of observer S/Sgt
6. Address of observer Clinton County AAF
7. Place of observation Control Tower
8. Number of objects 1
9. Distance of object ~~from observer N/S~~ Around 5 miles from field
10. Time in sight 25 minutes
11. Altitude ~~N/S~~ 15,000 to 20,000 ft
12. Speed N/S - apparently slow
13. Direction of flight heading of 210° SW
14. Tactics ~~N/S~~ Moved from altitude of 15,000 ft to 10,000 ft without noticeble forward or backward motion (about 3 or 4 times)
15. Sound N/S
16. Size N/S
17. Color changing colors (red and green)
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions overcast
23. Effect on clouds could be seen thru overcast
24. Sketches or photographs None
25. Manner of disappearance disappeared over horizon on heading of 210°
26. Remarks: (over)

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

South

Inc #48c

To: Whom it may concern.

On the evening of 7, January 1948 at approximately 19:30 o'clock the undersigned witnessed a very bright light in the sky, in the Northwest direction of C.C.A.F. which appeared to be the complete wing of an aircraft on fire with the naked eye. Then the following observation with the aid of field glasses from the control tower was made, the object would gain and lose altitude very rapidly without much noticed forward or backward motion and at times changing colors of red and green, at one time it disappeared behing the overcast but its light penetrated through the overcast. At approximate 19:45 o'clock the object began to move away from the field at a heading of 210 degrees and disappeared over the horizon at approximately 19:55.

S/Sgt. John P. Haag, A.F, 17003481

John P. Haag

Object seemed to be some sort of flare. Witness thought it was some aircraft in trouble. Requested the tower to take a look at it to determine if it were a flare. It appeared, with the naked eye, to be a very bright light the color of ordinary fire which lost and regained altitude in the manner of a parachute flare riding on thermals. The intensity of the light varied. This was attributed to clouds passing ~~in front~~ below; however, the light was readily discernible thru the clouds. The sky was clear to scattered. When the object was compared to the stars there was a decided difference. Stars were of the usual white; this object was yellow or flame color. When first seen it appeared to be about 4,000 ft but disappearing over the horizon would make it much higher. The movement was very slow in appearance and it left no trails or tails like a meteor or comet. Place of disappearance was approximately due west from position of observer.

NOTE: See also 48, 48a, 48b, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f & 30 and 32

DOWNGRADED AT 3 YEAR INTER
DECLASSIFIED AFTER 12
DOD DIR 5200 10

[redacted] UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 48d

1. Date 7 Jan 48
2. Time 1920 to 1950
3. Location Clinton County Army Air Fld., Wilmington, O.
4. Name of observer Mr. [redacted]
5. Occupation of observer N/S
6. Address of observer Clinton County AAB
7. Place of observation Clinton County AAB
8. Number of objects 1
9. Distance of object from observer Seemed to be at first some 4,000 ft high
10. Time in sight N/S
11. Altitude 4,000 ft+
12. Speed movement slow in appearence
13. Direction of flight approx due west SW
14. Tactics described arc from point first seen to horizon
15. Sound N/S
16. Size N/S
17. Color fire-colored
18. Shape N/S
19. Odor detected N/S
20. Apparent construction ~~fire~~ "fire"
21. Exhaust trails none -"left no trails or tails like a meteor or comet"
22. Weather conditions clear to scattered
23. Effect on clouds Light could be seen when clouds passed beneath it.
24. Sketches or photographs none
25. Manner of disappearance due west over horizon
26. Remarks. (over)

DOWNGRADED AT 3 YEAR INTERV
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

Inc #482

STATEMENT

This is a statement of a sky phenomena observed by me on 7 January 1948, between the approximate hours of 1920 to 1950.

It appeared to be some sort of flare. My first reaction to the sight was the belief that an aircraft was in trouble, and had shot a flare to attract attention. I then requested the tower to take a look at the object through glasses so they could attempt to determine whether or not it was a flare.

With the naked eye it appeared to be a very bright light with the color of ordinary fire. I was not able to maintain a watch continuously, due to my duties, and see the whole pattern of movement. I did observe it long enough at intervals to note that it lost and regained altitude in the manner that a parachute flare would when riding on thermals. The intensity of the light varied. This can be attributed to clouds passing in front of the light, however, I was able to see the light when clouds obscured it.

The sky condition at the time was what I would say was clear to scattered. Stars directly above me were compared to the light of the object and there was a decided difference. The stars were of the usual white and the object was yellow or flame color.

The altitude evidently was very high. The object when first seen appeared to be in the neighborhood of four thousand feet, but disappearing over the horizon would make it much higher. It described an imaginary arc from the point first seen to the horizon. The movement was very slow in appearance and left no trails or tails like a meteor or comet. Place of disappearance was approximately due west from my position.

Signed [redacted]

PUBLIC INFORMATION OFFICE
ALL-WEATHER FLYING CENTER
CLINTON COUNTY ARMY AIR FIELD
Wilmington, Ohio

June '48

10 January 1948

SUBJECT: Report concerning Public Information release of 8 January 1948.

TO : Col. J. Francis Taylor, Deputy Chief, All-Weather Flying Division.

1. A purely local release of information was made by the Public Information office of this station relating only what observers reported to Public Information concerning the appearance of what was termed a "sky phenomena." (See inclosure 1.)

2. Before this release was cleared to the Wilmington New-Journal, Wilmington, Ohio, permission was obtained from Public Information Office, Hq. AMC.

3. Public Information has extracted a United Press release of 22 December 1947, relating that a new comet should be visible in the northern hemisphere about January 1. This statement was issued by Professor Harlow Shapley, Harvard Observatory, Harvard University, Cambridge, Mass. (See inclosure 2.)

William D. Ceely

William D. Ceely
Major, USAF
Public Information Officer

ACTION JAN. 7, 1948

THE DAYTON DAILY NEWS

Spectral Specter Seen Haunting CCAB Skies

WILMINGTON, Jan. 9.—(AP)—A phenomenon of the skies, a flaming red cone trailing a gaseous green mist, appeared near the Clinton County Air Base last night, and today continued to provide a mystery for the thousands of people who saw it.

The Air Base late yesterday issued a formal statement on the matter, but, a spokesman said, officials there still had no idea of what it was or what it might mean.

"The sky phenomena, described by observers at the Clinton County Air Base as having the appearance of a flaming red cone trailing a gaseous green mist appeared in the southwest skies of Wilmington Wednesday night between 7:20 and 7:55 p. m. (EST) it was said in the statement.

* * *

THE STATEMENT continued:

"Staff Sgt. Gale F. Walter and Corp. James Hudson, patrol tower operators at the airfield, first saw the phenomena at 7:20 p. m. and observed its maneuvers in the sky up to 7:55 p. m. when it reportedly disappeared over the horizon.

The sky phenomenon hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed.

The intense brightness of the sky phenomena pierced through a heavy layer of clouds passing intermittently over the area and obscuring other celestial phenomena.

"Master Sgt. Irvin H. Lewis, Staff Sgt. John P. Haag, St. Harold E. Olivis and Tech. Sgt. Leroy Zeigler, four members of the alert crew, joined the patrol tower operators in observing the sky phenomena for approximately 35 minutes."

Flaming Cone Seen In Sky

WILMINGTON—A sky phenomenon, described yesterday by observers at Clinton County Air Base as having the appearance of a flaming red cone trailing a gaseous green mist, appeared in the sky southwest of Wilmington Wednesday between 7:20 and 7:55 p. m.

Staff Sgt. Gale F. Walter and Corp. James Hudson, control tower operators, saw the phenomenon at 7:20 p. m. and observed it until 7:55 p. m., when it disappeared over the horizon. They said the display hung in the air and then gained and lost altitude at what appeared to be terrific bursts of speed.

The intense brightness of the sky pierced through a heavy layer of clouds passing intermittently over the area.

"Flying Saucers" Again?

HERALD JAN. 7, 1948

Ball Of Red Fire Reported At Wilmington

By United Press

Mysterious objects seen floating in the sky over Kentucky, Tennessee and Ohio revived speculation about "flying saucers" today.

The latest report on the phenomena was at Wilmington, O., where personnel at the Clinton county air base reported a flaming ball of red fire which was seen for 35 minutes until it disappeared over the horizon.

National guard headquarters in Kentucky blamed the death of a pilot on a mysterious gleaming object which he was chasing.

They said Pilot Thomas F Mantell, flying without oxygen equipment apparently flew too high, became unconscious and lost control of his plane. He crashed near Franklin, Ky. Two pilots flying with Mantell turned back after they had climbed to 20,000 feet.

A bright, bulb-shaped object also was reported seen at Clarksville, Nashville and Columbia, Tenn., and at several points in southern Kentucky yesterday.

The ball of fire at Wilmington, O., was seen by Staff Sgt. Gale F. Walter and Corp. James Hudson in the patrol tower at the air base. They watched it for 35 minutes.

They described it as a flaming red cone, trailing a gaseous green mist.

"It hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed," Walter said.

The intense brilliance of the object pierced a heavy layer of clouds, he added.

It also was seen by Wilmington residents night before last.

YOUNGSTOWN, O.—Lt. Col. James F. Pierce of the Army reserves said he saw "orange-yellow" lights which appeared to converge from the north and northeast toward the center of an imaginary circle. He said that if they continued he would attempt to photograph them from the air.

Officials at the Chicago Weather bureau said there were no weather conditions that would have produced an Aurora Borealis and they also ruled out the possibility that it was St. Elmo's fire.

St. Elmo's fire, they explained, requires release of static electricity from a conductive object such as a plane wing, ship mast, or a steeple.

[redacted]

UNCLASSIFIED

Incident #49

ATIC NO. - - -

AF NO. - - -

[illegible] NO. - - -

DATE OF OBSERVATION - - -

TIME OF OBSERVING - - -

SHAPE Pencil Shaped

SIZE - - -

COURSE 270° (W)

NO. IN GROUP 1

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 9 Jan 1948

LOCATION Danville, Ky.

SOURCE Civilians

DATE IN TO ATIC - - -

COLOR - - -

SPEED high

ALTITUDE high

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Ground

MANEUVERS Straight course

UNCLASSIFIED

ASTRO (FIREBALL)

Temporary ATIC Form 379
(2 Jan 50)

[redacted]

[redacted]

UNCLASSIFIED

Incident #49 -- Danville, Kentucky -- 9 January 1948

Although the distance, time in sight, speed, sound, size, color, and construction of the object reported here are not stated, the fact that it showed a long trail and exploded makes it entirely probable that it was a fireball.

UNCLASSIFIED

[redacted]

According to a WHIO News Broadcast at 2300-2315, 9 Jan 48, relayed from Danville, Kentucky, a Mr. & Mrs. [redacted] were driving in their car in or about Danville, Kentucky, when they saw a pencil-like object flying very high which left a long trail of smoke or exhaust. The trail shortly afterwards turned into a beautiful fireworks display of sparks, etc. The object appeared to be traveling a straight course.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 49

1. Date 9 Jan 48
2. Time N/S
3. Location around Danville, Ky.
4. Name of observer Mr & Mrs. [redacted]
5. Occupation of observer N/S
6. Address of observer N/S - picked up in WHIO news broadcast relayed from Danville, Ky.
7. Place of observation Danville, Ky.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight West
14. Tactics none
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape pencil-shape
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails long trail of smoke or exhaust
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance trail exploded into a beautiful display of sparks, etc
26. Remarks: (over)

UNCLASSIFIED

[redacted]

10 Jan 48

Flying Disc Incident at Danville, Kentucky

According to a WHIO news broadcast at 11:00-11:15, p.m. 9 Jan 48, relayed from Danville, Ky., a Mr. and Mrs. [redacted] were driving in their car 9 January in or about Danville, Ky. when they saw a pencil-like object flying very high and which left a long trail of smoke or exhaust. The trail shortly afterwards turned into a beautiful fireworks display of sparks, etc. The object was traveling west in a straight course.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

UNCLASSIFIED [redacted] RECORD CARD Incident #131

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF OBSERVED 2230

SHAPE Circular with Flat Top

SIZE - - -

COURSE 175° M

NO. OF OBJECTS 1

SOUND - - -

OTHER - - - SKETCHES - - -

DATE OF INFO 9 Jan 1948

LOCATION Cartersville, Ga.

SOURCE Pilot (EAL)

DATE IN TO ATIC - - -

COLOR Light, Sky-blue Estimated

SPEED 400 mph Measured Estimated

ALTITUDE 3,000' Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Aerial

FEATURES Crossed path of source, then turned earthward.

Necessary ATIC Form 329
(1 Jan 52)

UNCLASSIFIED

[redacted]

Curt Nelson

Incident #121 -- Cartersville, Georgia -- 9 January 1948

While the possibility of this object's being a meteor is not ruled out, it seems unlikely. Meteors are not known to be "light sky blue," nor to travel so slowly as indicated. However, report also states that color was an "intense blue," and, if speed were underestimated (or if object had a large radial velocity component -- coming largely "head-on"), it might possibly be interpreted as a fireball.

the top quarter which was flat, pot-shaped. The witness states that the object definitely did not have the curved trajectory of a wingless missile. Shortly after crossing his path, the blue flame sputtered and turned immediately earthward. The flame then died altogether but nothing was seen hitting the ground. Witness states that the flame was not of the long trailing type, but rather gave the impression that you were looking down a long exhaust stack at a short but concentrated mass of blue flame and further stated that his connections with RAF pilots in England during the war leads him now to believe this object looked the same as the "Buzz Bombs" chased by t ose RAF pilots at night. [redacted], purser on this flight 9 January 48, also saw the object, the flame only, but can give no further evidence for its identification.

Mr. [redacted] stated on April 29 that seventy-five cattle had died of an unknown disease on the farm of a Mr. [redacted] at Newman, Georgia, and expressed concern over a possible connection between the unidentified object he reported and this unusual fatality among healthy cattle. However, the Atlanta Office of the Animal Industry Division, U.S. Department of Agriculture, advises that this "unknown" disease has persisted for over a year and other cases repeated elsewhere in the country for some time back. There apparently remains no basis for connection between the object Mr. DuBose reports and the death of seventy-five cattle at Newman, Georgia.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 121

1. Date 9 January 1948
2. Time 2330
3. Location Cartersville, Georgia, 34° 10' N, 84° 49' W
4. Name of observer [redacted]
5. Occupation of observer Pilot (EAL)
6. Address of observer N/S
7. Place of observation Air
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 3000 feet
12. Speed 400 mph
13. Direction of flight 175° M
14. Tactics None
15. Sound N/S
16. Size N/S
17. Color Light, sky-blue
18. Shape Circular, except for the top quarter w ich was flat, pot-shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance and flow [illegible]
26. Remarks: When object crossed the path of the witness all that could be observed was an intense blue flame, in a shape circular except for

UNCLASSIFIED

[redacted]

MAPCO/SL/fe

24 May 1948

SUBJECT: Incident Report

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base
Dayton, Ohio
Attention: TSDIN

Commanding General
Air Defense Command
Mitchel Field, N. Y.
Attention: A3/S, Intelligence

1. On January 10, 1948 one [redacted], Eastern Air Lines pilot, reported to the Atlanta office of the Federal Bureau of Investigation that shortly before midnight 9 January 1948, he had observed an unidentifiable object crossing the path of his aircraft in the area of Cartersville and Acworth, Georgia.

2. Mr. [redacted] was on a heading of about 130° Mag. enroute from St. Louis, Missouri, to Atlanta at altitude of about 3000 feet, flying an EAL DC-3, when this object crossed his path on an approximate heading of 175° Mag. at the same altitude. All he could observe was an intense blue flame (light, sky-blue) in a shape circular except for the top quarter which was flat (i.e. pot shaped). Mr. [redacted] states the object was on a course about 10° below horizontal, but definitely did not have the curved trajectory of a wing-less missile.

3. Mr. [redacted] estimates the speed of the object as being in the neighborhood of 400 MPH. Shortly after crossing his path, the blue flame sputtered and turned immediately earthward. The flame then died altogether and Mr. [redacted] could not see anything hitting the ground.

4. Mr. [redacted] states that the flame was not of the long trailing type but rather gave the impression that you were looking at it down a long exhaust stack at a short but concentrated mass of blue flame, and further stated that his connections with RAF pilots in England during the war leads him not to believe this object looked the same as the "Buzz Bombs" chased by those RAF pilots at night.

[redacted]

DOWNGRADED AT 12 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

5. Mr. [redacted], purser on Mr. [redacted] flight 9 January 1948, also saw the object (the flame only, that is), but can give no further evidence for its identification.

6. Army Flight Service reported no jet aircraft in the vicinity that night.

7. Neither Headquarters, Third Army nor the FBI has had further evidence of an unidentified object in the air or crashing on that date.

8. Mr. [redacted] advised this office on April 29 that seventy-five (75) cattle had died of an unknown disease on the farm of a Mr. [redacted] at Newnan, Georgia, and expressed concern over a possible connection between the unidentified object he reported and this unusual fatality among healthy cattle. However, the Atlanta Office of the Animal Industry Division, U. S. Department of Agriculture, advises that this "unknown" disease has persisted for over a year, and other cases repeated elsewhere in the country for some time back. Although they admit no cure has yet been found and the disease remains incompletely diagnosed, there apparently remains no basis for connection between the object Mr. [redacted] reports and the death of the seventy or more cattle at Newnan, Georgia.

FOR THE COMMANDING OFFICER:

STEVE LATHAM
Major, USAF
Executive Officer

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED 12 January 1948

Summary of Information:

A reliable government agency advised that an unidentified burning object was sighted North of Cartersville, Georgia, at midnight, January 9, 1948. [redacted], pilot, Eastern Airlines, advised that on the night of January 9, at midnight, that he and [redacted], co-pilot, and [redacted] purser on Eastern Airlines run between Charlotte, North Carolina, and Atlanta, Georgia, observed, at the time indicated, an object flying past their plane going approximately 360 m.p.h. The incident occurred North of Cartersville, Georgia, at approximately 4,000 ft. The object which was brightly lighted, slanted down at a ten degree angle. No one had a good look at the object but Dubose felt it was a rocket of some type inasmuch as it was moving parallel with the plane and had bluish flame coming out of the rear.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED [redacted]

Ltr fr Wright-Patterson Flt Sv Ctr, Dayton, Ohio dtd 3 Feb 48, subj: Jet Aircraft North of Cartersville, Ga.

DAW 311.5 2nd Ind RL:lar

Maxwell Flight Service Center, Maxwell AF Base, Montgomery, Ala. Oper Loca 33-6. 13 February 1948.

TO: Commanding Officer, Wright-Patterson Flight Service Center, Wright-Patterson AF Base, Ohio. Oper Loca 33-9.

1. Reference paragraph 1, 1st Ind, a thorough check of records, flight plans and forms 23 for 8, 9, and 10 January 1948 at this Center fails to reveal any information on jet aircraft or reports of fires or explosions in the vicinity of Cartersville, Georgia. Personnel on duty in the Maxwell Flight Service Center on 8, 9, and 10 January were questioned but none recalled any information on incidents of jet aircraft or reports of fires or explosions in the Georgia area.

2. A check with Base Weather personnel also failed to reveal any information on this subject.

3. For further possible explanation, it is suggested that this matter be referred to Headquarters, Field Office of the Air Inspector, Langley Field, Virginia, ATTN: Flying Safety Division.

RICHARD LOOMIS
Lt Colonel, USAF
Commanding

1 Incl: n/c

cc: CO, Flt Sv, Wash. D.C.

311.5 3rd Ind. DEM /RLN/deg

Wright-Patterson Flight Service Center, Wright-Patterson Air Force Base, Ohio 13 February 1948

TO: Chief, Analysis Division, Intelligence Department, Wright-Patterson Air Force Base, Ohio (MCIA)

1. Information requested in basic communication can not be furnished by this Center. Therefore it was forwarded to Headquarters Flight Service Washington, D.C. and thence to Maxwell Flight Service Center, Maxwell, Field, Alabama for any information available.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED [redacted]

311.5 3rd Ind (cont'd) 3 Feb 48
Subject: Jet Aircraft North of Cartersville, Ga.

2. Second indorsement to this communication is all available information that can be furnished by Flight Service.

1 Incl
R&R

DE ARMOND E. MATTHEWS
Major, USAF
Commanding

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED [redacted]

[redacted] UNCLASSIFIED

B/Ltr f/Wright-Patterson FS Center, Dayton, Ohio, subj: "Jet Aircraft North of Cartersville, Ga", dtd 3 February 1948

FSA3 311.5 1st Ind

Headquarters Flight Service, Washington 25, D. C. 9 Feb 1948

TO: Commanding Officer, Maxwell Flight Service Center, Maxwell Air Force Base, Montgomery, Alabama, Operating Location 33-6

1. Request you check for information regarding jet aircraft or reportsof fires or explosions in the vicinity of Cartersville, Georgia, during the hours of darknesson 8, 9, or 10 Jan 1948.

2. If any information is discovered which warrants further clarification, attempt to obtain additional information from reliable sources.

3. Forward information as expeditiously as possible to Commanding Officer, Wright-Patterson Flight Service Center with an information copy to this Headquarters. A negative report will be submitted.

BY ORDER OF COLONEL POWEL:

1 Incl: n/c

ALVIN ISRAEL
1st Lt., USAF
Asst Adjutant

DOWNGRADED AT 3 YEAR IN
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

2 UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

WRIGHT FLIGHT SERVICE CENTER
Wright Field, Dayton, Ohio

3 February 1948

311.5

SUBJECT: Jet Aircraft North of Carterwville, Georgia

TO: Commanding Officer
Flight Service
Washington 25, D. C.

Request that your headquarters furnish this Center any available information relative to the inclosed R&R and attached paper in order that this correspondence may be complied with as soon as possible.

1 Incl
R/R dtd 29 Jan 48
with 1 Incl.

CLARK L. MILLER
Lt Colonel, USAF
Commanding

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200 10

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

Jet Aircraft North of Cartersville, Georgia

TSOMF MCIA 29 Jan 48 1.

1. This office is interested in determining the nature of theobject described in the inclosed "Summary of Information" dated 8 Jan 1948. At present, the possibility of theobject being a jet aircraft is being investigated. Since the object was traveling downward at a ten degree angle, it may be possible that there are reports available of a crash, fire or explosion in the vicinity indicated.

2. It is requested that information be obtained and furnished this office relative to the presence of jet aircraft in the vicinity at the time indicated. Also any information available regarding a crash, fire or explosion should be forwarded.

1 Incl
cy "Summary of Info"
d/ 12 Jan 48

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

EHL/amb
2-1204
Bldg 11A
Rm 258

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 76, 78, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 238, 241, 242, 243, 244, 134.

PROJECT 10073 RECORD CARD

1. DATE
9 Jan 1953

2. LOCATION
Ladd AFB, Alaska

3. DATE-TIME GROUP
Local
2300Z

4. TYPE OF OBSERVATION
☒ Ground-Visual ☐ Ground-Radar
☐ Air Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
Mil

7. LENGTH OF OBSERVATION
Unk

8. NUMBER OF OBJECTS
1

9. COURSE
W to E

10. BRIEF SUMMARY OF SIGHTING

Definite contrail which seemed to have a phosphorescent glow and intermittent flashes at point of origin.

11. COMMENTS

B-29 in area at 2300Z hrs at 16,000' Practicing instrument flying.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☒ Was Aircraft B-29
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

AFIC FORM 329 (REV 26 SEP 52)

UNCLASSIFIED

[redacted]

501R
Oct

BASIC: Ltr fr Hqs Alaskan Air Command dtd 20 Jan 1948, subj: Intelligence Report

1st Ind

HEADQUARTERS ALASKAN COMMAND, APO 942, c/o Postmaster, Seattle, Washington 22 JAN 1948

TO: Chief of Staff, Department of the Air Force, Washington 25, D. C.
Attn: Director, Intelligence Division

1. Contents of attached report have been reviewed by this headquarters.

2. This report resulted from inadequate investigation prior to submission of the initial report. Positive instructions have been issued reference to investigation prior to submission of reports in an effort to prevent recurrence of such incidents.

FOR THE COMMANDER-IN-CHIEF:

Clayton W. Wells
CLAYTON W. WELLS
Lt Col, GSC
Secretary Joint Staff

1 Incl:n/c

AFOIR-CO-5 2nd Ind.

Dept. of the Air Force, Hq. USAF, Washington 25, D. C. 13 FEB 1948

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

For your information.

BY COMMAND OF THE CHIEF OF STAFF:

Douglass W. Eiseman
DOUGLASS W. EISEMAN
Lt. Colonel, U.S.A.F.
Executive Intelligence Requirements Div.
Directorate of Intelligence

1 Incl
n/c

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

HEADQUARTERS
ALASKAN AIR COMMAND
APO 942 U.S. Army

20 JAN 1948

AAOIN-1 319.1

SUBJECT: Intelligence Report

THRU: Commander-in-Chief
Alaskan Command
APO 942, U S Army
ATTN: Director of Intelligence

TO: Chief of Staff
Department of the Air Force
Washington 25, D. C.
ATTN: Director, Intelligence Division

1. Reference is made to our radiograms A-18327, DTG 100750 and A-18332, DTD 110020.

2. Inclosed is the final report on the incident quoted in the radiograms mentioned above.

3. It is desired that all messages pertaining to the subject incident be downgraded to Confidential.

FOR THE COMMANDING GENERAL:

E. R. AUTREY
Lt. Colonel, AGD
Adjutant General

1 Incl.
Ltr Yukon Sector re
rpt on Sighting at
Ladd Fld, 9 Jan 48

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD D 3 [illegible]

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS YUKON SECTOR
ALASKAN AIR COMMAND
Office of the AC/S A-2
APO 731, U.S. Army

13 January 1948

SUBJECT: Report of Sighting at Ladd Field, 9 January 1948

TO: Director, Intelligence Division
Headquarters Alaskan Air Command
APO 942, U S Army

1. The following sighting was made at 2300Z, 9 January 1948 in the vicinity of Ladd Field:

a. A definite contrail which seemed to have a phosphorescent glow and intermittent flashes at point of origin.

b. Five Officers and men of the 72nd Reconnaissance Squadron observed the contrail and gave varying descriptions of it. The object or aircraft was sighted in a position north of west of Ladd Field and originally appeared as a vertical contrail on the horizon and as it came closer, it was horizontal. The contrail was lost in the overcast just east of Ladd Field.

c. After the sighting was made and reported, an interrogation and thorough check was made.

2. The interrogation revealed that the object or aircraft making the contrail was not seen but apparently the flashes and glow caused by the sun reflecting off the surface of the object or aircraft were noticed.

3. The original check on Mile 26 aircraft flying in the vicinity of Ladd Field was first made to Ladd Field base operations. At this time, it was reported that no aircraft from Mile 26 were flying in the vicinity of Ladd Field. A recheck with the Operations Officer at Mile 26, made some time after the original reports were submitted, indicated several aircraft were flying with one of them in vicinity of Ladd Field at 2300Z. A definite position report was obtained on the aircraft in the vicinity of Ladd Field and the following information revealed:

a. A B-29 was just west of Ladd Field working the Ladd Field range practicing instrument flying at 16,000 feet and 205 indicated air speed on a heading of 91°. True, this aircraft was over Ladd Field at

[redacted]

UNCLASSIFIED

approximately 2300Z.

4. From the above information, the conclusion was reached that the contrail sighted was caused by a B-29 practicing instrument approaches on the Ladd Field range.

Burton R. Grinyer

BURTON R. GRINYER
Captain, USAF
AC/S A-2

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

[redacted]

PROJECT 10073 RECORD CARD Incident #93

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 1630 EST

SHAPE Disc

SIZE Resembled shooting star

COURSE toward earth 45° angle

NO. IN GROUP 1

LOGGED - - -

PHOTO - - - SKETCHES - - -

DATE OF INFO 11 Jan 48

LOCATION Hartford, Conn

SOURCE USAF Pilots

DATE IN TO ATIC - - -

COLOR Bluish Center, Edges Red

SPEED High Estimated / Measured

ALTITUDE - - - Estimated / Measured

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Aerial

MANEUVERS - - -

UNCLASSIFIED

Prepared, ATIC Form 329
(Jan 52)

[redacted]

Prof McCoy

[redacted]

Incident #93 -- Hartford, Connecticut -- 11 January 1948

Despite the absence of a trail and of sound, identification of this object as a fireball at the very end of its trajectory seems possible. It is described as "shooting toward earth at 45°," as resembling a "shooting star," and as having a very high velocity.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 11 Jan 48 Incident # 98
2. Time 1630
3. Location Hartford, Conn.
4. Name of observer Kenneth M. Helton
James J. Pargne
5. Occupation of observer Captains, USAF (ATC)
6. Address of observer Atlantic Division, ATC (Sq. "D" Air Base.)
7. Place of observation Hartford, Conn.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Unknown - very high velocity
13. Direction of flight shooting toward earth at 45°
14. Tactics N/S
15. Sound None
16. Size Resembled shooting star, observers not certain however.
17. Color bluish center, red on the edges
18. Shape Appeared to be disc
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails No tail or trails
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Dropped out of sight on the north side of Mt. Tom which is near Holyoke, Mass.
26. Remarks:

(over)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

AH

UNCLASSIFIED

[redacted]

Object appeared to be a disc which had a bluish center was red on its edges and was traveling at a very high velocity. It had no tail nor did it leave any sort of a trail in the air. Because of its high velocity and the short space of time that it was sighted neither observer could be certain of the size but in general, report it resembled a shooting star. It dropped out of sight on the north side of Mt. Tom which is near Holyoke, Mass.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

195

[redacted]

Dec. 48

UNCLASSIFIED

Extract from Weekly Intelligence Summary, AIC, 23 Jan 48

UNIDENTIFIED AIR OBJECT: The A-2, Atlantic Division, Air Transport Command reports that while flying over Hartford, Connecticut at approximately 1630 hours, 11 January 1948, Captain Kenneth M. Helton, AO-660566 and Captain James J. Pargoe, AO-543982 of Squadron "D", Air Evacuation, sighted an unidentified object shooting toward the earth at an angle of 45°. The object appeared to be a disc, had a bluish center, was red on its edges and was traveling at very high velocity. It had no tail, nor did it leave any sort of trail in the air. Because of its high velocity and the short space of time that it was sighted, neither observer could be certain of its size but in general, report that it resembled a shooting star. It dropped out of sight on the north side of Mt. Tom, which is near Holyoke, Massachusetts.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

PROJECT 1007 RECORD CARD Incident #149

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 0730

SHAPE Ball Saucer

SIZE - - -

COUNT E-W

NO. IN GROUP 3

SOUND - - -

[illegible] - - - SKETCHES - - -

DATE OF INFO 19 Jan 1948

LOCATION North Jutland (Hjerrin, the (scaw & Hjerup)

SOURCE NAD 11796

DATE IN TO ATIC - - -

COLOR - - -

SPEED Rocket-like Estimated Measured Estimated Measured

ALTITUDE - - -

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Ground

MANEUVERS Suddenly stopped, exploded & disappeared

UNCLASSIFIED

Prob Meteor

Temporary ATIC Form 329
(Jan 52)

[redacted]

[redacted]

Incident #149 -- North Jutland -- 19 January 1948

There is nothing in the meager description of this incident that precludes the possibility of the objects' being meteors. The description would also allow for their being rockets. However, the explosion of the objects favors the meteoric hypothesis.

It might be well to note the similarity of this and other Scandanavian reports to the "green flash" objects reported from New Mexico.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 149

1. Date 19 Jan 48
2. Time 7:30 AM
3. Location North Jutland (Hjorrin, the Saeu and Hjorup)
4. Name of observer N/S
5. Occupation of observer N/S) Taken from CIA R-34-48 (HAD 11796) as prepared by Lt Col Franklin E. Tomlinson
6. Address of observer N/S
7. Place of observation North Jutland
8. Number of objects ~~XXXX~~ Three
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed apparently rocket-like
13. Direction of flight ~~XXXX~~ East - West
14. Tactics "suddenly stopped, exploded and disappeared"
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape ball - saucer
19. Odor detected N/S
20. Apparent construction rocket-like objects
21. Exhaust trails ~~without~~ tail of green light
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Exploded and disappeared
26. Remarks: (over)

Various parts of North Jutland have reported that on 19 Jan 48 at 7:30 AM the maximum so-called flying saucers were observed. The phenomena has been observed in Hjorring, the Saar and Hjorup. The objects were surrounded by a bluish light and had tail of green light, moving east west. One observer thought they looked like three balls. Several observers in the Saar say they were rocket-like objects which suddenly stopped, exploded and disappeared.

N/A COMMENT: Impossible to get any verification of this from Danish officials or Danish War Ministry.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF [illegible] - - -

DATE - - -

[illegible] - - -

COURSE - - -

NO. IN GROUP - - -

[illegible] - - -

PHOTOS - - - SKETCHES - - -

DATE OF [illegible] 29 Jan 1948

LOCATION Rouen, France

SOURCE UP Report

DATE IN TO ATIC - - -

COLOR White Estimated

SPEED - - - Measured

ALTITUDE - - - Estimated

LENGTH OF TIME OBSERVED - - -

TYPE OF OBSERVATION Ground

MANEUVERS - - -

Temporary ATIC Form 329
(1 Jan 50)

UNCLASSIFIED

[redacted]

Aircraft Data

[redacted]

UNCLASSIFIED

MCIA file

Information Regarding Rouen, France Incident

MCIAXD MCIA 13 Feb 48 1

1. This office has received a newspaper clipping, a copy of which is attached, indicating the sighting of mysterious white balls of fire. Other operations are also described. The availability of the information listed below will be necessary for use in conjunction with Project No. HT-304:

a. If the authenticity of this incident can be established, it is desired to know specifically:

(1) What were the exact purposes of the parachute descents? State number of personnel involved and equipment carried.

(2) What type parachutes were used? Obtain design and construction details.

(3) What type aircraft were used? Troop transport, etc.

(4) What caused the "mysterious white balls of light"?

(a) Is there any information connecting this incident with the flying discs? If so, state the exact location, date, time, weather, number, shape, color and size. Any photographs or sketches should also be furnished, along with information regarding any sound, exhaust trail or effect on the clouds that were observed.

2. It is requested that this information be furnished this office at the earliest possible date.

1 Incl
cy newspaper clipping

A. C. LOEDDING
Technical Assistant
Analysis Division
Intelligence Department

EHL/amb
2-3266
Rm 252
Bldg 11A

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

481.15

7-3712-5

Copy fr United Press newspaper clipping

C o p y

ROUEN, France, Jan 29 -- (UP) -- Police said today they were investigating peasants' reports that mysterious white balls of light, airplane flights and descents by parachute had been seen in the neighborhood of Rouen.

C o p y

7-3712-5

1 February 1948
Circleville, Ohio

Witness: [redacted]

NO CASE (INFORMATION ONLY)
SOURCE: KEYHOE

**********06
FEB. 1, 1948 CIRCLEVILLE, OHIO (KEYHOE-1960 P 144) 1 WITNESS 00
IN THE EARLY HOURS OF FEBRUARY 1, THE OWNER OF A BIG, MODERN FARM, MR. 01
[redacted], WAS ABOUT TO CHECK ON SOME SOWS IN HIS FARROWING HOUSE. AS 02
HE LEFT HIS HOUSE HE SAW A SAUCER-SHAPED OBJECT HOVERING ABOVE THE FARM 03
BUILDINGS. IT WAS ABOUT SIXTY FEET IN DIAMETER, TEN TO TWELVE FEET THICK, AND 04
IT LOOKED METALLIC. IN THE CENTER WAS A DOME THROUGH WHICH SHONE A BLINDING 05
ORANGE LIGHT. 06
FROM THE OBJECT'S TILTED POSITION, IT APPEARED THAT SOMEONE INSIDE THE DOME 07
WAS CURIOUS ABOUT THE BLUISH-GREEN GLOW FROM THE FARROWING-HOUSE WINDOWS. 08
AFTER A MOMENT, THE OBJECT MOVED INTO A LEVEL POSITION, THEN IT PASSED OVER 09
ANOTHER FARM BUILDING AND WAS HIDDEN FROM VIEW. BEFORE IT DISAPPEARED, THE 10
LIGHT IN THE DOME CHANGED TO A DIM AMBER, BUT [redacted] WAS UNABLE TO SEE 11
INSIDE. 12

[redacted]

Incident #120

UNCLASSIFIED

ATIC NO. - - -

[illegible] NO. - - -

[illegible] NO. - - -

DATE OF REPORT - - -

TIME OF [illegible] - - -

[illegible] - - -

[illegible] - - -

[illegible] SE to NW

[illegible] IN GROUP 1

[illegible] - - -

[illegible] - - - SKETCHES - - -

DATE OF INFO Approx. 7 Feb 1948

LOCATION Vejle, Denmark

SOURCE Male Civilians

DATE IN TO ATIC - - -

COLOR Shining

SPEED High

ALTITUDE 200 meters

LENGTH OF TIME OBSERVED 3 secs

TYPE OF OBSERVATION - - -

MANEUVERS - - -

Prob Meteor

Temporary ATIC Form 3[illegible]
([illegible] Jan 5[illegible])

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Incident #120 -- Vejle, Denmark -- c. 7 February 1948

Nothing is said here that militates against the object's having been a meteor. Information is very scanty.

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 120

1. Date N/S - arc ad 7 Feb 48
2. Time N/S
3. Location Vejle, Denmark
4. Name of observer N/S
5. Occupation of observer field laborers
6. Address of observer N/S
7. Place of observation Gadbjerg (near Vejle)
8. Number of objects 1
9. Distance of object from observer 200 meters altitude
10. Time in sight N/S 3 seconds
11. Altitude 200 meters altitude
12. Speed high speed
13. Direction of flight SE to NW
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color shining
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (Over)

Three men working in a field in Gadbjerg (near Vejle) Denmark, have observed a shining object which moved at high speed over the sky from southeast to northwest at about 200 meters altitude. It remained visible for three seconds.

MA COMMENT: No verification received of the above. Evaluation P-6

Country: Denmark

Bid # 8420-0000
Mig # 701-500
Rpt # R-70-48

I. D. No. 436372

KK-10775

Subject: Flying Saucers Reported over Vejle

From: CMA-Denmark References: Report this office, R-34-48, dtd 21 Jan 48

Evaluation P-6 Date of Info: 7 Feb 48 Date of Rpt: 12 Feb 1948

Incl: Prepared by: Lt Col. Franklin E. Tomlinson Source: Aftenbladet - newspaper

Report:

Danish newspaper, AFTENBLADET, 7 Feb 48 reports from Vejle (Lat. 55 - 42N Long. 09 - 32E) that three men working in a field in GAJBJERG, near VEJLE, have observed a shining object which moved at high speed over the sky from south east to north west at about 200 meters altitude. It remained visible for three seconds.

M/AA COMMENT: No verification received of the above.

DISTRIBUTION: ID (Orig & 1); G-2 EUCOM; A-2 USAFE; M/A Norway; M/A Sweden; AmEm; File

APPROVED:

signed: Earl C. Ebert

EARL C. EBERT
Colonel, GSC
Military Attache

NAD 13566

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

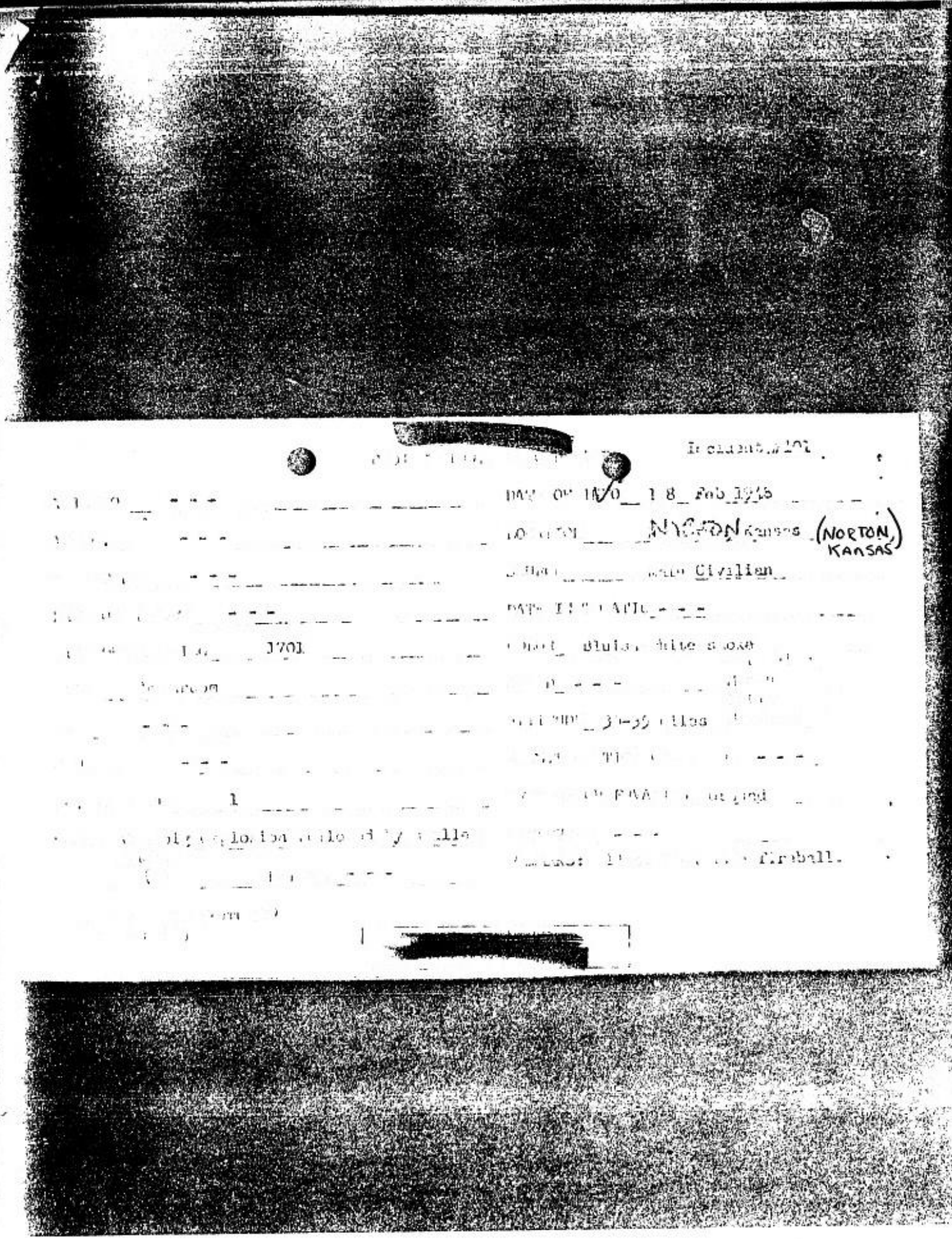
   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

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

3. Non-astronomical, with no explanation evident

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

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



[redacted]

Incident #101

DATE OF INFO 18 Feb 1948

LOCATION NORTON Kansas (NORTON, KANSAS)

Civilian

DATE [illegible]

Bluish white smoke

[illegible] 30-35 miles

[illegible] fireball.

[redacted]

[redacted]

Incident #102

ATIC NO. _____

AF NO. _____

DATE OF INFO 16 Feb 1948

LOCATION Green River, Utah

SOURCE USAF Pilots

DATE TO ATIC _____

COLOR Multi-colored Ball of Fire

SPEED Very high

ALTITUDE 25,000'

TYPE OF OBSERVATION Aerial

[redacted]

[redacted]

PROJECT 10073 RECORD CARD

Incident # 103

ATIC NO. - - -	DATE OF INFO 18 Feb 1948
AF NO. - - -	LOCATION Green River, Utah
REPORT NO. - - -	SOURCE USAF Pilots
~~DATE OF REPORT~~ - - -	DATE IN TO ATIC - - -
TIME OF [illegible] 1500 MST	COLOR Multi-colored Ball of Fire
[illegible] Ball of Fire & Dense cloud of smoke	SPEED Very high Estimated Measured Estimated
[illegible] Hue	ALTITUDE 20,000' Measured
[illegible] SE	LENGTH OF TIME OBSERVED - - -
[illegible] 1	TYPE OF OBSERVATION Aerial
[illegible] - - -	MANEUVERS - - -
[illegible] - - - SKETCHES - - -	

[illegible] ATIC Form 329

[redacted]

[redacted]

Incident #101 — Norcatur, Kansas — 18 February 1948

This now-celebrated case of an unusual fireball has been adequately reported in astronomical literature; (for details, see Sky and Telescope, April, 1948, page 164, and October, 1948, page 293). Positive identification has been made by the recovery of fragments. The origin of this object is, therefore, definitely astronomical, and the incident need not be considered further.

[redacted]

[redacted]

Incident #102 -- air near Green River, Utah -- 18 February 1948

It seems entirely probable that the object observed in this incident and in #103 was the Moncatur meteorite seen at an earlier part of its trajectory.

The direction of flight is stated as "southeast of Limon, Colorado." If this means that the object was heading southeast from Limon, it could not have been the Moractur fireball, since the direction of flight of that object was northeast; but if the statement merely means that the object was seen in the vicinity southeast of Limon, the location is consistent with the trajectory of that famous meteorite.

The time stated is approximate, and need not be given too much concern. Actually, of course, the sightings here would have had to be made almost simultaneously with those in Kansas. If the time had been reported as 1600 MST instead of 1500 (a typographical error, by any possibility?), then, allowing for the difference of one hour in time zones, the sightings would have been appropriately simultaneous.

In any event, whether this was the same or another object is not important. The description given -- particularly the statement "huge, multicolored ball of fire and dense cloud of smoke" -- answers closely to that of a fireball.

[redacted]

[redacted]

Incident #103 -- air near Green River, Utah -- 18 February 1948

It seems probable that the object observed here was the Moractur meteorite seen at an earlier part of its trajectory. See report on incident #102 for discussion.

[redacted]

18 FEB 48

UNCLASSIFIED

24 March 1951

[illegible]

[illegible] Unidentified Luminous Phenomena
[illegible] Fireball of 1951, March 6, 1951

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

The attached Spot Intelligence Report, dated 21 March 1951, and copy of letter to Headquarters OSI, dated 22 March 1951, are forwarded for your information and any action deemed appropriate.

JAMES P. L. O'CONNELL
Colonel, USAF
District Commander

Incls
1. Spot Intel Rpt dtd 21 Mar 51
w/incl Sect Aero Chart
2. Cy of ltr to Hq OSI, dtd
22 Mar 51

Copy to:
Hq OSI w/o incls

DOWNGRADED AT 2 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No. 24-0 21 March 1951

SPOT INTELLIGENCE REPORT

SUBJECT: Anomalous luminous phenomena
The fireball of 1951, March 6, 14:34

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

Although this incident does not fall within the purview of AFCSI Letter No. 85, dated 23 October 1950, nevertheless, the publicity incident to this matter and the search conducted by Dr. [redacted], Director Institute of Meteoritics, has been such that it is believed the facts adduced will be of interest, and in accordance therewith distribution is being accomplished.

1. SYNOPSIS: An anomalous luminous phenomena occurred 6 March 1951 at approximately 14:34 hours. The reports of this phenomena were gathered by Dr. [redacted], and a search was made to determine whether or not there were resultant physical evidence of a meteorite. The physical evidence of a meteorite, if such was a meteorite, has not been discovered. Visual observations have been reduced to points of intersection covering an approximate rectangular area three (3) miles by six (6) miles and within an area contiguous to Tafora, New Mexico. Search continues by LAPAZ.

2. DETAILS: Dr. LINCOLN LAPAZ, Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, gathered all available sighting data of the phenomena and has attempted to recover any physical residuary evidence to more particularly delineated in a report of Dr. LAPAZ.

"The March 6 fireball is the last in the long series of incidents occurring in northeastern New Mexico and the closely adjacent portions of Arizona and Colorado. Of this series, only three fireballs produced any acoustic phenomena and, therefore, were initially regarded as almost certainly detonating meteorite falls. The first of this trio was the fireball of January 18, 1949 in the Acoustic-Lubbock region, which was the subject of intensive study by the O.S.I., and the Institute of Meteoritics and other interested agencies. In spite of the fact that the area of fall was speedily and accurately located and that this area was not only searched by several [illegible] [illegible] the fall, but also has been repeatedly

[illegible]

File 24-0
Subj Anomalous luminous phenomena 21 Mar 51

searched since, no meteoritic fragments have been recovered to date. The second of the trio was the detonating fireball of December 4, 1949 in the Camps, Colorado region, from which , in spite of long continued careful search, no meteorites have been recovered. The fireball of March 6 completes the trio and bids fair to conform to the pattern set by the two earlier falls, in that searches initiated in the accurately delimited area of fall within 24 hours after the appearance of the fireball have covered no new sites to date.

The detonating fireball of March 6 was of exceptional magnitude, rivalling the record-breaking meteorite fall of 1948, February 18 in [illegible] and Texas, from which over a thousand fragments have been recovered, in the intensity of the light and sound effects produced. The fireball of March 6 was seen at a distance of 150 miles by an observer crossing glaring snow-fields in bright sunlight. As regards the remarkable sound phenomena produced on March 6, they have been so fully reported on by the news agencies as to require no comment here. Mach-it measures on carefully made observations of this fireball indicate that it remained relatively to a very low level in the atmosphere. Hence, if it were a normal meteorite fall, the probability would be very great that solid masses survived to fall to the earth. Furthermore, because of the great size and intensity of the fireball, it seems likely that the largest surviving masses would be of such size as to punch out easily visible craters in the earth. As in this, as in the two earlier cases, no trace either of meteorites or of the effect of meteoritic impact on the earth has been found.

In view of the very puzzling nature of the three major incidents discussed above (and of many other unexplained minor incidents of similar nature), I wish to repeat the recommendation I made in the case of the Buckhock and Camps fireball falls, namely, that the U.S.A.F. arrange to secure photographic coverage of the area in which fragments from the March 6 fall would have landed. (Preferably the photo-reconnaissance missions should secure stereo coverage of the area obtained for us in the Four Corners region under the direction of Colonel James C. Irwin, AC, USAF, DCS/Ops, Photo Int Recon.)

After a careful study had been made of the photographs of the [illegible] area (an elliptical region with axes of 3 and 5 miles, respectively, the major axis extending from (about) Lat. 36° 24' Long. 108° 30' to 36° 31', Long. 108° 0', see attached [illegible] Sec. Serv. Chart), it is strongly recommended that sufficient air forces personnel be assigned to [illegible] and search to insure exhaustive coverage of all areas in which meteoritic [illegible] appears to have occurred.

In making these recommendations, I am entirely [illegible] to the possibility that the fireballs in question may [illegible] manufactured [illegible] in the sense that [illegible] [illegible] by agency of

[illegible] INCLASSIFIED [illegible]

UNCLASSIFIED

File 24-0
Subj Anomalous luminous phenomena

21 May 51

"meteorites when more exhaustive air and ground search is made, I do not feel that the effort expended by the Air Force in conducting such searches would have been wasted. Meteorites recovered soon after their fall have, at present, a military value far in excess of the scientific importance they have always had....#

3. ACTION: This District Office is not taking any action other than forwarding this report in accordance with AFOSI Letter No. 85, dated 23 October 1952. In the event that there are any new developments or consistent facts pertaining thereto, they will be forwarded in accordance with the distribution of this report.

1 Incl
Sect Aero Chart
(3-4)

RICHARD G. COX
Lt. Col., USAF
District Commander

cc: AMC (dup) w/incl
ATSYC

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

12 March 1951

File No: 2b-0

SUBJECT: Anomalous Luminous Phenomena
Fireball of 1951, March 6, 1h34

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

1. Reference is made to the attached Spot Intelligence Report, subject as above, dated 21 March 1951.

2. Dr. [redacted] is of the opinion (see third paragraph of Dr. LAPAZ's statement, attached report) that a photographic coverage of the area in which fragments from the March 6 fall should have landed may produce data of value to the Air Force. The 17th District OSI has not expressed an opinion concerning this matter but contact was made with Headquarters, Special Weapons Command, in an attempt to secure photographic coverage. The Director, Security and Intelligence, Special Weapons Command, after a check of his facilities, informed this office that such a mission could not be accomplished by his Command due to a shortage of equipment and personnel.

3. Reference the fourth paragraph of LAPAZ's statement, attached report; this office has informed Dr. [redacted] that the 17th District OSI does not concur in the recommendation that Air Force personnel be assigned to ground search in the areas in which meteoritic impact appears to have occurred.

4. The attached report is forwarded for your information and review. It is requested that this District be informed if your Headquarters deems it advisable to secure photographic coverage of the area as outlined in the attached map.

[illegible] G. [illegible]
[illegible] Col., USAF
District Commander

[illegible] Intel Spot, [illegible]
[illegible]

[illegible]

UNCLASSIFIED

18 FEB 48

UNCLASSIFIED

26 March 1951

[illegible] Business Transport
[illegible] Airfoil of 1951, March 6, 1951

Commanding General
[illegible] Materiel Command
[illegible] Air Force Base
[illegible]
[illegible] MCIS

[illegible] Spot Intelligence Report, dated 21 March 1951, [illegible] to Headquarters OSI, dated 22 March 1951, are [illegible] information and any action deemed appropriate.

JAMES F. X. O'CONNELL
Colonel, USAF
District Commander

[illegible]
[illegible] Intl Rpt dtd 21 Mar [illegible]
[illegible] Incl Sect Aero Chart
[illegible] 1st to Hq [illegible] dtd
[illegible] 51

[illegible]
[illegible] w/o Attachments

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

[illegible]
[illegible] DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
[illegible]

File No. 79-0 21 March 1951

SPOT INVESTIGATION REPORT

SUBJECT: Anomalous Luminous Phenomena
The Fireball of 1951, March 6, 1:34

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

Although this incident does not fall within the purview of AFOSI Letter No. 80, dated 23 October 1950, nevertheless, the publicity incident to this matter and the search conducted by Dr. [redacted] Director Institute of Meteoritics, has been such that it is believed the facts adduced will be of interest, and in accordance therewith distribution is being accomplished.

1. SYNOPSIS: An anomalous luminous phenomenon occurred 6 March 1951 at approximately 01:30 hours. The reports of this phenomena were investigated by Dr. [redacted] and a search was made to determine whether or not there were resultant physical evidences of a meteorite. The physical evidences of a meteorite, if such was a meteorite, has not been discovered. Photographs have been refused by points of interrogation covering an elliptical area three (3) miles by six (6) miles and which is area northeastward to Corona, New Mexico. Search continues by [illegible].

2. DETAILS: Dr. [redacted], Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, advised all available eyewitness data of the phenomena and the search to recover any physical evidentiary evidence as more particularly described in a report of Dr. [redacted]:

[illegible]

UNCLASSIFIED

File 24-0
Anomalous luminous phenomena 21 Mar 51

searched since, no meteoritic fragments have been recovered to date. The second of the trio was the detonating fireball of December 4, 1949 in the Sunnyside, Colorado region, from which, in spite of long continued careful search, no meteorites have been recovered. The fireball of March 6 duplicates the trio and bids fair to conform to the pattern set by the two earlier falls, in that searches initiated in the accurately delimited area of fall within 24 hours after the appearance of the fireball have not yet recovered no meteorites to date.

The detonating fireball of March 6 was of exceptional magnitude, rivaling the record-breaking meteorite fall of 1948, February 18 in Texas and Nebraska, from which over a thousand fragments have been recovered, in the intensity of the light and sound effects produced. The fireball of March 6 was seen at a distance of 240 miles by an observer crossing glaring snow-fields in bright sunlight. As regards the remarkable sound phenomena produced on March 6, they have been so fully reported on by the news agencies as to require no comment here. Transit measures on carefully made observations of this fireball indicate that it remained relatively to a very low level in the atmosphere. Hence, if it were a normal meteorite fall, the probability would be very great that solid masses would tend to fall to the earth. Furthermore, because of the great size and luminosity of the fireball, it seems likely that the largest surviving masses would be of such size as to punch out easily visible craters in the earth. In this, as in the two earlier cases, no trace either of meteorites or of the effect of meteoritic impact on the earth has been found.

In view of the very puzzling nature of the three major incidents discussed above (and of many other unexplained minor incidents of similar nature), I wish to repeat the recommendation I made in the case of the Chicago and Georgia fireball falls, namely, that the C.S.I. arrange to secure photographic coverage of the area in which fragments from the March 6 fall should have landed. (Preferably the photo-reconnaissance missions should secure stored coverage of the area originally for us in the Four Corners region under the direction of Lieutenant [redacted], USAF, DCS/Opns, Photo and Recon.)

After a careful study has been made of the photographs of the [illegible] elliptical region with axes of 3 and 5 miles, respectively, the major axis extending from (about) Lat. [illegible] 24', Long. 114° 10' to [illegible] 31', Long. 104° [illegible] should be assigned to [illegible]. Hence, it is strongly recommended that sufficient air crews be assigned to [illegible] search in toto exhaustively throughout all areas in which meteoritic [illegible] appears to have occurred.

In earlier [illegible] communications, I am sorely embarrassed by the [illegible] that the [illegible] are to be meteoritic in nature. [illegible] in the event they [illegible] confirmed by recovery of

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UNCLASSIFIED

File 24-0
Subj Anomalous luminous phenomena

21 Mar 51

"meteorites when more exhaustive air and ground search is made, I do not feel that the effort expended by the Air Force in conducting such searches would have been wasted. Meteorites recovered soon after their fall have, at present, a military value far in excess of the scientific importance they have always had...."

3. ACTION: This District Office is not taking any action other than forwarding this report in accordance with AFOSI Letter No. 85, dated 23 October 1951. In the event that there are any new developments of consistent facts pertaining thereto, they will be forwarded in accordance with the distribution of this report.

RICHARD G. COX
Lt. Col., USAF
District Commander

1 Incl
Fact Aero Chart
(S-4)

Dist AMC (dup) /incl
AFSWC

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

THE INSPECTOR GENERAL, USAF
7th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No: 23-0 22 March 1951

SUBJECT: Anomalous Luminous Phenomena
Fireball of 1951, March 6, 11:30

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

1. Reference is made to the attached Spot Intelligence Report, subject as above, dated 21 March 1951.

2. Dr. [redacted] is of the opinion (see third paragraph of Dr. [redacted]'s statement, attached report) that a photographic coverage of the area in which fragments from the March 6 fall should have landed may produce data of value to the Air Force. The 17th District OSI has not expressed an opinion concerning this matter but contact was made with Headquarters, Special Weapons Command, in an attempt to secure photographic coverage. The Director, Security and Intelligence, Special Weapons Command, after a check of his facilities, informed this office that such a mission could not be accomplished by his Command due to a shortage of equipment and personnel.

3. Reference the fourth paragraph of [redacted]'s statement, attached report; this office has informed Dr. [redacted] that the 17th District OSI does not concur in the recommendation that Air Force personnel be assigned to ground search in the area in which meteoritic fragments appears to have occurred.

4. The attached report is forwarded for your information and review. It is requested that this District be informed if your Headquarters deems it advisable to secure photographic coverage of the area as outlined on the attached map.

1 Incl
Spot Intel Rpt, Fireball,
w/1 Incl Sketch

[illegible]
Lt. Col., USAF
District Commander

cc: [illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

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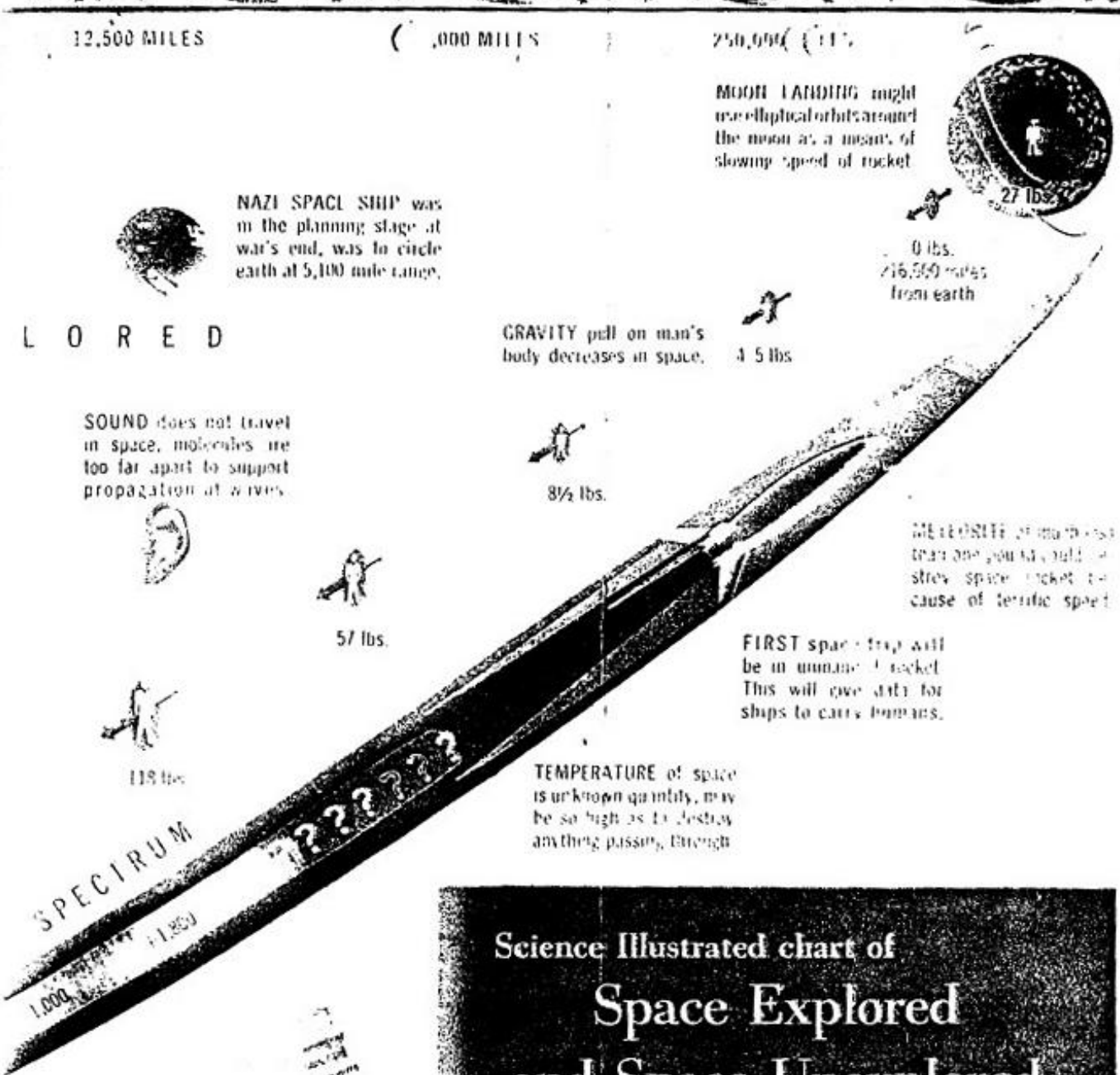


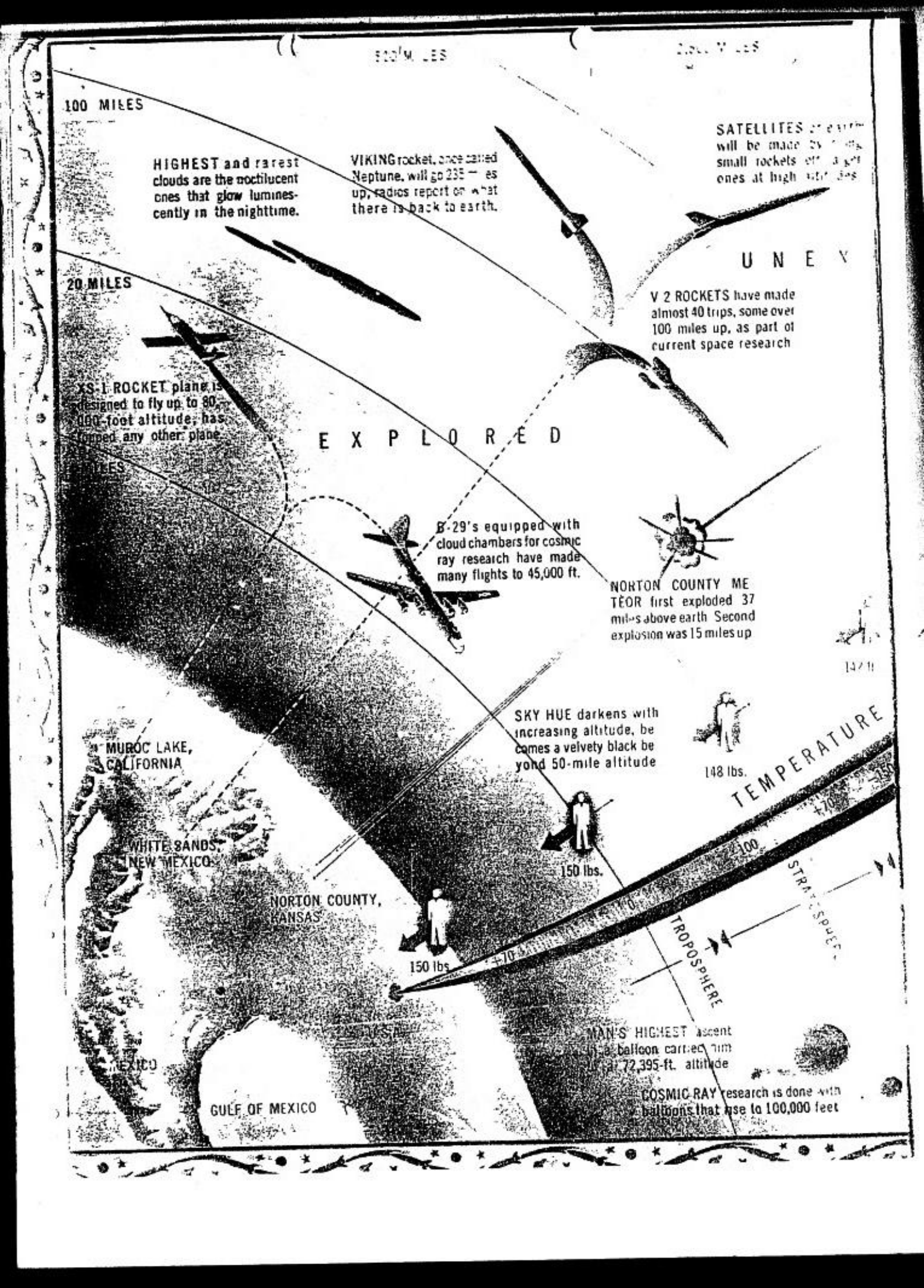
Science Illustrated chart of

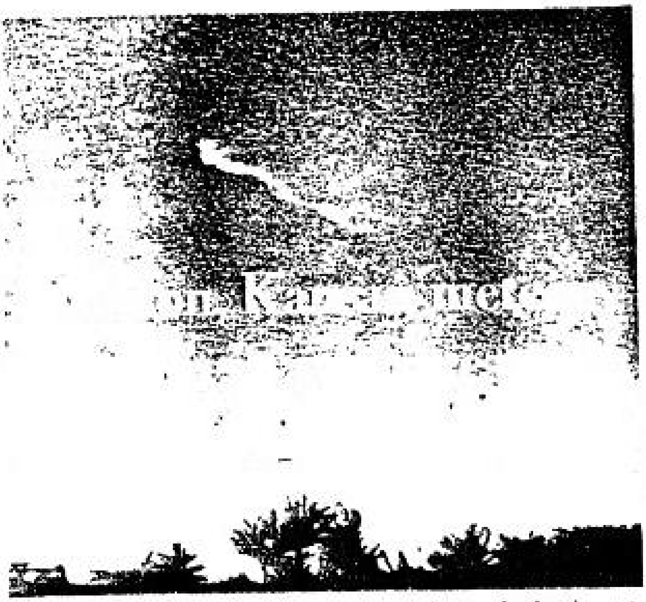
Space Explored and Space Unexplored

LESS THAN 50 years ago, most people thought flying machines were but dreams of crackpots. Today, man flies faster than sound.

Today, too, the kind of scientist and engineer who had confidence in man's ability 50 years ago now has confidence that someday man will penetrate space, travel to the moon and beyond. But they know that up to now the surface of what must be known before space travel becomes a reality has just been scratched. Although theory indicates what a space traveler ought to find, actual knowledge of space fades away beyond the 100 miles up to which man has sent his missiles away from earth.

To give you an idea of what man has done, and what yet must be done before space travel is accomplished, SCIENCE ILLUSTRATED has prepared this chart. Not shown here, however, are the engineering problems still to be overcome. What does a space ship crew do, for example, when there's no gravity to hold them in their seats? A lively article by John W. Campbell, Jr., in a forthcoming issue of SCIENCE ILLUSTRATED, tells how such problems might be solved.


100 MILES
HIGHEST and rarest clouds are the noctilucent ones that glow luminescently in the nighttime.
VIKING rocket, once called Neptune, will go 235 — es up, radios report on what there is back to earth.
SATELLITES ... will be made by ... small rockets ... ones at high ...
U N E Y
20 MILES
V 2 ROCKETS have made almost 40 trips, some over 100 miles up, as part of current space research
XS-1 ROCKET plane is designed to fly up to 80,000-foot altitude; has topped any other plane
E X P L O R E D
B-29's equipped with cloud chambers for cosmic ray research have made many flights to 45,000 ft.
NORTON COUNTY METEOR first exploded 37 miles above earth Second explosion was 15 miles up
SKY HUE darkens with increasing altitude, becomes a velvety black beyond 50-mile altitude
148 lbs.
TEMPERATURE
MUROC LAKE, CALIFORNIA
WHITE SANDS, NEW MEXICO
NORTON COUNTY, KANSAS
150 lbs.
150 lbs
STRATOSPHERE
TROPOSPHERE
MAN'S HIGHEST ascent in a balloon carried him to 72,395-ft. altitude
COSMIC RAY research is done with balloons that rise to 100,000 feet
GULF OF MEXICO



1 EXPLODING METEORITES are rarely caught in the act. Here [illegible] the Norton stone disintegrating 35 miles above earth.

2 OBSERVERS like Mrs. H. R. S. Davis, of Norton, aided in finding fragments by showing direction in which they saw explosion.

5 SURVEYS resulted in dramatic moments like one above. Mrs. LaPaz pointing [illegible] found meteorite fragment on Tansill farm.

6 ACHONDRITIC substance of meteorite is extremely fragile, so fragment found left had to be carefully removed from soil.

[illegible] exploded [illegible] 1948 [illegible] history. B[illegible] its importance [illegible] Dr. Lincoln LaPaz, an [illegible] authority on meteors, from [illegible] the following [illegible] out of the N[illegible]

[illegible] found [illegible]

[illegible] the [illegible] After [illegible] the stone had penetrated [illegible] Dr. LaPaz reported that it weighed over 2,000 pounds [illegible] as big as any achondrite or stony meteorite previously recovered.

The [illegible] that the New Mexico [illegible] director [illegible] other [illegible] tion now have additional material with which to pursue their analyses of what happens to a body traveling through space.

On [illegible] 1948 [illegible]

Kansas [illegible] Martin [illegible] looking [illegible] farm [illegible] south of [illegible] Carter [illegible] year old [illegible] Jennings, Kansas, [illegible]

[illegible]

3 FIRST FRAGMENT of Norton stone was found by George Tansill while harrowing a clover field with his tractor

4 SEARCH PARTIES organized by Dr. Lincoln LaPaz, above used transits to locate spots where fragments may have fallen

7 SCIENTIFIC value of meteorite pieces caused residents of Norton County to submit even ordinary rock for examination

8 RADIOACTIVITY studies of fragments are made at Chicago's Institute for Nuclear Studies by Dr. Harrison Brown (see text)

TURN THE PAGE FOR ROUNDUP CHART OF FACTS ABOUT SPACE

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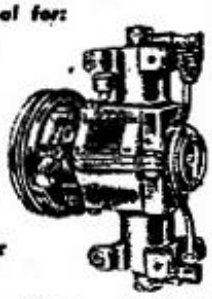

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NORTON METEORITE

(Continued from page 23)

Shortly before 6:00 P. M., on February 18, an account of the Norton incident reached the Institute of Meteoritics of the University of New Mexico through Lt. R. E. Young of the Kirtland Field Civil Air Patrol office. In the next few hours additional information was secured through C.A.P. channels and long-distance calls. Then a huge volume of correspondence was carried on with actual observers of the fall in Kansas and Nebraska. Eyewitnesses were visited by Institute of Meteoritics representatives, to obtain transit measurements of the position of various points on the meteor path as seen by them.

Fragment of Meteorite Found

As soon as decent weather permitted full-scale field search, an Institute of Meteoritics party entered the area in which observers' lines of sight to the end point of the meteor's path intersected. On April 28, they found a fragment of the meteorite itself in the hands of George W. Tansill, almost the first farmer interrogated in the intersection area. Mr. Tansill had picked up this fragment on April 6 and being familiar with the rocks of the area, knew at once that it was foreign to the region. However, he had to wait until the arrival of the Institute of Meteoritics party to have his surmise that it was a meteorite confirmed. Further search resulted in the discovery of several hundred additional meteorites, mostly quite small. Still later, a mass weighing over 100 pounds was found by Ralph DeWester and Mrs. Haskell McKinley, deeply buried in an area already searched by the Institute of Meteoritics party.

These discoveries and the laboratory examination of the materials recovered showed that the "Norton incident" resulted, not from the explosion of a rocket, guided missile, or satellite vehicle, but solely from the fall of a meteorite. Further, the Norton County meteorite, as scientists labeled it, was of an extremely rare and interesting type.

Three Main Groups

Meteorites, the very occurrence of which was denied even by scientists only a little over a century ago, are now known to be classifiable into three main groups. Scientists label one group the *irons*. These resemble closely fragments of a nickel-iron core such as the earth is believed to possess. Another group is the *iron-stones*, presenting similarities to fragments of the intermediate zone of silicates mixed with nickel-iron thought to surround the core of the earth. Finally there are the meteorites. They [illegible] structure fragments of that portion of the outer rocky zone (lithosphere) of the earth lying beneath the superficial granitic layer.

Long ago, Boisse and Meunier, reflecting on the curious *density spectrum* of the meteorites, ranging from the very dense irons to the lightest aerolites, were led to conjecture that the meteorites might be simply the fragments of a body, in constitution much like the earth, which had been shattered by some catastrophic disruption. Half a century later, in 1901, Farrington of Chicago was independently led by consideration of the *structural characters* of meteorites to theorize that they originated in the disruption of a spheroid of subplanetary dimensions. Quite recently, Harrison Brown of the University of Chicago, was awarded the American Association for the Advancement of Science prize for his remarkable discoveries supporting the "meteorite-planet" theory. At the present moment, this theory of the origin of meteorites is certainly on a firmer basis than any of the many competitive theories.

If we assume that a meteorite-planet once existed, it appears likely, on the basis of the discovery of such achondritic meteorites as those of the Norton County fall, that this planet had, before its disruption, a lithospheric zone like the earth's.

Obviously, the biography of a specimen as rare and significant as the Norton County meteorite is interesting to scientists and laymen alike.

Cause of Disruption Unknown

Until the disruption of the meteorite-planet, the particular mass that fell in Kansas on February 18, 1948 must have lain quite deeply buried in its lithosphere. Just what caused the disruption of the meteorite-planet, we have no certain means of knowing. It may have been an internally induced explosion, tidal disintegration, or a collision between the meteorite-planet and another planet.

The last of these possibilities now seems to be the most probable. Certainly it offers the most sensational possibilities, but these are not always developed with a weather eye on the hard facts. For example, in April, 1948, a popular weekly of enormous circulation ran a lavishly illustrated account of the newest theory of the origin of the solar system, giving considerable space to an illustration of the collision between the meteorite-planet and another planet both moving between the orbits of Mars and Jupiter.

Unfortunately, the ghostly wakes trailing behind the colliding planets and the caption "head-on collision" make only too clear that the planets in question were regarded by the artist as moving in [illegible]

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NORTON METEORITE

(*Continued from page 68*)

theory of the origin of the solar system, like all such theories that have gained any measure of acceptance, only gives birth to planets moving in the *same* direction around the sun! Considering the kinetic energies involved in the impact between a meteorite-planet moving in a nearly circular orbit and another planet traveling in the same direction about the sun but following a more eccentric orbit intersecting the first, it is easy to see that a head-on collision of these bodies is not required in order to bring about their fragmentation or even their partial vaporization.

Granting that some sort of collision between planets resulted in the disruption of the meteorite-planet, the Norton County meteorite was "born" sometime within the last billion years or so somewhere in the ring of space enclosed between the orbits of Mars and Jupiter. We can designate the *place* a little more precisely than the *time* of birth because a great multitude of the Kansas meteorite's bigger brothers can actually be observed circulating about the sun between Mars and Jupiter. These are in the region where a curious law, long ago discovered by Bode predicted that a planet should exist. This "missing planet" of Bode and our hypothetical meteorite-planet are now believed to have been one and the same.

Same Point at Same Time

How long the Norton County meteorite continued to move in an orbit lying far out beyond that of Mars, we do not know. However, eventually it was thrown, probably by the effect of the giant planet Jupiter into a less circular orbit. Some portion of this lay within and nearly or actually intersected the orbit of the earth. The orbit may have been traversed by the meteorite countless times, each passage near or through intersection with the earth's orbit representing a potential meteorite fall that failed to materialize simply because the earth-target was not there to be hit. Finally on the late afternoon of February 18, 1948, the earth and the meteorite arrived at the same point in space at the same time. The meteorite, rushing at many miles a second down through the terrestrial atmosphere gave rise to the startling effects described above. All of these phenomena originated in the extremely rapid transformation of the enormous kinetic energy of the rapidly moving meteorite into other forms of energy such as explosive ionization, [illegible] the meteorite.

Initially in the rarified outermost layers of the atmosphere at elevations of 100 miles or more, this resistance was a bombardment of the bare outer surface of the meteorite by individual air molecules. As the meteorite penetrated into the denser layers of the atmosphere, this bombardment rapidly increased in intensity. The heat generated by the countless molecular impacts distilled off enough meteoritic material to generate a mantling atmosphere of vapor about the solid core of the meteorite. This greatly increased the effective size of the target exposed to bombardment by the air molecules.

Effects Became Spectacular

At about this stage the meteorite first became visible as a bright meteor or shooting star. From this point on, the effects produced by air resistance became more and more spectacular; the meteor blazed out into a fireball so brilliant as to be visible for at least 250 miles. The relatively fragile meteorite exploded several times under the increasing air pressure (one such explosion seems to have occurred at the unusually great height of 37 miles). These explosions resulted in "smoke" clouds and trails that were one of the most widely observed features of the Norton County fall. Finally the relatively small solid fragments of the meteorite that survived whizzed down to earth accompanied or followed by the bedlam of sounds produced by the swift passage of the meteoritical projectile through the air.

Scientists at anytime would welcome a meteorite as unusual as the Norton County fall. Manned rockets and spaceships seem just around the corner and, with the advent of such vehicles, a premium will be placed on every scrap of knowledge that might be of value to the etheronauts.

Right now fragments of the Norton County meteorite are being studied painstakingly by workers at the Institute of Meteoritics at Albuquerque and by Dr. Harrison Brown at Chicago University's Institute for Nuclear Studies. Their findings, which will be greatly aided by assistance from volunteers who report meteorite finds, will add to the growing pile of knowledge that will be needed before manned rockets can fly out of the earth's atmosphere.

Problem No. 1

"The terrifying efficiency of science, the terrifying inefficiency of politics, make in combination probably the most [illegible] certainly [illegible]

DENIS W. BROGAN

[redacted]

18 March 1948

INTERVIEW WITH MR. OSCAR E. MONNIG
Secretary, National Meteoritical Society

1. On 13 March 1948, while on a navigational training flight to Ft. Worth, Texas, Major Melvin T. Faulk interviewed Mr. Oscar E. Monnig. Mr. Monnig is Secretary of the National Meteoritical Society. He has been actively engaged, as an amateur, in research on and the collection of meteorites since 1930, and hence is regarded as an expert on the subject.

2. Mr. Monnig quoted two other authorities on the subject. Their names and addresses are:

a. Professor H. H. Nininger
P.O. Box 1171
Winslow, Arizona

b. Mr. [illegible] Wylie
University of Iowa
Iowa City, Iowa

3. Major Faulk queried Mr. Monnig specifically on the explosion of a suposed meteorite at 1705 CST, 13 February 1948. It was stated that this phenomenon was definitely that of a meteorite, or daytime fireball. The most conclusive evidence of this is a photograph taken of the dust cloud left by the fireball. This photograph was taken from a point 9 miles north of Norton, Kansas by Duane E. Gray of Norton, Kansas. Mr. Gray has sold the copyright to this photograph to: N.E.A. Service, Inc., 1206 W. Third Street, Cleveland 13, Ohio. Mr. Monnig said during the flight of a meteorite outside the atmosphere of the earth, it is believed that, as a black body, it achieves a temperature of about 4°C. Upon reaching the air layer of the earth, it becomes friction-heated and is subjected to increasing pressure; this causes a release of a trail of gases which usually explode at an altitude of about 20 miles above the earth. After the explosion, a visible dust cloud remains in the atmosphere. The meteorite now usually consists of a cluster of small stones which continue on to strike the earth. Their pattern of impact depends upon the inclination of their flight path with the earth's surface, and varies from slightly oval to an elongated ellipse. If this flight path is observed, the point of impact is calculated, and interested parties, such as Mr. Monnig, make a search for the particles. The particles, when found, usually resemble small stones and are composed chiefly of silicates. There may be a burned shell surrounding the particles, usually about 2 to 10 mm. thick. Weights are ordinarily of the order of a few ounces.

4. Final evidence that the 18 February incident was a fireball will be the discovery of meteorite particles. The discovery will probably be reported by Professor Nininger, since the meteorite is calculated to have fallen in his "territory". It is a matter of ethics among meteoritical enthusiasts that they do not poach on areas already canvassed by another collector. Discovery may occur very soon, or it may be as long as 12 months before any particles are found.

[redacted]

5. Mr. Monnig exhibited a series of four photographs taken of a meteorite dust cloud or "train" taken on 20 May 1944 by Cpl. A. L. Asnis, ASN 32790171, c/o Photo Section, PAAF, Pampa, Texas. The present address of the corporal is unknown, but his photographs are copyrighted. Acquisition of these and other photographs of similar nature would be valuable for Project "SIGN" for comparative purposes. Mr. Monnig requested that if the copyright owner of these photographs is located, he be informed so that he may obtain additional copies.

6. Mr. Monnig quoted the book, "The Book of the Damned" by Charles Fort as an interesting collection of unexplained aerial phenomena. He said that the incidents are authentic, but Mr. Fort's conclusions and interpretations are fantastic.

7. Mr. Monnig said that he will keep this office informed of his opinions on any future sightings of aerial phenomena that come to his knowledge.

Wilbur W. Faulk

WILBUR W. FAULK
Major, USAF

[redacted]

6

of February 16 over northern Kansas was just that, inasmuch as meteorites have been recovered from it." There were found, beginning April 24, first several smaller fragments up to one of 4 1/2 pounds. Then a disturbed spot in a clover field led to the digging up of a piece of some 109 pounds embedded about two feet in the soil. The stone is what is termed as an "achondrite", a technical name for an unusual type of stony meteorite. It is reported to be of a type which will deteriorate rapidly.

A photograph of the trail of the meteor, made by amateur photographer Duane W. Wray of Norton, shows the vapor trail left in the sky by the explosion of a meteor which was seen in Oklahoma, New Mexico, Colorado, Kansas, and Nebraska. It was made at Wray's home, nine miles north of Norton, just four minutes after the meteor exploded. A smudge of blue-white smoke remained in the sky for an hour February 16th. This photograph is in file under Incident #101.

Further remarks are contained in supplement.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 101

1. Date 18 February 1948
2. Time 5:01 P.M.
3. Location ~~Norcatur~~ NORTON, Kansas
4. Name of observer M. R. Krehbiel account (taken from newspaper)
5. Occupation of observer Editor
6. Address of observer Norton, Kansas
7. Place of observation Norcatur, Kansas
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 30 - 35 miles above earth
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound One big explosion - "afterwards a lot of little explosions"
16. Size N/S
17. Color Bluish-white smoke smudge
18. Shape Mushroom
19. Odor detected N/S
20. Apparent construction Meteor
21. Exhaust trails [illegible]
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs Photo of vapor trail left [illegible] by [illegible]
25. [illegible]
26. Remarks: Oscar [illegible], of the Texas Observers, amateur astronomy, [illegible] Morningside Drive, Ft. Worth, offers "tangible proof that [illegible] fireball

Hq, AMC Box 944
Wright-Patterson Air Force Base
Dayton, Ohio
19 March 1948

Subject: Print re. Kansas Incident.

N. E. A. Service, Inc.
1206 W. Third Street
Cleveland 13, Ohio

Gentlemen:

It is my understanding that your company bought the copyright to a photograph taken on 18 February 1948 by [redacted] of Norton, Kansas. The subject of this picture was a meteorite trail appearing over Kansas.

I am interested in securing a print, and would therefore appreciate an early reply giving size and cost of such a print.

Very truly yours,

JAMES C. BEAM
Lt Colonel, USAF

COPY

ACME NEWSPICTURES
DIVISION OF NEA SERVICE, INC.

New York Bureau
461 Eighth Ave.
New York 1, N. Y.

Photo available at minimum charge

April 2, 1948

James C. Beam
Lt. Colonel, USAF
Hq. AMC Box 944
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Sir:

Our photo #862088 of a meteorite trail over Kansas, referred to in your letter of March 19, is made available for your personal use only (framing or scrapbook) at $2.12. However, should you desire to reproduce the photo or employ it in any other way we would have to know how it is to be used before being able to submit a quotation.

If you do want the picture for your personal use only a print will be forwarded upon receipt of your check or money order in the above amount.

Many thanks for calling on us.

Sincerely,

Roy Mehlman
Special Service Dept.

rm/lc

COPY

MCIA/JCB/amb
Wright-Patterson Air Force Base
[redacted]
16 April 1948

MCIA

Request for Photo - Morton Kansas

Acme Newspictures
Division of NEA Service, Inc.
New York Bureau
461 Eighth Avenue
New York 1, N. Y.

ATTENTION: Mr. Roy Mehlman
Special Service Department

Gentlemen:

Reference is made to your letter of 2 April 1948 in answer to letter from Lt Colonel James C. Beam, dated 19 March 1948.

This Command is currently engaged in an intelligence study involving the identification of meteors and meteorites. It has been brought to the attention of this office that your company has the copyright of a photograph (#862088) of a meteorite trail over Kansas. A copy of this photograph of a size sufficient to give good detail would be most helpful in this intelligence study. Should this be made available, it would be used only locally and further distribution or reproduction would not be made.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

MCIA/JCB/amb
Wright-Patterson Air Force Base
xxxxxxxx
23 April 1948

MCIA

Acknowledgement -- Photo Received

Acme Newspictures
Division of NEA Service, Inc.
461 Eighth Avenue
New York 1, N. Y.

ATTENTION: Mr. Roy Mehlman
Special Service Department

Gentlemen:

Acknowledgment is made of your photograph "The Trail of a Meteor", KC 862088, which was received this date.

This Headquarters appreciates the considerate cooperation of your company in donating this photograph for use in an intelligence study.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

Buildings Rocked, Windows Broken

Meteor Blast Alarms Thousands In Midwest

NORTON, Kan. (AP)—Authorities said they believed a terrific explosion high in the sky over this area last night was caused by a meteor that blew up when it entered the earth's atmosphere.

Concussion from the blast broke windows, rocked buildings and terrified residents over a wide section of Kansas, Nebraska and Oklahoma.

The meteor left a smudge of bluish-white smoke extending across a wide segment of the sky just before it exploded about 5:01 p. m.

No one appeared to have seen the actual explosion. There was no flash.

The explosion terrified thousands of persons across the three-state area. Many believed their houses had been hit by trucks. Dozens of windows were shattered.

"It sounded as though the gasoline station a block away had blown up," said M. R. Krehbiel, editor of the weekly Norton County News.

"Afterwards there were a lot of little explosions, something like the rumble after a big thunderclap. We had a cracked window in our office and the concussion knocked out the glass."

Krehbiel said the meteor apparently exploded directly over the town of Norwatur, Kan., 16 miles west of here. By estimating the angle from the earth to the point of explosion, he decided the meteor blew up about 30 to 35 miles above the earth.

"It was just about the most exciting thing that has happened around here in a heckuva long time," he said. "Everybody in the area ran out of their houses. They stood around for hours looking at that long streak of smoke up there."

The smoke trail started over Nebraska to the north and ran southward, twisting over upon itself in "jelly-rolls" like the vapor trail of a plane out of control. It was broad at the explosion point and narrowed back to a point at the spot where the meteor first entered earth's atmosphere.

The blast was felt as far away as Buffalo, Okla., 230 miles south of here, and Sharon Springs, Kan., 115 miles southwest. Other reports came from Dodge City, Brookville, Beloit, Solomon, Salina, Russell, Concordia, and Osborne, all south of here.

Many airfields in the vicinity dispatched search planes in the belief that an airplane had exploded in flight.

Many people believed that a jet airplane had exploded instead of a meteor. Scientists, army officers and other officials said that was impossible because of the extreme altitude of the explosion. Some people blamed the explosion on "flying saucers."

Two Army B-29 bombers circled over the area until nightfall, but the Army did not issue a statement.

Thousands of persons in automobiles converged on Norton and Norwatur last night in the belief a major catastrophe had occurred here. Many roads were jammed with cars lined up on the shoulders, their occupants craning their necks from the windows to gaze at the meteor's trail and watch the circling B-29's.

The smoke trail still hung in the air when night fell.

The meteor apparently disintegrated. No fragments were found today.

A Meteor Explodes?

When the sound of a loud explosion filled the air and brought terrified Kansans to their bedroom windows, and sent them, peering, out-of-doors, there were many who thought of jet planes and gas tanks. Some few bethought themselves of flying saucers charged with powerful substances.

In search for an origin, authorities came to the conclusion that a meteor had exploded. It may have been a meteor, but we do not find this solution to be comforting. For how can we, this human race, plan to feather our nests, or plot for a third world war or arm against it if we are to be harassed by fireworks from stellar regions?

We had been depending, up to the time of the explosion, on this earth being hung securely on strands of attraction and counter-attraction. We had ordered seeds, confident that the sun would be bringing more and more of heat to this side of the equator. We had looked forward to sitting on a grass bank some June evening, there to watch the full moon at the horizon's edge bob in the heat waves like a balloon.

And now along comes an exploding meteor that lower our sense of security and remind us that we are nothing considerable. That a human plan is a cobweb hung in mighty winds. That the night sky, which seemed a pleasant panoply, is a whirlpool of darkness and light. But we are not left desolate, for looking out on infinitude we become humble, and we place the little hands of our thought into that of Magnificence.

7 X 9 GLOSSY
PHOTO OF
THE TRAIL OF A
METEOR FROM THE

NORTON, KANSAS
SIGHTING OF

18 FEB 1948

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFOIR-CO-5
(L-6-121)

9 July 1948

SUBJECT: Explosion in the Sky Near Norcatur, Kansas

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Wright Field, Ohio

Forwarded as a matter pertaining to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

Robert Taylor 3rd

1 Incl
Cy ltr, 20
Feb 48

ROBERT TAYLOR 3rd
Colonel, USAF
Chief, Collection Branch
Intelligence Requirements Division
Directorate of Intelligence

(COPY)

[redacted]
Pueblo, Colorado
February 20, 1948

Office of the Chief of Staff
U. S. Army
Washington, D. C.

Subject: Explosion in the sky near Norcatur, Kans. 4:00 p.m. (MST) February 18, 1948

Purpose: To call attention to some peculiarities in connection, whether coincidental or not

According to an AP bulletin appearing in the Pueblo CHIEFTAIN for February 18, 1948, some object was seen moving eastward across the sky on the late afternoon of February 18th, and when this thing reached a position approximate to Norcatur, Kansas, exploded, or disrupted, or disappeared. The explosion is said to have been terrific.

Directions given as to the progress of this appearance indicate that it moved from west to east.

Information contained in the dispatch under a Denver dateline indicate that while many would call this object a bolide - e.g., exploding meteor - the astronomers of Chamberlin Observatory (Denver) did not so assess it: it is said in the dispatch that these officials could offer no explanation of it.

If this is the case, the apparance is anomalous, and may lend itself to other meteoric explanation.

A sketch-diagram of the earth and moon's orbit reveals a peculiarity in connection with the appearance, which may be significant.

If a line is stricken at right-angles across the meridional position of the site of explosion of this meteor at hour angle four o'clock (local time) and this line be considered the west-to-east course of the object, then it will be seen that if this line is continued outward into space toward the [illegible] of the moon it will intersect the lunar orbit at a place near to where the moon would be at from 80 to one hundred [illegible] after the explosion took place.

New moon occurred at 9 D 10 [illegible] 2 [illegible] February; First quarter [illegible] 17D [illegible] M. February — the moon moves [illegible] approximately [illegible] degrees per day along [illegible].

It is held by rocketry experts (example, WILLY LEY - see his ROCKETS, p. 192, diagram and note in connection therewith) that it would take about 100 hours for a rocket-craft to negotiate the distance from Earth to Moon.

Prior to its explosion over Norcatur, this object of Feb. 15th was variously reported as a "falling plane", a "jet plane", and a "ball of fire". It is said by some to have left a trail of smoke behind it.

It is the suggestion of this writer that the Army collect and assimilate reports on this object, with a view to determining where it was seen as an object trailing smoke and where as a ball of fire.

If this thing is a rocket of some kind headed for the moon, it might first have been seen as a streak of smoke, then later as a ball of fire, and lastly as a tremendous explosion when it at last reached sufficient speed and elevation for take-off.

The writer has in mind the various and unexplained reports on "flying saucers", and bases this speculation upon a long consideration of various oddments of reports whose significance might be of space-craft from other worlds of space.

The so-called "meteoric procession" which crossed Toronto in February 1913, consisted of a number of groups of illuminated bodies traveling in groups of three and moving in "rigid formation", all pursuing a course across the same streak of the earth's surface. If a line is projected backward along this line of flight it will be seen that this line "comes out" at the position of the moon at the time. The 1913 phenomenon occurred in the mid-period of a series of reports on dirigible aircraft of appearance like zeppelins which were seen over England and whose appearance terminated - or reports on the appearances stopped - just prior to the inferior conjunction of Venus of April 24, 1913.

The writer begs to call attention to the fact that the times prior to and just after inferior conjunction of Venus are prolific in reports of strange lights seen in the sky.

Also that lights have been reported on the moon from time to time, back for at least a century.

As in the future of military experiment the moon is selected as a base for the launching of rockets (as has been suggested by many writers), it may well [illegible]

into reports like this one on the explosion over Norcatur and the direction of the object involved.

There is a possibility, however remote this may seem, that the moon is either inhabited or in use by other than human beings.

Yours,

/s/ [redacted]

It may do not harm to watch the moon for possible arrival of this thing in the quarter at 30 to 100 hours after "its Departure".

[redacted]

(COPY)

March 14, 1948

FILE REF: - SIGGE-M-1

From: [redacted]
MAIN HOTEL, Pueblo, Colo

To: Chief Signal Officer
U. S. Army, Washington, D.C.

Subject: Norcatur, Kans., sky explosion of 18 February, 1948

Purpose: To show a speculation regarding the above phenomenon and another one of earlier date and to call attention to occurrences between the two which have an appearance of relationship whether coincidental or not.

The geographical position of the Norcatur explosion suggests possible linkage with other occurrences happening inside latitudinal limits arbitrarily demarkable between 43° 36' North (which is the latitude of Boise, Idaho) and 36° 10' North (the latitude of Nashville, Tenn.), a belt about 485 miles wide.

This suggestion is gained from positions given for occurrences happening between June 24, 1947 and February 18, 1948, as shall be hereinafter briefly described.

- - - - - - - - - - - - -

THE BOISE (Idaho) OBJECT—This was seen either beginning or ending at 330 pm 24 June 1947 and was visible for 20 minutes. It was in the western sky, was of comet-like appearance, and settled gradually toward the horizon as planetary bodies set. It was seen by Lt. Gov. Whitehead and Chief Justice Lamport. Its nature was unknown.

The peculiarity which connects this object, for speculative purposes, with the explosion of some unknown object over Norcatur, Kans., on 18 February 194[illegible] is the seeming of a relationship between the positions of the moon for the phenomena:

In the former case the moon was at the date of phenomenon, about 7[illegible], 63 [illegible] positions at First Quarter; on the second case it was about [illegible],73 [illegible] the position of First quarter.

[illegible] Boise object was [illegible]

horizon of Boise at 3:30 p.m. and another line be drawn from the position of the moon at one hundred hours before the sighting of the Boise object, and projected to the center of the earth, it will be seen that this ten-degrees-altitude and the moon-earth line intersect as a place far above a geographical position considerably to the west of Cape Blance, in the neighborhoodof about 700 miles off the coast.

The Boise object in its appearance suggests a rocket-type of craft possibly using reaction blasts to brake itself down for a landing on the earth. The bright point and plumy tail of the description suggest this, as also its apparent fixity in space.

HOLLE'S "SHIP IN FLAMES" — Nine days after the sighting of the Boise object a forest lookout named [redacted] saw at or soon after 4:00 p.m., 3rd July, 1947, something he took to be a "tanker in flames". This was seen horizon-ward from a point in Sonoma County, California, near to Fort Ross. A search was instituted by the Navy or Coast Guard, and nothing was found. The soviet tanker ELBRUZ, which had been in the vicinity, was queried and found to be all right. This was not explained.

If this apperance had been on the horizon, there is no telling how far it may have been from the observer.

CAPE MENDOCINO BLIMP INCIDENT — Not far from the location of Holle's "burning ship" an accident occurred to a navy blimp, 1[illegible] July 1947, off Cape Mendocino.

This blimp suddenly settled into the water, slipped out its crew and rose again.

The anomaly here is that one would not expect to find drastic down-drafts of such violence as to thus upset a lighter than air craft. Possibly a downdraft accounted for the accident - but if the Signal Officer will look up the incident of the British steamer Talma which, at the time of the sighting of a luminous wheel-like phenomenon in the Gulf of Martaban, reported a slowing of the engines from some unknown cause, it may be seen that possibly forces are generated in some manner by certain unknown objects at times in the ocean, which may have physical attraction for material objects. This blimp accident occurring in waters where occurred other phenomena shortly to be mentioned, seems to have a doubtful side

[redacted] OBJECT — Early on the morning of 13th October, 1947, a photographer named [redacted] together with a taxidriver named [redacted] saw a thing "that looked like Saturn with a ring around it." It [redacted] at terrific speed WESTWARD across the sky of the Bay area, and was [redacted] shortly after midnight.

This may have been heading in the general direction of what may have been the goal of two later objects which roughly resemble it in description.

THE TICONDEROGA OBJECTS — According to the tanker Ticonderoga's second officer, two "flying discs" were seen heading SOUTHWEST when the ship was in 43 degrees fifteen minutes north and 124 degrees 54 minutes west, at 0620 GCT, 12th November 1947.

These may have been heading for the object seen in the Pacific off the Golden Gate, not long afterward - or possibly at the same time, if earlier reports on this are consulted.

THE PHANTOM REEF — On November 24, 1947, the Navy denied that it had found a phantom reef or other obstruction to navigation at a point about 400 miles west of San Francisco. The Navay Survey ship MAURY, sent out there in response to reports of ships that some hugh object had been seen in the water in that neighborhood, reported that when in the approximate latitude and longitude of the supposed obstruction they picked up an echo from something in the water 1600 yards from the ship; but that when they had steamed to within 400 yards of this, the echo vanished.

There seems a possible connectability between the various elements so far considered.

Later on January 7, 1948, there were occurrences in the neighborhood of Wilmington, O., Ft. Knox, Ky., Franklin, Ky., and Nashville, Tenn., all of which must be now familiar to the archivists of the Signal Office.

Something like a "flying disc" was pursued by one Lt. [redacted] and two other pilots, [redacted] being killed while in the process of attempting to gain altitude to get close to whatever it was he was chasing.

Also, in this connection, it may not be amiss to mention the deaths of two military officers who were said to have been bringing back material evidence from "flying discs" one of which was said to have met with some kind of accident over Maury Island, Puget Sound, around June, 1947.

It will be seen on inspection that the geographical locales of these incidents fit inside the belt of latitudes hereinbefore mentioned.

THE NORCATUR EXPLOSION was described in a previous letter of this writer, and it was shown in that letter that a line tangential to the meridian of Norcatur, Kans., at hour-angle 2:20 p.m., would if con- [illegible] outward into space to the orbit of the moon, intersect the [illegible] orbit at a point where the moon would have been at about 100 [illegible] after the time of the explosion.

[illegible] to reconstruct [illegible], it would take a reaction-propelled [illegible] the rocket [illegible] about 100 [illegible]

I submit there is a likelihood that on June 24, 1947, something like a space-ship came here from the moon and upon February 13, 1948, returned to the moon.

This is of course speculation.

But has anyone yet explained the "flying discs" in terms of all the pretty-well proven facts in connection with them?

Has anyone yet devised a fuel powerful enough to kick a rocket from Earth to the Moon?

There have been hundreds of reports, during the past century, on occurrences which imply this world is visited from outside space. Absence of contact by these postulatable visiting entities may imply a state of culture far beyond ours, to the point where it would be inexpedient for their members to have to do with us en-masse.

These reports have never been seriously considered by science, which in general ignores them.

However, according to Dr. Rocht of Chamberlin Observatory, Denver, there is nothing in astronomy to explain the thing which exploded over Norcatur. Dr. Wininger's idea that the thing was a meteor flatly disregards Dr. Rocht's opinion, which may have been based on the Denver Posts' statement that a Denver woman saw the Norcatur object twenty minutes before the explosion occurred.

I submit that the Army needs men who are capable of recognizing the anomalies beforementioned when they occur, evenif only to aid in speculation regarding them.

The undersigned offers his services to that end, if the Army may wish to avail itself of them.

/s/ [redacted]

Excerpt of letter dated April 11, 1948 from Dr. [redacted], Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, to the Deputy Executive Director, Committee on Geophysical Sciences, Research and Development Board:

Thank you for the surprising documents sent me under date of March 30. As you remark, certain aspects of [redacted] letters are fantastic (for example: (1) the fireball procession of 1913, February 9, was genuinely meteoric, although a rare type of chain fall; (2) no astronomer could take seriously [redacted]s "invasion by beings from Venus or the Moon"-theory: (3) he appeals to, and biases in his favor, such untrustworthy evidence as newspaper stories, e.g., the absurd statement attributed to Dr. [redacted] of the Chamberlin Observatory). Nevertheless, [redacted] is justified in calling attention to certain incidents as unexplained, for example, the "flying lenses" (in my opinion 99% hoax and imagination and 1% real).

As regards the Norcatur, Kansas incident, I remain convinced that, like the Four Corners incident, it was a genuine meteorite fall, although one of exceptional size (again like the Four Corners fall). However, there are many curious aspects of both these falls, some of an objective nature, like the singular fact that in spite of intensive searches (admittedly under bad terrain and weather conditions), not a trace of meteoritic material has so far been found; some of a non-objective nature, like the amazing testimony given by Mr. [redacted], Mr. [redacted]n, and other witnesses of the Norcatur incident, both to members of the State Highway Commission of Kansas and to Institute of Meteoritics field survey parties. (See exhibits A, B, and C enclosed.)

Some comment on such testimony as appears in A, B, and C would seem desirable:

1. [redacted] first reported the battery case as red hot. When I pointed out that the paper on it was not charred, his account was changed to "too hot to handle". The Institute of Meteoritics party found only two men, not four, who saw the battery case fall. The battery case has been examined by Dr. [redacted], Department of Physics, University of New Mexico, who states that it appears to be identical with the small batteries used in portable radios.

[illegible] [redacted] [illegible] Norcatur object as a rocket has following support: On the morning of February 19, I talked to the [illegible] assistants at the Air Base at McCook Field, Nebraska. [illegible] Norcatur object was a fireball and described it as [illegible] extremely bright jet of flame [illegible] [illegible] and presumably [illegible] [illegible] [illegible]

3. A determined effort is under way to check up on [redacted] veracity (and sanity!) I have neither seen nor talked to Sammons, but another member of the Institute of Meteoritics party (Dr. [redacted] an Instructor in the Department of Mathematics) who did so believes [redacted] (who is a well-to-do farmer) to be sincere and very badly scared. Of course nearness to a big meteorite fall would scare one as badly as an atom bomb; but how could it produce such testimony as [redacted]?

The "meteoritic" incidents from the great fall of 1945, November 29 (from which no meteorites have been recovered either!) through the sequence of similar falls culminating in the Four Corners and Norcatur incidents, coupled with such things as the Ussuri incident, convince me that either the earth is under a most unusual cosmic bombardment or many of the fireballs are not meteorites at all. While I still cling to the meteoritic hypothesis, it is clear that which ever alternative is the right one, the situation cries aloud for thorough investigation.

(COPY)

EXHIBIT A

Roy W. Cox, Director of Highways

STATE HIGHWAY COMMISSION

OF KANSAS

Division 3

Norton

NOTES TAKEN AT NORCATUR, KANSAS, Night of Feb 18

Mr. [redacted] at Norcatur, tells us that at approximately 4:50 PM he was standing in the north window of the post office in Norcatur looking toward the City Hall when he was suddenly illuminated very brightly by some terrific light.

He ran outside into the street where others were looking toward the northeast at a very large cloud of white smoke high in the sky. He stated that in about a minute and a half, there was a terrific explosion followed by a heavy rumbling noise like thunder and that the smoke cloud was growing larger all the time. Also there was a white smoke trail in the sky from the southwest where the missile had come from.

He said that from the center of the street, the explosion and the first big mushroom of smoke was directly overhead and at a tremendous height.

Another man in Norcatur stated that just prior to the explosion, he had heard the motors of an airplane.

Chief Scott learned from some man in Norton that just following the explosion, something fell at his feet on the street and he picked it up, to find that it was a small flashlight battery resembling those used in 'fountain pen flashlights' and that it was red hot. After a crowd of men gathered and examined it, he was unable to findit and thinks that someone took it.

[redacted] of east of Norton was about 5 miles south of Prairie View when he heard something roaring in the sky to the west of him, far away and very high. He says that it resembled a rocket traveling northeast toward Norton direction, and that suddenly there was a terrific explosion followed by a [illegible] of white smoke andthat there followed other explosions or something [illegible] explosions. When he saw [illegible] and [illegible], [illegible] words, losing altitude.

[redacted] boy at Reager, was stand[illegible] elevator [illegible] high over head, looked up to [illegible] loud explosion followed by a [illegible] smoke.

[illegible]

EXHIBIT B

Statement taken from [redacted]

My name is [redacted], and I live on a farm 14 miles west of Stockton and 1 mile north, off US 24.

On February 18 at about 5 P.M., I was standing near my hog-pen about 100' east of my house, when I heard the pheasants raising a disturbance and the chickens all rushed to the chicken-house. I looked around toward the house to see what was causing it and saw something hovering just above the house. I ran towardthe house, and it then lowered over the north end of the house and settled toward the ground. I was then very near it, approximately 6' when it stopped about level with my face, and just wobbled around for an instant, fire belching out of it and sucking back in. The thing was about 4' long, shaped something like a funnel. There was a pipe sticking out the back of it, and once as it wobbled around, the pipe was sticking right at my belly. Suddenly there was a lot of sparks showered from it, and the fire increased as if a fuse might have lighted, and it took off in a north-westerly direction very fast, gaining altitude as it went. My wife heard it leave and ran out where I stood, and we watched it go, leaving a trail of smoke all the way. Suddenly there was a great cloud of smoke in the sky, not more than 40 seconds after it left my yard, and in a few seconds or more, we heard an explosion. I then stepped off from my house to where it had been, and it was five steps. Yes, it was hot, I could feel the heat from it. Had I not been washing my car prior to the occurrence, wetting the ground, there would have been a bare spot in the yard where the thing started up because there was a great rush of fire from it when it left. It must have been quite high when it exploded.

[redacted] ays, son of [redacted], 14 miles east of Norton on US 36, at the Jct. of K-60, south side of highway. At about 5 to 5:30 P.M., not sure of time, was riding his horse in a pasture, when he heard something queer in the sky. Looking up to the south-west, he saw what appeared to him to be a rocket, just like he had seen during the war in Europe. It startled him, and he jumped off the horse. He then remounted, watched its course, almost on a level but losing altitude a little, and it then exploded with a big cloud of smoke, apparently over Norton, from where he was, south of Prairie View. He rode on toward home a ways, when suddenly the sound and jar of the explosion reached him. Mrs. [redacted] was home in the house, when she heard and felt something like a truck might have struck the house. She ran out of the house and then first saw the huge cloud of smoke. About 40 minutes later, a part of the smoke cloud dirfted directly over their house, and went on east over [illegible]burg.

[redacted] at Decatur, stated that at about 7:30 P.M. he was [illegible] just inside the front window of his home in Decatur, when [illegible] and a blinding flash as if someone had taken a picture. [illegible] located no one with a camera, but noticed several people [illegible] the street and looking up. [illegible] saw [illegible]

but slightly east. Suddenly, about 1 and 1/2 minutes after he had seen the flash, there was a terrific explosion and jar, shaking the ground and causing the windows all around to rattle. Following the explosion, there were several loud reverberating rumblings across the heavens. He stated that the explosion must have been very high.

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[redacted], a boy living at Regar, just east of Norcatur, was outside the elevator, when he observed the explosion, looked up and saw the huge cloud of smoke. He stated that it was almost overhead but slightly west of him. He said that it was a big explosion. The elevator man was out in the elevator, when he heard the explosion. He t ought that his oil-burner had exploded in the office and ran in to see about it. Finding it O.K., he ran outside to see what had exploded, saw the big cloud of smoke high overhead, slightly west.

- - - - - - - - - -

Eastern Kansas newspaper carried a story about 6 days ago of one just like this one, coming from the south to vicinity of Iola, Kansas, where it turned west and disappeared into the sky.

- - - - - - - - - -

Check with Chief Scott of Norton about a burned flashlight battery which fell in the street of Norton just after the explosion. It was too hot to be picked up for several minutes. Chief Scott has it.

Note: A copy of Exhibit "C" referred to in letter from Dr. [redacted], was not received.

TEXAS OBSERVERS
AMATEUR ASTRONOMY
1010 Morningside Dr.
FORT WORTH 3, TEXAS

OSCAR E. MONNIG

Visit with Maj Fall Satisfactory for 13 March 48

1948, March.6.

Commanding General,
Air Materiel Command,
Wright-Patterson Air Force Base,
Dayton, Ohio.

Attn. Major M. W. Faulk (MCIA)

Dear Sir:

I shall be very glad to talk with you when you [illegible] the week-end of March 13th, if I am in town. I probably shall be, but sometimes at this time of the year I [illegible] off on week-end trips.

Meanwhile, regarding the fireball of Feb. 18, [illegible] p.m. C.S.T., over northern Kansas, I can say there is every reason to believe that this object was a normal daylight fireball which detonated and left a dust cloud and in all [illegible] dropped meteorites just beyond the sub-final point. I have not personally investigated and rely chiefly on newspaper accounts plus some correspondance with a few witnesses, [illegible] friend who went there to investigate and the newspaper [illegible] at Norton.

The true path azimuth (direction of flight as projected [illegible] ground) of the fireball was roughly North 70° East. The [illegible] (angle of descent with the horizontal) I am mostly guessing [illegible], but it was probably 30° or less. The visible end point and [illegible] cloud position was nearly over Reager, a little town near [illegible], Kansas, probably at a height of less than 20 miles, [illegible] miles. Fragments should be [illegible] few miles [illegible] beyond [illegible] sub-final point; one investigator things in [illegible] just northwest of Norton, Kansas, but I think there is [illegible] north or [illegible] little northeast of Norton.

Prof. [illegible] of Winslow, Ariz., made a trip [illegible] to the general public to watch for fragments. [illegible] same request. [illegible] pick up pieces is the [illegible] feasible way to find them. Mr. H. O. Stock- [illegible] Hutchinson, Kansas, who searches for meteorites with a [illegible] detecting device, made a trip to the region at once but [illegible] no success. Personal, individual searches are normally [illegible] economically practical in such cases, but in this instance I [illegible] might yield a result.

Annual Fall [illegible] 17

5

It is a fair guess, from the dust cloud, that the [illegible]ite involved was relatively friable and crumbly, and [illegible]y, if not all, of the fragments, will be small--hand [illegible] size at most, perhaps no larger than walnuts or pecans. [illegible] of this type of meteorite are notoriously lacking in [illegible], which makes them hard to find with any detecting apparatus. [illegible] type also weather easily and if not found within a few [illegible] years [illegible]ctually are lost forever.

A photograph of the cloud was taken by an amateur [illegible] with copyright sold to NEA. I have a copy of the picture [illegible].

It is barely possible that I will make a trip soon [illegible] effort to get pieces. I know of no one who has retrieved [illegible]ites. As you state, all of this is confidential, and [illegible] so it is fact: there is more or less jealousy, [illegible], among meteorite hunters and workers, and it would be [illegible] difficult for me to interfere in this search with [illegible]. Palmer, since he worked in this region for years and made [illegible] total, in this case. He is not an easy man to get along [illegible] with items. There is some reason in his attitudes, [illegible] I have been on the otherside of the fence: if you do a [illegible] well [illegible] educational work on a fireball, you don't like [illegible] some one else to come in and take the tangible results away [illegible] when they materialize.

Yours sincerely,

Oscar E. Monnig

UNCLASSIFIED

[redacted]

18 March 1948

INTERVIEW WITH MR. OSCAR E. MONNIG
Secretary, National Meteoritical Society

1. On 13 March 1948, while on a navigational training flight to Ft. Worth, Texas, Major Melvin W. Faulk interviewed Mr. Oscar E. Monnig. Mr. Monnig is Secretary of the National Meteoritical Society. He has been actively engaged, as an amateur, in research on and the collection of meteorites since 1930, and hence is regarded as an expert on the subject.

2. Mr. Monnig quoted two other authorities on the subject. Their names and addresses are:

a. Professor H. H. Nininger
P.O. Box 1171
Winslow, Arizona

b. Dr. C. C. Wylie
University of Iowa
Iowa City, Iowa

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3. Major Faulk queried Mr. Monnig specifically on the explosion of a supposed meteorite at 1705 CST, 18 February 1948. It was stated that this phenomenon was definitely that of a meteorite, or daytime fireball. The most conclusive evidence of this is a photograph taken of the dust cloud left by the fireball. This photograph was taken from a point 9 miles north of Norton, Kansas by Duane E. Wray of Norton, Kansas. Mr. Wray has sold the copyright to this photograph to: N.E.A. Service, Inc., 1206 W. Third Street, Cleveland 13, Ohio. Mr. Monnig said during the flight of a meteorite outside the atmosphere of the earth, it is believed that, as a black body, it achieves a temperature of about 4°C. Upon reaching the air layer of the earth, it becomes friction-heated and is subjected to increasing pressure; this causes a release of a trail of gases which usually explode at an altitude of about 20 miles above the earth. After the explosion, a visible dust cloud remains in the atmosphere. The meteorite now usually consists of a cluster of small stones which continue on to strike the earth. Their pattern of impact depends upon the inclination of their flight path with the earth's surface, and varies from slightly oval to an elongated ellipse. If this flight path is observed, the point of impact is calculated, and interested parties, such as Mr. Monnig, make a search for the particles. The particles, when found, usually resemble small stones and are composed chiefly of silicates. There may be a burned shell surrounding the particles, usually about 2 to 10 mm. thick. Weights are ordinarily of the order of a few ounces.

4. Final evidence that the 18 February incident was a fireball will be [illegible] discovery of meteorite particles. The discovery will probably be reported by Professor Nininger, since the meteorite is calculated to have fallen [illegible] may occur very soon, or it may be as long as 12 months before any particles are found.

[redacted]

[redacted]

UNCLASSIFIED

5. Mr. Monnig exhibited a series of four photographs taken of a meteorite dust cloud or "train" taken on 20 May 1944 by Cpl. A. L. Asnis, ASN 32790171, c/o. Photo Section, PAAF, Pampa, Texas. The present address of the corporal is unknown, but his photographs are copyrighted. Acquisition of these and other photographs of similar nature would be valuable for Project "SIGN" for comparative purposes. Mr. Monnig requested that if the copyright owner of these photographs is located, he be informed so that he may obtain additional copies.

6. Mr. Monnig quoted the book, "The Book of the Damned" by Charles Fort as an interesting collection of unexplained aerial phenomena. He said that the incidents are authentic, but Mr. Fort's conclusions and interpretations are fantastic.

7. Mr. Monnig said that he will keep this office informed of his opinions on any future sightings of aerial phenomena that come to his knowledge.

Melvin W. Faulk

MELVIN W. FAULK
Major, USAF

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[redacted]

Incl # 101

TEXAS OBSERVERS
Amateur Astronomy
1010 Morningside Dr
Ft. Worth 3, Texas

1948 May 16

Commanding General
AMC
Wright-Patterson AF Base
Dayton, Ohio

Attn; Maj M. W. Faulk (MCIA)

Dear Sir:

While there was never any doubt in my mind, I can now report to you finally that there is tangible proof that the fireball of Feb. 18 over northern Kansas was just that, inasmuch as meteorites have been recovered from it.

There were found beginning Apr 24. First several smaller fragments up to oneof 4-1/2 pounds came to light. Then a distrubed spot in a clover field led to the digging up of a piece of some 109 pounds about two feet in the soil.

You can get details from the Norton papers I referred you to before. Altho Prof. H. H. Nininger made the primary initial survey, Dr. L. La Paz came in later and got most of the material recovered to date. You could write either of them for details or confirmation. The stone is what is termed an "achondrite", a technical name for an unusual type of stony meteorite. It is reported to be of a type which will deteriorate rapidly. I have not examined any of it yet.

Incidentally, when we talked together you may recall that I asked you whether you could help me locate a former Col. Al Asnis. Trouble yourself no further, as I found him by inquiry thru ordinary channels.

Now I'll ask you another favor. In some possible work in areas containing iron meteorites, I could use a metal detector handily. I have been checking into the matter of what the Army had left and sold as surplus, [illegible] they had a type AN/PRS-1 and a type SCR [illegible]. I believe the Signal [illegible] called these as mine detectors. Where could I get technical information on these (instructions, etc.) and where could I find whether some are available? I have located two surplus outfits who sell these, but am wondering if the Army or the War Assets has any more.

Sincerely,

Cesar Koenig

MCIAXO-3/JCB/aw

MCIAXO-3

15 June 1948

Mr. Oscar E. Monnig
Texas Observers
Amateur Astronomy
1010 Morningside Drive
Fort Worth 3, Texas

Dear Mr. Monnig

Reference is made to your letter of 16 May 1948 to Commanding General, Air Materiel Command, attention Major M. W. Faulk. Major Faulk has been transferred; however, the project on which he was working is a continuing one at this Headquarters.

Inclosed are two technical manuals on the AN/PRS-1 and SCR-625 Mine Detectors. No information is available at this Command as to where surplus equipment of this type may be obtained.

It would be appreciated if you would continue to send any information of the type Maj Faulk discussed with you to this Command, attention MCIAXO-3.

Yours very truly

2 Incls:
1. TM 11-1122
2. TM 1151

JAMES C. BEAM
Lt Col, USAF
Project Officer
Technical Intel Div.

UNCLASSIFIED

HEADQUARTERS 28TH BOMBARDMENT WING (VH)
Office of the Intelligence Officer
Weaver Air Force Base
Weaver, South Dakota

BCM/ep

A-2 350.09

26 February 1948.

SUBJECT: Smoking Object.

TO: Commanding General,
Air Material Command,
Wright Patterson Air Force Base,
Dayton, Ohio.
ATTN: TSEIN.

1. In compliance with paragraph 3, Regulation Number 45-5, Headquarters Strategic Air Command, Andrews Air Force Base 20, D.C., dated 19 February 1948, the following information is submitted for your information and guidance:

a. Smoking Object sighted approximately 1500 hour MST, 18 February 1948, 39° N - 100° W approximately 20,000' by two B-29 Aircrafts of 28th Bombardment Group (VH), assigned this command.

b. Weather at the time: Clear.

c. Names, Occupations, and addresses of Witnesses:

Captain, Howard H. Berodt, AO-49504, 718th Bomb Sq, 28th Bomb Gp (VH). Pilot of 1st B-29.

Captain, Maurice T. Ritenour, AO-48043, 718th Bomb Sq, 28th Bomb Gp (VH). Co-Pilot of 1st B-29.

1st Lt. Leonard P. Marchese, AO-748714, 77th Bomb Sq, 28th Bomb Gp (VH). Pilot of 2nd B-29.

1st Lt. Carl W. Stucki, AO-785916, 77th Bomb Sq, 28th Bomb Gp (VH). Co-Pilot of 2nd B-29.

d. Photographs of objects, if available: None available.

e. Sketches of object's configuration: None.

f. Object sighted: Smoking Object.

(1) Number: One (1).

(2) Shape: Huge multi-colored ball of fire and a dense cloud of smoke followed.

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A huge multi-colored ball of fire trailing a dense cloud of smoke was sighted at approx 1500 hours MST 15 Feb 48, 39° N-103° W at approx 20,000 ' by two B-29 aircraft of the 28th Bombardment Group (VH). It was seen some 100 miles southeast of the B-29s. Size was estimated as huge altho impossible to determine accurately due to the distance. It was traveling at very high speed and heading southeast of Limon, Colorado, at approx 20,000 ft.

Witnesses: Capt Howard H. Berndt, AO-[illegible], 716th Bomb Sq 28th Bomb Gp (VH). Pilot of 1st B-29

Capt Maurice T. Rivenour, AO-[illegible], 716th Bomb Sq 28 Bomb Gp (VH). Co-Pilot of 1st B-29.

1st Lt Leonard P. Marchese, AO-[illegible], 7[illegible]th Bomb Sq., 28th Bomb Gp (VH). Pilot of 2nd B-29

1st Lt. Carl V. Stucki, AO-[illegible], 7[illegible]th Bomb Sq, 28th Bomb Gp (VH). Co-Pilot of 2nd B-29.

NOTE: See Incident 101 - Worcester Kansas.

Base Ltr, file A-2 350.09, Hq 28th Bomb Wing (VH), Weaver Air Force Base, Weaver, South Dakota, dated 26 February 1948, Cont'd.

f. (Continued).

(3) Size: Huge Size, seen 100 miles southeast of the B-29s. At this distance was impossible to accurately figure the size.

(4) Color: Multi-colored ball of fire and a dense cloud of smoke.

(5) Speed: Very high speed.

(6) Heading: Southeast of Limon, Colorado.

(7) Maneuverability: Explosion rate.

(8) Altitude: Approximately 20,000'.

(9) Sound: Could not be observed, because personnel were in B-29s Aircraft at approximately 10,000' at the time.

(10) Exhaust trail or not: A vapor trail with a ball of fire at the head of trail.

FOR THE COMMANDING OFFICER:

BENJAMIN C. MARSHALL,
Captain, USAF,
Intelligence Officer.

HqAMC Form No. 10-514 (Rev 10 Sep 46)

WF-L-2 SEP 47 250M

SAVE

HEADQUARTERS
AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIA

MCIA/JCB/amb

WRIGHT FIELD, DAYTON, OHIO

MAR 22 1948

SUBJECT: Request for Address [redacted]

TO: The Adjutant General
Washington 25, D. C.

It is requested the present address of CORPORAL [redacted] ASN 32790171, be furnished this office. The last known address of [redacted] was PAAF, Pampa, Texas.

FOR THE COMMANDING GENERAL:

James J. Hayesman
H. M. McCOY
Colonel, USAF
Chief of Intelligence

AGRS-DF 1st Ind

AGO, Department of the Army, Records Administration Center, St. Louis 20, Missouri, 2 April 1948.

TO: Commanding General, Air Materiel Command, Wright Field, Dayton, Ohio.

The records show that Asnis, Alexander, 32 790 171, furnished as his address for future reference at time of discharge 10 January 1946: [redacted], New York.

FOR THE ADJUTANT GENERAL:

MCIA/JCB/smb
Wright-Patterson Air Force Base
xxxxxxxx
15 April 1948

MCIA

Request regarding copyright clearance

[redacted]
[redacted], N. Y.

Dear Mr. [redacted]

This Command is currently engaged in an intelligence study involving the identification of meteors and meteorites. Mr. Oscar E. Monnig, Secretary of the National Meteoritical Society, Fort Worth, Texas, has advised that you have taken a striking series of pictures of meteorite trails and that you might possibly be able to furnish this Headquarters with a set of these photographs.

If this is not possible, please inform this office as to the name and address of the company holding the copyrights on these pictures.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

Photograph forwarded

[redacted] New York
1 May 1948

Commanding General,
Air Materiel Command, Att; MCIA
Wright-Patterson Air Force Base
Dayton, Ohio.

Gentlemen;

I am in receipt of a letter from Colonel W. R. Clingerman, Chief, Tech. Intelligence Div., requesting photographs of meteorite trails.

Enclosed is a series of four photos taken in the vicinity of Pampa, Texas, of a meteorite trail on 20 May 1944. These photos were made from 40 to 50 seconds after the meteor's flight at about 15 second intervals. The time interval was checked by actual rehearsal.

I hope these photos will be of help to you in your research.

Sincerely yours,

[redacted]

101

MCIAXD/JCB/amb
Wright-Patterson Air Force Base
xxxxxxxx
11 May 1948

MCIAXD

Acknowledgement - receipt of photos

[redacted]
New York

Dear Mr[redacted]

Receipt is acknowledged of your series of four photographs of meteorite trails taken near Pampa, Texas. This Headquarters appreciates your cooperation in furnishing these striking photographs.

Sincerely yours,

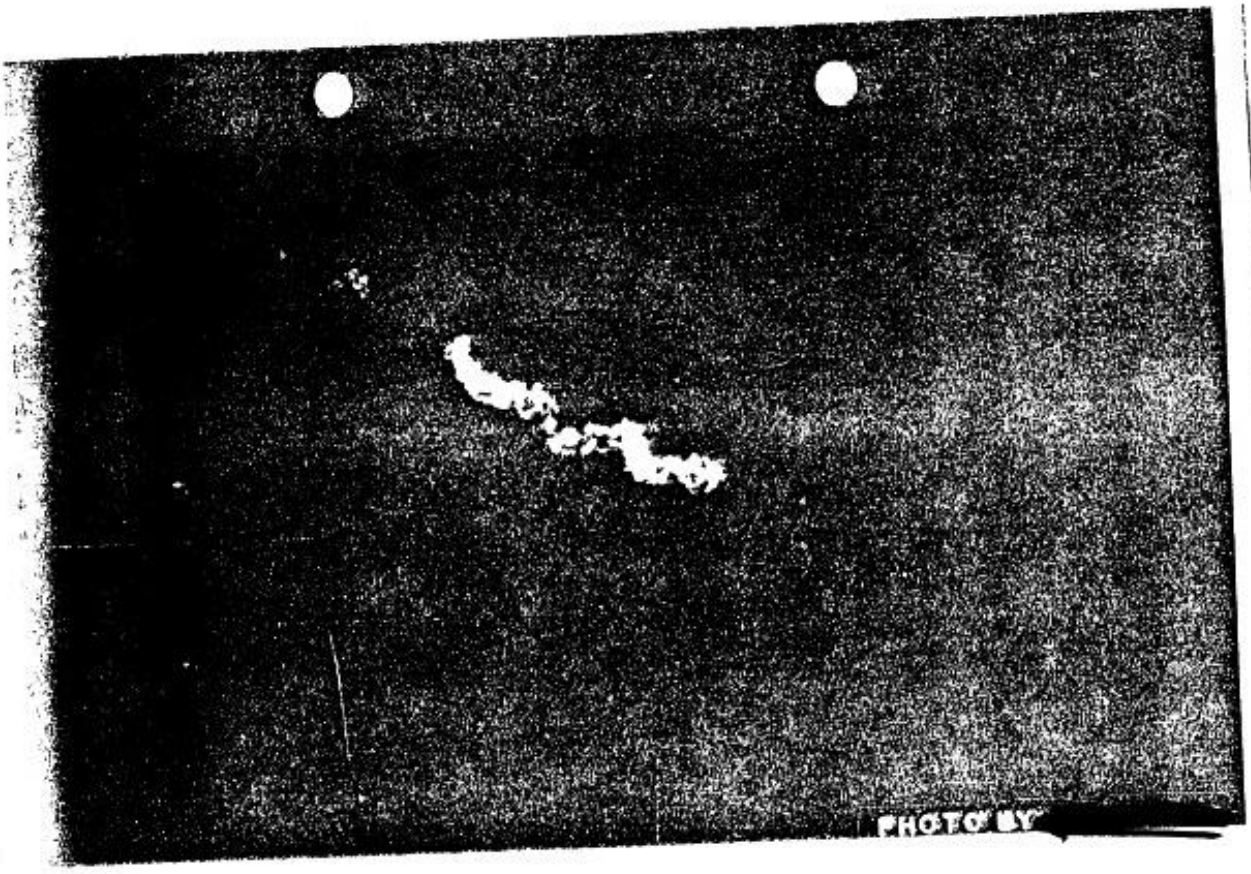
W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

3 ONLY 5 X 7
GLOSSY PHOTOS
OF THE METEOR TRAIL
FROM THE

NORTON, KANSAS
SIGHTING OF

18 FEB 1948

UNCLASSIFIED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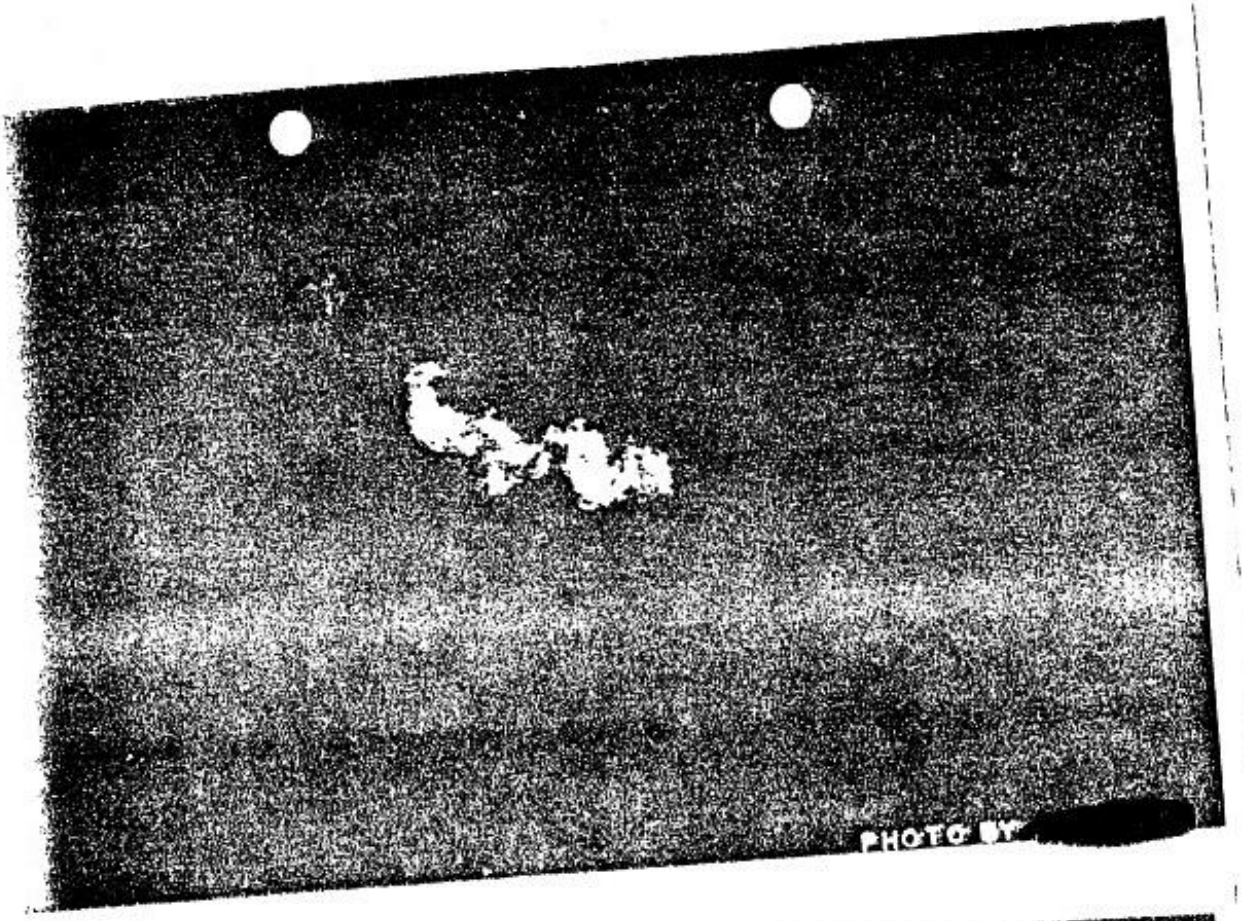
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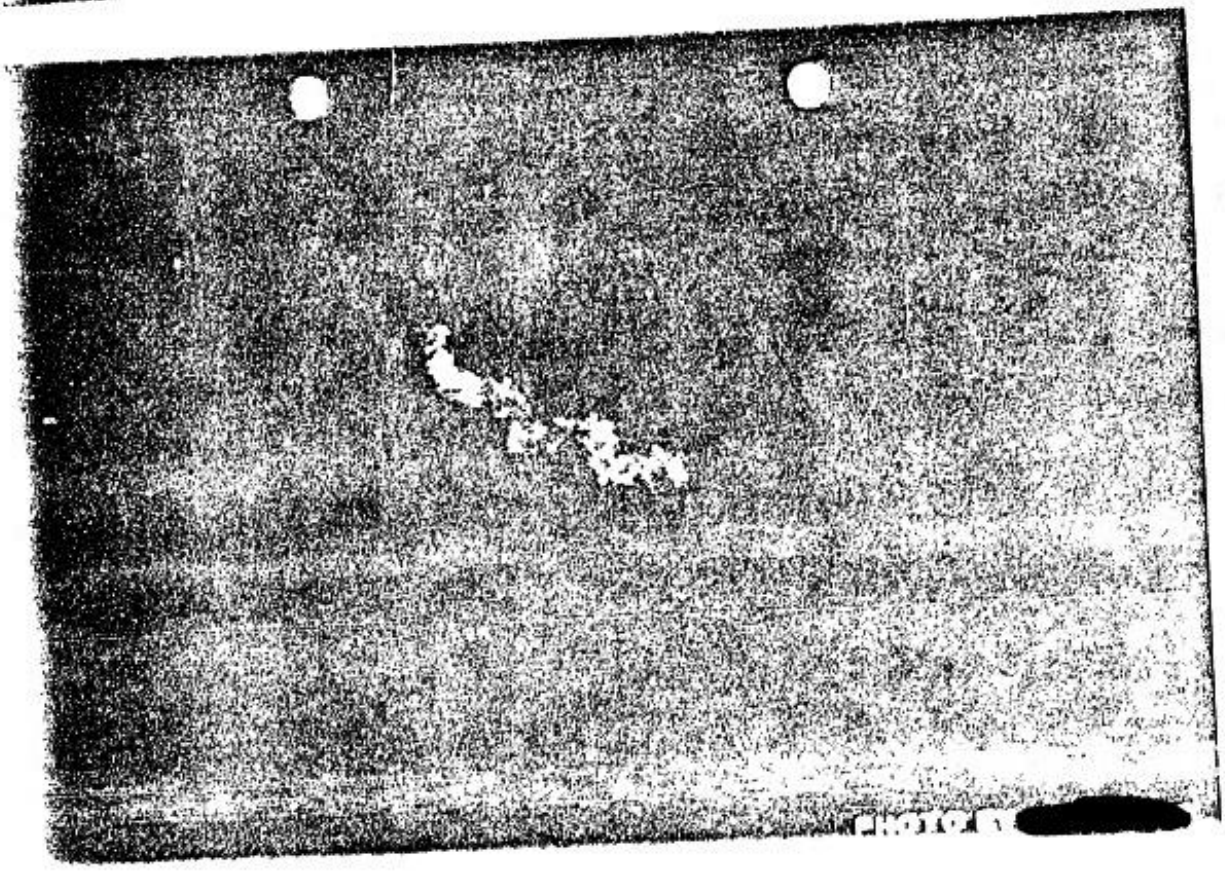


CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 102

1. Date 13 February 1948
2. Time 1500 MST
3. Location [redacted] Air Near Green River, Utah
4. Name of observer [redacted] (B-29 Pilot, Lt. 28 Bomber Gp)
5. Occupation of observer Pilot [redacted] Lt., Co-Pilot, (see reverse side for other witnesses)
6. Address of observer 77th Bomb Sq, 28th Bomb Gp (VH), Weaver AFB, S.D.
7. Place of observation 39° N - 100° W, near Green River, Utah
8. Number of objects One
9. Distance of object from observer 100 miles
10. Time in sight N/S
11. Altitude 20,000 feet
12. Speed Very high
13. Direction of flight Southeast of Limon, Colorado
14. Tactics Explosion rate
15. Sound Could not be determined due to B-29 engine noise
16. Size Huge
17. Color Multi-colored ball of fire
18. Shape Huge multi-colored ball of fire and dense cloud of smoke
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Vapor trail with ball of fire at head of trail
22. Weather conditions Clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: [redacted] Over

[redacted]

Incident #119

ATIC NO. - - -	DATE OF INFO 20 Feb 1948
AF NO. - - -	LOCATION Asuncion, Paraguay
REPORT NO. - - -	SOURCE ~~Femal Civilian~~ 3 REPORTS
DATE OF REPORT - - -	DATE IN TO ATIC - - -
TIME OF [illegible] 0700	COLOR Green, Yellow, Orange
[illegible] Oval	SPEED - - - [illegible]
[illegible] - - -	ALTITUDE - - - [illegible]
[illegible] E to E	LENGTH OF TIME OBSERVED - - -
[illegible] 1	TYPE OF OBSERVATION Ground
- - -	[illegible] - - -
- - - SKETCHES - - -	

[illegible] Form 3[illegible]

[redacted]

Publication

[redacted]

UNCLASSIFIED

Incident #119, 119a-b -- Asuncion, Paraguay -- 20 February 1948

While some of the reports of this incident are contradictory, the major portion support the hypothesis that the object observed was a slow-moving meteor or fireball. The speed and color concur in this. The fact that the object was seen over so wide an area implies that the observer who stated that it was only 1000 feet away was in error in his estimate.

UNCLASSIFIED

[redacted]

Incident # 119

Check list - Unidentified Flying Objects

1. Date 20 Feb 45
2. Time 0700 hours
3. Location Asuncion, Paraguay
4. Name of observer Mr. [redacted]
5. Occupation of observer N/S
6. Address of observer resident of Asuncion (southern part of city)
7. Place of observation Asuncion
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight west to east
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape oval
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails highly colored wake
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S

(over)

At approximately 0700 hours 20 Feb 45 witness saw object of oval shape traveling thru space from west to east. Its form ended in a very thin tail of approximately 3 feet in length. The forward part was bulky compared with the rear. The interior portion of the object gave off green, yellow and orange colors and it had a highly colored wake.

Statements were obtained from a local newspaper "La Tribuna" which has interviewed several people claiming to have seen the saucers.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 119a

1. Date 20 Feb 48
2. Time 0700
3. Location Aregua - 10 miles east of Asuncion
4. Name of observer "withheld"
5. Occupation of observer employee of Bank of Paraguay
6. Address of observer Bank of Paraguay
7. Place of observation [redacted] in Aregua
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight west to east
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape oval
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

An employee of the Bank of Paraguay declared that in Aregua,10 miles east of Asuncion on 20 Feb 48 at 0700 hours an object which he judged to be a meteor crossed the sky from west to east. Many other people also saw this object. Its form was oval and it had various colors and all agreed that it was a meteor. Later, inhabitants of Cicervo Cua claimed to have seen a "st r" fall in one of the hills some distance to the east of Aregua

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 119b

1. Date 20 Feb 48
2. Time 0700
3. Location Villa Hayes (10 miles NNE of Asuncion)
4. Name of observer Rancher and laborers
5. Occupation of observer Rancher
6. Address of observer in the "Chaco"
7. Place of observation Ranch house in neighborhood of Villa Hayes
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 1,000 ft
12. Speed less than that of a plane
13. Direction of flight west to east
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S - gave off an intense green color
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

Perceived a disc giving off an intense green color. Witness reports that the object traveled from west to east at a speed less than that of a plane and at an altitude of approx 1000 ft. Along its edges it gave off an aureola with the color green predominant.

0407.0000 2302.0100 UNCLASSIFIED Paraguay
1004
R-62-48

Flying Saucers Reported Over Asuncion
MA Paraguay R-189-47 26 February 1948

20 February 1948

1 SAMUEL J. SKOUSEN, Major, GSC Press

KK 11822

1 Incl.
Newspaper clipping

UNCLASSIFIED

NAD 11795

(12 Mar PM)

FLYING SAUCERS REPORTED OVER
ASUNCION

1. In recent days there havebeen various rumors concerning the appearance of flying saucers in and around Paraguay. A local newspaper, "LaTribuna," which enjoys the reputation of being serious, has interviewed several people who claim to have seen these saucers. A synopsis of their statements follow.

a. Mrs. Agustina VARGAS de Paula, resident in the southern part of the city, on 20 February 1948 at 0700 hours, saw an object of oval from traveling through space from west to east. Its form ended in a verythin tail of approximately three feet in length. The forward part was bulky compared with the rear. The interior portion of the object gave off green, yellow, and orange colors, and it had a highly colored wake. (The article mentioned that these observations coincide with reports from Buenos Aires.)

b. An employee of the Bank of Paraguay, who's name was withheld in the report, declared that in Aregua, ten miles east of Asuncion, on approximately the same date at 0700 hours, an object which he judged to be a meteor, crossed the sky from west to east. Many other people also saw this object. Its form was oval andit had various colors, and all agreed that it was a meteor. Later inhabitants of Cicervo Cua claimed to have seen a "star" fall in one of the hills some distance to the east of Aregua.

c. A rancher who lives in the Chaco reported that on 20 February at approximately 0700 hours, he was at a ranch house in the neighborhood of Villa Hayes (ten miles north-northeast of Asuncion), with his laborers, when they saw a disc cross the sky giving off an intense green color. He reports that the object travelled from west to east at a speed less than that of an air plane, and at an altitude of approximately one thousand feet. Along its edges it gave off an aureola with the color green predominant.

d. Various individuals visiting Asuncion fromthe interior claim that many country people saw this rare object, believing it to be a celestial phenomenon.

2. "La Tribuna" concludes that one or more flying saucers may have flown across Paraguay, but does not assert that as a proven fact. See the inclosed clipping.

COMMENT:

It is interesting to note the coincidence of the date and time given by the various individuals who claim to have seen thie phenomenon. The undersigned suggests that a small meteor may have been seen, but is not technically qualified to say that this is so. This report is interesting when compared with R-189-47. In the case of the flying saucer reported in the latter report, no other witness ever came forth to describe the occurrence.

DISTRIBUTION BY ORIGINATOR: CG CDC

Incl

Newspaper clipping

PARAGUAY

Flying Saucers over Asuncion • • • A conservative Paraguayan newspaper of Asuncion recently published the results of interviews with several people who reported having seen flying saucers in that area. Some of the persons interviewed believed the object was a meteor while others thought it was a machine. Descriptions of various witnesses coincided to a marked degree. The general opinion was that it was an oval-shaped object, bigger in front than in the rear, and tapering down to a thin tail about 3 ft long. The interior portion of the object gave off green, yellow, and orange colors and a highly mixed colored wake, or exhaust.

Comment: The reporting officer suggests that a meteor may have been seen, but is not technically qualified to say that this is so.

ID, GSUSA 26 Feb 48 Eval B-4 FI 33713 UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

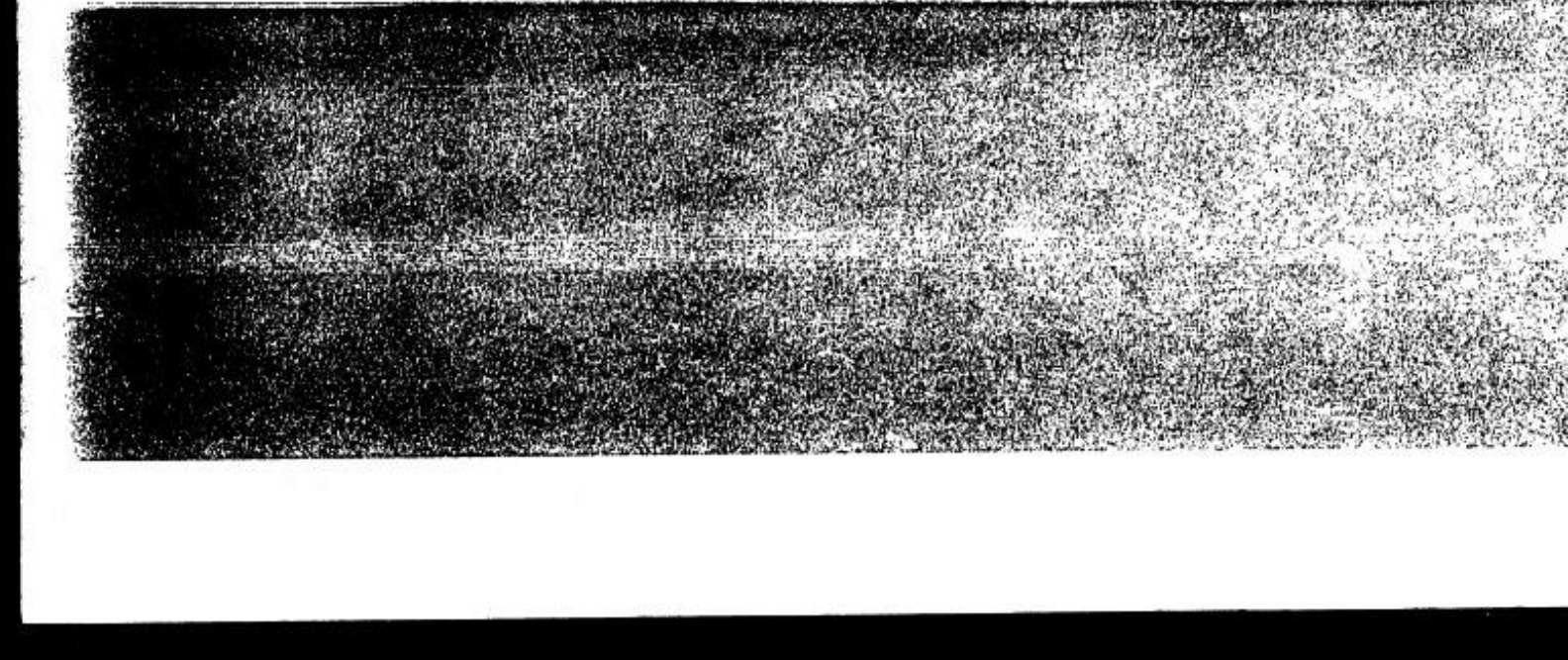
Incident #133

DATE OF INFO 20 - 2[illegible] Feb 1948

[illegible] Norway, Denmark & Sweden

[illegible] 2130

[redacted]



[redacted]

UNCLASSIFIED

Incident #133 -- Norway, Denmark, Sweden -- 20-26 February 1948

Information given here is too limited for any conclusions to be drawn. The stated heights, the occurrence at the same time each night, and their specific direction makes explanation of the objects as meteors unlikely. The green tails are also not characteristic of typical meteors, but would fit into a description of rockets or flares.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

CHECK-LIST re UNIDENTIFIED FLYING OBJECTS

1. Date: 20 - 26 Feb 46
2. Time: Usually around 2130 hours
3. Location: N/S (Norway, Denmark & Sweden)
4. Name of observer: N/S
5. Occupation of observer: N/S
6. Address of observer: N/S
7. Times of observation: N/S
8. Number of objects: N/S
9. Distances of object from observer: N/S
10. Time in sight: N/S
11. Altitude: From tree-top level to 20,000 ft
12. Speed: one to two miles per second
13. Direction of flight: Come from direction of [redacted]
14. Tactics: N/S
15. Sound: N/S
16. Size: N/S
17. Color: (green tail)
18. Shape: N/S
19. Odor detected: N/S
20. Apparent construction: N/S (illegible)
21. Exhaust trails: green
22. Weather conditions: N/S
23. Effect on objects: N/S
24. Sketches or photographs: N/S
25. Number of [illegible]: N/S
26. Remarks: [illegible]

KK 16769 NAD 16312

MA R-93-48 27 Feb 48
Aviation in Denmark Dateof Info: 20-26 Feb 48

1 Incl Lt Col Franklin E. Tomlinson

Inclosed is a summary of aviation reports contained in Danish newspapers and SAS News for the period 20 Feb to 26 Feb inclusive. Topics discussed are:

1. BEA plane enroute from LONDON to LISBON struck by "fire ball"

2. Flying missiles from direction of PEENEMUNDE reported over Sweden, Norway and Denmark.

3. On 25 Feb 48, Danish Financial Board granted 22,155,000 Danish Kroner for improvement of Danish airports.

4. Routine technical inspections and overhauling of AS DC-4 aircraft has been permanently based at Copenhagen.

• • • • • • • • • • • • • • • • • •

1. A British European Airways Plane, flying from London to Lisbon, was hit in the air by "fire ball" which hit the nose of the aircraft, shook it violently, and made a hole in the elevator (further details not available.) B-6

2. Flying missiles, emitting a green flame but leaving no trace in the sky, have been reported recently over Sweden, Norway, and Denmark, coming from the direction of PEENEMUNDE, generally at 2130 hours, at altitudes ranging from tree-top level to 20,000 feet, at an estimated speed of one to two miles per second. B-6

Jane 133

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

Incident #110

ATIC NO. ____

AF NO. ____

REPORT NO. ____

DATE OF REPORT ____

TIME OF [illegible] ____

G-DATE 0200-0500

CITY ____

COUNTY ____

NO. IN GROUP undetermined

SOUND motor noise of foreign type aircraft

PHOTOS ____ SKETCHES ____

DATE OF INFO 23 Mar 1948 (FBI & Navy)

LOCATION Baltimore, Md.

SOURCE Civilian

DATE IN TO ATIC ____

COLOR ____

SHAPE ____

AIRSPEED ____

LENGTH OF TIME OBSERVED Not obs

TYPE OF OBSERVATION ground

REMARKS ____

Temporary AF Form 329
(2 Jan 48)

[redacted]

[redacted]

Incident #110 -- Baltimore, Maryland -- 23 March 1948

There appears to be nothing whatever astronomical about this incident, and, in view of the limited nature of the information given, nothing further can be said.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 110

1. Date 23 March 1948
2. Time 0300 - 0500
3. Location Baltimore (Hamilton) Maryland
4. Name of observer Identity confidential
5. Occupation of observer Active in American Legion activities
6. Address of observer N/S
7. Place of observation N/S
8. Number of objects Undetermined
9. Distance of object from observer N/S
10. Time in sight Not sighted
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound Motor drone of foreign type aircraft
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: See Supplement

HEADQUARTERS STRATEGIC AIR COMMAND A2B
ANDREWS FIELD
WASHINGTON 20, D. C.

SAC 350 (29 Mar 48)

29 March 1948

SUBJECT: Report of Unidentified Aerial Sounds.

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
Attention: Director of Intelligence

1. The following is quoted from a copy of a letter, Baltimore Office, FBI, addressed to the Director of Intelligence, Second Army:

"On March 23, 1948 an individual, who desired that her identity be kept confidential, telephonically communicated with this office and indicated that she is the wife of a former member of the United States military forces, and that she is presently active in American Legion activities, but was emphatic in stating that she was in no way hysterical or unduly apprehensive regarding present world conditions. She did, however, wish to bring to the attention of the proper authorities that during the past six or eight weeks, on a number of occasions between the hours of 3:00 and 5:00 A.M., she has heard peculiar sounding noises in the sky, which appear to come from airplanes in the distance, but the sound is not the type of airplane ... motor drone which is generally heard from American planes. She has discussed the matter with her husband, and he believes that the sound is more like that of a foreign type airplane. She recently discussed this matter with an unidentified woman who lives in her neighborhood, which is Hamilton, Baltimore, Maryland, and this woman stated that she, too, had heard the noise in question, and that her husband is also an ex-G.I. and he has stated that the motors sounded like those of foreign planes."

2. No action is contemplated by this headquarters.

FOR THE COMMANDING GENERAL:

ALAN MARCHAD,
CWO, USAF
Asst Adj Gen

c/c furnished CG, AMC, Attn: MCI.

Information Cy CG, AMC, Attn: MCI.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

~~[illegible]~~ R7C

[illegible] Incident #150

DATE OF [illegible] 1 Mar 48

ATIC NO. ----

AF NO. ----

[illegible] NO. ----

DATE OF REPORT ----

TIME OF [illegible] 0930

[illegible] ----

[illegible] ----

LOCATION Swedish Coast

SOURCE Norwegian Pilot

DATE IN TO ATIC ----

COLOR ----

SPEED ----

ALTITUDE 20,000'

LENGTH OF TIME OBSERVED 4 secs

TYPE OF OBSERVATION aerial

MADE BY flight path followed Earth's surface

[illegible] along Swedish coast SE disappearing over Norway

NO. IN [illegible] 1

[illegible] ----

[illegible] ----

[illegible] ATIC Form [illegible]
([illegible] 52)

Prof. Meteor
(Witness)

[redacted]

Incident #150 -- Swedish coast -- 1 March 1943

The description given here is entirely too fragmentary for any conclusions to be drawn. The object sighted could have been a meteor, a rocket, or a guided missile. The fact that it left no trail in the sky argues against its having been a meteor.

Note the similarity of this incident to #149 and #133.

[redacted]

DA 2

UNCLASSIFIED

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
SWEDEN	IR 115-48	

2-611 B

AIR INTELLIGENCE INFORMATION REPORT

af-33165-1

SUBJECT: Project "SIGN"	
AREA REPORTED ON: Sweden	FROM (Agency): OAA-Sweden
DATE OF REPORT: 30 December 1948	DATE OF INFORMATION: 29 December 1948
EVALUATION: B-2	
PREPARED BY (Officer): Donald L. Hardy, Colonel, USAF	SOURCE: Swedish Defense Staff
REFERENCES (Control number, directive, previous report, etc., as applicable): Source Control No. AMC-435	

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. The Swedish Defense Staff has no proof that any unidentified flying objects, missiles or vehicles have passed over or near Sweden to date.

2. All reports of sightings in Sweden during the past year, irrespective of to whom they were submitted, have been funneled to a special section of the Defense Staff, where the sightings were plotted. In each case an exhaustive interrogation of the sighter followed, somewhat along the lines of the EEI for Project "SIGN". All evidence obtained of sightings was explicable in terms of astronomical phenomena.

3. In addition, 3 ground radar stations and 2 radar equipped destroyers cooperated in maintaining watch. The radar equipments were Swedish modified British sets of fairly short range and were not operated on a 24 hour basis; however, no unexplained sightings were made with this equipment.

4. Conclusion: Although the possibility exists that objects have traversed Sweden and its adjacent waters, no proof has been obtained to confirm such flight in any instance.

COMMENT: The cooperation of the Defense Staff in securing this information was undoubtedly given in an effort to emphasize their need for additional U.S. radar equipment. The Swedish Air Board had previously negotiated with the Bendix Corporation for 20 TPS-1a sets but had been refused an export license by our State Department. The members of the Defense Staff, to whom I talked, were eager to point out the good use to which such equipment could be put for both ourselves and the Swedes as instanced by our mutual interest in unidentifiable flying objects. [illegible] [illegible] to grant an export license for such equipment will do more good in implementing our national policy, as expressed in the National Security Council document NSC 23/1, than would the information we might receive from the use of such equipment here.

[illegible]
[illegible] AFTER 12 YEARS.
DOD DIR 5200.10

[illegible] - [illegible]

[illegible] 109

1. Date [illegible]
2. Time [illegible] hours
3. Location Swedish Coast
4. Name of observer N/A - a Norwegian pilot
5. Occupation of observer [illegible] pilot
6. Address of observer N/A [illegible]
7. Place of observation [illegible]
8. Number of objects 1
9. Distance of object from observer N/A
10. Time in sight [illegible] seconds
11. Altitude [illegible]
12. Speed N/A
13. Direction of flight [illegible] - passing along Swedish coast [illegible]
14. Tactics N/A - [illegible]
15. Sound N/A
16. Trail N/A
17. Color N/A [illegible]
18. Shape N/A
19. [illegible] N/A
20. Apparent construction N/A
21. [illegible] None
22. [illegible] N/A
23. [illegible] N/A
24. [illegible] None
25. [illegible] None

[illegible]

An OAL plane enroute from Aalberg, Denmark, to Oslo, Norway, sighted a projectile coming from the southeast, passing along the Swedish Coast and disappearing over Norway. The missile was at 20,000 ft and disappeared over the horizon in four seconds. It emanated a bluish-green flame but left no trail in the sky. The projectile seemed to then follow the earth's surface.

NOTE: Similar missiles have been observed at Rjukan, Norway & Finse, Norway.
In this connection, it is of interest to know that heavy water is currently being produced in Rjukan.

Observers: A Norwegian pilot and his co-pilot.
The pilot served with the Royal Norwegian AF in Great Britain.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

Incident #106

[illegible]

ATIC NO. ----

[illegible] NO. ----

[illegible] NO. ----

[illegible] ----

[illegible] 1610-1655

[illegible] similar to falling aircraft

[illegible] ----

[illegible] earthward

[illegible] 2

[illegible] ----

[illegible] ----

[illegible] Form [illegible]

DATE OF [illegible] 5 Mar 48

LOCATION Bakersfield, Calif

SOURCE male civilian

DATE IN TO ATIC ----

COLOR Seemingly on fire, black and red smoke trailing

[illegible] ----

[illegible] ----

[illegible] ----

[illegible] ground

[illegible] ----

[redacted]

Incident #106-- Bakersfield, California -- 5 March 1948

While this report taken alone, with allowances made for subjective reporting, could be considered as applying to a disintegrating meteorite, the occurrence of at least three very similar incidents (see # 107, 108, 109) at the same location, over a time interval of a few days, is sufficient to make this hypothesis completely untenable.

The description applies more closely to the "star shell" (a projectile which after disintegration emits a parachute to bring instruments safely to the ground), with which this investigator was familiar during the war, than to anything else.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 106

1. Date 5 March 1948
2. Time 1610 - 1655
3. Location Bakersfield, California
4. Name of observer [redacted]
5. Occupation of observer N/S
6. Address of observer Bakersfield, California
7. Place of observation From ground, southwest toward Buena Vista Lake, Calif.
8. Number of objects Two
9. Distance of object from observer 10 - 12 miles
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight Earthward
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Seemingly on fire, black and red smoke trailing behind
18. Shape Similar to falling aircraft
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Brownish-white smoke and debris trailing
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Behind water tower, [illegible]

[illegible] of [redacted] [illegible] sighting contained in attached supplement.

Object appeared to be a burning falling airplane
[illegible] and left a brownish-white plume
of smoke which [illegible] stopped [illegible].
Seconds later what appeared to be a parachute was seen
drifting in the area. Object was 10-12 miles distance

Note: Hq. 4th AF is of the opinion that the
activity could be attributed to marker flares.

[redacted]

UNCLASSIFIED

Ltr frm Hq 4th AF, dated 11 Mar 48, subject: "Investigation of Flying Disc"

AFOIR-CO-5 1st Ind. 2 APR 1948

Department of the Air Force, Hq. USAF, Washington 25, D. C.

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

RZ

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/1208-I

SUBJECT: Investigation of Flying Disc. MAR 11 1948

TO: Chief of Staff
United States Air Forces
Washington, D. C.
ATTN: Directorate of Intelligence
Air Intelligence Requirements Branch

1. Incident reported on 9 March 1948, this headquarters, per telephone call from Sgt A. M. Larsen, Sheriff's office, Bakersfield, California.

a. Observation by Mr. [redacted] Bakersfield, California, of two objects falling to earth from unknown source on 5 March 1948 between 1610 and 1655 hours. Description of objects similar to falling aircraft with smoke and debris trailing. Observation made at Bakersfield with objects sighted southwest toward Buena Vista Lake, California.

b. Observation by Mr. [redacted] employee of the Pacific General Electric Company, Bakersfield, California, of two objects which fell to earth from unknown source north of Bakersfield, California, 8 March 1948. One object seemed to be on fire with red and black smoke trailing behind.

2. Informant [redacted] stated that searching parties, aircraft and rescue units have made numerous attempts to locate these reported objects without success.

3. Investigation of incident has been initiated by this headquarters. Report will follow.

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

Information to:
ADC, Mitchel Fld, N.Y.
FBI, San Francisco
G-2, Sixth Army
ONI, San Francisco (12th Nav. Dist)

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED [redacted]

24

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/1208-I

SUBJECT: Investigation of Flying Disc. Mar 11, 1948

TO: Chief of Staff
United States Air Forces
Washington, D. C.
ATTN: DIRECTORATE OF INTELLIGENCE
Air Intelligence Requirements Branch

1. Incident reported on 9 March 1948, this headquarters, per telephone call from Sgt A. M. Larsen, Sheriff's office, Bakersfield, California.

106 a. Observation by Mr. [redacted], Bakersfield, California, of two objects falling to earth from unknown source on 5 March 1948 between 1610 and 1655 hours. Description of objects similar to falling aircraft with smoke and debris trailing. Observation made at Bakersfield with objects sighted southwest toward Buena Vista Lake, California.

107 b. Observation by Mr. [redacted] employee of the Pacific General Electric Company, Bakersfield, California, of two objects which fell to earth from unknown source north of Bakersfield, California, 8 March 1948. One object seemed to be on fire with red and black smoke trailing behind.

2. Informant [redacted] stated that searching parties, aircraft and rescue units have made numerous attempts to locate these reported objects without success.

3. Investigation of incident has been initiated by this headquarters. Report will follow.

/s/ Donald L. Springer
DONALD L. SPRINGER
Lt. Colonel, USAF
AC of [illegible], A-2

Information to:
[illegible] Fld, N.Y.
[illegible] Francisco
[illegible]
[illegible] Francisco ([illegible] Dist)

DOWNGRADED AT [illegible]

[redacted]

[redacted]

HEADQUARTERS FOURTH AIR FORCE
UNCLASSIFIED Office of the Assistant Chief of Staff
Intelligence
Hamilton Field, California

4AFDA-3/1208-I

SUBJECT: Investigation of Flying Discs

SUMMARY OF INFORMATION:

Information from the Sheriff's Office, Bakersfield, California, revealed that numerous calls from residents in Bakersfield concerning peculiar objects in the sky over Bakersfield, predicated an investigation by their office and contact with A-2 Headquarters Fourth Air Force.

On 13th March 1948, two informants, Mr. [redacted], and Mr. [redacted] stated that they observed a flying object which appeared to be consumed in fire, and left a brownish-white plume of smoke, which suddenly stopped and disappeared. Seconds later, what appeared to be a parachute, was seen to be drifting to the east.

The object, as described, appeared to be a burning fabric airplane, consumed in smoke. Observations were made in Bakersfield of object to the south and southwest, approximately ten to twelve miles distance, around 1600 hours on 5 March 1948.

On 13th March 1948, informant, Mr. [redacted], stated that he observed an object at 0830, 8 March 1948, due north of Bakersfield, approximately five miles distance. The object was a large, orange-red ball of fire, somewhat larger than a small airplane, appeared to remain static for approximately thirty seconds, then split and continued to burn; each visible as a burning half. A parachute, with a black object hanging was then observed to fall, drift to the east and disappeared into the hills east of Bakersfield.

On 13th March 1948, two informants, Mrs. [redacted], secretary, Haberfelde Building, Bakersfield, California, and Dr. [redacted], dentist Haberfelde Building, Bakersfield, California, stated that they were in [redacted], on the morning of 9 March 1948. Mrs. [redacted] was a patient of Dr. [redacted] Both informants stated that they observed a flaming object which appeared at first to be a very small airplane. Orange red flames seemed to envelope the object with considerable black smoke trailing in a zigzag manner for approximately 4,000 to 5,000 feet. The object was observed at 1,000 feet, approximately due north of Bakersfield, seven to ten miles distant at approximately 0830 hours.

Informants further stated that the object disappeared behind a water tower, which was an obstruction to their view, and was near the ground. [redacted] informants watched for an explosion, thinking that it would explode upon reaching the ground, but nothing unusual was noted.

DOWNGRADED AT 3 YEAR INTERVALS
UNCLASSIFIED AFTER 12 YEARS

[redacted]

[redacted]

UNCLASSIFIED

A-2 COMMENT:

Although there is no evidnece to substantiate the following, it is the opinion of this headquarters that this activity could be attributed to marker flares. Any further developments, or evidence obtained, will be forwarded this headquarters from the Sheriff's Office, Bakersfield, California.

EVALUATION

Of Source	Of Information
C	3

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

Incident #104

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF [illegible] [illegible]

TIME OF [illegible] 2055 cst

[illegible] oval

[illegible] ----

[illegible] WNW away from Smyrna

NO. IN [illegible] 1

[illegible] ----

[illegible] ---- [illegible] 1

[illegible] ATIC Form [illegible]

DATE OF [illegible] 7 Mar 48

LOCATION Smyrna, Tenn.

SOURCE USAF Officers

DATE IN TO ATIC ----

COLOR yellow orange

[illegible] very slow

ALTITUDE 5° above horizon

LENGTH OF TIME OBSERVED 45 minutes

TYPE OF OBSERVATION ground

[illegible] faded away

[redacted]

[redacted]

UNCLASSIFIED

Incident #104 -- Smyrna, Tennessee -- 7 March 1948

The object sighted here was undoubtedly the planet Venus. The stated position checks exactly (within allowable observational error) with the computed position of Venus. Description of color, speed, and setting time also all check closely.

[redacted]

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

MCIAXO-3/DSS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

2-3161-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

F-11681-4

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 10b

1. Date 7 May 48
2. Time 2055 C
3. Location Smyrna, Tenn.
4. Name of observer Frank L. Dunn, Maj, USAF, CO, Smyrna AF Base
5. Occupation of observer Col Richard S. Puttingill & Pvt Frank C. Johnson, a CO of Smyrna & radio and tower operators AACS Station
6. Address of observer Smyrna AAF, Smyr Smyrna, Tenn
7. Place of observation Smyrna AAF - 6 miles from (ground)
8. Number of objects 1
9. Distance of object from observer 6 miles
10. Time in sight 45 minutes
11. Altitude About 5° above horizon
12. Speed very slow
13. Direction of flight NNW away from Smyrna
14. Tactics N/S Faded away
15. Sound None
16. Size Unknown
17. Color yellow-orange
18. Shape oval
19. Odor detected N/S
20. Apparent construction N/S - seemed to be flare
21. Exhaust trails None
22. Weather conditions CAVU - 10 miles
23. Effect on clouds N/S
24. Sketches or photographs Figs (2) showing yellow orange flame-like oval
25. Manner of disappearance faded into horizon
26. Remarks: (over)

[redacted]

UNCLASSIFIED ASSIFIED

8 March 1948

000.92

SUBJECT: Sighting of So-Called "Flying Discs"

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

1. In compliance with letter Hq. Tactical Air Command, subject "Reporting of Information on Flying Discs" dated 16 February 1948, the following information is submitted:

a. Object sighted 7 March 1948 at 2058Z, situated between west and northwest, at an estimated six miles distance.

b. Weather clear, visibility ten miles.

c. Witnesses: Frank L. Fenn, Major, USAF, Commanding Officer, Smyrna AF Base, Cpl. Richard C. Pettingill and Pvt. Frank C. Johnson, radio and tower operators, AACS station, Smyrna AF Base.

d. No photographs available.

e.

f. (1) Number: One
(2) Shape : See above sketches.
(3) Size : Unknown
(4) Color : Yellow-orange
(5) Speed : Unknown, estimated very slow.
(6) Object faded away in direction of heading in about forty-five minutes.
(7) Maneuverability: Unknown, faded toward horizon.
(8) Altitude: Unknown, about five degrees above horizon.

[redacted]

[redacted]

UNCLASSIFIED [redacted] ASSIFIED
[redacted] CLASSIFIED

B/L Hq. Smyrna AFB, 8 Mar 48, Subj "Sighting of So-Called Flying Discs" (contd)

(9) Sounds: None heard.
(10) Exhaust trail: No exhaust seen.

g. General Remarks: Object had appearance of a flare, moving directly away from this station and fading out in the distance, hovering just above horizon.

FRANK L. FENN,
Major, USAF,
Commanding.

[redacted]

A yellow-orange object which had the appearance of a flare was observed some six miles from Smyrna AAF between the west and northwest just above the horizon and moving directly away from Smyrna. The speed was estimated as slow since the object remained visible some forty-five minutes. It gradually faded away disappearing into the horizon. No exhaust trail was seen and no sound was heard.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

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

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

2. Non-astronomical but suggestive of other explanations

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

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
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3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
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[redacted]

Incident #13[illegible]

ATIC NO. ----

AF NO. ----

[illegible] NO. ----

DATE OF REPORT ----

TIME OF [illegible] 1100

[illegible] round or sphere

[illegible] From distance- small coin

[illegible] easterly

NO. IN GROUP 1

[illegible] ----

[illegible] ---- [illegible] ----

[illegible] Form [illegible]

DATE OF INC[illegible] 8 Mar 1948

[illegible] Belmont, N.C.

SOURCE Male Civilian

DATE IN TO ATIC ----

[illegible] bright or silver, looked metallic

[illegible] 600 mph

ALTITUDE ----

LENGTH OF TIME [illegible] 10 sec

TYPE OF OBSERVATION ground

[illegible] ----

[illegible]

[redacted]

[redacted]

UNCLASSIFIED

UNCLASSIFIED

Incident #105 -- Belmont, North Carolina -- 8 March 1948

The speed of 600 MPH, the lack of an exhaust trail, and the reported "exactly horizontal course" make it extremely improbable that the object seen in this incident was a meteor. The "steady reflection which did not flicker" also argues against that possibility. Since the observer was a technical man, it does not seem likely that his observations can be considered subjective enough to fit them into an astronomical hypothesis.

[redacted]

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

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-84481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"SEI"

Copies furnished:

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

T-84,81-A

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

D

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #105

1. Date 5 Mar 48
2. Time 1100
3. Location Belmont, N. C.
4. Name of observer Mr. [redacted]
5. Occupation of observer Supt. Meter Dept, Duke Power Co., Charlotte, N. C.
6. Address of observer Charlotte, N. C. (Duke Power Co.)
7. Place of observation Belmont, N. C. (Sighted from ground)
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight about 10 seconds
11. Altitude N/S - could not be estimated
12. Speed Around 600 MPH
13. Direction of flight Easterly
14. Tactics None - moved in straight line at constant speed without change in altitude or direction
15. Sound None
16. Size From a distance - that of a small coin
17. Color Bright or silver - looked metallic
18. Shape round or sphere (unable to determine which)
19. Odor detected N/S
20. Apparent construction Metallic
21. Exhaust trails None
22. Weather conditions Clear with scattered white clouds
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance behind small white cloud
26. Remarks: (over)

A round metallic-appearing object moving very rapidly at an estimated speed of 600 MPH was observed near Belmont, N. C., at Approx 1100 the morning of 5 Mar 48. The weather was clear with excellent visibility with a few small scattered fleecy white clouds. It could not be determined if the object were a disc or sphere. Its apparent size was that of a small coin of a bright or silver color. It reflected the sun maintaining a steady reflection which did not flicker. The object which was under observation for some 10 seconds was on an easterly heading and moved in a straight line at a constant speed without apparent change in altitude or direction. It was impossible to determine the altitude but it was moving above the clouds. No sound of any kind was heard nor was any exhaust trail observed.

NOTE: Witness (Mr [redacted]) is a man of excellent character and reputation, a first-grade engineer and employee of Duke Power Co for some 30 years. He impressed the agent as being conservative and sound and is a technical man with a very technical and responsible position.

Mr. [redacted] was careful in his statements. He does not claim he saw the "flying disc", merely [redacted] claiming that they saw an object which they could not identify with any natural phenomenon or known type of aircraft. It resembled "a round metallic appearing object moving very rapidly."

Witnesses: Mr. [redacted] Assistant Superintendent, Meter Dept Duke Power Co., Charlotte, N. C.
Mr. [redacted], Gastonia Electric Co., Gastonia, N. C.

[redacted]

UNCLASSIFIED

[redacted]
Wright-Patterson Air Force Base
[redacted]

MCIA

APR 22 1948

Project "SIGN"

Director of Intelligence
General Staff
United States Army
Washington 25, D. C.
ATTENTION: CSGID

The attached copy of teletype from Fort McPherson, Georgia, is forwarded for your information.

FOR THE COMMANDING GENERAL:

1 Incl
cy teletype fr
Ft McPherson

H. M. McCOY
Colonel, USAF
Chief of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1948 MAR 25 08 38

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

AJACI-C
(15 Apr 48)

1st Ind

HEADQUARTERS THIRD ARMY, Fort McPherson, Georgia, 16 April 1948

TO: COMMANDING, WRIGHT-PATTERSON AFB, Dayton, Ohio
ATTENTION: MCI

1. TWX forwarded this date.

2. Basic communication is forwarded for more detailed information.

FOR THE COMMANDING GENERAL:

WALTER A. BUCK
Colonel, GSC
AC of S, G-2

UNCLASSIFIED

[redacted]

UNCLASSIFIED

T-1993

Col. Wilworth, MCB, contacted and pick up.

URGENT UEDLY [redacted]

FM UEAC 98A/CG FTMCPHERSON GA 161400Z

TO COMGENAMC WRIGHPATTERSON AFB DAYTON OHIO

16:35 April 16, 1948

UNCLASSIFIED

6 F1172 MC Air C.

[redacted] PASS TO DIRECTOR OF INTELLIGENCE GSUSA

UNCONVENTIONAL AIRCRAFT SIGHTED AT BELMONT NC EIGHT MARCH NINETEEN FORTY EIGHT ELEVEN HUNDRED HOURS PD WEATHER CLEAR CMA VISIBILITY EXCELLENT CMA FEW SMALL SCATTERED FFLEECY WHITE CLOUDS PD WITNESSES CLN MR [redacted] CMA SUPER METER DEPT CMA DUKE POWER CO CMA CHARLOTTE CMA NC CMA MR [redacted] CMA ASST TO [redacted] CMA MR [redacted] CMA GASTONIA ELECTRIC CO CMA GASTONIA CMA NC PD NO PHOTOS PD OBJECT SIGHTED CLN NOT ABLE TO DETERMINE WHETHER DISC OR SPHERE PD SIZE NOT ESTIMATED EXCEPT THAT APPARENT SIZE FROM GROUND ABOUT THAT OF SMALL COIN PD COLOR BRIGHT OR SILVER. CMA REFLECTED SUNLIGHT CMA BUT NO FLICKER CMA STEADY REFLECTION PD ESTIMATED SPEED A BIT FASTER THAN JET TYPE AIRPLANE CMA THAN WITNESS HAS SEEN CMA OR ABOUT SIX HUNDRED MILES PER HR PD WITNESS WAS ABLE TO OBSERVE VERY FAST SPEED IN RELATION TO SMALL CLOUD CMA BEHIND WHICH OBJECT DISAPPEARED PD SEEN FOR ABOUT TEN SECONDS PD HEADING EASTERLY PD OBJECT MOVED IN STRAIGHT LINE AT CONSTANT SPEED WITHOUT APPARENT CHANGE IN ALTITUDE

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

PASS TO DIRECTOR OF INTELLIGENCE GSUSA

DIRECTION PD UNABLE TO ESTIMATE ALTITUDE CMA EXCEPT ABOVE CLOUDS PD NO SOUND OF ANY KIND PD NO EXAUST TRAIL OR ANY OTHER PHENOMENON CONNECTED PD COMPLETE WRITTEN REPORT FOLLOWS PD

UNCLASSIFIED

16/20477

MCIA transf 4/19
HEI: action
MCAAGR-Info
53262

[redacted]

T-1993

COPY

Hq, 317th CRC Composite Gp
c/o Office Instructor, CRC
Charlotte QM Depot
Charlotte, N. C.

15 April 1948

SUBJECT: Report of Sighting of Unconventional Aircraft

TO : Hq, Third Army, Att. AC of S, G-2

1. The following report submitted in accordance with Ltr., Hq, Third Army, AAGCI-452.1 General, 1 April 1948. The undersigned heard of a sighting of an unconventional aircraft, investigated, and submits herewith the following information:

a. Sighted at Belmont, N. C., March 8, 1948 at 1100 hours.

b. Weather clear, visibility excellant, few small scattered fleecy white clouds.

c. Witnesses: Mr. [redacted] Super. Meter Dept., Duke Power Co., Charlotte, N. C.
Mr. [redacted] Ass't to above.
Mr. [redacted], Gastonia Electric Co., Gastonia, N. C.

d. No photographs.

3. Object sighted:

(1) one
(2) Round-not able to determine whether disc or sphere.
(3) Size-not able to estimate except that apparent size from ground about that of small coin.
(4) Color-bright or silver, reflected sunlight, but no flicker, steady reflection.
(5) Speed-estimated a bit faster than jet type airplane, that witness has seen, or about 600 miles per hour. Witness was able to observe very fast speed in relation to a small cloud, behind which object disappeared. Seen for about 10 seconds.
(6) Heading-easterly.
(7) Maneuverability-object moved in straight line at constant speed without apparent change in altitude or direction.
(8) Altitude-unable to estimate, but above clouds.
(9) Sound-no sound of any kind.
(10) No exhaust trail or any other phenomenon connected.

2. The undersigned talked to Mr. [redacted], but neither of the other witnesses. Mr. [redacted] is a man of excellent character and reputation, a first grade engineer, and employee of Duke Power Co. for some 30 years. He is known to the undersigned thru mutual close friend to whome he is related. He impressed the undersigned as being conservative and sound and is a technical man with a very technical and responsible position. Was employed by the government during war in some work of a technical and classified nature.

Mr. [redacted] was careful in his statements outlined above. He does not claim that he and other witnesses saw a "flying disc". He merely claims that they saw an object which they could not identify with any natural phenomenon or known type of aircraft. He was quite sure in his own mind that it did not resemble any conventional aircraft, that it was "a round metallic appearing object, moving very rapidly." He states that there is absolutely no doubt in his mind or that of the other two witnesses that they saw something very clearly of the above description, and that they all watched it for some ten seconds until it disappeared behind a small cloud.

3. Mr. [redacted] states that he will be glad to give any further information that may be desired, but believes the above contains all the information which he can give as to the object itself. The exact location from which the witnesses sighted the object can be obtained as the three were working on a power line at the time and have a detailed diagram of their exact position.

4. Further information concerning Mr. [redacted] and Mr. [redacted] could not doubt be obtained from the Personnel Dept of Duke Power Co. The undersigned knows nothing about the references of the third witness, Mr. [redacted].

5. The undersigned has no further information upon which to evaluate report, but from talking to Mr. [redacted] feels that he and other witnesses saw something which they could not identify, are sincere, and the details of the object in their own minds are as presented above. Mr. [redacted] repeated that he was quite positive that the object was not an airplane.

James Y. Rogers, Jr.
Lt Col, Cml C (Res)
0-403612
C.O. 317th Composite Gp

Personal address:
2131 McClintock Rd.,
Charlotte, N. C.

COPY

[redacted]

UNCLASSIFIED

MCIA/JCB/emb
Wright-Patterson Air Force Base
[redacted]
21 April 1948

MCIA

Lt Colonel James Y. Rogers
2131 McClintock Road
Charlotte, N. C.

Dear Colonel Rogers:

Reference is made to your letter, subject: "Report of Sighting of Unconventional Aircraft" to Hq, Third Army, Attn: AC of S, G-2, dated 15 April 1948.

It is requested that an estimate of the height of the clouds at 1100 hours on 8 March 1948 be secured from the Belmont, N. C. Weather Bureau. It is further requested that Mr. [redacted] be interviewed once more for the purpose of securing the following:

a. An estimation of the horizontal or slant range from his position to the object.

b. Whether or not the object gave the appearance of immense size at great height or that of medium size at a lesser altitude.

c. In the event the object sighted gave the appearance of great size, are there any other known observers not in the immediate vicinity of Mr. [redacted] and his companions?

Any further information available on this or other sightings of this nature would be greatly appreciated by this Headquarters.

Sincerely yours,

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

W. B. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Charlotte, N. C.
May, 7, 1948

8 March 48

Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
Att. MICA

Gentlemen,

Reference is made to your letter of 21 April to me from Col. W. R. Clingerman (signed by Lt. Col. J. J. Hausman) in reply to my report of 15 April, subject: "Sighting of Unconventional Aircraft."

The weather bureau at Morris Field (about five miles from the Imperial Cotton Mills, Belmont, N. C. - where object was sighted) reports that the weather on 8 March 1948 at 1100 hrs. as unlimited ceiling, clouds about .1, high (above 10,000 ft.) thin Sirrus, estimated at 30,000 ft at 1130 hrs. Morris Field says that these conditions were general over a large area, and undoubtly the same over the sighting spot as they were at the weather station at Morris Field.

Have interviewed the witness, Mr. [redacted] again and he says that since he is not a trained aerial observer and does not know either the actual size of the object or the distance, would be unable to estimate horizontal or slant range, or determine whether the object appeared to be large at a great distance, or smaller at a lesser distance. There are no other known observers other than Mr. [redacted] and his party.

Mr. [redacted] added nothing further to the original report, except that he seems to be of the impression that the object was a disc rather than a sphere, but I don't see how he could determine this under the conditions, and since he was uncertain in his original report, believe it should probably be discounted. He was quite insistent that he heard no sound, and that it wasn't in his opinion a conventional type airplane.

It is regretted that no more information is available.

Yours very truly,

James Y. Rogers Jr.

James Y. Rogers, Jr.,
Lt. Col. Uml C (Res)
2131 McClintock Rd.,
Charlotte, N. C.

UNGRADED AT 3 YEAR INTERVA
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Enc 105

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

3

~~RESTRICTED~~ RC

Incident #107

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF [illegible] ----

[illegible] ----

[illegible] ----

COURSE Northward

NO. IN [illegible] 2

[illegible] ----

[illegible] ---- [illegible] ----

Temporary ATIC Form 3[illegible]
([illegible] 52)

DATE OF INFO 8 Mar 1948

LOCATION Bakersfield, Calif

SOURCE Male Civilian

DATE IN TO ATIC ----

COLOR 1 seemingly afire- trailed red and black smoke

[illegible] ----

ANTIPODE ----

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION ground

[illegible] ----

RFC

[redacted]

~~RESTRICTED~~ RK

Incident #107 -- Bakersfield, California -- 8 March 1948

It is very unlikely that the objects observed here were of astronomical origin. See report on incident #106.

~~RESTRICTED~~

[redacted] RKC

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

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	144	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-31481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-84,681-A

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 107

1. Date 8 March 1948
2. Time N/S
3. Location Bakersfield, California
4. Name of observer Mr. [redacted]
5. Occupation of observer Pacific General Electric Company employee
6. Address of observer N/S
7. Place of observation Sighted from ground
8. Number of objects Two
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight Northward
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color One object seemingly afire, red and black smoke trailing
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S Fell to earth
26. Remarks: See supplement to Incident #106.

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

AFDA-3/1206-I

SUBJECT: Investigation of Flying Disc. Mar 11, 1948

TO: Chief of Staff
United States Air Forces
Washington, D. C.
ATTN: DIRECTORATE OF INTELLIGENCE
Air Intelligence Requirements Branch

1. Incident reported on 9 March 1948, this headquarters, per telephone call from Sgt A. M. Larsen, Sheriff's office, Bakersfield, California.

a. Observation by Mr. [redacted], Bakersfield, California, of two objects falling to earth from unknown source on 5 March 1948 between 1610 and 1655 hours. Description of objects similar to falling aircraft with smoke and debris trailing. Observation made at Bakersfield with objects sighted southwest toward Buena Vista Lake, California.

b. Observation by Mr. [redacted], employee of the Pacific General Electric Company, Bakersfield, California, of two objects which fell to earth from unknown source north of Bakersfield, California, 8 March 1948. One object seemed to be on fire with red and black smoke trailing behind.

2. Informant [redacted] stated that searching parties, aircraft and rescue units have made numerous attempts to locate these reported objects without success.

3. Investigation of incident has been initiated by this headquarters. Report will follow.

/s/ Donald L. Springer
DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

Information to:
ADC, Mitchel Fld, N.Y.
FBI, San Francisco
G-2, Sixth Army
DIO, San Francisco (12th Nav.Dist)

DOWNGRADED AT 3 YEAR INTERV
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted] Incident#108

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 0830

SHAPE ball

SIZE larger than small plane

COURSE eastward

NO. IN GROUP 1

SOUND ---

PHOTOS ---- SKETCHES ---

DATE OF INFO 8 Mar 48

LOCATION Bakerfield, Calif

SOURCE Malo civilian

DATE IN TO ATIC ---

COLOR Orange-red ball of fire

SPEED static for approx. 30 seconds then drifting

ALTITUDE ---

LENGTH OF TIME OBSERVED 30 seconds

TYPE OF OBSERVATION ground

MANEUVERS ---

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #108— Bakersfield, California — 8 March 1948

It is extremely unlikely that this object was of astronomical origin. See report on incident #106.

Although the hour of observation is not stated in the witness's report of incident #107, it is possible, judging by the information which is given, that #107 and #108 refer to the same object or objects.

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 106

1. Date 8 March 1948
2. Time 0830
3. Location Bakersfield, California
4. Name of observer [redacted]
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation Sighted from ground
8. Number of objects One
9. Distance of object from observer 5 miles
10. Time in sight Approx. 30 seconds before splitting and burning
11. Altitude N/S
12. Speed Static for approx 30 seconds, and then drifting
13. Direction of flight eastward
14. Tactics N/S
15. Sound N/S
16. Size Larger than a small airplane
17. Color Orange-red ball of fire
18. Shape Ball
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Drifted to the east into the hills east of Bakersfield
26. Remarks: See supplement to Incident #106

[redacted]

UNCLASSIFIED

Ltr frm Hq 4th AF, dated 11 Mar 48, subject: "Investigation of Flying Disc"

AFOIR-CO-5

1st Ind.

2 APR 1948

Department of the Air Force, Hq. USAF, Washington 25, D. C.

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

DOWNGRADED AT 3 YEAR INTER.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFEA-S/1208-I 319.1/A-2/24 14 APR 1948

SUBJECT: Investigation of Flying Disc

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: TSDIN

Attached Summary of Information forwarded in compliance with ADC Ltr 45-5, Subject: "Reporting of Information on "Flying Discs" dated 25 March 1948.

FOR THE COMMANDING GENERAL:

W. J. TURNER
CWO, USAF
Actg Asst Adj Gen

INVITED

1 Incl:
S/I-Invest. of
"Flying Disc"(dup)

Distribution:
AMC, Wright-Patterson - 2 cys
ADC, Mitchel Fld, N Y - 1 cy
USAF, Washington, D C - 1 cy
A-2, 4AF, Hamilton Fld file - 1 cy

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

ADDRESS REPLY TO: COMMANDING GENERAL, FOURTH AIR FORCE

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff
Intelligence
Hamilton Field, California

4AFDA-3/1206-I

SUBJECT: Investigation of Flying Discs

SUMMARY OF INFORMATION:

Information from the Sheriff's Office, Bakersfield, California, revealed that numerous calls from residents in Bakersfield concerning peculiar objects in the sky over Bakersfield, predicated an investigation by their office and contact with A-2 Headquarters Fourth Air Force.

On 13th March 1948, two informants, Mr. [redacted], and Mr. [redacted], stated that they observed a flying object which appeared to be consumed in fire, and left a brownish-white plume of smoke, which suddenly stopped and disappeared. Seconds later, what appeared to be a parachute, was seen to be drifting to the east.

The object, as described, appeared to be a burning fabric airplane, consumed in smoke. Observations were made in Bakersfield of object to the south and southwest, approximately ten to twelve miles distance, around 1600 hours on 5 March 1948.

On 13th March 1948, informant, Mr. [redacted] stated that he observed an object at 0830, 8 March 1948, due north of Bakersfield, approximately five miles distance. The object was a large, orange-red ball of fire, somewhat larger than a small airplane, appeared to remain static for approximately thirty seconds, then split and continued to burn; each visible as a burning half. A parachute, with a black object hanging was then observed to fall, drift to the east and disappeared into the hills east of Bakersfield.

On 13th March 1948, two informants, Mrs. [redacted], secretary, Haberfelde Building, Bakersfield, California, and Dr. [redacted], dentist Haberfelde Building, Bakersfield, California, stated that they were in Room 518, Haberfelde Building, on the morning of 9 March 1948. Mrs. [redacted] was a patient of Dr. [redacted]. Both informants stated that they observed a flaming object which appeared at first to be a very small airplane. Orange red flames seemed to envelope the object with considerable black smoke trailing in a zigzag manner for approximately 4,000 to 5,000 feet. The object was observed at 1,000 feet, approximately due north of Bakersfield, seven to ten miles distant at approximately 0830 hours.

Informants further stated that the object disappeared behind a water tower, which was an obstruction to their view, and was near the ground. Both informants watched for an explosion, thinking that it would explode upon reaching the ground, but nothing unusual was noted.

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED

A-2 COMMENT:

Although there is no evidence to substantiate the following, it is the opinion of this headquarters that this activity could be attributed to marker flares. Any further developments, or evidence obtained, will be forwarded this headquarters from the Sheriff's Office, Bakersfield, California.

EVALUATION

Of Source	Of Information
C	3

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 76, 78, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] B7C

Incident #109

ATIC NO. ____

AF NO. ____

[illegible] NO. ____

[illegible] ____

[illegible] 0830

[illegible] very small airplane

[illegible] very small airplane

[illegible] N of Bakerfield

[illegible] 1

[illegible]

[illegible] ____ [illegible] ____

DATE OF INFO 9 Mar. 1946

LOCATION Bakerfield, calif

SOURCE Civilians

DATE IN TO ATIC ____

[illegible] orange-red flame

[illegible] ____

[illegible] 1000'

[illegible] ____

[illegible] Ground (indoor)

[illegible] zig-zagging

other (FLARES)

Temporary ATIC Form 3[illegible]
([illegible])

[redacted] B7C

UNCLASSIFIED

Incident #109 -- Bakersfield, California -- 9 March 1948

It is extremely unlikely that the object cited in this incident was of astronomical origin. See report on incident #106.

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #109

1. Date 9 March 1948
2. Time 0630 - [redacted]
3. Location Bakersfield, California
4. Name of observer [redacted] and Mrs. [redacted]
5. Occupation of observer [redacted], Dentist, [redacted] Secretary
6. Address of observer N/S
7. Place of observation 5th Floor of business building
8. Number of objects One
9. Distance of object from observer 7 - 10 miles
10. Time in sight N/S
11. Altitude 1000 feet
12. Speed N/S
13. Direction of flight Due north of Bakersfield
14. Tactics Zig-zaging
15. Sound N/S
16. Size Appearance of a very small airplane
17. Color Orange-red flame
18. Shape Appearance of a very small airplane
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Considerable black smoke trailing for 4000 to 5000 feet
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: See supplement to Incident #106

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA-S/1208-I 319.1/A-2/24 14 APR 1948

SUBJECT: Investigation of Flying Disc

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: TSDIN

Attached Summary of Information forwarded in compliance with ADC Ltr 46-5, Subject: "Reporting of Information on "Flying Discs" dated 25 March 1948.

FOR THE COMMANDING GENERAL:

W. J. TURNER
CWO, USAF
Actg Asst Adj Gen

1 Incl:
S/I-Invest. of "Flying Disc"(dup)

Distribution:
AMC, Wright-Patterson - 2 cys
ADC, Mitchel Fld, N Y - 1 cy
USAF, Washington, D C - 1 cy
A-2, 4AF, Hamilton Fld file - 1 cy

DOWNGRADED AT 3 YEAR INTERV
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Ltr frm Hq 4th AF, dated 11 Mar 48, subject: "Investigation of Flying Disc"

AFOIR-CO-5 1st Ind. 2 APR 1948

Department of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2,
Intelligence
Hamilton Field, California

HAFDA-3/1208-I

SUBJECT: Investigation of Flying Disc

Mar 12, 1948

TO: Chief of Staff
United States Air Forces
Washington, D. C.
Attn: DIRECTOR OF INTELLIGENCE
Air Intelligence Requirements Branch

1. Incident reported on 9 March 1948, this headquarters, per telephone call from Sgt A. M. Larsen, Sheriff's office, Bakersfield, California.

a. Observation by Mr. [redacted] Bakersfield, California, of two objects falling to earth from unknown source on 7 March 1948 between 1610 and 1655 hours. Description of objects similar to falling aircraft with smoke and debris trailing. Observations made at Bakersfield, the objects sighted southwest toward Buena Vista Lake, California.

b. Observation by Mr. [redacted], employee of the Pacific Gas and Electric Company, Bakersfield, California, of two objects which fell to earth from unknown source north of Bakersfield, California, 6 March 1948. One object seemed to be on fire with red and black smoke trailing behind.

2. Informant [redacted] stated that searching parties, aircraft and ground units have made numerous attempts to locate these reported objects without success.

3. Investigation of incident has been initiated by this headquarters. Report will follow.

Information to:
Mr. Mitchel [illegible]

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff
Intelligence
Hamilton Field, California

4AFDA-S/1208-I

SUBJECT: Investigation of Flying Discs

SUMMARY OF INFORMATION:

Information from the Sheriff's Office, Bakersfield, California, revealed that numerous calls from residents in Bakersfield concerning peculiar objects in the sky over Bakersfield, predicated an investigation by their office and contact with A-2 Headquarters Fourth Air Force.

On 13 March 1948, two informants, Mr. [redacted], and Mr. [redacted] stated that they observed a flying object which appeared to be consumed in fire, and left a brownish, white plume of smoke, which suddenly stopped and disappeared. Seconds later, what appeared to be a parachute, was seen to be drifting to the east.

The object, as described, appeared to be a burning fabric airplane, consumed in smoke. Observations were made in Bakersfield of object to the south and southwest, approximately ten to twelve miles distance, around 1600 hours on 8 March 1948.

On 13 March 1948, informant, Mr. [redacted] stated that he observed an object at 0830, 8 March 1948, due north of Bakersfield, approximately five miles distance. The object was a large, orange-red ball of fire, somewhat larger than a small airplane, appeared to remain static for approximately thirty seconds, then split and continued to burn; each visible as a burning half. A parachute, with a black object hanging was then observed to fall, drift to the east and disappeared into the hills east of Bakersfield.

On 13 March 1948, two informants, Mrs. [redacted], secretary, Haberfelde Building, Bakersfield, California, and Dr. [redacted] dentist, Haberfelde Building, Bakersfield, California, stated that they were in [redacted] Haberfelde Building, on the morning of 9 March 1948. Mrs. [redacted] was a patient of Dr. [redacted]. Both informants stated that they observed a flaming object which appeared at first to be a very small airplane. Orange red flames seemed to envelope the object with considerable black smoke trailing in a zigzag manner for approximately 4,000 to 5,000 feet. The object was observed at 1,000 feet, approximately due north of Bakersfield, seven to ten miles distant at approximately 0830 hours.

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

Summary of Information:
Investigation of Flying Discs

Informants further stated that the object disappeared behind a water tower, which was an obstruction to their view, and was near the ground. Both informants watched for an explosion, thinking that it would explode upon reaching the ground, but nothing unusual was noted.

A-2 COMMENT:

Although there is no evidence to substantiate the following, it is the opinion of this headquarters that this activity could be attributed to marker flares. Any further developments, or evidence obtained, will be forwarded this headquarters from the Sheriff's Office, Bakersfield, California.

EVALUATION

Of Source	Of Information
C	3

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff
Intelligence
Hamilton Field, California

4AFIA-3/1208-I

SUBJECT: Investigation of Flying Discs

SUMMARY OF INFORMATION:

Information from the Sheriff's Office, Bakersfield, California, revealed that numerous calls from residents in Bakersfield concerning peculiar objects in the sky over Bakersfield, predicated an investigation by their office and contact with 4-I Headquarters Fourth Air Force.

On 13th March 1948, two informants, Mr. [redacted] and Mr. [redacted], stated that they observed a flying object which appeared to be consumed in fire, and left a brownish-white plume of smoke, which suddenly stopped and disappeared. Seconds later, what appeared to be a parachute was seen to be drifting to the east.

The object, as described, appeared to be a burning fabric [illegible] consumed in smoke. Observations were made in Bakersfield of objects to the south and southwest, approximately ten to [illegible] distance around 1600 hours on 5 March 1948.

On 13th March 1948, informant, Mr. [redacted], [illegible] an object at 0830, 8 March 1948, due north of Bakersfield [illegible] miles distance. The object was a large, orange [illegible], [illegible] larger than a small airplane, appeared to remain [illegible] for approximately thirty seconds, then split and continued to burn, [illegible] as a burning half. A parachute, with a black object hanging [illegible] then observed to drift to the east and disappeared into the hills east of Bakersfield.

On 13th March 1948, two informants, Mr. [redacted], [illegible], Haberfelde Building, Bakersfield, California, and Dr. [redacted], [illegible], Haberfelde Building, Bakersfield, California, stated that [illegible], Haberfelde Building, on the morning of 8 March 1948 [illegible] was a patient of Dr. [redacted]. Both informants [illegible] flaming object which appeared at [illegible] red flames seemed to envelope the object [illegible] trailing in a zigzag manner for approximately [illegible] object was observed at [illegible] seven to ten miles distant at approximately [illegible]

Informants [illegible] tower, which was an observation [illegible] Both informants watched the [illegible] upon reaching the ground [illegible]

A-2 COMMENT:

Although there is no evidnece to substantiate the following, it is the opinion of this headquarters that this activity could be attributed to marker flares. Any further developments, or evidence obtained, will be forwarded this headquarters from the Sheriff's Office, Bakersfield, California.

EVALUATION

Of Source C

Of Information 3

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

Incident #116

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING night

SHAPE ----

SIZE football

COURSE earthward

NO. IN GROUP 1

SOUND ----

PHOTOS ----- SKETCHES ----

DATE OF INFO 11 Mar 1948

LOCATION [redacted] Canada

SOURCE Male civilian

DATE IN TO ATIC -----

COLOR blue flame

SPEED meteoric

ALTITUDE ----

LENGTH OF TIME OBSERVED -----

TIME OF OBSERVATION ground

MANEUVERS ----

Temporary ATIC Form 329
(9 Jan 5[illegible])

[redacted]

[redacted]

Incident #116 — Moose Factory, Canada -- 11 March 1948

This incident can certainly be ascribed to the fall of a bright meteor, or fireball.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 116

1. Date 11 Mar 45
2. Time night
3. Location Near shores of James Bay.
4. Name of observer [redacted]
5. Occupation of observer Employe of Hudson Bay Co.
6. Address of observer Moose Factory
7. Place of observation Moose Factory, Ontario
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed meteoric
13. Direction of flight eastward
14. Tactics N/S
15. Sound No noise
16. Size size of Dominion football
17. Color ~~N/S~~ Nine flame
18. Shape N/S
19. Odor detected N/S
20. Apparent construction meteor
21. Exhaust trails ~~orange-bright~~ N/S
22. Weather conditions Night
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance exploded
26. Remarks: (over)

(b) (c)

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Office of Military Air Attache
United States Embassy
Ottawa, Ontario, Canada

18 March 1948

Mr. A. C. [redacted]
TSNAD
Wright Field, Dayton, Ohio

Dear Mr. [redacted]

I am forwarding here an article clipped out of the Toronto Globe & Mail dated 15 March 1948 for your information.

An official report is being made through proper channels.

Very truly yours,

Woodrow B. Wilmot

WOODROW B. WILMOT
Lt Colonel, USAF
Air Technical Liaison Officer

1 Incl:
Clipping

Ball of Blue Flame Falls From Sky And Explodes Near Moose Factory

Moose Factory, March 14 (CP). — A big ball of blue flame, seemingly the size of a football, streaked out of the sky Thursday night and exploded near this Northern Ontario community near the shores of James Bay, V. J. Pratt of the Hudson's Bay Company reported.

The explosion lit up the entire area brighter than daylight, the whole ball disappeared and a second later a streak of orange light shot upward from where the ball was last seen, he said. The orange streak was gone within a second. Witnesses heard no noise of any kind.

The incident tied up with earlier reports from Cochrane, 150 miles south of here, where several citizens reported seeing what they believed was a meteor about 11.40 p.m. EST Thursday

One witness there, Mrs. Charles Giles, said the object plunged downward like a spent rocket in the northern sky. She described it as about the size of a full moon which gave the appearance of disintegration as it fell.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

INCIDENT #118

PROJECT 10073 RECORD CARD

1. DATE: 28 March 1948	2. LOCATION: Germany	12. CONCLUSIONS: ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical (METEOR) ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP: Local 1630 GMT	4. TYPE OF OBSERVATION: ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS: ☐ Yes ☒ No	6. SOURCE: Civilian (Scientist)	
7. LENGTH OF OBSERVATION: Not Given	8. NUMBER OF OBJECTS: One	9. COURSE: S to N

10. BRIEF SUMMARY OF SIGHTING

A white point of light, fast speed, no sound, no trail, approximate height 14 kilometers.

11. COMMENTS

Probably meteor.

ATIC FORM 119 (REV 19 SEP 52)

INCIDENT #118

UNCLASSIFIED

Incident #118 -- Berlin, Germany -- 28 March 1948

The information given here is insufficient for a definite conclusion to be reached; the only possible astronomical explanation, which would be a slow-moving meteor, is very unlikely.

UNCLASSIFIED

Incident #118

ATIC NO. ____ DATE OF INFO 28 May 48

AF NO. ____ LOCATION Berlin, Germany

REPORT NO. ____ SOURCE Former German guided missile expert

DATE OF REPORT ____ DATE IN TO ATIC ____

TIME OF SIGHTING 1630 COLOR white

CRAFT N/s SPEED rather fast Estimated Measured

SIZE white point ALTITUDE 14 kilometers Estimated Measured

COURSE south to north LENGTH OF TIME OBSERVED ____

NO. IN GROUP 1 TYPE OF OBSERVATION ground

SOUND ____ MANEUVERS ____

PHOTOS ____ SKETCHES ____

Temporary ATIC Form 329
(2 Jan 52)

([redacted]) (Incident #118

UNCLASSIFIED

ATIC NO. ____

AF NO. ____

REPORT NO. ____

DATE OF REPORT ____

TIME OF SIGHTING 1630

SHAPE N/s

SIZE white point

COURSE south to north

NO. IN GROUP 1

SOUND ____

PHOTOS ____ SKETCHES ____

DATE OF INFO 28 May 48

LOCATION Berlin, Germany

SOURCE Former German guided missile expert

DATE IN TO ATIC ____

COLOR white

SPEED rather fast Estimated ____ Measured ____ Estimated ____

ALTITUDE 14 kilometers Measured ____

LENGTH OF TIME OBSERVED ____

TYPE OF OBSERVATION ground

MANEUVERS ____

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 28 Mar 48 Incident #18
2. Time 1630 hours
3. Location Berlin Lichtenrade, Kirchhochstrasse 2
4. Name of observer [redacted],
5. Occupation of observer Former guided missile expert at Rheinmetall Borsig
6. Address of observer Berlin Lichtenrade, Kirchhochstrasse 2
7. Place of observation As above
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 14 kilometers
12. Speed rather fast
13. Direction of flight South to North
14. Tactics N/S
15. Sound No sound reported
16. Size "white point"
17. Color White
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails No exhaust trail reported
22. Weather conditions clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

[redacted], former Guided Missile expert at Rheinmetall, Berzig mentioned that he sighted 1 white point moving from South to North at an approx height of 14 kilometers, speed undetermined, rather fast, no rpt of sound, and no report of exhaust trail.

WITNESSES: Dr and Mrs [redacted].
No photographs available.

[redacted]

UNCLASSIFIED

Unidentified Missile

MCIAXS MCIAXF-2 24 May 48 1

Information has been received from Headquarters, EUCOM to the effect that during a routine conversation on 24 April 1948, a Doctor [redacted], former Guided Missils expert at Borsig, mentioned that he sighted a white point moving from South to North at an approximate height of 14 kilometers; speed undetermined, rather fast; no sound and no exhaust trail. Location and time of sighting; Berlin-Lichtenrade, Kirchbachstrasse 2; 1630 hours, 28 March 1948. Weather; clear. Witnesses: Doctor and Mrs. [redacted] Photographs are not available.

LELAND P. MONEY
Chief, Liaison Section
Tech Intelligence Div
Intelligence Department

WRD/fd
2-2125
Bldg 11A
Rm 267

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION—ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

May 1948

IN 062222Z

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

PRIORITY

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

FROM: WASHINGTON 061900Z EUCOM SGD HUEBNER

TO: WP AFB
CSUSA FOR CSGID PASSES TO COMGENAMC WRIGHT PATTERSON AFB ATTN MCI

IN REPLY CITE: WAR SVC 6480 (RELAYS MSG DTG 051716Z)(Cited ECGID nr SX 5533)

Info USAFE for A-2. Reference control number A-1917. During routine conversation on 24 April, 1948, 1 Doctor [redacted], former Guided Missile expert at RHEINMETALL Borsig, mentioned that he sighted 1 white point moving from South to North at an approximate height of 14 Kilometers; speed undetermined, rather fast; no rpt no sound and no rpt no exhaust trail. Location and time of sighting: Berlin-Lichtenrade, Kirchbachstrasse 2; 1630 hours, 28 March 1948. Weather: CLEAR. Witnesses: Doctor and Mrs [redacted]. Photographs not rpt not available.

NOTE: 2330 Hrs 6 May 1948 No action taken - Hold until morning, 5/7/48

CM-IN 2088-F - JB 070215Z

Received MCAAGM21 5/7/48 0819 (1319Z)

Typed by MCAAGM21 5/7/48 0940 (1440Z) vmm

INFORMATION COPY

DISTRIBUTION: EJK
1. MCI - Action - transferred to MCIA per MCI 5-7
2. MCAAGM21
3. MCIAXT - Attn: Col Beam - Info

UNCLASSIFIED COPY No. 3

[redacted]

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN 2-25726

Only such extracts as are absolutely necessary will be made and marked CONFIDENTIAL. This copy will be safeguarded with the greatest care and will be returned to CLASSIFIED CABLE & MESSAGE SECTION without delay.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

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   a. Lack of evidence precludes explanation:
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As cut from LOOK Magazine.

UFO form continued

Page 8

Indeed, at the time I was married to [redacted], we sat outside to let the house cool off during those days. We usually slept, while I enjoyed the beautiful clear dark sky with glittering stars, all sizes. I felt, that what I saw, was my very personal secret and could not share with anyone, instinctly afraid, to destroy by words or ideas, what I saw. On the other side, it did not seem important enough to talk about it, it was so far away, so very small.

But now I feel, I have to report what I saw, even so its quiet long ago, the year I cannot even tell correctly, but it was after 1946.

Sincerely Yours,

[redacted]

Official U.S. Air Force U

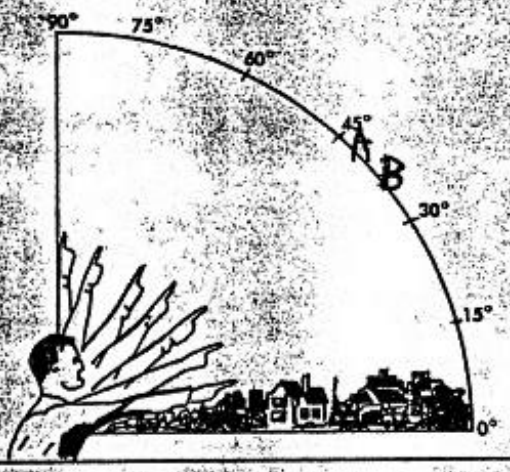
34. Date you completed this questionnaire: 10 (Day) 2 (Month) 1967 (Year)

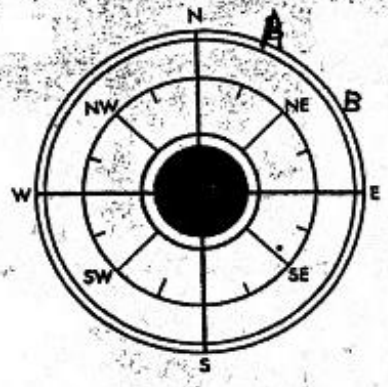
35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

Around 1950 I read about the U.F.O's them flying saucers. Living in Israel from 1946 – 1956, I had no time nor thought of the incident to report.

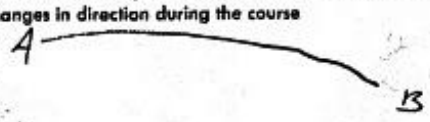
The reason I did'nt even talk about those shiny spots in the sky was, you would'nt take it as a reason: What I saw was beyond my power of thinking. I knew all the flying things what it could have been, but couldnt think of any human made object, so I shut myself off and thought, it's not from earth and therefore not my right to question this. If those things are stars, then God made them flat for a change.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass when you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course



29. IF there was MORE THAN ONE object, then how many were there? 4 OR 6 OR 7
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a simila[illegible]ject before. If so give date or dates and location.

Several nights

31. Was anyone else with you at the time you saw the object? (Circle One) Yes (No)

31.1 IF you answered YES, did they see the object too? (Circle One) Yes No

31.2 Please list their names and addresses:

32 Please give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) Daly City (City) [redacted] (Zone) CALIF. (State)

TELEPHONE NUM[redacted] AGE 46 SEX F.

Indicate any additional information about yourself, including any special experience, which might be pertinent.

When and to whom did you report that you had seen the object? [redacted]

____ (Day) ____ (Month) 1966 (Year)

UFO form continued

20. Do you think you can estimate the speed of the object?

(Circle One) Yes (No)

IF you answered YES, then what speed would you estimate?_____

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes (No)

IF you answered YES, then how far away would you say it was? very far

22. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
(c) Outdoors
d. In an airplane (type)
e. At sea
f. Other resting on my back

23. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
(c) In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other_____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

24.2 How fast were you moving?_____miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

25. Did you observe the object through any of the following?

a. Eyeglasses	(Yes)	No	e. Binoculars	(Yes)	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g Theodolite	Yes	No
d. Window glass	Yes	No	h. Other_____		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

a modern plane without wings + propeller, or as a fat cigar. Or as a star, but squeezed flat, without sparles, and yet blue & light

64

Official U.S. Air Forc

14. Did the object disappear while you were watching it? If so, how? I only looked at the stars, and saw different shaped ones, brighter + very slow moving at a very far distance.

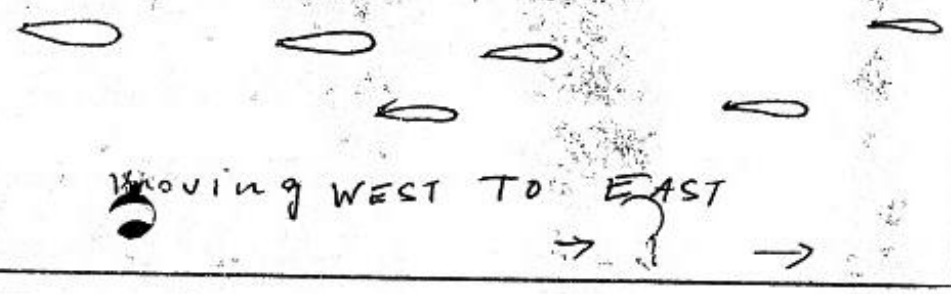
15. Did the object move behind something at any time, particularly a cloud?
(Circle One): Yes (No) Don't know. IF you answered YES, then tell what it moved behind: _____

16. Did the object move in front of something at any time, particularly a cloud?
(Circle One): Yes (No) Don't know. IF you answered YES, then tell what in front of: _____

17 Tell in a few words the following things about the object:
a. Sound hmm too far away
b Color blue, a little darker than neon lights.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?
½ or ¼ would have been covered.

19 Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



FORCE UFO FORM

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):
a. None
b. A few
(c.) Many
d. Don't remember

8.2 MOON (Circle One):
a. Bright moonlight
b. Dull moonlight
(c.) No moonlight—pitch dark
(d.) Don't remember
The moon was not to see at my position

9 What were the weather conditions at the time you saw the object?

CLOUDS (Circle One):
a. Clear sky
b Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER (Circle One):
(a.) Dry + hot
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: (Circle One):
a. Solid
b. Transparent
c. Vapor
(d.) As a light
e. Don't remember

11 If it appeared as a light, was it brighter than the brightest stars? (Circle One):
(a.) Brighter OR (c.) About the same
b. Dimmer d. Don't know

11.1 Compare brightness to some common object:
blue light not larger than stars, but cigar shaped

12 The edges of the object were:
(Circle One): a. Fuzzy or blurred
~~b. Like a bright star~~
(c.) Sharply outlined
d. Don't remember
e. Other: cigar shape

13 Did the object:

	(Circle One for each question)		
a. Appear to stand still at any time?	(Yes)	OR	(Don't know)
b. Suddenly speed up and rush away at any time?	Yes	(No)	Don't know
c. Break up into parts or explode?	Yes	(No)	Don't know
d. Give off smoke?	Yes	(No)	Don't know
e Change brightness?	Yes	(No)	Don't know
f Change shape?	Yes	(No)	Don't know
g. Flash or flicker?	Yes	(No)	Don't know
h Disappear and reappear?	Yes	(No)	Don't know

OFFICIAL U.S. AIR

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

Day: ____ Month: ____ Year: 1948 ?

2. Time of day: 11-12 Hours ____ Minutes

(Circle One): A.M. or (P.M.)

Hour I went to bed

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
(e) Other Middle East

(Circle One): a Daylight Saving
b. Standard

4. Where were you when you saw the object?

NEAR ATA — Nearest Postal Address

near HAIFA — City or Town

ISRAEL — State or County

5. How long was object in sight? (Total Duration) ____ Hours ____ Minutes ____ Seconds

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? ____

5.2 Was object in sight continuously? Yes ✓ No ____

6. What was the condition of the sky?

DAY
a. Bright
b Cloudy

NIGHT
(a.) Bright
b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f Don't remember

Wright Flight Service Center
Wright Field
Dayton, Ohio

Date 9 January 1948

SUBJECT: Report of Aircraft Accident

TO: Commanding Officer, Flying Safety Division, Field Office of the Air Inspector, HQ AF, Langley Field, Virginia
Commanding Officer, Flight Service, Washington 25, D.C.
Commanding Officer, 74th AF SU, 102nd Weather Group, Mitchel Field Hempstead, New York

1. Flight Plan: 7 Jan 1947 NG3869 4-P51 Mantell Marietta Ga, VFR Standiford Field, Lousiville Ky, 30 D1342C 110/300/32

2. Date, time and scene of accident: 7 Jan 1948 Approximately 1645C 2 miles SW Franklin Ky 36°-42'N 86°-35'W

3. Flight Service Clearance: (Yes) (No) (Not Necessary) (If "Yes" Attach Copy - If "No" Explain Why) Flight was cleared by an established base operations office

4. TC Clearance: (Yes) (No)

5. Flight Advisory Issued: (Yes) (No) (If "Yes" Attach Copy - If "No" Explain Why) No. No hazardous conditions were foreseen to exist for this flight.

6. Position Reports: None

7. Pertinent Weather: (See Inclosure 1)

8. Narrative Summary of Additional Information: NG3869 was contacted by Godman tower as his flight of 4 P51 passed over Godman Field enroute from Marrietta Ga. to Standiford Fld, Louisville Ky and requested him to investigate unidentified balloon like object hovering in the sky in the vicinity of Godman Field. Three of the ships started to climb toward the object. Pilot Hendricks in N.G.336 continued on and landed 1501C at Standiford Field Louisville Ky. Pilots Hammond, NG737 & Clements NG800, climbed to 22,000 feet with Mantell in NG3869 then continued on to their original destination because of lack of oxygen arriving therefat 1540C. Mantell continued climbing toward object. Standiford operations advised Wright Flight Service Center at 1750Z that NG3869 pilot Mantell, crashed 2 miles southwest of Franklin Kentucky at approximately 1645C. Accident fatal to pilot, major damage to aircraft.

FOR THE COMMANDING OFFICER:

1. Incl.

DE ARMOND E. MATTHEWS
Major, USAF
Deputy Commander

Description of Object – Godman Observers

Lt. Col. Garrison – circular, resembled full moon

Pfc ~~Stanley~~ Olivier – } Cone shaped
Sgt Blackwell }

Lt. Orner – Round and white

Lt Col. Wood – hanging in the sky

Col Hax – 1/4 size of full moon, stationary, white

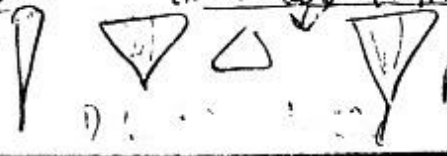
General description in movement [illegible]

Description of object seen at Clinton AFB.

A. 6 observers at Wilmington, site of Clinton AFB stated that a cone shaped object, ~~[illegible]~~ which is what an partially inflated sky hook balloon would look like. It was in sight for approx 30. All stated it disappeared in general SW direction.

B. 1 observer described it as an inverted triangle or a cone – if climbed and descended. It moved to the SW – when it disappeared. Wind was from NE to SW. which is in the exact direction of GODMAN.

CONE INVERTED TRIANGLE



partially inflated balloon

[illegible]

See
Page 59-60 of
Ruppelts book, re
his comments on
Mantell case

Right. but where is the link and the book plot?

These are the statements of witnesses to the Mantell incident, as result of interviews to obtain factual data.

II. RESULTS TO CREW: Thomas F. Mantell Jr., Captain - fatal

III. NARRATIVE OF EVENTS: On the 7th of January, a flight of four P-51's departed Marietta Air Base, Marietta, Georgia, enroute to Standiford Field, Louisville, Kentucky. Captain Mantell was the acting Flight Commander and filed the Form 23 at Marietta for all four aircraft. The flight proceeded according to plan without incident to the vicinity of Godman Field, Kentucky. Captain Mantell was asked by Godman Tower to investigate an unidentified object in the sky to the southwest. Captain Mantell led the flight in that direction and started climbing at full power. At this time the one wingman, Lt. Hammond, broke formation and proceeded to Standiford and landed. At approximately 22,500 feet, the other aircraft turned back due to lack of oxygen. A short while later an observer on the ground noticed an aircraft circling at a high altitude then come diving down, slowly spiralling and evidently under full power. At approximately half way from the originally observed altitude and the ground, the plane was seen to disintegrate and subsequently crash on a farm near Franklin, Kentucky. This aircraft was identified as the one piloted by Captain Mantell who was found in the wreckage.

IV. INVESTIGATION DISCLOSED:

a. The purpose of the flight to Standiford Field, Louisville, Kentucky, was to return the four P-51's to the Air National Guard that were grounded at Marietta for weather a week previous.

b. Form 23 was completed by Captain Mantell and weather was above defined VFR minimums. (Exhibit 1)

c. In the vicinity of Godman Field, Kentucky, the flight leader was contacted by the tower operator who requested that he investigate an unidentified object if he had enough fuel. (Exhibits 4 and 5)

d. Captain Mantell advised Godman tower that he had sufficient fuel remaining and that he would investigate the object as requested. (Exhibits 4 and 5)

e. Captain Mantell did not advise the other aircraft in his flight of his intention. (Exhibits 4 and 5)

f. The number 2 man in the flight broke away at this point and returned to Standiford. (Exhibit 3)

g. Captain Mantell started a sharp spiraling climb to the right which necessitated power settings of 47" M.P. and 2700 RPM for the wingman to stay in position. (Exhibits 4 and 5)

h. At 14,000 feet, Captain Mantell broke off the spiral and started a straight climb on a heading of approximately 220° at the maximum rate of climb. (Exhibits 4 and 5)

RESTRICTED

i. At 16,000 feet, Lt. Clements, the right wingman, put on his oxygen mask and began breathing oxygen. (Exhibit 4)

j. Captain Mantell, the flight leader and Lt. Hammond, the left wingman, did not have oxygen or oxygen masks. (Exhibits 4 and 5)

k. At 18,000 feet, Lt. Clements attempted to pull up close to the flight leader and signal him with hand signals to listen out on Channel B. (Exhibit 4)

l. Captain Mantell had at no time signaled for a change over to "B" Baker Channel which is customary procedure for the flight leader. (Exhibit 4)

m. At 20,000 feet, Lt. Clements advised Captain Mantell that their ETA for Standiford had elapsed and suggested that he notify Godman tower to relay their position to Flight Service to which Captain Mantell replied "Roger." (Exhibit 4)

n. A few minutes later, Captain Mantell called the flights attention to a city with an airport beside it, which was identified by Lt. Clements as Bowling Green. (Exhibit 4)

o. At approximately 20,000 feet, Captain Mantell called the flights attention to an object at 1200 o'clock. (Exhibit 4 and 5)

p. Captain Mantell's transmission was garbled, but Lt. Clements stated he mentioned something about going to 25,000 feet for 10 minutes. (Exhibit 4).

q. At 22,500 feet, Lt. Clements advised flight leader that he was breaking off to lead the other wingman back to Standiford Field, however, his transmission was not acknowledged by Captain Mantell. (Exhibit 4)

r. Through the later stages of this climb, Lt. Hammond was signaling that he was having trouble due to the lack of oxygen and requested descending to a lower altitude. (Exhibit 4)

s. At the time Lt. Clements and Lt. Hammond broke off from the flight, (22,500) Captain Mantell was observed climbing directly into the sun. (Exhibit 4)

t. From 13,000 feet on, the point at which the high blower engaged, Lt. Clements had to use full power to maintain his position in the formation. (Exhibit 4)

u. The last radio contact with Captain Mantell was at 20,000 feet and from all appearances he seemed to have the aircraft under perfect control. (Exhibit 4)

v. Captain Mantell's aircraft was next observed by William O. Hayes, a civilian from Franklin, Kentucky, circling and after about three circles started into a power dive slowly rotating. (Exhibits 6 and 7)

w. The aircraft was making a terrific noise, ever increasing as it descended according to the statement of the two witnesses. (Exhibits 6 and 7)

x. According to the statements of the witnesses, the aircraft exploded half way between where it started the dive and the ground. (Exhibits 6 and 7)

y. None of the witnesses observed any fire coming from the aircraft during the descent. (Exhibits 6, 7, 8 and 9)

z. The aircraft crashed at approximately 1520 CST, southwest of Franklin, Kentucky. (Exhibits 6 and 7)

aa. The aircraft did not explode or burn on impact. (Exhibits 6 and 7)

bb. Parts of the aileron fuselage, empennage and glass from the canopy, were scattered over an area of 1/4 of a mile. (Exhibits 10 and 11)

cc. Captain Mantell, pilot, was found in the cockpit of the aircraft. (Exhibits 10 and 11)

dd. The force of the crash snapped the pilot's safety belt.

ee. The aircraft was not serviced with oxygen at Marietta as none was available at that station. (Exhibit 2)

ff. Standiford Field did not have oxygen available, however, a bill of lading had been received showing that oxygen was being sent to the 165th Fighter Squadron.

gg. Statements of other pilots in the flight confirm the fact that Captain Mantell did not have an oxygen mask. (Exhibit 4)

12. CONTRIBUTING CAUSE FACTORS:

a. The poor judgement displayed by Captain Mantell in that he elected to climb to altitude without oxygen equipment.

b. The effects of anoxia rendering Captain Mantell unconscious causing, loss of control of the aircraft.

13. REMARKS:

a. It is the opinion of the undersigned that the effects of anoxia on Captain Mantell was the underlying cause of this accident. While no definite altitude can be given as the exact limit of human tolerance to a lack of oxygen, it is a well known fact that rapid lowering of the oxygen saturation of arterial blood, as observed in the rapid ascent of Captain Mantell, will produce symptoms of acute anoxia in a very short time. If publication

[redacted] 1235000

4 -37-

[redacted]

contend that it is possible to remain conscious for a few minutes at 25,000 feet but collapse occurs very rapidly. It is reasonable to assume that Captain Mantell was not aware of the symptoms of anoxia in that his high altitude flying experience was very limited. Prior to his separation from the service and affiliation with the Air National Guard, Captain Mantell was assigned to Troop Carrier Command and according to fellow officers had no occasion to participate in high altitude flights.

b. At the time Lt. Clements and Lt. Hammond, who incidently, had been aware of anoxia symptoms for some time, broke away from the lead ship, they estimated that their altitude was 22,500 feet. The range between 15,000 and 20,000 feet is referred to as the disturbance stage and occassionaly there are no subjective sensations up to the time of unconsciousness. The critical stage is between 20,000 and 25,000 feet at which altitude consciousness can be lost rapidly, depending on the physical condition of the individual.

It is believed that Captain Mantell was rendered unconscious from anoxia and the uncontrolled aircraft started a slow spiral culminating into a dive which was percipitated by the high power settings and torque. Consequently, the aircraft with its engine producing full power rapidly exceeded its design limitation as was evidenced from the photos, disposition of the wreckage, and later supplemented by civilians statements to the effect that the aircraft disintegrated approximately half way from its initial point of dive to the ground.

c. Assuming that Captain Mantell was rendered unconscious, it is not likely that he would have had sufficient time to recover and abandon the aircraft before it crashed.

d. It is the opinion of the undersigned that all fighter aircraft should be serviced with oxygen before each flight and that it be compulsory that the pilot have an oxygen mask in his possession.

The above would preclude the possibility of a pilot taking any unnecessary chances by flying at altitude without the proper oxygen equipment.

16. RECOMMENDATIONS:

a. This accident be published through the medium of Flying Safety publication "Crash and Consequences."

17. STATEMENT OF REBUTTAL:

a. Inasmuch as the pilot was killed in the accident, it was impossible to obtain a statement of rebuttal regarding pilot error.

[redacted]

ROBERT J. P. JOHNSON
Major, USAF

165TH FIGHTER SQUADRON (ANG)
Standiford Field
P. O. Box 1167
Louisville, Kentucky

21 January 1948

SUBJECT: Transmittal of WD AAF Form 14

TO: Headquarters, Army Air Forces, Field Office, The Air Inspector, Langley Field, Va.

1. Transmitted herewith in accordance with NCB Air Memorandum 62-4 dated 22 January 1947 is WD AAF Form 14 and allied papers pertaining to aircraft accident 7 January 1948 involving P-51D type aircraft, serial number 44-63869, the P-51D # 44-63869 piloted by Captain Thomas F. Mantell Jr. ASN 0-806 873, Pilot.

LEE J. MERKEL
Captain, ANG
Commanding

13 Incls:
1. WD AAF Form 14
2. WD AAF Form 23
3. WD AAF Form 1A
4. WD AAF Form 1
5. List of previous write ups on Form 1A
6. Statement of Investigating Officer
7. Statement of Godman Field Control Tower Operator
8. Lt. Clements Statement
9. Statement of [redacted]
10. Statement of Mrs. [redacted]
11. Statement of [redacted]
12. Statement of [redacted]
13. Photographs of accident

RESTRICTED RUBBER ENTRIES ARE MADE HEREON

AAF DEPARTMENT
AAF Form No. 14
Rev. 1 Oct. '43

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 62-14 and "Aircraft Accident Investigator's Handbook", issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

ACTION	DATE
Preliminary Report Received	
Form 14 Returned to	
Returned by	
Checked by	
Coded by	

Type Aircraft Involved

Accident Number

No. Aircraft Involved

Section A—GENERAL INFORMATION

1. Place of Accident—State, County, Nearest Town, Distance and Direction from same	Nearest Army Airdrome, Distance and Direction from Same	
Kentucky, Simpson, Franklin, 3.5 miles SW	Godman Field, 90 miles SSW	
2. War Operation With Other Aircraft? Yes / No	AF Nos. of Aircraft Involved (If in private flying, state so)	Date: Military Time Zone: Day / Hour
		7 Jan 45 1518 CST

Section B—AIRCRAFT

1. Aircraft No.	2. Type: Model: Series:	3. Home Station	
44-63869	P 51 D	Standiford Field, Louisville, Ky.	
4. Air Force or Command	Subcommand	Wing	Group No. and Type / Squadron
11th AAF		55th	123rd Ftr Gp (MG) / 165th
5. Date of Manufacture	Total Hours	Date Last Overhaul	Overhauling Depot or Sub-Depot / Hours Since Overhaul
15 Dec 44	172:50	none	none / none

6. Attach detailed statement of tech orders having direct bearing on this accident which have not been complied with. Describe orders and give reasons for non-compliance.

Section C—OPERATOR (Person at controls at time of accident)

1. Last Name	First Name	Middle Initial	Grade	Branch	ASN	Sex	Age
MANTELL,	THOMAS	F. JR.	Captain	KYANG	0-806873	M	25
2. Attached Station	AF or Command	Subcommand	Wing	Group No. and Type	Squadron		
				123			
3. Assigned Station	AF or Command	Subcommand	Wing	Group No. and Type	Squadron		
Standiford Field, Ky	11th AAF	52	55th	123rd Ftr Gp	165th		
4. Aeronautical Rating? Yes / No	Present Rating	Date Received	5. Normal Duty Station				
	Pilot	6-30-43	Pilot				

Section D—OPERATOR'S FLYING EXPERIENCE (including civilian)

Flying Time	1st Pilot or Solo Student	Other Pilot or Other Student
1. Total Hours	1608:00	1259:00
2. Hours This Type	67:00	
3. Hours This Model	67:00	
4. Hours Last 90 Days	41:00	
5. Hours Last 30 Days	14:00	
6. Hours Last 24 Hours	2:00	
7. Actual Combat Hours	107:00	54:00

Fill in items 8 and 9 only if operator was student in train-ing or rated pilot in CTS, OTU, etc.

8. Trainer Class Now in School—OTU, GCTS, Etc.

9. Phase and Hours in This Phase

Phase	Duties of Operator	Hours—Solo—1st Pilot

10. AAF Schools Previously Attended and Dates

A/C Training- Marianna AAF, Marianna, Fla. 17 Sept 42- 29 June 43

11. Instrument Rating

Type	Date
Thite	1-6-48
Last Check—Station	Date
Standiford	1-6-48

12. Was operator on instruments at time of accident or immediately before? Yes / No

If number 12 is Yes, or if accident occurred in night, or under instruments or unknown conditions, fill in items 13 through 17.

	Hours	1st Pilot	Other
13. Total—Entire Night			
14. Instrument—Last 6 Mos.			
15. Instrument—Last 30 Days			
16. Night—Last 6 Mos.			
17. Night—Last 30 Days			

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Duty at Time of Accident (1)	Name (Last Name First) (2)	Type of Aero. Rating (Symbols) (3)	Serial No. (4)	Grade and Branch of Service (5)	Flying Class Student (AAF Regs. 150-1) (6)	Org. Assignment of Aircraft, Air Force or Command, Group Number and Type, Station (7)	Fatal, Major, None, More than One Known (8)	Parachutes Used (9) Yes	Parachutes Used (10) No	Parachutes Serviceable (11) Yes	Parachutes Serviceable (12) No
P	MANTELL, THOMAS F. JR.	P	0-806873	Capt. KYANG	8	11AF123FG Standiford Fld. Ky.	4 Fatal	X			

O. K. FOR FILES
BY

Section F—DAMAGE

Describe briefly the extent of the damage [illegible] (If no damage, write "None." If aircraft is missing, write [illegible]. If aircraft was totally wrecked, so state)

To Aircraft

Aircraft totally wrecked

To Engine	1 Wrecked	2	3	4
To Propeller	1 Wrecked	2	3	4

To Private Property (Explain on Attachments)

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

Duration of Flight Since Last Take-off: Hours Minutes

	(1)	(2)	(3)	(4)
Engine Model				
Engine No.				
Engine-Hours Since Last Major Overhaul				
Depot or Sub-depot Performing Overhaul				
Total Engine-Hours				
Propeller Model				
Propeller-Hours Since Major Overhaul				

Statement of Operator, if Available, on Behavior of Power Plant and Manipulation of Controls Immediately Before Failure

Statement of Engineering Officer, Mechanics, and Others as to What Failed and Probable Reasons Why

Octane Rating of Fuel ✓ Engineering Officer (Name, Grade, and Station)

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer.)

Describe the Material Failure, Including Statement of Kind of Flight at the Time of Failure and All Factors Which Might Have Contributed Toward the Failure

Engineering Officer (Name, Grade, and Station)

Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, dinghies, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

Describe How the Equipment Contributed to the Accident or Its Results

Oxygen system was not serviced. System was in working order.

Sect[illegible] AIRPORT AND FACILITIES AND AIRWA[illegible]

(Use this section if the airport or its facilities [illegible] facilities were a contributing factor in the accident, either [illegible] inadequacy, condition, or poor maintenance).

1. EXPLAIN

Section K—WEATHER (This must be signed by weather officer of the reporting station.)

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

CAVU

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORTS

WEATHER OFFICER (Name, Grade, and Station) →

Section L—GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

2

2. WHAT WAS THE MISSION?

Ferry and Navigational training 3

3. DID FIRE OCCUR UPON CRASHING? ☐ Yes ☒ No

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Explain)

Violated AAF Reg. 60-16 Par. 43. However Capt. Mantell was requested by Godman Field Control Tower to investigate objects in the sky, causing this Officer to go above limits of AAF Reg. 60-16

-3-

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

6. KIND OF CLEARANCE (Attach Form 23)	FROM	TO	OR LOCAL	STATION OF LAST DEPARTURE
Form 23 (0)	Marietta, Ga.	Standiford Field, Ky.		Marietta, Ga.

7. IF UR FORM 14 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR NO. AND DATE | NO. | DATE

EXPLAIN FULLY AND ATTACH COPY

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 63-147? ☒ Yes ☐ No

9. ARE PHOTOS ATTACHED? ☒ Yes ☐ No

Section IV—DESCRIPTION OF THE ACCIDENT

1. Tell in Narrative Form, in as Much Detail as Necessary, Everything That Is Known About the Accident. Include Data to Cover Conditions That May Have Contributed Toward the Accident. Include Recommendations for Action to Prevent Similar Accidents and Action Taken.

On 7 January 1948 at approximately 1450-1455, Captain Mantell was leading a flight of four (4) P-51 aircraft on a flight from Marietta Air Base, Marietta, Georgia to Standiford Field at Louisville, Kentucky. Nearing Godman Field, Kentucky, the flight was contacted by the Godman Field Control Tower and requested to identify an object in the sky if the mission would permit. Captain Mantell replied that his mission was ferrying aircraft and that he would attempt to identify the object in the sky. Captain Mantell began a maximum climb in left spirals until about 14000 feet and from there a straight climb at maximum, on a compass heading of approximately 220 degrees. No conversation between Captain Mantell and any member of his flight revealed a clue as to his intentions. One pilot left the flight as the climb began, the remaining two discontinued the climb at approximately 22000 feet. When last observed by the wingman Lt. Clements, Captain Mantell was in a maximum climb at 22500 feet, the aircraft in perfect control. Captain Mantell was heard to say in ship to ship conversation that he would go to 25000 feet for about ten minutes and then come down. Transmission was garbled and attempts to contact Captain Mantell by his flight were unanswered. Lt. Clements was the only pilot equipped with an oxygen mask. This flight had been planned and scheduled as a ferry and navigational trip at low level.

Consensus is that Captain Mantell lost consciousness at approximately 25000 feet, the P-51 being trimmed for a maximum climb continued to climb gradually leveling out, as increasing altitude caused decrease in power. The aircraft began to fly in reasonably level attitude at about 30000 feet. It then began a gradual turn to the left because of torque, slowly increasing degree of bank as nose depressed, finally began a spiralling dive which resulted in excessive speeds causing gradual disintegration of aircraft which probably began between 10000 and 20000 feet.

Since canopy lock was in place after crash, it is assumed that Captain Mantell made no attempt to abandon the aircraft, and was unconscious at moment of crash or had died from lack of oxygen before aircraft began the spiralling dive from about 30000 feet.

Parts of the aircraft were found as far as six-tenths (estimated) of a mile from central wreckage. The parts were scattered from North to South. The aircraft came straight down in a horizontal position and landed on the left side. The left wing came off while in the air and landed 100 feet from the central wreckage. The aircraft did not slide forward after contact with the ground. Throttle was set at one-fourth open, mixture control in "Idle-Cut-Off", and prop control in "Full Increase RPM".

2. Recommendations: That all pilots be briefed again on use of oxygen and the effects of lack of same. That all pilots be issued properly fitted masks. Another order issued that no pilot go above 12000 feet without oxygen under any circumstances. No aircraft be cleared for Cross-Country unless it be serviced with oxygen.

The engine be sent to Wright Field for further study.

3. Action Taken: Oxygen classes will start immediately, for all pilots and crew members. All aircraft will be equipped with oxygen. Pilots carry mask, helmet, goggles and gloves on all flights.

Standiford Field, Kentucky

[illegible]
Standiford [illegible]
Louisville, Kentucky

The flight of four P-51s was begun from Marietta Army Air [illegible] Georgia. [illegible] Each pilot started his engine about 1315 [illegible] and [illegible] his radio to [illegible] who was to lead the flight. [illegible] the tower [illegible] instructions, and the flight [illegible] led by Capt. Mantell, Lt. [illegible] his wingman, as the element [illegible] [illegible] were off the ground at about 1335, [illegible] [illegible] regular [illegible] [illegible] climbing [illegible] [illegible] signaled for [illegible] [illegible]

[illegible] Capt. Mantell signaled for [illegible] formation and [illegible] [illegible] and make two [illegible] orbits over the reservoir and then [illegible] back [illegible] and proceeded on course again. The flight again [illegible] without further incident to a point about five miles North of [illegible] Godman Field [illegible] the flight [illegible] [illegible] contact with the Ohio River just North of Godman Field. At this [illegible] Lt. [illegible] #2 [illegible] away from the formation and headed toward [illegible] Field. Capt. Mantell [illegible] after this began a [illegible] [illegible] to the right [illegible] power settings [illegible] power setting of [illegible] HP and 2700 RPM to maintain position in the formation [illegible] [illegible] about 15,000' where he broke off the spiral and headed on a south-westerly heading of approximately 210°, still climbing at the [illegible] rate of 150 MPH [illegible]. At about 16,000' I put on my oxygen mask and began [illegible] oxygen [illegible] apparent that Capt. Mantell was [illegible] [illegible] even though it was [illegible] that he did not have oxygen equipment and neither [illegible] [illegible] continued on this south-westerly course and at about 18,000' [illegible] pull up fairly close to the flight leader [illegible] try to signal him [illegible] and to [illegible] on B Band [illegible] Mantell had at that time [illegible] [illegible] [illegible] from the flight [illegible] visual signal by [illegible]

In one of my transmissions I notified Capt. Mantell that we were [illegible] over our [illegible] for Standiford Field and suggested that he notify [illegible] to relay our position to Flight Service, to which he replied [illegible]. However, I failed to hear Capt. Mantell contact Godman Field on [illegible]. In the next few minutes I heard Capt. Mantell say "Look, there's [illegible] [illegible] with an airport [illegible] and from previous flying [illegible] this area I recognized it as the town of Bowling Green with it's airport [illegible] and at this point I noted that we were at 20,000' and [illegible] climbing. I called Capt. Mantell and notified that this was Bowling Green and again asked him what [illegible]

[illegible]

431

He then replied "Look, there it is over there at [illegible]" I was able to discern a bright appearing object, very small, and so far away as to be unable to identify it as to size, shape, color, and it was definitely something which could be seen. Its position was slightly lower and to the left of the sun. This was at approximately 1515. I called Capt. Mantell and told him I could see the object but suggested that since we did not seem to be making a gain on the object, that it would be better if we leveled off and tried to pick up some speed and possibly get under the object. His transmissions were garbled but he mentioned something about going to 25,000 feet 10 minutes and that if powers unable to make any further progress toward the object, we could turn back.

From the time that the high blower kicked in at about 14,000 on up even though I was using their maximum power settings I felt about 22,000 really felt that it was the high altitude rubber oxygen I had on. [illegible] effect out of formation and Capt. Mantell disappeared, still climbing directly into the sun. I called him and informed him that we were breaking off the flight and returning to Standiford Field, but he did not acknowledge. Through the later stages of this climb Lt. Hammond was [illegible] that he was having trouble because of his lack of oxygen and [illegible] down to a lower, safe altitude. From this time we broke off from the formation we began a rather sharp descent back on course to Standiford Field, about 100 and finally established contact with Godman Tower, giving them our position report and our destination, and asking them if they [illegible] Capt. Mantell and inform him that we were returning, in as much as he failed to acknowledge our previous message.

The last contact by radio which we had with Capt. Mantell was when he said he could see the object at 1200 o'clock which was from 20,000 [illegible] then last seen he appeared to be [illegible] still climbing towards the object. I relayed my thoughts to Godman Tower as to what we had seen and proceeded with Lt. Hammond on my wing to Standiford Field, landing without further incident at approximately 1530. As near as I can recall, the last time we saw Capt. Mantell was approximately 1500. At no time did I observe Capt. Mantell to be in trouble and not until the later stages of the flight, prior to our breaking off of formation, did I realize that the object of this high rate of climb and unusual heading away from our ultimate destination was. By the time that I switched to B Hammond channel, after we started climbing, we were apparently out of range of the Godman Tower. I coincided with the last time when we left Capt. Mantell I was to judge our position to be about 10 miles southeast of Standiford Field.

s/Albert F. Clemens
ALBERT F. CLEMENS
1st Lt., A.C., 0-[illegible]

I CERTIFY THAT COPY:

s/Robert J. D. Robinson
ROBERT J. D. ROBINSON
Major, USAF

CLASSIFIED

WAR DEPARTMENT
AAF FORM No. 23
REVISED AUG. 15, 1945

ARMY AIR FORCES
AIRCRAFT CLEARANCE

OPERATIONS OFFICE	MARIETTA ARMY AIR FIELD
ADDRESS	MARIETTA, GEORGIA
DATE	7 Jan 1948

PILOT'S NAME	RANK	HOME STATION	ORGANIZATION	AIRCRAFT NUMBER
T. F. Mantell Jr. 0-806873	Capt.	DXL	165th Ftr Sq.	869 44-63[illegible]

NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS

R. K. Hendricks	1st. Lt.	0-2063831	73336
A. W. Clements	1st. Lt.	0-732166	73800
B. A. Hammond	2nd. Lt.	0-2085976	73737

I certify that that weight and balance on this aircraft is identical with that shown on Form "F" filed at DXL Date 1-48 Pilots Int. TFM

This aircraft is equipped with instruments and flashlight for IFR and Night Flights. Pilots Int. TFM

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

WEATHER DATA

EXISTING LOCAL

ALTIMETER SETTINGS: LOCAL / DESTINATION / ALTERNATE / RESET ALTIMETER BEFORE APPROACH

ROUTE: A CERTIFIED TRUE COPY
/s/ Edwin A. Wood
EDWIN A. WOOD
Capt. USAF
Operations Officer

DESTINATION (LATEST) / ALTERNATE (LATEST)

FORECASTS

(ESTIMATED FLIGHT TIME PLUS 2 HOURS)

ROUTE: I have been adquately briefed on the current WX and forecast WX effecting my flight and I understand the WX situation. (S) Thomas F. Mantell Jr.
PILOTS SIGNATURE

DESTINATION: A CERTIFIED TRUE COPY:

ALTERNATE: [signature]

WIRES, MEETS, GIVES [illegible] AS PILOT REQUESTS: Captain Ky ANG

AAF FORM 23 RECEIVED ☐ NOT REQUIRED ☒ FORECASTER: VOID 1430C TIME

FLIGHT PLAN

(PILOT COMPLETES) (RADIO CALLS) NG 3869 | TYPE OF AIRCRAFT 4/ P-51 | PILOT (LAST NAME ONLY) Mantell | POINT OF DEPARTURE Marietta AF

ALT. VFR	ALT.	ALT.	ALT.
ROUTE Drct	ROUTE	ROUTE	ROUTE
TO DXL	TO	TO	TO

AIRPORT OF FIRST INTENDED LANDING: DXL | TRUE AIR SPEED: 300 | TRANSMITTING FREQUENCIES: 126.18 "B" KC/KC "A" KC/KC | RECEIVER ONLY ☐ | NO RADIO ☐

PROBOS TAKE: 1330 C | LIFE TIME EN ROUTE: 1 Hr. 10 Min. | ALTERNATE AIRPORT | HOURS OF FUEL (CRUISING): 3 Plus | INSTRUMENT RATING: NONE / TYPE | FLIGHT PRIORITY: 3-8

REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT.

MAAF TWR 396KCS and "B" channel

PILOT'S SIGNATURE: (S) Thomas F. Mantell Jr.

TOWER FREQUENCIES: DESTINATION "B" KC / ALTERNATE KC | WEATHER CODE RECEIVED ☐ YES ☐ NO | TO DESTINATION 310 MILEAGE DEST. TO ALTERNATE | ☐ COMMAND PILOT ☐ SENIOR PILOT ☐ CONTRACT PILOT OF CARGO AIRCRAFT ☐ PILOT

FLIGHT CLEARANCE AUTHORIZATION

CLEARED TO	TIME	BY
AFS	1420	RC

TIME APPROVAL RECEIVED | CONTROL INSTRUCTIONS RECEIVED

OPERATIONS IDENTIFICATION

CLEARING AUTHORITY: ROBERT C. PAUL, COL AF, CO AFS/XZ

INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT ON TOWER BY: FM | ACTUAL TAKE-OFF TIME: 1442E

CLEARANCE OFFICER

WAR DEPARTMENT
A. A. F. FORM NO. 1 A
NOV 11 JAN 44

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS

	DATE OF OR HOURS DUE	INSPECTED TODAY BY	STATION
PREFLIGHT	12-23-47	0	Standiford
DAILY	12-23-47	0	
25 HOURS	183:40		
50 HOURS	192:55		Field
100 HOURS	242:55		
Battery	Daily	0/1250	

SERVICING [illegible] OF TAKE-OFF (CHECK IMMEDIATELY BEFORE TAKE-OFF)

SERVICE	FUEL (GALLONS) SERVICED	FUEL IN TANKS	OIL (QUARTS) NO. 1 SERVICED	NO. 1 IN TANKS	NO. 2 SERVICED	NO. 2 IN TANKS	NO. 3 SERVICED	NO. 3 IN TANKS	NO. 4 SERVICED	NO. 4 IN TANKS	RADIATOR CHECKED
1ST	0	209	0	40							
2ND	67	209	0	40							
3RD											
4TH											
5TH											

INSPECTION OF AUXILIARY EQUIPMENT

EQUIPMENT	SYMBOL	INSPECTED BY	STATION
BOMBARDMENT			
GUNNERY			
CHEMICAL			
COMMUNICATIONS	M	Merka	Standiford Fld.
PHOTOGRAPHIC			
NAVIGATION			

STATUS TODAY: 0

EXPLANATION

EXCEPTIONAL RELEASE

WHEN THE "STATUS TODAY" IS INDICATED BY A RED SYMBOL AND AN "EXCEPTIONAL RELEASE" HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT 1 2 3 4

REMARKS, PILOTS AND MECHANICS SEE INSTRUCTIONS INSIDE FRONT COVER

Preflight & Daily OK O'Bryan

1 J.L. Carwell 1st. Lt.

A CERTIFIED TRUE COPY:

RICHARD L. TYLER
Captain Ky. ANG

AIRCRAFT AND ENGINE TIME RECORD (ENTER IN HOURS AND MINUTES)

ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	163:40			
HOURS TODAY	1:10			
TOTAL	164:50			
OIL CHANGE DUE	EC			
CONC. CLEANING DUE	183:40			

AIRCRAFT		
P-51	HOURS TO DATE	163:40
	HOURS TODAY	1:10
869	TOTAL	164:50

2 Service by OSBryan

-6-

DATE	AIRCRAFT ORG. DATA	AIRCRAFT DATA	ENGINE DATA	
12-23-47	AIR FORCE: 11th	COMPONENT:	ENGINE MODEL: V-1650-7	
STATION: Standiford Fld.	CONC., SERV., CONC., OR DEP'T: Ky. ANG	Fighter	SERIAL NO.: V-328830	SERIAL NO.
CREW CHIEF OR ENGINEER: O'Bryan	GROUP NO. & TYPE: 123rd. Ftr. Gp.	AIRCRAFT MODEL: P-51D-20-NA	SERIAL NO.	SERIAL NO.
	SQUADRON NO. & TYPE: 165th Ftr. Sqd.	AIRCRAFT SERIAL NO.: 44-63869	TOTAL FLIGHT TIME → 1:10	

C#S

WD AAF FORM NO. 1
Revised 1 October 1946

AIRCRAFT FLIGHT REPORT — OPERATIONS

DATE	AIR FORCE OR COMMAND	BASE UNIT OR GROUP AND TYPE	SQUADRON NO. & TYPE	STATION
1-7-48	11th	123rd Fighter Gp. (NG)	165th Fighter Sqd	Standiford Field

ENGINEER OR MECHANIC IN CHARGE — NAME AND GRADE	AIRCRAFT TYPE, MODEL, SERIES	AIRCRAFT SERIAL NO.
JOHN L. O'BRYAN S/SGT	P-51B	44-63869

PRINT PLAINLY — Name (Last, First, Middle Initial) - Grade - ASN - (Organization & Station if Transient)	USE AS DIRECTED LOCALLY	ENTER DUTY SYMBOL IN UPPER LEFT BOX & FLIGHT CONDITIONS SYMBOL IN UPPER RIGHT BOX - ENTER TIME FLOWN ON LINE THEREUNDER: DUTY / FLT. COND.	DUTY / FLT. COND.	DUTY / FLT. COND.	DUTY / FLT. COND.	DUTY / FLT. COND.	DUTY / FLT. COND.	FLIGHT DATA		TIME
MANTELL, THOMAS F. JR. CAPT. KY ANG 0-806873								TO DXL		1520
								FROM DMY		1340
								MISSION T-18F	NO. OF LANDINGS *	1:40
* Aircraft crashed at Franklin, Ky at 1518 CST 7 January 1948								TO		
		Original Form lost in crash Pilot's watch stopped at 1516 CST establishing time of crash						FROM		
A CERTIFIED TRUE COPY:								MISSION	NO. OF LANDINGS	
Richard L. Tyler								TO		
RICHARD L. TYLER								FROM		
Captain Ky ANG								MISSION	NO. OF LANDINGS	
								TO		
								FROM		
								MISSION	NO. OF LANDINGS	
								TO		
								FROM		
								MISSION	NO. OF LANDINGS	
Lt C #4	ENTER TOTAL FLIGHT TIME ON REVERSE SIDE							SUB-TOTAL FORWARDED	NO. OF LANDINGS *	1:40

165TH FIGHTER SQUADRON (ANG)
Standiford Field
P. O. Box 1167
Louisville, Kentucky

16 January 1948

Listed below are the previous write ups on aircraft P-51, 44-63869:

10-24-47 Rudder trim indicates 5° too much to the right. Rudder trim set 5° to the left. O'Bryan 10-25-47

11-6-47 Coolant leak. Header tank removed, crack welded and tank reinstalled. Replaced all hose with new hose. Plane run up and checked OK for flight. O'Bryan. Work checked & plane found OK for flight (C.T.Baker Flight chief) 11-6-47

11-8-47 Coolant leak. Coolant leak stopped by Vermillion. 100 hr. inspection completed. Work checked & plane found OK for flight(C.T.Baker Flight chief) 11-14-47

11-19-47 KC receiver VERY weak noisy, caused by fuel pump booster. OK when gas pump off. Detrola 200-400-KC receiver checked OK on ground. (Marks & Duncan) 11-23-47

11-23-47 Compass swing due. Compass swung by Baker 12-17-47

12-12-47 25-hour inspection completed by C.T.Baker & crew. 12-12-47

12-16-47 "A" channel very weak. No "B" channel. Radio VHF retuned, checked OK. Marks. 12-19-47

Forms 1, 1A were destroyed in crash. 11-23-47 is last original Forms obtainable.

-19-

12 January 1948

Subject: Compiled Report Concerning Major Accident of Capt. T.F. Mantell, Jr. on 7 Jan. 1948 at 1518 CST.

TO: Whom It May Concern

1. This report will be informal and fragmentary, but it is accurate to the best of my knowledge. The mission of the transport was to fly four ferry pilots, volunteer pilots of the guard, to Marietta Army Air Base where they were to pick up four P-51's that were left there because of weather 30 December 1947.

2. Upon arrival at Marietta the four P-51's were preflighted by mechanics flown there on the same transport, for that purpose. Capt. Mantell filed a VFR clearance to Standiford Field at Louisville. The flight took off and I watched them form and proceed north in formation at about 4 00 feet.

3. Upon arrival of our C-47 at Standiford at 1615 CST on 7 January 1948 we were met by mechanics who told us about flying objects, and that our P-51's were after something and that is all we gathered. In operations about 1740 CST a phone call was received by Major Boyle that the plane had crashed near Franklin and the pilot killed.

4. At 1730 I was back in the air in the C-47 enroute to Bowling Green where I was to get transportation to Franklin. I had mechanics and Administration Specialist, and a co-pilot aboard. We arrived at 1815 CST at Bowling Green and proceeded to Franklin via Highway patrol car.

5. At the scene of the accident we carried on as much of an investigation that was possible at night. We got affidavits from Mrs. Phillips.

Accident, major.

Mr. [redacted] and two boys who watched the plane come down. Our formal accident report is awaiting action by the investigation board that will meet at Standiford in the next 48 hours.

A summary of my opinion of the cause of the accident is compiled through what I have heard from various sources and affadavits concerning the accident.

6. As Capt. Mantell passed near Godman Field he switched to B channel to call Standiford Tower, the message was intercepted at Godman tower and he was directed to attempt to find out what the object was that they were watching. Lt. Hendricks, who was on Mantell's wing was in a hurray to get to Standiford, so he asked to break off and was given permission by Mantell. Clements moved up and could see Mantell was talking so he switched from C channel to B channel.....Mantell spirled at high power setting and finally took a heading of about 220 degrees and was climbing about 180 MPH. Parts of the conversation between Mantell and Clements was that Mantell thought the object was traveling about the speed he was climbing. At 22,500 feet Clements told Mantell they were getting too high. Clements wingman, Lt. Hammond had no oxygen and was getting dixxy. Clements luckily had a plane that had some oxygen in it and he was wearing his mask because he could use a mask better for transmission that he could a throat mike. When Clements had reported to Mantell that he was turning back Mantell told him they would go to 25,000 feet level off, fly 10 minutes as then go down. When Clements broke off with his wingman at about 23,000 he called Mantell and informed him he had left and Mantell's reply was garbled. Clements last seen Mantell heading into the sun climbing at high power. Clements and Lt. Hammond landed at Standiford and Clements refueled and took off again at 1605 CST, climbing to and the Franklin, Ky. area. Upon reaching 33,000 feet he reported over B channel that he was at 33,000 feet and didn't see a thing.....this was about 1625 or 1630 CST. Clements left a vapor trail near Franklin on the XXXX way south and passed under it on the way back north.

1233300

-8-

Accident, Major

At about 1600 CST, two pilots, flying a Reynolds Metal C-47 were on VHF B channel, over Bardstown, Ky. when they heard someone say they were at 33,000 feet and couldn't see anything. They landed at Bowman Field, Louisville about 1615 CST.

7. My personal opinion of the accident is that Mantell, an agressive pilot, attempted to pursue the object as long as possible, even though he realized his danger from lack of oxygen. At about 25,000 feet I believe he passed out from anoxia and the plane continued climbing to about 30,000 feet where it done three lazy circles and went into a power dive, slowly rotating to the left with the engine torque. I believe that he reached compressibility at about 15,000 feet and the left wing blew off, part started coming off and raining down for nearly a mile in a north to south direction, scattering the lightest part the farthest away. I think the pilot was dead of anoxia when he started down. When the left wing came off, the right wing acted as a fin or rudder for the fuselage and guided the fuselage straight down, parall to the ground. The plane did not burn upon impact. The pilots watch shattered at 1518 CST.

8. Captain Mantell was graduated from a single Engine school, AT-6... he was out in a Troop Carrier outfit...trained in the States...went overseas to North Africa...from there to England... was in D day invasion, Normandy...flew the Holland mission...flew the Rhine crossing mission...during this time he flew transition in B-24's and C-47's. Back in the States at Bergstrom he taught Chinese cadets in the C-46. He was discharged about Nov. 20, 1946. His terminal leave was up about Jan. 20, 1947...the 21st day of March Capt. Mantell started in business as part owner of a SI flying school. Elkins-Mantell Flying School, Bowman Field, Louisville, Ky. He was federally recognized in the Air National Guard about the 16th of February 1947. He started flying the P-51 about May 30, 1947 and built his time to around 7[illegible] hours up until his death. He was a flight leader. His military time was approximately 2200 hours, his civilian time was around 7[illegible] hours.

Accident, Major

9. Captain Mantell's home life was normal. He had a wife and two boys...one 18 months and one about 6 years. I was Mantell's closest friend and can vouch that he never had any personal problems, except the normal business worries, which were unknown to me if he had any of that type. His interest in flying could not be excelled. He loved the F-51, felt he was the master of it, and flew...not carelessly but like an aggressive fighter pilot. I firmly believe that if he thought he had any chance of catching this object he would have pursued it knowingly to his death. I think he seen something more than a star or balloon. He was above average intelligent. He did respect the airplane and the dangers of anoxia. If some outside force did not cause his death, I think he passed out too quickly to change his line of flight. Mantell was six foot, weighted 190 lbs. A husky, well-built man.

Richard D. Tyler
RICHARD D. TYLER,
Captain, KY, ANG,
Operations Officer &
Investigator of the
Accident.

HEADQUARTERS
315TH AF BASE UNIT (RES TNG)
GODMAN FIELD, FORT KNOX, KENTUCKY

A/hmg

15 January 1948

STATEMENT T/SGT QUINTON BLACKWELL

On the afternoon of 7 January 1948 I was on duty in the Control Tower, Godman Field, as Chief Operator. We had been sighting an object in the sky which we were unable to identify from our position in the tower.

At approximately 1430 hours we sighted a 4-ship formation of P-51's approaching Godman from the southeast heading towards Louisville. As they crossed over Godman Field, I attempted to contact the flight of ships in the following manner:

"Godman Tower Calling the Flight of 4 ships northbound over Godman Field. Do you read? Over".

I gave that call twice and finally after the second call-up the Flight Leader of the formation acknowledged, "Roger, Godman Tower. This is National Guard 869, Flight Leader of the formation. Over".

"National Guard 869 from Godman Tower. We have an object out south of Godman here that we are unable to identify, and we would like to know if you have gas enough, and if so could you take a look for us if you will."

The Flight Leader acknowledged, "Roger, I have the gas and I will take a look for you if you give me the correct heading and any information you have on locating the object".

One of the four ships continued on towards Louisville. 3 of them swung around to the right and reversed their course, making good a heading of approximately 210° from Godman Field, and climbing steadily.

At about 1445 or 1430 hours, National Guard 869 notified Godman Tower he was approximately 15,000 feet.

"I have an object in sight above and ahead of me, and it appears to be moving at about half my speed or approximately 180 miles an hour."

When asked for a description of the object, he replied, "It appears to be a metallic object or possibly reflection of sun from a metallic object, and it is of tremendous size."

Approximately 1515 or 1520 hours, the Flight Leader reported the object as, "Directly ahead of me and slightly above, and is now moving at about my speed or better. I am trying to close in for a better look."

That was the last contact we had with the Flight Leader in any way.

Very soon after that National Guard 800 who was in the flight with National Guard 869, attempted to contact the Flight Leader and when he was unable to do so announced that he was returning to Standiford Field, as he was unable to contact or locate his Flight Leader.

[illegible]

The flight of four [illegible] was begun from Marietta [illegible] Airbase, Marietta, Georgia. Each pilot started his engine [illegible] immediately switched his radio to B Baker [illegible] Capt. Mantell, who was to lead the flight, contacted [illegible] and obtained take-off instructions and the flight [illegible] led by Capt. Mantell, Lt. Hendricks his wingman, [illegible] leading the second element with Lt. Hammond [illegible] The first two ships were off the [illegible] followed by the second [illegible] minute [illegible] Following [illegible] in regular four ship formation, the flight proceeded on course towards Louisville, climbing [illegible] to 5000' and leveling off at this altitude. Capt. Mantell signaled for a channel switch to [illegible] Charlie channel.

The flight proceeded without incident until over the Dale Hollow Reservoir at which point Capt. Mantell signaled for intrail formation and proceeded to drop down and make two 360° orbits over the Reservoir and then climbed back up to 5000' and proceeded on course again. The flight again proceeded without further incident to a point about five miles North of Godman Field. Godman Field was slightly off course and the flight drifted off to the right making contact with the Ohio River just north of Godman Field. At this point 1465 Lt. Hendricks, #2 man, broke away from the formation and he [illegible] towards Standiford Field. Capt. Mantell immediately after this began a rather sharp spiraling climb to the right at rather high power settings, necessitating a power setting of 47" MP and 2700 RPM to maintain position in the formation with him. He continued spiraling at about 14000' where he broke off the spiral and headed on a south-westerly heading of approximately 230°, still climbing at the maximum rate of 180 IAS. At about 18000' I put on my oxygen mask and began taking oxygen because it became apparent that Capt. Mantell was heading for much higher altitudes even though it was known before hand that he did not have oxygen equipment and neither did the element wingman Lt. Hammond. The flight continued on this south-westerly course and at about 18000' I attempted to pull up fairly close to the flight leader and try to signal him with hand motions and try to contact him on B Baker channel asking where the flight was headed. Capt. Mantell had at no time signaled for a change over to B Baker channel which is always customary from the flight leader, either visual signal or on the radio.

In one of my transmissions I notified Capt. Mantell that we were considerably over out ETA for Standiford Field and suggested that he notify Godman Field to relay our position to Flight Service to which he replied "Roger". However, I failed to head Capt. Mantell contact Godman Field on this. In the next few minutes I heard Capt. Mantell say "Look", there's a town down there with an airport beside it".

1235000

-13

and from previous flying in this area I recognize it to be the town of Bowling Green with it's airport to the south east, and at this point I noted that we were at 20000' and still climbing. I called Capt. Mantell and notified that this was Bowling Green and again asked him what we were looking for. He then replied "Look, there is out there at 1200 o'clock," and I was able to discern a bright appearing object, very small, and so far away as to be unable to identify it as to size, shape, color, but it was definitely something which could be seen. It's position was slightly lower and to the left of the sun. This was at approximately 1515. I called Capt. Mantell and told him I could see the object but suggested that since we did not seem to be making a gain on the object, that it would be better if we leveled off and tried to pick up some speed and possibly get under the object. His transmissions were garbled but he mentioned something about going to 25000' for about 10 minutes and then if we were unable to make any further progress towards the object, we could drop down.

From the time that the high blower kicked in at about 18000' Capt. Mantell did not seem to decrease the throttle heading to correspond with this and began pulling away from me at 18000' on up even though I was using these maximum power settings. At about 22500', realizing that it was too high to maintain without oxygen, I broke off the flight out of formation and Capt. Mantell disappeared, still climbing almost directly into the sun. I called him and informed him that we were breaking off the flight and returning to Standiford Field, but he did not acknowledge. Through the later stages of this climb Lt. Hammond was signaling that he was having trouble because of his lack of oxygen and wished to go down to a lower altitude. From the time we broke off from the formation, we began a rather short discent back on course to Standiford Field, about 40°, and finally established contact with Godman tower giving them a position report and our destination [illegible] them if they could try to contack Capt. Mantell and inform him that we were returning, in as much as he failed to acknowledge our previous message.

The last contact by radio which we had with Capt. Mantell was when he stated he could see the object at 1200 o'clock which was from [illegible] and the last seen he seemed to have the airplane under perfect control and still climbing towards the object. I relayed my thoughts to Godman tower as to what we had seen and proceeded [illegible] on my wing to Standiford Field, landing without further incident at approximately 1540. As seen as I can recall, the last time we saw Capt. Mantell was approximately 1620. At no time did I observe Capt. Mantell to be in trouble and not until the later stages of the flight, prior to our breaking off of formation, [illegible] realize what the object of this high rate of climb and [illegible] heading away from our [illegible] destination was. By the time that I switched to B Baker channel, after we started climbing, we were apparently out of [illegible] of the Godman tower. In conjunction with the [illegible] we left Capt. Mantell I would judge our position to be about 40 [illegible] west of Bowling Green.

Albert W. Clements.
[illegible]

[illegible]

January 7, 1948
Franklin, Kentucky

I, Glenn [illegible] of Route [illegible], Simpson County, Lake Spring Road, Franklin, Kentucky [illegible] that on 7 January 1948 at approximately three-fifteen P.M. I heard an airplane overhead making a funny noise as if he was diving down and pulling up, but it wasn't. It was just [illegible] about three circles the airplane started into a power [illegible] slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrible noise, [illegible] increasing [illegible] it descended. It exploded half way between where it started the [illegible] and the ground. [illegible] was seen. It hit or crashed at three-twenty P.M. Central. It didn't explode when it hit the ground and did not burn.

In witness whereof, I have hereunto set my hand [illegible] at my home on Route #3, Lake Spring Road, Franklin, Kentucky this 7th day of January 1948.

/s/ Glenn [illegible]
Route #3, Lake Spring Road
Franklin, Kentucky

Sworn to and subscribed before me
this 7th day of January 1948.

/s/ Richard L. Tyler
RICHARD L. TYLER
Captain Ky ANG
Summary Court Officer

A CERTIFIED TRUE COPY:

[signature]
RICHARD L. TYLER
Captain Ky ANG

[illegible]

AFFIDAVIT

7 January 1949
5 miles South East of
Franklin, Kentucky on
W. J. Phillips Farm.

I, Mrs. Carrie Phillips was sitting in my front room when I heard one explosion, ran to my front window and saw an airplane crash into my left front yard, about two hundred and fifty yards from my home. The airplane did not burn and did not explode after it hit the ground.

In witness whereof, I have hereunto set my hand and seal at my home on Route #3, Lear Spring Road, Franklin, Kentucky this 7th day of January 1948.

/s/ Mrs. Carrie A. Phillips

Sworn to and subscribed before me
this 7th day of January 1948.

/s/ Richard D. Tyler
RICHARD D. TYLER
Captain, Ky ANG
Summary Court Officer

A CERTIFIED TRUE COPY:

RICHARD D. TYLER
Capt, Ky ANG

AFFIDAVIT

1233000

1/6

AFFIDAVIT

January 7, 1948
Franklin, Kentucky

I, William C. Mayes of Route 43, Lake Spring Road, Franklin, Kentucky, Simpson County do state that on 7 January 1948 at approximately three-fifteen P.M. I heard an airplane overhead making a funny noise as if he were diving down, and pulling up, but it wasn't, it was just circling. After about three circles the airplane started into a power dive slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrific noise, ever increasing, as it descended. It exploded half way between where it started the dive and the ground. No fire was seen. It hit or crashed at three-twenty P.M. Central. It didn't explode when it hit the ground and did not burn.

In witness whereof, I have hereunto set my hand and seal at my home on Route 43, Lake Spring Road, Franklin, Kentucky, this 7th day of January 1948.

William C. Mayes
Route 43, Lake Spring Road
Franklin, Kentucky

Sworn to and subscribed before me
this 7th day of January 1948.

Richard L. Tyler
Captain
Summary Court Officer

CERTIFIED TRUE COPY

[illegible]
Captain

AFFIDAVIT

[illegible] January 1948
Franklin, Kentucky

[illegible] Phillips do hereby state that none of my buildings or [illegible] crash of aircraft piloted by [illegible] National Guard when it [illegible] hundred and fifty yards to the left of my home.

/s/ William J. Phillips

[illegible] /s/ Douglas [illegible]

[illegible] Kentucky

[illegible] /s/ Richard [illegible]

[illegible] Kentucky

[illegible]

[illegible]

WAR DEPARTMENT
AAF FORM NO. 23
REVISED AUG. 15, 1943

ARMY AIR FORCES

AIRCRAFT CLEARANCE

A — OPERATIONS OFFICE: ATLANTA ARMY AIR FIELD, ATLANTA, GEORGIA — DATE: 7 Jan 1948

B	PILOT'S NAME	RANK	HOME STATION	ORGANIZATION	AIRCRAFT NUMBER
	T.F. Mantell Jr. O-806875	Capt	DXL	165th Fer Sq.	44-63869

NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS	
E.R. Hendricks 1st. Lt. O-2063551	73336
A.W. Clements 1st. Lt. O-732166	73800
R.J. Hammond 2nd. Lt. O-2065976	73737

I certify that the weight and balance on this aircraft is identical with that shown on Form "P" filed at DXL, DATE 1948, Pilots Int.

This aircraft is equipped with instruments and flashlight for IFR and night flights. Pilots initials:

LIST ADDITIONAL PASSENGERS ON SEPARATE PAPER

C — WEATHER DATA — EXISTING (LOCAL) — ALTIMETER SETTINGS

EXISTING (ROUTE) — LOCAL:

DESTINATION (LATEST) — TIME — DESTINATION:

ALTERNATE (LATEST) — TIME — ALTERNATE:

I CERTIFIED TRUE COPY
Edwin A. Wood
EDWIN A. WOOD
Capt., USAF
Operations Officer

RESET ALTIMETER BEFORE APPROACH

FORECASTS (ESTIMATED FLIGHT TIME PLUS 2 HOURS)

ROUTE:

DESTINATION:

I have been adequately briefed on the current W and forecast W affecting my flight and I understand the W situation.

(s) Thomas F. Mantell Jr.
PILOT'S SIGNATURE

ALTERNATE — FLIGHT PLAN — PILOT COMPLETES RADIO CALLS — TYPE OF AIRCRAFT — PILOT'S LAST NAME ONLY — POINT OF DEPARTURE

FLIGHT PLAN: VFR 3869 — 4 — P51 — Mantell — ARMY Air

VFR — Direct — ALT. — ROUTE — ALT. — ROUTE

DXL — TO — TO

AIRPORT OF FIRST INTENDED LANDING: DXL — TRUE AIR SPEED: 300 — 126.18 "B" — "A" — RECEIVING — NO RADIO

PROPOSED TAKE-OFF TIME: 1330 C — EST. TIME ENROUTE: 1 Hr. 10 Min. — ALTERNATE AIRPORT — FUEL: 3 Plus — INSTRUMENT RATING: None — FLIGHT HOURS: 3-0

REMARKS: MAP F E 396 R.R. and L. Channel

PILOT'S SIGNATURE: (s) Thomas F. Mantell Jr.

TO BE FILLED IN BY PILOT — ALTERNATE — DESTINATION: DXD — COMMAND PILOT — SENIOR PILOT — CONTRACT PILOT OF ARMY AIRCRAFT — PILOT

FLIGHT CLEARANCE AUTHORIZATION

CLEARED FOR THE: ATC — 1120 — 3C — OPERATIONS IDENTIFICATION NO.

CONTROL INSTRUCTIONS: ROUTE 22 Upon JL, COE AF, CO, — APS/12

PERFORMED THIS FLIGHT: 1112 Z

Transmittal of [illegible] Form [illegible]

201 (22 Jan 48) [illegible] Ind.

[illegible] AIR DEFENSE COMMAND, MITCHEL AIR FORCE BASE, [illegible]

THRU: Chief, National Guard Bureau, Washington, D. C.

TO: Chief, Flying Safety Division, United States Air Force, Langley Air Force Base, Virginia.

[illegible] The [illegible] of the Aircraft Accident Investigation Board are concurred in [illegible]

[illegible] This accident will be brought to the attention of all pilots under the jurisdiction of this command.

[illegible]

[illegible]

12 Inclos [illegible]

CSNGB 4th Ind.

Hq., Dept. of the Army, SS, USA, National Guard Bureau, Washington 25, D. C.
11 Mar 48

THRU: Office of the Air Inspector, United States Air Force, Washington 25, D. C.
ATTN: Major J. C. [illegible]

TO: Chief of Staff, USAF, Office of the Air Inspector, Flying Safety Division, Langley Field, Virginia.

The National Guard Bureau concurs with recommendations of the Aircraft Accident Investigation Board and action taken by the Senior Air Instructor.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

[illegible] ROBERTSON
Colonel, NGB
Chief, Aviation Group
National Guard Bureau

BASIC: Ltr, Office of Senior Air Instructor, Ky Air NG, Louisville, Ky, SUBJECT: "Transmittal of WD AF Form 14," Cont'd.

~~2nd~~ 1st Ind. RLM:tld

COMMONWEALTH OF KENTUCKY, MILITARY DEPARTMENT, AGO, Frankfort, 29 January 1948.

TO: Commanding General, 11th AF, 1612 S Cameron Street, Harrisburg, Pa.

Paragraph 2, basic communication, complied with.

ROSCOE L. MURRAY,
Brigadier General, Ky N.G.,
The Adjutant General.

12 Incls:
n/c.

Off of Senior Air Instr, Ky ANG to [illegible] Commanding [illegible] Ky [illegible] Jan 48
Subject: Transmittal of [illegible] Form [illegible]

[illegible] 300.33

[illegible]

TO: Commanding General, Air Defense Command, [illegible]
[illegible] Head, New York.

[illegible] recommendations of the [illegible] accident investigation board [illegible]
taken by [illegible] General, [illegible] Wyoming [illegible]

[illegible]

48-1-7-1

OFFICE OF SENIOR AIR INSTRUCTOR
Kentucky Air National Guard
Standiford Field
P. O. Box 25, Camp Taylor Branch
Louisville 13, Kentucky

22 January 1948

SUBJECT: Transmittal of [illegible] Form 14

TO: Adjutant General, Commonwealth of Kentucky, Frankfort, Kentucky

1. Transmitted herewith in accordance with GB Air Memorandum 62-44, dated 11 August 1947 is [illegible] Form 14 and allied papers pertaining to aircraft accident 7 January 1948 involving P-51D type aircraft, serial number 44-63363 the aircraft piloted by Captain Thomas F. Mantell Jr. USAF 0 800373, Pilot.

2. Recommend that all pilots be completely indoctrinated in the proper utilization of oxygen equipment, also that the flight surgeon familiarize all rated personnel with known ill effects of anoxia.

Herbert A. Bott
HERBERT A. BOTT
Colonel USAF
Senior Air Instructor

Incls:
1. Statement of William J. Phillips
2. [illegible] AF Form 23
3. [illegible] AF Form 1A
4. [illegible] AF Form 1
5. List of previous write ups on Form 1A
6. Statement of Investigating Officer
7. Statement of Goeman Field Control Tower Operator
8. Statement of Lt. Clements
9. Statement of Glenn T. Mayes
10. Statement of Mrs. Carrie A. Phillips
11. Statement of William C. Mayes
12. Photographs of accident

1235003

51-

REPORT OF SPECIAL INVESTIGATION OF AIRCRAFT ACCIDENT
INVOLVING P-51D NO. 44-63869

1. DATE AND TIME OF ACCIDENT: 7 January 1948, 1518 CST.

2. LOCATION OF ACCIDENT: 5 miles southwest of Franklin, Kentucky.

3. AIRCRAFT: P-51D No. 44-63869

4. HOME STATION AND ORGANIZATION: 165th Fighter Squadron, Kentucky ANG, Standiford Field, Louisville, Kentucky

5. DAMAGE TO AIRCRAFT: Demolished

6. HISTORY OF AIRCRAFT AND ENGINES:

AIRCRAFT

Date of manufacture - 15 December 1944
Total hours - 1641:50, 23 December 1947, EST 9:35 to time of crash
Date last overhaul - new

ENGINES

Model - V-1650-7
Number - V-328830
Total hours - 174:25
Hours since last overhaul - new

PROPELLER

Model - Hamilton Hydromatic
Hours since last overhaul - new

7. PILOT, HOME STATION AND ORGANIZATION: Thomas F. Mantell Jr., Captain, O-806873, 123rd Fighter Group, 165th Fighter Squadron, Standiford Field, Louisville, Kentucky

8. PILOT HISTORY:

	1st Pilot	Other
Total hours	1608:00	559:00
Hours this type	67:00	00:00
Hours this model	67:00	00:00
Hours last 90 days	44:00	00:00
Hours last 30 days	14:00	00:00
Hours last 24 hours	2:00	00:00
Actual Combat hours	107:00	84:00

9. COPILOT HISTORY: Not applicable

10. PILOT, ENGINEER AND NAVIGATOR NAMES, HOME STATION, ORGANIZATION AND HISTO

Not applicable

[illegible]

[illegible]

[illegible] Statement of [illegible] Denby

[illegible] Statement of [illegible] Robert K. [illegible]

[illegible] Statement of [illegible] Clements

[illegible] Statement of [illegible] [redacted]

[illegible] Statement of [redacted]

[illegible] Statement of [redacted]

[illegible] Statement of [redacted]

[illegible] Statement of [illegible] [redacted]

10. Status of scene of accident

[illegible]

1235000

-19-

RESTRICTED R.F.C.

8 January 1948

P-51 NO. 44-63869

Aircraft were not serviced with oxygen as none was available at this station.

Pilots of aircraft did not request oxygen on checking in with line chief or operations.

Subject aircraft was fully serviced with 100/130 octane fuel - right, left and fuselage tanks were serviced. Oil was checked on all aircraft and those serviced requiring same.

Aircraft arrived this station on 27th December 1947, service was accomplished this date.

Aircraft were preflighted on 6th January 1948 by alert crew. Same were dated and preflighted by crew brought from Standiford Field on date of departure - 7th January 1948.

No mechanical trouble was reported on any of the aircraft.

s/Bernard M. Durey
Major, AC (MC)

A CERTIFIED TRUE COPY:

s/ -

AFFIDAVIT

7 January 1948
5 miles southwest of
Franklin, Kentucky on
W. J. Phillips' Farm

I, Mrs. [redacted] was sitting in my front room when I heard one explosion, ran to my front window and saw an airplane crash into my left front yard, about two-hundred and fifty yards from my home. The airplane did not burn and did not explode after it hit the ground.

In witness whereof, I have hereunto set my hand and seal at my home on Route 33, Lake Spring Road, Franklin, Kentucky this 7th day of January 1948.

[redacted]

Sworn to and subscribed before me
this 7th day of January 1948.

s/Richard L. Tyler
RICHARD L. TYLER
Captain Ky ANG
Summary Court Officer

A CERTIFIED TRUE COPY

s/Richard L. Tyler
Captain Ky ANG

AFFIDAVIT.

January 7, 1948.
Franklin, Kentucky.

I, [redacted] of Route #3, Simpson County, Lake Spring Road, Franklin, Kentucky do state that on 7 January 1948 at approximately three-fifteen P.M. I heard an airplane overhead making a funny noise as if he were diving down, and pulling up, but it wasn't, it was just circling. After about three circles the airplane started into a power dive slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrific noise, ever increasing, as it descended. It exploded half way between where it started the dive and the ground. No fire was seen. It hit, or crashed at three-twenty P.M. Central. It didn't explode when it hit the ground and did not burn.

In witness whereof, I have hereunto set my hand and seal at my home on Route #3, Lake Spring Road, Franklin, Kentucky this 7th day of January 1948.

[redacted]
Route #3, Lake Spring Road
Franklin, Kentucky

Sworn to and subscribed before me this 7th day of January 1948.

s/Richard L. Tyler
RICHARD L. TYLER
Captain, AC AUS
Summary Court Officer

CERTIFIED TRUE COPY:

s/Richard L. Tyler
RICHARD L. TYLER
Captain AC AUS

46

EVIDENCE

HEADQUARTERS, 123RD FIGHTER GROUP (ANG)
STANDIFORD, FIELD
P.O. Box 1167
Louisville, Kentucky

A flight of four P-51 departed Marietta, Georgia at 1342 C direct to Standiford Field, Louisville, Kentucky. Captain Thomas Mantell was in the lead ship as flight leader.

The flight was off course slightly to the left and therefore came over Godman Field on a course of about 45 degrees. I, Lt. Robert K. Hendricks, flying in the number two position was on channel C as we had been the entire trip, when I noticed Captain Mantell was talking so I went over to channel B.

The only part of the conversation between Captain Mantell and Godman Field that I heard was as follows, "we would like for you to take a look at it, come over the field on a heading of 330° and we will try to guide you." Captain Mantell answered "Roger, I'll give you a call when I identify it."

Upon hearing this I requested permission to leave the flight to return to Standiford Field, the request was granted by Captain Mantell, I left the flight at approximately 1440 C and landed at Standifort at 1501 C.

The above statements are true and correct to the best of my knowledge.

s/Robert K. Hendricks
ROBERT K. HENDRICKS
1st Lt. Kentucky N.G.

A CERTIFIED TRUE COPY:

Robert J. D. Johnson
ROBERT J. D. JOHNSON
Major, USAF

123000

xx [illegible] Ken-[illegible] [illegible] Sprt [illegible] (x) Ard [illegible] Dir [illegible] Wpl not Recd

I. C-[illegible] Plan: NG 3869 4 P-51 Mantell DMY VFR DIH

Agt No.	Type Acft	Pilot	Pnt Dptr	Alt	Route
DLV 300	A-B	P I 420	110/ 300/	3-2	
Destn	A/S	Fqcy	Dpt Time	ETI	Hrs Fuel	Rt Altn(s)

Crew & Pass List Filed DMY Exp Date of Inst Card Pilot's Home Sta DXL

Add A/C 3336, 3737, 3800

DIH Psn Sprt (Req Recd From)

Request

[illegible]

[illegible] 1320

(x) I certify that I have adequately briefed the pilot on current and forecast weather for this flight.

(x) I certify that adequate weather information for this flight has been relayed to the pilot on his Change Enroute.

This flight should be conducted (xxxx) (xxx) from DMY to DIL

[illegible]

/s/ WB [illegible] R. Vivin, Capt, AC

Forecaster

Sch xx 3869

(x) Approves [illegible] Acknowledged [illegible] (Rev) Divd to

[illegible] DMY DIL Altn(s) RB

[illegible]

[illegible]

[illegible] 1420C

[illegible] Acknowledged

[illegible]

/s/ H. L. Johnson

[illegible] 1st Lt, USAFR

[illegible] FLIGHT SERVICE CENTER
Maxwell Field, Montgomery, Alabama
Operating Location [illegible]

Date 8 January 1948

SUBJECT: Report of Aircraft Accident

TO: Field Office of the Air Inspector, Langley Field, [illegible]
ATTN: Flying Safety Division
Commanding Officer, Flight Service, Washington 25, D.C.
Commanding Officer, 104th Weather [illegible]
Warner Robins, Georgia

1. Flight Plan: NG 3869, 4 P-51's, Mantell, Marietta, Ga, VFR to Standiford Fld, Louisville, Ky, airspeed 300 mph, VHF Channels A and B, departed 1242C, 7 January 1948, one hr. 10 mins enroute, 3 hrs fuel aboard, pilot [illegible]. Additional identy NG 23336, 3800 and [illegible]
2. Date, time and [illegible] of accident: 7 January 1948, approximately 1645C, [illegible] miles south of Franklin, Ky, 86°35' W, 36°40' N.
3. Flight Service Clearance (Times) (xxxxxxxxxxxxxxxxxx) (If "Yes" [illegible] attach copy [illegible])
4. TO Clearance (xxxx) (xxx)
5. Flight Advisory Issued (xxxx) (xxx) (Indicate [illegible] copy [illegible]) "N" Explain why: No advisory deemed necessary as there were no known hazards to the flight.
6. Position Reports: 30 Miles SW of Standiford Fld, Louisville, Ky at 1450C
7. Pertinent [illegible] (See Enclosure)
8. Narrative Summary of Additional Information: See attached sheet.

[illegible]
BENJAMIN F. [illegible]
Major, [illegible]
Commanding

Incl.
1. FS Form 23
2. Pertinent Weather
3. Narrative Summary
[illegible]

AFFIDAVIT

January 7, 1948
Franklin, Kentucky

I, William O. Mayes of Route #3, Lake Spring Road, Franklin, Kentucky, Simpson County, do state that on 7 January 1948 at approximately three fifteen P.M. I heard an airplane overhead making a funny noise as if it were diving down, and pulling up, but it wasn't. It was just circling. After about three circles the airplane started into a power dive slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrific noise, ever increasing, as it descended. It exploded half way between where it started the dive and the ground. No fire was seen. It hit or crashed at three-twenty P.M., Central. It didn't explode when it hit the ground and did not burn.

In witness whereof, I have hereunto set my hand and seal at my home on Route #3, Lake Spring Road, Franklin, Kentucky this 7th day of January 1948.

s/William O. Mayes
Route #3, Lake Spring Road
Franklin, Kentucky

Sworn to and subscribed before me
this 7th day of January 1948.

s/Richard L. Tyler
RICHARD L. TYLER
Captain Ky ANG
Summary Court Officer

I CERTIFIED TRUE COPY

s/Richard L. Tyler
RICHARD L. TYLER
Captain Ky ANG

AFFIDAVIT

7 January 1948
Franklin, Kentucky

[redacted] Simpson County, Franklin, Kentucky, upon examining the dead body of Captain Thomas F. Mantell Jr. do state that the shattered watch of Captain Mantell stopped at 3:18 P.M. Central, which I fix as the time of death of Captain Mantell.

In witness whereof, I have hereunto set my hand and seal at Franklin, Kentucky this 7th day of January 1948.

[redacted] Simpson County,
Kentucky

Sworn to and subscribed before me
this 7th day of January 1948.

s/Richard L. Tyler
RICHARD L. TYLER
Captain Ky ANG
Summary Court Officer

A CERTIFIED TRUE COPY:

s/Richard L. Tyler
RICHARD L. TYLER
Captain Ky ANG

-19-

AFFIDAVIT

8 January 1963
Franklin, Kentucky

I, [redacted] do hereby state that none of my buildings or appurtenances were damaged in any way or crash of aircraft piloted by Captain Thomas F. Marshall Jr., Kentucky Air National Guard when it crashed in my field one hundred and fifty yards to the left of my house.

[redacted]

WITNESS: /s/Douglas J. McGill
1050 Rowland Avenue, Louisville, Kentucky

/s/Richard L. Tyler
132 Barbara Street, Louisville, Kentucky.

A CERTIFIED TRUE COPY

/s/Robert E. Hankin
Captain, USAF

The aforegoing times mentioned are approximately only.

The conversation was not recorded. I have stated it in the way I remember it, to the best of my ability.

/s/ Quinton A. Blackwell
QUINTON A. BLACKWELL
Technical Sergeant
Serial No. 18162475

A CERTIFIED TRUE COPY

RICHARD L. TYLER
Captain, Ky ANG

8 January 1948

Item 7. Pertinent Weather

Bolling Green, Ky., 7 January 1948

1530C High scattered, 20 miles visibility, temperature 51°, dew point 22, wind from S-SW at 14mph, altimeter setting 30.14

1630C High broken, 15 miles visibility, temperature 44°, dew point 25, wind from S-SE at 8mph, altimeter setting 30.12

1730C High scattered, 10 miles visibility, temperature 40°, dew point 24, wind from S-SE at 7mph, altimeter setting 30.12

1830C Clear, 8 miles visibility, temperature 38°, dew point 23, wind from S-SE at 9mph, altimeter setting 30.10

Nashville, Tenn., 7 January 1948

1530C High scattered, 15 miles visibility, temperature 53°, dew point 18, wind from S-SW at 9mph, altimeter setting 30.16

1630C High scattered, 15 miles visibility, temperature 52°, dew point 20, wind from S at 5mph, altimeter setting 30.14

1730C High thin broken, 12 miles visibility, temperature 48°, dew point 18, wind from S-SE at 4mph, altimeter setting 30.14

1830C High thin scattered, 12 miles visibility, temperature 46°, dew point 19, wind from S-SE at 7mph, altimeter setting 30.14

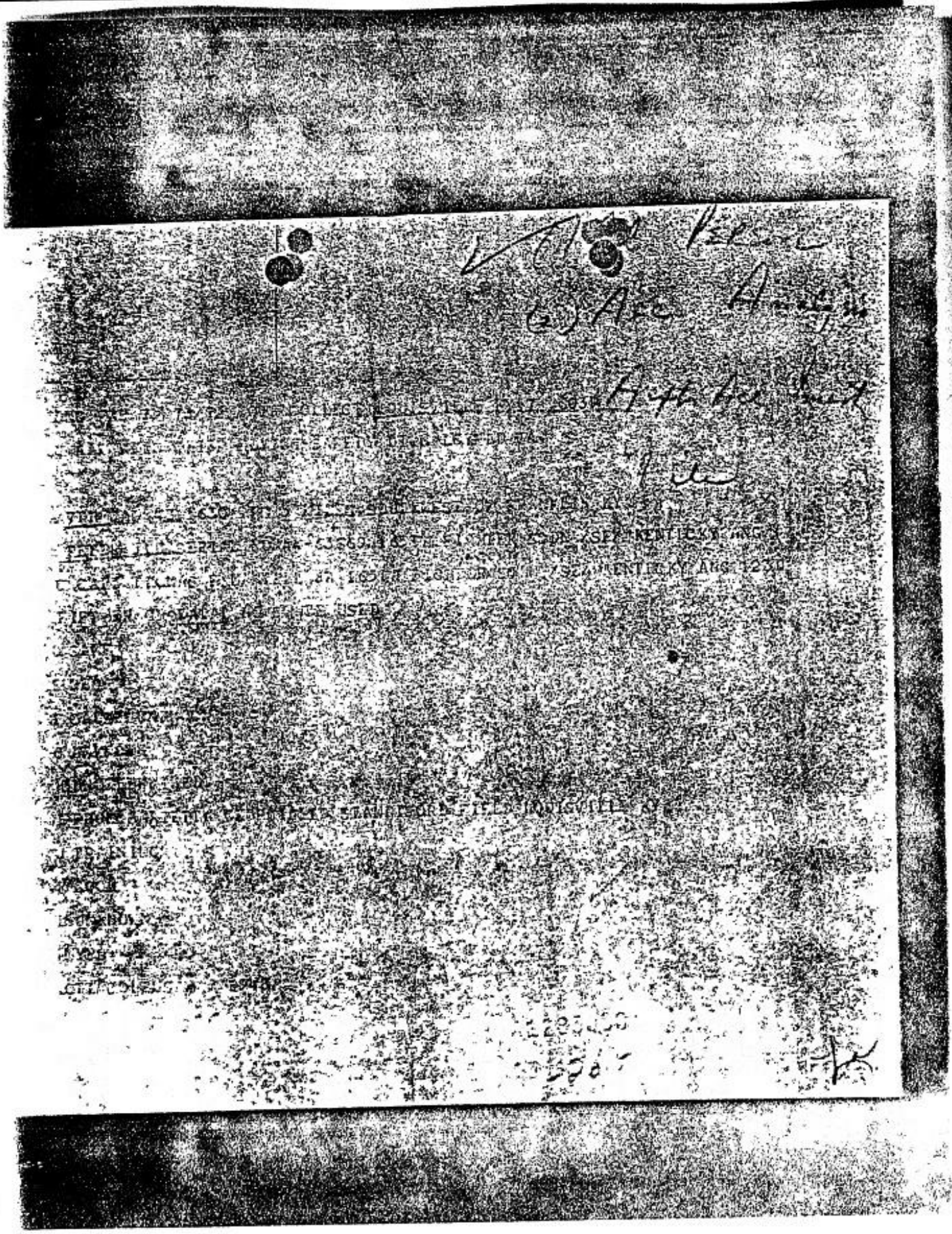
8 January 1948

3. Narrative Summary of Additional Information: A Flight of 4 F-51's was enroute from Marietta, Georgia, AF to Standiford Field, Louisville, Ky. When approximately 30 minutes SW of Standiford Field, at 14,500, Godman Tower called aircraft and requested that they investigate unindentified object visible in sky in vicinity of Godman Field, Ft. Knox, Ky. NC 3338 landed at Standiford Field, and NC 3869, 3737, and 3800 began climbing. Upon reaching 22,000' NC 3737, and 3800 descended, but NC 3869 continued climbing.

At 1040, aircraft NC 3869 crashed 4.5 miles SW of Franklin, Ky. Mr. Joe Walker, Traffic Policeman of Franklin, Ky. (Phone 167) was contacted and he said crash was 1 1/2 miles N of Highway 31W and that eye witnesses (he did not get their names) reported that aircraft was not doing acrobatics, and was not at abnormally low altitude (he did not estimated) but seemed to explode with loud noise and flash of fire before it hit the ground. Parts of the aircraft were distributed over a large area, one wing was approximately 100 yards from point where aircraft hit ground, other wing, prop, empennage seemed to be missing. Aircraft did not burn after hitting ground. When Mr. Walker arrived, body of pilot had been removed from crash, by unknown parties, had parachute on.

Standiford Field National Guard Unit is handling investigation and AFPL suggested that an Air Force officer aid in the investigation and requested Godman Field to do so.

-3-



~~near the area~~

near the area in which the object was observed.

Capt. Mantell [illegible]

7 January 1948

An official board of inquiry, which made intensive study of the crash reported that Mantell, an aggressive pilot, attempted to pursue the object as long as possible, even though he knew he lacked oxygen.

Of significance, is the fact that although a number of witnesses observed the object, there were some discrepancies in their description of the object. The size of the object given ranged from "small" to "tremendous", and the shape as "a parachute, ball, ice-cream cone, round, disc, etc".

Although consideration was given to the object being the planet Venus, because all the times and bearings given by observers generally agree with the bearings and elevation of this body at the time, official files

disclose that it was later determined that a large Navy "Skyhook" balloon was released from a location in [illegible]. [illegible] a classified project, and the existence of the large balloons were known [illegible] the balloon would have [illegible]

During the period of this sighting the Navy was conducting a program utilizing "sky hook" balloons. The Navy program was classified at this time and therefore these balloon flights were known only to those with a "need-to-know". It was subsequently determined that on the date of the Godman sighting a balloon was released by the Navy from Clinton County airport in Ohio. The release time of the balloon was related to a wind plot for 7 January 1948, and it revealed that the balloon would have been in the area of Godman at the time of the sighting.

On 7 January 1948, at the time of the sighting, Venus was also in a directional position which coincided with that of the UFO. This planet's angular distance from the sun was rather small, but bright enough to be seen in the daytime. It is possible that Venus was also a cause to this sighting, and was observed by some of the witnesses on the ground. However, the prime culprit is believed to have been the sky hook balloon released by the Navy. Captain Mantell was attempting to close in on this balloon which was still more than 40,000 ft above him.

It is the Air Force conclusion in this case that Venus was probably the original cause of the sighting since the object remained in the area for a long period of time and was relatively stationary. The object pursued by Captain Mantell is believed to have been the sky hook balloon, and this object was probably seen by other witnesses who described the object as pear shaped and metallic.

THE MANTELL CASE
7 January 1948

On 7 January 1948, at 1320 (1:20 pm) hours, the tower crew at Godman Field, Kentucky sighted a bright disc shaped object which they were unable to identify. The presence of this object was brought to the attention of the Base Operations Officer, Base Intelligence Officer, and eventually the Base Commander, but the object remained unidentified. At 1445 (2:45 pm), a flight of five P-51's flew over Godman Field. The object was still visible, and the Flight Commander was requested to investigate and attempt to determine the nature of the UFO if his mission allowed. The Flight Commander, Captain Mantell, stated he was on a ferry mission, but would investigate. Captain Mantell then started a spiraling climb to 15,000 feet, then continued to climb on a heading of 220°, the approximate direction of the UFO from Godman Field. At 15,000 feet the wing men turned back because they were not completely outfitted for flights requiring oxygen. The wing men attempted to contact Captain Mantell by radio but were unsuccessful. Captain Mantell made a transmission at 15,000 feet to the effect that he had the object in sight, and was still climbing to investigate. The 15,000 foot transmission was the last known of Captain Mantell.

It is the ATIC opinion that Captain Mantell lost consciousness due to oxygen starvation, the aircraft being trimmed continued to climb until increasing altitude caused a sufficient loss of power for it to level out. The aircraft then began a turn to the left due to torque and as the wing dropped so did the nose until the aircraft was in a tight diving spiral. The uncontrolled descent resulted in excessive speed causing the aircraft to disintegrate. It is believed that Captain Mantell never regained consciousness. This is borne out by the fact that the canopy lock was still in place after the crash, discounting any attempt to abandon the aircraft. The UFO was in no way directly responsible for this accident. However, it is probable that the excitement caused by the object was responsible for this experienced pilot conducting a high altitude flight without the necessary oxygen equipment.

There were two conceptions as to the identity of the object; Venus, one of the brightest objects in our heavens, or a large balloon used for high altitude experimental flights and known as "sky hooks". These balloons fly at altitudes in excess of 60,000 feet and reach diameters of approximately 100 feet.

THE MANTELL [illegible]
7 January 1948

On 7 January 1948, at 1320 (1:[illegible] P.M.) [illegible], the tower crew at Godman Field, Kentucky sighted a [illegible] object which they were unable to identify. The presence of this object was brought to the attention of the [illegible] Operations Officer, [illegible] Intelligence Officer, and eventually [illegible] Base Commander, but the object remained unidentified. At 1[illegible] (2:45 P.M.), a flight of five P-51's flew over Godman Field. The object was still visible, and the Flight Commander was requested to investigate and attempt to determine the nature of the UFO if his mission allowed. The Flight Commander, Captain Mantell, [illegible] he was on a [illegible] mission, but would investigate. Captain Mantell then started a spiraling climb to 15,000 feet, then [illegible] climb on a [illegible] of [illegible], the approximate direction of the UFO [illegible] 15,000 feet the wing men turned back [illegible] outfitted for flights requiring [illegible] to contact Captain Mantell [illegible] Captain Mantell made a transmission [illegible] had the object in sight, [illegible] The 15,000 foot transmission [illegible] until the next day, [illegible] still containing [illegible]

It is the ATIC [illegible] oxygen starvation [illegible] until increased [illegible] level out. [illegible] and as the [illegible] tight div[illegible] speed [illegible] Capt[illegible] by the [illegible] disco[illegible] way [illegible] [illegible]

During the period of this sighting the Navy was conducting a program utilizing "sky hook" balloons. The Navy program was classified at this time and therefore these balloon flights were known only to those with a "need-to-know". It was subsequently determined that on the date of the Godman sighting a balloon was released by the Navy from Clinton County airport in Ohio. The release time of the balloon was related to a wind plot for 7 January 1948, and it revealed that the balloon would have been in the area of Godman at the time of the sighting.

On 7 January 1948, at the time of the sighting, Venus was also in a directional position which coincided with that of the UFO. This planet's angular distance from the sun was rather small, but bright enough to be seen in the daytime. It is possible that Venus was also a cause to this sighting, and was observed by some of th[illegible]nesses on the ground. However, the prime culprit is believed to have [illegible] the sky hook balloon released by the Navy. Captain [illegible]tel[illegible] was at[illegible] to close on this balloon which was still more [illegible] 40 [illegible] above him.

It is the Air Force conclu[illegible] thi[illegible] that Venus [illegible] probably the original cause of the sighting since the object rema[illegible] in the area for a long period of time and was relatively stat[illegible]. [illegible] object pursued by Captain Mantell is [illegible] ha[illegible] [illegible]oon, and this object was proba[illegible] th[illegible] [illegible] the object as pear shaped and [illegible].

Found later that "Sky Hook" balloons were launched from Clinton County in Southern Ohio on or about 7 January 1948. These large balloons were unknown, but to very few people at that time. Wind plots also indicated that the Sky Hook would have been brought over or near Godman area.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

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Incident #33, a-g -- Godman Field, Fort Knox, Kentucky -- 7 January 1948
& discussion of all incidents reported for this date

Incidents #30, 32, 33, and 48 all occurred on 7 January 1948, with #33 involving the death of Lieutenant Mantell. Detailed attention has therefore been given to any possible astronomical body or phenomenon which might serve to identify the object or objects concerned. The four incidents are considered together here.

Although the several reports differ considerably in regard to the bearing and motion of the object (assuming for the moment that the afternoon and evening sightings refer to the same phenomenon), they are generally consistent concerning the time, manner, and place of its disappearance over the horizon. Hour and azimuth are given as 1906 CST, about 250°, by observers at Godman Field; 1955 EST, west southwest, by those at Lockbourne Air Base; and 1955-2000 EST, about 210°, by those at Clinton County Air Base; (there are, as is to be expected, slight differences in individual reports). Using this for the focal point of attack, one notes immediately that all these times and bearings agree closely with the time and place of the setting of Venus. Furthermore, all accounts except one agree that the object was low in the southwest before the time of disappearance. Reports vary as to details of its motion, but the overall motion was southwest and then over the horizon. Those facts taken together preclude any question of coincidence. Furthermore, simultaneous observation from scattered locations proves that the object had negligible parallax, or, in short, that it was a very great distance away. All other statements concerning the object exist,

it seems to this investigator, be weighed in terms of the overwhelming evidence of the manner of disappearance over the horizon.

The stellar magnitude of Venus on January 7 was -3.4, which makes it 20 times brighter than the bright star Arcturus. Venus, when as bright as this and shining through interstices in a host of clouds, could very easily give the effect of a flaming object with a tail. Concerning the erratic motion reported by some witnesses, this can be said: motion of clouds past the object could give the illusion of rapid movement, as when clouds scud by the moon; or the effect could have been a psychological illusion; a third possibility, remote but based on a rarely-observed phenomenon, is that, owing to thermo-inversions in the atmosphere, stars near the horizon have been known to jump about erratically through arcs of two or three times the moon's apparent diameter. Venus, when very close to the horizon, has been known to twinkle brilliantly with rapidly changing colors.

It appears to the present investigator, in summing up the evidence presented, that we are forced to the conclusion that the object observed in the early evening hours of January 7, 1948, at these widely separated localities, was the planet Venus. To assume that a terrestrial object could be located so nigh as to be visible simultaneously over a wide area, could be of such intrinsic brightness (of incredible brightness, far surpassing any known man-made light), and would be placed essentially at the very position of Venus in the sky over an

interval of more than half an hour, would be incredible.

Incident #33 is the only one of the four that includes the daytime observation of presumably this same object. The importance of the incident is, however, paramount, for it was in tracking down the mysterious object that Lieutenant Mantell lost his life. Again it is possible that the object observed was the planet Venus, although the evidence is by no means as definitive as that for the sightings made later that day. First, the bearings of the object as reported by various witnesses differ considerably; where one says southwest, another says south, for the same instant. However, integrating all the evidence, one is again struck with the coincidence of the object's position with that of Venus. The following short table of sightings vs the positon of Venus shows the general agreement of the two in azimuth:

CST	Object	Venus
1330 (PFC Oliver)	SW of field	Almost due S; 174°
1345 (Sgt. Blackwell)	South of field	178°
(PFC Oliver)	S	
after 1400 (Lt. Orner)	SW	from due S (180°) at 1400, moving westward
1445 (Capt. Mantell)	210°	195°
(Col. Hix)	215°	

A more pertinent question is that of whether it would have been possible to see Venus in the daytime on that day. All that can be said here is that it was not impossible to see the planet under these conditions. It is well known that when Venus is at its greatest brilliancy, it is possible to see it during the daytime when one knows exactly where to look, but on January 7, 1948 Venus was less than all

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as bright as it is when most brilliant. However, under exceptionally good atmospheric conditions and with the eye shielded from the direct rays of the sun, Venus might be seen as an exceedingly tiny bright point of light. It can be shown that it was definitely brighter than the surrounding sky, for on the date in question Venus had a semi-diameter of 8 seconds of arc, or a total apparent surface area of approximately 125 square seconds. Assuming that a square second of sky would be a trifle brighter than the fourth magnitude, a portion of the sky of the same area presented by Venus would be about -1.4 magnitude. Since the planet, however, was -3.4, it was 6 times brighter than an equivalent area of sky. While it is thus physically possible to see Venus at such times, usually its pinpoint character and the large expanse of sky makes its casual detection very unlikely. If, however, a person happens to look toward a point on the sky that is just a few minutes of arc from the position of Venus, he is apt to be startled by this apparition and to wonder why he didn't see it before. The chances, of course, of looking at just the right spot are very few. Once done, however, it is usually fairly easy to relocate the object and to call the attention of others to it. However, atmospheric conditions must be exceptionally good. It is improbable, for example, that Venus would be seen under these circumstances in a large city.

It can be said, therefore, that a possible explanation for the object sighted in the daytime in incident #33, a-2, is that it

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too was the planet Venus. In the absence of exact measures, however, it is impossible to establish that it was or was not. (It is unfortunate that theodolite measures of the afternoon observations were evidently not made.)

It has been unofficially reported that the object was a Navy cosmic ray balloon. If this can be established, it is to be preferred as an explanation. However, if one accepts the assumption that reports from various other locations in the state refer to the same object, any such device must have been a good many miles high -- 25 to 50 -- in order to have been seen clearly, almost simultaneously, from places 175 miles apart.

It is entirely possible, of course, that the first sightings were of some sort of balloon or aircraft, but that when these reports came to Godman Field, a careful scrutiny of the sky revealed Venus, and it could be that Lieutenant Mantell did actually give chase to the planet, even though whatever object had been the source of the excitement elsewhere had disappeared. At the altitudes that the pilot reached, Venus would have been very much more easily observed than from the ground, and it might even be that he did not actually pick it up until he was at a considerable altitude. The one piece of evidence that leads this investigator to believe that at the time of Lieutenant Mantell's death he was actually trying to reach Venus is

that the object appeared essentially stationary (or moving steadily away from him) and that he could not seem to gain on it.

In summing up, this can be said: the evening sightings reported in incidents #30, 32, 33, and 48 were undoubtedly of the planet Venus. Regarding the daylight sightings from Godman Field and other places in Kentucky, there seems so far to be no single explanation that does not rely greatly on coincidence. If all reports were of a single object, in the knowledge of this investigator no man-made object could have been large enough and far enough away for the approximately simultaneous sightings. It is most unlikely, however, that so many separate persons should at that time have chanced on Venus in the daylight sky. It seems, therefore, much more probable that more than one object was involved: the sightings might have included two or more balloons (or aircraft); or they might have included both Venus (in the fatal chase) and balloons. For reasons given above, the latter explanation seems more likely. Such a hypothesis does, however, still necessitate the inclusion of at least two objects other than Venus, and it certainly is coincidental that so many people would have chosen this one day to be confused (to the extent of reporting the matter) by normal airborne objects. There remains one possible, very plausible explanation for this last, however: was the original report by any chance broadcast by local radio stations? If so, with the general public on the alert, even

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the commonest aircraft might suddenly have appeared to be strange celestial objects.

In any event, since it seems possible that at the time of Lieutenant Mantell's death, he was actually giving chase to Venus (and since, certainly, during the evening sightings, persons assumedly well acquainted with objects of the sky were alarmed by the appearance of the planet), it might be wise to give information about this incident wide circulation among air force personnel, so that tragic mistakes will not occur in the future.

DISPOSITION FORM

[redacted]

FILE NO.	SUBJECT (Uncl) Transmittal of Report		
AFOIN-2A2 Attn: Maj Fournet	FROM ATIC	DATE	COMMENT NO. 1

Capt Ruppelt/vs
66361/B 263D/P D-28

1. Attached is the file on an incident that occurred on 7 January 1948 at Godman Air Force Base, Kentucky, in which Lt Mantell was killed.

2. This file was requested by the Air Force PIO.

3. Please check appropriate channels prior to release.

~~3. It is requested that appropriate action be taken to release this information.~~

for Wm Rice, Capt USAF
DONALD L. BOWER, Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

3 Incls:
1. Ltr fr Godman AFB dtd 2/3/49
2. CC R&R fr TSXMF dtd 1/15/48
3. File dtd 1/7/48 - Godman Fld., Ky.

If inclosure 1 thru 3 is withdrawn (or not attached), the classification of this correspondence will be downgraded to Uncl in accordance with paragraph 20E, AFR205-1.

Found later that "Sky Hook" balloons were launched from Clinton County in Southern Ohio [illegible] about 7 January 1948 [illegible] were unknown. [illegible] time. [illegible] Sky Hook, would [illegible] Godman area.

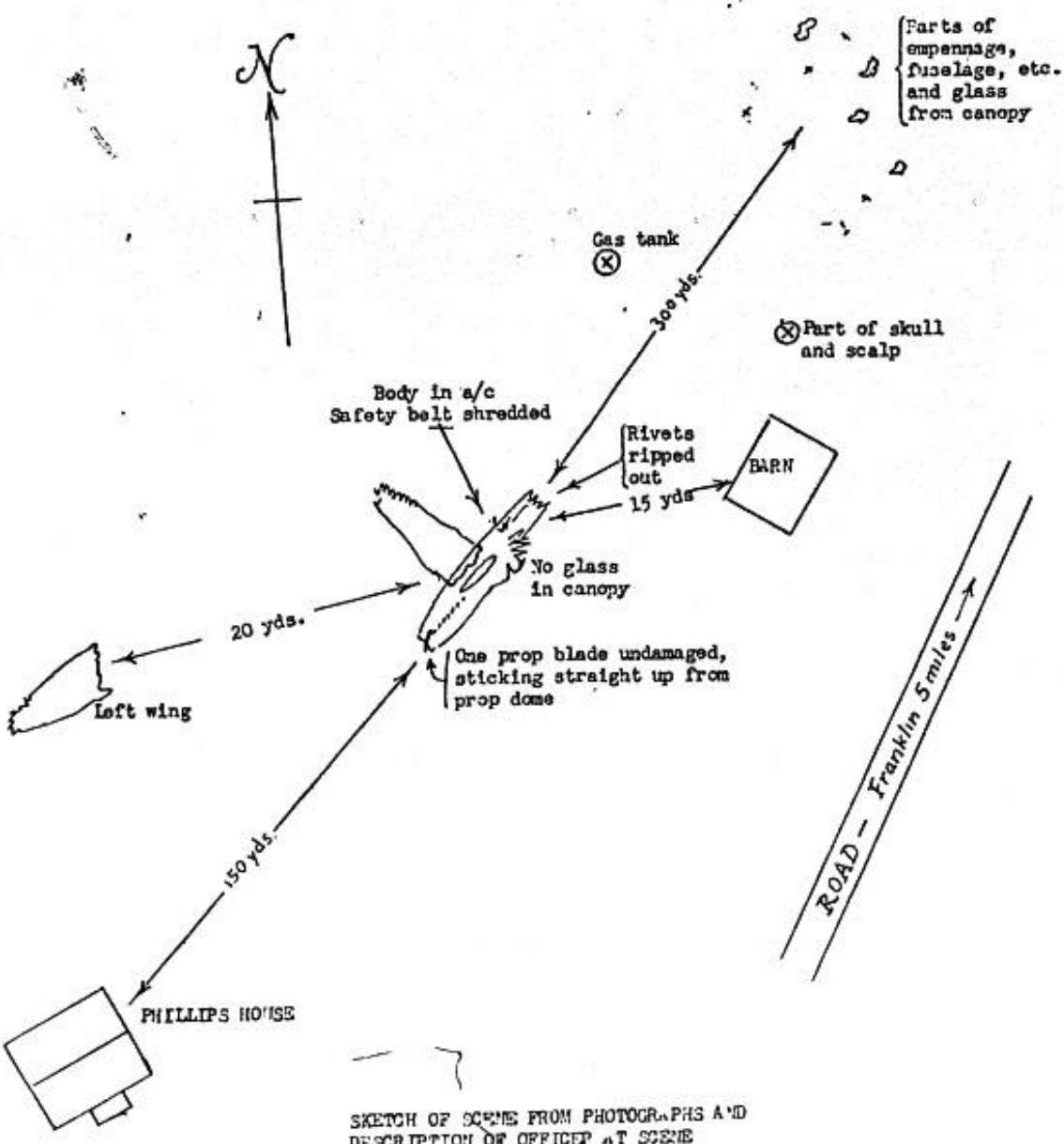
File, abr

SECURITY INFORMATION R7C [redacted]

[redacted]

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

16-54801-8 ☆ U. S. GOVERNMENT PRINTING



SKETCH OF SCENE FROM PHOTOGRAPHS AND DESCRIPTION OF OFFICER AT SCENE

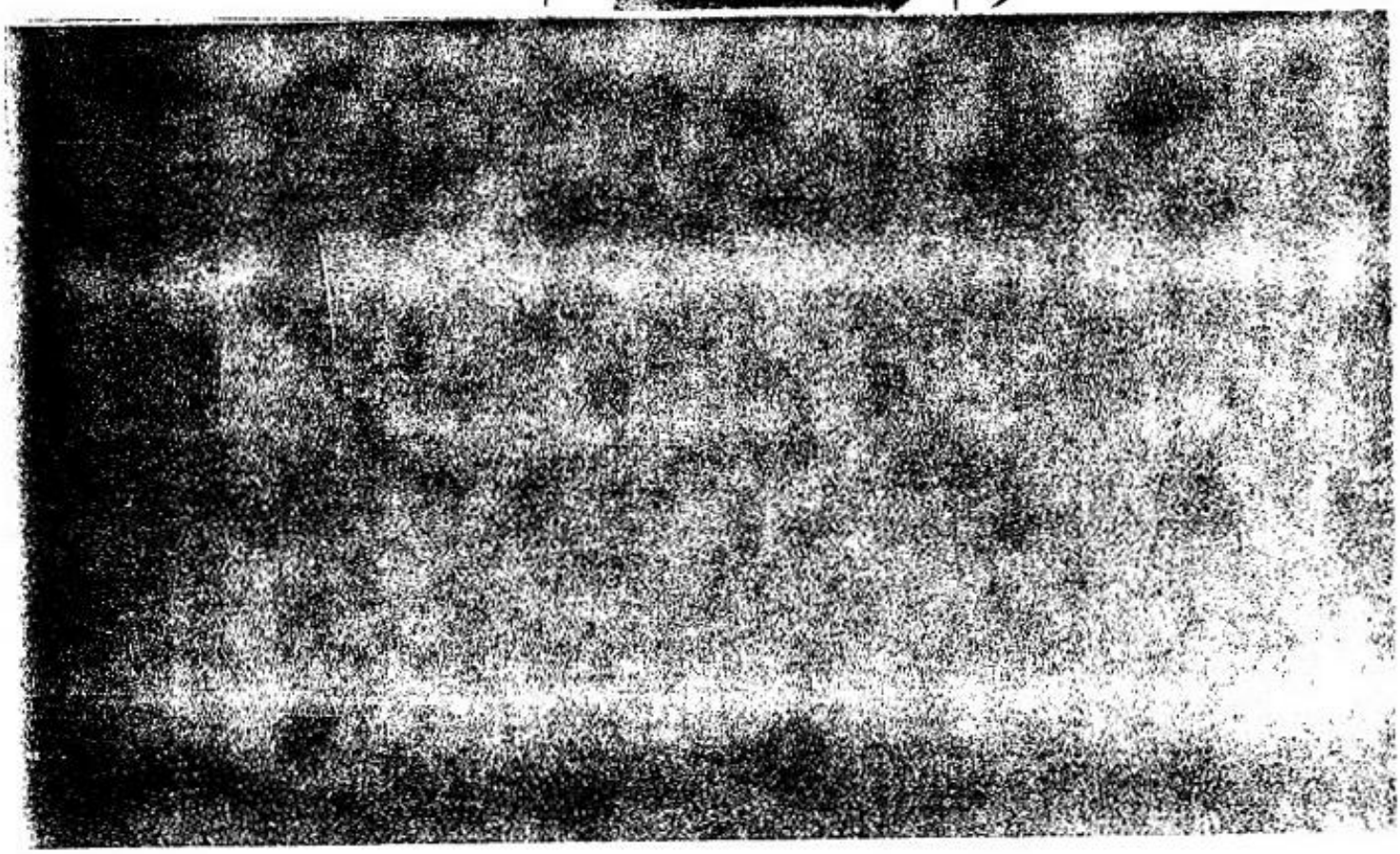
[redacted] Incident #33

[illegible] ----	DATE [illegible] 7 Jan 48
[illegible] ----	[illegible] Godman AFB, Ken
[illegible] ----	[illegible] Many
[illegible] ----	DATE [illegible] ----
[illegible] 1345-1400 cst	COLOR bright white
[illegible] circular	[illegible] faster than F-51
[illegible] very large	[illegible] high
[illegible] 180°	[illegible] over 1½ hr.
[illegible] 1	TYPE OF OBSERVATION aerial
[illegible] ----	[illegible] ----
[illegible] ---- SKETCHES ---	REMARKS: Famous "Mantellcase"

[illegible] Form [illegible]
([illegible])

BALLOON

[redacted]



estimated size: 100 ft from top to bottom, 43 ft across and 4 miles high proceeding SW at 10 MPH.

NOTE: Kentucky State Police were informed by unknown individual(s) that an unusual aircraft or object was flying thru the air, circular in appearance, with an approximate size of 250-300 ft which was moving westward "at a pretty good clip". This was relayed to Godman Fld.

NOTE: See also report by James Hudson, Inc. 48b

NOTE: Course of object on 7 July 48 is reported roughly as follows:

/ 0720C Edwardsville, Illinois: Object of aluminum appearance without apparent wings or control surfaces which moved southwest remaining visible for about 30 minutes

1300: Elizabethtown: No description

: No description

1310: Lexington, Ky.

Madisonville, Ky. - as reported in this.

1400: Maysville: No description

After 1400: Irvine: No description

After 1400: Owensboro: No description

1630C - 1645C: Nashville, Tenn: A Dr. Seyfert, Astronomer at Vanderbilt Univ. spotted an object SSE o f Nashville, Tenn. between 1630C with basket attached which moved first SSE then West at a speed of 10 MPH at approx 25,000 ft.

1735: Godman Fld Control Tower: See Orner's account (33a)
See Duesler account (33c)

EST 1925: Lockbourne AB, Columbus, Ohio: See Incident 30, 30a, 30 b & 30c

RESTRICTED RTC

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33g

1. Date 7 Jan 48
2. Time 1310
3. Location Madisonville, Ky.
4. Name of observer N/S
5. Occupation of observor N/S
6. Address of observor Madisonville
7. Place of observation Madisonville, Ky
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude ~~N/S~~ 4 miles
12. Speed 10 MPH
13. Direction of flight SW
14. Tactics N/S
15. Sound N/S
16. Size 100 ft from top to bottom and 43 ft across
17. Color N/S
18. Shape cone shape
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Someone from Madisonville advised Military P they had observed thru a Finch telescope an object described as c

(over)

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Info taken from reports of radio conversation between Control at Godman and Ng 869 essentially as follows:

Col Hix's account. NG 869: "Object traveling at 180 MPH - half my speed"

Lt Orner's account. NG 869: "high and traveling about 1/2 my speed at 12 o'clock position."

Later: "Closing in to take a good look"

No further word heard by Orner

T/Sgt Quinton A. Blackwell: NG 869: At 1445. "Object traveling at 180 MPH Directly ahead of & above me now and moving at about 1/2 my speed."

Later: "I'm trying to close in for better look"

At 15,000 ft: "Object directly ahead of and above me now and moving about 1/2 my speed. It appears metallic of tremendous size. I'm trying to close in for better look"

No other word heard by Blackwell from NG 869.

Capt Cary W. Carter: NG 869: "Object going up and forward as fast as he was" - approx 360 MPH.

*"going to 20,000 ft and if no closer will abandon chase"

No further contact heard by Capt Carter - *Apparently last word ever received from NG 869.

ELECTRIC REPORT

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33F

1. Date 7 January 1948
2. Time ~~1515~~ 1445
3. Location Godman Field, Ky.
4. Name of observer Flight Leader NG 869 (Capt. Thomas F. Mantell
5. Occupation of observer Flight Leader
6. Address of observer
7. Place of observation Over Godman Field, Ky.
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight ~~Not stated~~ Apparently over 1 hour and a half
11. Altitude above ~~15000~~ 20,000 ft
12. Speed Approximately 500 mph
13. Direction of flight approximately 210° from Godman Field
14. Tactics None
15. Sound Not stated
16. Size Tremendous
17. Color Metallic
18. Shape Not stated
19. Odor detected Not stated
20. Apparent construction metallic
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated

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ELECTRIC REPORT

26. Remarks: This information taken from a report describing a radio conversation between Flt. Leader NG 869 who investigated the object at the request of Godman Field Tower. The Flt. Leader Capt. Thomas F. Mantell crashed and was killed after his last radio contact with Godman Field at 1515 hr.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33B

1. Date 7 Jan 48
2. Time 1445
3. Location Godman Fld. Ky
4. Name of observer Col Guy G. Hix
5. Occupation of observer Commanding Officer, Godman Fld
6. Address of observer Godman Fld. Ky.
7. Place of observation Control Tower, Godman Fld
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 5 minutes
11. Altitude 25,000 +
12. Speed 180 MPH
13. Direction of flight 215° South to the west
14. Tactics Remained stationary for approx 1-1/2 hours
15. Sound None
16. Size 1/4 size full moon
17. Color white
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Seemed at times to have a red border at the top and at the bottom
22. Weather conditions Clear
23. Effect on clouds None
24. Sketches or photographs None
25. Manner of disappearance Behind a cloud
26. Remarks: (over)

UNCLASSIFIED

B7C

SECRET RTC

At approx 1300 hrs State Police reported flying object near Elizabethtown. Ten minutes later sighted near Madisonville. A third call reported it over Lexington. (all south of Godman) Tower then alerted. Tower sighted object at 1445 and notified Col Hix who went immediately to tower where he observed the object thru 8-power binocs. Object also lined up with sighting bar. Three P-51 planes were already pursuing the thing on a course of 215°. (One pilot reported the thing to be traveling at 180 MPH) Col Hix reported the object appeared to the south and near the sun. "It was very white and looked like an umbrella," he stated. "I thought it was a celestial body but I can't account for the fact it didn't move." "I just don't know what it was." Appeared about 1/4 size of full moon and white in color. Thru the binocs it appeared to have a red border at the bottom at times and a red border at the top at times. It remained staticonary (seemingly) for 1-1/2 hours.

RELIABILITY: CO of Godman Fld. Obj chased by National Guard planes and followed from the ground by State Highway patrolmen. See corroborating accounts.

SECRET RTC

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33D

1. Date 7 Jan 48
2. Time After 1407
3. Location Godman Fld
4. Name of observer Capt Cary W. Carter
5. Occupation of observer Operations Officer
6. Address of observer Godman Fld., Ky
7. Place of observation Control Tower
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3 to 4 minutes
11. Altitude Very high
12. Speed Approx 360 MPH - f/Flight Leader's reports
13. Direction of flight 210° f/Godman Fld
14. Tactics None
15. Sound N/S
16. Size Could not be determined
17. Color white
18. Shape Round - at times cone shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails [redacted] N/S
22. Weather conditions High scattered - [redacted]
23. Effect on clouds Could be seen thru cirrus
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

[redacted]

At approx 1407, 7 Jan 48, Capt Carter was called by Lt Orner, AACS Detachment Commander, to come to Tower to witness an unidentified aerial object.

Object appeared round and white (whiter than the clouds that passed in front of it) and could be seen thru cirus clouds.

After observing it thru field glasses for some 3 - 4 minutes, he called Col Hix's office. Col Hix, Lt Col Wood & Capt Duesler came to the tower shortly thereafter.

Capt Carter then suggested that a group of P-51 aircraft in the vicinity be contacted to pursue the object. T/Sgt Blackwell, Tower Operator, contacted the flight leader to take a look. Three planes proceeded on a heading of approx 230°. One of the planes (Mantell's) spotted it at 1200 o'clock position. Another plane relayed "This is 15,000 ft, let's level out" First speed as relayed by Mantell (180 MPH) Later, "object going up and forward as fast as I am" - or 360 MPH. Mantell then stated he was going to 20,000 ft and if no closer would abandon chase. Last radio contact heard by Capt Carter.

NOTE: Apparently, Mantell blacked out at 20,000 ft or proceeded on since the object apparently appeared closer(if such were the case)and then crashed thru lack of oxygen.

Does not seem to tally with report that the phenomena was "Venus or a comet"

RTC

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[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 330

1. Date 7 Jan 48
2. Time 1420 CST
3. Location Control Tower, Godman Fld
4. Name of observer Capt J. F. Dueaker, Jr.
5. Occupation of observer Capt, USAF
6. Address of observor Godman Fld. Ky
7. Place of observation Godman Fld Control Tower
8. Number of objects 1 at 1420
9. Distance of object from observer N/S
10. Time in sight From 1420 to 1600 CST - Over an hour and a half
11. Altitude N/S
12. Speed 360 MPH - according to statement of Mantell
13. Direction of flight Apparently from 234° to 259° South to West
14. Tactics N/S
15. Sound N/S
16. Size Believed large
17. Color Silver - bright
18. Shape like tear drop - round; later, object seemed fluid
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails No tail -
22. Weather conditions N/S - Scattered but clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Obscured by clouds
26. Remarks: (over)

UNCLASSIFIED

[redacted]

~~SECRET~~ RTC

At approx 1420 7 Jan 48, Duesler accompanied by Lt Col E. G. Wood went to Godman Control Tower to observe an unidentified aerial object. Shortly after their arrival Col Hix, the Commanding Officer was summoned. At about this time Duesler first sighted a bright silver object. Then Col Hix arrived. Shortly thereafter a flight of four P-51's flew over Godman. Leader was contacted to pursue object. He assented and three P-51's climbed on the course, the fourth P-51 returning to base. Flight leader called to observe that "object was twelve o'clock high." Asked to describe it, he stated "it is bright and climbing away from me." He stated at first that it was going about 180 MPH. Then Control Tower lost sight of the flight but could still see the object. (In connection with this, Lt Col E. Garrison Wood who witnessed the sighting stated that while it appeared about 1/10 the size of a full moon, if the thing were a great distance away, as compared to the diminishing size of the P-51's flying toward it, it would seem that it was at least several hundred feet in diameter.) Shortly after NG 861, the flight leader, stated that he was "at 15,000 ft and still climbing" He stated that he judged the speed to be the same as his or approx 360 MPH. One of his planes then asked him to level off but no reply was heard from the flight leader. That was the last message received from any member of the flight.

After dark, another or the same object appeared in approx 234° from Godman at 6° elevation. This body moved to the west (259°) and then down. The shape was fluid but generally round with no tail, the color changing from white, to blue, to red to yellow and had a <u>black spot in the center</u> at all times.

At 1600 CST it was obscured by clouds.

NOTE: Later, an astronomer was contacted who attempted to account for this phenomena as either Venus or a comet. (?)

SEE ALSO: Report of civilians and state police and corroborated version on this incident.

~~CONFIDENTIAL~~ RTC

[redacted] R7C

PFC Stanley Oliver was on duty at the Control Tower at Godman Fld when Col Hix's office informed the tower that an unidentified object (supposedly some 250 ft to 300 ft in diameter) was sighted over Mansville, Ky. This was approx at 1330 CST. ~~It~~ PFC Oliver saw the object southwest of Godman Fld To him it resembled an ice cream cone topped with red. Could not ascertain if it were moving or not.

RELIABILITY: Witnesses: Col. Hix, (CO), Capt Carter, Lt Orner & M/Sgt Blackwell

NOTE: The report of alerting the P-51 aircraft contained in PFC Oliver's statement and the witnesses corroborates material contained in the other reports.

[redacted] R7C

[redacted] R7C

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33 B

1. Date 7 Jan 48
2. Time Approx ~~kt~~ 1320 CST
3. Location Godman Fld., Ft Knox, Ky.
4. Name of observer PFC Stanley Oliver
5. Occupation of observer N/S - duty in control tower
6. Address of observer Godman Fld., Ft Knox, Ky.
7. Place of observation Control Tower, Godman Fld., Ft Knox, Ky.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Over 15,000 ft
12. Speed N/S
13. Direction of flight Southwest
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Object appeared like "ice-cream cone topped with red" - apparently white with red above
18. Shape cone
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions Cloud formations
23. Effect on clouds Went behind clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

UNCLASSIFIED

[redacted] R7C

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33 a

1. Date 7 Jan 48
2. Time Shortly after 1400 CST
3. Location Godman Fld., Ft Knox, Ky.
4. Name of observer Lt Paul I. Orner
5. Occupation of observer Detachment Commander
6. Address of observer Godman Fld., Ft Knox, Ky.
7. Place of observation Control Tower
8. Number of objects 1 See Note attached.
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed half speed of P-51
13. Direction of flight N/S
14. Tactics Appeared stationary
15. Sound N/S
16. Size N/S
17. Color white
18. Shape like parachute - round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Seemed to be some red light around the lower part of it.
22. Weather conditions High - scattered but clear
23. Effect on clouds None
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

UNCLASSIFIED

RAC

Unknown object first reported by Military Police at Ft Knox, approx 1400 CST, vicinity of Maysville. Later over Irvington & Owensboro, Ky. Sighted, Godman, by Blackwell, Chf Control Tower. Lt Orner then left office of CO, proceeding to Control Tower where he sighted a small white object in the southwest sky. It appeared stationary. Could not determine of object radiated or reflected light. Thru binocs it appeared partially as parachute with bright sun reflecting from top of the silk, however, there seemed to be some red light around the lower part of it. Three P-51s alerted to pursue object. Took a course of around 210°. Approx 5" later object sighted. EG 861 (flight leader) reported it "high and traveling about 1/2 his speed at '12 o'clock'" Later he stated he was "closing in to take a good look" This was his last message. EG800 then reported EG 869 had disappeared. At the time of his disappearance he was reported high and ahead of wing man at approx 18,000 to 20,000 ft and wing man at approx 15,000 ft. Wing man (EG800) returned for fuel and resumed pursuit going to altitude of 33,000 ft but did not sight object. At about 1645 Lt Orner left tower.

Later, Lt Orner, returned to Control Tower (about 1735 CST) and perceived bright light at a position of about 240° azimuth and 8° elevation. It was a round object and did not resemble a star. Although there was a haze the object remained visible and did not disappear until it went below the level of the earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hangar roof.

RELIABILITY: Verified by Commanding Officer, Operations Officer, S-2 and Executive Officer. However, these officers were apparently present when second sighting took place.

RAC

RESTRICTED RTC

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #33

1. Date 7 Jan 48
2. Time Between 1345 and 1350
3. Location Godman Fld, Fort Knox, Ky
4. Name of observor T/Sgt Quinton A. Blackwell
5. Occupation of observor Chf Operator in Control Tower at Godman Fld, Ky.
6. Address of observor USAF, Airways & Air Communications Svc, ATC Detachment 733-5 AF Base Unit (103D AACS Sq) Godman Fld., Ft Knox, Ky.
7. Place of observation Tower, Godman Fld.
8. Number of objects 1
9. Distance of object from observor N/S
10. Time in sight N/S
11. Altitude Over 15,000 ft
12. Speed In excess of P-51
13. Direction of flight South
14. Tactics N/S continued climbing
15. Sound Not Stated
16. Size Tremendous
17. Color Silvery or metallic
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S - seemed metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None

UNCLASSIFIED

25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

At approximately 1320 Sgt Cook from the CO's office notified the observer (T/Sgt Quinton A Blackwell) that according to Ft Knox Military Police & "B" Town State Police, a large circular object about 250 to 300 ft in diameter was over Mansville, Ky. Advised him to check with Army Flight Svc. They advised negative but shortly thereafter reported object over Irvington, Ky, then Owensboro, Ky. Object first sighted by Blackwell about 1345 to 1350 over south Godman Fld.

Verification: 1st Lt Orner (Detachment Commander)
Capt Carter (Operations Officer)
Col Hix (CO) sighted it about 1420

At approximately 1430 to 1440, four P-51's approached Godman f/south enroute f/Marietta, Ga. to Standiford Fld, Ky. Lt Blackwell asked Flight Leader NG 869 to attempt to identify object. Accompanied by two other planes he proceeded south f/Godman. Fourth plane proceeded to Standiford Fld alone.

About 1445, flight leader (NG 869) reported sighting object "ahead and above - still climbing" At 15,000 ft he reported "Object directly ahead and above and moving about half my speed." Again "it appears metallic of tremendous size." Still later "I'm still climbing - object is above and ahead moving about my speed or faster - I'm trying to close in for better look". This was about 1515. Five minutes later the other two ships turned back. NG 800 reported "it appeared like the reflection of sunlight on an airplane canopy" Shortly afterward this same pilot (NG 800) resumed search going to 33,000 ft, 100 miles south but did not sight anything.

TO (contd) FROM RESTRICTED DATE COMMENT NO.

b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within ±90° of the Sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

Time Local	Altitude	Azimuth
10:00	28°00'	197°
10:30	26°00'	204°
11:00	23°00'	211°
11:30	20°00'	217°
12:00	17°00'	223°
12:30	13°00'	228°

Hom afee
for Lt Col USAF

J. C. HARVELL
Colonel, USAF
Chief, Equipment Laboratory
Engineering Division

JCH
VLB/mcd
25136
Bldg. 45

RESTRICTED

(DO NOT WRITE BELOW THIS LINE)

Jan 30

TRANSCRIPT OF LONG DISTANCE TELEPHONE CONVERSATION

13 January 1948

0920

Mr. Loedding, Kembrock 7111 - 21204, Air Intelligence, Wright Field, Dayton, Ohio

Called

Col. B. O. Davis, Jr., Commanding Officer, 332d Fighter Wing, LAAB, Cols. 17, O.

Subject: Request for Information re: objects in the sky

Mr. L.: Colonel Davis, this is Mr. Loedding, Air Intelligence, Wright Field. I understand that a conversation took place January 7, Wednesday, between Godman Field, Kentucky and your base at Lockbourne regarding an unidentified flying object.

Col. D.: If it did I am not aware of it Mr. Loedding. I read about it in the Air Force Times yesterday. A statement about Col. Hicks saying something looked like a flying saucer. That is all I know about it.

Mr. L.: Capt. Dusler said there was a call from Lockbourne Air Base and they were assisting in this thing.

Col. D.: I personally know nothing of that Mr. Loedding.

Mr. L.: I wonder if you could make an investigation - and think if somebody in the tower did see it, maybe you could call me back and I could come there and talk to somebody. Like to interrogate them.

Col. D.: Whether anybody on this station saw a foreign object in the air -

Mr. L.: and whether they discussed it with anyone - particularly Godman Field. If you call me and I will drive over and talk to them.

Col. D.: Shall I call you in case I don't find anybody?

Mr. L.: It would be a good idea to tell me what you find out. My number is 21204, Kembrock 7111, Wright Field.

Col. D.: I will be glad to do that Mr. Loedding.

Mr. L.: I will appreciate it, Colonel. What is your extension?

Col. D.: Fr. 7-5711 Extension 201.

Mr. L.: Thank you very much, sir.

... ... Mrs. L. at 1115 ... not transcribed

AMC Form No. 10-3 (Jul 47)

~~RESTRICTED~~ R+C

10-4-152

ROUTING AND RECORD SHEET

UNCLASSIFIED

...TERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Place initials of dictator and typist/telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT: Request for Information

TO: MCREXE-45 FROM: MCIAXO-3 DATE: 20 Oct 48 COMMENT NO. 1.

ATTN: Capt. Beebout

1. Reference is made to recent telephone conversation between Capt. Beebout and Mr. Colling, concerning the location of the planet Venus on 7 January 1948 between the hours of 1330 and 1515 when viewed from the vicinity of Godman Field, Kentucky.

2. It is requested that the following information be submitted hereon as comment 2:

a. Position of planet at half-hour intervals during time mentioned.

b. Opinion as to whether or not planet could be seen from aircraft at 15,000 ft. or from the ground.

c. Was any other major planet in sighting distance at the time?

Leland T. Money

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

TC/ei 65310
P 202F
B 288

TO: MCIAXO-3 FROM: MCREXE-4 DATE: 27 Oct 48 COMMENT NO. 2

J-2693

The following information is submitted as requested in the above comment:

a. The position of the planet Venus, at half-hour intervals, to nearest degree:

Body Venus Time, Local	Altitude	Azimuth
10:00	11°00'	122°
10:30	16°00'	127°
11:00	21°00'	134°
11:30	24°00'	140°
12:00	28°00'	147°
12:30	31°00'	154°
13:00	33°00'	163°
13:30	35°00'	171°
14:00	35°00'	180°
14:30	34°00'	188°
15:00	33°00'	197°
21:15	32°00'	200°

UNCLASSIFIED

~~RESTRICTED~~ R+C

(OVER)

WP-O-30 APR 48 2600M

(CONTINUE ON OTHER SIDE)

C O P Y

WX

MESSAGEFORM

DATE-TIME GROUP

262358Z

[redacted]

FROM: (Originator)

CG AIR MATERIEL COMMAND

[redacted]

ACTION

ACTION TO:

PRIORITY

HQ GODMAN AIR FORCE BASE

RE IS MADE TO INCIDENT OF UNIDENTIFIED AERIAL OBJECT OCCURRING NEAR YOUR BASE SEVEN JAN FOUR EIGHT PD OUR RECORDS INDICATE FREQUENT THEODOLITE READINGS WERE MADE OF OBJECT HOWEVER ONLY THREE READINGS ARE ON FILE HERE PD REQUEST YOU FORWARD BY TT COMPLETE READINGS AND RESUME OF QUALIFICATIONS OF INDIVIDUAL WHO MADE READINGS PD REQUEST FURTHER BRIEFS OF DAILY WEATHER AT GODMAN FOR ONE JANE TO ONE FIVE JAN FOUR EIGHT CMA GIVING PARTICULARLY PERCENTAGE OF CLOUD COVERAGE AND SUNSHINE AND TTSEQUENCES FOR ENTIRE DAY ON SEVEN JAN FOUR EIGHT PD WEATHER INFO MAY BE FORWARDED BY LETTER AT THREE SEVEN SEVEN

RECEIVED IN RESTRICTED CODE. NO COPY WILL BE MADE UNLESS SAFEGUARDED IN ACCORDANCE WITH AR 380-5. THIS MESSAGE REQUIRES NO PARAPHRASE.

RECEIVED AT THE SIGNAL OFFICE:
TIME: 0750 INT: WA
LOCAL SERIAL NUMBER: 15

OFFICIAL:
/s/ Francis R. Segna
FRANCIS R SEGNA
CAPT SIG CORPS
POST SIGNAL OFFICER

[redacted]

RESTRICTED

C O P Y

HEADQUARTERS
GODMAN AIR FORCE BASE
Fort Knox, Kentucky

3 February 1949

SUBJECT: Unidentified Aerial Object

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base
Dayton, Ohio

1. Reference is made to attached message received from your headquarters.

2. There are no further theodolite readings available at this base.

3. Persons making theodolite readings were qualified forecasters. They are reliable and qualified in the use of theodolite.

4. Briefs of daily weather requested are as follows:

1 JAN 48 LOW OVC TO BRKN DURING THR ENTIRE DAY CIG RANGE FROM 5 TO 30 HUNDRED FT VSBY VRBL 2 TO 15 MI. IN SHOWERS IN MORNING RANGING 15 TO 6 IN SNOW IN PM.

2 JAN 48 LOW OVC ENTIRE DAY WITH CIG VRBL FROM 600FT TO 1500 FT. VSBY VRBL 1 TO 4 MILES ENTIRE DAY WITH SNOW AND FOG.

3 JAN 48 LOW OVC BASES VRBL 600 FT TO 2000 FT TILL NOON THEN BECOMING ⊕ 8-9/10 BASES 10000 FT 15000 FT. VSBY VRBL 3 TO 6 MI ENTIRE DAY WITH FOG AND SMOKE IN AM SMOKE IN PM.

4 JAN 48 D TO ○ CLOUDS TILL 0630C THEN ⊕ REMAINDER OF DAY. BASES ⊕ 400 TO 2500 FTM VSBY 1 1/2 TO 6 MILES WITH OCCASIONAL SNOW SHOWERS AND SMOKE AND HAZE THE REMINDER.

RTC

How, old weather report

4TH

SUBJECT: Unidentified Aerial Object

5 JAN 48 LOW ⊕ TILL 1130C BASES VRBL 2000 TO 3200ØFT THEN AT 1230C HIGH ⊕ TO⊕ 8/10 TO 10/10 11000 FT TO 15000 FT. VISBY VRBL FROM 3 TO 6 MILES IN SMOKE AND HAZE.

6 JAN 48 8-10 /10 THS IN MORNING TILL 0730 BASES 10000 TO 15000 FT AT 0730 TILL 0930 CIG VRBL FROM 8000 TO 1300 FT THEN ⊙ FROM 0930 ON TILL END OF DAY. VSBY VRBL 4 TO 15 MI WITH HAZE IN AM NOTHING IN P.M.

7 JAN 48 HOURLY SEQUENCE FOR THE 7 JANUARY 1948
FROM THE WBAN 10-A
ALL TIMES IN CST
0030 ⊙6H 244/32/21→4/022'/3000 46
0130 ⊙6H 244/32/20→4/ 022
0230 ⊙6H 247/29/20→4/023
0330 ⊙6H 247/29/20→2/023/001
0430 ⊙6H 247/27/20→2/023
0530 ⊙6H 247/27/21⊙023
0630 ⊙6H 244/27/19/C/021
0730 ⊕/3HK 247/28/22/C/022/99640 99980
3 AC E120
0830 E80⊕8 251/28/22→4/023/99631 99980
10 AC E80
0930 E80⊕8 251/31/30/C/023/303 0309/99990
9 AC E80
1030 E80⊕8 240/38/28→↘4/021/ RMREPS CLR 25 MI W DKY 0900C/99990 99930 9 AC E 80
1130 ⊕/8 234/41/37→↘14/019/99990 99970
6 AC E100
1230 ⊕/8 230/48/42↗ 8/015/91200 0069/2 27
7 CS E 250
1330 ⊕/8 203/49/40→12/010/9999099930
3AC E100 6 CS E250
1430 ⊕/8 193/49/34↗12/007/99990 99930
3AC E100 6 CS E250
1530 ⊕/12 193/49/29↑↗8/007/605 26942/99990
5AC E140 5 CS E240
1630 ⊕/10 207/48/23↑↗8/011/99990 99730
6AC E140 4 CS E230
1730 ⊕/7 183/45/22↗4/005 6AC E140 4 CS E230
1830 ⊕/7 176/42/25↗8/004/60400 026942 49
6AC E140 4 CS E230
1930 ⊕/7 [illegible] 5AC E140 4CS E230
2030 ⊕/6H 193/39/28↗2/007 5AC E140 4CS E230
2130 ⊕/6H 193/39/29↗3/007/405 0209/2
4AC E140 0
2230 ⊕/6H 190/37/25↗2/007 4AC E140 0

~~SECRET~~

SUBJECT: Unidentified Aerial Object

8 JAN 48 ○ TILL 0630 THEN ◍ TO ⊕ (6- 10/10) BASES 11000 FT TO 20000 FT LOWERING AT 2100 TO 1800 FT AND REMAINING SO. VSBY VRBL 4 TO 8 MILES WITH HAZE OBSTRUCTION.

9 JAN 48 ⊕ SKY BASES VRBL FROM 1500 FT TO 5000 FT TILL 0830C THEN BECOMING ◍ VRBL 6-9/10 TILL 1830C THEN LOWERING TO 2100 FT TO 4000 FT. VSBY VRBL 4 TO 8 MILES WITH HAZE AS OBSTRUCTION.

10 JAN 48 ⊕ BKY BASES 4000 FT TO 5000 FT TILL 0430 THEN BECOMING ◍ TO ○ (0 2/10) VSBY VRBL 4 TO 12 MILES WITH HAZE AS THE OBSTRUCTION.

11 JAN 48 ○ TILL 0800 THEN BECOMING ◍ TO ⊕ (8/10-10/10) BASES 6000 FT TO 10000 FT. VSBY VRBL 1 1/2 TO 12 MILES WITH SMOKE AND HAZE AS THE OBSTRUCTION.

12 JAN 48 ⊕ SKY DURING THE ENTIRE DAY WITH BASES VRBL FROM 3000 FT IN THE MORNING TO 600 FT IN THE P.M. VSBY VRBL 2 1/2 TO 5 WITH HAZE AND RAIN SHOWERS.

13 JAN 48 ⊕ SKY BASES 1000 FT TO 1000 FT TILL 1830 THEN ○ TILL 2230 THEN ⊕ TILL 2330 BASES 2500 FT. VSBY VRBL 1 TO 8 MILES IN GROUND FOG AND HAZE WITH OCCASIONAL LIGHT SNOW SHOWERS.

14 JAN 48 ◍ TO ⊕ (6-10/10) IN THE A.M. TILL 1330 THEN BECOMING ◑ TO ○ (0-5/10) BASES ◑ CLDS 2500 FT. REMAINING SO REST OF PERIOD. VSBY VRBL 5 TO 15 MILES WITH OCCASIONAL SNOW SHOWERS AT 1000C TO 1100C AND HAZE THE REMAINDER.

15 JAN 48 ○ TILL 0420C THEN ⊕ TILL 0730 BASES 15000 FT THEN ◑ TILL 1430C THEN ◍ REMAINDER OF PD BASES AT 12000 FT VSBY 5 TO 15 IN HAZE.

John W. Mitchell

JOHN W. MITCHELL
Colonel, USAF
Commanding

TSC Form No. 10-3
(19 Mar 45)

RESTRICTED

Inc #33

ROUTING AND RECORD SHEET AIR TECHNICAL SERVICE COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT Request for Transcription

TO TSXMF FROM MCIA DATE 13 Jan 48 COMMENT NO. 1

1. It is the understanding of this office that conversations between the tower at your facility and aircraft in flight within certain ranges are recorded. During an investigation 9 January 1948 at Godman Field, Kentucky, it was learned that such a recording was made 7 January regarding an unidentified flying object. This event took place sometime between 1400 and 1600 hours E.S.T. To complete the intelligence investigation of this incident, it is important that all pertinent information be obtained, particularly the discussion that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. It is requested, therefore, that a typewritten report of this transcription be furnished this office as soon as possible. If certain words are not readily understandable as a result of static and interference, an attempt at an interpretation by a qualified operator should be made to obtain at least some bit of information that might prove significant.

See T/Sgt Clinton A Blackwell's report Inc #33

W. J. Heinstreet Jr. Lt Col. USAF Ad

for W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

ACL/amb
2-1204
Rm 258
Bldg 11A

MCIA TSXMF 15 Jan 48 2

1. This office does not have a record of the conversation that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. If there is a record of the information wanted in paragraph 1, comment 1, it would be available from the Detachment Commander, 733rd AFBU (103rd AACS Sq), Godman Field, Ft Knox, Kentucky.

De Armond E. Matthews

DE ARMOND E. MATTHEWS
Major, USAFR
Commanding

JWA/deg
5-1107
Bldg 206

Incident #33

RESTRICTED

(CONTINUE ON OTHER SIDE)

WF 5-14-45-2 MB.

UNCLASSIFIED

Godman Field Air Force Base Sightings - 7 Jan 1948 and 19 Aug 1948

THRU: MCIAO MCIAXO-3 8 Nov 48 1
Attn: Mr. Money
TO: MCIAT
Attn: Mr. Deyarmond

3 Incls
1. Rpt of Unusual Incident
2. Memo dtd 24 Aug 48
3. Reading f/Godman taken 19 Aug 48

19 Aug 48 CASE

MCIAXO-3 MCIAT 10 Nov 48 2

It is apparent, from the data given above, that the object sighted at Godman Air Force Base on 7 January 1948 was not the planet Venus. Therefore, this sighting must be considered as unexplained.

3 Incls
n/c

A. B. DEYARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Div
Intelligence Department

ABD/amb
6-6398
P 213B

THRU: MCIAO MCIAXO-3 8 Nov 1948 1
Attn: Mr. Money
TO: MCIAT
Attn: Mr. Deyarmond

UNCLASSIFIED

RTC

b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within ±90° of the sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

Time Local	Altitude	Azimuth
10:00	28° 00'	[illegible]°
10:30	[illegible]° [illegible]'	[illegible]°
11:00	23° [illegible]'	211°
11:30	20° 00'	217°
12:00	17° 00'	223°
12:30	13° 00'	228°

4. The evidence obtained from [illegible]

[redacted] RTC

UNCLASSIFIED

Base
Godman Field Air Forde/Sightings - 7 Jan 1948 and 19 Aug 1948

THRU: MCIAO MCIAXO-3 8 Nov 48 1
Attn: Mr. Money
TO: MCIAT
Attn: Mr. Dayarmond

1. Re Sighting of 7 Jan 1948: Reference is made to your conversation with Capt Sneider on 19 October 1948 concerning your desire for a check on the position and visibility of Venus on 7 Jan 1948 between the hours of 1330 and 1350 as compared to the position of an unidentified aerial object.

2. A verbal report was rendered you at 1400 hours, the date of your request, to the effect that Venus was not visible at the date and time mentioned. Extracted versions of pertinent information follow:

a. Statement by 1st Lt Paul I. Orner, O-865766, Airways and Air Communications Service ATC, Detachment 733-5, Air Force Base Unit (103rd AACS Sq) confirms the fact that the weather station theodolite viewed and tracked the object; that the object was first seen at about 240° azimuth 8° elevation at 1400 hours, and that it disappeared from his view at about 250° at 1645 hrs.

b. A statement by Colonel Guy F. Rix, Commanding Officer, Headquarters, 315th Air Force Base Unit (Res Trng) Godman Field, Fort Knox, Kentucky, dated 9 Jan 1948, states that on or about 1445 hours the object was first sighted at 215° and that it could be plainly seen with the naked eye, was about 1/4 the size of a full moon, white in color and apparently stationary for 1-1/2 hours.

3. Comment No. 2 to R & R from MCREXE-14 to MCIAXO-3, dated 27 Oct 1948 states as follows:

Incl Position of Venus

Time - local	Altitude	Azimuth
10:00	11° 00'	122°
10:30	16° 00'	127°
11:00	21° 00'	134°
11:30	24° 00'	140°
12:00	28° 00'	147°
12:30	31° 00'	154°
13:00	33° 00'	163°
13:30	35° 00'	171°
14:00	35° 00'	180°
14:30	34° 00'	188°
15:00	33° 00'	197°
15:15	32° 00'	200°

UNCLASSIFIED

[redacted] RTC

TDEW/Maj Quintanilla/69216

Mantell Case, January 1948 — 23 July 1964

Coroner
Simpson County
Franklin, Kentucky

Dear Coroner,

In January 1948, at Franklin, Kentucky, an aircraft accident occurred and the county coroner, Mr Harry W Booker, examined the body of the pilot, Captain Thomas F Mantell, Jr.

The Federal Aviation Agency is conducting an investigation of a similar accident in which the cause of death is considered identical. They have expressed a desire for medical records or any other information regarding the condition of the pilot's body after the crash. I am enclosing a copy of their letter to us regarding this information. The case file at Wright-Patterson contains information on the wreckage but nothing concerning the pilots condition.

Any information which you may have, such as the autopsy report, medical findings, photos of the body, etc, would be appreciated by the Federal Aviation Agency. We request that you forward any available data which you may have to:

Dr Richard G Snyder, Ph D, AM-119
Federal Aviation Agency
P O Box 1082
Oklahoma City, Oklahoma 73101

Sincerely,

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

2 Atchs
1. Ltr FAA, 20 Jul 64
2. Affidavit, 7 Jan 48

cc: Dr Snyder, FAA

OFFICIAL FILE COPY

TDEW/Maj Quintanilla/69216

23 July 1964

Mantell Case, January 1948

State Police
Franklin, Kentucky

During January of 1948, Police Officer Joe Walker conducted an investigation of an aircraft accident which crashed into the yard of Mrs Carrie Phillips, Route 3, Lake Spring Road, 5 miles Southwest of Franklin, Kentucky (W J Phillips farm).

The Federal Aviation Agency is conducting an investigation of a similar accident. Any information which you may have regarding the aircraft wreckage and pilot's condition, after the crash, would be appreciated by them. We realize that this event took place over sixteen years ago, however, some of the personnel associated with this incident may recall facts which would be of assistance to Dr Snyderin incidents of this nature. Any information which you can obtain should be forwarded to:

Dr Richard G Snyder, Ph D, AM-119
Federal Aviation Agency
P O Box 1082
Oklahoma City, Oklahoma, 73101

We are attaching a copy of Dr Snyder's letter to us and an extract from the initial UFO report.

Sincerely,

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

2 Atchs
1. Ltr FAA, 20 Jul 64
2. Extract from UFO Report

cc: Dr Snyder

OFFICIAL FILE COPY

[redacted]

TDEW/Maj Quintanilla

Mantell Case

23 Jul 64

Dr Richard G Snyder, Ph D, AM-119
Federal Aviation Agency
P O Box 1082
Oklahoma City, Oklahoma, 73101

1. Reference your letter, 20 Jul 64, Mantell Case. All available information regarding the accident was forwarded to you on 10 Jul. No photos of the body, autopsy report or medical data were included with the accident report.

2. We have taken the liberty of forwarding your letter to the State Police and County Coroner's office at Franklin, Kentucky in hopes that they may be able to furnish you this data. Copies of our letters to them are attached.

3. A duplicate case file such as the one sent to you on 10 Jul 64 is attached.

FOR THE COMMANDER

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

3 Atchs
1. Ltr to Coroner, Simpson County
2. Ltr to State Police, Franklin, Ky
3. Duplicate Case File

UNCLASSIFIED

RTC

REPORT OF UNUSUAL INCIDENT

At approximately 1400E, 7 January 1948, Kentucky State Police reported to Ft Knox Military Police they had sighted an unusual aircraft or object flying through air, circular in appearance approximately 250 - 300 feet in diameter, moving westward at "a pretty good clip." This in turn was reported to the Commanding Officer, Godman Field, Ft Knox, Kentucky, who called Godman Tower and asked them to have Flight Service check with Flight Test at Wright Field to see if they had any experimental aircraft in that area.

Captain Hooper at Flight Test Operations stated, "We have no experimental aircraft in that area, however we do have a B-29 and an A-26 on photo missions in that area." This information was relayed to Godman Tower by dispatcher on duty and a verification on report was asked for.

Godman Tower later called back and stated first report was by radio to Ft Knox Military Police and followed by telephone call to same from State Police.

Information on P-51's and further reports are reported as follows by Captain Arthur T. Jehli, Supervisor of the 1600E - 2400E shift.

"When the 1600E - 2400E shift reported for duty we were advised that a "disc", or balloon, or some strange object was seen hovering in the vicinity of Godman Field. This object was seen by the Commanding Officer and Operations Officer of Godman Field who advised that they would attempt to send aircraft to ascertain the size and shape of the object.

"At this time there was a flight of 4 P51's enroute from Marietta, Georgia to Standiford Field, Louisville, Kentucky. The lead ship was NG 3869, pilot Mantell. The Commanding Officer, Godman Field contacted this pilot and requested that he investigate the object overhead.

"One of the ships of the formation, NG 336 pilot Hendrichs, landed at Standiford Field. The 3 other aircraft started to climb toward the object.

"At 22,000 feet pilot Hammond, NG 737, advised Clements, NG 800, that he had no oxygen equipment. Both pilots then returned to Standiford Field; pilot Mantell, NG 3869, continued climbing.

"Pilot Clements, NG 800, refueled and went back up to 32,000 feet but did not see either the strange object or the aircraft NG 3869 again, and so returned to Standiford Field.

"At 1750E, Standiford Field advised that NG 3869, pilot Mantell, crashed 5 miles SW Franklin, Kentucky atapproximately 1645C.

"We then sent an arrival of 1500C for the 3 aircraft, NG 336, NG 737, and NG 800, also notified Maxwell Flight Service Center that NG 3869 had crashed.

RTC

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"Maxwell Flight Service Center made a long distance call to Franklin, Kentucky and spoke to police officer Joe Walker, who took charge at the scene of the accident.

"Officer Walker stated that when he arrived the pilots body had been removed from the aircraft. Upon questioning eye witnesses, Officer Walker learned that the aircraft had exploded in the air before it hit the ground, but, that the aircraft did not burn upon contact with the ground.

"The wreckage was scattered over an area of about one mile, and at that time the tail section, one wing, and the propeller had not been located.

"Lt Tyler, Operations Officer at Standiford Field, departed Standiford Field for Bolling Green, Kentucky in NG 8101 to investigate the accident - Also at our suggestion an investigation party and Military Police were dispatched from Godman Field to the scene.

"So much for the accident - now hold on to your hat!

"Godman Tower again contacted us to report that there was a large light in the sky in the approximate position of the object seen earlier. Then Lockbourne Tower and Clinton County Tower advised a great ball of light was traveling southwest across the sky.

"We then contacted Olmsted Flight Service Center and gave them all the information available to deliver to the Air Defense Command at Mitchel Field, Hempstead, New York.

"Later we received a call from St Louis Tower advising that a great ball of light was passing directly over the field - Scott Tower also verified this.

"We then received a call from Air Defense Command through Olmsted Flight Service Center advising us to alert Coffeyville, Kansas, Ft Smith, Arkansas, and Kansas City, Missouri, and that they had plotted the object as moving WSW at 250 miles per hour.

"We then received information from Maxwell Flight Service Center that a Dr. Seyfert, an astronomer at Vanderbilt University, had spotted an object SSE of Nashville, Tennessee that he identified as a pear shaped balloon with cables and a basket attached, moving first SSE, then W, at a speed of 10 miles per hour at 25,000 feet. This was observed between 1630C and 1645C.

"Olmsted Flight Service Center then advised us to instruct Godman Field to forward a complete report of the whole incident to Air Defense Command at Mitchel Field, Hempstead, New York as soon as possible.

"The Military Police at the scene of the accident called back and advised Godman Field that someone at Madisonville, Kentucky had observed, through a 4inch telescope an object described as cone shaped, 100 feet from top to bottom, 45 feet across, and 4 miles high proceeding SW at 10 miles per hour.

"All this time the weather observer at Godman Field was spotting the object with a Theodolite and keeping a record of times, elevations and azimuths.

"St Louis ATC advised of an article printed in the "Edwardsville Intelligencer", Edwardsville, Illinois, describing an object, over the town at 0720C, of aluminum appearance without apparent wings or control surfaces which was moving southwest. This object remained visible for about 30 minutes. This article went on to describe the amazement and wondering of the editor regarding this object - and you can bet that he was no more confused than I am at this moment."

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A/GFH/hmg

HEADQUARTERS
315TH AF BASE UNIT (RSS TNG)
OFFICE OF THE AIR INSPECTOR
GODMAN FIELD, FORT KNOX, KENTUCKY

9 January 1948

373.2

SUBJECT: Report of Observation of Unidentified Object in Skies Above Godman Field

TO: Commanding General
Eleventh Air Force
1612 South Cameron Street
Harrisburg, Pennsylvania
ATTENTION: Lt. Col. Chandler PIO Section

1. The inclosed certifications are of personnel from Godman Field who witnessed the object in the southwestern sky from Godman Field on 8 January 1948, with additional information concerning the loss of a P-51, (NG869).

2. Standiford Tower, Standiford Field, Louisville, Ky., reported that two aircraft of an unspecified type were taking off from Standiford at approximately 1500 hrs. and would be directed to proceed to Godman to assist in determining a definite status of the reported object. These aircraft did not appear. Another flight composed of four P-51's flew directly over Godman Tower at approximately 1500 hrs., at which time they were asked their identification. Upon being informed that they were National Guard aircraft from Standiford Field, and upon their replying in the affirmative that sufficient gas was available, they were asked if they would deviate from their course to assist in determining the nature of the object. Their ETA for the flight to Standiford was changed at that time.

3. The object, as it appeared to the undersigned, was circular in shape and, if it was a great distance away, was 1/10th the size of a full moon. If it was an early object, the size, as compared to the diminishing size of the P-51's flying toward it, seemed to be at least several hundred feet in diameter.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

L. GARRISON WOOD
Lt. Colonel, USAF
Air Inspector

6 Incl
1. Statement
Pfc. Stanley Oliver
2. Statement
T.Sgt. G.A. Blackwell

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[redacted]

Incls Continued
3. Statement Capt. Cary N. Carter
4. Statement Capt. James F. Duesler, Jr.
5. Statement Col. Guy F. Hix, Commanding Officer
6. Statement Lt Orner

373.2 1st Ind A/GFH/hmg

HQ 315TH AF BASE UNIT (RES TNG), Godman Field, Ft. Knox, Ky. 9 Jan 48

TO: Commanding General, Eleventh Air Force, 1612 South Cameron Street Harrisburg, Pennsylvania
ATTENTION: Lt. Col. Chandler, PIO Section

1. Forwarded in accordance with telephone instructions, your office, this date.

2. A Mr. Loedding, civilian investigator for the Intelligence Division, Department of the Air Force, assigned to Wright Field, Ohio, arrived at this headquarters, this date, and made a thorough investigation of the matters listed in basic letter.

3. After obtaining statements and full information on the matter, he issued instructions that no reports on the subject would be made until further notice was given.

4. This report, however, is forwarded in compliance with your instructions.

6 Incls
n/c

GUY F. HIX
Colonel, USAF
Commanding

"CERTIFIED A TRUE COPY"

JAMES F. DUESLER, JR.
CAPTAIN, USAF

DOWNGRADED AT 3-YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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[redacted]

UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-6 AF BASE UNIT (103D AACS SQ)
Godman Field, Fort Knox, Ky.

9 January 1948

STATEMENT OF PFC STANLEY OLIVER

I, Pfc Stanley Oliver, was on duty in the Control Tower at Godman Field on the afternoon of 7 January 1948. When first heard of the object in the sky about 1320 CST, we received a phone call from Colonel Hix's office that a large object was sighted at Mansville, Kentucky, the supposed object was supposed to be about 250 feet to 300 feet in diameter at 1330 CST or more.

Sgt Blackwell sighted an object to the southwest of Godman Field and he asked me if I saw it. I saw the object but thought I was imagining I saw it and Sgt Blackwell told me to look again. This time I was really sure I saw an object and then we called Lt Orner, who came to the Control Tower and he too saw the object. Lt Orner then called Captain Carter who, after coming to the Control Tower, also saw this object. Captain Carter called Colonel Hix who came to the Control Tower and he too saw the object. We all then attempted to figure out just what it could be and to me it had the resemblance of an ice cream cone topped with red.

At or about 1445 CST we sighted five (5) P-51 aircraft coming on from the southwest and as they came over the Control Tower someone suggested contacting the aircraft. Sgt Blackwell contacted them on "B" channel (VHF) and aircraft acknowledged his call. Someone suggested they try to overtake the object and we requested the planes to try and the flight leader stated he would. The call sign of this ship was NG869. They turned around and started toward the southwest again. One pilot in the formation told the flight leader that he would like to continue on to Louisville with the flight leader giving his permission to do so. We kept in contact with the flight leader for about twenty-five (25) minutes. The last contact we had with the flight leader was when one of his wingmen called and said "what the hell are we looking for". Flight leader stated he had the object in sight and he was going up to see what it was. He said at present he was at 15000 feet and was still climbing. Those were the last words I believe we heard from him. Other pilots in the formation tried to contact him but to no avail.

In about another ten or fifteen minutes another P-51 took off from Standiford Field to look for the object. He gave me a call and asked if we still had the object in sight. He was told that at present the object was behind a cloud formation but he said he would try and locate it and in the meantime he tried contacting his flight leader but was unable to do so. He then reported he was unable to see the object and was coming back in when he came over the Control Tower.

I received a call from Standiford Operations that the plane had crashed and the pilot was killed at Franklin, Kentucky. He then sighted

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COPY

[redacted]

[redacted]

STATEMENT OF PFC STANLEY OLIVER (Cont'd)

the object again and to my belief the object was a great distance from Godman Field and it was so far I couldn't tell if it was moving or not.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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UNITED STATES AIR FORCES
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-5 AF BASE UNIT (103D AACS SQ)
Godman Field, Fort Knox, Ky.

9 January 1948

STATEMENT OF T SGT QUINTON A BLACKWELL

I, T Sgt Quinton A Blackwell, AF13162475, was on duty as chief operator in the Control Tower at Godman Field, Ky. on the afternoon of 7 January 1948. Up until 1315 or 1320 matters were routine. At approximately that time I received a telephone call from Sgt Cook, Col Hix's office, stating that according to Ft Knox Military Police and "E" Town state police, a large curcular object from 250 to 300 ft in diameter over Mansville, Ky. and requested I check with Army Flight Service to see if any unusual type aircraft was in that vicinity. Flight Service advised negative on the aircraft and took the other info, requesting our CO verify the story. Shortly afterward Flight Service gave Godman Tower positions on an object over Irvington, Ky. then Owensboro, Ky. of about the same size and description. About 1345 or 1350 I sighted an object in the sky to the South of Godman Field. As I wanted verification, I called my Detachment Commander, 1st Lt Orner, to the Tower. After he had sighted the object, he called for the Operations Officer, Capt. Carter, over the telstalk box from the Traffic Desk. He came up stairs immediately, and looked at the object through field glasses in the Tower. He then called for the CO, Col Hix. He came to the tower about 1420 (appx) and sighted the object immediately. About 1430 to 1440 a flight of four P-51's approached Godman Field from the South, enroute from Marietta, Ga. to Standiford Field, Ky. As they passed over the tower I called them on "B" channel, VHF and asked the flight leader, NG 869, if he had enough gas and if so, would he mind trying to identify an object in the sky to the South of Godman Field. He replied in the affirmative and made a right turn around with two planes and proceeded South from Godman Field. The fourth plane proceeded on to Standiford Field alone. The three ship formation proceeded South on a heading of 210°, climbing steadily. About 1445 the flight leader, NG 869, reported seeing the object "Ahead and above, I'm still climbing". To which a wing man retorted, "What the Hell are we looking for"? The leader reported at 15,000 ft that "The object is directly ahead of and above me now, moving about half my speed". When asked for a discription he replied "It appears metallic object of tremendous size". At 15,000 ft, the flight leader reported, "I'm still climbing, the object is above and ahead of me moving at about my speed or faster. I'M trying to close in for a better look. This last contact was at about 1515. About 5 min. afterward, the other two ships in the flight turned back. As they passed over Godman NG 800 reported "It appears like the reflection of sunlight on an airplane canopy". Shortly afterward, the same pilot and plane took off from Standiford and resumed the search. He went to 33,000 feet one hundred miles South and did not sight anything. I left the Control Tower shortly afterward.

The foregoing statement is true and correct to the best of my knowledge.

/s/Quinton A. Blackwell
QUINTON A. BLACKWELL
T Sgt AF13162475
Det 733d AFBU

CERTIFIED A TRUE COPY

JAMES F. DUKSLER, JR., CAPT., USAF

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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HEADQUARTERS
315TH AF BASE UNIT (RES TNG)
GODMAN FIELD, FORT KNOX, KENTUCKY

A/hgm

9 January 1948

The undersigned was on duty at Godman Field 7 Jan 48 as Operations Officer.

At approximately 1400 hours and 7 minutes, 7 Jan 48 I received a call from Lt. Orner, AACS Detachment Commander, that the Tower had spotted an unidentified object and requested that I take a look. Lt. Orner pointed out the object to the southwest, which was easily discernible with the naked eye. The object appeared round and white (whiter than the clouds that passed in front of it) and could be seen through cirus clouds. After looking through field glasses for approximately 3 or 4 minutes I called Co. Hix's office, advising that office of the object's presence. Lt. Col. Wood and Capt. Duesler came to the tower immediately. Col Hix followed them.

About this time a flight of four P-51 aircraft were noticed approaching from the south. I asked Tec. Sgt. Blackwell, Tower Operator, to contact the planes and see if they would take a look at the object for us. The planes were contacted and stated they had sufficient gas to take a look. One of the planes proceeded on to Standiford, the other planes were given a heading of 230°. One of the planes said he spotted the object at 1200 o'clock and was climbing toward it. One of the planes then said, "This is 15,000 ft., let's level out". One of the planes, at this point (apparently the plane who saw the subject) estimated its speed (the object's) at 180M.P.H. A few seconds later he stated the object was going up and forward as fast as he was. He stated that he was going to 20,000 feet, and if no closer was going to abandon the chase. This was the last radio contact I heard. It was impossible to identify which plane was doing the talking in the above report. Later we heard that one plane had landed at Standiford to get fuel and oxygen to resume the search.

The undersigned reported to Flight Service a description, position of the object while theplanes searched for it.

/s/ Cary W. Carter
CARY W. CARTER
Captain, USAF

"CERTIFIED A TRUE COPY"

JAMES F. DUESLER, JR.
CAPTAIN, USAF

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Incl #3

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DOD DIR 5200.10

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A/hag

315TH AF BASE UNIT
GODMAN FIELD, FORT KNOX, KENTUCKY

9 January 1948

At approximately 1420, 7 Jan 48, I accompanied Lt. Col. E.G. Wood to the Godman Field Control Tower to observe "an object hanging high in the sky south of Godman".

Shortly after reaching the tower, Col. Guy F. Hix, Commanding Officer, was summoned; it was at that time that I first sighted the bright silver object.

Approximately five minutes after Col. Hix came into the tower, a flight of four P-51's flew over Godman. An officer in the tower requested that the Tower Operator call this flight and ask the Flight Leader to investigate this object if he had sufficient fuel. The Flight Leader (Capt. Thomas F. Mantell) answered that he would, and requested a bearing to this object. At that time one member of the flight informed the leader that it was time for him to land and broke off from the formation. This A/C was heard requesting landing instructions from his home field, Standiford, in Louisville.

In the meantime the remaining three P-51's were climbing on the course given to them by Godman Tower towards this object that still appeared stationary. The Tower then advised the Flight Leader to correct his course 5 degrees to the left; the Flight Leader acknowledged this correction and also reported his position at 7,500 feet and climbing. Immediately following the Flight Leaders transmission, another member of the Flight asked "Where in the hell are we going?". In a few minutes the Flight Leader called out an object "twelve o'clock high". Asked to describe this object, he said that it was bright and that it was climbing away from him. When asked about its speed, the Flight Leader stated it was going about half his speed, approximately 180 M.P.H.

Those of us in the Tower lost sight of the flight, but could still see this object. Shortly after the last transmission, the Flight Leader said he was at 15,000 ft, and still climbing after "it", but that he judged its speed to be the same as his. At that time a member of the flight called to the leader and requested that he "level off", but we heard no reply from the leader. That was the last message received from any member of the flight by Godman Tower.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

/s/ James F. Duesler, Jr.
JAMES F. DUESLER, JR.
Captain, USAF

"CERTIFIED A TRUE COPY"

JAMES F. DUESLER, JR.
CAPTAIN, USAF

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CIVIL AEROMEDICAL RESEARCH INSTITUTE
FEDERAL AVIATION AGENCY
AERONAUTICAL CENTER
P. O. Box 1082
Oklahoma City 3, Oklahoma 73101

July 20, 1964

IN REPLY REFER TO: AM-119

T/Sgt. Moody
TDEW
Foreign Technology Division
Air Force Systems Command
Wright-Patterson AFB, Ohio

Dear Sgt. Moody:

Re: Mantell Case

I would like to thank you for forwarding us a copy of the Mantell case so promptly.

As I explained in our earlier telephone conversation we were interested in obtaining data on this case to compare it with a recent P-51 crash occurring in Oregon in which the pilot also apparently became hypoxic at an altitude of over 20,000 feet and dove into the ground. Since in this case the aircraft also disintegrated prior to impact the copies of the wreckage photos were particularly helpful.

We are assisting the Civil Aeronautics Board on this investigation and due to the similarity of certain points would like to obtain a second duplicate copy of this case for our record--I forwarded your earlier copy to the CAB. Secondly, we especially needed any medical information available concerning trauma to the pilot due to impact. This report was not complete since autopsy report, medical findings, and photos of the body of the pilot were not included.

We should particularly like to obtain these medical data. Please air mail if possible.

Sincerely,

Richard G. Snyder

Richard G. Snyder, Ph. D., AM-119
Acting Chief, Protection and Survival Branch

A/hmc

HEADQUARTERS
315TH AF BASE UNIT (RSS TWO)
GODMAN FIELD, FORT KNOX, KENTUCKY

9 January 1948

At approximately 1300 hrs. a call came to this Headquarters from State Police, reporting a flying object near Elizabethtown. Another report came in from Madisonville about ten minutes later. A third call came in from Lexington, Kentucky. (All these towns are south of Godman Field).

We alerted the Tower to be on the lookout for flying objects. At 1445 hrs. the Tower notified me that an object had been sighted at about 215°. I went to the Tower and observed the object until 1550 hrs., when it disappeared behind the clouds.

The object observed could be plainly seen with the naked eye, and appeared to be about one-quarter the size of a full moon, white in color. Through eight-power binoculars, the object seemed to have a red border at the bottom, at times, and a red border at the top at times. It remained stationary for 1½ hours.

When I arrived in the Tower, Tech. Sgt. Quinton Blackwell had contacted there P-51 airplanes over the field and suggested that they have a look if they had sufficient fuel. When I arrived, they were within sight of the Tower, headed on a course of 215°.

I heard one of the pilots report that he saw the object straight ahead and estimated the spped of 180 M.P.H. The pilot stated that the object was very large and very bright.

/s/ Guy F. Hix
GUY F. HIX
Colonel, USAF
Commanding

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JAMES F. DUESLER, JR.
CAPTAIN, USAF

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DOD DIR 5200.10

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UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-5 AF BASE UNIT (103D AACS SQ)
Godman Field, Fort Knox, Ky

9 January 1948

STATEMENT OF LT PAUL I ORNER

Following is an account of the sighting of unknown objects from the Control Tower on 7 January 1948 at Godman Field.

On the above date at approximately 1400 CST a report came in to the Control Tower through M Sgt Cook of a report of an unidentified object flying at terrific speed in the vicinity of Maysville. This call was cancelled minutes later by the Military Police at Fort Knox who had instructions from the Kentucky State Police.

Very soon thereafter several reports of the same nature came from Flight Service saying this object was over Irvington and Owensboro, Kentucky. At the same time an object was reported by T Sgt Blackwell, Chief Control Tower operator on duty. I was in the office of the Commanding Officer checking the call from the Fort Knox Military Police at this time. When the call was cancelled I was returning to the Control Tower to see the object sighted by them. I immediately went to the Control Tower and saw a small white object in the southwest sky. This object appeared stationary. I was unable to tell if it was an object radiating its own light or giving off reflected light. Through binoculars it partially appeared as a parachute does with bright sun shining on the top of the silk but there also seemed to be some red light around the lower of it.

The Commanding Officer, Operations Officer, S-2 and Executive Officer were called immediately. Several minutes after the object was sighted a flight of four (4) P-51's came over the field from the south. I instructed T Sgt Blackwell to call flight leader and ask if they had seen any evidence of this object. The flight leader answered negative and I suggested to the Operations Officer that we ask them if they had enough gas to go look for this object. The Tower operator was instructed to call the flight leader and he answered "yes" to this question. One (1) P-51 had permission from the flight leader to break formation and continue where he landed several minutes later on their original flight plan. The flight leader and two (2) other planes flew a course of 210° and in about five (5) minutes sighted the object. At first the flight leader reported it high and about one-half his speed at "12 o'clock". Shortly thereafter the flight leader reported it at about his speed and later said he was closing in to take a good look. This was the last message from NG869, the flight leader. NG800 shortly thereafter reported NG869 disappeared. From pilots reports in the formation NG869 was high and ahead of the wing man at about 1515 CST to 1530 CST when he disappeared. NG800 said he was breaking off with other wing man to return to Standiford Field due to lack of gas. This was [illegible] 1525 CST to 1550 CST. From messages transmitted by the formation it is estimated the flight leader was at 18 to 20 thousand feet and the wing man at approximately 15 thousand feet wide formation when the flight leader NG869 disappeared. NG800 and other wing man returned to Standiford Field.

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COPY

STATEMENT OF LT PAUL I. ORNER (cont'd)

NG800 gassed up and got more oxygen and flew a second mission on the same heading of 210° to a position of about 100 miles south of Godman Field to an altitude of 33 thousand feet and did not sight the object. At about 1645 CST when NG800 reported not seeing the object I left the Control Tower.

At about 1735 CST I returned to the Control Tower and a bright light different than a star at a position of about 240° azimuth and 8° elevation from the Control Tower. This was a round object. It seemed to have a dark spot in the center and the object moved north and disappeared from the horizon at a point 250° from the Tower. The unusual fact about this object was the fact that it remained visible and glowed through the haze near the Earth when no other stars were visible and did not disappear until it went below the level of the Earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hangar roof.

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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HEADQUARTERS

AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIA

MCIA/JCB/amb
Wright-Patterson Air Force Base
~~WRIGHT-PATTERSON~~ DAYTON, OHIO

APR 23 1948

SUBJECT: Request for Accident Report

TO: Commanding Officer
Flying Safety Division
Langley Air Force Base, Virginia

Request copy of accident report on P-51, call sign NG 869, pilot Mantell, 7 January 1948 near Godman Air Force Base, Kentucky, be submitted to this Headquarters. This report is to be used in an intelligence study with respect to Project "SIGN".

FOR THE COMMANDING GENERAL:

W.R. Clugston GS USAF
for H. M. McCOY
Colonel, USAF
Chief of Intelligence

Unclassified

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Basic: AMC, Wright-Patterson Air Force Base, Dayton, Ohio, "Request for Accident Report", 23 April 1948

1st Ind. AFCAI-9DL

Department of The Air Force, Hq USAF, Washington 25, D. C. 21 MAY 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attn: MCIA

1. Attached herewith is a photostatic copy of an AF Form 14, Report of Major Accident which occurred on 7 January 1948 near Franklin, Kentucky and involved P-51D, No. 44-63869, piloted by Captain Thomas F. Mantell, Jr., 0-306873.

2. The use of the attached report and any further dissemination is governed by AF Regulation 62-7 and AR 380-5.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Photo Cy of Acc #48-1-7-1

JOHN C. WING
Major, USAF
Executive, The Air Inspector

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HEADQUARTERS
AIR TRANSPORT COMMAND
WASHINGTON 25, D. C.
OFFICE OF AC/S, A-2

15 January 1946

SUBJECT: Report of Unusual Incident

TO: Commanding General
Air Materiel Command
Wright Field, Dayton, Ohio
ATTN: T-2

1. Transmitted herewith is a report of an unusual incident forwarded to this office by the Air Transport Command, Flight Service Center, Wright Field, Dayton, Ohio.

2. Subject report is forwarded for your information due to the possibility that a copy may not have been furnished your office by the Unit referred to in para 1.

1 Incl
as above

JAMES F. BRADY
Lt. Col., USA
Assistant Chief of Staff,
A-2

RESTRICTED

RESIDENTIAL

HqAMC Form No. 10-514 (Rev 10 Sep 44)

[redacted]

WF-L-2 SEP 47 250M

SAVE

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIA

HEADQUARTERS
AIR MATERIEL COMMAND

MCIA/JCB/amb
Wright-Patterson Air Force Base
~~WRIGHT FIELD~~ DAYTON, OHIO

APR 9 1948

SUBJECT: Project "SIGN"

TO: Commanding Officer
315th AFBU (Reserve Training)
Godman Air Force Base, Kentucky

1. It is requested this office be informed of action taken in accordance with letter from this Command, dated 14 January 1948, copy of which is inclosed.

2. Further request status of investigation promised Mr. A. C. Loedding, Technical Assistant, Technical Intelligence Division by Captain James Duesler.

FOR THE COMMANDING GENERAL:

James J Lauerman
for H. M. McCOY HQ USAF
Colonel, USAF
Chief of Intelligence

1 Incl
cy ltr dtd 1/14/48
subj: Req for Rpt on
Crashed P-51 NG Acrft

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

HEADQUARTERS
[illegible] AIR BASE UNIT (BUSTING)
[illegible] AIR BASE, FORT KNOX, KENTUCKY

12 April 194[illegible]

SUBJECT: Project "Sign"

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base
Dayton, Ohio
(ATTN: MCIA)

1. [illegible] 1948, and letter [illegible] 14 January 1948. One copy of requested report is enclosed herewith.

2. Capt. James [illegible] Duesler is no longer a member of this Organization, therefore status of investigation promised [illegible] by subject officer can not be determined.

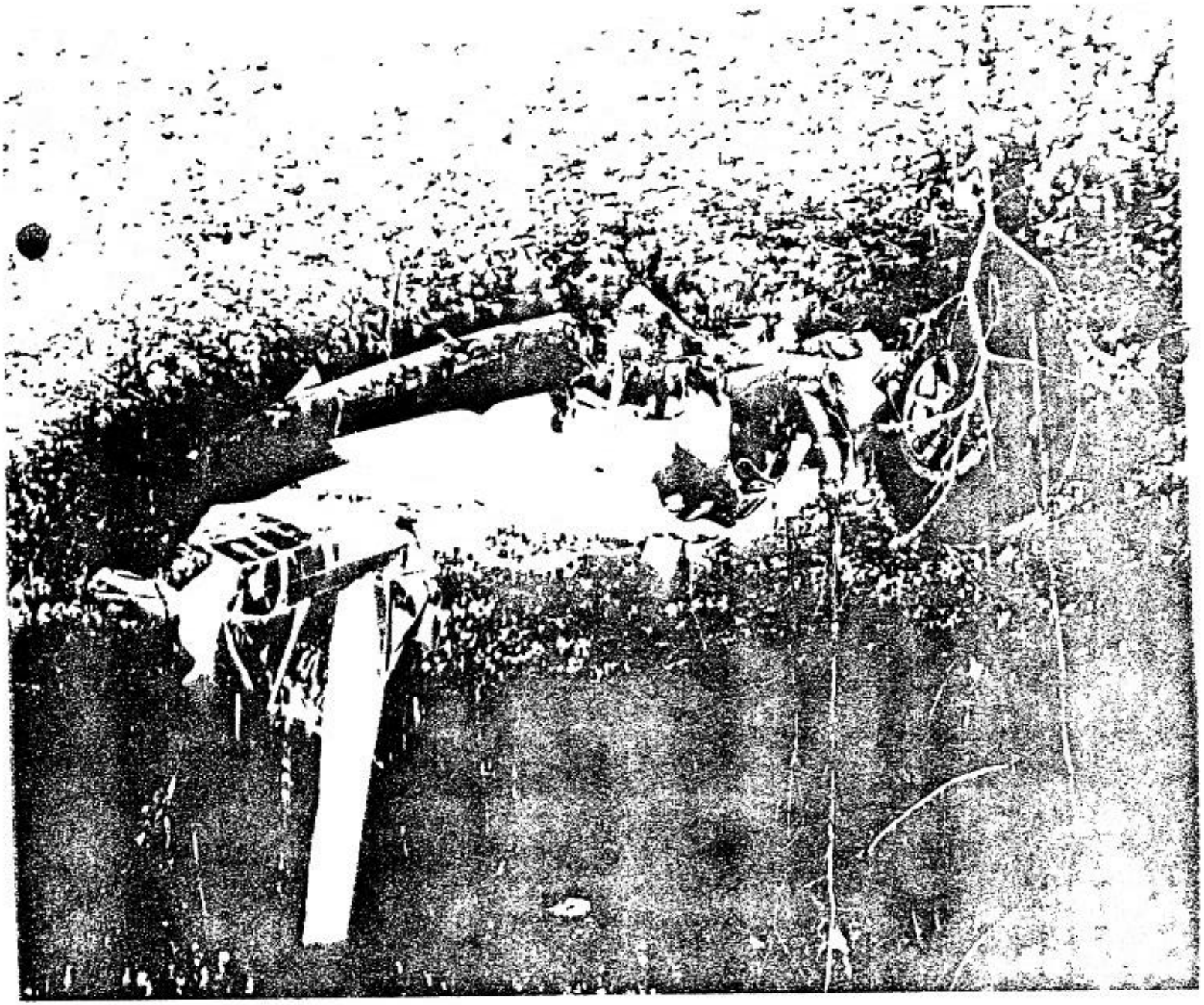
[illegible]
[illegible]
Commanding

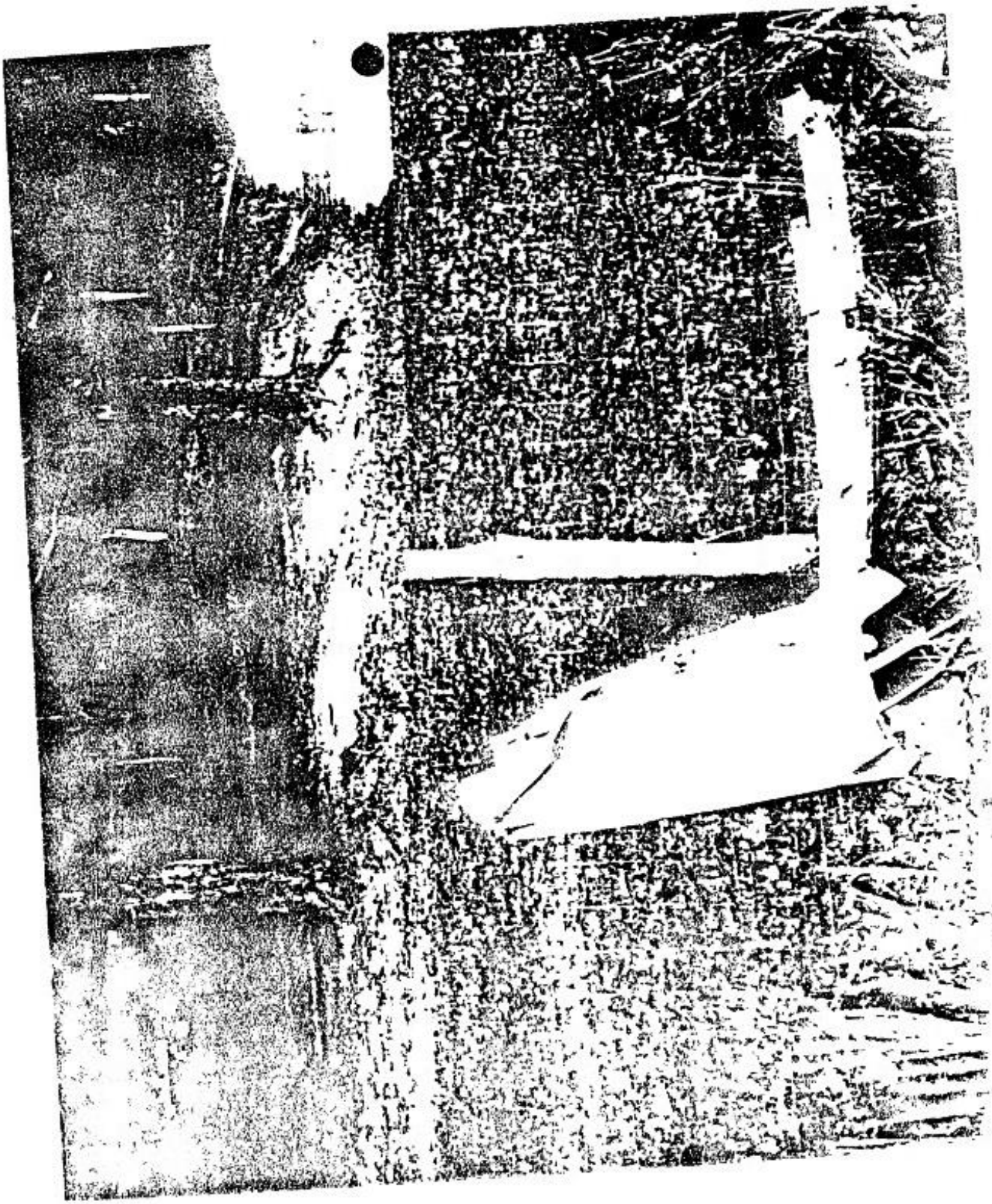
Incl:
1. cy ltr dtd [illegible]
subj: Req [illegible]
Crashed [illegible]
2. cy ltr dtd 1/9/48
subj: Project "Sign"
3. cy ltr dtd 9/1/[illegible]
subj: [illegible]
Unidentified Object [illegible]
Colman Field

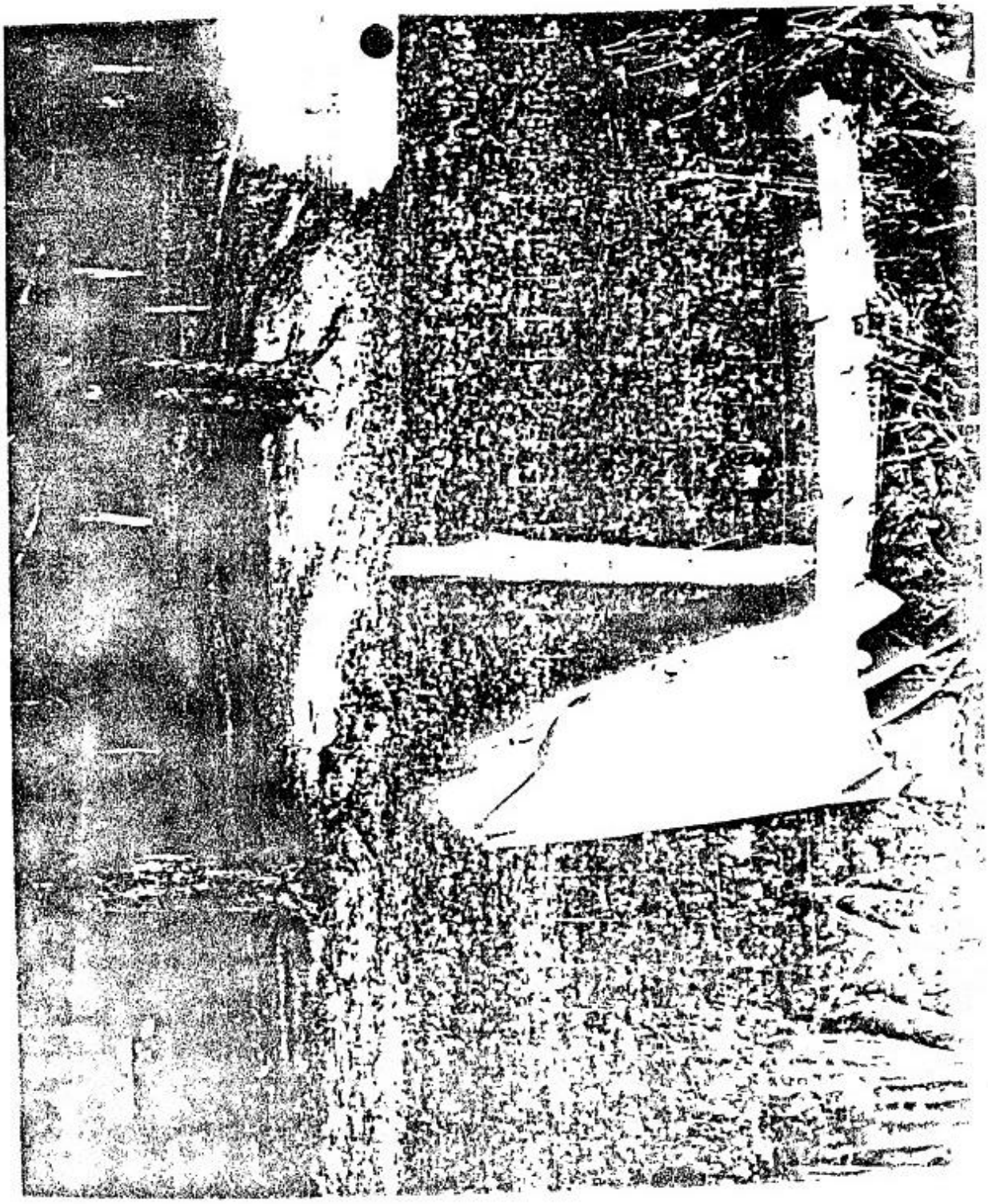
16 ONLY 8X10
GLOSSY PHOTOGRAPHS
FROM THE SOCALLED
MANTELL CASE AT
GODMAN, KENTUCKY
7 JAN 1948

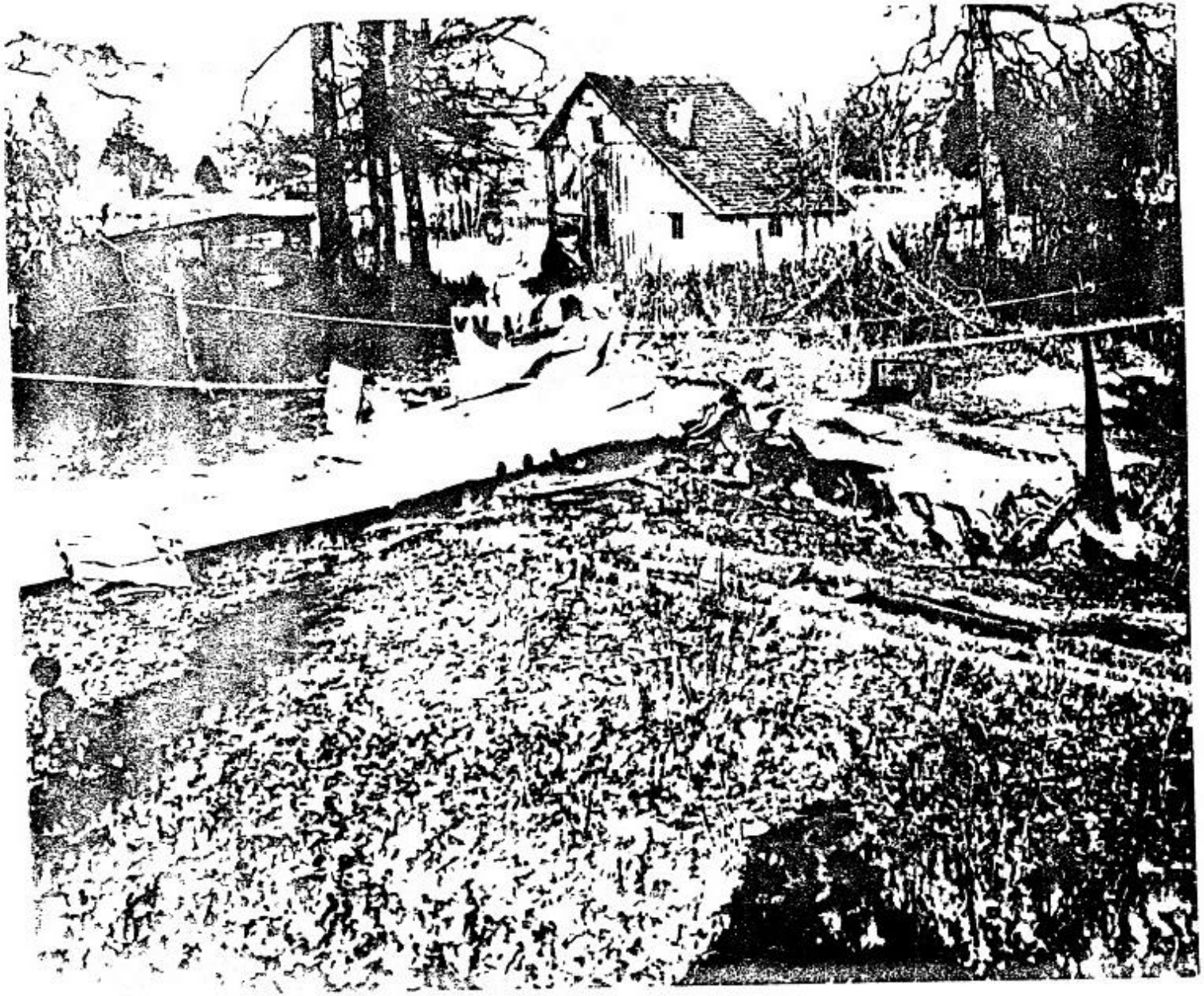
THE PHOTOS ARE OF THE
REMAINS OF A CRASHED
P-51 FLOWN BY CAPT.
MANTELL

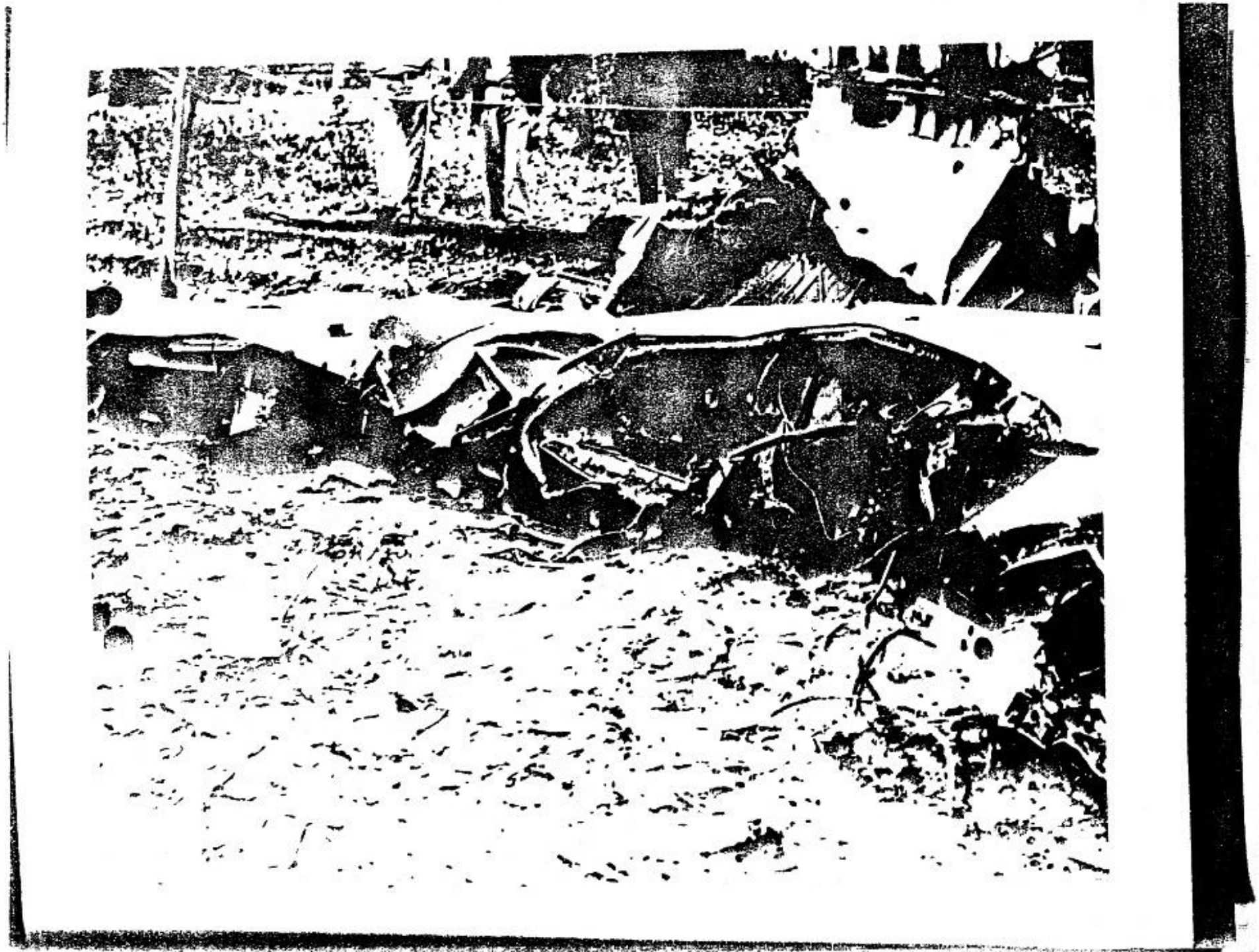
UNCLASSIFIED

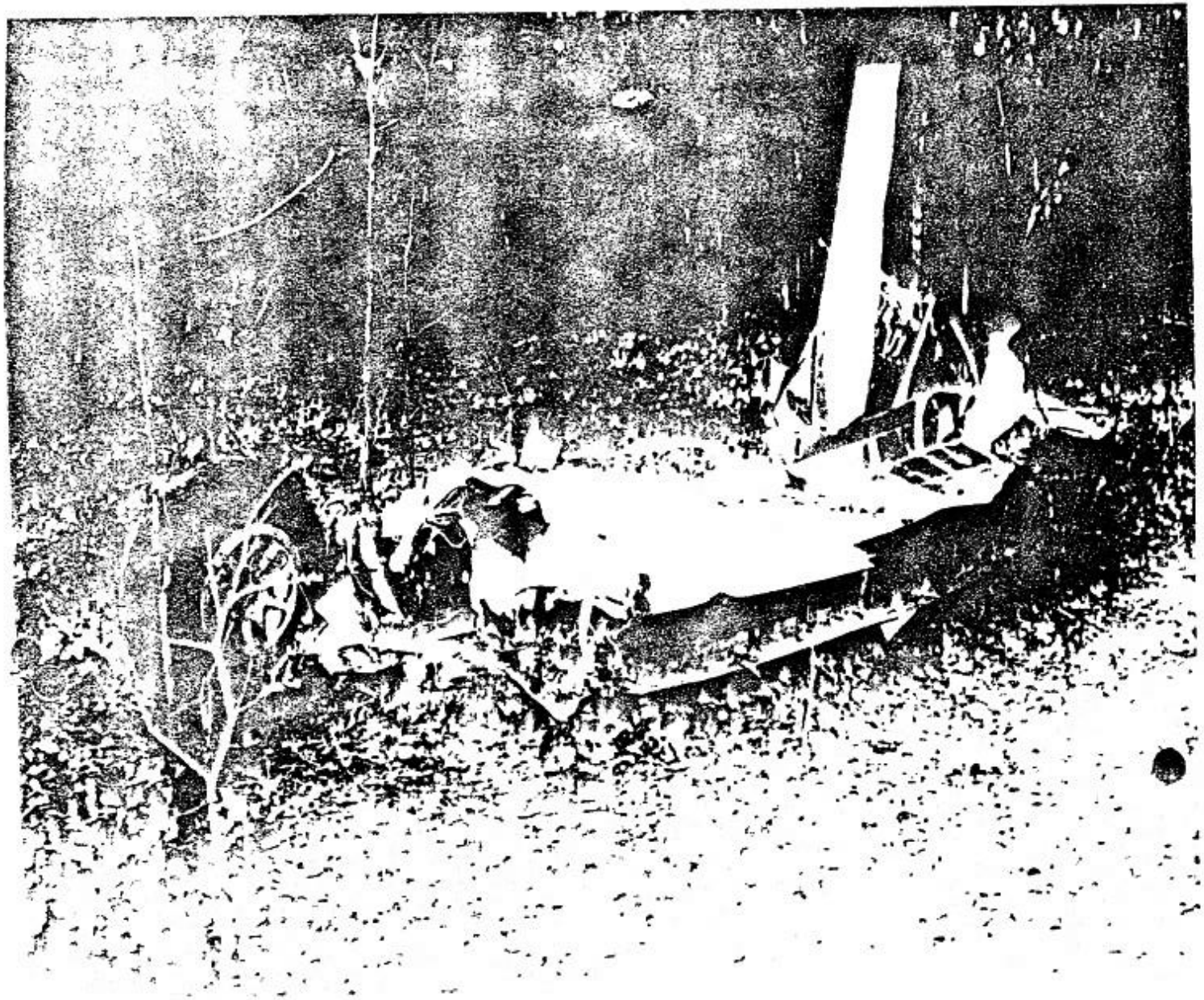


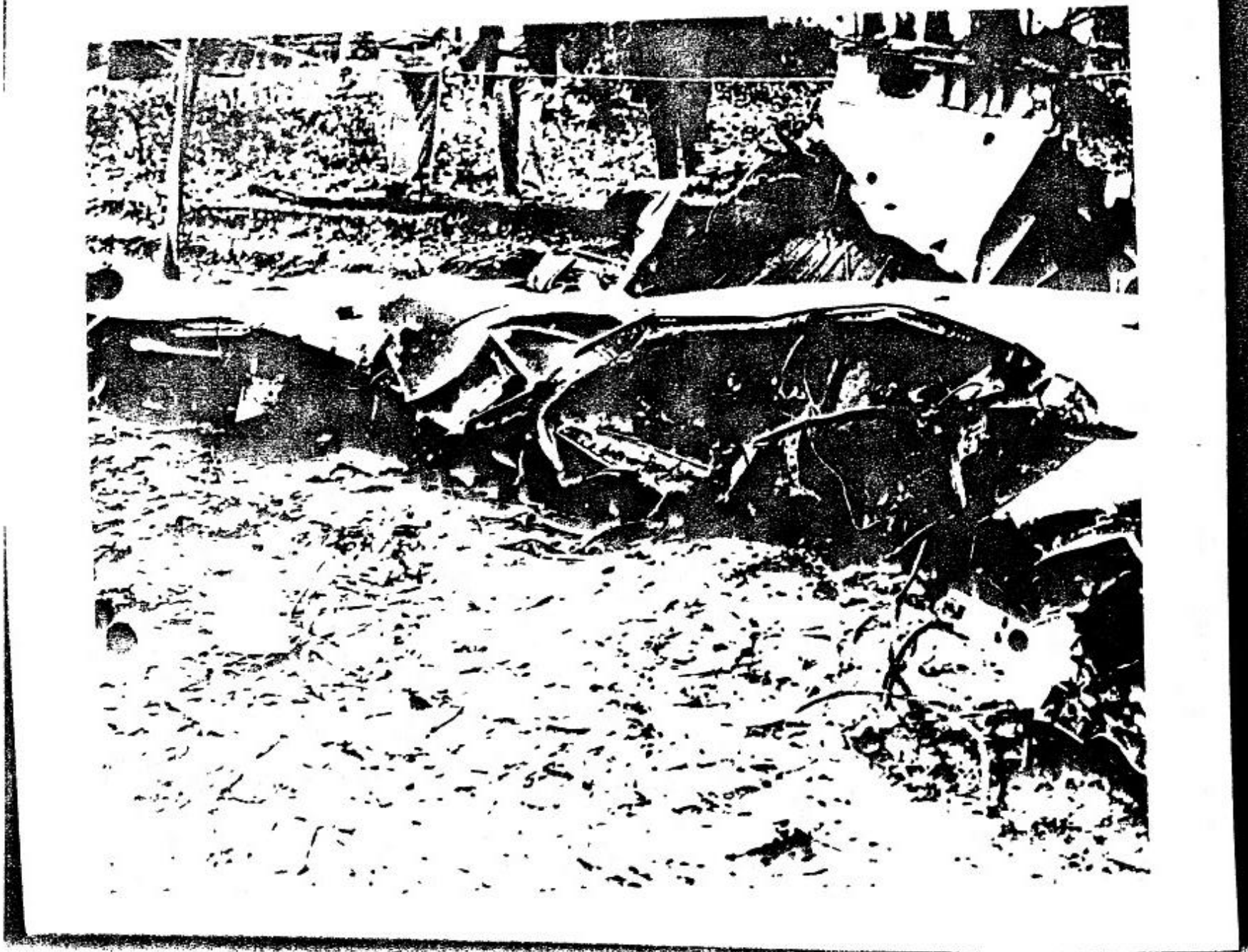


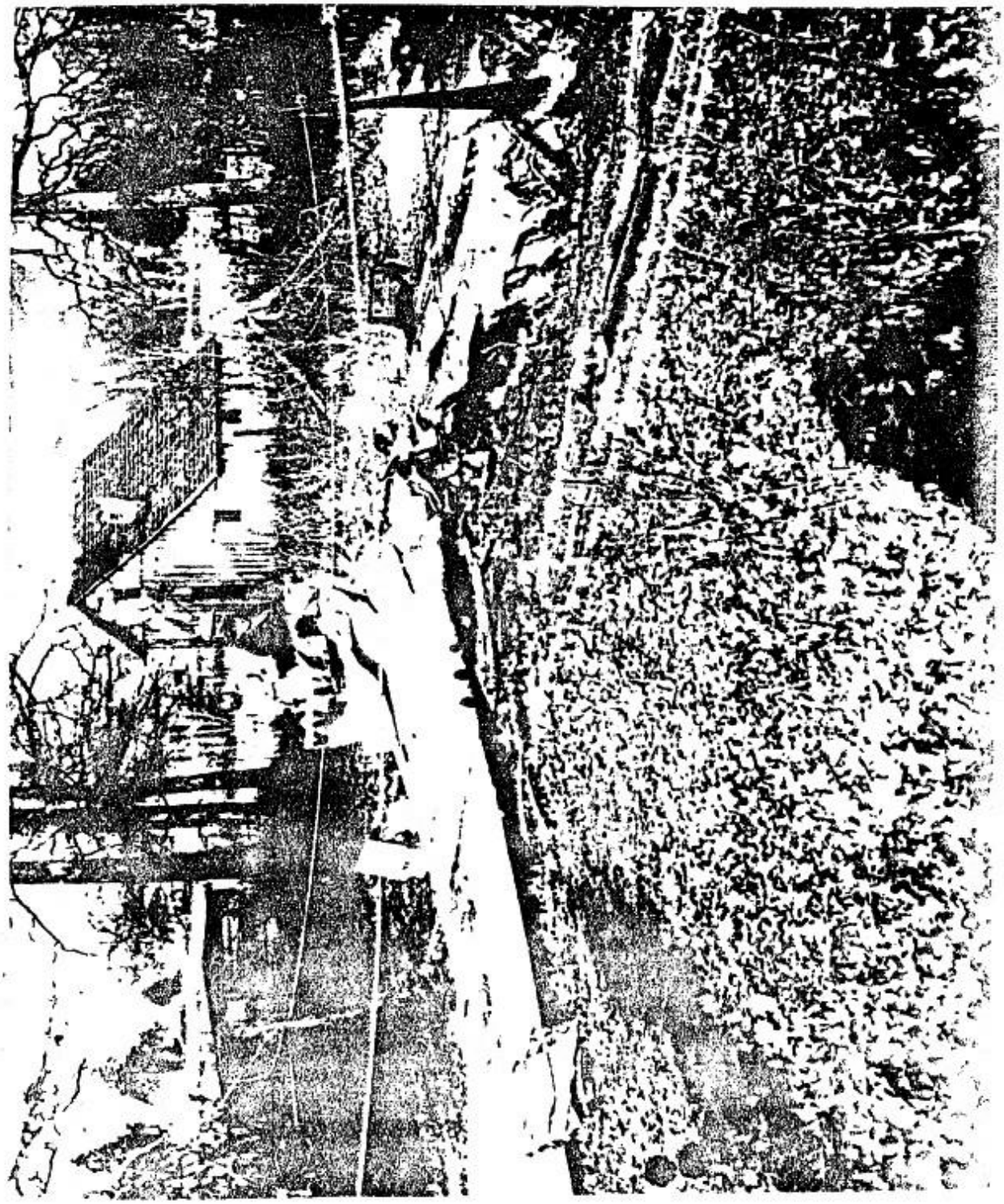


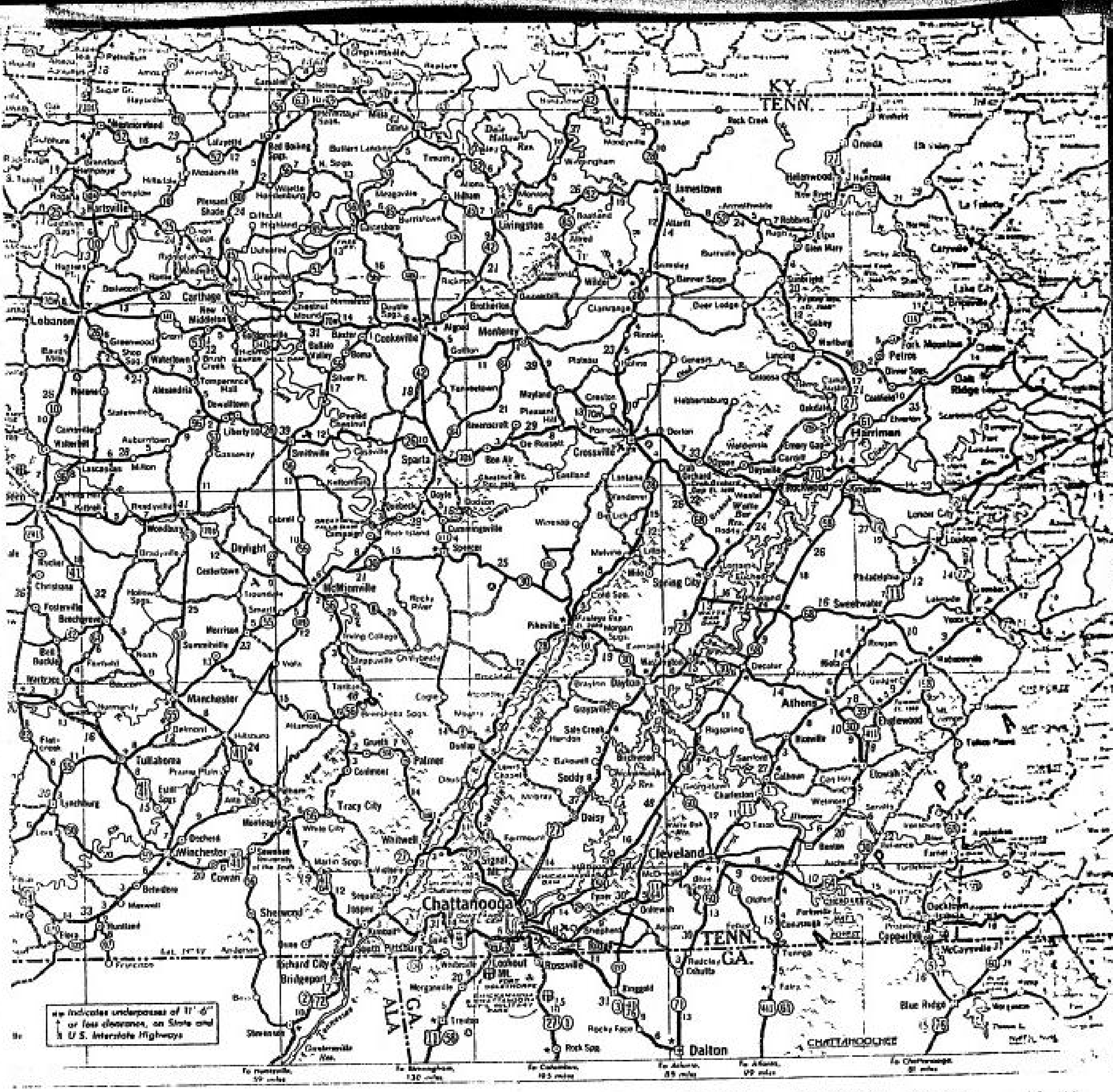




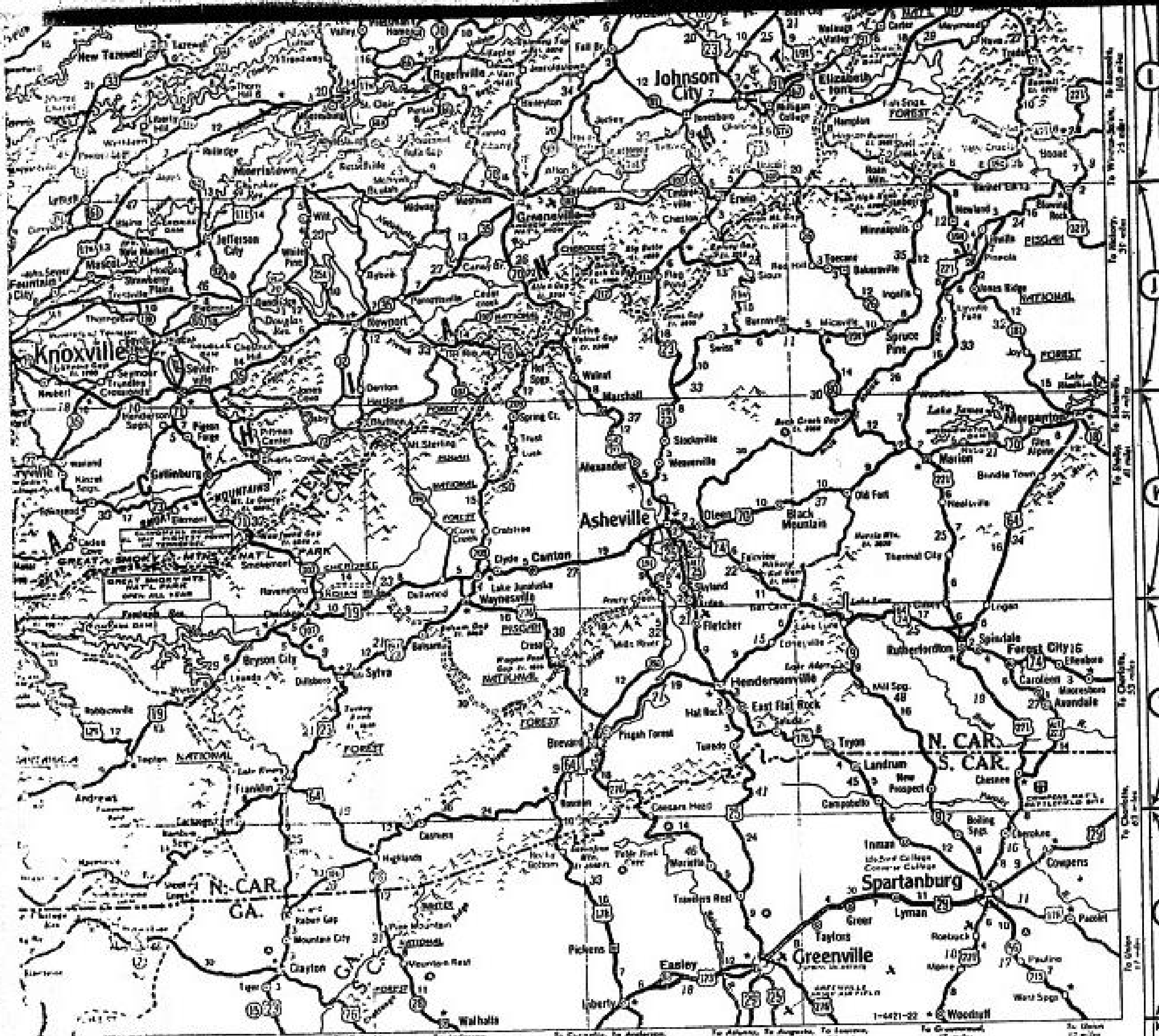








Livingston	I-14	Mason	L-4	Moscow	M-4	Obion	I-5	Pinson	K-6	Riddleton	I 12	Saulsbury	M-5	Spring City	K 15	Teone	L 5
Lobelville	K-8	Masonhall	J-5	Mosheim	I-19	Ocoee	M-15	Pioneer	I-16	Ridgely	I-4	Saundersville	I-11	Springfield	I-10	Townsend	K 17
Lois	L-11	Maury City	K-5	Moss	I-13	Oldfort	M-15	Pittman Center	K-18	Ridgetop	I-10	Savannah	L-7	Spring Hill	K-10	Tracy City	L 12
Lonely	J-8	Maxwell	M-12	Mountain City	I-21	Old Hickory	I-11	Pittsburg Landing	L-7	Ridley	K-9	Sawdust Valley	K-9	Springville	I-7	Trade	[illegible]
Lookout Mountain	M-14	Mayland	J-14	Mount Juliet	J-11	Olivehill	L-8	Pleasant Hill	J-14	Rienie	J-14	Scotts Hill	K-7	Stainville	J-16	Trenton	[illegible]
Loretto	M-9	Maynardville	I 17	Mount Pleasant	K 9	Oliver Springs	J-16	Pleasant Point	M-9	Ripley	K-4	Selmer	L 6	Stanton	K 4	Trezevant	[illegible]
Loudon	K-16	[illegible]	I 17	Mount Vernon	L 16	Oneida	I-15	Pleasant Shade	I-12	Rives	I 5	Sequatchie	M-13	Stantonville	L	Trimble	[illegible]
Louisville	K-17	Medina	K 6	Mowbray	L-14	Only	J-8	Pleasant View	I-10	Roan Mountain	I-21	Servilla	L 16	Statesville	I 12	Troy	[illegible]
Lowryville	M-7	Medon	L-6	Mulberry	L-11	Ooltewah	M-14	Pleasantville	K-8	Robbins	I-15	Sevierville	J-18	Stella	M 10	Tullahoma	L
Lucy	L-3	Melvine	K-14	Munford	L-4	Orlinda	H-11	Pocahontas	M-6	Rock Creek	I-15	Sewanee	L 12	Stewart	I 5	Tusculum	[illegible]
Luray	K 6	Memphis	L-3	Murfreesboro	K-11	Orme	M-13	Pomona	J 14	Rockdale	L-9	Seymour	J-17	Strawberry Plains	J-17	Tyner	[illegible]
Luttrell	I-17	Mercer	K-5	Nashville	J-10	Ostella	L-10	Portland	I-11	Rockford	K-17	Shady Valley	H-21	Stribling	I 8	Unicoi	I
Lutts	L-8	Middleburg	L-5	Neubert	J-17	Ovilla	L 9	Postelle	M-16	Rock Island	K-13	Sharon	I-6	Sugar Tree	K 8	Union City	[illegible]
Lyles	J-9	Middleton	M-6	Neva	I-21	Ozone	J-15	Powder Springs	I-17	Rockvale	K-11	Shea	I-16	Sullivan Gardens	I-20	Valley Creek	H 1
Lynchburg	L-11	Midway	I 19	Newbern	J-5	Pall Mall	I-14	Powell Station	J-17	Rockwood	J-15	Shelbyville	L 11	Summertown	L 9	[illegible]	[illegible]
Lynnville	L-10	Milan	J-6	Newcomb	I-16	Palmer	L-13	Pressmen's Home	I-19	Rocky River	K-11	Shell Creek	I 21	Summit	I 19	Vasper	[illegible]
McDonald	M-15	Milledgeville	L-7	New Market	I-18	Palmersville	I-6	Prospect Station	M-10	Rogers Springs	M-5	Shepherd	M-14	Summitville	K 12	Victoria	[illegible]
McEwen	J 9	Milligan College	I 20	New Middleton	J-12	Palmyra	I-9	Pruden	H 17	Rogersville	I 19	Sherwood	M 12	Sunbright	I 15	Viola	[illegible]
[illegible]	J 7	Millington	L 3	Newport	J-18	Paris	I-7	[illegible]	[illegible]	Romeo	I 19	Shop Spring	J 12	[illegible]	I 19	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	K 14	New Providence	I 9	Parrottsville	I 19	[illegible]	[illegible]	Rosemark	L 4	[illegible]	I-21	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Pegram	[illegible]	Raleigh	L 3	Rugby	I 14	[illegible]	[illegible]	Tasso	L-13	Wartrace	[illegible]
Macon	L 4	Mohawk	I 13	Nolensville	J 12	Pelham	L 12	Rally Hill	K-10	Russellville	I 18	Smithville	J 13	Tazewell	I 14	Washburn	[illegible]
Madison	I 11	[illegible]	I-12	Norma	I-16	Perryville	K-8	Ramer	M-6	Rutherford	J 5	Smoky Junction	I 16	Telford	I-20	Washington	[illegible]
Madisonville	K 15	Monroe	I 14	Normandy	L 12	Persia	I 19	Rasar	K 17	Rutledge	I 18	Smyrna	J 11	Tellico Plains	L 15	Watauga Valley	[illegible]
Malesus	K 6	Monteagle	L 11	Norris	I 16	Petersburg	L 11	Ravenscroft	J 14	Sadlersville	H 10	Sneedville	I-18	Temperance Hall	[illegible]	Watertown	[illegible]
Manchester	L 12	Monterey	J 11	North Springs	I 13	Petros	J 16	Readyville	K 12	Saint Clair	I 19	Soddy	L 15	Tennessee City	J 9	Waverly	[illegible]
Mansfield	J 7	[illegible]	I 14	Nunnelly	J-9	Philadelphia	K 16	Reagan	K 7	Saint Joseph	M 9	Somerville	I 5	Tennessee Ridge	[illegible]	Waynesboro	[illegible]
[illegible]	I 9	Mooresburg	I 18	Oakdale	J 15	Phillippy	I 5	Red Boiling Springs	I 12	Sale Creek	L 14	South Fulton	I 6	Terrell	I 6	[illegible]	[illegible]
Martel	K 16	Morgan Springs	K 14	Oak Grove	I 11	Pickwick	M 7	Rheatown	I 20	Saltillo	L 7	South Pittsburg	M 14	Thompsons Station	[illegible]	[illegible]	[illegible]
Martin	I 6	Morley	I 17	Oakland	I 4	[illegible]	J 19			Sanburg	I 5	Southside	I 9			Westmoreland	[illegible]



L 3	Winesap	K-14
J-6	Winfield	I-16
M 3	Wirmingham	I-14
I 31	Witt	J-18
I-86	Woodbine	J-16
I 34	Woodbury	K-12
I 30	Woodland Mills	I-5
M 2	Woodstock	L-3
I 1	Woodville	K-4
I 3	Wrigley	J-9
I 4	Wynnburg	I-4
K 7	Yorkville	J-5
L 5	Yuma	K-7
L 57	Zach	J-7

Mountain Gaps

	[illegible] Gap	J-21
J 15	Newfound Gap	K-18
J 3	Shucks Gap	J-17
K	Spivey Gap	J-20
I 35		

Parks and Monuments

[illegible] National	J-19
[illegible] National Park	K 17
[illegible] National Monument	K 9

Principal Lakes

	[illegible] Res	I-37
	[illegible] L	K-4
	[illegible] L	M 15
J 14	[illegible] Landing	
	[illegible]	M 7
	[illegible]	I-5
	Watts Bar Res.	K 15

TEXACO TOURING MAP OF KENTUCKY TENNESSEE

Copyright by Rand McNally & Company Chicago, Illinois Lithographed in the U. S. A.

Modified Polyconic Projection

SCALE: 1 inch = approximately 18 miles

INCHES 0 ½ 1 1½ 2

POPULATION OF CITIES AND TOWNS

- 0-250
- 250-1,000
- 1,000-5,000
- 5,000-10,000
- 10,000-25,000
- 25,000-50,000
- 50,000-100,000
- 100,000 and Over

MAP EXPLANATION

U. S. INTERSTATE HIGHWAYS SHOWN IN RED

(4 lane pavement or over) SUPER HIGHWAYS – (State and U.S. Highways)

HARD SURFACED, ALL WEATHER ROADS

SEMI-SURFACED, ALL WEATHER ROADS apt to be dusty when dry, muddy when wet.

GRADED EARTH ROADS
UNIMPROVED ROADS
During wet weather inquire about condition at local Texaco Station

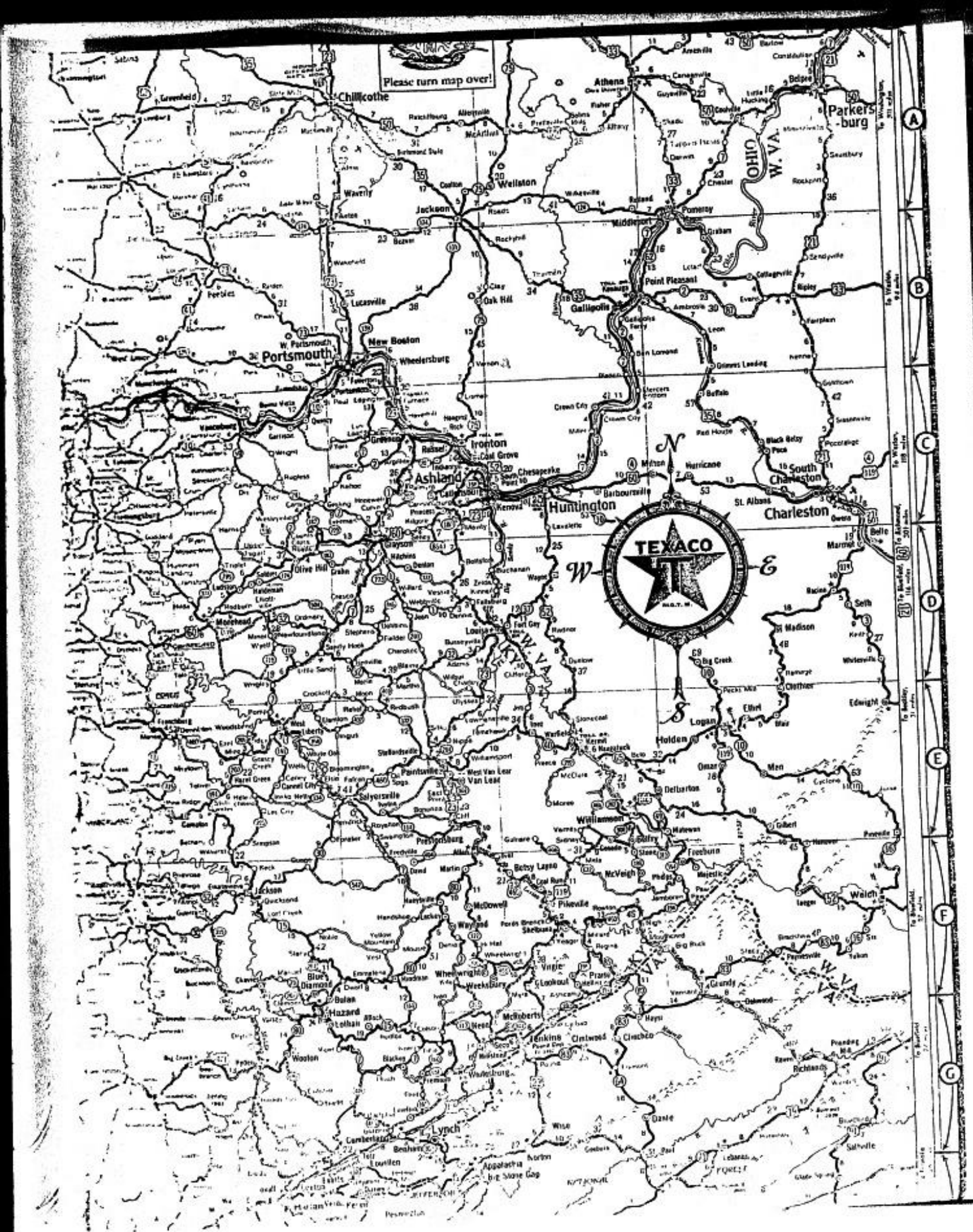
- State Highways
- Virginia Secondary State Highways
- U. S. Interstate Highways
  Abbreviations in shields indicate:
  ALT = Alternate
  BYP = Bypass
- State Parks
- County Seats
- State Capitals
- Airports
- U. S. Camps and Forts
- Ferries
- Rivers and Streams

Accumulated mileage shown between stars
Mileage shown between towns and junctions.

TOUR WITH TEXACO

17 18 19 20 21

TENNESSEE SPEED LIMIT [illegible]


Please turn map over!
Chillicothe
Athens
Parkersburg
Wellston
Jackson
Pomeroy
Middleport
Point Pleasant
Gallipolis
Portsmouth
New Boston
Wheelersburg
Oak Hill
Lucasville
Ironton
Coal Grove
Ashland
Huntington
Kenova
Barboursville
Hurricane
South Charleston
St. Albans
Charleston
Logan
Holden
Williamson
Welch
Pikeville
Hazard
Lynch
Grundy
Richlands
Clintwood
Jenkins
Wise
Norton
Big Stone Gap
Appalachia
Cumberland
Harlan
Whitesburg
Jackson
Morehead
Olive Hill
Grayson
Louisa
Fort Gay
Paintsville
Salyersville
Prestonsburg
Martin
Betsy Layne
McDowell
Wayland
Blue Diamond
Belfry
Matewan
Freeburn
McVeigh
Majestic
Delbarton
Gilbert
Man
Madison
Marmet
Belle
Seth
Big Creek
Clothier
Ethel
Edwight
Omar
Cyclone
Pineville
Virgie
Prater
Lookout
Weeksbury
Wheelwright
Haysi
Oakwood
Cleveland
Elkhorn City
Pikeville
Ohio
W. Va.
Ky.
Va.
TEXACO
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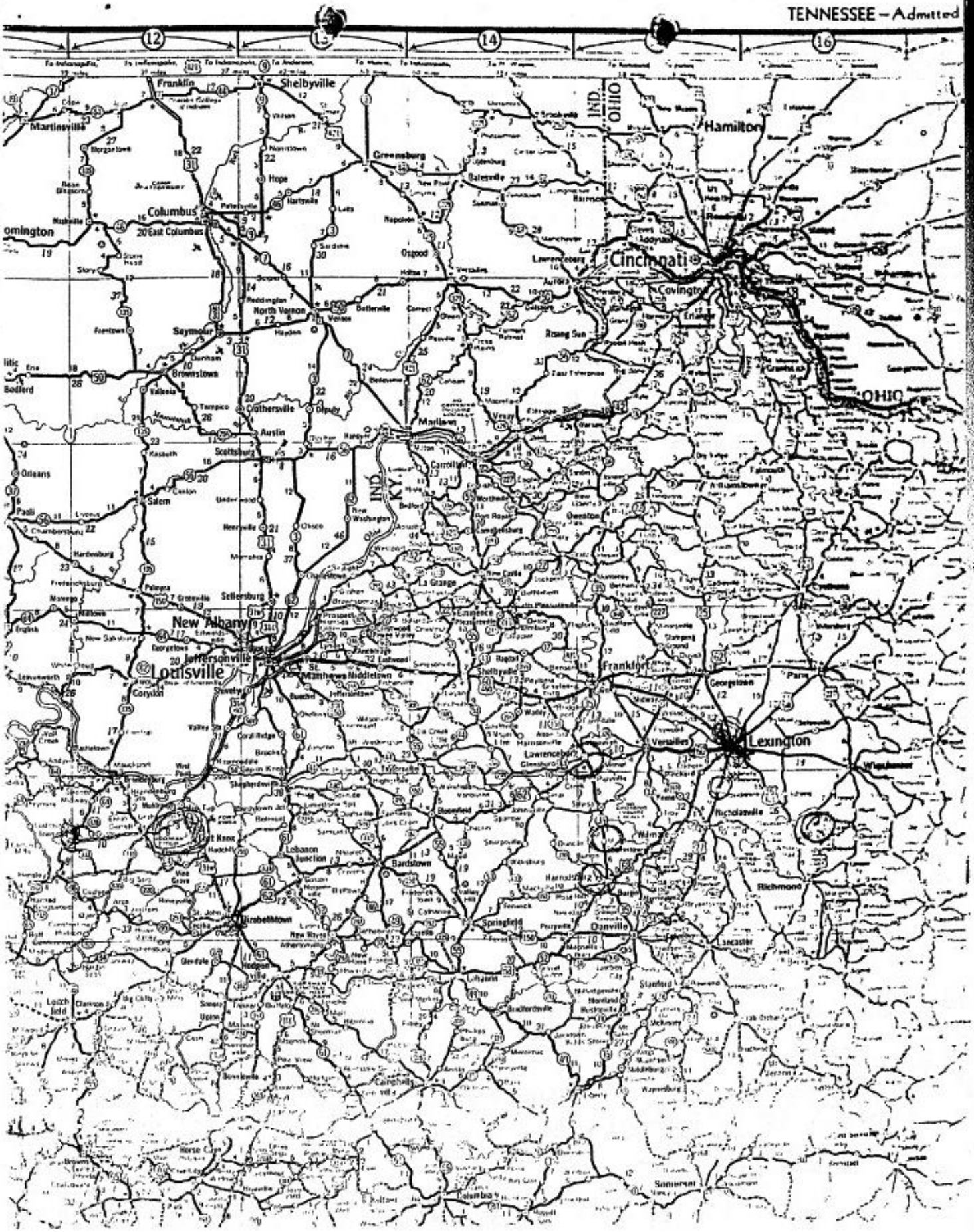
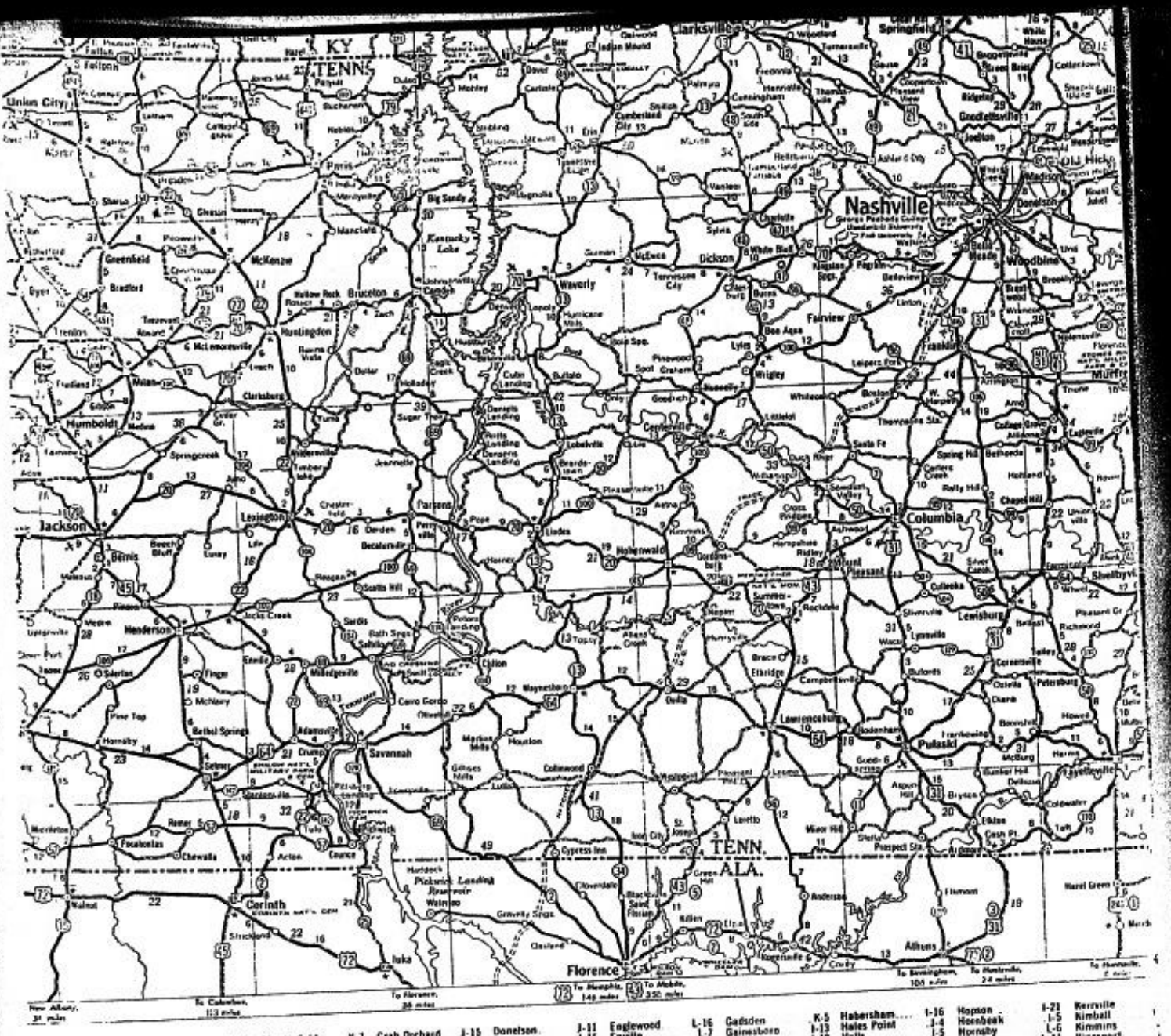

12
13
14
15
16
Franklin
Shelbyville
Martinsville
Greensburg
Hope
Columbus
East Columbus
Hamilton
Cincinnati
Covington
North Vernon
Seymour
Brownstown
Austin
Scottsburg
Salem
New Albany
Jeffersonville
Louisville
Corydon
Lawrenceburg
Versailles
Lexington
Frankfort
Georgetown
Paris
Richmond
Danville
Springfield
Bardstown
Lebanon Junction
Elizabethtown
Hodgenville
Campbellsburg
Somerset
IND.
OHIO
KY.



Block I-16
Bloomingdale H-20
Bloomville H-20
Bluff City I 21
Bostland I-14
Bogota J-4
Bowser L-5
Bolton L-4
Boma J-13
Bon Air J-14
Bon Aqua J-9
Boothspoint J-4
Brads Creek J-17
Brace L-9
Bradford J-6
Bradyville K 12
Brentw L 14
Brent J-5
Brentwood J-16
Brigsville J 16
Bro K-4
Bro H-21
Brow J 14
Brownsville K 5
Brucelee J-7
Bruceton L-4
Buchanan J 12
Buffalo J-7
Buffalo Valley J-13
Bu J-21
Bu I 19
Bumpus Mills H 8
Bu M 10
Bu K-4
Bu J 9
Burrlestown I-13
Burrville I-15
Butler I-21
Butlers Landing J-13
Bybee J-18
Byington J-16
Byrdstown I-14
Cades J-4
Cades Cove J-6
Calhoun K-17
Camden J-14
Campaign J-9
Camp Austin K-13
Campbellsville J-15
Capleville L 10
Cardiff K 12
Carlisle L 14
Carter J-21
Carters Creek K-10
Carthage J 16
Caryville J-16
Cash Point H-21
Castalian Springs M-10
Catoosa I 11
Cedarcreek J 15
Cedar Hill K 5
Celina J-19
Centerstown J-13
Centerville K 12
Central K-9
Chalybeate K-8
Chapel Hill K 13
Charleston K 11
Charlotte I 15
Chattanooga J 8
Cherry M 14
Chesterfield K 4
Chestnut Mound J-13
Chester J 20
Chewalla J-4
Chic M-6
Chilhowee K-17
Christiana K-11
Church Hill J-20
Clarkrange J-14
Clarksburg J-7
Clarksville J-7
Cleveland K-13
Clifton J-15
Clinton L 10
Clover Port M-3
Coalfield J-15
Coalmont I-8
Cog Hill I-21
College Grove K-10
Collierville I-12
Collinwood J-16
Columbia M-10
Como I 11
Conasauga J 15
Concord J-19
Conkeville L-10
Cooperstown J-13
Copperhill K 12
Cordova K-9
Coraopolis K-8
Corryton K 13
Cottagegrove K-11
Cottontown L 15
Counce J 8
Covington M 14
Cowan M 4
Crab Orchard K-7
Creston J-13
Cross Bridges J 20
Cross Plains J-4
Cressville K-17
Crump L 7
Crystal J-8
Cuba Landing K-11
Culleoka L-10
Cumberland City J 9
Cumberland Furnace I-9
Cumberland Gap H-12
Cummingsville K-13
Cunningham I-9
Curve K-4
Cypress Inn M-8
Daisy L-14
Dandridge J-18
Darden K 7
Daus L-13
Daylight K-12
Dayesville J-15
Dayton L-14
Dean L 11
Decatur K-15
Decaturville K-7
Decherd L-12
Deer Lodge J 15
Delicose M-10
Del Rio J-19
Denver J 8
De Rossett J-14
Diana L-10
Dickson J-9
Dixon Springs I-12
Doeville I-21
Donelson J-15
Dorton J-14
Double Springs K-9
Dover I-11
Dowelltown J-14
Doyle L 7
Dresden J-8
Drummonds L-10
Duck River K-6
Duchlowa I-9
Duff I-9
Dukedom I-9
Dunlap K-13
Dyer I-9
Dyersburg K-4
Eads M-8
Eagle Creek L-14
Eagleville J-18
Eastland K 7
East Ridge L-13
Eaton K-12
Eatons Cross Roads J-15
Ebenezer K 16
Edgewold J-17
Edison I-11
Elbridge I-19
Elgin L 5
Elizabethton J 15
Elkmont M-18
Elkton M-10
Elk Valley I 16
Elora L-10
Embreeville J-20
Emerts Cove K 18
Emory Gap J-15
Englewood J-11
Enville J-15
Erin J-13
Erwin J-8
Estill Springs J-12
Ethridge K 13
Etowah I-6
Evensville K-3
Fairview K-9
Fairview M-16
Fall Branch I-17
Farmington J-6
Fainer L-14
Fayette Corners J-5
Fayetteville J-5
Finegrille L-4
Flager J-8
Finley K-11
Fisherville J-14
Fish Springs M-14
Flag Pond J-5
Flatcreek
Flintville K 16
Forked Deer J-17
Fork Mountain I-11
Fosterville I-19
Fountain City L 5
Fountain Head J-15
Fowlkes J-21
Frankewing M-18
Franklin M-10
Fraser I 16
Friendship M-11
Friendsville I-20
Fruitland K 18
Fulton J-15
Gadsden L-16
Gainesboro L-7
Galen J 8
Gallatin J-20
Galloway L 12
Garland L-9
Gassaway L-16
Gates K-15
Gatlinburg J-10
Georgetown K-6
Germantown L-20
Gibson L 11
Gillises Mills L-16
Gladeville L 5
Glass L 11
Gleason I 17
Glen Mary L-6
Glenn J-6
Gobey L 4
Goodfellsville J-21
Goodrich J-20
Goodspring K-11
Gordensburg M 11
Gordonsville K-5
Gorman J-16
Grand Junction K-5
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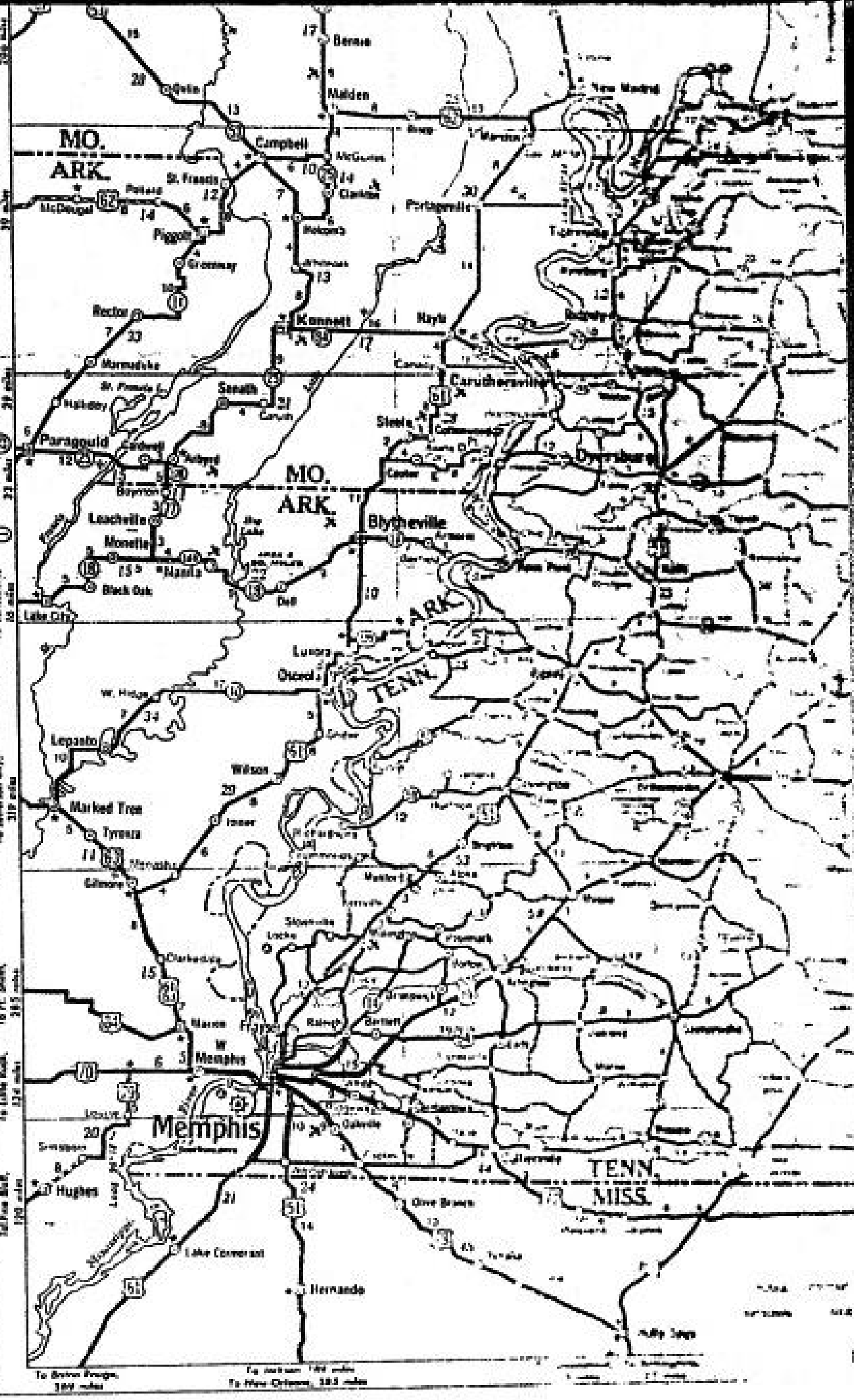

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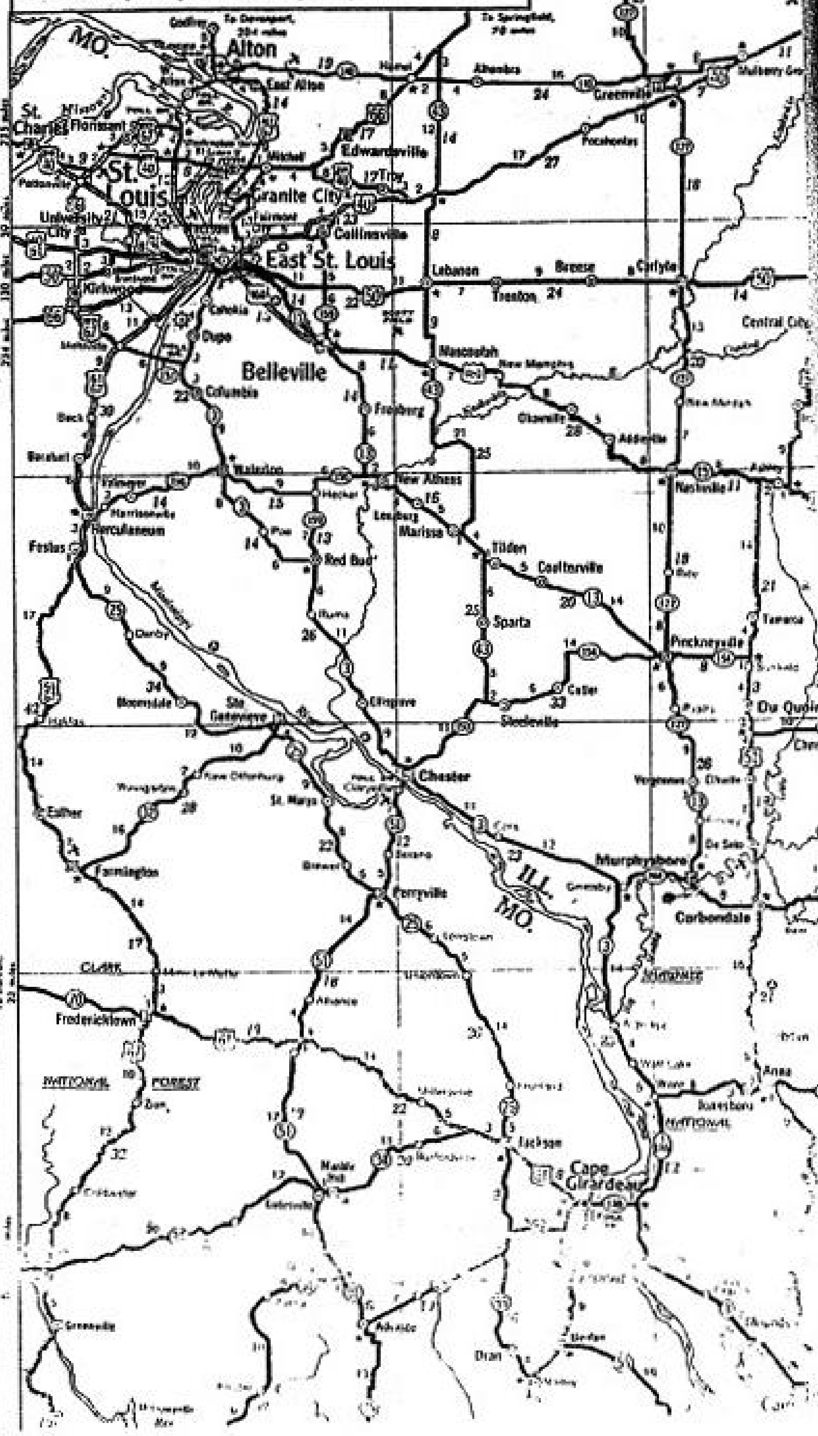
Bowen	E-17	Hindman	F-19	Premium	G-19
Bowling Green	G-11	Hiseville	G-13	Preston	D-17
Boxville	F-8	Hitchins	D-19	Prestonsburg	E-19
Bradfordsville	F-14	Hodgenville	F-13	Princess	C-19
Bradshaw	E-17	Holland	H-12	Princeton	G-8
Brandenburg	E-12	Hopkinsville	H-9	Providence	F-8
Bremen	F-9	Horse Branch	F-11	Pryorsburg	H-6
Brodhead	F-16	Horse Cave	G-12	[illegible]	[illegible]

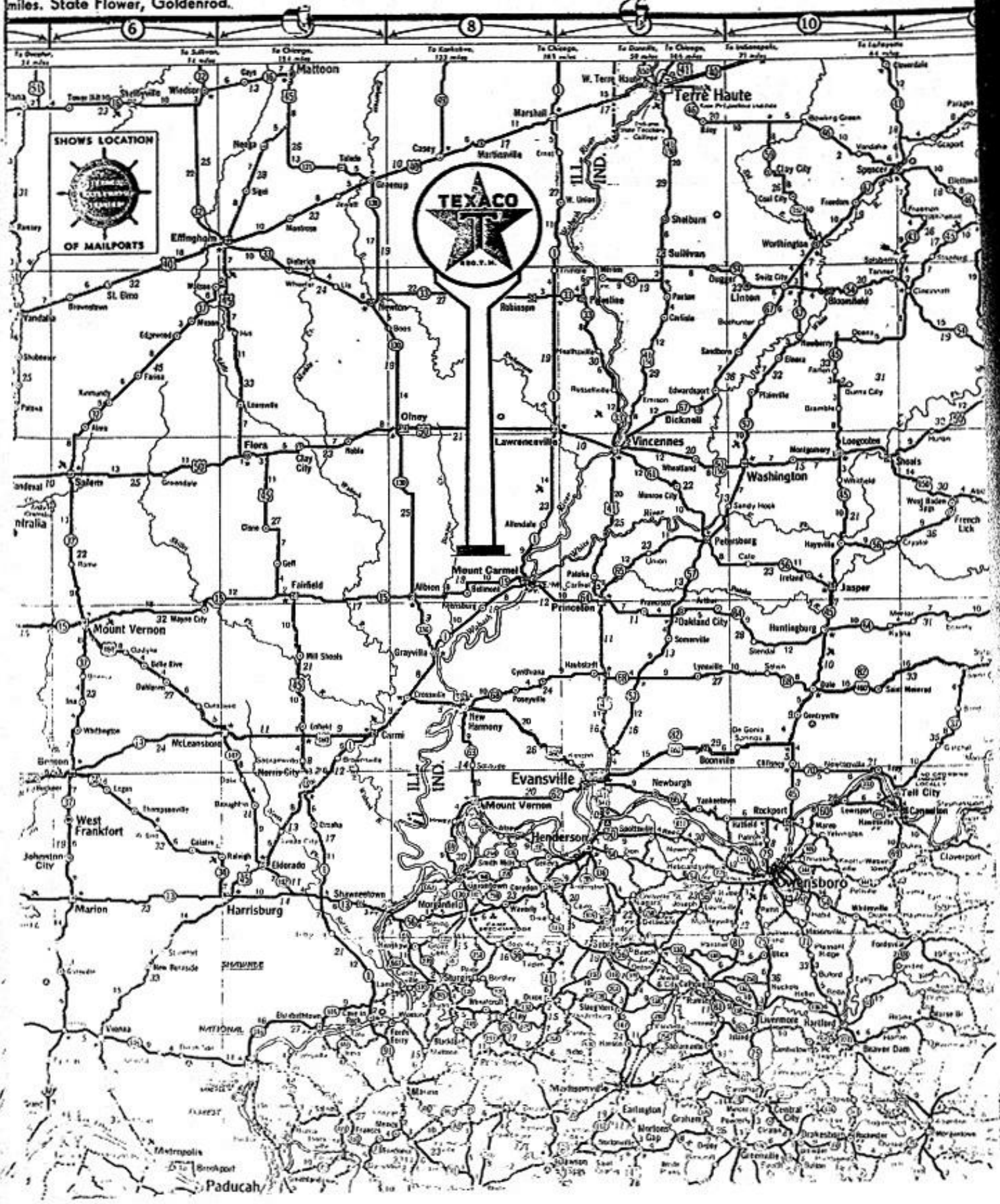
GASOLINE TAXES — As of 2nd Dec., 1951

STATE	State & Federal Tax*	STATE	State & Federal Tax*	STATE	State & Federal Tax*
Alabama	8¢	Maine	8¢	Oklahoma	8.5¢
Arizona	7¢	Maryland	7¢	Oregon	8¢
Arkansas	8.5¢	Massachusetts	6.3¢	Pennsylvania	7¢
California	6.5¢	Michigan	6.5¢	Rhode Island	6¢
Colorado	8¢	Minnesota	7¢	South Carolina	9¢
Connecticut	6¢	Mississippi	9¢	South Dakota	7¢
Delaware	7¢	Missouri	4¢	Tennessee	9¢
Dist. of Columbia	6¢	Montana	8¢	Texas	6¢
Florida	9¢	Nebraska	7¢	Utah	7¢
Georgia	8¢	Nevada	7.5¢	Vermont	7¢
Idaho	8¢	New Hampshire	7¢	Virginia	8¢
Illinois	5¢	New Jersey	5¢	Washington	8.5¢
Indiana	6¢	New Mexico	8¢	West Virginia	7¢
Iowa	6¢	New York	6¢	Wisconsin	6¢
Kansas	7¢	North Carolina	9¢	Wyoming	7¢
Kentucky	9¢	North Dakota	7¢		
Louisiana	11¢	Ohio	6¢		

*Federal Tax is 2¢ per gal. Does not include County and City Taxes.



miles. State Flower, Goldenrod.



APRIL - MAY - JUNE 1948 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
April			
April	Springfield, Illinois	[redacted]	Astro (METEOR)
1	Phillipine Islands	Military Air[redacted]	Other (BIRD)
5	Holloman AFB, New Mexico	[redacted]	UNIDENTIFIED
8	Ashley & Delaware, Ohio	[redacted]	Astro (METEOR TRAIL
9	Montgomery, Alabama	[redacted]	Balloon
11	Alton, Illinois	[redacted]	Other (BIRD)
18	62.00N 33.00W (Atlantic)	Military (RADAR)	Other (BIRDS)
18	Fairbanks, Alaska	[redacted]	Balloon
19	Greenville AFB, S. C.	[redacted]	Balloon
26	Amarillo, Texas	[redacted]STO)	A/C (CONTRAIL)
30	Anacostia Naval Air Station, D.C.	[redacted]	Balloon
May			
2	St Louis, Missouri (CASE MISSING)	Newspaper	Insufficient Data
5	Adapazari, Turkey	Newspaper	Other (ROCKETS)
6	Wake, Island	[redacted]	Astro (METEOR)
7	Yugoslav-Greek Frontier(CASE MISSING)	Newspaper	Insufficient Data
7	Memphis, Tennessee	[redacted]	Astro (METEOR)
8	Middleport, Ohio (CASE MISSING)	Not known	Other (SEARCHLIGHT)
12	Westfield, Indiana (CASE MISSING)		Insufficient Data
17	Miles City, Montana (CASE MISSING)		Astro (MARS)
23	Monroe, Michigan (CASE MISSING)		Other (REFLECTION)
31	Wilmington, North Carolina	[redacted]	Insufficient Data
June			
Summer	Moberly, Missouri (CARD MISSING)	[redacted]	Insufficient Data
Summer	Bedford, Virginia (CASE MISSING)		Insufficient Data
Summer	Newton, Connecticut(INFO ONLY)	Newspaper	
June	Galveston, Texas	[redacted]	Other (HOAX)
20	Belleville, Illinois (CASE MISSING)		Balloon
29	Uniontown, Pennsylvania	[redacted]d	Astro (METEOR)
30	Isola, South Dakota	[redacted]	Balloon
30	Knoxville, Tennessee	[redacted]	Astro (METEOR)

[redacted]

ATIC NO ------

AF NO. ------

REPORT NO. ------

DATE OF REPORT ------

TIME OF [illegible] ------ night

SHAPE spherical

SIZE "twice mars"

COURSE SW to NE

NO. [illegible] 1

SOUND ------

PHOTO ------ SKETCHES ------

Temporary ATIC Form 3[illegible]
([illegible] 5[illegible])

DATE OF INFO April 1948

LOCATION Springfield, Ill

SOURCE Amatuer Astronomer

DATE IN TO ATIC ------

COLOR yellowish red

SPEED 10/sec

ALTITUDE ------

LENGTH OF TIME OBSERVED ------

TYPE OF OBSERVATION ground

MANEUVERS ------

[illegible]

[redacted]

MCIAXS/GWT/amc

MCIAXS

Mr. [redacted]
Vice President & Chief Engineer
[redacted]
Springfield, Illinois

Dear Mr. [redacted]

Receipt of your letter, dated 9 June 1949, which has been forwarded this Headquarters is respectfully acknowledged.

Although the information submitted by your letter does not contain sufficient detail to definitely establish the identity of the object sighted, there is a marked similarity between the description submitted and that of a celestial phenomena commonly referred to as bolides or fire balls. Further research on this subject at the local Public Library should confirm or deny this hypothesis.

This explanation would not hold true for the second sighting mentioned if as inferred the object was under observation for a period of 5 to 10 minutes.

Your action in reporting this matter is appreciated.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

29 JUL 1949

RETURN TO
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

K243.6012-1
Apr - Jun 1949

1303298

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE
DIRECTOR OF PUBLIC RELATIONS

JUL 25 1949

SUBJECT: Correspondence Pertaining to "Flying Saucers"

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

The inclosed letters which have been referred to the Chief of Staff are forwarded to you for necessary action.

BY COMMAND OF THE CHIEF OF STAFF:

W. C. Robinson

1 Incl
Ltr NACA, 18 Jul 49
to Chief of Staff
w/2 Incls

W. C. ROBINSON
Captain, USAF
Executive Officer
Directorate of Public Relations

JEROME C. HUNSAKER, SC. D., CHAIRMAN
ALEXANDER WETMORE, PH. D., VICE CHAIRMAN
HON. JOHN R. ALISON
DETLEV W. BRONK, PH. D.
KARL T. COMPTON, PH. D.
EDWARD U. CONDON, PH. D.
JAMES H. DOOLITTLE, SC. D.
RONALD M. HAZEN, B. S.
WILLIAM LITTLEWOOD, M. E.
REAR ADM. THEODORE C. LONNQUEST, U. S. N.
MAJ. GEN. [illegible]
VICE ADM. [illegible]
ARTHUR E. RAYMOND, M. E.
FRANCIS W. REICHELDERFER, SC. D.
HON. DELOS W. RENTZEL
GEN. HOYT S. VANDENBERG, U. S. A. F.
THEODORE P. WRIGHT, SC. D.

NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS
1724 F STREET, NORTHWEST
WASHINGTON 25, D. C.

TELEPHONES: EXECUTIVE 3515, 3516, 3517

LANGLEY AERONAUTICAL LABORATORY
LANGLEY FIELD, VA.

AMES AERONAUTICAL LABORATORY
MOFFETT FIELD, CALIF.

LEWIS FLIGHT PROPULSION LABORATORY
CLEVELAND AIRPORT, CLEVELAND 11, OHIO

July 18, 1949

From: National Advisory Committee for Aeronautics

To: Chief of Staff, United States Air Force, National Military Establishment, National Defense Building, Washington 25, D. C.

Subject: Objects observed traversing night sky

1. The attached photographs are forwarded for appropriate action as a matter in which the Air Force has been active.

C. J. Robinson

C. J. Robinson
Associate Director of Research

Attachments

JEROME C. HUNSAKER, Sc. D., Chairman
ALEXANDER WETMORE, Ph. D., Vice Chairman
HON. JOHN R. ALISON
DETLEV W. BRONK, Ph. D.
KARL T. COMPTON, Ph. D.
EDWARD U. CONDON, Ph. D.
JAMES H. DOOLITTLE, Sc. D.
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REAR ADM. THEODORE C. LONNQUEST, U. S. N.
MAJ. GEN. EDWARD M. POWERS, U. S. A. F.
VICE ADM. JOHN D. PRICE, U. S. N.
ARTHUR E. RAYMOND, M. S.
FRANCIS W. REICHELDERFER, Sc. D.
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GEN. HOYT S. VANDENBERG, U. S. A.F.
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MOFFETT FIELD, CALIF.

LEWIS FLIGHT PROPULSION LABORATORY
CLEVELAND AIRPORT, CLEVELAND 11, OHIO

July 18, 1949

Mr. [redacted]
Vice President & Chief Engineer
[redacted]
Springfield, Illinois

Dear Mr. [redacted]

Thank you for your letter of June 9 furnishing information to the Government on objects observed traversing the night sky. This Committee has not been involved in the analysis of observations of this type. The United States Air Force has, however, been concerned and active in such analyses and is cognizant of the related defense aspects and we are therefore forwarding your letter to the Chief of Staff, USAF, for appropriate action.

The Committee is appreciative of your interest in the national defense.

Very truly yours,

NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS

P. G. Robinson
Assistant Director for Research

SANGAMO ELECTRIC COMPANY

SPRINGFIELD, ILLINOIS

SANGAMO COMPANY LIMITED
TORONTO
SANGAMO WESTON LIMITED
ENFIELD, ENGLAND

June 9, 1949

CABLE ADDRESS
SANGAMO SPRINGFIELD
CODES
BENTLEY'S
WESTERN UNION, S. LETTER
A.B.C.5TH ED. IMP.

SC

JUN 10 1949

National Advisory Committee
for Aeronautics
1500 New Hampshire N.W.
Washington, D.C.

Attention: Mr. J. F. Victory, Secretary

Gentlemen:

The following information is given primarily for the purpose of soliciting a probable answer to observations made over the last year and which the writer trusts will not be interpreted as representing "flying saucers" or similar unidentified observations of foreign origin. The reason for the inquiry arises from the fact that the objects in question have recently been observed by others and in all probability may be accounted for by routine flights of jet planes.

The writer operates a small astronomical observatory which contains a 5-1/2" refractor and suitable equipment for photographic recording. Specifically, a year ago in April while I was observing the night sky an object appeared in the southwest and crossed the sky in a northeasterly direction at a speed of something like 1° per second. The object appeared to be about twice the size of Mars and was yellowish red in color and spherical, though rather fuzzy in appearance. The speed was too great to be followed by the telescope and photographic equipment was not in readiness to record its true motion thru the sky.

It was not meteoric since its motion [illegible] was too slow and it did not have the customary streamer or tail which usually accompanies such an object. At that time it was assumed [illegible] plane [illegible]

[illegible]

[illegible]

[illegible]

No estimate could be made of linear velocity or altitude since no sound from the object was in evidence which might indicate considerable altitude.

This letter is written with two things in mind; namely, to satisfy a curiosity and to provide proper authorities with information concerning these observations. Because of fairly frequent use of the observatory equipped with photographic recording means, the writer intends to watch for further occurrences and have available photographic records if they would be of any service to interested groups.

Very truly yours,

[redacted]

CS :LL

Vice President & Chief Engineer

[redacted]

[illegible] 19973 RECORD [illegible] D

Incident #111

UNCLASSIFIED

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 0955

SHAPE half moon resembling flying type a/c turtle back and indistinct dorsal fin

SIZE wing span 30', length 20'

COURSE 27°

NO. IN GROUP 1

SOUND ----

PHOTOS ____ SKETCHES ____

DATE OF INFO 1 April 1948

LOCATION 1240 3'E, 12° 52' N Philippines

SOURCE USAF Pilot

DATE IN TO ATIC ------

COLOR silver

SPEED 200 mph Estimated ____ Measured ____

ALTITUDE 1,000' Estimated ____ Measured ____

LENGTH OF TIME OBSERVED 60 secs

TYPE OF OBSERVATION aerial

MANEUVERS revealed great acceleration

UNCLASSIFIED

BIRD

~~Unidentified~~

(SEE FEAR COMMENT)

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

Incident No. 111 — 1 April ~~1947~~ 1948, 0955 Hours, Central Phillipines. An F-47 pilot leading three other aircraft at 1500 ft saw an object approximately three miles away at 1000 ft. Object appeared to be a flying wing thirty by twenty feet, silver in color. The pilot turned to intercept the object and the object turned on nearly the same course and disappeared from sight in five seconds. Object appeared to have a dorsal fin but distance was too great to note any other features. The report does not reveal whether any of the other pilots saw the object.

AMC Opinion: No definite explanation. However, every pilot has experienced the sensation of seeing an aircraft obliquely at nearly the limit of vision and then losing sight at the same range when the aircraft presented, in stern view, a smaller surface.

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

Air Materiel Command Aero-Medical Laboratory (Dr. Paul [illegible] 212 Incidents considered)

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

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

APPENDIX I

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "I") [illegible] common characteristics. Two of them, by statements of the report [illegible] could not have been made had the witnesses not read of the Mt. Rand [illegible] (Incident No. 27). Most were distributed without pattern [illegible] throughout the United States. A few were outside the U. S. No two [illegible] criations of appearance or performance were exactly alike. The [illegible] sightings occurred at various times of day and year.

[illegible]

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generalize [illegible] character of observers, but each case has undesirable elements, [illegible] not be disregarded. The numerical designation is merely the [illegible] of the incident in the project files.

17, 21, [illegible] 3[illegible], [illegible], 40, 51, 58, [illegible], [illegible], 71, 75, 76, 77, [illegible], [illegible]

[illegible], 134, 1[illegible] 151, [illegible], 154, 162, 1[illegible], 1[illegible], 183, 186, 193, [illegible], [illegible]

UNCLASSIFIED

[redacted]

Incident #111 -- Philippine Islands -- 1 April 1948

There appears to be nothing astronomical in this incident. At a distance of 3 miles an object 20 feet long would subtend an angle of slightly more than 4 minutes of arc, and hence would be very near to the limit of the resolution of the eye. The object must have been very much larger, if the distance is correct, for the observer to discern its shape and its turtle back.

Since the object was seen by only one person, and since the description is contradictory, it seems to this investigator that not much weight can be given to the incident.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 1 April 1948 Incident # 222
2. Time 0955
3. Location 124° 3' East, 12° 5' North
4. Name of observer 1st Lt. Robert W. Nogura
5. Occupation of observer P-47 pilot
6. Address of observer 67th Fighter Sq, 15th Fighter Group
7. Place of observation Philippine Islands - sighted object from plane
8. Number of objects 1
9. Distance of object from observer 3 miles
10. Time in sight Approximately 60 seconds
11. Altitude 1,000 ft
12. Speed 200 MPH - disappeared in 5 seconds, indicating great acceleration)
13. Direction of flight 270°
14. Tactics Revealed great acceleration
15. Sound none
16. Size wing-span 30 feet, length 20 feet
17. Color silver
18. Shape A half moon closely resembling a flying wing type aircraft, turtle back and an indistinct dorsal fin.
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None observed
22. Weather conditions scattered cumulus, base 3000 ft, tops 6000 ft
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance Object leveled out on a 270° heading, accelerated rapidly and disappeared from sight.
26. Remarks: (over)

S-22190

On 1st April, at 0955, 1st Lt Meyers was leading a flight of 4 P-47 aircraft of the 67th Fighter Sq, 15th Fighter Group. He was flying a heading of 180° altitude 1500 feet, position 124° 3' East and 12° 52' North, when he sighted an unidentified object approximately three (3) miles east of his position and at an estimated altitude of 1,000 ft., heading 360°. The object appeared to be a flying wing type aircraft, its shape resembled a half-moon. What appeared to be a dorsal fin was barely perceptible. The span of the object was estimated to be 30 feet, length 20 feet. The object was silver in color. Upon sighting the object, Lt Meyers immediately started a left turn with the intention of intercepting and to more positively identify the phenomena. While Meyers was making a 240° turn the object made a 90° left turn, then leveled out on a heading of 270°, accelerated rapidly and disappeared from sight in approximately 5 seconds. There was no sound heard, and no exhaust trails were observed. At the time of the sighting visibility was unlimited, scattered cumulus, base 3000 ft, tops 6000 ft.

NOTE: Because of the distance from which the sighting was made no distinguishing features, i. e., power units, landing gear, armament or cockpit were observed.

The interview with Lt Meyers indicated that he is a reliable non-excitable individual who appeared quite positive in his statements. He was the only witness to this incident as he could not contact his wing men since his radio was out. Apparently the manoeuvers performed by his 3 wing-men prevented their observation of the object.

T-2219

[redacted] UNCLASSIFIED

BASIC: Ltr Hq 13th AF, APO 719, Subj: "Rpt of Sighting of Unidentified Aircraft and/or Flying Object," dtd 8 Apr 48.

AG 452.1 A-2 1st Ind 15 APR 1948

HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

TO: Commanding General, Air Materiel Command, Wright Patterson Air Force Base, Dayton, Ohio, Attention: MCI

1. Reference is made to letter Headquarters United States Air Force, subject: "Reporting of Information on 'Flying Discs'" dated 26 February 1948.

2. Evaluation of sighting described in basic communication by this headquarters is that in view of the circumstances surrounding the incident, the object was probably a bird.

FOR THE COMMANDING GENERAL:

C N Stewart

C. N. STEWART
Capt, AGD.
Asst Adj Gen

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

T-22190

AG REG # 2624 [redacted]

[redacted] UNCLASSIFIED

HEADQUARTERS, THIRTEENTH AIR FORCE
CLARK AIR FORCE BASE
APO 719

B-2/am

8 APR 1948

AG 452.1

SUBJECT: Report of Sighting of Unidentified Aircraft and/or Flying Object.

TO : Commanding General,
Far East Air Forces,
APO 925,
U. S. Army.
ATTN: AC/S, A-2

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1. In compliance with "Intelligence Requirements - Unidentified Aircraft" and letters, your headquarters, AG 452.1 A-2, 3 November 1947 and AG 452.1 A-2, 20 March 1948, the following incident is reported.

2. At 1630 hours on 1 April 1948, the S-2 officer of the 18th Fighter Group contacted the A-2 Division, this headquarters, and reported that 1st Lt. Robert W. Meyers had sighted an unidentified flying object. His story is as follows.

3. On 1 April, at 0955, 1st Lt. Meyers was leading a flight of four (4) P-47 aircraft of the 67th Fighter Squadron, 18th Fighter Group. He was flying a heading of 180 degrees, altitude 1500 feet, position 124 degrees 3 minutes east and 12 degrees 52 minutes north, when he sighted an unidentified object approximately three (3) miles east of his position and at an estimated altitude of 1000 feet, heading of 360 degrees. The object appeared to be a flying wing type aircraft, its shape resembled a half moon, what appeared to be a dorsal fin was barely perceptible, the span of the object estimated to be thirty feet, length twenty feet and silver in color. Upon sighting the object, Lt. Meyers immediately started a left turn with the intention of intercepting and to more positively identify this phenomena. While Meyers was making a 240 degree turn, the unidentified object made a 90 degree left turn, then leveled out on a heading of 270 degrees, accelerated rapidly and disappeared from sight in approximately five seconds. There was no sound heard, and no exhaust trails were observed. At the

UNCLASSIFIED

B-2, AG 452.1, Subject: "Report of Sighting of Unidentified Aircraft and/or Flying Object."

time of the sighting visibility was unlimited, scattered cumulus, base 3000 feet, tops 6000 feet.

a. Because of the distance from which the sighting was made, no distinguishing features i.e. power units, landing gear, armament or cockpit were observed.

b. The interview with Lt. Meyers indicated that he is a reliable, non-excitable individual and appeared quite positive in his statements. It must be taken into consideration however that he was the only witness to this incident, as he was unable to call the object to the attention of his three wing-men because of their maneuvering in the turn, plus the fact that his radio was out.

3. Above insident reported your headquarters, 2 April 48, in radio, cite K4243H.

FOR THE COMMANDING GENERAL:

ROBERT F. DE LONG
1st Lt. USAF
Acting Asst Adjutant General

FEAF FORWARDED 02-937 8 APR 1948 HQ XIII AF

W°C°I°C°

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

T-22190

2624

2 [redacted]

[redacted] Incident #122

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGNING ----

SHAPE round indistinct form

SIZE large

COURSE ----

NO. IN GROUP 1

SOUND ----

PHOTOS ---- SKETCHES ----

DATE OF INFO 5 April 1948

LOCATION Holloman AFB, N.M.

SOURCE Trained balloon observers

DATE IN TO ATIC ----

COLOR gray-white

SPEED faster then any a/c Estimated / Measured

ALTITUDE very high Estimated / Measured

LENGTH OF TIME OBSERVED 30 sec

TYPE OF OBSERVATION ground

MANEUVERS erratic, completing a large loop after downward descent, then soaring upward and disappearing suddenly

Temporary ATIC Form 3[illegible]9
(2 Jan 5[illegible])

[redacted]

Unidentified

[redacted]

Incident #122, a, b -- Holloman Air Force Base -- 5 April 1948

At the moment there appears to be no logical explanation for this incident.

There is nothing to indicate an astronomical origin of the object observed.

[redacted]

Incident No. 122 -- 5 April 1948, Holloman Air Force Base, New Mexico.
Three balloon observers saw an object very high in the sky, moving faster than any known aircraft and possessing a rounded indistinct form, which disappeared suddenly. It was seen less than thirty seconds and was apparently not manned, judging by its violent maneuvers. For analogous size they stated if the moon were the size of an orange the object would approximate the size of a disc.

AMC Opinion: No explanation. However, the above comparison of size is to be noted. A dime held at arms length would shield the moon from the eye even if the moon appeared several times larger than it does. To reduce the proportion then, this object must have appeared as an infinitesimal point. From trained observers, this is certainly a major discrepancy.

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

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

-4431-

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-84481-A

#122

APPENDIX F

3610th Electronics Station

Analysis of Project Grudge Reports

AIR MATERIEL COMMAND
3160 Electronics Station
Cambridge Field Station
230 Albany Street
Cambridge 39, Mass.

000.92
In reply address both communication and envelope to the Commanding Officer and attention of following office symbol. [illegible]

[illegible]

SUBJECT: Analysis of Project "Grudge" Reported Incidents

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

1. Reference is made to the letters from your Headquarters, this station of 22 November 1948, 6 December 1948, and 14 January 1949, subjects: "Project 'Sign' ", requesting that reported incidents 1 through 172 be analyzed to determine whether or not these might have been caused by balloons launched by these laboratories.

2. A listing has been compiled of all balloons launched by these laboratories and its contractors for special atmospheric research purposes, from the first such launching to No. 101 on 17 November 1948. Each of these launchings has been compared with the reported incidents 1 through 172. Factors of comparison were date of launching and date of recovery with respect to date of reported incidents; place of launching and place of recovery with respect to the place of reported incidents, and possible deviations from the known flight path with respect to the place of reported incidents. So that your office may make an independent analysis, three copies of the launching list are inclosed.

a. Incidents No. 5 through No. 16 reported on 4 July 1947 throughout Oregon, Idaho and Washington gave, in general, descriptions of clusters or groups of objects. The 3 July 1947 balloon launching No. 8 at Alamogordo was a cluster of balloons and was not recovered, [illegible] of [illegible] reports. [illegible] although not recovered, this flight was terminated in the New Mexico Tularosa Valley only a few miles north-east of Alamogordo. That the balloons were [illegible] was determined both by airplane spotting and by radio direction finding upon the balloon telemetering instruments. Recovery of the balloons and instruments was prevented by the impassability of the terrain.

b. [illegible] 11 [illegible] July 1947 [illegible] with respect to date with incident No. 1 through No. 4, and again with incident No. 40. This balloon flight was again a cluster.

Ltr, ERH, to CG, AMC, Subj: Analysis of Proj. "Crud [illegible]

The description of incident No. 40 is [illegible] of balloon [illegible] No. 11. Also, in [illegible] paper [illegible], it is very unlikely that the [illegible] a [illegible] westward of Alamogordo, [illegible] that a long flight west of the launching point could [illegible] impossible.

c. Incident No. 47 compares somewhat in time with balloon launching No. 10 of 5 July 1947. However, balloon No. 10 [illegible] recovered [illegible] known to have been downed northeast of [illegible]. It was not recovered due to impassability of terrain. Incident No. 115 is a reasonable description of the 20 ft. plastic balloon and [illegible] by these Laboratories. This incident was [illegible] balloon release No. 46 of 9 April 1948 at Alamogordo. However, the time of the reported incident (1506 CST) is about 1/2 hour before the time of balloon release (1432 MST), thus the incident could not have been that balloon.

d. It is of interest to note that incident No. 122 [illegible] an employee of these Laboratories who had considerable experience in the use of balloons of all kinds, and could have been depended upon to know the appearance and behavior of a balloon if it was this he [illegible].

e. Incident No. 163 bears a fair description of the appearance of a large plastic balloon in sunset light. The object's disappearance could be accounted for either by its movement into the earth's [illegible] or by [illegible] defocusing of the observer's eyes. This incident [illegible] possibly have been balloon release No. 75 or No. 76 or 20 and 21 [illegible] from Alamogordo. Balloon No. 75 was recovered at Mollister, California, which is in the Monterey Bay area, on 22 July 1948 [illegible] easily [illegible] trajectory which would have been within sight of [illegible] Angeles [illegible]. Balloon No. 76 was never recovered. It is possible that it had a trajectory similar to No. 75.

f. All other reported incidents from 1 to 172 do not seem to [illegible] reasonable comparison with balloons launched by these Laboratories.

3. The balloons used by these Laboratories are now somewhat [illegible]ardized. They are 20 foot long, plastic, white in color, and [illegible]-on-sone in shape. Nearly all launchings are made at the [illegible] [illegible] graph shows the typical flight appearance at any altitudes where [illegible] could be [illegible]. It is hoped that this information may be of [illegible] you in identifying future reports of incidents.

4. It is believed that [illegible] "Checklist [illegible] Flying Objects" [illegible] reliable [illegible] from an observer. [illegible] observer; 11. Altitude; 12. [illegible] and 16. [illegible] object [illegible] the focal range of the [illegible] (a [illegible] four factors are actually [illegible] unless at least one of them (and [illegible]) [illegible] Directly asking an observer about these indeterminants not only unreliable data but induces will answers because the observer [illegible] into making a statement about quantities for which he has no [illegible] fact. He will unconsciously assume knowledge of some one of these factors and [illegible] correct information on all. That people ([illegible] of [illegible] know better) will arbitrarily give answers to [illegible] significant [illegible] on these questions, which really cannot be [illegible] all, is proof of the unreliability of their information.

5. It is suggested that these four items on the questi[illegible] replaced by questions which will yield [illegible] possible of [illegible] dependent [illegible] in terms of the observer's best estimates of [illegible] time. From such data given by observers of the same object at [illegible] different places, a reliable calculated estimate could be made of [illegible] object's size, altitude, speed and path. These data should [illegible]

a. An estimate of the angular size of the object. A quick but reasonable estimate can be made by comparing the angle subtended by the index finger held at arms length. The finger (7/8" wide) of an average [illegible] held at 26" to 30" (arms length) will subtend an [illegible] of [illegible] two degrees. In this way angular size from about 1/2° to [illegible] 6° can be estimated.

b. The range of the object's flight in terms of the [illegible] subtended [illegible]. If the object moves in a [illegible] [illegible] is important to observe the position at the [illegible] and the end of its course. After the flight has been completed [illegible] can extend his arms toward the two points and also at 90° or 120° [illegible] comparison estimate the angular extent of the flight. It is also important that information which will determine these directions relative to a compass point be given. If the angular course is associated with objects on the horizon, with roads, with the sun (if the time of [illegible] also noted) or by the north star, the orientation can be rechecked [illegible] any later time.

[illegible] course. [illegible] probably the most [illegible] estimate to [illegible] when a watch is the most satisfactory, but an observer is [illegible] prepared to do so. Seconds can be counted with good accuracy by [illegible]

"one flying saucer; two flying saucers, three flying saucers" [illegible] a normal speaking speed. On the other hand it is not easy to [illegible] and at the same time make all the other [illegible] [illegible] be remembered that when a person is excited [illegible] are apt to be rather inaccurate.

d. Estimation of the elevation angle of the object. [illegible] all persons [illegible] elevation angles. This [illegible] reduced by the observer extending one arm vertically and the other horizontally to observe a 90° angle. The vertical arm can then be lowered to point to the observed object. In this way the observed angle can be compared with a 90° angle and a more accurate estimate obtained.

6. It is realized that it might not be possible for an observer to perform the operations suggested in the preceding paragraph, during the period the object is sighted. If he would immediately recor[illegible] that he saw and then estimate such measurements, he should be [illegible] quantit[illegible] answers accurate to at least 25%. In interrog[illegible] observers, they should also be asked to reconstruct their observation and then estimate these same factors. It is suggested that instructions [illegible] making such quick and estimated observations be given to weather observers, control tower operators, civil police, forest and fire [illegible], and other such people who might have good chance of seeing unidentified flying objects. If any information concerning unidentified flying objects is given to the public, instructions for reliable observation should be included.

7. This organization will be pleased to be of any further assist[illegible] required in connection with this matter.

FOR THE COMMANDING OFFICER:

Incls
1. List of balloons launched (in trip)
2. 8" X 10" photo print of plastic balloon
[illegible] photo print of plastic balloon

/s/ A. C. Trakowski, Jr.
A. C. TRAKOWSKI, JR.
Captain, USAF
Director, Base Directorate for Geophysical Research

5 APR 48

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

Air Materiel Command Aero-Medical Laboratory (Dr. Paul M. [illegible] 212 Incidents considered)

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

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

APPENDIX I

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "I") exhibit [illegible] common characteristics. Two of them, by statements of the reporters, could not have been made had the witnesses not read of the Mt. Rainier incident (Incident No. 27). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX I

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally [illegible] character of observers, but each case has undesirable elements, [illegible] to disregarded. The numerical designation is merely the [illegible]

[illegible] 17, 21, [illegible] 35, 37, 40, 51, 58, 62, [illegible], 68, 71, 75, 76, 77, [illegible]

[illegible] 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, [illegible]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 122

1. Date 5 April 1948
2. Time N/S
3. Location Holloman Air Force Base
4. Name of observer Mr. [redacted]
5. Occupation of observer Trained balloon observer, Geophysics Lab Section
6. Address of observer N/S
7. Place of observation From the ground
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight 30 seconds
11. Altitude Very high
12. Speed Faster than any known aircraft
13. Direction of flight N/S
14. Tactics Erratic - completing a large loop after its downward descent, then soaring upward and disappearing suddenly
15. Sound None
16. Size Large
17. Color Grey-white
18. Shape Rounded, indistinct form
19. Odor detected N/S.
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions C.A.V.U.
23. Effect on clouds N/S
24. Sketches or photographs None
25. [illegible]
26. Remarks: This was evidently the one object, of two sighted by another witness, that veered to the right and down. Its vaguely

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Inbident # 122 b

1. Date 5 April 1948
2. Time N/S
3. Location Holloman Air Force Base
4. Name of observer Mr. [redacted]
5. Occupation of observor Trained balloon observer, Geophysics Lab Section
6. Address of observor N/S
7. Place of observation From the ground
8. Number of objects Two
9. Distance of object from observor N/S
10. Time in sight 30 seconds
11. Altitude Very high
12. Speed Very high, faster than any known aircraft
13. Direction of flight 1 straight up, 1 disappeared in the west
14. Tactics First one veered to the right, started down and was lost to view. Second one made arc into the west at a terrific speed and disappear suddenly.
15. Sound N/S
16. Size N/S
17. Color Golden hue
18. Shape Had appearance of a major's insignia, that is, irregularly rounded and slightly concave on top
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Disappeared suddenly
26. Remarks: Mr. [redacted] was the only one of the three witnesses who saw two objects. When he first perceived them, they were going

[redacted]

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[redacted] straight up then one veered to the right, started down, and was lost to view. Directing his attention to the other object, Mr. [redacted] saw it arc into the west at a terrific speed and disappear suddenly. Mr. [redacted] described the object as being of a golden hue, rather indistinct in outline and possessing somewhat the appearance of a major's insignia, that is, irregularly rounded and slightly concave on top.

[redacted]

All witnesses agreed that the object was very high, moved faster than any known aircraft; possessed a rounded, indistinct form, and disappeared suddenly rather than fading away in the distance. It was under observation 1/2 minutes or slightly less. It was definitely not a balloon, and apparently not manned, judging from the violent maneuvers which were performed at a high rate of speed.

[redacted]

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #122 a

1. Date 5 April 1948
2. Time Afternoon
3. Location Holloman Air Force Base
4. Name of observer Mr. [redacted]
5. Occupation of observer Trained balloon observer, Geophysics Lab Section
6. Address of observer N/S
7. Place of observation From the ground
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight 30 seconds
11. Altitude Very high
12. Speed Tremendous
13. Direction of flight West
14. Tactics Object made three vertical loops, upon completion of which it it disappeared in a large arc to the west
15. Sound None
16. Size Considering the moon the size of an orange, the object was the size of a dime
17. Color N/S
18. Shape Bore some resemblance to, but definitely not, a balloon
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Disappeared suddenly
26. Remarks: Presumably Mr. [redacted] saw the object that did not veer to the right. (See Incident #112 b) He stated that it was absolutely

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[redacted]

silent on the desert that afternoon and that no audible noise was heard from the object. Neither was any signal nor atmospheric noise heard on the 400-meter receiver to which he was listening at the time. He further stated that the wind at high altitude that day was very calm being only 10 to 15 miles an hour from the west at 65,000 feet.

[redacted] reports [redacted].

All witnesses agreed that the object was very high, moved faster than any known aircraft, possessed a rounded, indistinct form, and disappeared suddenly rather than fading away in the distance. It was under observation 1/2 minutes or slightly less. It was definitely not a balloon, and apparently not manned, judging from the violent maneuvers which were performed at a high rate of speed.

[redacted]

AAF Form No. 10-316 (Rev 10 Sep 46)

[redacted]

8-2913

SAVE

IN PLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:
MCIAXD

HEADQUARTERS
AIR MATERIEL COMMAND

MCIAXD/JCB/amb
Wright-Patterson Air Force Base
[redacted], Dayton, Ohio
12 May 1948

UNCLASSIFIED

SUBJECT: Project "SIGN"

TO: Commanding Officer
Holloman Air Force Base
Alamogordo, New Mexico

1. On 5 May 1948, Lt Colonel James C. Beam and Mr. Alfred C. Loedding, representatives of Intelligence Department, this Command, visited your headquarters for the purpose of interviewing Dr. Peoples of the Watson Laboratories.

2. It was learned that a Lt Markley has, in several instances in the past, detected on a radar scope unidentified flying objects moving at an excessive rate of speed. It is desired that a report be submitted to this headquarters giving all available information on these reported sightings. Future observations of this type should be reported to this headquarters immediately.

BY COMMAND OF GENERAL McNARNEY:

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

R. J. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

HDOP 1st Ind RJN:ecy

Hq, Holloman Air Force Base, Alamogordo, New Mexico, 24 May 1948

To: CG, AMC, Wright-Patterson AFB, Dayton, Ohio

Enclosed is statement of Lt. Markley in answer to basic communication.

FOR THE COMMANDING OFFICER:

JAMES C. PETERSEN
Major, Air Corps
Adjutant

1 Incl
Lt. Markley's Statement

UNCLASSIFIED [redacted]

[redacted]

UNCLASSIFIED HEM/ctd

HOLLOMAN AIR FORCE BASE
ALAMOGORDO, NEW MEXICO
OPERATIONS & PROJECTS
ELECTRONIC & ATMOSPHERIC DIVISION

S-T-A-T-E-M-E-N-T

1. Reference is made to Par 2, basic communication. Apparently a misunderstanding exists in that I did not personally see unidentified objects moving at an excessive rate of speed on a radar scope. Rather, Mr. P. [redacted], of Watson Laboratories, very probably saw unidentified objects. However, Mr. [redacted] informed me that the objects seen were not moving at an excessive speed, but rather were motionless at an altitude somewhere in the vicinity of 200 miles. When these were seen on the Radar scope of the CPS-4 (Modified) the angle of elevation of the Radar antenna was approximately 70 degrees from horizontal.

2. During the latter part of August, 1947, this organization was carrying on several test runs with a modified SCR-270 at this base. I had released a corner reflector and two balloons and was watching them in their flight as they drifted to the southeast from this base. While watching the balloons through a pair of ten power binoculars, a white object, appearing to be round, came into my field of vision. I followed the object as far as possible but lost it within seconds after picking it up. The object was traveling at an unprecedented rate of speed and appeared to be several thousand feet over the top of the Sacramento mountain range, traveling in horizontal flight south to north.

3. There have been other times when manning the M-2 Optical tracker, that I have seen round or flat-round objects that were unexplainable.

4. In view of Par 1, this indorsement, it is suggested that Mr. P. [redacted] of the Radar Laboratory, AMC Watson Laboratories, Red Bank, New Jersey be contacted.

[redacted]
1st Lt. USAF
Communications Officer

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

MCIAXD/JCB/amb
Wright-Patterson Air Force Base
[redacted]
12 May 1948

MCIAXD

Project "SIGN"

Commanding Officer
Holloman Air Force Base
Alamogordo, New Mexico

1. On 5 May 1948, Lt Colonel James C. Beam and Mr. Alfred C. Loedding, representatives of Intelligence Department, this Command, visited your headquarters for the purpose of interviewing Dr. Peoples of the Watson Laboratories.

2. It was learned that a Lt Markley has, in several instances in the past, detected on a radar scope unidentified flying objects moving at an excessive rate of speed. It is desired that a report be submitted to this headquarters giving all available information on these reported sightings. Future observations of this type should be reported to this headquarters immediately.

BY COMMAND OF GENERAL McNARNEY:

W. R. CLINCHMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

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DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

11 May 1948

Report of Trip to Holloman Air Force Base, 5 - 6 May 1948

1. The primary purpose of this trip was to interview Dr. [redacted], representing the Watson Laboratories, who was temporarily on loan to Holloman Air Force Base. Upon arrival, it was learned that Dr. [redacted] had returned to the Watson Laboratories at Red Bank, N. J. A teletype sent from Holloman Air Force Base stating that Dr. [redacted] would not be available for interview did not reach Hq, AMC in sufficient time to postpone the visit. However, it was learned that Dr. [redacted] would be at Maxwell Air Force Base, Montgomery, Ala. on or about 11 May 1948 for an indefinite period of time.

2. A civilian, Mr. [redacted], who works in the same laboratory with Dr. [redacted] had also seen the unidentified flying object while in the presence of Dr. [redacted]. Mr. [redacted] was interviewed with the following stated results:

a. The object definitely was not a balloon.

b. The object appeared round and white; was at a great altitude and moved at a high rate of speed.

3. Mr. [redacted] promised to send in a detailed report through channels, together with the report of another civilian who also witnessed the phenomenon.

4. It was also learned that a Lt Markley who works in the Radar Laboratory at Holloman AF Base has, on several occasions in the past, witnessed on his scope unidentified flying objects at high altitudes, moving at a very high rate of speed. Lt [redacted] was not available for interview; however, a request for a detailed report of these observations was forwarded to the Commanding Officer, Holloman Air Force Base.

5. Lt Colonel James O. Beam and Mr. Alfred C. Loedding proceeded to Phoenix, Ariz. to interview Mr. [redacted] and follow up on the report and photographs submitted by him some months ago. Although Mr. [redacted] is currently employed as a piano player in a night club, his primary interest is in a small but quite complete laboratory behind his home. According to his business card, this laboratory is called "Panoramic Research - Laboratory and Observatory", and Mr. [redacted] is referred to as the "Chief of Staff". Mr. [redacted] appeared to be completely sincere and apparently is quite interested in scientific experiments. Mr. [redacted] stated he was an aircraft recognition instructor during the last war, and that in his opinion, the object sighted definitely was not a wind-blown object. He reiterated that the object was not less than 2000 ft. away and that it was not much more than 2000 ft. away unless he had greatly underestimated its size. Mr. [redacted] pointed out where he had stood when he took the pictures of this flying object and indicated the exact paths of approach and departure of the object. He added that when the object turned directly away from him, he observed what appeared to be one large opening, or vent across the entire trailing edge. Mr. [redacted] promised to send in another more detailed report, incorporating this observation.

DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

6. Mr. [redacted] also mentioned having seen a series of photographs taken by another civilian in Phoenix, Ariz. on approximately the same day. He promised to investigate this phase and to forward a set of these photographs to this headquarters if they are available. Mr. [redacted] permitted the ordinary box type camera with which he took his pictures to be brought to Wright-Patterson Air Force Base for examination.

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JAMES C. BEAM
Lt Colonel, USAF
Project Officer

Concurred in:

ALFRED C. LOSDDING
Technical Assistant
Tech Intelligence Div
Intelligence Department

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

Supplement to Trip Report to Watson Laboratories - 3 and 4 Jun 48

THRU: Col Clingerman

TO: Col McCoy

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1. Personnel interviewed on this trip were Dr. [redacted], Mr. [redacted], Mr. [redacted] and Mr. [redacted] of the Geophysics Laboratory Section and Mr. [redacted] of the Radar Laboratory.

2. Contrary to existing reports, Dr. [redacted] was not witness to the sighting at Holloman Air Force Base on or about 5th April 1948. However, Dr. [redacted] was very cooperative and called in his assistants, Messrs [redacted], [redacted] and [redacted], remaining present while they presented their versions of the sighting which occurred in the afternoon of the 5th April 1948 while the three of them were searching the skies for an experimental balloon released a short time before. The sighting was made by all three men at approximately the same time. It was first believed to be the balloon; however, they almost immediately discovered their error and agreed that while the sighted object bore some resemblance to a balloon, it was definitely not that.

3. Mr. [redacted] was the only one of the three who saw two objects. When he first perceived them they were going straight up then one veered to the right, started down, and was lost to view. Directing his attention to the other object, Mr. [redacted] saw it arc into the west at terrific speed and disappear suddenly. Mr. [redacted] described the object as being of a golden hue, rather indistinct in outline and possessing somewhat the appearance of a major's insignia, that is, irregularly rounded and slightly concave on top.

4. Mr. [redacted] saw only one object which was evidently the one that veered to the right and down. He was able to keep it in sight longer than did Mr. [redacted] and described its maneuvers as completing a large loop after its downward descent, then soaring upward and disappearing suddenly. To him it appeared gray-white in color, its vaguely defined form giving the appearance of a large object at great distance.

5. Presumably Mr. [redacted] saw the object that did not veer to the right. He stated that this object made three vertical loops upon completion [illegible] it disappeared in a [illegible] to the west at tremendous speed. He admitted that at first glance it seemed to resemble a balloon but in his considered opinion it was definitely not that. He stated that it was absolutely silent on the desert that afternoon and that no audible noise was heard from the object. Neither was any signal nor atmospheric noise heard on the [illegible] receiver to which he was listening at the time. He further stated that the wind at high altitude that day was very cold being only 10 [illegible]

UNCLASSIFIED
[redacted]

[redacted]

UNCLASSIFIED

6. All agreed on the following: the object was very high, moved faster than any known aircraft, possessed a rounded, indistinct form, and disappeared suddenly rather than fading away in the distance. It was under observation 1/2 minutes or slightly less. It was definitely not a balloon and apparently not manned judging from the violent maneuvers which were performed at a high rate of speed.

7. Dr. [redacted] stated that he placed great credence upon these observations because all three men are trained balloon observers. He suggested that an observation team equippedwith search apparatus both optical and radar be placed at Holloman Air Force Base in order that more definite information might be secured in the event of a recurrence of an incident of this type. He also suggested that the radio sonde stations in the U. S. be alerted for incidents of this type. He promised to alert the observers in his department to be on the watch for and to report any similar incidents.

8. Mr. [redacted] of the Radar Laboratory was interviewed on 4 June 1948. His statements do not check very closely with those contained in Lt [redacted] report to this office. Mr. [redacted] stat d that Lt [redacted] was one of two observers on a modified CPS 4 Optical Tracking Device. The observations Lt [redacted] reported seeing on this equipment could not be confirmed at any time by the other tracker. Mr. [redacted] passed off the "ghost pip" he personally observed on the radar equipment as merely the illusion of the equipment. He explained that this "ghost" did not move, and was possibly the echo from a distant mountain on a side wave of the radar equipment. He also spoke of "crazing" which is the effect on radar by the white gypsum sand in the area directly west of the Air Base. He also mentioned another form of "ghost" called "Angels" which have been detected and which are believed to be causedby changes in air density. Such phenomena have been observed and reported from Camp Edwards.

RECOMMENDATIONS AND ACTION TO BE TAKEN

1. In the light of Mr. [redacted] statements, the frequency of the sightings at Holloman Air Force Base does not warrant the placing of an observation team at that station. Should the sightings become more frequent and more substantial evidence be received from Dr. [redacted] [illegible] further consideration will be given to the initiation of such a project.

2. The Weather Service Headquarters at Tinker Field will be questioned as to the feasibility of alerting their radio sonde stations to be on the lookout for unidentified aerial objects. A similar request will be made to the Signal Corps and Coast Artillery through [illegible]

DO [illegible]

[illegible]

[redacted]

[illegible]
Lt Col., [illegible]
Project Officer
Tech Intel Div.

UNCLASSIFIED

Request for Trav[illegible]

TO: FROM: DATE:

1. It is requested that travel orders be prepared for:

a. Name: (1) Officers (2) Enlisted Men (3) Civilians

(1) JAMES C. BEAM Lt Col AO-344[illegible] USAF
First Init Last Grade Serial No Arm Of

(2) _____ _____ _____ _____ _____ _____
First Init Last Grade Serial No Sq A

(3) [redacted] Aeronautical Engineer
First Init Last Civil Service Designation

b. Travel to begin on or about 3 May 1948

c. For approximate number of days 2 days

d. To Office of Director of Intelligence, Air Intelligence Req. Div (AFOIR) Hq, USAF, Washington 25, D.C.
Activity to be visited City State

_____ _____ _____
Activity to be visited City STate

_____ _____ _____
Activity to be visited City State

_____ _____ _____
Activity to be visited City State

e. Is any change in itinerery necessary? _____ If "Yes" give reason: _____

f. Purpose of travel is to discuss classified Project MT-304

(1) Justification: per orders of Colonel Clingerman

g. Travel is in connection with Project No. MT-304

h. Individual is cleared for access to [redacted] (Top Secret) Lt Col James C. Beam (Secret) material pertinent to these orders.

i. Mode of travel desired is by mil air and/or _____

j. Is per diem requested: X (Yes) ____ (No)

k. Funds are chargeable to MCIA
Division Symbol

l. If travel is to Washington, authority from Washington must be shown

(1) Letter ____ (Office of origin) ____ (Subject) ____ (Date)

(2) Teletype ____ (Office of origin) ____ (Number) ____ (Date)

(3) Telephone conversation or verbal orders: Col Robert Taylor, III (Name of person in Washington) AFOIR (Office)
Col H. M. McCoy (Name of person at this Hq) MCI (Office)
____ (Date)

m. For permanent change of station (scientists only) list dependents showing name, relationship and age; also, state whether shipment of household goods and personal effects at government expense is requested:

(1) Dependents

Name	Relationship	Age

(2) Is shipment of household goods requested? ____ (Yes) ____ (No)

2. I certify that I have checked this request for travel orders and consider travel essential to effectively discharge the functions of this section.

____ ____
Signature of Section Chief
W. R. CLINGERMAN, Col, USAF
Chief, Tech Intelligence Div
Intelligence Department

101

ASC-251-D
(15-10-42)

MCIA/ACL/amb

A. G. F.	
PRIORITY	
UTINE	X
LTIPLE DDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

FROM: AMC

DATE: 30 Apr 48

W. R. CLINGERMAN, Col, USAF
Chief, Tech Intelligence Div
Intelligence Department

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: COMMANDING OFFICER
HOLLOMAN AIR FORCE BASE
ALAMOGORDO, NEW MEXICO
XXXXX: ATTN: COL PAUL F. HELMICK

Subject: Interview Dr JW Peoples

TELETYPE NO: MCIA-4-1

MR. ZABRISKI OF THIS HQ INDICATED THAT DR. [redacted] OF THE WATSON LABORATORIES HAS INFORMATION THAT WOULD BE OF VITAL IMPORTANCE TO THE INTELLIGENCE DEPARTMENT. CONFERENCE WITH [redacted]S REQUESTED ON 5 OR 6 MAY 1948. ADVISE IF CONVENIENT. INTELLIGENCE REPRESENTATIVES LT COL JAMES C. BEAM AND MR. [redacted] WILL TRAVEL BY MILITARY AIR.

SIGNED, TECHNICAL INTELLIGENCE DIVISION

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

[redacted]

Incident #1.2

[illegible]	DATE OF INFO 8 April 1948
[illegible]	LOCATION Ashley, Ohio
[illegible]	SOURCE Civilians
[illegible]	DATE IN TO ATIC ----
[illegible]	COLOR Silver
[illegible] oblong-long & narrow	SPEED slow moving — Estimated / Measured / Estimated / Measured
[illegible]	ALTITUDE ----
	LENGTH OF TIME OBSERVED ----
[illegible]	TYPE OF OBSERVATION ground
[illegible]	MANEUVERS ----
[illegible]	AH MEREOR TRAIL

[redacted]

[redacted]

[redacted]

Incident #112, a-f -- Ashley and Delaware, Ohio -- 8 April 1948
(Supercedes interim report of 2/16/49)

From the descriptions given by the various observers -- notably that the object seen appeared like a clearly-outlined cloud, was fleecy white, moved slowly and maintained shape, was a long vertical cylinder -- one can surmise that there is a strong possibility that the object was nothing more than a short, vertical, daytime meteor trail. These trails are known to persist for half an hour or more, and to drift with prevailing winds aloft. The fact that one observer stated that at first the cylinder resembled sky writing is excellent corroboration for the above explanation.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 Apr 48 Incident # 112
2. Time 1400 - 1430
3. Location Ashley, Ohio
4. Name of observer Miss [redacted] Mrs. [redacted]
5. Occupation of observer [redacted] Asst Bank Cashier; Mrs. [redacted] housekeeper
6. Address of observer [redacted], Ashley, O.
7. Place of observation Ashley, Ohio (ground)
8. Number of objects 1
9. Distance of object from observer "Quite a distance"
10. Time in sight N/S
11. Altitude Could not estimate
12. Speed slow-moving
13. Direction of flight Southeast
14. Tactics No maneuvers
15. Sound N/S
16. Size undetermined
17. Color silver
18. Shape Oblong, long and narrow - like silver streak
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear, no clouds near object
23. Effect on clouds N/S - no clouds near object
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

Witness thought she heard plane which appeared to be flying low and making an unusual amount of noise. Could not locate the plane but did see an object oblong in shape and long and narrow which had the appearance of a silver streak. It was clearly outlined and moving slowly and steadily in a southwesterly direction parallel to the ground and without changing direction. Altitude and size were not estimated.

Note: See Incident #112a in which the plane was perceived flying low.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 112

1. Date 8 April 1948
2. Time 1400 - 1430
3. Location Ashley, Ohio
4. Name of observer Mrs. [redacted]
5. Occupation of observer Newspaper reporter
6. Address of observer [redacted] Ashley, Ohio
7. Place of observation From the ground
8. Number of objects One
9. Distance of object from observer Not stated
10. Time in sight Approximately five minutes
11. Altitude Quite high
12. Speed Slow - drifting
13. Direction of flight Southwesterly
14. Tactics None
15. Sound None
16. Size Smaller than the [illegible]
17. Color Opalescent - like mother of pearl
18. Shape Long cylindrical body, like a stick of [illegible]
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear [illegible]
23. Effect on clouds N/S
24. Sketches or photographs [illegible]
25. Manner of disappearance N/S
26. Remarks [illegible]

of this witness. She observed a large airplane, heading south, and about the same time also observed a strange object in the sky travelling slowly in a southwesterly direction. Witness first thought it was sky writing, as it looked like a streak; but later it became clearly outlined, appearing to be a long cylindrical body like a stick of firewood. With the sun shining on it, it appeared opalescent, like mother of pearl. The object was much higher, and quite a bit smaller than, the airplane, but drifted slowly along after the airplane disappeared. It may have been drifting with the wind.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 1126

1. Date 8 April 1948
2. Time 1430
3. Location Delaware, Ohio
4. Name of observer Mrs. [redacted]
5. Occupation of observer Housewife
6. Address of observer [redacted], Delaware, Ohio
7. Place of observation From the ground
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Slow
13. Direction of flight Southwesterly
14. Tactics None
15. Sound None
16. Size Very large - about the size of a full [illegible] in height [illegible] smaller in width
17. Color Very white
18. Shape Cylindrical, with vapor around the top
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear, no clouds around [illegible]
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: At 1430 Mrs. [redacted] [illegible] her window by an object of unusual shape in the [illegible]

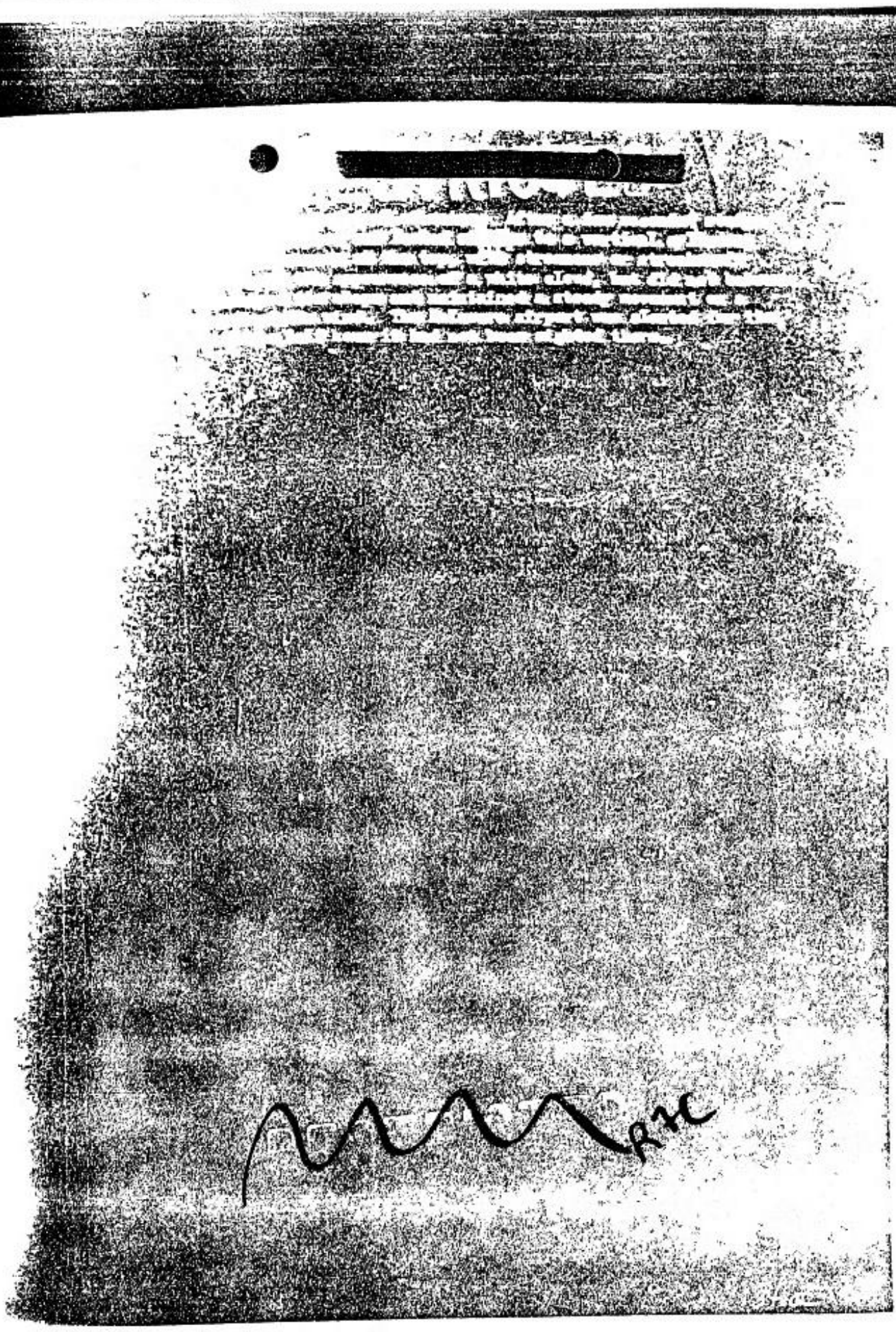
a better view it appeared very white, with no st[illegible] at all, was cylindrical and seemed to have vapor around the top. When first seen, it appeared to [illegible] at an angle, and then right itself and move along "perpendicular" to the [illegible]. It appeared not to be moving at first, but upon a closer look it was seen slowly in a southwesterly direction, without sound or manoeverings, and re[illegible] at the same altitude. The weather was clear, and no exhaust trails were [illegible]. The object seemed very large, about the size of a full moon in height, but smaller in width. Since there was nothing to compare it with, she could not [illegible] the size. No statement was made as to whether or not witness heard an

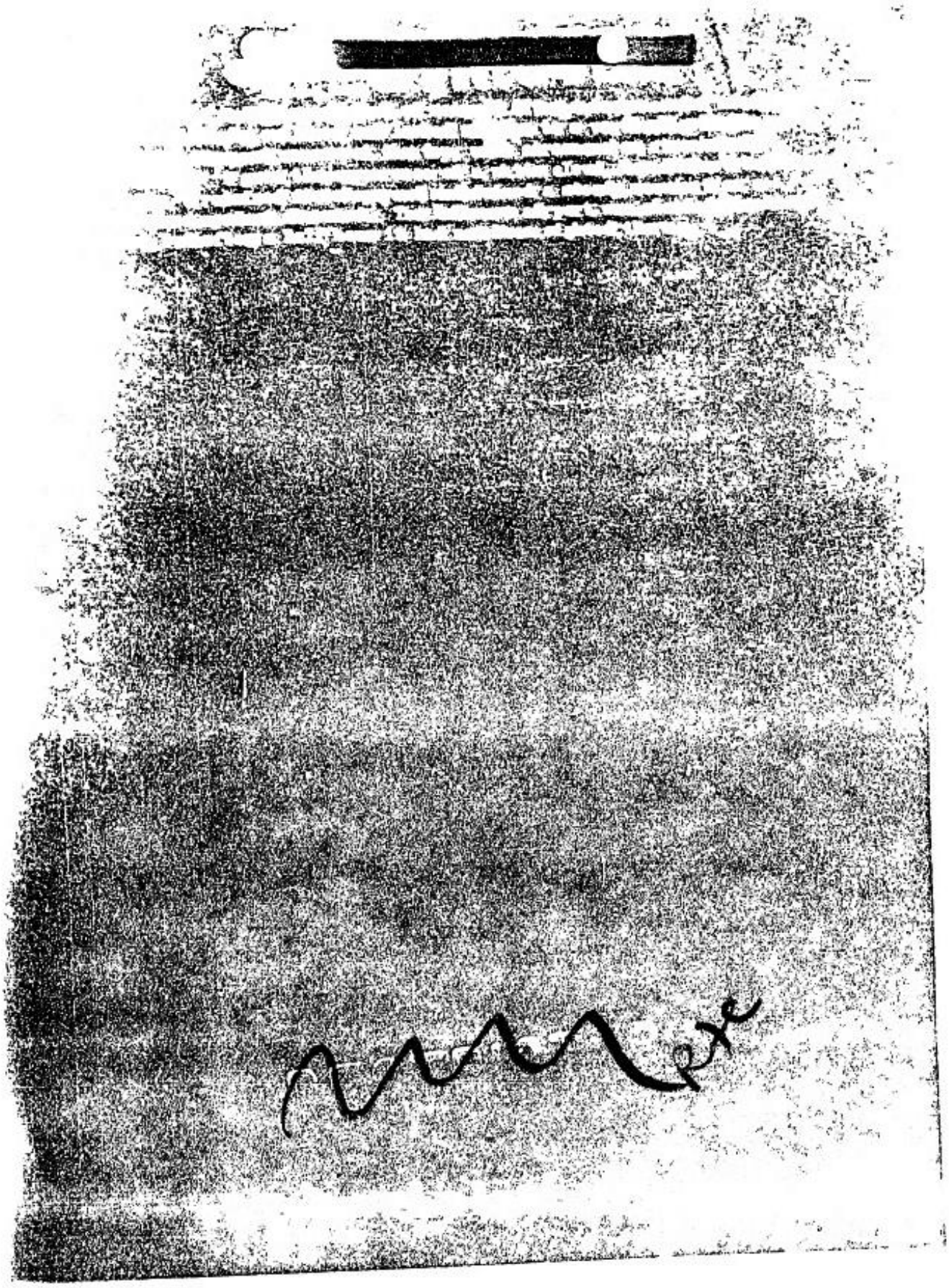
RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 112.

1. Date 8 April 1948
2. Time 1430
3. Location Delaware, Ohio
4. Name of observer Rev. [redacted]
5. Occupation of observer Pastor
6. Address of observer [redacted], Delaware, Ohio.
7. Place of observation From the ground
8. Number of objects One.
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Slow
13. Direction of flight Southwesterly
14. Tactics None
15. Sound None
16. Size Not Stated
17. Color White
18. Shape Vertical - larger at the bottom than at the top.
19. Color Alternated None
20. [illegible]
21. [illegible]
22. [illegible]
23. [illegible]
24. [illegible]
25. [illegible]
26. [illegible]
27. [illegible]
28. Remarks [illegible]



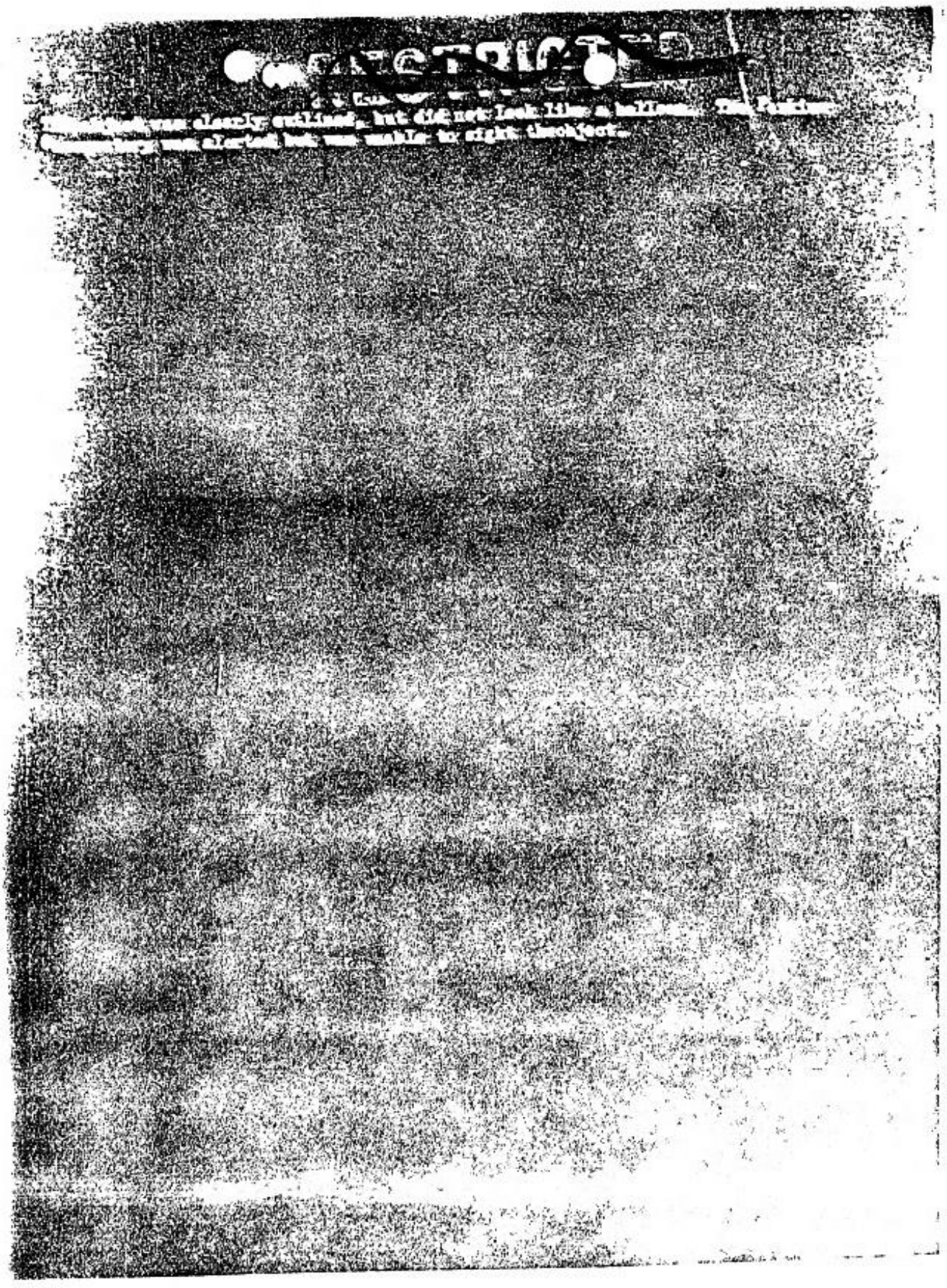


RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [redacted]

1. Date 6 April 1948
2. Time 1430
3. Location: Delaware, Ohio
4. Name of observer: Mrs. [redacted]
5. Occupation of observer: Housewife
6. Address of observer: [redacted]
7. Place of observation: From the ground
8. Number of objects: One
9. Distance of object from observer: N/S
10. Time in sight: N/S
11. Altitude: N/S
12. Speed: N/S
13. Direction of flight: Southwesterly
14. Tactics: None
15. Sound: None. Could not be described
16. Size: N/S
17. Color: White
18. Shape: Spherical "blob" with streaks about it
19. Odor detected: None
20. Apparent construction: N/S
21. Exhaust trails: None
22. Weather conditions: Clear
23. Effect on clouds: N/S
24. Sketches or photographs: None
25. Manner of disappearance: N/S
26. Remarks: [illegible]



RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 April 1948 — Incident # 112.
2. Time 1430
3. Location Delaware, Ohio
4. Name of observer Rev. [redacted]
5. Occupation of observer Pastor
6. Address of observer [redacted]
7. Place of observation From the ground
8. Number of objects One
9. Distance of object from observer Not determined
10. Time in sight Ten minutes
11. Altitude Several thousand feet
12. Speed Not too fast
13. Direction of flight Almost due west into the wind
14. Tactics None
15. Sound None
16. Size Not less than 5 feet in width
17. Color Very white
18. Shape Spherical, with a small protrusion above it, like vapor streaks
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Disappeared from [illegible]
26. Remarks: This object appeared like a [illegible] except it was clearly [illegible]

since witness could not tell whether it was a small object near him or a large object far away. It traveled in a straight line and did not maneuver. It was not stated that the sound of a plane was heard.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 1125

1. Date 8 April 1948
2. Time 11:30
3. Location: Delaware, Ohio
4. Name of observer: Mrs. [redacted]
5. Occupation of observer: Housewife
6. Address of observer: [redacted]
7. Place of observation: From the ground
8. Number of objects: One
9. Distance of object from observer: N/S
10. Time in sight: N/S
11. Altitude: N/S
12. Speed: Steady - not too fast
13. Direction of flight: Southwesterly
14. Tactics: None
15. Sound: None
16. Size: It was not large enough for a person to be inside
17. Color: White - about the color of a fleecy cloud
18. Shape: Spherical - was somewhat larger at top with a protruding end underneath
19. Odor detected: None
20. Apparent construction: N/S
21. Exhaust trails: None
22. Weather conditions: Clear, blue sky, sunny
23. Effect on clouds: N/S
24. Sketches or photographs: None
25. Manner of disappearance: N/S
26. Remarks: [illegible]

and underneath. It was clearly outlined and maintained the same shape as it moved along, steadily, and at the same altitude. [redacted] son of the witness, who is in the Merchant Marine, thought the object very unusual. He said it was in the shape of a rainspout.

COPY

UNIDENTIFIED OBJECT SKY. 13 April 1948

(2) On 12 April 1948, Reverend [redacted], Pastor [redacted], Delaware, Ohio was interviewed and stated in substance:

On Thursday, 8 April 1948, at approximately 2:30PM, Mrs. [redacted], our next door neighbor, came to the door and told us to come out and see the strange phenomenom in the sky. We went into the backyard and saw this strange object in the sky, a little south of west from our house. There was only one object and main part seemed to be spherical with a small protrusion above it, like vapor streaks. It was very white and looked like a concentrated bit of cloud except it was clearly outlined. The weather was clear, the sun was shining, and there were no clouds near the object although there was a bank of clouds to the south of us at quite a distance. I would judge the object was up several thousand feet but I cannot be sure because I could not tell whether it was above or below cloud level. I also could not determine its size as I could not tell whether it was a small object near us or a large object far away, as I had nothing to compare it with. I would judge, however, that it could not have been less than 5 feet in width. The wind was blowing the trees and clouds from a westerly direction and the object was traveling away from us, not too fast, almost due west into the wind. It traveled in a straight line and did not maneuver. I could not hear any sound from it and I could not see any exhaust trail of any kind. We watched it for at least ten minutes until it disappeared from our view behind the trees.

[redacted]

COPY

UNIDENTIFIED OBJECT IN SKY. 13 April 1948.

(3) On 12 April 1948, Mrs. [redacted] wife, [redacted], Delaware, Ohio was interviewed and substantiated all the facts as given by her husband in the above interview (par 2), and added the following:

The peculiar object in the sky looked to me like a spherical "blob" with streaks above it. By "blob" I mean like stiff batter or dough dropped from a spoon. It was white and clearly outlined but it did not look like a balloon. The sky around the object was completely clear of clouds. The object was traveling against the wind in a southwesterly direction. I called the Perkins Observatory three or four minutes after I first saw the object and I talked to Mrs. [redacted], Dr [redacted] secretary, and told her about it. We called back later but they had not been able to sight the object. During the time I went into the house to telephone, the object did not seem to change shape, nor did its altitude change. I heard planes flying over our house at some time prior to the time Mrs. [redacted] called us but I did not see any planes. I do not know whether or not they had any connection with the object.

(4) On 12 April 1948, Reverend [redacted] Pastor [redacted], Delaware, Ohio was interviewed and stated in substance:

At approximately 2:30 PM on Thursday 8 April 1948, I heard a plane passing over our house. It seemed rather low and made a lot of noise but I did not go outside to look at it. Shortly after this I was called outside by my wife to see an unusual shape in the sky. My first reaction was that it was a plane on fire as it seemed to be an object surrounded by a vaporous substance. After studying it for a few seconds it became clearly outlined

[redacted]

COPY

UNIDENTIFIED OBJECT SKY. 13 April 1948.

(4) continued--

and looked like a vertical cylinder, larger at the bottom and narrow at the top with streamers or streaks of vapor attached to it. It gave the appearance of a white cloud but it did not behave like a cloud as it retained its shape and maintained a steady movement on a straight course against the wind. The weather was clear and there were no clouds in the sky around the object. It was moving rather slowly in a southwesterly direction and did not manuever in any way. It did not make any noise that I could hear. I can not estimate its size or the altitude at which it was traveling as I did not have anything to compare it with. I do not have any idea what it was. I called the Delaware Airport, which is southwest of Delaware on route 42, approximately ten minutes after I saw the object and told them to watch for it. I called them again about a half hour later but they had not seen it.

(5) On 12 April 1948, Mrs. [redacted] housewife, [redacted] Delaware, Ohio was interviewed and substantiated all the facts given by her husband in paragraph 4, and added the following:

On 8 April 1948 at approximately 2:30 PM I happened to look out of my kitchen window and was attracted by an object in the sky with an unusual shape. I did not hear any airplanes but I went outside to look at this object. It was very white and there were no shadows on it, and it was so unusual that I called to my husband to come out and see it. It was cylindrical in shape and seemed to have vapor around it at the top. When I first saw it it appeared to be leaning at an angle and then it seemed to right itself and moved along perpendicular to the ground. It did not appear to be moving at first but after watching it closely we could see that it was moving slowly in a southwesterly direction. It did not make any sound and it did not manuever. It seemed to remain at the same altitude and it did not leave any exhaust

[redacted]

COPY

COPY

UNIDENTIFIED OBJE[illegible] IN SKY. 13 April 1948.

(5) continued --

trails. The weather was clear and there were no clouds around the object. It seemed very large to me, about the size of a full moon in height but much smaller in width. Of course, I cannot be sure of its size as I did not have anything to compare it with.

(6) On 12 April 1948, Mrs. [redacted], newspaper reporter, [redacted], Ashley, Ohio was interviewed and stated in substance:

On Thursday afternoon 8 April 1948, I heard an airplane go over my house somewhere between 2:00 and 2:30 PM. It sounded like it was flying low and seemed to make an exceptionally loud roaring noise. I am interested in planes so I went outside to see it. It was a large plane and was headed south. About this time I saw a strange object in the sky travelling slowly in a southwesterly direction. At first I thought it was sky writing as it looked like a streak but it stayed so long and was so clearly outlined that I knew I was mistaken. It seemed to be a long cylindrical body like a stick of firewood. The sun was shining on it and it looked opalescent like Mother of Pearl. The plane was flying low and the object seemed quite high - much higher than the plane - and it was quite a bit smaller than the plane. The plane disappeared but the object kept drifting slowly along. It maintained the same altitude and did not maneuver at all. I did not see any exhaust streaks of any kind and I could not hear any sound from it. The weather was clear and there were a few clouds in the sky but none around the object. I do not recall which direction the wind was blowing. The object may have been drifting with the wind. Shortly after I first saw the object, I telephoned my neighbors across the street and told them about it. I watched the object altogether for about [illegible] minutes then returned to the house. I wrote an article for the

[redacted]

COPY

COPY

UNIDENTIFIED OBJECT IN SKY.

(6) continued--

13 April 1948.

Delaware Gazette about this strange object after I read where people in Delaware, Ohio had seen it. I do not have any idea what it was.

(7) On 12 April 1948, Miss [redacted], assistant bank cashier, and Mrs. [redacted], housekeeper, both of [redacted], Ahsley, Ohio were interviewed and stated in substance:

On 8 April 1948, at approximately 2:00 to 2:30 PM, we heard a plane fly over the house. It sounded as if it was flying low and seemed to make an unusual amount of noise. A few minutes later Mrs. [redacted] called on the telephone and told us there was a strange object in the sky. We went outside and the plane was gone but we saw the object in the sky. It was an oblong shape, long and narrow, and looked like a silver streak. It was clearly outlined and was moving slowly in a southwesterly direction. It was parallel to the ground and was moving steadily on its way without changing direction. It did not manuever and I could not see any exhaust streaks or hear any sound from it. The weather was clear and there were no clouds in the sky near the object. The wind was blowing from the west and the object was moving into the wind. We could not estimate the altitude nor the size of the object as it was quite a distance from us and there was nothing to compare it with. We do not know what it was.

-6-

Floyd S. Dunning, S/A
109th CIC Detachment

Signed/Floyd S. Dunning

COPY

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

Incident #113

[illegible] RECORD CARD

ATIC NO. ----

AF NO. ---

REPORT NO. ---

DATE OF REPORT ----

TIME OF SIGHTING 1506

SHAPE parachute carrying large cannister or ball

SIZE top 8 ft diameter

COURSE NW

NO. IN GROUP 1

SOUND ----

PHOTOS ---- SKETCHES 1

DATE OF INFO 9 April 1948

LOCATION Montgomery, Ala

SOURCE USAF Pilot

DATE IN TO ATIC ----

COLOR silver

SPEED 310 mph Estimated ___ Measured ___

ALTITUDE 16,000 ft Estimated ___ Measured ___

LENGTH OF TIME OBSERVED 5 sec

TYPE OF OBSERVATION aerial

MANEUVERS ---

JAH: BALLOON

~~Unidentified~~

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #113 -- Montgomery, Alabama -- 9 April 1948

The object cited in this incident answers to the description of an instrument-carrying balloon. In any case, there is nothing whatever in the report which would allow for an astronomical interpretation.

Attention can be called to the similarity of the description given here to that of incident #81.

UNCLASSIFIED

[redacted]

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

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

3-34481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"ERI"

Copies furnished:

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

T-2[illegible]61-A

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

The object, sighted at ten o'clock off his left wing, appeared to be a silver disc. He immediately completed a sharp bank to the left and was able to get a better look at the object, and described it as follows:

"Top part of the object approximately eight feet in diameter, silver in color, had the appearance of a parachute. Attached to the bottom of this had been a dark cable or shroud which appeared to be approximately five feet long. Suspended upon the cable had been a large canister or ball (Colonel Hughes could not discern which) also silver in color. This canister or ball had the appearance of being slightly to the rear of the top part of the object. The overall appearance of the object looked something similar to the parachute and canister containing photographic testing equipment dropped from a V-2 rocket."

At the time he lost sight of the object, Hughes' aircraft had been indicating 310 miles per hour air speed, and the object had appeared to fly away from him on a horizontal plane rather than a vertical decline.

A sketch of the object is attached.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 113

1. Date 9 April 1948
2. Time 1510 ,506
3. Location Montgomery, Alabama
4. Name of observer Robert B. Hughes, Lt. Colonel, USAF
5. Occupation of observer Pilot
6. Address of observer Tactics Div., Air Tactical School, Tyndall AF Base
7. Place of observation From the air
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight Five seconds
11. Altitude Approximately 16000 feet
12. Speed In excess of the viewer's 310 mph air speed
13. Direction of flight Northwest
14. Tactics N/S
15. Sound None
16. Size Top part eight feet diameter
17. Color Silver
18. Shape Had the appearance of a parachute carrying a large canister or ball
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear, visibility and ceiling unlimited
23. Effect on clouds N/S
24. Sketches or photographs - Sketch (trip)
25. Manner of disappearance N/
26. Remarks Lt.Col Robert B. Hughes first sighted the object before completing an 180° left turn over the town of Montgomery, Alabama.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 113

1. Date 9 April 1948
2. Time 1510 1506
3. Location Montgomery, Alabama
4. Name of observer Robert B. Hughes, Lt. Colonel, USAF
5. Occupation of observer Pilot
6. Address of observer Tactics Div., Air Tactical School, Tyndall AF Base
7. Place of observation From the air
8. Number of objects One
9. Distance of object from observer N/S
10. Time in sight Five seconds
11. Altitude Approximately 16000 feet
12. Speed In excess of the viewer's 310 mph air speed
13. Direction of flight Northwest
14. Tactics N/S
15. Sound None
16. Size Top part eight feet diameter
17. Color Silver
18. Shape Had the appearance of a parachute carrying a large canister or ball
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear, visibility and ceiling unlimited
23. Effect on clouds N/S
24. Sketches or photographs - Sketch (Trip)
25. Manner of disappearance N/S
26. Remarks: Lt. Col Robert B. Hughes first sighted the object before completing an 180° left turn over the town of Montgomery, Alabama.

CONFIDENTIAL

FLYING DISC
[redacted]

UNCLASSIFIED

1st Ind.

MARIANNA CIC OFFICE, P.O. Box 404, Marianna, Florida, 14 April 1948

TO: COMMANDING GENERAL, Headquarters Third Army, Fort McPherson, Georgia
ATTN: A C of S, G-2

Enclosed memo obtained from Col. [redacted] in an interview by AF SA CIC regarding SUBJECT.

2
Incl:
1 memo 6 copies
2 exhibit No. 1.

JAMES A WARD
Special Agent in Charge

AJACI-9
(9 Apr 48) 2nd Ind
HEADQUARTERS THIRD ARMY, Fort McPherson, Georgia, 16 April 1948

TO: COMGENAMC WRIGHT-PATTERSON AFB, Dayton, Ohio
ATTENTION: MCI

1. Attached report is forwarded in compliance with Letter GSUSA, ID, Wash., D.C., File # CSGID 452.1, dtd 25 Mar 48, Subject: "Unconventional Aircraft."

2. No telegraphic report was rendered since Colonel [redacted] also reported the incident to A-2, Tyndall Field.

FOR THE COMMANDING GENERAL:

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

WALTER A. BUCK
Colonel, GSC
AC of S, G-2

2 Incls:
1 memo 5 cpe (1 w/d)
2 exhibits No. 1

[redacted] AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

CONFIDENTIAL

HEADQUARTERS
500th AIR UNIVERSITY WING
TYNDALL AIR FORCE BASE
PANAMA CITY, FLORIDA

(H-4)MEJ/[illegible]

12 April 1948

SUBJECT: Report of Information on "Flying Disc"

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

The attached information is forwarded in compliance with USAF Letter, subj: "Reporting of Information on "Flying Discs", dtd 6 February 1948.

FOR THE COMMANDING GENERAL:

J. B. Price

J. B. PRICE
Major, USAF
Adjutant

1 Incl -
MOIC and Exhibit I

Distribution:

1 cy ea:
C/S USAF
CG, AMC
CG, AU

[redacted]

UNCLASSIFIED

Flying Disc
Montgomery, Alabama
9 April 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

On 9 April 1948, approximately 1500 hours, this agent interviewed Lt Colonel Robert B. HUGHES, Tactics Division, Air Tactical School, Tyndall Air Force Base, who stated in substance: He had left Tyndall approximately 1410 hours on 9 April 1948, flying a P-51H at the altitude of 20000 feet. He had proceeded to Montgomery, Alabama, and just previous to sighting the town had let down to the altitude of 15000 feet and directly over the town had made a 180 degree left turn. Just before completing his left turn, he had sighted an object at 10 o'clock off his left wing which appeared to be a silver disc. Colonel HUGHES had immediately made a sharp bank to the left in order to follow the object which appeared to be heading North west. After completing his turn, Colonel HUGHES had been able to get a better look at the object which he had first thought to be merely a disc and described at as follows: Top part of the object approximately eight feet in diameter, silver in color, had the appearance of a parachute. Attached to the bottom of this had been a dark cable or shroud which appeared to be approximately five feet long. Suspended upon the cable had been a large canister or ball (Colonel HUGHES could not discern which) also silver in color. This canister or ball had the appearance of being slightly to the rear of the top part of the object. The overall appearance of the object, according to Colonel HUGHES, looked something similar to the parachute and canister containing photographic testing equipment dropped from a V-2 rocket. Colonel HUGHES had kept the object in sight for approximately five seconds but had lost it at exactly 1510 hours. At the time he had lost sight of the object, HUGHES' aircraft had been indicating 410 miles per hour air speed, and the object had appeared to fly away from him on a horizontal plane rather than a vertical decline. HUGHES further stated that the object might possibly have changed course during the time it was in his sight but it was impossible for him to definitely establish this fact as his aircraft had been in a sharp turn during part of the time that the object was in sight. At the time that the object had been sighted the weather had been clear, no clouds, visibility and ceiling unlimited; and as far as Colonel HUGHES could determine the object had made no sound and no exhaust trail had been seen. After having lost the object, Colonel HUGHES proceeded to return to Tyndall Air Force Base and upon landing, reported the above mentioned incident to the Intelligence Officer, Tyndall, A-2. Attached hereto as Exhibit I, is a sketch of the object's appropriate configuration.

AGENT'S NOTES: UNCLASSIFIED

It is to be noted, Colonel HUGHES told his story both to this agent and to Lt Burt, A-2, Tyndall, at separate interviews and in both instances his story coincided.

DOWNGRADED AT 3 YEARS
DECLASSIFIED U.S.
DOD DIR 5200.10

John F. Frampton, S/A 700-0 CIC Det (USAF)(PROV), Tyndall AF Base, Florida

[redacted]

#13

CONFIDENTIAL

Basis: (H-4)MEJ/al/R, subj: "Report of Information on "Flying Disc"", dtd 12 Apr 48, 2d Ind cont'd

a. Two to three hundred feet [illegible] at [illegible] 10° angle from the horizontal plane.

b. Three to five hundred feet.

c. Object seemed rigid in construction, having the shape of a parchute.

FOR THE COMMANDING GENERAL:

SAM P. JORDAN
Captain, USAF
Assistant Adjutant

CONFIDENTIAL

CONFIDENTIAL

AMC
Subject: Report of Information on "Flying Disc"

1st Ind. MCIA/JCB/[illegible]

[illegible] Dayton [illegible] APR 22 1948

[illegible] Commanding [illegible] Air Force Base, [illegible] Florida

1. Reference is made to basic communication dated 12 April 1948. It is requested that Lt Colonel Robert E. Hughes be interrogated once again to furnish the following information:

a. [illegible] to Colonel Hughes' [illegible]

[illegible] server.

c. Did the entire object give the appearance of rigid construction, or more the appearance of being a parachute and canister?

2. Any further information available on this or other sightings of [illegible]

FOR THE COMMANDING GENERAL:

James J. Hausman
[illegible] USAF
Chief of Intelligence

2d Ind. (E-4)JEF/cl/[illegible]

HEADQUARTERS, 500th Air University Wing, Tyndall Air Force Base, Panama City, Florida, 28 April 1948

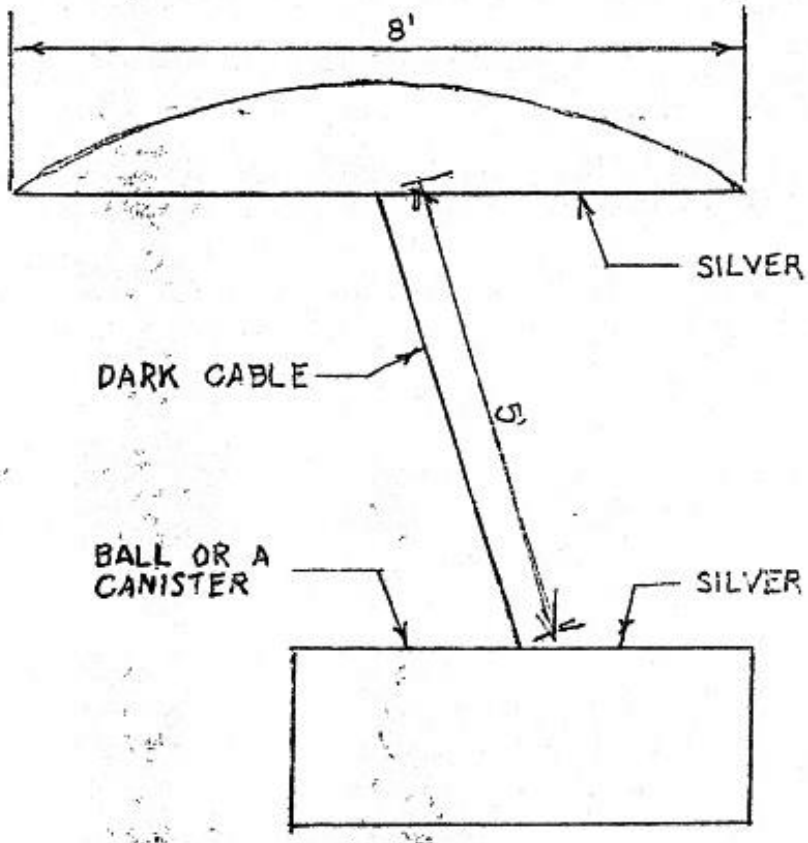
TO: Commanding General, AMC, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: Chief of Intelligence

1. In reference to 1st indorsement, basic communication, dtd 12 April 1948, requesting further information re: object sighted by Lt Colonel Hughes, this station, the following answers to sub-paragraphs a, b, c, paragraph 1 is submitted:

CONFIDENTIAL

EXHIBIT I

UNCLASSIFIED



DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

EXHIBIT I

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted] RECORDED

(PROJECT 10073 RECORD COPY (Incident #123

ATIC NO. ---

AF NO. -----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 2330

SHAPE Resembled huge fowl

SIZE bigger than an airplane

COURSE ----

NO. IN GROUP 1

SOUND ----

[redacted] ---- SKETCHES -----

DATE OF INFO 11 April 1948

LOCATION 4 mi. N of Alton, Ill

SOURCE Ex USAF COL

DATE IN TO ATIC -----

COLOR ----

SPEED ---- Estimated ____ Measured ____

ALTITUDE ---- Estimated ____ Measured ____

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION auto

MANEUVERS flapped its wings

JAH. BIRD

[redacted]

Preparatory ATIC Form 329
(1 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #123 -- Alton, Illinois -- 11 April 1948

There is nothing of astronomical character in this incident.

If one considers Colonel Siegmund's statements apart from the considerably less reliable ones of other observers, it would seem that the object may really have been a bird.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 123

1. Date 11 April 1948
2. Time 2330
3. Location 4 miles north of Alton, Illinois
4. Name of observer Col [redacted]
5. Occupation of observer [redacted]
6. Address of observer [redacted], Alton, Ill.
7. Place of observation 4 miles north of Alton, Ill - ground
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics "flapped its wings"
15. Sound N/S
16. Size "bigger than an airplane"
17. Color N/S
18. Shape Resembled a huge fowl and not a type of aircraft
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Col [redacted] said he observed the creature at about 11:30 A. M. 11 Apr 48, while riding four miles north of Alton, Ill

(over)

[redacted] said he didn't see any flapping of wings but he was sure it was a huge fowl and not a type of aircraft. He was riding with a companion, Col. [redacted], Head of Western Military Academy, at the time [redacted] however, was talking to a farmer and didn't see it. Siegmund said he didn't mention it to him as it seemed too incredible.

Note: A child [redacted], age 12, said he saw the bird flying over his home in suburban Glendale, Mo., some 3 months previous.

The Belvidere report quoted [redacted] and [redacted] as saying the bird was "bigger than an airplane" and flapped its wings.

RELIABILITY: Impossible to evaluate.
Col [redacted] was never questioned but some sort of investigation obviously should be made in light of the fact that he was once commandant of the Air Base [redacted].

THE DAYTON DAILY NEWS

Companion To Flying Saucer, "Monster Bird"

BY PAUL DIX

ST. LOUIS, April 10.—(U P) - A retired Air Force colonel and a 12-year-old boy tonight backed up the report by two Belvidere, Ill., residents of spotting a "monster bird."

It was either the same mysterious bird of gigantic size they saw or one just like it, they said.

Col. W. F. Siegmund, former commandant of the air base at Kearns, Utah, said he observed the creature at about 11:30 a. m. last Sunday while horseback riding four miles north of Alton, Ill.

James Trares, 12, said he saw the bird flying over his home in suburban Glendale, Mo., about three months ago. Both Siegmund and the boy said they were apprehensive of telling anyone about it until they read the United Press dispatch from Belvidere yesterday.

THE BELVIDERE report quoted Robert Price and Veryl Babb as saying the bird was "bigger than an airplane" and flapped its wings.

Siegmund now sales manager for the Weestern Cartridge Co. at Alton, said he didn't see any flapping of wings but he was sure it was a huge fowl and not a type of aircraft.

Siegmund was riding with a companion, Col. Ralph Jackson, head of Western Military Academy, at the time. Jackson, however, was talking to a farmer and didn't see it. Siegmund said, "and I didn't mention it to him because it looked too incredible."

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 233, 241, 242, 243, 244, [illegible].

[redacted]

18/2100Z

[illegible] ([illegible]cident #124

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF [illegible] 1500 cst

SHAPE ----

SIZE ----

COURSE ----

NO. IN GROUP 1

WOUND ----

PHOTOS ---- SKETCHES ----

DATE OF INFO 18 April 1948

LOCATION North Atlantic 62°00'N 33°00'W

SOURCE Weather station patrol

DATE IN TO ATIC ------

COLOR ----

SPEED 30 mph Estimated / Measured

ALTITUDE ----- Estimated / Measured

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION radar

MANEUVERS ----

JAH BIRDS

~~Unidentified~~

Temporary ATIC Form 329
(2 Jan 5[illegible])

[redacted]

[redacted]
UNCLASSIFIED

Incident #124 -- North Atlantic -- 18 April 1948

On the basis of the information given about this radar sighting, no astronomical explanation of the incident is at all likely. Could the sighting possibly refer to a flock of migrating birds?

UNCLASSIFIED
[redacted]

This target was contacted on the air search radar at 1500 GCT on 18 April 48. The first contact was made at 6500 yards and was tracked to 18,000 yards giving a velocity of approximately 30 m.p.h. The area in w ich the target was contacted was thoroughly search visually and there were no clouds nor weather fronts in said area. There were no target indications on the surface radar. The target strength was S5 fading at 18,000 yards.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 124

1. Date 18 April 1948
2. Time 1500 GCT
3. Location North Atlantic, 62°00'N 33°00'W
4. Name of observer N/S
5. Occupation of observor Weather station patrol
6. Address of observor First Coast Guard District
7. Place of observation Air
8. Number of objects One
9. Distance of object from observor 6500 yards - 18000 yards
10. Time in sight N/S
11. Altitude N/S
12. Speed 30 mph
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions C.A.V.U.
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance [illegible]

Remarks: This incident is the result of a radar sighting. Copy is also filed in radar sighting file.

Address Reply to
THE COMMANDANT (INT)
Refer to File

UNITED STATES COAST GUARD
Washington 25, D. C.

19 May 1948

From: Commandant
TO: Headquarters Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio - Attn: MCIA(XD-3)

Subj: Report on unidentified radar target; report of sighting of flying discs, etc.; forwarding of

1. The attached copy of report from the Commanding Officer, USCGC BIBB regarding an unidentified radar target, is self-explanatory and forwarded for your information.

2. Also inclosed are two copies of a report received fromthe Commanding Officer, Coast Guard Air Station, San Diego, California with reference to the sighting of vapor trails. This report was apparently submitted by Coast Guard aviation personnel because of the local attention they attracted and to throw light on subsequent wild reports that might be received from unqualified observers from that area.

By direction of the Commandant.

S. Y. HAMMOND
Lieut. Comdr. USCG
Chief, Intelligence & Law Enforcement Division

Incl
2 reports

COPY (cy) U. S. C. G. C. BIBB

Commanding Officer
USCGC BIBB (WPG-31), Boston 13, Mass. 12 May 48

601

From: Commanding Officer, USCGC BIBB
TO: The Commandant (INT)

Via: Commander, First Cost Guard District (dli)

Subj: Unidentified Radar Target; report of

Ref: (a) Intdligence and Law Enforcement Circular No. 1-48

1. In accordance with reference (a), the following report is submitted covering an unidentified radar target tracked while this ship was on Ocean Weather Station patrolon Station Able (62-00 N, 33-00W) from 3 to 24 April 1948.

2. This target was contacted on the air search radar at 1500 GCT on 18 April1948. The first contact was made at 6500 yards and was tracked to 18,000 yards giving a velocity of approximately 30 m. p. h. The area in which the target was contacted was thoroughly searched visually and there were no clouds nor weather fronts in said area. There were no target indications on the surface radar. The target strength was S5 fading at 18,000 yards.

3. The above time and date was the only time this phenomenon was observed by this ship.

/s/ V. O. JOHNSON

Ind-1
Commander, 1st Coast Guard District
Boston 13, Massachusetts
and refer to file: 0-601

12 May1948

Forwarded for Headquarters information

/s/ A. C. HALL
Chief of Staff

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 235, 241, 242, 243, 244.

[redacted] Incident #114 18/23062

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 1306

SHAPE round & flat

SIZE 8" diameter

COURSE SW

NO. IN GROUP 1

WORLD ----

PHOTOS ---- SKETCHES ----

DATE OF INFO 18 April 1948

LOCATION 1 mi N of Fairbanks, Alaska

SOURCE USAF OFFICER

DATE IN TO ATIC ----

COLOR silvery

SPEED 250-300 mph Estimated / Measured / Estimated / Measured

ALTITUDE ----

LENGTH OF TIME OBSERVED few minutes

TYPE OF OBSERVATION aerial

MANEUVERS Oscillated from horizontal plane to vertical plane at very rapid speed

Red-Ballon

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

Incident #114 -- Fairbanks, Alaska -- 18 April 1948

There is nothing astronomical in this incident.

The description answers that of a maneuvering plane reflecting sunlight. One inconsistency is noted: report states, "Weather clear and visibility unrestricted," whereas weather sequence shows partial cloud coverage. This would not, of course, necessarily have prevented sun reflection from aircraft.

[redacted]

HQA15C Form No. 100-581A
(25 SEP 44)

[redacted]

AIR TECHNICAL SERVICE COMMAND

[redacted] CABLE AND MESSAGE SECTION—ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

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

[redacted]

FROM: LADD FLD FAIRBANKS ALS INTELLIGENCE AND SECURITY OFF

TO: WRIGHT -PAT AFB ATTN MCI

INFO: DIR INTELLIGENCE DIVISION YUKON SECTOR
DIR INTELLIGENCE DIVISION ALS AIRCMD

IN REPLY CITE:

Report of flying disk sighting par A North of Fairbanks Als approx 1 mile. One eight April 1948 at 1306 hours. Para B weather was clear and visablity unrestricted. Para C Witnesses was 1st Lt Aylco M Johnson 375 Relon Sq (VLR) Wea Ladd Air Force Base. Para D no photographs available. Para E No sketches available. Para F object sighted. Subpara 11. Sub para 2 round and flat. Sub para 3 Appeared to be 8 inches in diameter. Sub para 4 silvery brilliant reflection from object. Sub para 5 approx traveled 500 feet in 1 or 2 seconds. Sub para 6 from north east toward south west. Sub para 7 Oscillating movement from a horizontal plane to a vertical plane very rapid. Sub para 8 approx 2,000 feet altitude. Sub para 9 No sound. sub para 10 no trails of any kind. Para G at approx time of sighting a number of aircraft were flying in local area. This sighting may have been reflection of sum from wings of these aircraft

ACTION COPY

23

COPY No. 1

DISTRIBUTION: EJK [redacted]
1. MCIA Action
2. MCAACM21 ~~THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN~~

Only such extracts as are absolutely necessary will be made and marked T-19823
[redacted] This copy will be safeguarded with the greatest care ~~and will be returned to CLASSIFIED CABLE & MESSAGE SECTION without delay~~

WF 13 FEB 45 75M

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 114

1. Date 18 Apr 48
2. Time 1306 hours
3. Location Approx 1 mile north of Fairbanks, Alaska
4. Name of observer Lt [redacted]
5. Occupation of observer 1st Lt (discharged f/USAF as per authority Para 1, SO. 60 dated 28 May 48)(see)
6. Address of observer Ft Worth, Texas
7. Place of observation Over city of Fairbanks, Alaska
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight few minutes
11. Altitude 2000-3000 ft
12. Speed 250-300 miles (traveled 500 feet in 1 or 2 seconds)
13. Direction of flight Northeast toward southwest
14. Tactics Oscillated from horizontal plane to vertical plane at very rapid speed)
15. Sound No sound
16. Size 8" in diameter
17. Color silvery
18. Shape round and flat
19. Odor detected N,S
20. Apparent construction N/S
21. Exhaust trails no trails of any kind
22. Weather conditions Weather clear and visibility unrestricted
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance N/S
26. Remarks: (over)

Object observed at altitude of about 2000-3000 on NE-SE heading. It appeared to be some 8 inches in diameter and gave off a silvery brilliantreflection. It oscillated from a horisontal plane to a vertical plane at a very rapid pace. Estimated speed: about 250-300 MPH -(traveled some 500 feet in 1 or 2 seconds) No sound could be heard nor were there any trails of any kind.

NOTE: This sighting may have been the reflection of sun from wings of these aircraft. At the approximate time of the sighting a number of aircraft were flying in the local area.

UNCLASSIFIED

[redacted] 5-293

BASIC: Ltr, Hqs Ladd Air Force Base, Office of the Intelligence Officer, APO 731, c/o PM, Seattle, Washington, Subj: Report of "Flying Disc", dtd 26 Apr 1948, To: CG, AAC, Thru: CG, Yukon Division.

AACIN-1 000.9 2nd Ind. 3 MAY 1948

HEADQUARTERS ALASKAN AIR COMMAND, APO 942, c/o Postmaster, Seattle, Wash.

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

G.B.

[redacted] AT 3-YEAR INTERVALS
[redacted] AFTER 12 YEARS
[redacted] DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted] RAC 5-293

HEADQUARTERS, LADD AIR FORCE BASE
A-2, OFFICE OF THE INTELLIGENCE OFFICER
APO 731, C/O POSTMASTER, SEATTLE, WASHINGTON

26 April 1948

SUBJECT: Report of "Flying Disc"

THRU : Commanding General
Yukon Division
APO 731, U. S. Army
ATTN: Director of Intelligence

TO : Director of Intelligence Division
Alaskan Air Command
APO 942, U. S. Army

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1. In compliance with letter, Department of the Air Force, Headquarters, USAF, Subj: Reporting of Information on "Flying Discs", dated 6 February 1948, the following information, in addition to radiogram sent from this office, 18 April 1948, is hereby submitted:

a. The object was sighted North of Fairbanks, Alaska, approximately one mile from the Cheechako Hotel. It was sighted on the 18th of April 1948 at 1306 hours.

b. The weather was clear and the visibility was unrestricted.

c. The witness was 1st Lt. [redacted] Jr, 375th Bom Sq. (VLR) Weather, Ladd Air Force Base, APO 731, C/O Postmaster, Seattle, Wash.

d. No photographs available.

e. No sketches available. Object was described as being in the shape of a "discus" as used in track meets.

f. (1) Number: one.

(2) Shape: As described in "e" above.

(3) Size: Object appeared to be approximately 8 inches in diameter when sighted.

(4) Colors: A silvery brilliant reflection was seen to come from the object.

(5) Speed: The object travelled approximately 500 feet in 1½ seconds.

(6) Heading: The object travelled from Northeast to the Southwest.

R7C [redacted]

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS,
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED [redacted] R 7C

5-293

BASIC: Ltr, Hdqrs, Ladd Air Force Base, A-2, Office of the Intelligence Officer, APO 731, C/O PM, Seattle, Wash., Subj: Report of "Flying Disc", Thru: CG, Yukon Div, APO 731, U. S. Army, Attn: Dir of Intelligence, TO: Dir of Intelligence Div, AAC, APO 942, U. S. Army, dtd 26 Apr 1948.

(7) Maneuverability: Oscillating movement from horizontal plane to a vertical plane. Movement was very rapid.

(8) Altitudes: Approximately 2000 feet.

(9) Sounds: No sound was heard.

(10) Exhaust Trails: No trails of any kind were noted.

g. General Remarks: At approximate time of sighting, a number of aircraft were flying in local area. This sighting may have been the reflection of the sun from the wings of these aircraft. At the time of the sighting, Lt. Aytoh M. Johnson was in his room at the Chessbake Hotel looking through his window. Lt. Johnson's wife was with him at the time, but did not observe the object that Lt. Johnson did.

John J. Clark

JOHN J. CLARK
1st Lt., USAF
A-2

YKINT 319 1st Ind 27 April 1948

HEADQUARTERS YUKON AIR DIVISION, ALASKAN AIR COMMAND, APO 731, US Army

TO: Director, Intelligence Division, Alaskan Air Command, APO 942, US Army

Howard A Bond

HOWARD A. BURD
Major, USAF
Intelligence Officer

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED [redacted] R 7C

[redacted]

UNCLASSIFIED

7 May 1948

INT_____

SUBJECT: Reporting of Information on "Flying Discs"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: TSDIN

In compliance with Department of the Air Force unnumbered letter dated 6 February 1948, subject: Reporting of Information on "Flying Discs", the attached report is forwarded for your information and necessary action.

FOR THE COMMANDING OFFICER:

1 Incl:
1. "Sighting of Flying Discs"

RONALD P STEWART
Captain, USAF
Adjutant

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS
375TH RECONNAISSANCE SQUADRON (VLR) WEATHER
OFFICE OF THE INTELLIGENCE OFFICER
APO 731, Seattle, Washington

IR/WBR/gd

375TH RCN SQ 350.05

13 August 1948

SUBJECT: Project "SIGN"

TO: Commanding General
Air Material Command
Wright-Patterson AFB
Dayton, Ohio

1. In compliance with letter your Headquarters, dated 9 August 1948, file MCIAXO-3, Subject: Project "SIGN", the following information is submitted:

a. 1st Lt. [redacted], was discharged from the USAF as per authority Para 1, SO. 60 dated 28 May 1948. (See Incl #1)

b. Information presently available in this office on the subject sighting is included in Incl #2, attached.

c. Reference Para 4a, your letter; the weather sequence as it appeared on the teletype circuit at 1255 AST and 1325 AST on 18 April 1948 is included in Incl #3 attached.

2. It is suggested that your Command forward correspondence to Subject Officer who is presently residing at Ft. Worth, Texas.

FOR THE COMMANDING OFFICER:

WILLIAM B. RIDER
Captain, USAF
Intelligence Officer

3 Incls:
#1 - SO. 60, dtd 28 May 1948. (Dup)
#2 - Information on Sighting. (Dup)
#3 - Weather Sequence. (Dup)

UNCLASSIFIED

[redacted]

APO 731, Seattle, Washington
UNCLASSIFIED

SPECIAL ORDER) [redacted] REFER TO PAR 1

NUMBER 60) 28 May 1948

* 1. 1ST LT [redacted] USAF (W) (Cat I) (MOS 1035) (Rated-nonflying) (Home address: Ft Worth Texas) this orgn is hereby reld asgmt and dy this orgn and trfd to PAE USA for subsequent asgmt to Sep Point USA for relief fr AD under prov of Sect IV WD Cir 72, 1947. DS of Off with Hqs and Hqs Sq Airdrome Gp this sta is term eff this date. Off WP o/a 16 June 48 by rail to Seward Als thence by first avail surface transportation to SEPE Seattle Wash thence to Personnel Center Ft Lawton Wash where Off will be reld fr AD. Tvl by rail and/or surface transportation to be at Govt expense.

Concurrent movement of dependent (Mrs. [redacted] wife) by transportation indicated is auth to Ft Worth Texas.

Shipment of household goods to Ft Worth Texas at govt expense is auth. Installation Off will pack and crate and TC will ship household goods to destination.

EDCMR to Personnel Center Ft Lawton Wash will be 20 June 48. PCS TDN TCT 801-18 P 431-02 03 04 A 2180425 S 99-999 L 501.

AUTH: Sect IV WD Cir 72, 1947; 4th Ind Hqs ATC dtd 7 May 48 to Ltr fr Lt [redacted] dtd 8 Apr 48 subj: Appl for Release fr AD Because of Undue Hardship TWX Hqs 7WG PER 2100 dtd 130200Z Mar 48 AWS Ltr 35-11 AF Reg 35-59 as amended.

2. Under the prov of Par 15 AR 615-5 (C3) and AR 420-5 the fol named Offs USAF (W) this orgn are apptd as a Bd of Offs to determine whether Sgt Thomas E Baker Jr AF19252738 USAF (W) this orgn should be reduced to gr of Private and to make appropriate recommendations thereon to CO this orgn:

RANK	NAME	ASN	
CAPT	JAMES M ROGERS	A045629	(President)
1ST LT	OTIS G GROOM	A0753174	(Member)
1ST LT	DONALD C WINTER	A0875902	(Recorder)

3. M/Sgt David W Heckart AF20624539 USAF (W) (SSN 750) (3 yr enl-11 Feb 46) this orgn is hereby reld asmgt and dy Flt "B" this orgn Fairfield-Suisun AFB Calif and trfd in gr to 3rd AF Base Unit Bolling AF Base Wash DC with DS sta 5302d ASU 1660 E. Hyde Park Blvd Chicago Illinois. EM WP o/a 20 June 48 RUAT CO 5302d ASU for orientation in recruiting duties and subsequent reasgmt within Ill Recruiting District. EM auth ten (10) days delay enroute. TC will furnish nec transportation and meal tickets for tvl fr Fairfield-Suisun AFB Calif to Chicago Ill. Prior to departure EM will advise correspondents and publishers of change of address. Under prov of AR 35-4520 as amended EM will be paid qtrs and subsistence for a period not to exceed thirty-one (31) days eff on arr at Chicago Ill. Prior to departure fr Fairfield-Suisun AFB Calif EM will report to Base recruiting officer for a short period of instruction. PCS EDCMR: 23 June 48. TDN TCT PCS 801-15 P 431-02 03 04 A 2180425 S 99-999 L 501. AUTH: 6th Ind Hqs USAF dtd 6 May 48 to Ltr fr M/Sgt Heckart dtd 31 Mar 48 subj: Recruiting Duty TWX Hqs 7WG PER 2100 dtd 130200Z Mar 48 AWS Ltr 35-11 AF Reg 35-59 as amended.

BY ORDER OF MAJOR RICHARDSON:

WALTER N HESS
1st Lt., USAF
Adjutant

OFFICIAL:

[redacted]

UNCLASSIFIED

HEADQUARTERS
375TH RECONNAISSANCE SQUADRON (VLR) WEATHER
OFFICE OF THE INTELLIGENCE OFFICER
APO 731, Seattle, Washington

ANNEX I TO SEMI-MONTHLY INTELLIGENCE SUMMARY:

FROM: 16 April 1948

THRU: 30 April 1948

SIGHTING OF FLYING DISC: A-2

1. On 18 April 1948, 1306 local time, Lt. [redacted] of this organization sighted what he thought was a flying disc. The sighting was made over the city of Fairbanks, Alaska.

2. The report was made to Lt. Clarke, the Base Intelligence Officer of Ladd Air Force Base. Lt. Clarke immediately sent the information of the sighting to the proper commands concerned.

3. The following is a discription of the object sighted as was reported to the Intelligence Officer of this organization the following day.

a. The object was at an altitude of about 2000-3000 feet.

b. The object moved at a rapid rate of speed, estimated at about 250-300 miles per hour.

c. The object was in sight for only a few minutes before it disappeared from view.

d. The object was oscillating at a rapid rate and the only time it could be seen was when the flat side was toward the observer.

e. The object reflected a high intensity of light.

f. No sound or any other distinguished noise could be heard coming from the object. (CONFIDENTIAL)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

William B. Hafer
WILLIAM B. HAFER
Captain, USAF
Intelligence Officer

[redacted]

Incl #2 -

FAIRBANKS ALASKA WEATHER 18 APRIL 1948
1255AST -0/33 ↗2/034
1325AST -0/33 291/19/15 ↗3/033

A CERTIFIED TRUE COPY
Lewis L. Howes
LEWIS L. HOWES
1st Lieut., USAF
Weather Officer

Encl #5

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 59, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

Incident #115 19/25/50

[illegible] 10073 RECORD CARD

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 1615

SHAPE Elliptical

SIZE ----

COURSE North

NO. IN GROUP 3, 1 first and two later

SOUND ----

PHOTOS ---- SKETCHES 2

DATE OF INFO 19 April 1948

LOCATION Greenville AFB, SC

SOURCE USAF Officers

DATE IN TO ATIC ----

COLOR white

SPEED Stationary then climbing Estimated / Measured

ALTITUDE 15,000-20,000' Estimated / Measured

LENGTH OF TIME OBSERVED 2 minutes

TYPE OF OBSERVATION ground

MANEUVERS Hovering then acceleration & climb

Sent Balloons

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #115 -- Greenville, South Carolina -- 19 April 1948

There is nothing astronomical in this incident.

The description suggests that the objects observed were balloons or aircraft reflecting sunlight.

UNCLASSIFIED

[redacted]

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

MCIAXO-3/BWS/ra
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	143	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	43				

T-34451-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

T-[illegible]-A

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

Witnesses were attracted by sound of fighter aircraft in vicinity. They started searching the sky for the aircraft and sighted the objects. When first sighted, the witnesses thought the objects might be weather balloons. However, when they accelerated so rapidly in a northerly heading, they determined the objects could not be balloons. They were in a trail formation on a North-South line, and moved so rapidly they werecout of sight within a few seconds. From original sighting in the stationary position to their disappearance, a period of approximately two (2) minutes elapsed, of which the objects were in a stationary position for approximately one (1)minute.

NOTE: Wind at 20,000 ft from 340° at 10 knots per hour (1230 EST Rpt)
Wind at 20,000 ft 32° at 13 knots per hour at (1830 EST Rpt)

NOTE: Nearest weather station releasing balloons is Spartanburg, S. C.
One black balloon was released at 1230 EST.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #115

1. Date 19 Apr 48
2. Time 1615
3. Location Over Greenville AF Base, Greenville, S. C.
4. Name of observors 1st Lt [redacted]
   & 1st Lt [redacted]
5. Occupation of observor Both attached to Liaison sq. Greenville
6. Address of observors Greenville AF Base, Greenville, S. C.
7. Place of observation Greenville AF Base
8. Number of objects ~~2~~ 3 - 1 at first, 2 later
9. Distance of object from observor 15,000 to 20,000 ft overhead
10. Time in sight 2 minutes
11. Altitude 15,000 to 20000 ft
12. Speed Undetermined. Stationary, then rapidly accelerating and climbing
13. Direction of flight North
14. Tactics Hovering then acceleration and climbing
    Observed trail formation
15. Sound none audible (?) - states: Witnesses were ttracted by sound of fighter aircraft in vicinity.
16. Size undetermined (no mention made of these)
17. Color white
18. Shape elliptical
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails No exhaust or condensation trail
22. Weather conditions CAVU
23. Effect on clouds N/S
24. Sketches or photographs 2
25. [illegible] distance
26. Remarks: (over)

~~CONFIDENTIAL~~ RFC

3 5

AMC UNCLASSIFIED
Subject: "Report of Sighting Flying Discs"

1st Ind MCIA/JCB/amb

Hq, AMC, Wright-Patterson Air Force Base, Dayton, Ohio APR 27 1948

TO: Commanding General, Greenville Air Force Base, Greenville, S. C.
ATTN: Intelligence Officer, 5th Liaison Squadron

Reference is made to paragraph g, basic communication. Request clarification as to whether the fighter aircraft heard were actually observed in addition to the unidentified flying objects.

FOR THE COMMANDING GENERAL:

for H. M. McCOY
Colonel, USAF
Chief of Intelligence

2nd Ind

INTELLIGENCE OFFICER, 5th Liaison Squadron, GAFB, Greenville, South Carolina, 6 May 48

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.
ATTENTION: Chief of Intelligence

One witness states he actually saw and identified fighter aircraft which attracted his attention, and also saw unidentified flying objects.

Thomas J. Maher
THOMAS J. MAHER
1st Lt, USAF
Intelligence Officer

1 Incl
Statement of 1st Lt
[redacted]
USAF

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

~~CONFIDENTIAL~~ RFC

Inc #115A

[redacted]

UNCLASSIFIED

OFFICE OF THE INTELLIGENCE OFFICER
5TH LIAISON SQUADRON
Greenville Air Force Base
Greenville, South Carolina

19 April, 1948

SUBJECT: Report of Sighting Flying Discs

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: TSDIN

1. In accordance with instructions contained in TAC Letter, file TAC 000.92 (16 Feb 48), Subject: Reporting of Information on Flying Discs, dated 16 February, 1948, the following information is submitted:

a. Objects sighted at 1615, 19 April, 1948 over Greenville Air Force Base, Greenville, South Carolina.

b. Weather at time of sighting: ceiling and visibility unlimited.

c. Witnesses:

1st Lt [redacted]
5th Liaison Squadron, Greenville Air Force Base,
Greenville, South Carolina

1st Lt [redacted]
5th Liaison Squadron, Greenville Air Force Base,
Greenville, South Carolina

d. No photographs available.

e. Sketches of objects configuration attached.

f. Objects sighted:

1. Number of objects sighted: two (2).
2. Shape: elliptical.
3. Size: [illegible].
4. Color: [illegible].

UNCLASS

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

Ltr Hdqrs 5th Liaison Squadron, GAFB, Office of the Intelligence Officer, Greenville, S. C. Subj: Report of Sighting Flying Discs, dtd 19 April, 1948 to Commanding General, AMC, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: TSDIN

5. Speed: Undetermined. Stationary, then rapidly accelerating and climbing.
6. Heading: North.
7. Maneuverablity: No display except acceleration.
8. Altitude: approximated 15,000 feet plus.
9. Sound: none audible.
10. No exhaust or condensation trail.

g. General remarks: Witnesses were attracted by the sound of fighter aircraft in the vicinity. They started searching the sky for the aircraft and sighted the objects. When first sighted, the witnesses thought the objects might be weather balloons, however, when the objects accelerated so rapidly in a northerly heading, they determined that the objects could not be balloons. The objects were in a trail formation on a North-South Line. The objects moved so rapidly that they were out of sight within a few seconds. From original sighting in the stationary position to their disappearance, a period of approximately two (2) minutes elapsed, of which the objects were in a stationary position for approximately one (1) minute. As a precaution against submitting an erroneous report, the local weather office was checked to see whether any weather balloons had been released and a negative reply was received. The winds aloft report made at 1230 hours EST, 19 April, 1948, indicated at 10,000 feet that winds were from 90 degrees at 8 knots per hours and at 20,000 feet, from 340 degrees, at 10 knots per hour. The 1830 hour EST report indicated winds at 10,000 feet to be from 25 degrees at 2 knots per hour, at 14,000 feet from 24 degrees at 4 knots per hour and at 20,000 feet to be from 32 degrees at 13 knots per hour. Nearest weather station releasing balloons is Spartanburg, S. C., one black balloon was released at 1230 EST.

2. Statement of 1st Lt [redacted] is enclosed. Statement of 1st Lt [redacted] is not available at this time due to his absence from this station, however statement will be forwarded under separate cover when statement is available.

3. The undersigned officer interviewed witnesses and investigated weather conditions.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted] J. [redacted]
1st Lt, USAF
Unit Intelligence Officer

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

STATEMENT

On the 19th day of April, 1948, at approximately 1615 hours, I, with Lt. [redacted], was standing in front of our squadron orderly room. As we were talking, I heard the sound of fighter aircraft flying and searched the sky in the direction of the sound, whereupon, I noticed one (1) white balloon object on a Northeast heading. I then noticed that there were two (2) objects.

These objects were at an estimated 15,000 to 20,000 feet and seemed to be stationary; then these two (2) objects seemed to accelerate very rapidly in a northerly direction and at the same time, seemed to be climbing until they were lost to sight. It is estimated that these objects were visible for not more than three (3) minutes.

Lt. [redacted] and myself discussed the possibility that the objects were weather balloons. I, personally, checked the weather office to determine if weather balloons had been released and I was informed that no balloons had been sent aloft.

[redacted]

1st Lt, USAF

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

STATEMENT

At approximately 1615 1st Lt [redacted] and myself were standing in front of 5th Liaison Squadron orderly room, Greenville Air Force Base. A fighter was heard in the vicinity of the Field and upon looking for same Lt [redacted] brought to my attention a spherical silverly looking stationary object vertically above us. My impression at the time of the object was a weather balloon. Upon further observation however the altitude of object appeared to be roughly 15 to 20 thousand feet. Approximately one minute later two identical objects were noted in close proximity. Almost immediately objects accelerated rapidly to the north east apparently climbing. Lt [redacted] lost sight of the objects after a few seconds, however they remained visible to me for at least 30 seconds from the time first noticed moving.

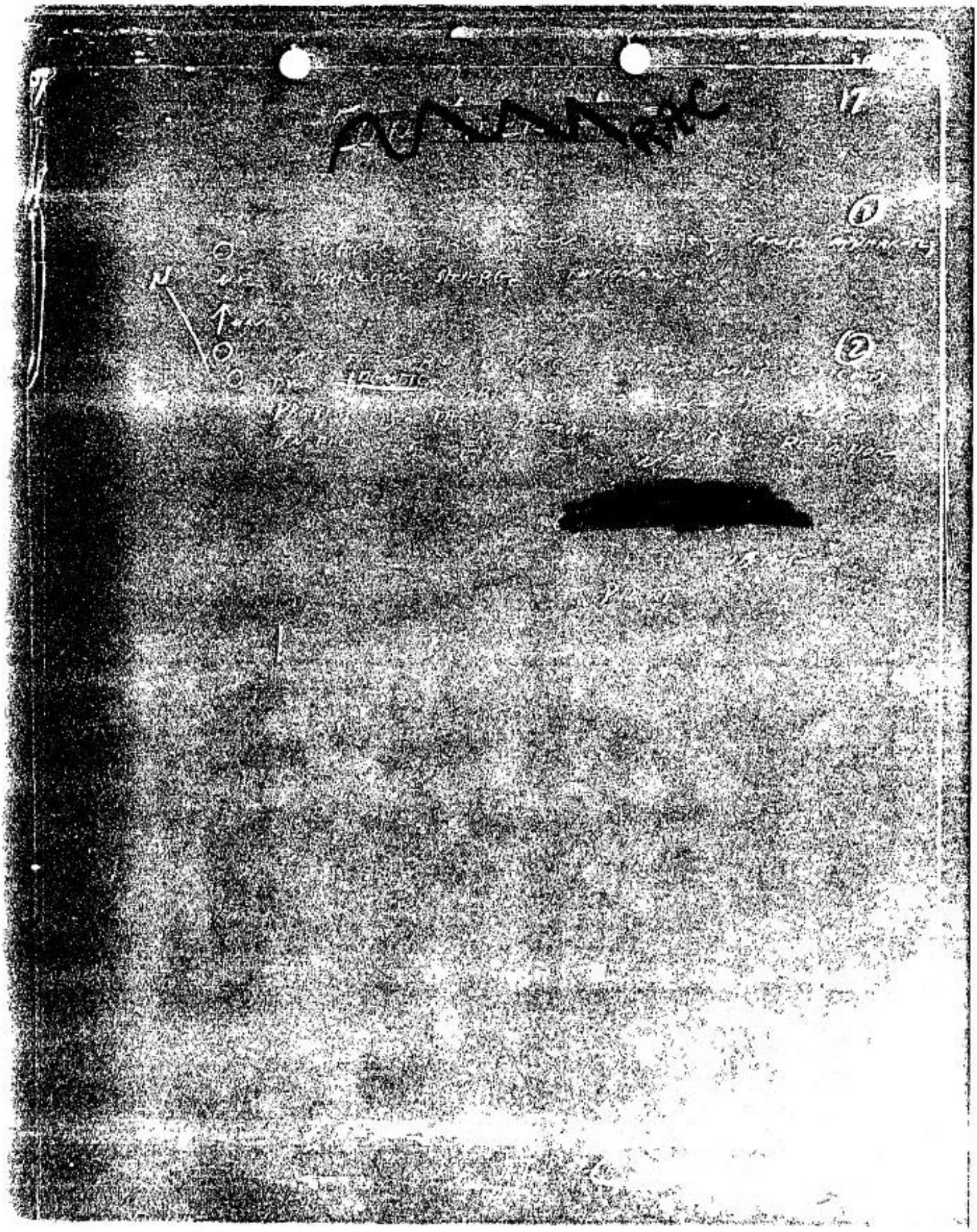
I made a remark to Lt [redacted] at the time, that if they were balloons there high rate of speed indicated a very high wind at that altitude.

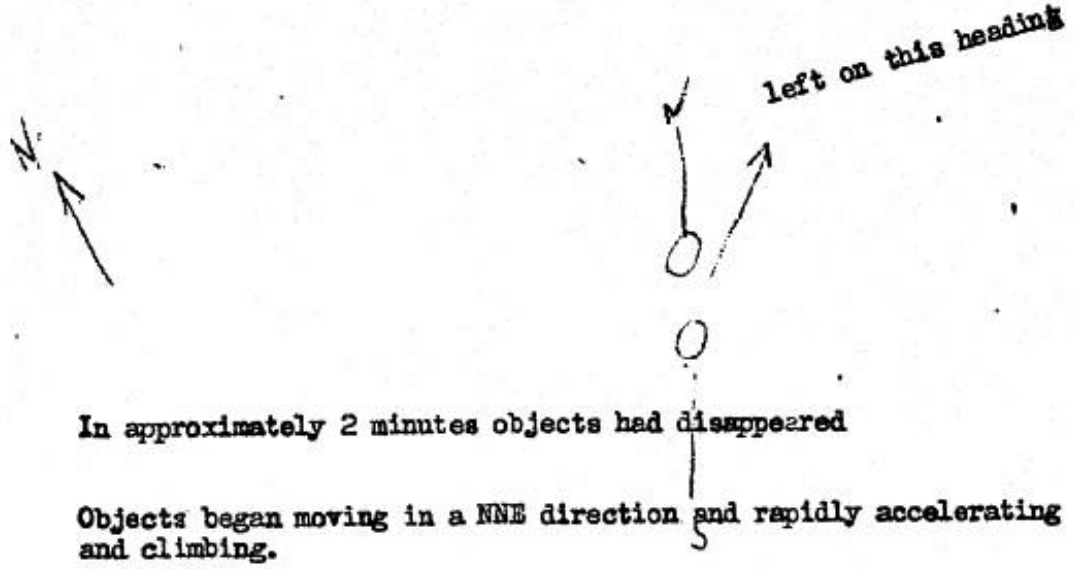
I am positive that objects were not airplanes inasmuch as there was no sound audible. No apparent movement in relation to front of orderly room, and that objects were definitely spherical in shape.

I do not know the size of objects. The presumed approximate altitude is the impressions we received. If 15 to 20 thousand is correct objects would then be slightly smaller than an [illegible]

[redacted]

1st Lt [illegible]





(4) In approximately 2 minutes objects had disappeared

(3) Objects began moving in a NNE direction and rapidly accelerating and climbing.

(2) When first seen objects were in a semi-stationary position.

(1) First one object was sighted, next, another one appeared.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted] R7C

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 1830 MST

SHAPE - - -

SIZE - - -

COURSE - - -

NO. IN GROUP - - - 1

SOUND - - -

DURATION - - - (1) SKETCHES - - -

DATE OF INFO 20 April 1948

LOCATION 18 Mile E Amarillo, Tex.

SOURCE Male Civilian

DATE IN TO ATIC - - -

COLOR - - -

SPEED - - - Estimated / Measured / Estimated / Measured

ALTITUDE 50° above horizon

LENGTH OF TIME OBSERVED 15-20 min.

TYPE OF OBSERVATION ground

WEATHER - - -

Temporary ATIC Form 329
(9 Jan 51)

[redacted] R7C

4

HCIAXS/GWT/amw

HCIAXS

Mr. [redacted]
[redacted]
San Luis Obispo, Calif.

Dear Mr. [redacted]

Receipt of your letter dated 3 May 1949, is acknowledged.

Your action in reporting this matter to the proper authorities is appreciated.

Sincerely yours,

[illegible]
Colonel, USAF
Chief, Analysis Division
Intelligence Department

[redacted],
[redacted]
San Luis Obispo,
California,
3 May 1949

Tech. Intelligence Division,
Air Materiel Command,
Wright-Patterson A.F.B.,
Dayton, Ohio.

Gentlemen:

It is with some reluctance and with a faint feeling of foolishness [illegible] to you [illegible] the following incident. I noted this [illegible] over [illegible] ago, but didn't place [illegible] importance with [illegible] - or now, but having recently [illegible] of articles about [illegible] "flying saucers", the latest [illegible] current issue of [illegible] Saturday Evening Post, I thought that I [illegible] along this [illegible].

[illegible] April, [illegible] Amarillo, [illegible]. The sun [illegible] gone down, and dusk [illegible]. I [illegible] [illegible] points. [illegible] considerably [illegible]. I [illegible] it for several minutes, [illegible] to my wife. She [illegible] that it [illegible] rather [illegible] is [illegible] case [illegible] [illegible] that of the brightest of stars. [illegible] this [illegible] [illegible] several [illegible] [illegible].

[illegible]

3¾ x 4½ PHOTO
OF UFO SIGHTING
AT OR NEAR
AMARILLO, TEXAS
28 APR 1948

UNCLASSIFIED

6 o'p. MST 26 April 1942
about 18 miles east of
Amarillo Texas - Highway 66

(Other dots & light spots
are dust etc)

[redacted]

Incident #126

ATIC NO. ——

AF NO. ——

[illegible] NO. ——

~~DATE OF [illegible]~~ ——

TIME OF [illegible] 1015

[illegible] Sphere

[illegible] 25'-40' Diameter

COURSE 360°N

NO. IN GROUP 1

SOUND ——

[illegible] ——

[illegible] ——

Temporary ATIC Form [illegible]
([illegible] 5[illegible])

DATE OF INFO 30 April 1948

LOCATION Anacostia Naval Air Sta. 38°52'N 77°00'W

SOURCE Naval Pilot

DATE IN TO ATIC ——

COLOR Yellow

SPEED 100 mph — Estimated / Measured / Estimated

ALTITUDE 4500 ft — Measured

LENGTH OF TIME OBSERVED ——

TYPE OF OBSERVATION Aerial

MANEUVERS ——

[redacted]

[illegible]

[redacted]

UNCLASSIFIED

Incident #126 -- Anacostia, Naval Air Station -- 30 April 1948

There is nothing in the description of this incident to indicate astronomical origin of the object observed. It appears to have been a balloon.

UNCLASSIFIED

[redacted]

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

MCIAXO-3/HWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	29	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

[illegible]

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

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

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

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	76	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

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

2 Incls:
n/c

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 126

1. Date 30 April 1948
2. Time 1015
3. Location Anacostia, Naval Air Station, 38°52'N, 77°00'W
4. Name of observer Marcus L. Lowe
5. Occupation of observer Lt Commander, US Navy
6. Address of observer N/S
7. Place of observation Air
8. Number of objects One
9. Distance of object from observer One mile
10. Time in sight N/S
11. Altitude 4500 feet
12. Speed 100 m.p.h.
13. Direction of flight 360° N
14. Tactics N/S
15. Sound N/S
16. Size 25 - 40 ft diameter
17. Color Yellow (light colored)
18. Shape Sphere
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: The object appeared to the pilot to be a yellow (or light colored) balloon, and attracted attention principally because

of its flight path. No external fittings or attachments were observed on the object. The speed of the object was estimated at about 100 m.p.h. The flight of the object was in approximately a south to north direction, despite upper winds from north northwest, and apparently followed a constant altitude. Pilot did not pursue object further because it was entering the prohibited flying area, U.S. Capitol, White House Area.

5-61-1

UNCLASSIFIED

AFOIR-CO-5 (5-61) 21 May 1948

SUBJECT: Flying Discs

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

Attached is a report of a flying disc sighting by an officer on duty in the Offensive Air Branch of this Directorate.

BY COMMAND OF THE CHIEF OF STAFF:

ROBERT TAYLOR 3rd
Colonel, USAF
Chief, Collection Branch
Air Intelligence Requirements Division
Directorate of Intelligence

1 Incl.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Incident #126 -- Anacostia, Naval Air Station -- 30 April 1948

There is nothing in the description of this incident to indicate astronomical origin of the object observed. It appears to have been a balloon.

UNCLASSIFIED

[redacted]

[redacted]

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

MCIAXO-3/BMS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-84481-A

4 May 1948

Memo for Lt Col Thomas

The undersigned officer was participating as pilot on a local flight on Friday, 30 April 1948, in Navy aircraft SNJ Buno 90731. At approximately 1015 local time, at an altitude of about 5500 feet, on a magnetic heading of about 180 degrees, just south of Anacostia Naval Air Station, an object was sighted ahead to the left and about 1000 feet below at a distance of about 1 mile. The object resembled a yellow sphere estimated at 25-40 feet in diameter. The flight path of the object was in approximately a South to North direction (despite upper winds from North Northwest) and apparently followed a constant altitude. Pilot did not pursue object further because it was entering the prohibited flying area, U. S. Capitol, White House Area.

The object appeared to pilot to be a yellow, (or light colored) balloon and attracted attention principally because of its flight path. No external fittingsor attachments were observed on the object. The speed of the object was estimated at about 100 MPH.

Marcus L. Lowe
Lt Cdr, U. S. Navy

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 38, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident # 125

2 May 1946

St. Louis, Mo. 40°00'N 90°15'W

Newspaper Article

Phosphorescent after Dark (Dull Glow)

Night

Bird

1

Ground

[redacted]

UNCLASSIFIED

Incident #125 -- St. Louis, Missouri — 2 May 1948

Information given here is inadequate to establish any category. The object observed was apparently nothing of an astronomical character.

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

PROJECT 10073 [illegible] Incident #170

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING —

SHAPE —

SIZE —

COURSE SE

NO. [illegible] 1

[illegible] —

[illegible] — SKETCHES —

DATE OF INFO 5 May 1948

LOCATION Adapazari, Turkey

SOURCE Turkish Newspaper

DATE IN TO ATIC —

COLOR Shining

SPEED — Estimated / Measured / Estimated x / Measured

ALTITUDE 650'

LENGTH OF TIME OBSERVED —

TYPE OF OBSERVATION Ground

MANEUVERS —

Other (ROCKET)
[OBJECT RECOVERED]

Temporary ATIC Form 3[illegible]9
([illegible] 52)

[redacted]

UNCLASSIFIED

Incident #170 -- Adapazari, Turkey -- c. 5 May 1948

It is extremely unlikely that there is any astronomical explanation for this incident. The information given is very limited, but it points definitely to the probability that the object or objects sighted were rockets. The report indicates that one rocket-like object was recovered.

[redacted]

[redacted] T 56109

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 170

1. Date Around 5 May 48
2. Time N/S
3. Location Adapazari, Turkey
4. Name of observer N/S - taken from telecon
   Item extracted from Turkish newspaper "Yeni Sabah", Istanbul, 5 May 48
5. Occupation of observer N/S
6. Address of observer See above
7. Place of observation Village near Adapazari, Turkey
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 650 feet
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color "shining"
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Remarks: Investigation now under way and the debris will be inspected by experts.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

T-56109,

[redacted]

Item from Turkish newspaper "Yeni Sabah" Istanbul, 5 May 48:

"There have been reports lately to the effect that shining objects like meteors, have been sighted in various parts of the country. Some people suggest that these might be rockets. Information received from authorized circles reveals that such a thing passed over Adapazari and was seen to explode in the air. Parts of it fell into a village nearby and killed a sheep dog. The thing was found to be a rocket and the debris will be inspected by experts. Obers

Observers say that the rocket which is claimed to have come from the Northwest was flying at an altitude of 200 meters over Adapazari before it fell.

According to rumors, it is possible that the rocket is connected with the "flying disc" experiments being conducted by the Russians at the station on Mt Alagoz close to the eastern frontiers.

SOURCE: MA, Ankara, Turkey, 10 May 1948, Serial 86-48, Eval F-O.

COMMENT: Air Attache, Ankara, Turkey, has been requested to investigate this incident fully and encourage Turkish General Staff to do likewise. Whether incident can be confirmed or not Air Attache has been directed to determine sources for information contained in Yeni Sabah article.

AFOIR-6 (13 May 48)

[redacted]
Classification

UNCLASSIFIED

WF-L-13 OCT 48 25M

IN REPLY REFER TO: CONTROL NO. AMC-499	HEADQUARTERS UNITED STATES AIR FORCE SPECIFIC REQUEST FOR INFORMATION	DATE

SUBJECT: Adapazari Incident

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR

DEGREE OF NEED FOR THE FOLLOWING SPECIFIC INFORMATION

- ☐ URGENT — REQUESTED BY..... .....OTHERWISE CANNOT BE USED
- ☐ GREAT — DESIRED BY.....OR AS SOON THEREAFTER AS POSSIBLE
- ☒ ROUTINE — DESIRED AS EARLY AS PRACTICABLE

1. Reference is made to telecon CSAF, Conference NR 0051, Item 1, dated 2 September 1948.

2. It is requested that the Office of the Air Attache, Ankara, Turkey, be contacted to secure a further report of the incident at Adapazari and reported experiments by Russians on Mount Alagoz.

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

REMARKS: (Including guidance, if appropriate)

UNCLASSIFIED

Incls:

[redacted]
Classification

FOR USE OF THE ORIGINATOR

REQUESTED BY: BRANCH OR DIVISION ... [illegible] ROOM NO. [illegible] PHONE ...

SUGGEST CHECK WITH:

APPROVED BY [illegible], Col, [illegible] Chief, Intelligence Dept. DATE

FOR COLLECTION USE

CHECKED FOR DUPLICATION:

COORDINATED WITH:

UNCLASSIFIED

[redacted]
Classification

C
O
P
Y

Unidentified Object at High Altitude K-500 (AMC-499)

MCIAXO MCIAXF-2 3 Nov 1948 1

1. Reference is made to R&R dated 29 October 1948, subject, "Re Adapazari Incident."

2. Inclosed for your information is NA Moscow Report NA-123-48, NAD-27846, which was quoted in telecon CSAF, Item1, dated 2 September 1948.

3. A request has been initiated to secure required information and it will be forwarded immediately upon receipt.

2 Incls:
1. Rpt NAD-27846
2. Form #75 in trip.

C. C. BROOKE
Chief, Foreign Liaison Section
Tech Intelligence Div
Intelligence Department

HAM/jc
6-5322
Bldg 288
Post 204D

Incidents 1704171

[redacted]

Incident # 167

ATIC NO. —	DATE OF INFO 6 May 1948
[illegible] —	LOCATION 19°03'N-164°05'E Wake Island
[illegible] —	SOURCE AF Pilot
[illegible] —	DATE IN TECHNICAL —
[illegible] 0905	COLOR White
[illegible] Fall	SPEED High
[illegible] —	ALTITUDE 10,000' (EST)
[illegible] —	[illegible] Split Second
NO. [illegible] 1	TYPE OF OBSERVATION Aerial
[illegible] —	[illegible] Exploded like shell
[illegible] — SKETCH —	
[illegible] Form 3[illegible]	

Fireball

[redacted]

UNCLASSIFIED

Incident #137 -- Pacific Ocean: 19° 08' N, 164° 05' E -- 6 May 1943

The object observed here was probably an exploding fireball seen head-on and seen only at the time of actual explosion. This, with partial cloud coverage, could easily explain the absence of a trail.

It is not likely that lights sighted on the water surface or aircraft sighted later had any relation to the original object.

If the object had been a shell fired from the USS Boxer, it appears improbable that only one shell would have been observed.

UNCLASSIFIED

[redacted]

[redacted]

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

MCIAXO-3/HM3/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

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

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

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

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

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	83	105	143	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-84481-A

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

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

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

FOR THE COMMANDING GENERAL:

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

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

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

3-22181-A

Hq AMC Form No. 10-514 (Rev 20 Feb 48)

[redacted]

WF-L-25 MAR 48 150M

13

UNCLASSIFIED

HEADQUARTERS

AIR MATERIEL COMMAND

WRIGHT-PATTERSON AIR FORCE BASE

DAYTON, OHIO

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIAXO-3

MCIAXO-3/RAL/aw

SUBJECT: Project "SIGN"

AUG 10 1948

TO: Commanding General
Hq, Eastern Pacific Wing
Pacific Division
Air Transport Command
Fairfield Suisun Air Force Base
Fairfield, California
ATTENTION: A-2

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Transport Command units by Hq., USAF, in letter dated 6 February 1948.

2. It has come to the attention of this Office that Capt Floyd Barnes of the Pacific Division, ATC, has sighted unidentified aerial object(s).

3. It is requested your office interview the individual concerned and obtain a signed graphic statement as to the object(s) observed. It is further requested that he indicate the following salient factors: Location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or other construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor (if any), effect on clouds and diagram of flight pattern (if any).

4. All material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

James J Hausman
for J. M. McCOY Lt Col USAF
Colonel, USAF
Chief of Intelligence

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

COPY

[redacted]

UNCLASSIFIED

PACD (10 May 1948)
Subject: Spot Report

observer's aircraft and slightly to the right of course. Captain Barnes made numerous attempts to contact the other aircraft on Channel B and C, VHF, but acknowledgment of his transmission was never received.

FOR THE COMMANDING GENERAL:

JOEL A. HARPER
Major, USAF
DAC/S, Intelligence

UNCLASSIFIED DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

HEADQUARTERS
PACIFIC DIVISION, AIR TRANSPORT SERVICE
AIR TRANSPORT COMMAND
APO 953

DC/CJP/dd

10 May 1948

SUBJECT: Spot Report

TO: Commanding General
Air Transport Service
Washington 25, D. C.
ATTENTION: AC/S, Intelligence

1. The following information was reported by Captain Floyd Barnes, Pilot of aircraft, who was in flight between Kwajalein Island, Marshall Islands, and Hickam Field, T. H., at the time the incident occurred.

2. While flying magnetic course 060°, altitude 9000 feet, at approximately 09:05 GCT, 6 May 1948, a large white ball of fire was observed 19° 05' N - 164° 05' E, four to five miles directly ahead of and slightly above the aircraft. The ball of fire was observed for only a split second and was comparable to the explosion of a shell. There were no streamers or "tails" observed as usually related to a meteor of a distress signal.

3. Immediately after the ball of fire was observed, Captain Barnes instructed the Radio Operator to check the IFF. The IFF was reported by the Radio Operator to be in position No. 2 and operative.

4. As the aircraft approached the approximate position of hwere the ball of fire was observed, a single white light was seen on the water surface. However, this light was obscured within a few seconds after sighting because of the existing cloud coverage (4/1 - 5/10).

5. More lights were immediately observed on the water surface approximately ten miles north of the aircraft's course. It is the opinion of Captain Barnes and other persons aboard who observed these lights, that it was a surface vessel.

6. Approximately ten minutes elapsed after the last lights were observed on the water surface, when an aircraft was sighted flying a reciprocal course (240°) at about 1000 feet below the

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

[redacted]

UNCLASSIFIED

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

DO/CJP/dd

23 August 1948

SUBJECT: Project "SIGN"

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

1. Letter your Headquarters, above subject, 10 August 1948, addressed to Commanding General, Headquarters Eastern Pacific Wing, has been endorsed to this office, and, in turn, was forwarded to the Commanding Officer, 541st Air Base Group, APO 154, where Capt. Barnes was last reported to be assigned.

2. After receiving the report of "Possible Firing Between Johnston Island and Hickam Field" from Capt. Barnes, this office immediately dispatched a query to the District Intelligence Officer, 14th Naval District, Old Naval Station, Honolulu, Hawaii, whose reply is quoted as follows:

"It is believed that the USS BOXER was engaged in tactical training operations in the vicinity of the contact reported by Captain Barnes, ATC pilot."

FOR THE COMMANDER:

1 Incl:
Cy Hq PACD ltr
dtd 10 May 48

BURTON K. WOOLMERS
Lt Colonel, USAF
Chief, Intelligence Division

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

A large white ball of fire was observed some four to five miles directly ahead of and slightly above the aircraft. It was observed for only a split second and was comparable to the explosion of a shell There were no streamers or "tails" observed such as usually related to a meteor or a distress signal. As the aircraft approached the approximate position where the ball of fire was observed a single white light was seen on the water surface. However, this disappeared within a few seconds after sighting because of the existing cloud coverage. More lights were immediately observed on the water surface some 10 miles north of the plane's course. It is the opinion of the witness (Capt Barnes) that these were from a surface vessel. Some 10 minutes elapsed after these lights were observed on the water surface when an aircraft was sighted flying a reciprocal course (240°) at about 1000 ft below the observers's aircraft and slightly to the right of the course. Capt Barnes made numerous attempts to contact this aircraft on Channel "B" and "C", "VHF" but acknowledgment of his transmission was never received.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 167

1. Date 6 May 1948
2. Time 0905 GCT
3. Location 19° 08' N - 164° 05' E between Kwajalein Island, Marshall Islands and Hickam Field..
4. Name of observer Capt Floyd Barnes
5. Occupation of observer Pilot USAF
6. Address of observer Pacific Division, Milit Air Trans Service
7. Place of observation Ahead & above his plane
8. Number of objects 1
9. Distance of object from observer 4 to 5 miles
10. Time in sight split second
11. Altitude 10,000 ft
12. Speed N/S
13. Direction of flight N/S
14. Tactics exploded like a shell
15. Sound N/S
16. Size N/S
17. Color white
18. Shape ball
19. Odor detected N/S
20. Apparent construction ~~N/S~~ "fire"
21. Exhaust trails None
22. Weather conditions 5/10 cloud coverage
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance exploded
26. Remarks: (over)

[illegible]

[illegible] 1 07 [illegible] Incident # 127

ATIC NO. —

AF NO. —

[illegible] NO. —

DATE OF [illegible] —

[illegible] —

[illegible] Flying Disc

[illegible] —

[illegible] 1800

[illegible] 1

[illegible] Lake Artillery Shell (Shrill Mine)

[illegible] — [illegible] —

[illegible] Form [illegible]

DATE OF INFO 7 May 1948

LOCATION Lake Doiran, Yligo-Greek Border

SOURCE Newspaper Clipping

DATE IN TO ATIC —

COLOR —

SPEED —

ALTITUDE 3000'

LENGTH OF TIME OBSERVED —

TYPE OF OBSERVATION Ground

MANEUVERS —

[illegible]

[redacted]

Incident #127 -- Yugoslav-Greek Frontier -- 7 May 1948

Information given here is entirely too limited for any conclusions to be drawn. Possibly the object observed was a meteor.

UNCLASSIFIED

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

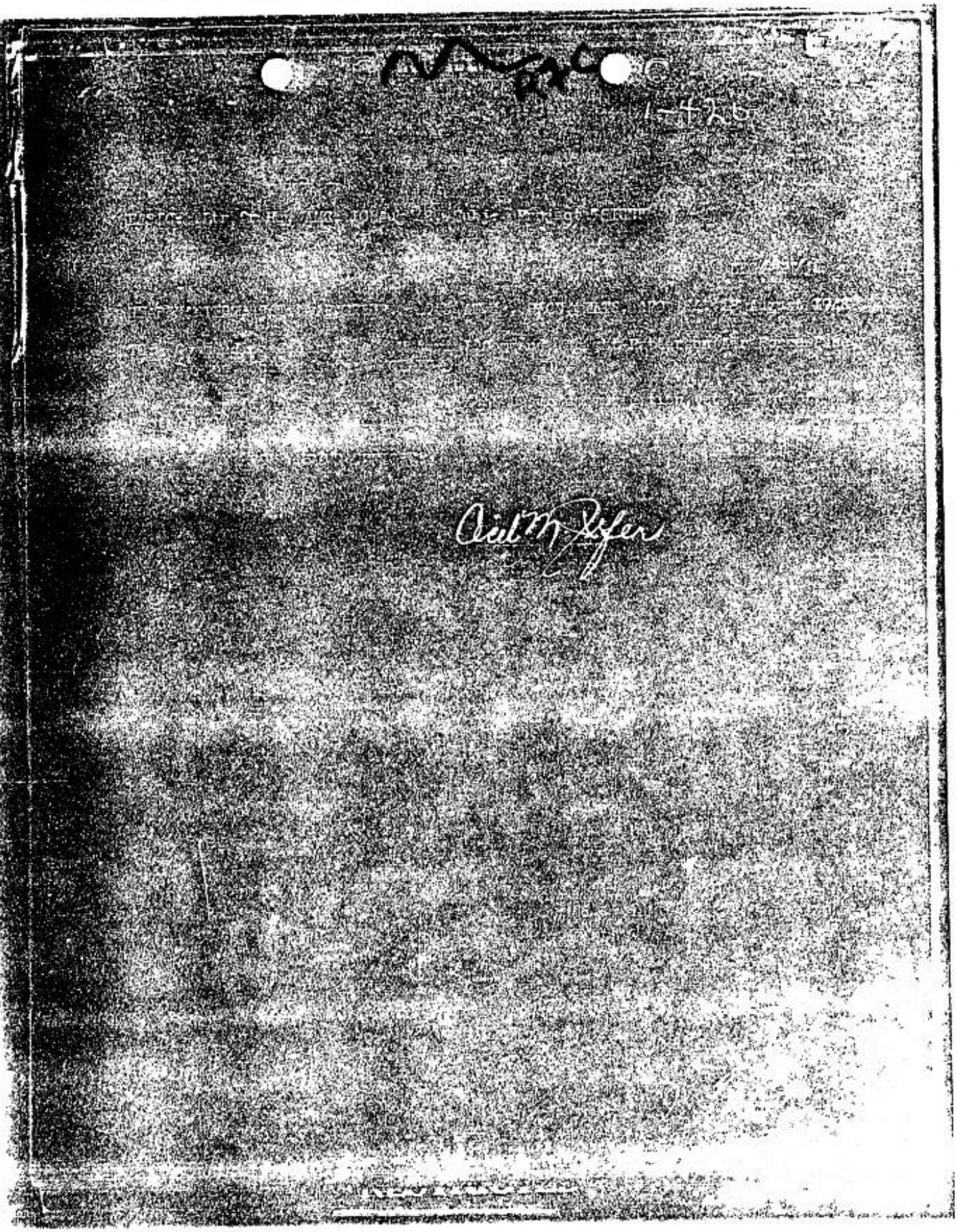
   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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



CONFIDENTIAL

Basic ltr fr Hq AMC, 10 Aug 48, Subj: Project "SIGN"

1st Ind. A-2/AC/dwm

HQ 530TH AIR TRANSPORT WING, PACD, MATS, Fairfield-Suisun AFB, California, 16 August 1948.

TO: Commander, Pacific Division, MATS, APO 953. ATTN: AC/S, Intelligence

Captain [redacted] was transferred from this station to 1500th AFHU, Bickam per paragraph 16, SO 113, Hq 1504th AFHU, 23 April 1946. He returned to the states on emergency leave from Guam on 19 February 1947 and departed the U.S. on 22 March 1947 per paragraph 3, SO 25, Hq 1537th AFHU, 15 February 1947.

Arthur Conrad Jr.
ARTHUR CONRAD JR.
Major, USAF
AC/S, A-2

2nd Ind. DC/CJF/dd

Hq, Pacific Division, Military Air Transport Service, APO 953, 21 August 1948.

TO: Commanding Officer, 541st Air Base Group, APO 184
ATTENTION: Intelligence Officer

1. Request compliance with paragraphs 3 and 4 of [illegible] letter. Information copy of results obtained will be forwarded to this office.

2. Copy of original report based on an interview with Capt. [redacted] is attached for your information.

BY COMMAND OF REAR ADMIRAL TOMLINSON:

Burton K. Voorhees
BURTON K. VOORHEES
Lt. Colonel, USAF
Chief, Intelligence Division

1 Incl:
Cy Hq PACD ltr
dtd 10 May 48

MRC

[illegible]

STATEMENT

Captain [redacted] 51st Air Base Group, 540th Air Transport Wing, Pacific Division, Military Air Transport Service, Army Post Office Number 184, having been duly sworn and advised of his rights under the 31st Article of War deposes and [illegible]:

1. The object observed appeared to be a shell explosion without streamers.

2. The location of this observation was 19°05'N - 164°05'E, date and time 06 May 1948, time 0905Z.

3. The weather at the time of the observation was 4/10 to 5/10 cumulus, tops at approximately six (6) thousand feet.

4. There were no other witnesses to this observation.

5. There were no photos taken of this incident.

6. [illegible] relation to the aircraft, it was directly on course of the aircraft [illegible] slightly high, possibly 10,000 feet. No sound could be heard in the aircraft. This occurrence had no effect on clouds that could be observed.

[redacted]

Subscribed and sworn to before me this 28th day of August 1948.

[illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

PROJECT 10073 RECORD CARD Incident #117

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 1500 to 1700

SHAPE Unknown - possibly like meteor

SIZE Very small

COURSE Easterly

NO. IN GROUP 50 or 60

SOUND ---

PHOTOS --- SKETCHES ---

DATE OF INFO 7 May 48

LOCATION Memphis, Tenn.

SOURCE Female Civilians

DATE IN TO ATIC ---

COLOR Shiny - like bright aluminum

SPEED Faster than any aircraft Estimated ___ Measured ___

ALTITUDE Extremely high Estimated ___ Measured ___

LENGTH OF TIME OBSERVED ---

TYPE OF OBSERVATION Ground

MANEUVERS Most travelled straight line although some zig-zagged.

Temporary ATIC Form 329
(2 Jun 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #117 -- Memphis, Tennessee -- 7 May 1948

It is unlikely that the objects viewed in this incident were meteors, but the possibility is not excluded.

It is unfortunate that some estimate of distance and of time in sight was not made. Objects might have been quite close, in which case large angular velocity would not imply great speed.

This investigator would like to emphasize again the need for better reporting of such incidents.

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [redacted] 117

1. Date 7 May 48
2. Time 1500 to 1700
3. Location Memphis, Tenn.
4. Name of observer Miss [redacted] Housekeeper et xkk al (see other side)
5. Occupation of observer Housekeeper
6. Address of observer [redacted], Memphis, Tenn.
7. Place of observation Memphis, Tenn.
8. Number of objects 50 or 60
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude extremely high
12. Speed faster than any aircraft witnesses had ever seen
13. Direction of flight easterly
14. Tactics Most traveled in straight line alt o some of them zig-zagged.
15. Sound None
16. Size Very small
17. Color shiny - like bright aluminum
18. Shape unknown - possibly like meteor
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Some objects seemed to have a silvery tail which might have been exhaust
22. Weather conditions CAVU, wind: 330 to 340°, 15 MPH at surface increasing to 66 MPH at 20,000; Surface temp: 72°; dew point 43° relative humidity 40%
23. Effect on clouds N/S
24. Sketches or photographs None
25. Length of observation N/S
26. Remarks. (over)

Fifty to 60 shiny objects were seen moving at a speed faster than any known aircraft on an Easterly heading at an extremely high altitude. For the most part these objects traveled in a straight line altho some of them zig-zagged slightly. No sound was heard. Some objects seemed to have a silvery tail which might have been exhaust. These objects could not have been weather balloons as only one balloon was released by the Memphis Weather Bureau that day.

NOTE: Witnesses thought they had seen a meteor; however subsequent investigation seemed to preclude this possibility. See Supp II to Trip Report to Memphis - Visit with Dr. Paul Herget of the Observatory of Cincinnati, Ohio, in which Dr. Herget expressed serious doubt that the 50 or more objects observed 7 May 48 in Memphis were meteors. He, was, however unable to offer any explanation as to a possible identification of the objects.

Dr. Hynak of OSU and Dr. Lincoln LaPaz are to be consulted about the possibility of ~~them~~ these being a meteor shower.

Witness of this incident were: Mr. [redacted], salesman
[redacted], Memphis

Mrs. [redacted], housewife
[redacted], Memphis, Tenn.

[redacted] RRC

12

UNCLASSIFIED

MCIA/JCB/amb
Wright-Patterson Air Force Base
XXXXXXXXX

MCIA

Project "SIGN"

APR 22 1948

Director of Intelligence
General Staff
United States Army
Washington 25, D. C.
ATTENTION: CSGID

The attached copy of teletype from Fort McPherson, Georgia, is forwarded for your information.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, USAF
Chief of Intelligence

1 Incl
cy teletype fr
Ft McPherson

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

EAA261 CO UEDG URGENT URGENT

FM UEAC33A/CG FTMCPHERSON GA 281645Z

TO COMGEN WRIGHT PATTERSON AFB DAYTON OHIO

WD GRNC

[redacted] UNCLASSIFIED

PASS TO DIRECTOR OF INTELLIGENCE GSUSA UNCONVENTIONAL AIRCRAFT APPROXIMATELY FIFTY OR SIXTY IN NUMBER SIGHTED AT MEMPHIS TENN SEVEN MAY NINETEEN FORTY EIGHT BETWEEN FIFTEEN HUNDRED AND SEVENTENN HUNDRED HOURS PD WEATHER CLEAR VISIBILITY UNLIMITED AND UNRESTRICTED WIND DIRECTION THREE HUNDRED THIRTY TO THREE HUNDRED FORTY DEGREES WIND SPEED FIFTEEN M P H AT SURFACE INCREASED TO SIXTY SIX M P H AT TWENTY THOUSAND FT SURGACE TEMPERATURE SEVENTY TWO DEGREES DEW POINT FORTY THREE RELATIVE HUMIDITY FORTY PERCENT WITNESSES MISS [redacted] MEMPHIS TENN MR [redacted] SALESMAN [redacted] MEMPHIS MRS [redacted] MEMPHIS NO PHOTOS APPEARANCE POSSIBLY LIKE A METEOR SIZE PROBABLY SMALL COLOR SHINY SPEED FASTER THAN ANY AIR CRAFT WITNESSES HAVE EVER SEEN DIRECTION OF TRAVEL EAST MANEUVERABILITY STRAIGHT LINE SOME SLIGHTLY ZIG-ZAG ALTITUDE EXTREMELY HIGH ESTIMATION JUDGED BY AIR CRAFT IN [illegible] AT THAT TIME SOUND NONE EXHAUST TRAIL SEVERAL APPEARED TO HAVE SILVERY TAIL PD ONE WEATHER BALLOON RELEASED IN MEMPHIS ON THE AFTER [illegible] OF [illegible] MAY AND THE LOCAL PAPER CARRIED A SMALL RELEASE ON [illegible] SUBJECT [illegible] FURTHER DETAILS [illegible] [redacted]

[illegible]

UNCLASSIFIED

AJACI-9 1st Ind.
(8 May 1948)
HEADQUARTERS THIRD ARMY, Fort McPherson, Georgia, 11 May 1948

TO: Comgenamc, Wright-Patterson AFB, Dayton, Ohio
ATTN: MCI

Forwarded with reference to our TWX, same subject, dated 8 May 1948.

FOR THE COMMANDING GENERAL:

Cornelius A. Lichirie

CORNELIUS A. LICHIRIE
Lt. Col., GSC
Actg AC of S, G-2

[redacted]

CIC FIELD AREA OFFICE NO 1
POST OFFICE BOX 21
MEMPHIS 1, TENNESSEE

AJACI-452.1 General

8 May 1948

SUBJECT: Unconventional Aircraft.

TO: Commanding General, Third Army, Fort McPherson, Georgia
(ATTN: AC of S, G-2)

1. Information relative to the sighting of mysterious objects, possibly aircraft, at Memphis, Tenn., follows:

a. Location and time of sighting: Memphis, Tenn., 1500 to 1700, 7 May 1948.

b. Weather at the time: Visibility unlimited and unrestricted; winds: 330 to 340 degrees, 15 mph at surface increasing to 66 mph at 20,000 feet; Surface temperature, 72 degrees; dew point, 43 degrees; relative humidity, 40 percent.

c. Names, occupations and addresses of witnesses:

(1) Miss [redacted], housekeeper, [redacted], Memphis.
(2) Mr [redacted], salesman, [redacted], Memphis.
(3) Mrs [redacted], housewife, [redacted], Memphis.

d. Photographs: None.

e. Objects sighted:

(1) Number: 50 or 60.

(2) Shape: Unknown, possibly like a meteor.

(3) Size: Hard to determine, probably very small.

(4) Color: Shiny, like bright aluminum.

(5) Speed: Faster than any aircraft witnesses have ever seen

(6) Heading: Easterly.

[redacted]

[redacted]

(7) Maneuverability: Most objects travelled in straight line; some of them zig-zagged slightly.

(8) Altitude: Extremely high. Witnesses judged altitude by comparing with known types of conventional aircraft in the air at the time.

(9) Sound: None.

(10) Exhaust trail: Some objects seemed to have a silvery tail, which might have been exhaust.

f. These objects could not have been weather balloons because the Memphis weather bureau released only one balloon in the afternoon.

g. The undersigned is of the opinion that the objects seen were meteorites.

h. Evaluation of sub-paragraph e above: B-3

/s/ Victor L. Clark

VICTOR L. CLARK
Special Agent in Charge

Dist:
CO, Tenn. Mil. Dis.,
Nashville - 1
File - 1

[redacted]

[redacted]

UNCLASSIFIED

Subject: Memphis Incident

AMC 1st Ind MCIAXO-3/HWS/ew

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio FEB 11 1949

TO: Research & Development Board, Technical Intelligence Branch, Rm 3E 636, The Pentagon, Washington 25, D. C. ATTN: Mr David Z. Beckler

The inclosed letter and teletype copies comprise all information available at this Command concerning the incident of 7 May 1948 at Memphis, Tennessee.

FOR THE COMMANDING GENERAL:

6 Incls
1 thru 4: n/c
Added 2 incls
5. Ltr to CG 3rd Army 8 May 48
6. Wire to CG Wright-Patterson AFB

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

Inclosures 2 & 4 not available for file

Operations Section File Cy - return showing date

UNCLASSIFIED

[redacted]

CLASSIFIED [redacted]

NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

2 February 1949

MEMORANDUM TO: Air Materiel Command
Intelligence Division
Wright Patterson Air Base
Dayton, Ohio
Attn: [redacted]

SUBJECT: Memphis Incident

1. It is requested that all pertinent details of the so-called "Memphis incident" of May 7, 1948, 2:00 to 5:00 P. M., be furnished the Research and Development Board for use by the RDB Committee on Geophysical and Geographical Sciences.

2. Attached hereto is correspondence from Dr. Lincoln LePaz referring to the Memphis incident.

3. This information should be transmitted to the Research and Development Board, Technical Intelligence Branch, Room 3E 636, The Pentagon, Washington 25, D. C., Attn: Mr David Z. Beckler.

DAVID Z. BECKLER
Chief
Technical Intelligence Branch

Attachments:

Extracts from letter to Dr [redacted]
fromDr L.ncoln LaPaz 1/12/49
Letter to Lt Col Rees from Dr LaPaz
1/6/49
Letter to Dr LaPaz from [redacted]
1/4/49
Letter to Lt Col Rees, from Dr LaPaz
12/30/48

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Supplement to Trip Report to Memphis - 17 thru 19 May 1948

THRU: Col Clingerman WRC

TO: Col McCOY

1. The facts of the sighting on 7 May 1948 in ~~Memphis, Tennessee~~, as reported by teletype from Fort McPherson, Ga., were substantially corroborated in interviews with the witnesses, Mr and Mrs [redacted] and daughter and Miss [redacted]. The display was described essentially as small shiny starlike objects moving at high altitude in a straight line from West to East with the apparent velocity of shooting stars. Occasionally one would deviate from its course making sharp angular turns. They seemed to dissapear in the distance rather than to burn out and disappear suddenly. The witnesses believed they had observed a meteor shower.

2. The Adjutant of the Reserve Training Base at Memphis Municipal Airport, 468 AFBU, was contacted. He promised to check with the large Millington Naval Base near Memphis to ascertain whether or not any naval aerial maneuvers had taken place on 7 May. This information will be reported to this Headquarters. He further stated that no unusual Air Force operations had taken place at that time.

3. This office contemplates contacting personnel of the Astronomy Department at the University of Dayton and also of the Observatory in Cincinnati to endeavor to determine whether or not a meteor shower would be visible to the naked eye during daylight hours and whether such a shower was reported on 7 May.

James C. Bram

JAMES C. BRAM
Lt Col, USAF
Project Officer
Technical Intel Div

[redacted]

MEMO

UNCLASSIFIED

Supplement II to Trip Report to Memphis, Tenn. - Visit with Dr. Paul Herget of the Observatory of Cincinnati, Ohio.

Attn: Mr. [redacted]:

1. This visit was made in an effort to ascertain the possibility and the probability of individuals sighting meteors during daylight hours with the unaided eye. Dr. Herget stated that such sighting was a very rare occurrence and when it did take place it almost invariably occurred in the afternoon with the observer looking toward the west. This time and position assured the most suitable conditions for observation because of the resultant light conditions and the relatively slow speed occasioned by both earth and meteor traveling in the same direction. The meteor would appear as a dark spot in the sky for a period of two to four seconds. Dr. Herget expressed serious doubt that the 50 or more objects observed 7 May 1948 in Memphis were meteors. He was unable, however, to offer any explanation as to a possible identification of the objects.

2. Dr. Herget suggested that Dr. Hynek at Ohio State University and Dr. Lincoln LaPaz of the University of New Mexico be contacted. The former is supposedly working on a project for the Air Force in an attempt to discover the possibility of photographing stars during daylight hours. The latter, according to Dr. Herget, is a recognized authority on meteors.

JAMES C. HEAM
Lt Col, USAF
Project Officer

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Subject: Memphis Incident

AMC 1st Ind MCI.MO-3/HWS/aw

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio

TO: Research & Development Board, Technical Intelligence Branch, Rm 3E 636, The Pentagon, Washington 25, D. C. A. N: Mr David Z. Beckler

The inclosed letter and teletype copies comprise all information available at this Command concerning the incident of 7 May 1948 at Memphis, Tennessee.

FOR THE COMMANDING GENERAL:

6 Incls
1 thru 4: n/c
Added 2 incls
5. Ltr to CG 3rd Army 8 May 48
6. Wire to CG Wright-Patterson AFB

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

2 February 1949

MEMORANDUM TO: Air Materiel Command
Intelligence Division
Wright Patterson Air Base
Dayton, Ohio
Attn: W. R. Clingerman

SUBJECT: Memphis Incident

1. It is requested that all pertinent details of the so-called "Memphis incident" of May 7, 1948, 2:00 to 5:00 P. M., be furnished the Research and Development Board for use by the RDB Committee on Geophysical and Geographical Sciences.

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3. This information should be transmitted to the Research and Development Board, Technical Intelligence Branch, Room 3E 636, The Pentagon, Washington 25, D. C., Attn: Mr David Z. Beckler.

DAVID Z. BECKLER
Chief
Technical Intelligence Branch

Attachments:

Extracts from letter to Dr Landsberg
fromDr L ncoln LaPaz 1/12/49
Letter to Lt Col Rees from Dr LaPaz
1/6/49
Letter to Dr LaPaz from Richard Kruse
1/4/49
Letter to Lt Col Rees, from Dr LaPaz
12/30/48

UNCLASSIFIED

[redacted]

[redacted]
Hicksville, N. Y.
Jan 4, 1949

Dr Lincoln LaPaz
Univ. New Mexico
Albuquerque, N. Mex.

Dear Sir,

During an Air Transport Command flight from Santa Maria, Azores, to Paris, in Jan., 1946, I witnessed the fall of a meteorite, an account of which I have often thought might be of interest to astronomers, and in particular, those of you more particularly concerned with the study of meteoritics. Until I read a recent issue of Science Illustrated I had not known to whom I might direct such a report.

Sitting in the cockpit of an airplane for hours at night a pilot sees many meteors fall; but on this night I saw one fall which I have not forgotten because of the unusual nature of the fall.

Our position was approximately midway between Brest and Paris; more exactly, I would estimate between 65 and 70 nautical miles due south of Cherbourg. As I recall now, the time was about 23:00 G. M. T. on Jan. 18, 1946. I was alone in the cockpit of a C-54 type plane at 7,000 ft. altitude, above broken clouds whose tops ranged between 4, 00 - and 5,000 ft. The sky was crystal clear. We were flying in the direction of Paris.

The meteor first appeared to me at an altitude of about 35° above the horizon. It fell (apparently) from the north at an angle of perhaps 20° or 25° from the vertical. It did not explode. Its intense brilliance persisted until it met the horizon at a point bearing 85° to 90° true from our position. This would put its point of contact with the earth somewhere on a line between Brest and Kiev (roughly). A split second after disappearing at the horizon, the meteorite reappeared above the horizon, describing a tiny hyperbola of perhaps 1° altitude and fell again from sight. The reappearance of the meteorite was like a ricochet or rebound. The elapsed time of the fall and reappearance was perhaps 2 or 3 seconds.

My log book also shows night flights over this route on Feb 12, 1946, March 22, 1946; and May 19, 1946; but I feel about 95° certain that the incident occurred on the night of January 18th., 1946. Otherwise the account is accurate to the best of my knowledge and memory.

I should be interested to hear if you have knowledge of a meteorite having fallen at the time and in a location which may fit the account I have given. Also, please let me know if I may be of further service to you [illegible] meteoritics.

Yours truly,

[redacted]

(See attached comments by Dr Lincoln LaPaz, Director, Institute of Meteoritics, Univ. of N. M.

EXTRACTS
FROM
Letter Directed to Dr H. E. Landsberg
from

Dr Lincoln LaPaz, Director
Institute of Meterotics
University of New Mexico
January 12, 1949

In my opinion, [redacted] observation (which, as the first paragraph of his letter indicates, reached me only through his chance reading of my article in Science Illustrated) is of the utmost significance. What he observed was certainly not a "bouncing meteroite." A much more reasonable interpretation of his observation is that he saw a luminous object following a wave-like path (somewhat analogous to the real path of the Los Alamos fireball of 1948, December 20 8^h 54^m PM), the point from which [redacted] observed being situated very nearly in the plane of the trajectory of the luminous object and the direction of motion of this object being almost directly away from [redacted], so that the observed angular altitude of the first crest on the wave-like path was quite large (at least 13°) while the observed angular altitude for the second, more distant, crest was only about 1°.

In view of the fact that [redacted] important observation came to attention only by accident, it seems to me that immediate steps should be taken to interrogate all former and present ATC pilots (especially all pilots now flying in Germany or elsewhere in Europe) in order to determine whether additional observations similar to that made by [redacted] have been made. Would it not be possible to require all pilots and co-pilots to report in detail on any fire-balls they may observe which they have any reason to believe are definitely or possibly non-meteoritic?

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FROM
Letter Directed to Dr H. E. Landsberg
from

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[redacted]
Hacksville, N. Y.
Jan 4, 1949

Dr Lincoln LaPaz
Univ. New Mexico
Albuquerque, N. Mex.

Dear Sir,

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I should be interested to hear if you have knowledge of a meteorite having fallen at the time and in a location which may fit the account I have given. Also, please let me know if I may be of further service to the Institute of Meteoritics.

Yours truly,

[redacted]

The attached comment by [redacted]
LaPaz, Director, Institute of Meteoritics, Univ. of N. M.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 160, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident 128

DATE OF INFO 8 May 1946

[illegible] Middleport, Ohio

[illegible] Civilian

DATE INSTALLATION

COLOR Phosphorescent

[illegible] Percent Amount of Speed

[illegible]

[illegible]

TYPE OF OBSERVATION Ground

[illegible]

[illegible] Night

[illegible] Ground

[illegible] Diameter from Ground

[illegible] 90°

[illegible] General

[illegible]

[illegible] HISTORY

[illegible] Form [illegible]

[redacted]

UNCLASSIFIED

Incident #128 -- Hobson, Ohio -- 8 May 1948

Once again, the report given is entirely inadequate for a conclusion. However, astronomical origin of the object or objects observed seems very improbable.

The phenomenon described resembles the observation of an airplane beacon or search light reflecting against an overcast. This would certainly be periodic, appear phosphorescent, travel at great speed, and be oval in shape. Such interpretation would dismiss the occasional bursting and disintegrating as a subjective impression. -- However, weather conditions are not stated.

UNCLASSIFIED

[redacted]

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[illegible]

[illegible]: 1700

[illegible]: Graf Zeppelin

[illegible]: Slightly smaller than Graf Zeppelin

[illegible]: 150° to 250°

[illegible]: 1

[illegible]

[illegible]: 12 [illegible]

[illegible]: Halfway between Westfield & Elcro, Ind.

[illegible]: Private Pilot

[illegible]

[illegible]: Bright Finish

[illegible]: [illegible] than Airliner

[illegible]

TYPE OF OBSERVATION: Aerial

[illegible]

[illegible] ATIC Form 3[illegible]

[illegible]

INSOFF DATA

7-3712-7

Incident # 130

ATIC NO. —	DATE OF [illegible] 17 May 1[illegible]
AF NO. —	LOCATION Bet. [illegible] Mile City, Montana
[illegible] NO. —	SOURCE [illegible] Civilian
DATE OF [illegible] —	DATE [illegible] ATIC —
TIME OF [illegible] Night	COLOR White
[illegible]	[illegible] Twice that of [illegible] Airline Planes
SIZE Fairly Large Compared with A/C	[illegible] —
COURSE [illegible], slightly South, then West	LENGTH OF [illegible] 20 Minutes
NO. [illegible] 1	TYPE OF [illegible] Ground
SOUND —	MANEUVERS Performed Arc.
PHOTOS — SKETCHES —	REMARKS: Map showing location of object.

Temporary ATIC Form 3[illegible]
([illegible])

[redacted]

[redacted]

Incident #130 -- Plevna, Montana -- 17 May 1948

If the report is to be taken at face value, then no astronomical explanation of this incident is possible.

However, in seeking even a remote logical explanation for the incident, the present investigator is impressed with the fact that on this very night, May 17, Venus was at its greatest brilliancy, with a magnitude of -4.2, or about 100 times brighter than a first magnitude star. It would have appeared that night as an intensely bright light in the northwest.

[redacted]

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 38, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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Incident # 1[illegible]

2/[illegible]

ATTEND [illegible]

AFTER [illegible]

[illegible] NO. [illegible]

[illegible]

[illegible]

[illegible] well rounded Contours

[illegible]

[illegible]

[illegible] 3 at first - 2 later

SKETCHED [illegible]

[illegible] Form 3[illegible]

[illegible] Ich.

[illegible] Officer

DATE IN [illegible]

[illegible] Silvery-Golden Hue

[illegible] Well over 5[illegible]

[illegible] 7,5 [illegible]

[illegible] 1[illegible]-15 [illegible] conds

[illegible] Aerial

[illegible] Executed abrupt turns, flew in line of stern stepped up

[illegible]

[redacted]

UNCLASSIFIED

Incident #134, 134a -- Monroe, Michigan -- 28 May 1948

There is no direct astronomical explanation for this incident.

This investigator wishes to call attention to the fact that the objects observed were seen at essentially the same level as the lower cloud stratum and that there was a high overcast. Could it be that these officers saw successive shafts of sunlight, through breaks in the high overcast, illuminating small portions of the lower cloud stratum? Apparent speed of the objects could then have been a combination of the relative velocity of the C-47 and the projected motion of the break in the overcast.

UNCLASSIFIED

[redacted]

Incident No. 14 -- 23 May 1948, 1500 Hours, Monroe, Michigan. One passenger in a C-47 at 8000 ft observed three disc-like objects and later two more (another observer saw only the two). The objects appeared to descend from above, level off at altitude of C-47 and travel in the opposite direction at great speed. They left no trail, were disc shaped and were "silvery-gold" or "shiny brass" in color. One observer said they were 300-400 feet across with well rounded contours, the other said they were four feet in size. The first observer later said all had a hazy or fuzzy outline. There was an overcast at 15,000 feet and a thin, broken stratus layer at 8000 feet, the level of the aircraft.

ATIC Opinion: Dr. Hynek suggests these individuals could have seen successive flashes of sunlight through breaks in the high overcast illuminating portions of the lower cloud stratum. Apparent speed could be a combination of projected motion of the break in the overcast and the velocity of the C-47. This explanation partially fits the contradictory evidence.

28 May 48

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

Air Materiel Command Aero-Medical Laboratory [illegible]

212 Incidents considered)

There are sufficient psychological explanations for the [illegible] unidentified flying objects to provide plausible explanations [illegible] ports not otherwise explainable. These errors in identifying [illegible] stimuli result chiefly from inability to estimate speed, distance, [illegible] size.

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

[illegible]

Project Grudge

[illegible] of AMC Evaluation of Remaining Reports

VII. [illegible] of AMC Evaluation of Remaining Reports

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

[illegible]

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generalize [illegible] character of observers, but each case has undesirable elements, [illegible] not be disregarded. The [illegible] designation is merely the [illegible] of the incident in the [illegible]

[illegible] 17, 21, 2[illegible] 35, 37, 40, 51, [illegible], 62, [illegible], [illegible], 71, 75, 76, 77, 7[illegible]

111, 122, 134, 13[illegible], 151, 152, 154, 162, 163, 1[illegible], 183, 186, 193, 207, [illegible]

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[illegible] 12

ATIC NO. ---

AP NO. ---

[illegible] ---

DATE [illegible] ---

TIME OF [illegible] 1320 3/18202

SHAPE Colong

[illegible] As large as Arm [illegible] Ft. Long

COURSE 20°

NO. IN [illegible] 1

[illegible] ---

[illegible] ---

[illegible] ---

DATE OF [illegible] 31 [illegible] 1[illegible]

[illegible] [illegible]lm[illegible]ton, [illegible] C.

SOURCE [illegible]ale [illegible]lian

DATE IN [illegible] ATIC ---

COLOR ---

[illegible] Fast

ALTITUDE [illegible]fully [illegible]

[illegible] ---

TYPE OF [illegible] Ground

[illegible] ---

Joseph Oxton

Temporary ATIC Form 3[illegible]
([illegible] 5[illegible])

[redacted]

UNCLASSIFIED

Incident #129 -- Wilmington, North Carolina -- 31 May 1948

Evidence in this incident is contradictory, especially concerning tactics, but from the meager description and the fact that the object emitted smoke and travelled at a high speed, the possibility of its having been a meteor is not ruled out. Apparent oblong shape might have arisen from persistence of vision of a rapidly travelling bright object.

Is there a government testing field for guided missiles near by?

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 129

1. Date 31 May 1948
2. Time 1320
3. Location Wilmington, North Carolina, 34° 14' N, 77° 57' W
4. Name of observer Mrs. [redacted]
5. Occupation of observer W/S
6. Address of observer [redacted]
7. Place of observation Ground
8. Number of objects One
9. Distance of object from observer W/S
10. Time in sight W/S
11. Altitude Awfully high
12. Speed Fast
13. Direction of flight 90°
14. Tactics None
15. Sound W/S
16. Size As large as an arm, and about 3 feet long
17. Color W/S
18. Shape Oblong
19. Odor detected W/S
20. Apparent construction W/S
21. Exhaust trails Emitted smoke
22. Weather conditions W/S
23. Effect on clouds W/S
24. Sketches or photographs None
25. Manner of disappearance
26. Remarks: Mysterious sky object was observed by Mrs. [redacted] her sister Mrs. [redacted] and Mrs. [redacted] It came at first at a fast

speed from the direction of Bluethenthal Field at 1:20 p.m., over the Cape Fear River, then veered at a low speed back towards Wrightsville, a little to the west.

The local office of the Civil Aeronautics administration discredited a supposition by Bluethenthal Field's station manager [redacted], that object could have been a P-80 plane in flight. The CAA said there was no such plane in the sky there at the time.

[redacted]D

UNCLASSIFIED

AJACI-9

3 June 1948

SUBJECT: Unconventional Aircraft

TO : COMGENAMC
Wright-Patterson AFB
Dayton, Ohio

ATTN: MCI (Control No. A-1917)

Inclosed is report supporting TWX, this headquarters, dated 3 June 1948.

FOR THE COMMANDING GENERAL:

1 Incl:
Report (newspaper clipping)

WALTER A. BUCK
Colonel, GSC
AC of S, G-2

UNCLASSIFIED

[redacted]

The Charlotte Observer
Charlotte, N. C.
1 June 1948

MYSTERIOUS FLYING BODY IS SEEN AT WILMINGTON

WILMINGTON, May 31 - Wilmington residents today reported another mystery sky object, but it was not another flying saucer. An object which emitted smoke, was about as "Big as your arm and about three feet long" which traveled at an "awfully high altitude, and at first at a fast speed, came from the direction of Bluethenthal field at 1:20 p. m. over the Cape Fear River, then veered at a low speed back towards Brightsville, a little to the west," Mrs. H. D. Alspach, who lives at 709 South Sixth Street, said

Mrs. Alspach said that her sister who lives near, called her to look at the strange object. Mrs. Charles Colvin is the sister and is said to have seen the object first. Mrs. H. D. Hufham, another neighbor said she saw it too.

The local officesof the Civil Aeronautics administration discredited a supposition by Bluethental field's station manager James Holomon, that it "could have been a P-80 plane in flight." The CAA said there wasno such plane in the sky here at the time.

RESC A [illegible] N.C.I.C.

EUA2[illegible]

E[illegible]A19[illegible] [illegible] 3 [illegible] 25

PP LEDLY

FM [illegible] E C53A/CG THIRD AR[illegible] FORT MCPHERSON [illegible] 3123[illegible]Z

TO CO[illegible] C [illegible] WRIG[illegible] [illegible]ERSON [illegible] OHIO

UNCLASSIFIED

[illegible] GRNC

/R [redacted] TT[illegible] [illegible]CI [illegible] TO DIRECTOR OF I[illegible]TELLIGE[illegible]

GSUS. CO[illegible]TROL NO [illegible]-1917 PD A [illegible]EWSP[illegible] CLIPI[illegible]G D[illegible] LINE WILMI[illegible]

N C [illegible] Y [illegible] ONE FRO[illegible] THE CHARLOTTE OBSERVER CHARLOTTE [illegible] C [illegible]

JUNE CONT[illegible]INED INFOR[illegible]ION QUOTE OF A MYSTERY SKY [illegible]JECT [illegible]

FLYING [illegible] S[illegible]CER PD AN OBJECT WHICH E[illegible]ITTED SMOKE [illegible] BOUT AS

BIG [illegible]S YOUR ARM AND [illegible]BOUT THRE[illegible] FEET LONG CMA [illegible]ICH TR[illegible]VELLED [illegible]T

AWFULLY HIGH ALTITUD[illegible] [illegible] AT FIRST [illegible] FIST SP[illegible] [illegible] CAME FROM [illegible]

DIREC[illegible]IO[illegible] OF BLUET[illegible] FIELD [illegible] [illegible] [illegible] [illegible] CAME FEAR [illegible]

CMA THEN VEERED AT [illegible]OW SPEED BACK TOWARDS WRIG[illegible]SVILLE CMA A LI[illegible]

TO THE WEST UNQUOTE [illegible] [illegible] [redacted] WHO LIVES [illegible] [redacted]

[redacted] WILMINGTON PD OTHER WITNESSESCL[illegible] [illegible] [redacted]

MRS [redacted] CMA [illegible] [illegible]RESSES [illegible] LOCAL OFFICES OF [illegible] CIVIL

AERON[illegible]ICS ADMINISTR[illegible] DISCREDIT[illegible] [illegible] S PPOSITION [illegible]

FIELDS [illegible] [illegible] [redacted] T[illegible] T IT QUOTE CO[illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[redacted]

UNCLASSIFIED

[illegible] 9 P-[illegible]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
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3. Non-astronomical, with no explanation evident

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

AF [illegible]-33 (20 May 44)

HEADQUARTE JNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

[redacted]

TALLY NO.	
FILE NO.	

SUBJECT: Flying Object Reported

TO: Air Technical Intelligence Center
Wright Patterson AFB, Dayton, Ohio

DATE JUN 18 1953

COMMENT NO. 1

FROM: Processing Branch, Dissemination Control
Division, Directorate of Intelligence

Maj Dunken/jd/78992
AFOIN-1B1

The attached correspondence is forwarded for your information and necessary action.

Allen G. Dunken

ALLEN G. DUNKEN
Major, USAF
Directorate of Intelligence

1 Incl
[redacted]
Moberly, Missouri, dtd 5 Jun 53

Cat IV -53
Poss Astro

PAGE _____

U. S. GOVERNMENT PRINTING OFFICE 1951—O-972582 16—64289-3

Moberly, Mo
June 5 - 53

The U.S. air Force
Washington, D.C.

Gentlemen;

Speaking of flying saucers. I ~~happened~~ happened to be ~~[illegible]~~ for sighted and by accident I happened to look up in the far blue sky over head just off at an angle and the plane below is what I saw. The ship was making such speed I tried to show it to Mrs [redacted] across a narrow st between us and it was of course nearly out of site when she saw ~~[illegible]~~ the rear end look like a big cob web ball to her & she said that isn't a thing but big balls of cob webs that blow at this time of year of course I didnt argue with her. but as sure as I'm living This was in late summer of 1948 it was traveling over moberly from north west to south east.

Can you figure this one out?

Yours truly

[redacted]

10 on 12 ft [illegible] Dia

[illegible] with shy or [illegible]

[illegible]

[illegible]

[illegible]

[illegible] most of these stores sound - Phony!
but mister seeing as plain as I did this was no jade

[redacted]

ATIC NO. -----

AF NO. -----

REPORT NO. -----

DATE OF REPORT -----

TIME OF SIGHTING During night

SHAPE large disks

SIZE -----

COURSE -----

NO. IN GROUP -----

MOUND -----

PHOTOS ----- SKETCHES -----

DATE OF FIRST Summer 1948

LOCATION Bedford, Va

SOURCE Female civilian

DATE IN TO ATIC -----

COLOR bright light

SPEED -----

ALTITUDE -----

LENGTH OF TIME OBSERVED -----

TYPE OF OBSERVATION ground

MANEUVERS revolving

INSUFF DATA

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

7-3712-7

DAILY NEWS, FRI[illegible], MAY 5, 1950 • 8

Pitching Horseshoes

By BILLY ROSE

The Saucer That Cheers

At the risk of being laughed out of court and countenance, I'd like to report that I've seen flying saucers.

It happened on a clear and moonminus night two Summers ago in Newtown, Conn., on the lawn of the home belonging to Paul Osborne, the playwright. Among my fellow oglers were Paul and his wife, director Josh Logan and his missus, and author John Hersey and his. What's more, none of us was in his cups the night we watched the flying saucery.

The show began about 10 P. M. while we were sitting outdoors, enjoying and shooting the breeze, and the first thing we noticed were several searchlights some miles away poking their yellow fingers into the sky. A few minutes later, three bits of celestial chinaware skittered into view, and from then until midnight they skipped and scampered above our bewildered heads.

As nearly as I could judge, these whatzises were at least 200 feet in diameter and were flying at an altitude of from 3,000 to 5,000 feet. Their edges gave off a ghostly glow, very much like blue neon tubing seen through a heavy fog.

When the searchlights finally cut off and the discs got lost in the stars, we put what was left of our heads together and decided that what we had witnessed must have been some kind of hush-hush military exercise. We also decided that, if we didn't want a butterfly net slipped over our heads, it would be smart to keep our lips zipped about the whole thing

How come, then, that with my bare face hanging out in print, I'm spilling the story now? Well until recently the talk about the persnickety pancakes has been more loose than lucid — according to some writers, they were manned by Martians two inches tall; according to others, by Russians two droshkies wide.

Recently, however, documentation has begun to replace delirium, and it's becoming evident that the overgrown manhole covers are not only real, but, despite all denials, one of the top-secret weapons of our own Navy and Air Force.

The most convincing testimony was offered April 3 by Henry J. Taylor on a General Motors broadcast over the ABC network. Taylor, after trekking all around the country and talking to people who had seen, touched and even flown these credulity-cracking craft, made the following flat and unfrivolous statement about them:

One type of saucer is the "true" disc, which ranges anywhere from 20 inches to 200 feet in diameter, is unmanned and generally guided by some form of remote control. The other is a jet-driven platter which carries a crew and is capable of such supersonic speeds that in flight is looks like a hundred-foot flaming cigar.

Furthermore, according to Henry J., a true disc was actually photographed near Wildwood, N. J., another was found in the vicinity of Galveston, Tex., and stenciled on its surface was the following:

MILITARY SECRET OF THE UNITED STATES OF AMERICA

ANYONE DAMAGING OR REVEALING DESCRIPTION OR WHEREABOUTS OF THIS MISSILE IS SUBJECT TO PROSECUTION BY THE UNITED STATES GOVERNMENT CALL COLLECT AT ONCE. (Then a long distance telephone number, and the address of a U. S. Air Base, and finally the words on the "saucer" in big, black letters. NON-EXPLOSIVE.)

"I know what these so-called flying saucers are used for," Taylor concluded. "When the military authorities are ready to release the information it will be a joy to tell you the whole story, for it is good news—wonderful news."

Well, I don't know what the saucers are for, but on the basis of this and other reports—plus the evidence of my own bug-eyes—I'm convicted they exist and, praise the Lord and pass the ammunition, are ours. Moscow papers, please copy.

As you may remember, I wrote a column last week about the bureaucratic blabbermouths in our [illegible] capital who, at the drop of [illegible] quirt blurt out top military secrets to anyone who will listen. Well, I'm plenty happy to learn that—at least as regards one weapon—there are some folks in Washington who not only know their beans but can keep from spilling them.

(Copyright, 1950, by Billy Rose)
(Distributed by The Bell Syndicate, Inc.)

(Read Billy Rose every Monday, Wednesday and Friday in The News.)

[illegible] News
[illegible] 1950

[illegible]
Connecticut
Summer 1948

([illegible])

ATIC NO. ---

AF NO. ---

[illegible] ---

DATE OF [illegible] ---

[illegible] ---

[illegible] ---

[illegible] ---

[illegible] ---

NO. [illegible] ---

[illegible] ---

[illegible] ---

SKETCH [illegible] ---

DATE OF INFO June 1948

✓ [illegible] Galveston, Texas

SOURCE [illegible] Civilian

DATE IN [illegible] ATIC ---

[illegible] ---

[illegible] ---

ATTITUDE ---

[illegible] ---

TYPE OF OBSERVATION ---

MANEUVERS ---

REMARK : Proved to be hoax

[illegible] ary ATIC Form 3[illegible]
([illegible])

[redacted]
Beaumont, Texas
March 4, 1948

Gentleman

I have just finished reading an article in the Saturday Evening Post entitled, "What You Can Believe about Flying Saucers". I am a sane young man, 18, and I still don't believe what I saw last sum[illegible] [illegible] Beach (a summer village resort on the road to Galveston Texas) I have never repeated this [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] night

Incl. #1

59

It was very late, round six night, when I went out for a quick swim. The beach was deserted, except for a few lights in the nearby cabins. As I neared the water I heard a loud roaring noise and when I quickly looked back over my shoulder I saw this object sailing over the telephone poles which run by the highway. It came estimated at a twelve, or thirteen foot speed and about the same height.

[illegible]

Top view

This is about all of the information that I could supply you. But I still don't believe what I saw.

Sincerely yours

[redacted]

Beaumont, Texas

[redacted]

down and crashed and sunk
into the water about a 100 yds.
offshore. I was very curious
and swam out a little ways
off-shore and I saw oil
floating on the water. If I re-
member correctly there was a distinct
odor of kerosene or burnt cooking
fat. I am a model plane
builder and I have seen in nature
jet engines, fashioned after the one.
that was attached to the "Buzz-bomb"
that was used on Enford in the
[illegible] found [illegible]
[illegible] evidence [illegible]
[illegible]
[illegible]

[redacted]

UNCLASSIFIED

Project "Grudge"

5D CSI
ATTN: Mr. [redacted] NCIAKS 13 May 49 1

1. It is requested that your office initiate an investigation of the sighting and apparent crash of an unidentified flying object as reported by inclosed letter.

1 Incl:
Ltr, 3/4/48, fr [redacted]

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

CNT/amc
6-6398
Bldg 263
Post 218-B

UNCLASSIFIED

[redacted]

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

REPORT OF INVESTIGATION

FILE NO. 5D 24-21L	DATE 17 May 1949
REPORT MADE BY PHILIP F. HOOKER emb	
REPORT MADE AT DO #5, W/P AFB, Dayton, Ohio	
PERIOD 16 May 1949	
OFFICE OF ORIGIN DO #5, W/P AFB, Dayton, Ohio	
STATUS PENDING	

TITLE

PROJECT "GRUDGE"
Incident, Gilchrist Beach,
Galveston, Texas

UNCLASSIFIED

CHARACTER

SPECIAL INQUIRY

REFERENCE

NONE. This is an initial report

SYNOPSIS

Investigation requested by Chief, Technical Intelligence Division, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. Information received reflects that Mr. [redacted], [redacted] Beaumont, Texas released information on 4 March 1949 that sailing objects were observed over Gilchrist Beach, Galveston, Texas.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION

	(Incl)
CG, AMC (MCIAXS)	2
Hq OSI (Incl)	2
DO #10 (Incl)	2
File (Incl)	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXS

UNCLASSIFIED

APPROVED

[signature]
Acting District Commander.

FILE STAMP

UNCLASSIFIED

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Ju[redacted]

16—57714-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

UNCLASSIFIED

5D 24-21L
PROJECT "GRUDGE"

DETAILS:

1. This investigation is predicated upon receipt of a Routing and Record Sheet, dated 13 May 1949 from W. R. CLINGERMAN, Colonel, Chief, Technical Intelligence Division (MCIAXS), Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, who received information hereinafter set forth regarding the sighting of alleged flying objects in the vicinity of Gilchrist Beach, Galveston, Texas in June 1948. This information was received by letter dated 4 March 1949 from Mr. [redacted], Beaumont, Texas.

2. Information received indicates that the observer, while swimming at Gilchrist Beach, Galveston, Texas, heard a roaring noise and saw sailing object over telephone poles which ran by the highway which spanned approximately twelve or thirteen feet and about the same size in length. This sailing object descended toward the water at about a forty mile an hour speed.

INCLOSURE:

Photostatic copy of letter dated 4 March 1949 from Mr. [redacted] (without drawings).

P E N D I N G

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

5D 24-21L
PROJECT "GRUDGE"

UNDEVELOPED LEADS

DISTRICT OFFICE #10, KELLY AFB

AT BEAUMONT, TEXAS

1. Will interview Mr. [redacted], Beaumont, Texas and any other person or persons having knowledge of this incident using the inclosed letter as reference.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

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

ROUTING AND RE[redacted]RD SHEET [redacted] ...nLAND

15

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressee and addresses.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signatures.

...or and typist, telephone ...on to right of signature.

— Separate comments by horizontal lines across page.

SUBJECT Report of Investigation

TO MCIAXS FROM MCEPXS UNCLASSIFIED DATE 25 Jul 49 COMMENT NO. 1

Forwarded herewith for your information.

'49 JUL 25 11:06

1 Incl
Rpt of Investigation

JAMES H. KING
Lt Colonel, USAF
Deputy Air Provost Marshal
Inspector General's Office

GAM/rez
5-0239
P 206S
B 262

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

WF-L-24 OCT 47 1500M

(CONTINUE ON OTHER SIDE)

[redacted] MATERIEL COMMAND

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. [illegible] Place initials of dictator, number and location: July 1949

REPORT MADE BY [illegible]

REPORT MADE AT [illegible], Kelly AFB

PERIOD 6 July 1949

OFFICE OF ORIGIN [illegible], Wright-Patterson AFB

STATUS [illegible]

TITLE

UNCLASSIFIED

[illegible] of "GHOSTS"
Incident, Gilchrist Beach,
Galveston, Texas

CHARACTER

[illegible] IN DIVY

REFERENCE

Report of S/A Philip F. Hooker, [illegible], AFB, 17 May 1949.

SYNOPSIS

This investigation was predicated upon receipt of report of investigation by Special Agent Philip F. Hooker, 5th Col District (IG), Wright Patterson Air Force Base, 17 May 1949, setting forth that alleged flying objects were sighted in the vicinity of Gilchrist Beach, Galveston, Texas in June 1948 by Mr. [redacted], Beaumont, Texas. On 6 July 1949, Mr. [redacted] in a written, signed statement, retracted the statements made by him in a letter to the editor of the Saturday Evening Post, 4 March 1949, wherein he reported that he had observed a flying object in the vicinity of Gilchrist Beach. Mr. [redacted] further stated that his description of the object was partly imaginative and based on articles which he had read of the subject of flying missiles.

DOWNGRADED AT 3 YEAR INTERVALS,
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
TO [illegible] 1 [illegible] 1 File [illegible] 2	COMMANDING [illegible] AIR MATERIEL COMMAND WRIGHT PATTERSON AFB DAYTON OHIO ATTN: MCSAPS	UNCLASSIFIED

APPROVED

[signature]

[illegible], Colonel, [illegible]
DISTRICT COMMANDER

FORM 8
1 1948

[redacted]

[redacted]

File No: 24-44

UNCLASSIFIED

DETAILS

1. This investigation was conducted as a result of a request for undeveloped lead from District Office 75, contained in report of Special Agent Philip F. Hooker, 17 May 1949, setting forth that alleged flying objects were sighted in the vicinity of Gilchrist Beach, Galveston, Texas in June 1948, reported by Mr. [redacted], [illegible], Texas on 4 March 1949.

[illegible] BEAUMONT, TEXAS

2. On 6 July 1949, Mr. [redacted], age eighteen (18), [redacted] Beaumont, Texas, stated that on 3 March 1949 he and several boys of approximately his age but unknown by name, were engaged in playing pin ball machines at a drug store in Beaumont, Texas when one of the group brought to his attention an article in the Saturday Evening Post entitled "What You Can Believe About Flying Saucers". Mr. [redacted] further stated that in order to impress the boys he related a fictitious story of having heard and seen an object similiar to a flying saucer while at Gilchrist Beach in June 1948 and, on a challenge from the boys, wrote a letter to the editor of the Saturday Evening Post wherein he related having seen a flying object, describing and illustrating it from his conception of a flying saucer and from articles he had read in newspapers and magazines. Mr. [redacted] further stated that he did not realize the seriousness of the incident and in a signed, written statement retracted the information reported to the editor of the Saturday Evening Post in his letter of 4 March 1949.

3. Mr. and Mrs. [redacted], parents of [redacted], advised that on several occasions their son had indicated tendencies to relate imaginative stories; further, that they were not aware of the above incident until it was brought to their attention at this time. Mr. and Mrs. [redacted] cited as an example that during this interview their son had related eight versions concerning the flying object, prior to his final admission that he had not seen any such object.

4. The original signed statement referred to in this report was forwarded to 5th OSI District (IG), Wright-Patterson Air Force Base, Dayton, Ohio.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

DOWNGRADED AT [illegible] INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[illegible]

[illegible] statement of Mr. [redacted] [illegible]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

STATEMENT

July 6, 1949

I [redacted] 18, residing at [redacted] Beaumont, Texas, make the following statement voluntary to special agent Frank J. Wasiewicz, a member of the Office of Special Investigation U.S.A.F., without threat, promise or duress. Special Agent Wasiewicz has advised me of my rights that I do not have to make any statement oral or written.

I wish to make the following statement in reference to a letter I wrote on 4 March 1949 to the editor of the Saturday Evening Post, wherein I had stated that around midnight during the early part of June 1948 I had observed an object flying at Gilchrist Beach which resembled a flying saucer, and at this time I want to deny the above mentioned statement and state it is untrue.

On the third of March 1949 several boys of my age brought to my attention an article, "What you can believe about Flying Saucers", in The Saturday Evening Post and I in turn made up this story, purely of my own imagination, and from information that I had learned by reading several articles in regards to flying saucers, as a dare I wrote this letter. While at this beach I had not seen or observed anything that resembled a flying saucer. The diagram and description which I enclosed in my letter to the editor of The Saturday Evening Post where merely copies of diagrams I had seen in other publications.

I hereby state the foregoing statements made and written in this statement consisting of four pages written in my own handwriting are to the best of my knowledge and belief, true and accurate.

"CERTIFIED TRUE COPY"

[signature]

[illegible] S. A. [illegible]
[illegible], USAF

[redacted]
Beaumont, Texas

DOWNGRADED AT [illegible]
DECLASSIFIED [illegible]
DOD DIR 5200.10

STATEMENT

We, [redacted] and [redacted], parents of [redacted] reside at [redacted], Beaumont, Texas. Do hereby state that the forgoing statement consisting of four pages was made in our presence by our son voluntary without threats or promises, and to out knowledge is true and correct.

/s/ [redacted]
/s/ [redacted]

Witnessed by:

Frank J. Kasiewicz
Sp/Agt, OSI
10 O. O.

" CERTIFIED TRUE COPY"

William S. A. Alley

WILLIAM S. A. ALLEY
Captain, USAF

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SPOTTING 2230

SHAPE Approximately Round

SIZE 6"-8" Diameter

COURSE 295° South of Base then 3400 upon reaching end of Scott AFB

NO. IN GROUP 1

MODEL —

[illegible] — SKETCHES —

Temporary ATIC Form 3[illegible]9
([illegible] 5[illegible])

DATE OF INFO 20 June 1948

LOCATION Scott AFB, Ill.

SOURCE USAF Pilot

DATE INTO ATIC —

COLOR White Light

SPEED 1500 MPH [illegible] Measured

ALTITUDE Below 6,000 [illegible] Estimated

LENGTH OF TIME OBSERVED —

TYPE OF OBSERVATION Ground

MANEUVERS Zig-Zag course

JAH (BALLOON)

[illegible]

[redacted]

UNCLASSIFIED

Incident #131 -- Belleville, Illinois -- 20 June 1948

It appears improbable that this incident has an astronomical explanation. If the evidence is correct as given, the object could not have been a fireball. The zig zag course and the relatively slow speed do not fit in with the description of a large meteor. Lack of flare and train also tend to rule out this hypothesis.

The description answers that of a lighted balloon relatively close by.

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 126, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

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

[redacted]

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2300

SHAPE Oval

SIZE - - -

COURSE SW & NE

NO. IN GROUP 3

SOUND - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 29 June 1948

LOCATION Uniontown, Pa.

SOURCE Civilians

DATE IN TO ATIC - - -

COLOR luminous

SPEED fast

ALTITUDE 5000'

LENGTH OF TIME OBSERVED 10 sec.

TYPE OF OBSERVATION Ground

MANEUVERS - - -

REMARKS: Had trail of light about a yard long.

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #164, a, b -- Uniontown, Pennsylvania -- 29 June 1948

There is no astronomical explanation for this incident. Its occurrence at the time of a thunderstorm suggests that the report might be referred to an expert on ball lightning to see whether this might be a possible explanation.

Another possibility is that the observers saw a beacon searchlight projected against clouds, although if this were the case, it should have continued visible at regular intervals.

UNCLASSIFIED

[redacted]

Witness saw a luminous, oval-shaped object flying at an altitude of approx 5,000 ft which was traveling beneath the base of some cloud from southwest to northeast across the sky. The weather was stormy and cloudy and as a second object flew across the sky a flash of lightning could be seen thru it. It seemed to be transparent. The objects(3) traveled very fast and seemed to just disappear within 10 seconds. The ob appeared at approximately five minute intervals. There was no odor or sound ff from them. However, a trail of light about a yard long was observed. The objects rolled vertically on their edges and appeared to b spinning an end across the sky. Witnesses lost sight of the objects as neighboring houses obstructed their view.

Witnesses: Mrs. [redacted]
Police [redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 194

1. Date 29th June
2. Time 11 P. M.
3. Location Uniontown, Pa.
4. Name of observer Mrs. [redacted]
5. Occupation of observer N/S ~~widow~~ widow
6. Address of observer [redacted] Uniontown
7. Place of observation Uniontown, Pa. - Observer's front porch
8. Number of objects three - one at a time
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 5000 ft
12. Speed Very fast
13. Direction of flight NE
14. Tactics spinning vertically on edge
15. Sound none
16. Size N/S
17. Color luminous
18. Shape oval
19. Odor detected None
20. Apparent construction N/S - transparent
21. Exhaust trails trail of light about 1 yard long
22. Weather conditions stormy and cloudy
23. Effect on clouds N/S - flew across sky beneath base of clouds - lightning could be seen thru it.
24. Sketches or photographs vague sketch -
25. Manner of disappearance lost sight of - obstructed by neighboring houses

(over

At approximately 11 P. M. on the 29th of June [redacted] saw a luminous oval-shaped object similar to a meat platter rolling along on its edge. It appeared to be going very fast since it disappeared in about 5 to 10 seconds. It was without sound or odor but seemed to have a tail which extended about a yard or so. Five minutes later, witness saw a second object and after another five-minute interval a third object was observed. They appeared in the Southwest and flew to the Northeast. The weather was cloudy with lightning and rolling thunder. The objects flew over the Oakland St. Area or just to the side of it (East of Oakland St.) They traveled about 1,000 ft and then disappeared behind the houses across the street from the witnesses.

Witnesses: Mrs. [redacted]
Police Sergeant [redacted] & daughter

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #164 A

1. Date 29 June 48
2. Time 2300
3. Location Uniontown, Pa.
4. Name of observer Mrs. [redacted] et al
5. Occupation of observer Housewife
6. Address of observer [redacted], Uniontown, Pa.
7. Place of observation [redacted] Uniontown (home of Mrs. [redacted])
8. Number of objects 3 - one at a time
9. Distance of object from observer N/S
10. Time in sight 10 seconds
11. Altitude N/S
12. Speed very fast
13. Direction of flight from Southwest to Northeast
14. Tactics rolled along on its edge
15. Sound ~~N/S~~ No sound
16. Size "platter"
17. Color luminous
18. Shape oval
19. Odor detected ~~N/S~~ None
20. Apparent construction N/S - luminous
21. Exhaust trails a tail of about a yard in length
22. Weather conditions cloudy with lightning and rolling thunder
23. Effect on clouds N/S
24. Sketches or photographs None
25. [redacted] View obstructed by neighboring houses
26. Remarks: (over)

[redacted]

On the night of 29th June at about ~~11:11~~ 11:00 P. M., witness saw an object that resembled a half of a large meat platter which appeared over ~~in~~ the west end of the city at Oakland Ave & West Main St., Uniontown, Pa. It seemed to be at a height of about 6,000 ft and sailed in a straight line of about 8 or 900 feet in about 5 to 7 seconds. No sound was heard and the object ~~emitted~~ emitted no rays. It was traveling in a northeastly direction.

Witnesses: Mrs. [redacted]
Mrs.
Sgt [redacted] daughter

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 164b

UNCLASSIFIED

1. Date 29 June 48
2. Time 2300 - 11:00 P. M.
3. Location Uniontown, Pa.
4. Name of observer Sgt [redacted] & daughter
5. Occupation of observer Uniontown Police Dept.
6. Address of observer [redacted]., Uniontown
7. Place of observation from front porch of [redacted] Uniontown.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 5 - 7 seconds
11. Altitude 6,000 ft
12. Speed 100 MPH
13. Direction of flight NE - sighted in west
14. Tactics straight & level
15. Sound none
16. Size half of a large meat platter (1-1/2')
17. Color N/S luminous
18. Shape semi-circular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions partly cloudy
23. Effect on clouds N/S
24. Sketches or photographs none
25. [illegible] N/S
26. Remarks: (over)

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

MCIAXO-3

MCIAC-3/AAL/mr

Project "SIGN"

Commanding Officer
[redacted]th Air Force Base Unit (AF)
Greater Pittsburgh Airport
Coraopolis, Pennsylvania
ATTENTION: Intelligence Officer

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Defense Command units by [redacted] in letter dated 6 February 1948.

2. Attention is invited to the enclosed news clipping of the Pittsburgh Post-Gazette stating that several individuals have sighted unidentified aerial phenomena.

3. It is requested your office interview these individuals and obtain signed graphic statements as to the anomalies observed. It is further requested that the observers indicate the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses (if any), photographs or sketches, construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor, effect on clouds, diagram of flight pattern (if any), whether luminous or incandescent or if the object(s) appeared to be carrying lights.

4. It is further requested that Mr. Pat O'Neill of the Pittsburgh Post-Gazette be interviewed to procure the name, address, and any other information concerning the "Coast Guard Aviator" mentioned in the inclosure. Care should be exercised in the interview of Mr. [redacted] in order to avoid further publicity in this matter.

5. In connection with this investigation, request that

a. Local teletype sequence of weather conditions and the [redacted] report at the time of the sighting(s) be obtained.

[redacted]

[redacted]

AMC
Subj: Project "SIGN"

UNCLASSIFIED

b. Local flight schedules of commercial and military aircraft flying in the vicinity at the time be checked.

c. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations, or any other, in the vicinity, be investigated.

6. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential."

7. All material will be forwarded directly to Commanding General, Hq, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

1 Incl
Newsp Clipping

H. M. McCOY
Colonel, USAF
Chief of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASSIFIED

28 August 1948

SUBJECT: Project "SIGN"

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

1. Reference "Confidential" letter, your Headquarters, MCIAC-3, dated 16 August 1948, subject as above, the following Investigation Report is submitted herein.

2. On 27 August 1948, Mr. Pat O'Neill, Staff Writer for the Pittsburgh Post-Gazette, Pittsburgh, Pennsylvania, was interviewed. The informant supplied the name of the Correspondent Reporter who obtained the facts from the named witnesses. Mr. (Dad) Albright, Court Reporter for the Herald-Standard, Uniontown, Pennsylvania, and Correspondent Reporter for the Pittsburgh Post-Gazette, was not available for interview. The informant also supplied the name of the "Coast Guard Aviator" as being Mr. [redacted], who had photographed an unidentified aerial phenomenon near Seattle, Washington. Further information concerning the Coast Guardsman not available. Mr. O'Neill was quite concerned in the fact that the U.S.A.F. was investigating this matter. The informant was requested not to publicize any information relative to this Investigation. The informant's response to this request was, "Lieutenant, you can tell your boss that I was discharged in 1945, I did not sign up in the Reserves, and I am a newspaperman." Your attention is invited to (Exhibit I), extracted from the morning edition of the Pittsburgh Post-Gazette, 28 August 1948.

3. On 27 August 1948, Mr. [redacted], U.S. Weather Bureau, at Pittsburgh Allegheny County Airport, was interviewed. The informant supplied the name of [redacted], U.S., who is a cooperative weather observer residing at 49 Dyer Drive, Uniontown, Pennsylvania.

4. On [redacted] August 1948, [redacted], U.S., the above-mentioned weather observer, was interviewed. The informant supplied weather data contained in Exhibit II.

DOWNGRADED

[redacted]

SUBJ: Project "IGN"

UNCLASSIFIED

28 August 1948

164 5. On 27 August 1948, Sergeant [redacted] Uniontown Police Department, residing at [redacted], Uniontown, Pennsylvania, was interviewed. The informant supplied the following signed statement, the original of which is marked (Exhibit III).

a. Uniontown, Pa., 8-27-48. "To whom it may concern: On the night of June 29th about 11:30 P.M. I noticed an object in flight that resembled a half of a large meat platter. This object appeared in the west end of the city at Oakland Avenue and West Main Street. Seemed to be at a height of about 6000 feet and sailed on a straight line of about 8 or 9 hundred feet in about 5 to 7 seconds. This object was illuminated. Weather conditions partly cloudy. Mrs. Hollar a neighbor called my attention to the object as she and Mrs. McDonald had saw two previous to the one I saw. There was no sound no rays connected to the object. It was flying North East. Signed: [redacted] and Daughter [redacted]."

164 6. On 27 August 1948, Mrs. [redacted] housewife, and widow of the late [redacted], residing at [redacted] Uniontown, Pennsylvania, was interviewed. The informant supplied the following signed statement, the original of which is marked (Exhibit IV).

a. "To whom it may concern: On the night of 29 June 1948 at Eleven P.M., I was sitting on my front porch when suddenly I noticed a very peculiar sight. At around 5,000 Feet I saw a luminus oval shaped object flying through the air. It was travelling very fast and seemed to just disappear within ten seconds. I called Mrs. [redacted] attention to it. We saw three of the same objects at approximately five minute intervals. After seeing the second one we called it to Police Sergeant [redacted] and Daughter [redacted] attention. They saw the third one. It was a very beautiful sight. As the second one flew across the sky a flash of lightning could be seen through the object. It seemed to be transparent. I would say the weather at that time was stormy and cloudy. But, the object was beneath the base of the clouds. There was no odor or sound from it. However, it had a trail of light about a yard long attached to it. It rolled vertically on its edge not flat. Looked something like this:" (See Exhibit IV). "Spinning on end across the sky. Travelled from Southwest to Northeast. I saw it disappear behind the houses across the street from where I was sitting. - Signed Mrs. Catherine McDonald."

7. On 27 August 1948, [redacted] housewife, residing at [redacted] Uniontown, Pennsylvania, was interviewed. The informant supplied the following signed

[redacted]

CUNJ: Project "SIGN" UNCLASSIFIED 8 August 1948

statement, the original of which is marked (Exhibit V).

a. "To whom it may concern: At approximately eleven P.M. on the twenty-ninth of June of this year Mrs. [redacted] called my attention to a luminus flying object sailing through the air. I was just walking up the steps to her porch, paying her a visit. I saw exactly the same thing Mrs. [redacted] saw. A very pretty sight it was. Looked like an oval shaped platter rolling along on its edge. It must have been going very fast because it disappeared almost five to ten seconds from the time I first noticed it. It was without sound or odor but it seemed to have a tail on it about a yard or so in length. Looked like a luminus plate or meat platter. I saw all 3 of them at five minute intervals. Sergeant [redacted] of the Police Department and his daughter [redacted] saw the third one. I would say these flying objects came from the Southwest and flew to the Northeast. The weather was cloudy with lightning and rolling thunder. In fact, it had been stormy most of that afternoon and evening. The objects flew over around the Oakland Street area or just this side of it which would be East of Oakland Street. They travelled about 1,000 feet before they disappeared behind the houses across the street from us. - Signed: [redacted]."

8. On 27 August 1948, Mr. [redacted] Senior Airways Traffic Controller, at Pittsburgh Allegheny County Airport, was interviewed. The informant supplied the following information. No scheduled, commercial airline or Military traffic pass over the area in question. Connellsville Airport, a small ap[illegible] field, from which light, privately owned aircraft are operated, is located on the right side of the Northeast leg of the Morgantown, West Virginia, range station on Airway Blue 39. This area is also outside of the Reserve Training flying areas for Greater Pittsburgh Airport. Therefore, Base aircraft would not be operated over the city of Uniontown, Pennsylvania.

9. On 27 August 1948, Captain Samuel F. Freeland, Forecaster, assigned to the 102nd. Weather Group, 10th Weather Detachment, at Greater Pittsburgh Airport, Coraopolis, Pennsylvania, was interviewed. The informant supplied true copies of two (2) teletyped weather sequences for 29 June 1948, marked (Exhibit VI).

10. Reference paragraph 8 [illegible], there are no [illegible] located in or near Uniontown, Pennsylvania.

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DOD DIR 5200.10

Wallace F. Gibney
WALLACE F. GIBNEY
[illegible]

UNCLASSIFIED

3

[redacted]

[redacted]

EXHIBIT VI

UNCLASSIFIED

USAF WEATHER STATION
GREATER PITTSBURGH AIRPORT
CORAOPOLIS, PENNSYLVANIA

30 August 1948

I certify that the following information was received over the teletype on sequence AW2 from Pittsburgh (PIT) and Morgantown (MGW) stations for 1030 Z and 1130 Z, 29 June 1948.

1. AW 2 292230Z
PIT ⊖/8 122/6766↑8/991/DSNT LTNG W AND SW/ 703 070601

MGW ⊖/35012 132/71/66↑76/994/LTNG DSNT NW/ 602

2. AW 2 292330Z
PIT ⊖/40010 115/69/66↑84/990/DSNT LTNG SW RAFRZ 139HSL
RH88 700MB 031 FIMEN

MGW E35⊖/08RU- 135/70/66↑12/994/BRONO 259 KCS

Samuel F. Freeland
SAMUEL F. FREELAND
CAPTAIN, USAF
FORECASTER

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

EXHIBIT VI

[redacted]

[redacted]

EXHIBIT 1

UNCLASSIFIED

Air Force Asks P-G For Flying Disc Data

Lieutenant on Trail of Aviating Saucers Sighted Near Uniontown on June 30

The high cost of flying saucers was demonstrated here Friday when a flying second lieutenant of the United States Air Force dropped into the Post-Gazette editorial room on the trail of some aviating discs sighted near Uniontown on June 30

Lieutenant Wallace Shirey's errand was obviously important enough to call for a commissioned second lieutenant, though ordinarily it would appear a mess sergeant would be more ideal as a hunter of flying crockery.

Running Down Discs

Lieutenant Shirey flew into the Post-Gazette local room on instruments, and shyly explained that he was spending a chunk of the tax-payers' dough in running down the Uniontown skylights.

A mental computation by a reporter suggested that far from being a joke, flying saucers were pretty expensive. For every sky-pound plate there seems to be a relentless second lieutenant assigned as permanent Nemesis.

Lieutenant Shirey displayed a photostatic copy of a story concerning the Uniontown discs. He did not explain why the Air Force waited two months before investigating the June 30 highjinx at Uniontown.

The celestial Spode was sighted near Uniontown by Mrs. Margaret Hollar, Charles Schuh and Mrs. Catherine MacDonald and her daughter, Catherine. The display was over the Pittsburgh road sector on June 30, the fifth Wednesday in that month

The occurrence of the fifth Wednesday did not inspire any of the awestruck observers to quote "what is so rare as a day in June." A day in February is the answer.

Photographed Near Seattle

But Mrs. MacDonald and company may expect a visitation any day now from Lieutenant Shirey. He'll want to know the size, velocity, shape and nationality of the soaring tinnerware.

During the Post-Gazette phase of his investigation, Lieutenant Shirey dug up the name of Coast Guardsman Frank Ryman, who photographed a disc near Seattle last year

It was plain to see, however, that Lieutenant Shirey didn't have much hope of getting that assignment. It plainly calls for a brigadier general.

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DOD DIR 5200.10

UNCLASSIFIED
EXHIBIT 1

[redacted]

PITTSBURGH POST-GAZETTE:

Old Guessing Game: Whence Cometh the Aviating Pottery?

Flying Saucer Season Here Again

Four Uniontown People Report Seeing Soaring Dinner-Plates, Forewarning Editors to Brace Themselves for a Flock of Inquiries

By Pat O'Neill
Post-Gazette Staff Writer

The silly season is upon us again, when the air is filled with anything the mind of inquiring man can dream up to take the place of flying saucers—the whimsical discs that filled the skies about this time last year.

For that matter the flying cylinders have already made an appearance. The police of Uniontown, Pa. spent considerable time on June 30 allaying the common excitement experienced by Mrs. Margaret Hollar, Charles Schuh, Mrs. Catherine MacDonald and her daughter, Catherine.

All reported a display of flying dinner-plates in the Pittsburgh road sector

Traced to Mars or Moscow

It is the time of year when city editors brace themselves to take reports from citizens who see phenomena strictly out of the Apocalypse.

Last year the flying saucers worked their feverish magic on a populace which traced their source to Mars or Moscow. Nor was the influence of the celestial discs confined only to the man in the street.

Men in high command detailed military equipment — such as planes and personnel—to the task of running the things to earth.

Japanese balloons, meteorological equipment, pie-plates and moonbeams rewarded the searchers but nary a Man from Mars was gleaned from the skies.

Books Go Saucers One Better

Photographic evidence was produced to show the discs. A Coast Guard aviator produced a photo of what he believed to be a celestial saucer.

Close as he was to the gadget, he had earthbound competitors who saw the things from Seattle, Wash., to Salem, Mass. The switchboards of the nation's newspapers testified to the excitement of the people.

Yet it was not strange to the editors who listened to and recorded the information. A man named Charles Fort wrote at least three books filled with data on even more weird events. He collected all his material from newspapers.

His research showed that people are apparently eager to flout science and see frogs falling from the skies, red snow and tropical glens in Greenland.

Last summer's aviating pottery —whether pure china or Spode deponent knoweth not—was not as baleful a piece of mass suggestion as some of the stunts perpetrated in the early '30s.

Take the goldfish-eaters, for instance. The piscatorial pastime raised hell with the genus carp in all its golden declensions. It had also a dubious nutritional value.

Sheep Displeased By Central Park

NEW YORK, July 2 (AP)—Central Park's sheep meadow had sheep in it Friday for the first time in almost 15 years. But they didn't stay long.

Movie makers wanted a pastoral scene. They wanted the park's sheep meadow with the towers of Manhattan in the background. And they wanted sheep. So they turned a dozen loose in the meadow.

Within minutes it was an empty m e a d o w again. One sheep was in the Tavern-on-the-Green. One g lloped out into Columbus Circle. Some hid in thickets, and one barged into the park zoo. It was three hours before all the sheep were back in the meadow.

[redacted]

EXHIBIT II

UNCLASSIFIED

W. B. Form No. 1011

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
CLIMATOLOGICAL SERVICE

COOPERATIVE OBSERVER'S MEMORANDA.

(Date) Aug 29, 1948

TEMPERATURE.

Maximum, 92 Minimum, 69

After setting—Max., _____ Min., 69
(These should agree closely.)

PRECIPITATION.

Began, 10:15 a. Ended, 10:45 a.
5:20 p. 6:30 p.

Amount—Rain, melted snow, hail, or sleet, .80 inches (and hundredths).

Snowfall, unmelted, since last observation, _____ inches (and tenths).

Depth of snow on ground at time of observation, _____ inches (and tenths).

Prevailing direction of wind for the day, S.

Character of day—Clear, partly cloudy, or cloudy, determined from several observations during the day H. Cloudy

REMARKS.

5:20 - 6:30 p. Thunder storm heavy rain + high wind.

NOTE.—As soon as observation is made the required figures should be carefully and neatly copied on Form No. 1009.

Wm. H. Marsteller.
Observer

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

EXHIBIT II

[redacted]

Uniontown Pa.

8-27-48

To whom it May Concern
on the night of June 29th
about 11 00 Pm. I noticed an
object in flight that resembled
a half of a Large Mint Plattes
this object appeared in the
West End of the City at Oakland
Av. and West Main st Seemed to
Be at a height of about 6000
feet and Sailed on a Straight
Line of about 8 or 9 hundred
ft it in about 6 to 7 seconds
The object was Illuminated

over

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Weather Conditions Partly Cloudy. Mrs Holler a neighbor Called My attention to the object as She and Mrs McDonald had Saw Two Previous to the one I Saw there was no Sound no Rays Connected to the Object it Was flying north East

[redacted]

and Daughter

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

EXHIBIT IV

UNCLASSIFIED

21 August 1948

To: Whom it may concern.

On the night of 29 June 1948 at eleven P.M., I was sitting on my front porch when suddenly I noticed a very peculiar sight. At around 5,000 feet I saw a luminus oval shaped object flying through the air. It was travelling very fast and seemed to just disappear within ten seconds.

I called Mrs. [redacted] attention to it. We saw three of the same objects at approximately five minute intervals. After seeing the second one we called it to [redacted] daughter. Police Sergeant [redacted] attention. They saw the third one.

It was a very beautiful sight. As the second one flew across the sky a flash of lightning could be seen through the object. It seemed to be transparent.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD [illegible]

UNCLASSIFIED

EXHIBIT IV

[redacted]

[redacted]

EXHIBIT IV

UNCLASSIFIED

I would say the weather at
that time was stormy and cloudy.
But, the object was beneath the
base of the clouds.
There was no odor or sound from
it. However, it had ~~a~~ a trail of light
about 4 yard long attached to it.
It rolled vertically on its edge
not flat. Looked something like
this: spinning on end across the sky.

Travelled from
Southwest to North East. I saw it
disappear behind the houses across
the street from where I was sitting.

SIGNED

Mrs [redacted]

STATEMENT OF

MRS [redacted] (Housewife)

[redacted]
UNIONTOWN, PENNSYLVANIA
[redacted]

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

EXHIBIT IV

[redacted]

UNCLASSIFIED

27 August 1948

To Whom it may concern:

At approximately eleven P.M. on the twenty-ninth of June of this year Mrs. [redacted] called my attention to a luminous flying object sailing through the air. I was just walking up the steps to her porch paying her a visit.

I saw exactly the same thing [redacted] saw. A very pretty sight it was. Looked like an oval shaped platter rolling along on its edge. It must have been going very fast because it disappeared almost five to ten seconds from the time I first noticed it.

It was without sound or odor but it seemed to have a tail on it about a yard or so in length. Looked like a luminous plate or meat platter. I saw all 3 of them at five minute intervals.

Sergeant [redacted] of the Police Department and his daughter [redacted]

DOWNGRADED AT 3 YEA
DECLASSIFIED AFTER 12
DOD DIR 52

UNCLASSIFIED

saw the third one.
I would say these flying objects came from the Southwest and flew to the Northeast.
The weather was cloudy with lightning and rolling thunder.
In fact it had been stormy most of that afternoon and evening.
The objects flew over around the Oakland Street Area or just this side of it which would be East of Oakland Street. They travelled about 1,000 feet before they disappeared behind the houses across the street from us.

[redacted]

SIGNED

STATEMENT OF

MRS. [redacted] (HOUSE WIFE)

[redacted] PENNSYLVANIA

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

EXHIBIT V

CONFIDENTIAL

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 160, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident 141

ATIC NO. —

[illegible] —

[illegible] —

[illegible] —

[illegible] 1125 to 1327

[illegible] Changing (Sketch)

[illegible] 3000 ft. Diameter (Approximately)

[illegible] Stationary

NO. [illegible] 1 Broke into 300-350

[illegible] —

[illegible] — SKETCH (1)

Temporary ATIC Form 329
([illegible] Jan 5[illegible])

DATE [illegible] 30 June 1946

[illegible] Hoola, [illegible]

[illegible] Chem. [illegible] Amateur Astronomer

DATE [illegible] —

[illegible] Aluminum

[illegible]

[illegible] 15[illegible] [illegible]les (?)

[illegible] Slightly over 2 Hr

[illegible] round

[illegible] Hovered then disintegrated

BALLOON JAH

[redacted]

UNCLASSIFIED

Incident #141 -- Hoola, South Dakota -- 30 June 1948

The description given here obviously does not answer to that of a star, or of any other astronomical body.

In all probability the object was a cluster of balloons, carrying, perhaps, cosmic ray apparatus. This would account for the starlike appearance and the eventual breaking up into parts.

UNCLASSIFIED

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

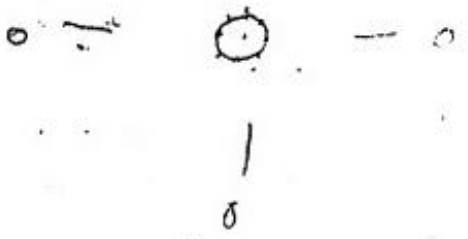
   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

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

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 76, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 163, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

slow change in shape. A large chunk fell of . Within the next 2-1/2 minutes the entire spot started to very slowly disintegrate. Three larger parts moved away out from the mass and formed a perfect isometric triangle, the remaining parts continued to move apart holding their related positions of a perfect triangle but gradually getting smaller and fainter until they dissappeared some 9 minutes after the initial break-up. It could easily be seen that the parts were moving away from the earth.



CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 141

1. Date 30 Jun 48
2. Time 11:25 to 1327 and shortly thereafter
3. Location Hecla, S. D.
4. Name of observer [redacted] and [redacted]
5. Occupation of observer Chemical Engineer - Amateur Astronomer
6. Address of observer Hecla, S. D.
7. Place of observation Between Watertown, S. D. & Webster, S. D. on highway #81 and #12 US
8. Number of objects one (1) when broken up 300-350 ([redacted], 300 [redacted])
9. Distance of object from observer 20 miles to 0 miles to 20 miles
10. Time in sight Slightly over two hours
11. Altitude 150 miles (?)
12. Speed Stationary (hovering)
13. Direction of flight Stationary
14. Tactics Remained in one approximate position then disintegrated (hovered). Appeared to enlarge then fade out.
15. Sound None
16. Size Original bodies approx. 3000 feet diameter.
17. Color Like polished aluminum
18. Shape Changing Note sketch.
19. Odor detected None
20. Apparent construction Seemed to be a cluster [illegible]
21. Exhaust trails Particles of disintegrating mass left very faint trails of vapor.
22. Weather conditions Brilliantly clear (CAVU) - Wind velocity 3 [illegible]
23. Effect on clouds No clouds
24. Witnesses or photographs [illegible]
25. Manner of disappearance Disintegrated into smaller pieces
26. Remarks: Object appeared as cluster of parts which remained fairly stationary and constant for some two hours when it underwent a rat[illegible]

[redacted]

Hecla, South Dakota 7-4-48

Commander 2nd
Coast Guard District
Old Custom House
8th & Olive
St. Louis 1, Mo.

Attn: Intelligence Officer

Dear Sir:

I am submitting this information to you in the belief that it may be of value to this country's information. I just talked by phone to: Caretaker, Mr. [redacted] of Coast Guard Station, H. F. B. F., near Groton, S. D. He advised me to write to you. I gave him a very limited account of what I observed, because I did not know for sure, whether this information might prove confidential.

I have been living in Cleveland, Ohio, for the past 8 years. My home which I was returning to, is Hecla, South Dakota, where I now am. The observation was made on June 30, 1948, between Watertown, S. D., and Webster, S. D. I was traveling on Highway #81, from Watertown, to Webster (see inclosed small map) At arrow #1, I stopped the car to watch a small plane. I noticed a small (round) spot in the sky, looking to the north it was 20° to the right and about 20° to north of azimuth. (Nearly overhead). I thought at first it was an aluminum covered plane, very high. I watched it for a 4 minutes and noted no movement. My next conclusion was that it might be a star. We continued driving north stopping at about 5-10 minute intervals and again looking (my wife watched it out the side window constantly) At arrow #2 I stopped and walked down to the ditch and lined it up with a telephone wire and watched very carefully for any movement for 6 minutes. No movement detected, I decided it must be a bright star (Venus or Sirus) neither should have been at that spot at that time, and I had never seen a star at noon. I made two more stops at arrow #3 and #4. Position was the same. At arrow #5 I stopped for gas and water (I was pulling a 6,000# trailer and the car was over heating). I called attention to the object to the proprietor and three customers (place - Arnold's Store) I made no comment but waited for their deductions -

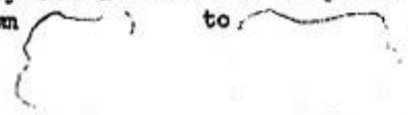
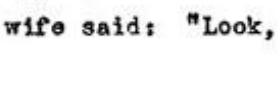
Proprietor: Star
1st Customer: Star
2nd Customer: Can't be a star - i possible
3rd Customer - Never saw anything like that

They were all looking when I left and a little scared.

This territory is very thinly populated and these people are my only witnesses.

We continued north (making innumerable observations at a few minute intervals. No change in appearance or position was noted, except it appeared to be a cluster of parts or pieces instead of one solid piece:

thus:

The next stop of importance was at arrow #6 on Highway #12. The location was nearly exactly the same, a couple of degrees closer to overhead if anything. It was slightly smaller and its shape was not constant. It appeared to very slowly change from  to . We were just about to get into the car when my wife said: "Look, a piece fell off."  I would have sworn at that moment it was a parachute. (Parachutes don't operate 50 to 150 miles altitude). In the next 2-1/2 minutes the entire spot started to very slowly disintegrate. Three larger parts moved away out from the mass and formed a perfect isometric triangle, the remaining mass slowly moved into hundreds of small parts, seemingly leaving very faint trails of vapor. At this point the height was very apparent - 50 to 150 miles The smaller parts slowly dissappeared as if moving outward, that is, directly away from the observer. The three remaining parts continued to move apart and hold their constant position of a perfect triangle, gradually getting smaller and fainter until they dissappeared about 9 minutes after the initial break up. It could easily be seen that the parts were moving away from the earth. No other sight of the object was had - after this at arrow #6. My convictions at this point were that it could not be anything terrestial.

The day was brilliantly clear, no cloud or haze visible above the horizon. Wind velocity about 3 MPH in direction shown on map.

Times are shown below for different arrow locations at stopping time:

#1 - 11: 25 A. M.
2 - 11:31
3 - 11:47
4 - 11:53
5 - 12:02 PM
6 - 1:27 PM

Colour and brilliscence comparable to polished aluminum

I may be able to give more details if wanted. I know about the new large plastic balloons for weather or cosmic ray observation. It could not have been one.

I am a chemical engineer and have been an amateur astronomer for years, so please don't take this as a crackpot's story. I'm in dead ernest and will swear to these statements.

Very sincerely yours,

[redacted]

CG-64
Comdr 2nd CG District (dli)

7 July 1948

Mr. [redacted]
Hecla, South Dakota

Dear Sir:

This will serve to acknowledge receipt of, and to express appreciation for, the very comprehensive and interesting report on the unusual atmospheric phenomenon observed by you, together with your wife and several other persons, on June 30, 1948, while traveling, by car, on Route 81, between specified points in South Dakota.

Your original letter and attached map section are being forwarded this date, to the proper authority in Washington, D. C., and, no doubt, you will be communicated with directly by such authority should additional information be desired.

By direction of the Commander, Second Coast Guard, District.

Very truly yours,

R. G. WILLOH
Capt, U. S.Coast Guard Reserve
Chf, Legal & Intelligence Section
Second Coast Guard District

CG-64

Comdr. 2nd CG District (dli)

7 July 1948

From: Commander, Second Coast Guard District (dli)

To: Commandant (INT)

Subj: Unusual Atmospheric Phenomenon; report of

In conformity with the provisions of paragraph 2 of Intelligence & Law Enforcement Circular No. 1-48, there is forwarded herewith for Headquarters evaluation for transmission to the Department of the Air Force, a letter received this date, from a Mr. [redacted], Hecla, South Dakota, describing an unusual atmospheric phenomenon observed by him, together with his wife and several other persons, on 30 June, 1948, while traveling, by car, on Route 81, between Watertown and Webster, South Dakota.

R. G. WILLOH
by direction

Incls:
1. Letter from [redacted], dated

UNITED STATES COAST GUARD

Address reply to:
Commandant
U. S. Coast Guard
Headquarters
Washington 25, D. C.

13 July 1948
File: INT 64 (H)

From: Commandant, U. S. Coast Guard
TO: Commanding General, Headquarters Air Materiel Command, U. S. Air Force, Wright Fiedd, Dayton, Ohio

Subj: Aerial Phenomena between Watertown and Webster, South Dakota

1. There is forwarded for your action a report from Mr. [redacted] dated 4 July, 1948, addressed to the Commander, 2nd Coast Guard District, St. Louis, Mo., describing an unusual atmospheric phenomena observed by him on 30 June, 1948 while traveling by car on Route 81, between Watertown and Webster, South Dakota.

2. There is also inclosed a copy of a letter from the Commander, 2nd Coast Guard District, to Mr [redacted] dated 7 July, 1948, acknowledging receipt of Mr [redacted] report.

By direction of the Commandant.

S. Y HAMMOND
LCDR, USCG
Chief, Intelligence
& Law Enforcement Division

Incls:
1. Report from Mr. [redacted]
2. Copy ltr Cdr. 2CGD, to [redacted]

ASC-251-D
(15-10-43)

A. G. P.	
PRIORITY	
ROUTINE	X
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

MCIAXC-3/GHH/sw

FROM: AMC **DATE:** 20 July 1948

W. R. CLINGERMAN, USAF
Chief, Technical Intelligence Div
Intelligence Department
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: Mr. [redacted]
Hecla, South Dakota

CLASS:

MCIAXC-7-3. PLEASE WIRE GOVERNMENT COLLECT IF 24 JULY WOULD BE SUITABLE FOR INTERVIEW. DIRECT REPLY TO TECHNICAL INTELLIGENCE DIVISION, HQ., AMC, WRIGHT-PATTERSON AF BASE, ATTN: MCIAXC-3.

Incident [redacted]

COORDINATION

CLEARED	CONCUR				

Interrogation Report
MCIAXO-3

MCIAXO-4

27 Jul 48

1. Capt M. Martin, Lt C. R. Glasebrook, and Lt. T. S. Byington of the Air Technical Intelligence Branch, Operations Section, Technical Intelligence Division, departed Patterson Field 0810, 24 Jul 1948. Arrived Bismarck, North Dakota, 1420 the same day. Contacted Mr. [redacted]'s home by telephone and were informed that Mr. [redacted] would not be available until approximately 1630.

2. Arrived at Mr. [redacted] home at approximately 1630. Conferred with Mr. [redacted] for approximately two (2) hours attempting to acquire all available information. Mr. [redacted] seemed sincere in his statements, however, he took quite some time to answer specific questions. He answered questions with generalities. It is believed he tried to give correct answers but was unsure of himself. He also stated that most of the answers given in his letter to the Technical Intelligence Division were more specific and that he believed he chose his words with considerable care towards accuracy.

3. Departed Bismarck, North Dakota, 1230, 25 Jul 1948. Arrived Aberdeen, South Dakota, 1520, 25 Jul 1948. Contacted Mr. [redacted] home at approximately 1630 by telephone. At that time his mother informed us that he was out of town and would return at approximately 1930. Mr. [redacted] called back at about 2000 and arrangements were made to visit with him the following day.

4. Arrangements were made for transportation to Hecla, South Dakota. Mr. [redacted] and his wife were contacted at approximately 1145, on the 26th of Jul 1948. We conferred with Mr. [redacted] alone for approximately one hour and fifteen minutes. We conferred with Mrs. [redacted] for approximately twenty-five minutes. We then conferred with Mr. and Mrs. [redacted] for approximately thirty minutes. Mr. and Mrs. [redacted] seemed sincere in their answers and showed a willingness to help. They attempted to answer our questions to the best of their ability. Mr [redacted] seemed to have a background which would qualify him as a fairly reliable observer of the incident. Mrs. [redacted] kept a constant watch on the object while Mr. Pfutzenreuter was driving. Several stops were made and their curiosities were so aroused that they watched the object with intense interest. It is believed that the intense interest of the two witnesses makes their observations fairly reliable.

5. Departed Aberdeen, South Dakota, 1630 on 26 Jul 1948. Arrived Patterson Field 2200, 26 Jul 1948.

Metro Martin

METRO MARTIN
Captain, USAF
ATI Branch
Operations Section

Description of object as stated by Mr. [redacted]

First sighting was at approximately 1125 on 30 June 1948. The object was thought to be a star. Being an amateur astronomer, it aroused the curiosity of Mr. [redacted]. There was no concrete shape to the object. It had a round appearance but was not sharply enough defined to positively state that the object was round. Upon observing the object for a short while, it appeared to change its shape having a tendency to flatten out in spots and then return to a round shape again. There was no definite pattern, time, or cycle to the change of shape of the object. The appearance indicated that it was a formation attempting to retain a circular shape. The main tendency was toward roundness. The witness could not state whether or not the object had depth to it.

The object was viewed for approximately two hours. During that period of time the witness moved approximately 22 miles due north and then to a point approximately 13 miles west at an approximate 90° angle to the original direction of travel. The object retained an apparent constant position. At first sighting the object appeared at a compass heading of approximately 5°. At the last sighting the compass heading was approximately 65°. The vertical angle of sight remained constant at about 75° to 80°. Due to the position of the object and estimations, the witness decided that the altitude of the object would be approximately 50 miles. The times and locations of the various sightings are as shown in the original correspondance and map. Mr. [redacted] stated that the times and positions originally listed were correct. [redacted] readings were checked against his wife's watch which was checked with radio time signals after the sightings, and found to be correct.

There was no change in appearance of the object except for an increase in size, until the last sighting at 1327 when the object started to break up. The object had a definite polished aluminum color and showed no dark or bright spots. There were no trails of any sort apparent prior to break up. The estimated diameter of the original was thought to be approximately 2000 to 3000 feet. Just prior to the breaking up of the mass, it took on a fuzzy appearance resembling a large cluster of golf balls in a round group. The mass seemed to take on a box shape. Suddenly one ball about 1/12th the size of the original mass dropped from the center of the mass to a distance about 10 times the original diameter of the mass and hung in space. Immediately two balls of the same size as the first moved out of the sides of the mass, accelerated rapidly and came to a quick stop when they reached a distance from the center of the mass equal to the first. The large balls formed an inverted isometric triangle with the first ball at the apex. There were slight whitish trails visible from the three while assuming their new positions. Shortly thereafter the larger remaining mass tended to break up into equal thirds with the lower sections going downward and the upper section going up forming an upright triangle. During the breaking up of the central mass, a whitish haze was apparent towards the center of the triangle from each of the moving thirds. Each third appeared to have over 100 spheres which appeared to be the size of aluminum specks. It took approximately [illegible] to

30 seconds for the central mass to take on its new configuration after the three larger balls took up their new positions. The color of the spheres remained a polished aluminum. Trails were apparent only during the break up period. The small spheres appeared to be of two definite sizes, very small and fine specks. The smaller of the small spheres appeared to be approximately 1/10th the size of the large spheres. The other spheres were approximately 1/5th to 1/4th the size of the large spheres. No estimate of ratio between the numbers of the two sizes of small spheres could be made.

Upon assuming this new configuration, the complete mass began to recede from view. The small particles became invisible after one or two minutes. The three larger balls did not seem to start to recede until after the smaller ones were no longer visible. It took about four minutes for the three to disappear after the smaller ones were no longer visible. There was no explosion. There just seemed to be a receding out of sight with the large balls retaining their isometric triangle positions.

The following statements by Mrs. [redacted] were not in accord with Mr. [redacted]. Except for the following variations, the statements and descriptions of the witnesses were almost identical.

1. The original mass varied from round to oblong with the distortion not being in any specific direction. The color was described as a polished aluminum with the light shimmering on it similar to the effect of sun shimmering on aluminum aircraft.

2. The original size of the mass was about the size of a star. Prior to break-up, the mass had assumed a size 15 to 20 times larger than the original size. The relative size just prior to break up of the mass was compared to the size of a hard ball being caught by the first baseman as viewed from the third base position.

3. The first impression of the ball's dropping from the center of the mass was similar to a parachute coming out, however, it did not take on a parasol shape but assumed a ball shape. The three balls moving away from the mass moved very rapidly and came to a sudden stop when they reached their new positions. There were no trails apparent. After the break up, the balls appeared to have a more whitish appearance with less glare or shimmer. The color was described as being a very bright white. The comparison of the large balls to the small ones was stated as a comparison of a baseball (hardball) and a dime as viewed at a distance. Mrs. [redacted] believed that the small balls were all of the same size. Mrs. [redacted] did not recall any trail except a foggy haze behind the small balls during their break up. When the small balls were lost from view, a foggy haze was seen at their previous position. This haze had dissipated before the large balls had receded from sight.

Peter Martin
PETER MARTIN
Captain, USAF
[illegible] Branch
Operations Section

First part of break up

Break up completed.

15
16
17
18
A
B
C
D
DAKOTA
MARSHALL
ROBERTS
DAY
GRANT
CLARK
DEUEL
BRITTON
SISSETON
WEBSTER
MILBANK
WATERTOWN
CLARK
To Brampton
To Havana
To Lidgerwood
To Wahpeton
To Browns Valley
To Ottonville
Newark
Kidder
Burch
Amherst
Spain
Longford
Pierpont
Bristol
Halmquist
Bradley
Crocker
Wallace
Florence
Bullar
Lake City
Eden
Poalyn
Grenville
Holmquist
Hillhead
Dahlberg
Claire City
New Effington
Victor
Rosholt
Hammer
Peever
Spring Grove
Corona
Big Stone City
Summit
Marvin
Stockholm
South Shore
Stroudburg
Troy
Albee
Waverly
Kranzburg
Goodwin
Castle Rock
Carpenter
Willow Lake
Bryant
Lake Norden
Estelline
Johnsonville
Toronto
Astoria
Vanderdoo
Marlowe
Veblen
N
SURFACE WIND 3 MPH

Y

01 Jun 4 (02 Vol)

PROJECT 10073 RECORD CARD

Incident #136

ATIC NO. -----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 2140 Loc tc

SHAPE Ball

SIZE ---

COURSE W

NO. IN GROUP 1

SOUND ---

PHOTOS --- SKETCHES ----

DATE OF INFO 30 June 48

LOCATION S Knoxville, Tenn

SOURCE Civilians

DATE IN TO ATIC -----

COLOR Orange

SPEED 1,000 mph Estimated / Measured

ALTITUDE 30,000' Estimated / Measured

3 Min (1 report) 3 sec (2nd report)

LENGTH OF TIME OBSERVED

TYPE OF OBSERVATION Ground

MANEUVERS ----

Temporary ATIC Form 329

(0 . 52)

Fireball

[redacted]

UNCLASSIFIED

Incident #136, 136a -- S. Knoxville, Tennessee -- 30 June 1948

This incident answers well to the description of a typical fireball: color -- orange; apparent construction -- fire; exhaust -- "streamer of bluish color trailing"; manner of disappearance -- "over horizon"; and (in remarks) "streamer emitted sparks."

All of the above fit the typical phenomena associated with a night-time fireball.

One witness states that the object was in sight for three minutes and the other states for three seconds. The lower time estimate is clearly more in keeping with meteoric phenomena. It is also probably far more nearly accurate, since one is much more likely to grossly overestimate than underestimate intervals of time.

UNCLASSIFIED

[redacted]

At approximately 2140 hours, 30 June, a ball of fire of orange color with a streamer of bluish color trailing, traveled thru the sky in a westerly direction and disappeared over the horizon to the west. The object traveld at a very fast rate of speed. No sound was heard.

Witnesses: Mrs. [redacted], wife of Maj [redacted]
[redacted] Tennesee
ORC instructors, Knoxville, Tenn.
Mr. [redacted] (See Incident 136a)

Mrs. [redacted] stated that the object remained visible for approximately 3 minutes and that the streamer emitted sparks.

Mr. [redacted] stated that the object was visible for about 3 seconds and traveled at an estimated speed of 1,000 miles perhour at an altitude of about 30,000 feet.

E.
16

CHECK LIST - UNIDENTIFIED FLYING OBJECTS

Incident: 136

1. Date: 30 June 1948
2. Time: 2140
3. Location S. Knoxville, Tenn.
4. Name of Observer: Mrs [redacted]
5. Occupation of observer: wife of Maj [redacted], AGU, 3319 Tennessee
6. Address of observer: see above
7. Place of observation South Knoxville, Tenn
8. Number of objects: 1
9. Distance of object from observer: N/S
10. Time in sight: 3 minutes (according to Mrs [redacted])
    3 seconds (according to ORC instructors)
11. Altitude: 30,000 ft
12. Speed 1,000 MPH
13. Wast Direction of flight: West
14. Tactics: N/S
15. Sound N/S
16. Size: N/S
17. Color: orange
18. Shape: Ball
19. Odor detected: N/S
20. Apparent construction "fire"
21. Exhaust trails "streamer of bluish color trailing"
22. Weather conditions: N/S
23. Effect on clouds: N/S
24. Motion or odotographs: none
25. Point of Disappearance over horizon
26. Remarks: (over)

136a

CHECK-LIST [illegible] UNIDENTIFIED FLYING OBJECTS

1. Date 30 [illegible] 1948
2. Time [illegible]
3. Location [illegible] Knoxville, Tenn.
4. Name of observer [redacted]
5. Occupation of observer [illegible]
6. Address of observer Oakridge, Tennessee
7. Place of observation Knoxville, Tenn.
8. [illegible]
9. Distance of object from observer [illegible]
10. Time in sight 3 seconds
11. Altitude [illegible] 30,000 ft.
12. Speed [illegible] MPH
13. Direction of flight Westerly
14. Tactics [illegible]
15. [illegible]
16. Size [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Odor detected [illegible]
20. Apparent construction Fire
21. Exhaust trail Bluish Color
22. Weather cond[illegible]
23. Effect of [illegible]
24. Sketches [illegible]
25. Manner of [illegible]
26. [illegible]

mel A

'59 JUL 7 8:38

RF17

EQC Ø6

EUAØØ6

RR UEDC

FM UEAC 75A/C6 THIRD ARMY FTMCPHERSCN GA Ø615ØZ

TC UEDC/COMGENAMC WRIGHT-PATTERSCN AFB DAYTCN CHIO

WD GRNC

[redacted]

PASS TO DIRECTOR OF INTELLIGENCE GSUSA CONTROL NO A-1917

UNIDENTIFIED FIREBALL SIGHTED IN SKY SCUTH KNOXVILLE TENNESSEE AT APPROXIMATELY 2140 XXXX HOURS CMA THIRTY JUNE PD THE BALL OF FIRE CMA OF ORANGE COLOR CMA WITH A STREAMER OF BLUISH COLOR TRAILING CMA TRAVELED THROUGH THE SKY IN A WESTERLY DIRECTION AND DISAPPEARED OVER THE HORIZON TO THE WEST PD THE OBJECT TRAVELED AT A VERY FAST RATE OF SPEED PD NO SCUND PD WITNESSES CLN MRS [redacted] WIFE OF MAJOR [redacted] TENNESSEE ORC INSTRUCTORS CMA KNOXVILLE CMA TENNESSEE CMA AND MR [redacted] CMA OAKRIDGE CMA TENNESSEE PD MRS [redacted] STATED THAT THE OBJECT REMAINED VISIBLE FOR APPROXIMATELY THREE MINUTES AND THAT THE STREAMER EMITTED SPARKS PD MR [redacted] STATED THAT THE OBJECT WAS VISIBLE FOR ABOUT THREE SECONDS CMA TRAVELED AT AN ESTIMATED SPEED OF [redacted] THOUSAND MILES PER HOUR CMA AND AT AN ALTITUDE OF [redacted] THIRTY THOUSAND FEET PD REPORT SUBMITTED TO THIS OFFICE BY MAIL FROM CIC AGENT STATIONED AT KNOXVILLE CMA TENNESSEE PD COMPLETE WRITTEN REPORT FOLLOWS PD [redacted]

HEADQUARTERS THIRD ARMY
ATLANTA 3 GEORGIA

AJACI-9 452.8

8 July 1948

SUBJECT: Unconventional Aircraft

TO : COMGENAMC
Wright-Patterson AFB
Dayton, Ohio

ATTN: MCI (Control No. A-1917)

Inclosed is report supporting TWX, this headquarters, dated 6 July 1948.

FOR THE COMMANDING GENERAL:

JOHN MEADE
Colonel, GSC
AC of S, G-2

1 Incl:
Report

3-2171

[redacted]

UNCLASSIFIED

ARMY SERVICE FORCES

[illegible]
(Headquarters or Office)

Post Office Box 379
(Place)

Knoxville, Tennessee.

File No.

[illegible]
(Date)

SUBJECT: Unidentified Fireball in [illegible]

Summary of information:

[illegible] approximately [illegible] hours, [illegible] streamer of [illegible] in the east, traveling in a westerly direction, [illegible] horizon to the west. The object [illegible]

On 1 July 194[illegible], Mr. [redacted], [illegible] Knoxville, Tenn., was interviewed and stated [illegible] subject matter in that the article [illegible] the first he had heard of the case.

On 1 July 194[illegible], [illegible] [redacted], Knoxville, Tenn., [illegible] stated [illegible] no report on the subject matter [illegible] approximately four miles south-east [illegible] to his home, June 1[illegible], Mrs. [redacted], stated [illegible] hours, while [illegible] of bluish [illegible] from over [illegible] west. That [illegible] in the sky [illegible] visible in the sky for approximately three (3) minutes, during which [illegible] as though the streamer was [illegible] which she could hear of.

On 1 July 194[illegible], Mr. [redacted], Security Division, Oak Ridge, Tenn., was interviewed and stated that their Division had no information relative to the subject matter, except what Mr. [redacted] Oak Ridge, Tenn., had reported. (Mr. [redacted] is an employee of the Security Division). Mr. [redacted] was interviewed and stated in substance: At approximately [illegible] hours, 30 June 194[illegible], while he was seated [illegible] the porch [illegible] he saw [illegible] fire come [illegible] to the east. [illegible]

[illegible] Knoxville, Tenn., [illegible]

Previous Distribution:

DOWNGR[illegible] D AT [illegible] YEAR INTERV[illegible]
DEC[illegible] IFIED AFT[illegible] 12 YEARS
DOD DIR 5200.10

Evaluation [redacted]

[illegible] of source [illegible] of information

[illegible] SIFIED

Distribution

[redacted]

[illegible] Ich SeC.Atlanta,12854, 19-45-15 000

[illegible]-32

[redacted]

WAR DEPARTMEN[redacted]

UNCLASSIFIED

CIC FIELD [illegible] OFFICE [illegible]
(Office of Headquarters)
Post Office Box No. 379, Knoxville, Tennessee.
(Place)

[illegible] July 19[illegible]
(Date)

Subject: Unidentified Fireball in Sky South of [illegible]ville, [illegible].

Summary of Information:

scribed the ball of fire as being orange color, with a streamer of bluish color, that the streamer and the ball of fire were connected, that the object traveled at what he estimated to be approximately 1000 miles per hour, and at an altitude of about 30,000 feet, that he heard of no sound and that he had never before seen meteoric objects which resembled the same.

To my knowledge this object has not been identified. This agent did not see this phenomenon.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[illegible] F. Doering
[illegible] DOERING, [illegible], Illinois [illegible]

Evaluation
[illegible]-of source [illegible]-of information

Previous Distribution:
[illegible]

Distribution:
[illegible] CIC [illegible]

UNCLASSIFIED

[redacted]

[redacted]

[illegible] 32

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

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

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 38, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. **Non-astronomical but suggestive of other explanations**

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

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

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

3. **Non-astronomical, with no explanation evident**

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

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

NO CASE INFO ONLY

OFFICIAL U.S. AIR

13 Apr 49

Page 1

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

April - 13 1949
Day Month Year

2. Time of day: 12-PM 9 [illegible]
Hours Minutes

(Circle One): A.M. or (P.M.)

3. Time Zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a Daylight Saving
b. Standard

4. Where were you when you saw the object?

[redacted] Nearest Postal Address | [illegible] City or Town | Blanco State or County

5. How long was object in sight? (Total Duration) 2 or 10 minutes
Hours Minutes Seconds

a. Certain
b. Fairly certain
c. Not very sure
(d.) Just a guess

5.1 How was time in sight determined? 9 to 10 minutes

5.2 Was object in sight continuously? (Yes) ____ No ____

6. What was the condition of the sky?

DAY
a Bright
b Cloudy

NIGHT
a. Bright
b. Cloudy

7 If you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One) a. In front of you
b In back of you
c To your right
d. To your left
e. Overhead
f Don't remember

FORM
FTD OCT 62 164 This form supersedes FTD 164, jul 61 which is obsolete.

FORCE UFO FORM

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight—pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

a. Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
d. As a light
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

a. Brighter
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

It was silver color / no noise

12. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other It looked like it was 20 or 25 feet long

13. The object: (Circle One for each question)

a. Appear to stand still at any time?	Yes	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't know
c. Break up into parts or explode?	Yes	No	Don't know
d. Give off smoke?	Yes	No	Don't know
e. Change brightness?	Yes	No	Don't know
f. Change shape?	Yes	No	Don't know
g. Flash or flicker?	Yes	No	Don't know
h. Disappear and reappear?	Yes	No	Don't know

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Official U.S. Air Force

Page 3

14. Did the object disappear while you were watching it? If so, how?

it stopped + then went away [illegible] No.
+ then took off over B[illegible]

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes (No) Don't know. IF you answered YES, then tell what it moved behind: _____

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes (No) Don't know. IF you answered YES, then tell what in front of: _____

17 Tell in a few words the following things about the object:

a. Sound It made no sound.

b. Color Silver

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

That same day-a lady who
[illegible]

[illegible] dates and [illegible] + then
[illegible] reported [illegible] the other two times
I saw the ~~[illegible]~~

UFO form continued

20. Do you think you can estimate the speed of the object?

(Circle One) Yes **No**

IF you answered YES, then what speed would you estimate? _____

21 Do you think you can estimate how far away from you the object was?

(Circle One) **Yes** No

IF you answered YES, then how far away would you say it was? 5 to feet above up

22. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
c. **Outdoors** on Gave. Juaniata
d In an airplane (type)
e. At sea
f. Other _____

23. Were you (Circle One)

a. **In the business section of a city?**
b. In the residential section of a city?
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North c. East e South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

24.2 How fast were you moving? Walking miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes **No**

25 Did you observe the object through any of the following?

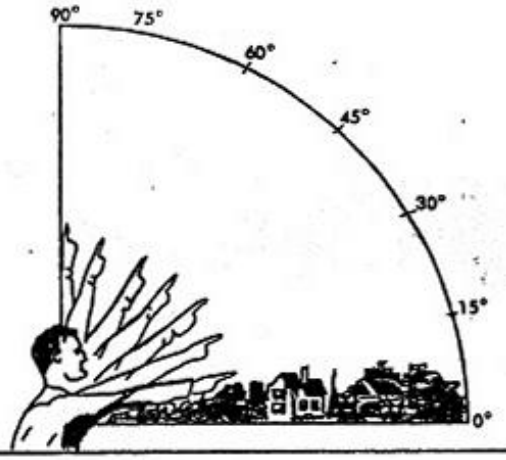
a Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other _____		

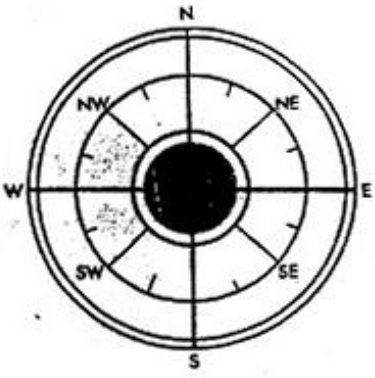
26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

Official U.S. Air Forc

Page

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass when you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

Brush movement

29. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

15 feet long,
It appeared from the north + went pa
way + then stopped for second mind
towards the east

[illegible]
that was in the paper
[illegible]

UFO form continued

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

[illegible]

31. Was anyone else with you at the time you saw the object? (Circle One) Yes No

31.1 If you answered YES, did they see the object too? (Circle One) Yes No

31.2 Please list their names and addresses:

Mrs [redacted], Peterburg Mich[illegible]
Two moved away from here & one
has passed away.

32. Please give [redacted] information about yourself:

NAME [redacted]

ADDRE[redacted]
Street City Zone State

TELEPHONE NUMBE[redacted] AGE 81 SEX female

Indicate any additional information about yourself, including any special experience, which might be pertinent.

[illegible] about two weeks [illegible]
[illegible] the first one. About 7 [illegible]
[illegible] stopped [illegible]
at [illegible]
[illegible]

33. When and to whom did you report that you had seen the object?

April 13 Day _____ Month 1948 Year

[illegible]
[illegible]
[illegible]

[illegible]

Official U.S. Air Force U

34. Date you completed this questionnaire: 9 (Day) [illegible] (Month) [illegible] (Year)

35 Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

TSAFD Form No. 228
(6 Aug 47)

[redacted]
UNCLASSIFIED

8
10

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

IN 090359Z

DOWNGRADED AT [illegible]
DECLASSIFIED AFT[illegible] YEAR
DOD DIR 5200.10

Paraphrase not required. Handle as correspondence
Secret
per [illegible] 60a (4) AR 3 [illegible]

PRIORITY

April 1948

FROM: CINCFE TYKYO JAPAN 080731Z.

TO: DEPT OF ARMY WASHINGTON DC FOR CSGID, COMGENAMC WRIGHT-PATTERSON AFB DAYTON OHIO ATTN MCI RPT MCI

INFO: COMGENFEAF

See [illegible]

IN REPLY CITE: CX 59769

Report control is A-1917. Pilot, 13 Air Force, at 0955, 1 April 48, Flying P-47 aircraft heading 180 degrees altitude 1500 feet indicated at 124 degrees 3 minutes East, 12 degrees 52 minuts North, weather scattered CFMULUS Rpt CUMULES 3/10 base three thousand, top 600, visibility unlimited sighted flying object approximately 3 miles East 1A heading 360, altitude estimated one thousand feet below him. Unidentified object estimated speed at time of sighting 200 miles per hour. Pilot turned left attempting to intercept unidentified flying object for more positive identification. At this time flying object made A turn of 90 degrees left, leveled out and accelerated disappearing in approximately 5 seconds, heading of 270 degrees. Pilot had phenomena under observation for about 60 seconds. Described as having A turtle back and an indistinct dorsal fin.. The shape of the object was that of A half moon closely resembling A flying wing type aircraft, estimated wing span 30 feet, estimated length 20 feet, color silver, no rpt no exhaust trail was observed. Five seconds elapsed time for disappearing would indicate exceedingly high speed and great

UNCLASSIFIED

COPY No. 1

[redacted]

(Upgage 1 of 2 pages)

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2.

WF-L-9 JAN 48 10M

AAF AGO Form No. 226
(6 Aug 47)

[redacted]

UNCLASSIFIED

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

acceleration. Reporting Officer is considered sincere and non-excitable type and firmly believes he sighted object. A report will be forwarded upon completion of an investigation of this incident.

CM-IN-1563-E HSM 091500Z

Received MCAAGM21 9 Apr 48 1008 (1508Z)

Typed by MCAAGM21 9 Apr 48 1359 (1859Z)ams

DISTRIBUTION: EJK

1. MCI--action

2. MCAAGM21

[redacted] respondence per paragraph 51 and 60a (4), AR 380-5

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR. 5

ACTION COPY

UNCLASSIFIED

COPY No. 1
T-17789
(page 2 of 2 pages)

[redacted]

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2.

WF-L-9 JAN 48 10M

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-3/HMS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,
Andrews Air Force Base,
Washington 25, D. C.
ATTN: DSS

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flying objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes.

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks areusually made direct from the Project "SIGN" Office, MCIAXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not eliminate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	143	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

T-34481-A

Hq ASC, Chief, Air Weather Service, Washington 25, D. C.
Subj: Project "SIGN"

4. The form used in interrogating witnesses to sightings is inclosed as a matter of interest. Comment as to possible improvement of the "Essential Elements of Information" in regard to routine synoptic balloon flights is invited.

5. It is requested that correspondence be forwarded to the Commanding General, Headquarters, Air Materiel Command, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman, Col, USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Dept

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

AFOIR, Hq. USAF
Capt Trakowski, Geophysics Lab
Major Kodis, MCREEP
Colonel Neal, MCLAWS

T-[redacted]-A

UNCLASSIFIED

COPY COPY

T-56109

JEQAB V JEQ

RTT CONF NR 0051

FM: CSAF WASH DC [redacted]

TO: CG AMC WRIGHT PAT AFTB OHIO

SUBJ: REG A-2 CONF

CLASS: BY ITEM

PRES: LT COL MCGINNIS
LT HUNNICUTT

ROGER IT IS SPECIAL A200

SORRY IT IS SPECIAL A-2 CONFERENCE

CSAF ITEM 1 (SECRET)

THE FOLLOWING REPORTS HAVE BEEN RECEIVED REGARDING FLYING OBJECTS AND ARE FORWARDED FOR PROJECT "SIGN" RECORDS:

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1. ITEM FROM TURKISH NEWSPAPER YENI SABAH, ISTANBUL, 5 MAY 1948. "THERE HAVE BEEN REPORTS LATELY TO THE EFFECT THAT SHINING OBJECTS LIKE METEORS, HAVE BEEN SIGHTED IN VARIOUS PARTS OF THE COUNTRY. SOME PEOPLE SUGGEST THAT THESE MIGHT BE ROCKETS. INFORMATION RECEIVED FROM AUTHORIZED CIRCLES REVEALS THAT SUCH A THING PASSED OVER ADAPAZARI AND WAS SEEN TO EXPLODE IN THE AIR. PARTS OF IT FELL INTO A VILLAGE NEARBY, AND KILLED A SHEEP DOG. THE THING WAS FOUND

Dec 170

UNCLASSIFIED

TO BE A ROCKET, AND THE DEBRIS WILL BE INSPECTED BY EXPERTS. OBSERVERS SAY THAT THE ROCKET, WHICH IS CLAIMED TONHAVE COME FROM THE NORTHWEST, WAS FLYING AT AN ALTITUDE OF 200 METERS OVER ADAPAZARI BEFORE IT FELL.

"ACCORDING TO RUMORS, IT IS POSSIBLE THAT THE ROCKET IS CONNECTED WITH THE FLYING DISC EXPERIMENTS BEING CONDUCTED BY THE RUSSIANS AT THE STATION ON MOUNT ALAGOZ CLOSE TO OUR EASTERN FRONTIERS."

SOURCE: MA, ANKARA, TURKEY, 10 MAY 1948, SERIAL 86-48, EVAL. F-4).

DATACOMMENT: AIR ATTACHE, ANKARA, TURKEY, HAS BEEN REQUESTED TO INVESTIGATE THIS INCIDENT FULLY AND ENCOURAGE TURKISH GENERAL STAFF TO DO LIKEWISE. WHETHER INCIDENT CAN BE CONFIRMED OR NOT AIR ATTACHE HAS BEEN DIRECTED TO DETERMINE SOURCES FOR INFORMATION CONTAINED IN YENI SABAH ARTICLE.

2. MOSCOW, USSR. " AT ABOUT SUNSET ON 3 AUGUST 1948, ABOUT 25 KILOMETERS NORTHWEST OF MOSCOW, AN EXPERIENCED AMERICAN NEWSPAPER REPORTER SAW AN UNIDENTIFIED OBJECT AT A VERY HIGH ALTITUDE. IT WAS LONG AND [illegible] AND PROCEEDED AT A HIGH BUT NOT EXCESSIVE SPEED IN A GENERALLY SOUTHWEST-NORTHEAST DIRECTION. IT SHOWED VERY [illegible]

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

171

PROBABLY FROM REFLECTED SUNLIGHT. NO WINGS COULD BE SEEN AND NO SOUND WAS HEARD/ IT LOOKED LIKE A RIGID AIRSHIP, AND WAS SO IDENTIFIED BY A RUSSIAN ACQUAINTANCE WHO SAW IT AT THE SAME TIME. THE REPORTER, HOWEVER, IN SPITE OF THE APPEARANCE OF THE OBJECT, WAS OF THE OPINION THAT IT WAS NOT A RIGID AIRSHIP, DUE PRINCIPALLY TO ITS HIGH SPEED. HE HAD NO THEORY TO OFFER, AND COULD ONLY SAY THAT IT WAS A MISTERY, LIKE THE AMERICAN 'FLYING SAUCERS'.

NA COMMENT: "THIS OBJECT MIGHT HAVE BEEN ANYTHING. ITS SPEED SEEMS INSUFFICIENT FOR A GUIDED MISSILE, BUT IT COULD HAVE BEEN EITHER A JET OR CONVENTIONAL AIRPLANE, AS UNUSUAL LIGHT CONDITIONS AND FORE-SHORTENING FREQUENTLY GIVE AIRCRAFT A FREAKISH APPEARANCE. THE POSSIBILITY THAT IT WAS A DIRIGIBLE, AS SUGGESTED IN REFERENCE (A), SHOULD NOT BE EXCLUDED, (4-EAMVAT 7, & 85-00-43,5 SPEED FRO WINDS.

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

////////

REFERENCE (A), SHOULD NOT BE EXCLUDED, OBTAINING ITS APPARENT SPEED FROM HIGH WINDS. THE UPPER WINDS IN MOSCOW ARE NOT PUBLISHED, BUT IT WAS NOTED THAT ON THE FOLLOWING MORNING THERE WERE HIGH SURFACE WINDS WITH GUSTS

SOURCE: M MOSCOW, USSR, SERIAL 123-48, 4 AUGUST 1948, EVAL. B-2.

UNCLASSIFIED

3. MOSCOW, USSR. "WHILE IN MOSCOW THE FRIEND HAD MET WITH MEMBERS OF THE MOSCOW IZVESTIYA EDITORIAL STAFF, AT WHICH TIME HE HAD LEARNED THAT THE CENTRAL PARTY COMMITTEE IS MAKEING A SPECIAL, SECRET STUDY OF THE AMERICAN "FLYING SAUCER" STORY AND THE "ROCKETS OVER SWEDEN" INCIDENT. SOURCE HAD NOT HEARD OF THE "FLYING SAUCERS" IN AMERICA AND SO WAS COMPLETELY IN THE DARK AS TO WHAT THE "SECRET STUDY" MIGHT IMPLY.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD Dir. 5200.10

SOURCE: NA, MOSCOW, USSR, SERIAL 38-S-48, 10 JUNE 1948, EVAL. F---3.

REQUEST AMC CONTINUE ANY FOLLOW-UPS DEEMED NECESSARY UNDER THE PROVISIONS OF PROJECT "SIGN". INFORMATION RECEIVED BY HEADQUARTERS, USAF, REGARDING FOLLOW-UPS ON TURKISH REPORT WILL BE FORWARDED TO AMC. END CSAF ITEM 1 (SECRET)

T-56109

UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

   a. **High probability:**
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. **Fair or low probability:**
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 163, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. **Non-astronomical but suggestive of other explanations**

   a. **Balloons or ordinary aircraft:**
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. **Rockets, flares or falling bodies:**
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. **Miscellaneous (reflections, auroral streamers, birds, etc.):**
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. **Non-astronomical, with no explanation evident**

   a. **Lack of evidence precludes explanation:**
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. **Evidence offered suggests no explanation:**
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

JULY - AUGUST 1948 SIGHTINGS

INCIDENT NUMBER	DATE	LOCATION	OBSERVER	EVALUATION
	JULY			
	July	Columbus, Ohio (Case Missing)	Civilian	Astro (Refraction of Sun
140	1	Gahanna, Ohio (Case Missing)	Civilian	Astro (Meteor)
	4	(D) Longmont, Colorado (NO CARD)	[redacted]	A/C
160	4	Dravesburg, Pennsylvania	[redacted]	A/C
137	7	Chapel Hill, North Carolina	[redacted]	Other (Not a UFO Sound O
214	7	West Ridge, New Hampshire	[redacted] (PHYSICAL SPECIMEN)	Other (Iron)
138	8	Columbus, Ohio (Case Missing)	Civilian	A/C
161	8	McKeesport, Pennsylvania (XXXX)	[redacted]	A/C
139	9	Osborn, Ohio (Case Missing)	USAF Pilot	Insufficient Data
145	9	Fielding Lake, Washington	[redacted]	Other (Insects)
146	17	San Acacia Dam, N.M. (Case Missing)	Military	Other (Birds)
168	20	Arnheim, Holland (Case Missing)	Civil Official	Insufficient Data
163	21	Van Nuys, California	Multiple	Balloon
	24	Altoona, Pennsylvania (Case Missing)	[redacted]	Astro (Meteor)
Info	24	Yakima, Washington (News Clipping)	[redacted]	
144	24	Alabama (SEE FOLLOWING) (FOLDER)	[redacted]	"Fireball"
165	26	Chamblee, Georgia	Multiple	Astro (Meteor)
Info	27	Asbury Park, N.J. (News Clipping)	Balloon Launch from Princeton.	
147	27	Springfield, Ohio (Case Missing)	[redacted]	Astro (Meteor)
148	27	Springfield, Ohio (Case Missing)	[redacted]	Astro (VENUS)
	28	Camp Hood, Texas (Case Missing)	Multi Military	Astro (Meteor)
151	29	Indianapolis, Indiana	[redacted]	UNIDENTIFIED
159	30	Worthington, Ohio	[redacted]	Balloon (Hot Air)
155	31	Columbus, Ohio	[redacted]	Balloon (Hot Air)
156	31	"	[redacted]	
157	31	" (NOT IN FOLDER) (PHYSICAL SPECIMEN)	[redacted]	
152	31	Indianapolis, Indiana	[redacted]	UNIDENTIFIED
	Jul-Aug	Marion, Virginia	[redacted]	UNIDENTIFIED
	AUGUST			
	[illegible]	Salt Lake City, Utah (NO CASE)	Civilian	A/C
153	1	Groveport, Ohio	[redacted]	Other (Meteor [illegible])
154	2	Columbus, Ohio	[redacted]	Balloon
171	3	Moscow, USSR	Newspaper Reporter	Insufficient Data
230	[illegible]	North Powder, Oregon [redacted]	[redacted]	Astro (Meteor)
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[redacted]	[illegible]
137		Godman AAB, Kentucky	[illegible]	[illegible]
169		Maplewood, Ohio	[redacted]	Other (Boiler Webs)
166	[illegible]	Los Angeles, California	[redacted]	Astro (Meteor)
148	[illegible]	[illegible]		

(1) CASE MISSING

[redacted] RECORD COPY

Incident #214

ATIC NO. ---

DATE OF INFO 7 July 1948

AF NO. ---

LOCATION West Rindge, N. H.

REPORT NO. ---

SOURCE Male Civilian

DATE OF REPORT ---

DATE IN TO ATIC ---

TIME OF SIGHTING 1500

COLOR ---

SHAPE ---

SPEED ---

Estimated
Measured
Estimated
Measured

SIZE ---

ALTITUDE ---

COURSE ---

LENGTH OF TIME OBSERVED ---

NO. IN GROUP ---

TYPE OF OBSERVATION Ground

SOUND ---

MANEUVERS ---

PHOTOS --- SKETCHES ---

Remarks: Investigation not complete.

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

First Residue from steam locomotive

PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
7 July 1948	West Rindge, N. H.	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 1500 GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Male Civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS / 9. COURSE	☐ Other ☒ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING	11. COMMENTS
Several people noticed little curls of smoke on a lawn. Upon investigation small burned spots about 1½ inches in diameter were found. Fires were apparently caused by metallic fragments similar to the lining of V-2 bombs.	Investigation not completed, possibly the lining from a jet turbo plane.

ATIC FORM 329 (REV 26 SEP 52)

[redacted]

UNCLASSIFIED

Incident #214 -- West Rindge, New Hampshire -- 7 July 1948

Inasmuch as the metallic particles concerned in this incident have been independently identified at MIT as parts of a cast-iron cylinder, an astronomical explanation of the incident is precluded. However, as a matter of general interest, it should be noted that iron meteorites could have produced the same effect. It is assumed, of course, that the MIT examination excluded the possibility of these particular particles being meteoritic.

UNCLASSIFIED

[redacted]

No. 214: No information whatsoever.

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

INCIDENT SUMMARY SHEET

Incident No. 214

1. Date and Time of Observation: 7 July 1948
2. Where Sighted: Rt 202 - West Rindge, N. H.
3. Observer's Position: Ground
   (i.e., ground, air, control tower, etc.)
4. Name and Address of Observer: [redacted], West Rindge, N. H.
5. Occupation and/or hobbies: Vice Pres. New England Tel & Tel Co.
6. Attention Attracted by: Curls of smoke
7. Number of Object(s) Seen:
8. Size of Object(s):
9. Color of Object(s): Case now under investigation
10. Shape (Sketch if Possible)
11. Nature of Luminosity:
    (directed beam of light?)
12. Altitude of Object:
    (estimated)
13. Estimated Distance of Object from Observer:
14. Estimated Speed of Object:
15. Time in Sight:
16. Tactics:
17. Sound Made by Object(s):
18. Direction of Flight of Object(s)
19. Apparent Construction:
20. Effect on Clouds:
21. Exhaust Trail (Color of):
22. Manner of Disappearance:
23. Weather Conditions at Time of Sighting:
24. Peculiarities Noted:
25. Summary of Incident:
    ([redacted])

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
JULY 18, 1947

UNCLASSIFIED

TELETYPE

WASHINGTON FROM BOSTON 3 18 10-53P

DIRECTOR

METAL FRAGMENTS OBSERVED AT WEST RINDGE, N.H., JULY SEVEN, FORTHSEVEN SECURITY MATTER-X. DEAN [redacted], SECURITY OFFICER, M.I.T., CAMBRIDGE,MASS.,ADVISED THAT TODAY HE WAS IN CONTACT WITH ONE [redacted] R,OF WEST RINDGE,N.H., A RETIRED VICE PRESIDENT OF THE NEW ENGLAND TEL. AND TEL. CO. MR. [redacted] ADVISED THAT AT APPROXIMATELY THREE PM ON JULY SEVEN LAST SEVERAL PEOPLE SITTING ON A PORCH OBSERVED ON THE LAWN OF [redacted], ROUTE TWO NAUGHT TWO, WEST RINDGE, N.H., LITTLE CURLS OF SMOKE,WHICH ON INSPECTION DISCLOSED SMALL BURNED SPOTS ABOUT ONE AND ONE HALF INCHES IN DIAMETER ON THE GREEN LAWN. ALSO IN THE LONG DRY GRASS ON BOTH SIDES OF ROAD IN A CIRCLE APPROXIMATELY TWO HUNDRED FEET IN DIAMETER SEVERAL LITTLE BLAZES HAD STARTED AND THE FIRE DEPT. WAS CALLED. FIRES WERE APPARENTLY CAUSED BY METALLIC FRAGMENTATI NS WHICH WERE TURNED OVER TO PROFESSOR RENTGES, OF MIT, BY MR. PARKE D. APPEL, OF THE TELEPH NE COMPANY. RENTGES HAS ADVISED DEAN BUSH R THAT THEIR GENERAL APPEARANCE ARE SIMILAR TO THE LINING OF V DASH TWO BOMBS, WHICH HE HAD OBSERVED AT NEW MEXICO. PROFESSOR L.H. DENALD, AN OUTSTANDING METALLURGIST AT MIT, STATED THAT THEY ARE POSSIBLY THE LINING FROM A JET TURBO PLANE. AT PRESENT TIME HE IN PROCESS OF ANALYZING TWO OF THESE PIECES. THESE SCIENTISTS IN ROUGHLY RECONSTRUCTING THE METALLIC OBJECT STATE IT WAS APPROXIMATELY FOURTEEN INCHES IN DIAMETER, THREE SIXTEENTH OF AN INCH THICK, AND MACHINE TOOLED, AND SOME FRAGMENTS INDICATED THEY WERE BURNED AND APPEARED TO HAVE BEEN SUBJECTED TO TERRIFIC HEAT. THESE SCIENTISTS ARE TREATING THIS MATTER AS CLASSIFIED INFORMATI N. MR. [redacted], AT WEST RINDGE, N.H. IS ALSO ENDEAVORING TO COLLECT ADDITIONAL FRAGMENTS AND HAS STATED THAT THE FIRE CHIEF AT WEST RINDGE HAS ALSO SEVERAL FRAGMENTS IN HIS POSSESSION. MR. [redacted] INDICATED THAT THE WHITEHEAD RESIDENCE IS SEVEN TO EIGHT HUNDRED FEET EAST OF THE RAILROAD TRACKS. [redacted] STATED HE WILL MAKE THE RESULTS OF M I T RESEARCH AVAILABLE IF SIGNIFICANT. OPINIONS OF SCIENTISTS AS SET FORTH ABOVE SUGGEST POSSIBLE MILITARY INTEREST. MILITARY AUTHORITIES AT BOSTON HAVE NOT BEEN NOTIFIED.

SOCY

HOLD

CRIMINAL—DIRECTOR

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

214

UNCLASSIFIED

[redacted]

UNCLASSIFIED

MCIAXO-3

9 November 1948

Federal Bureau of Investigation
U. S. Department of Justice
Washington, D. C.
ATTN: Communications Section

Gentlemen:

This office is engaged in a continual investigation of all reported sightings of unidentified aerial objects, and has in its possession a teletype from the Boston FBI Field Office, copy attached, dated 18 July 1947, concerning metal fragments observed at West Ridge, New Hampshire on 7 July 1947.

The following information concerning this matter is requested:

Present status of investigation

Nature of metal found

Origin of metal

Disposition of metal fragments

If available, will it be possible to forward physical evidence for further examination?

Were all possibilities of domestic origin of the unidentified object eliminated from consideration by the investigation?

Five copies of a list entitled, "Essential Elements of Information" to serve as a guide in conducting future interviews of observers of unidentified aerial phenomena are inclosed.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

AMC
Subj: Project "Sign"

It is further requested that all available data be forwarded directly to the Commanding General, Headquarters Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIAXD-3.

Sincerely yours,

2 Incls:
1. Cy of Teletype dtd 18 July 47
2. 5 Cys EEI Form

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

-3-

UNCLASSIFIED

[redacted]

314

[redacted]

UNCLASSIFIED

7 July 1948

SUBJECT: Metal Fragments Observed at West Ridge, New Hampshire, 7 July 1947

TO: Commanding General
Hq, Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXD-3

1. Reference is made to a letter dated 9 November 1948, from Colonel W. R. Clingerman, USAF, Chief, Tech Intelligence Division, Intelligence Department, Department of the Air Force, to the Federal Bureau of Investigation, requesting that information concerning the above subject be forwarded to Commanding General, Air Materiel Command, Attn: MCIAXD-3.

2. The attached information pertaining to above subject which was received by this Headquarters from the Federal Bureau of Investigation is hereby transmitted in compliance with original request.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Extract fr ltr, FBI,
dtd 26 Nov 48, subj
as above

HUGH J. KNERR
Major General, USAF
The Inspector General, USAF

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

RET

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

Date: [illegible]

To: Director of Special Investigations [illegible]
Department of the Air Force
Washington [illegible]

From: [illegible]

Subject: [illegible]
NEW HAMPSHIRE [illegible]

* * * * *

"For your information, Dean John M. Bunker, Security Officer, Massachusetts Institute of Technology, Cambridge, Massachusetts, the original informant in this matter, advised that a spectographic analysis [illegible] completed of the metal particles referred to and they were determined [illegible] of ordinary cast iron and had been subjected to a very high [illegible]. The heat caused scales to be formed on the cast iron [illegible] thought to be of some metallic alloy. The scientist [illegible] concluded that if they had come through the air [illegible] small pieces as they were found most of the heat would have been taken from them by the time they reached the ground and fires would not have resulted.

"It is noted that the metal particles landed approximately [illegible] hundred feet from a railroad track and inquiries were conducted to determine whether or not the particles could have originally been a part of [illegible] some other part of the steam engine. These inquiries resulted in positive information that the particles did not come from a train or locomotive. Measurements of the four pieces examined revealed that they most likely had been originally all part of one hollow cylinder, eight inches in diameter and three-sixteenth of an inch thick. It was believed that one piece falling from a great height would have retained a good portion of its heat and probably would have smashed when it hit the ground.

"One scientist [illegible] cylinders of similar measurements had been used in [illegible] work in connection with a guided missile project. However, this scientist did not make this conclusion to the exclusion of all other possibilities. Efforts were made to reconstruct the original cylinder. The metal fragments were not made available. Since the metal fragments were not made available it will be impossible to furnish them to the Air Force. [illegible] gation concerning these fragments [illegible]

Incl #1

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] D Incident #138

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 0920

SHAPE Cigar or Torpedo

SIZE With Binoculars (M-3, 6 x 30) Approx. 3 1/2" x 1"

COURSE NE to N

NO. IN GROUP 2

SOUND ---

PHOTOS --- SKETCHES ---

DATE OF INFO 3 July 1948

LOCATION Columbus, Ohio

SOURCE Female Civilian

DATE IN TO ATIC ---

COLOR Silver

SPEED Could not be estimated Estimated / Measured / Estimated / Measured

ALTITUDE 3000'

LENGTH OF TIME OBSERVED 4 Min.

TYPE OF OBSERVATION Ground

MANEUVERS Bobbed up and down

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

Pat A/C

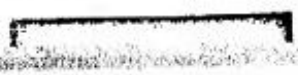
UNCLASSIFIED

Incident #138 -- Columbus, Ohio -- 8 July 1948

There is clearly nothing of astronomical character in this incident.

It is the present investigator's opinion that the objects were aircraft. The "bobbing up and down" can be explained as a "seeing" effect -- that is, distortion of the image by air currents.

UNCLASSIFIED



Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 160, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 139, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] 10073 [illegible] Incident #161

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

PHOTOGRAPHED ---

SHAPE "Plate"

SIZE 12'-15' Diameter

COURSE Toward Kennywood Park

NO. IN GROUP 1

SOUND ---

PHOTOS --- SKETCHES ---

DATE OF INFO 8 July 1948 (Approx)

LOCATION McKeesport, Pa.

SOURCE Female Civilians

DATE IN TO ATIC ---

COLOR Silver

SPEED ---

ALTITUDE ---

LENGTH OF TIME OBSERVED ---

TYPE OF OBSERVATION Ground

MANEUVERS ---

JAH

A/C

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #161 -- McKeesport, Pennsylvania -- c. 8 July 1948

Information offered by these two untrained, uncritical, and excitable observers can be given little weight. There does not appear to be anything astronomical about this incident; chances are that the two women saw ordinary aircraft with sunlight reflected from fuselage but not from wings.

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

8 E

Incident # 161

1. Date Around July 8, 48
2. Time N/S -
3. Location McKeesport, Pa.
4. Name of observer Mrs. [redacted] & Mrs. [redacted]
5. Occupation of observer housewife
6. Address of observer [redacted] Ave) McKeesport, Pa.
7. Place of observation McKeesport, Pa.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S - toward Kennywood Park
14. Tactics N/S
15. Sound noiseless
16. Size 12 to 15 inches in dia.
17. Color silver
18. Shape "plate"
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds disappeared in cloud bank
24. Sketches or photographs None
25. Manner of disappearance disappeared in cloud bank
26. Remarks: (over)

Witness saw what looked like a "big, silver plate" zooming noiselessly overhead in the direction of Kennywood Park.

"Oh look, that's not a plane, screamed Mrs. [redacted] to her neighbor, Mrs. [redacted], "it looks like one of those flying saucers."

Mrs. [redacted] said the disc was about 12 to 15 inches in diameter. It disappeared in a cloud bank but reappeared on the far side and was seen by Mrs. [redacted]. They followed the direction of the disc until out of sight.

NOTE: Taken from the Daily News "McKeesport, Pa. - July 8, 1948.

—THE DAILY NEWS, McKEESPORT, PA.

Flying Disc In Sky Here Women Sa

"Flying saucers" were rep[illegible] in the district again today.

Two Grover Ave. women ta[illegible] outside their homes this morn[illegible] said they saw what looked [illegible] a "big, silver plate" zoo[illegible] noiselessly overhead in the di[illegible]tion of Kennywood Park.

"Oh, look, that's not a pla[illegible] screamed Mrs. Nell Veway, of 3[illegible] Grover Ave. to her neighbor, M[illegible] Elizabeth Goltz, 3604 Grover A[illegible] "It looks like one of those 'fly[illegible] saucers'."

Mrs. Veway said the disc, ab[illegible] 12 to 15 inches in diameter, [illegible] appeared in a cloud bank, but [illegible] appeared on the far side and also was seen by Mrs. Goltz, who was standing on her front porch.

"We followed the disc until it dis[illegible] Ve[illegible]

[redacted] Incident #139

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 2147

SHAPE ---

SIZE ---

COURSE W (E to W)

NO. IN GROUP 1

SOUND ---

PHOTOS ---

SKETCHES ---

DATE OF INFO 9 July 1948

LOCATION North End, Osborn, Ohio

SOURCE USAF Pilot

DATE IN TO ATIC ---

COLOR Pale yellowish white (Luminous)

SPEED Between 500-600 MPH Estimated

ATTITUDE 3,000-4,000 ft Estimated

LENGTH OF TIME OBSERVED 3 times 1-2 Sec. duration

TYPE OF OBSERVATION Aerial

REMARKS Intermittent appearances at regulated intervals

Temporary ATIC Form 322 (? Jan 52)

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]
UNCLASSIFIED

Incident #139 — Osborn, Ohio — 9 July 1948

There is no obvious astronomical explanation for this incident.

The present investigator was struck first by the fact that the description of the incident states, "... with about a quarter moon rising in the east-southeast." The quarter moon can never be seen in that position at 2147 hours (local time), for the quarter moon sets at approximately midnight. The moon at that date was not yet at the first quarter, and it set at Osborn at about 2300. The correct statement would be, "... with about a quarter moon setting in the west-northwest." This, oddly enough, is the quadrant of the sky in which the object was reported to be seen. In what direction, then, was the observer really looking?

Although the sky was reported as clear, could it possibly be that rapidly scudding clouds periodically obscured the setting moon -- a moon which, incidentally, does have a pale yellowish-white light?

Other possibilities that suggest themselves are detached auroral streamers or floodlights or searchlights playing on the sky.

UNCLASSIFIED
[redacted]

7-31121-8

Inc[illegible]nt [illegible]1404

ATIC NO. ----

AF NO. ----

REPORT NO. ----

DATE OF REPORT ----

TIME OF SIGHTING 2100 2200

SHAPE ----

SIZE ----

COURSE NE to SW

NO. IN GROUP 1

SOUND ----

PHOTOS ---- SKETCHES ----

Temporary ATIC Form 329
(2 Jan 52)

DATE [illegible] July 48

[illegible] Gahanna, Ohio

SOURCE Civilians

DATE IN TO ATIC ----

COLOR Bright yellow-white

SPEED Terrific

ALTITUD 3000' 4000'

LENGTH OF TIME OBSERVED 2 sec

TYPE OF OBSERVATION Ground

MANEUVERS Horizontal line of flight

[redacted]

UNCLASSIFIED

Incident #140, a -- Gahanna, Ohio -- 1 July 1948

The object sighted here was probably a bright, slow-moving meteor. It is described as a "bright yellow-white light," moving at a "terrific" rate of speed, and was in sight for two or three seconds.

This investigator is again struck by the reference to the ubiquitous moon. "Bright moonlight" was reported; at the stated hour of observation, the moon had not yet risen.

RETURN TO:
Director
Aerospace Studies Inst.
ATTN Archives Branch
Maxwell AFB, Alabama

K243.6012-1
Jul-Aug 1948

SMC

1003299

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, (140), 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] Incident #160

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 2315

SHAPE Looked like a star

SIZE Of a star

COURSE ---

NO. IN GROUP 1

BOUND ---

PICTURES --- SKETCHES 1 vague

DATE OF INFO 4 July 1948

LOCATION Dravosburg, Pa.

SOURCE Male Civilian

DATE IN TO ATIC ---

COLOR Same as star

SPEED Hovering-when moving, undetermined

ALTITUDE ---

LENGTH OF TIME OBSERVED 30 Sec. plus

TYPE OF OBSERVATION Ground

MANEUVERS Moved across sky stopping and starting three times

Temporary ATIC Form 329
(2 Jan 52)

[redacted] JAH

[redacted]

UNCLASSIFIED

Incident #160 -- Dravosburg, Pennsylvania -- 4 July 1948

There is no astronomical explanation for this incident.

The date of occurrence, July 4, suggests that the object seen might have been a part of some celebration -- for instance, a lighted balloon, or even a "county fair" type of balloon.

Or there may be a much simpler explanation for the incident: the observer was very close to the Allegheny County airport. Does the airport have record of either pilot balloon or small aircraft in the air at the time of the sighting? Since when the object seemed to stop it also changed direction, the stopping may have been merely the effect of perspective.

This incident does not appear to have any relation to incident #161.

[redacted]

[redacted]

On 4 July 48 at approx. 11:15 P. M., CST, witness and his wife thought they saw a star moving. There was a light in the sky the same color and size of a star which was moving. [redacted]. Then they thought it was a plane but it made no noise. The object moved across the sky, then changed its course a bit and went straight and stopped again for about 5 seconds, changed its course a bit and went straight for awhile and stopped again this time for at least 15 seconds, then it went across the sky a little ways and disappeared completely. When the object stopped in the sky, it resembled a star and only by following its course could the difference be noticed.

NOTE: Witness states that he lives some 2-1/2 miles from the two woman (McKeesport, Pa.) who reported seeing a big silver plate zooming noiselessly overhead in the direction of Kennywood Park. See Inc. 161.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 160

1. Date 4 July 48
2. Time 11:15 P. M.
3. Location Dravasburg, Pa.
4. Name of observer [redacted]
5. Occupation of observer N/S
6. Address of observer Box [redacted] Dravasburg, Pa.
7. Place of observation Dravasburg, Pa.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 20 seconds +
11. Altitude N/S
12. Speed Hovering - then moving on at undetermined speed
13. Direction of flight N/S
14. Tactics moved across sky, stopping three times and resuming movement
15. Sound No noise
16. Size of a star
17. Color same as a star
18. Shape looked like a star
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs Vague sketch
25. Manner of disappearance N/S
26. Remarks: (over)

9 AUG1948

AFOIR-CO-5(L-8-31)

SUBJECT: Project "SIGN"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Wright Field, Ohio
ATTN: MCI

1. Attached civilian communication is forwarded as a matter pertaining to your Command.

2. This letter has been acknowledged by the Adjutant General, Department of the Army, but not by this Headquarters. It is assumed that your Command will make proper acknowledgement.

BY COMMAND OF THE CHIEF OF STAFF:

ROBERT TAYLOR 3rd
Colonel, USAF
Chief, Collection Branch
Air Intelligence Requirements Division
Directorate of Intelligence

1 incl
Ltr fr J. Jannicky
dtd 9 July 1948 w/2 Incls.

MCIAXO-3

MCIAXO-3/EWS/aw
23 August 1948

Mr. [redacted]
Box 227
Dravasburg, Pa.

Dear Mr [redacted]

Your letter of 7 July 1948 concerning a strange aerial object has been forwarded to this Command.

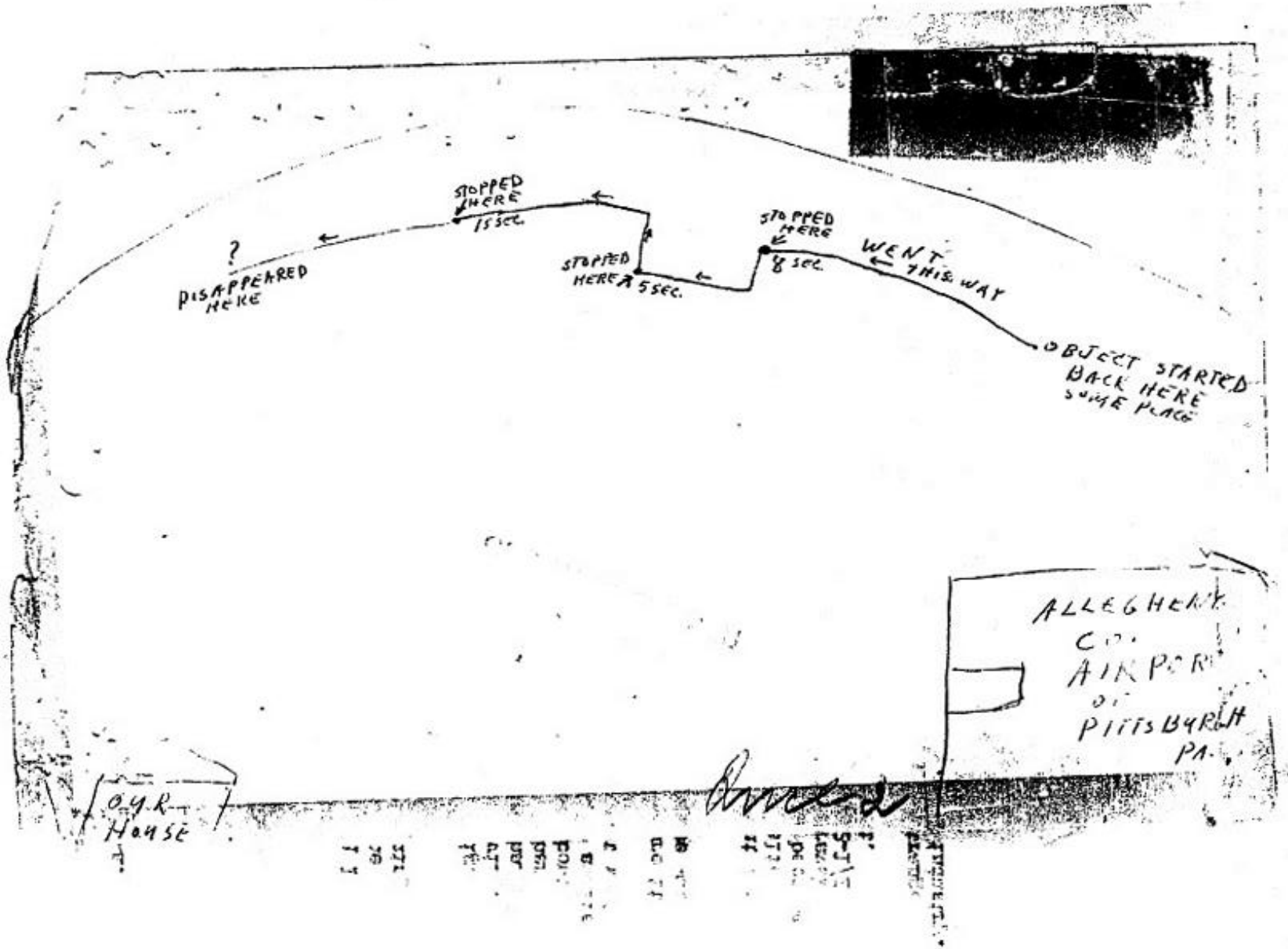
The Air Force is interested in all reports on flights of unidentified aircraft and your action in reporting to the proper authorities is appreciated.

Your report is being evaluated at the present time and it may be determined that further contact with you is desirable.

It will be greatly appreciated if future correspondence in this matter is addressed to this Headquarters, attention: MCIAXO-3.

Sincerely yours,

JAMES J. HAUSMAN
Lt Col, USAF
Actg Chief, Technical Intelligence Div
Intelligence Department



STOPPED HERE 15 SEC.
STOPPED HERE 5 SEC.
STOPPED HERE 8 SEC.
WENT THIS WAY
OBJECT STARTED BACK HERE SOME PLACE
? DISAPPEARED HERE
ALLEGHENY CO. AIRPORT OF PITTSBURGH PA.
OUR HOUSE

[redacted]
Dravasburg, Pa.
7/9/48

U. S. War Dept.
Washington D. C.

To whom it may concern:

Dear Sirs:

On the fourth of July (July 4, 1948) my wife and I were sitting on a bench on our lawn and we were watching the stars, planes, etc. At 11:15 P. M., O. S. T. we saw something very strange.

We thought we saw a star moving. There was a light in the sky the same color and size of a star and it was moving. We decided it was a plane but it made no noise. We soon changed our minds because this "thing" moved across the sky then changed its course a bit and went straight and stopped again for about 5 seconds, changed its course a bit and went straight for awhile and stopped again this time for at least 15 seconds then it went across the sky a little ways and disappeared completely. When this thing stopped in the sky, if you didn't know where it was at you would not tell it from a star as the resemblance was identical to a star.

After reading in the paper on July 8, 1948 about two women seeing "flying saucers" in the daylight July 8, I believe I saw a "flying saucer" or something in the night July 4, because I know it was no star or an airplane because neither cantravel and stop in the air like this "thing" did. I live above 2-1/2 miles from these women who saw the "discs" in the daylight.

Has the War Department any comments on these strange "discs"? They are not reported in the heart of the steel industry.

Yours

[redacted]
Dravasburg, Pa.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF OBSERVATION 2114 and 2115

SHAPE Cigar

SIZE Approx. same as a/c

COLOR WHITE

NO. IN GROUP 3

SOUND ---

PHOTOS --- SKETCHES ---

DATE OF OBS July 1948

LOCATION Chapel Hill, N. C.

SOURCE Univ. of N.C., Math Instructor

DATE REC'D ATIC ---

COLOR ---

SPEED High

ALTITUDE Extreme

LENGTH OF TIME OBS'D Approx. 1 Min.

TYPE OF OBSERVATION ---

REMARKS ---

OBJECTS NOT OBSERVED (SOUND ONLY)

JAH Alc

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #137, 137a -- Chapel Hill, North Carolina -- 7 July 1948

This report refers solely to a sound phenomenon. Statements of the witnesses indicate specifically that no object was seen. The summary sheet given here seems to confuse the description of this incident with that of incident #138.

Fireballs and bright meteors are often known to emit sounds similar to the rolling of thunder. The information given in this report is so meager, however, that, while the sound referred to could have been meteoric, no decision can be made.

It seems more probable that actual aircraft were heard.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 137a

1. Date 7 Jul 48
2. Time 2114 and 2115
3. Location Chapel Hill, N. C.
4. Name of observer [redacted]
5. Occupation of observer Capt., Infantry, Reserve
6. Address of observer Box [redacted] Chapel Hill
7. Place of observation Chapel Hill, N. C.
8. Number of objects three (3)
9. Distance of object from observer N/S
10. Time in sight Approximately one (1) minute
11. Altitude Extreme
12. Speed High
13. Direction of flight East Northeast
14. Tactics N/S
15. Sound Jet
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Not Visible
22. Weather conditions Clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks:

ASC-251-D
(15-10-43)

[redacted]

MCIAXO/RAL/amb

A. G. P.	
PRIORITY	X
ROUTINE	X
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

UNCLASSIFIED
DATE: 9 Jul 48

FROM: AMC

W. R. CLINGERMAN
Colonel, USAF
Actg Chief of Intelligence
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: Director of Intelligence
General Staff, USA
Washington 25, D. C.

CLASS: RESTRICTED

TELETYPE NO MCIA-7-1

THE FOLLOWING INFORMATION WAS RECEIVED FROM HQ, THIRD ARMY, FT McPHERSON, GA. ON 8 JULY 1948: "THREE UNCONVENTIONAL AIRCRAFT PASSED OVER CHAPEL HILL NC BETWEEN 2114 AND 2115 CMA SEVEN JULY CMA AT AN EXTREME ALTITUDE AND AT A HIGH RATE OF SPEED CMA BEARING EAST NORTH EAST PD CRAFT WERE NOT SIGHTED BY OBSERVERS CMA EXHAUST TRAIL NOT VISIBLE CMA CHARACTERISTIC JET SOUND CMA WEATHER CLEAR PD WITNESSES CLN [redacted] LT US NAVEL RESERVE CHAPEL HILL CMA MATHEMATICS INSTRUCTOR UNIVERSITY OF NORTH CAROLINA SMCLN AND [redacted] CAPTAIN INFANTRY RESERVE CMA BOX 188 CHAPEL HILL PD NO OTHER INFORMATION AVAILABLE PD EVALUATION PO PD". SIMILAR INFORMATION WILL BE FORWARDED AT A LATER DATE. SIGNED, TECHNICAL INTELLIGENCE DIVISION

UNCLASSIFIED

[redacted]

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P. & T.	SUPPLY	BUDGET & FISCAL	OTHERS

[redacted]

UNCLASSIFIED

MCIAXO-3

MCIAXO-3/RAL/aw

Project "SIGN" - Unidentified Aircraft

[redacted]
U. S. Infantry Reserve
[redacted]
Chapel Hill, North Carolina

1. Clarification is requested as to your sighting of unconventional aircraft on 7 July 1948.

2. Teletype received at this Headquarters from Hq, Third Army, Ft McPherson, Ga, reads in part:

"THREE UNCONVENTIONAL AIRCRAFT PASSED OVER CHAPEL HILL PD BETWEEN 2114 AND 2115 CMA SEVEN JULY CMA AT AN EXTREME ALTITUDE AND AT A HIGH RATE OF SPEED CMA BEARING EAST NORTH EAST PD CRAFT WERE NOT SIGHTED (?) BY OBSERVERS CMA TRAIL NOT VISIBLE CMA CHARACTERISTIC J&T SOUND CMA WEATHER CLEAR PD..."

3. It is requested that you furnish this Headquarters with a signed statement regarding the above sighting. This information should be directed to the attention of MCIAXO-3, as indicated in the upper left-hand corner of this letter.

FOR THE COMMANDING GENERAL:

W. R. CLINGERMAN
Colonel, USAF
Actg Chief of Intelligence
Intelligence Department

UNCLASSIFIED

[redacted]

Math Dept. Univ, N. C.
Chapel Hill, N. C.
8 Aug 48

To: The Commanding General
Air Materiel Command

Attn: MCIAXC-3
Wright-Patterson AF Base
Dayton, Ohio

From: [redacted], USNR
Math Dept UNC - Chapel Hill N. C.

Subject: Sighting of Unconventional Aircraft on 7 July 48

1. I know nothing more than is listed by teletype - letter attached

2. I heard & did not see what I believed to be jet planes as reported by Capt Harvey Whiel, A.US.

Respectfully submitted

[redacted]
Lt, USNR

Enclosed
2C-137

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] Incident #145

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 1205 AST

TYPE Either Spheroid or Disc

SIZE Dots

COURSE WNW to ESE

NO. IN GROUP 20 Approx.

SOUND Buzz similar to jets

PHOTOS --- SKETCHES 1

DATE OF INFO 9 July 1948

LOCATION Fielding Lake, Wash.

SOURCE USAF Officers

DATE IN TO ATIC ---

COLOR Grayish-Black

SPEED 500 MPH plus Estimated Measured Estimated Measured

ALTITUDE 5000' plus

LENGTH OF TIME OBSERVED 5 Sec. or less

TYPE OF OBSERVATION Ground

MANEUVERS Jockeyed back and forth in group formation giving impressio of shotgun blast pattern but maintained straight course

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

INSECTS.

[redacted]

UNCLASSIFIED

Incident #145 -- Fielding Lake -- 9 July 1948

The lack of any exhaust trail and luminosity of eliminates an astronomical explanation for the objects reported here.

It seems more probable that they were distant aircraft flying in formation, or migrating birds.

MOODY INSECTS.

5 SECONDS

DAYLIGHT OBSERVATION

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

1

72ND RCN SQUADRON (VLR) PHOTOGRAPHIC
Office of the Intelligence Officer
APO 731, c/o Postmaster
Seattle, Washington

LFRCS

SUBJECT: Report of Information on "Flying Discs"

TO : Commanding General
Air Materiel Command
Wright - Patterson Air Force Base
Dayton, Ohio

ATTN : TSDIN

1. At approximately 1205 AST 9 July 1948, 1st Lt's [redacted] and [redacted], both of the 72nd Rcn Squadron (VLR) Photo, sighted a group of unidentified objects while fishing at Fielding Lake (63°11' - 145°40'W).

2. The weather at the time of the sighting was described as bright and sunny with unlimited visibility and no more than 5/10 strato-cumulus cloud coverage.

3. The objects resembled a group of dots, grayish black in color and numbering about 20. They were plainly visible, and were either spheroid or disc shaped. They appeared to be jockeying back and forth in the group formation, which gave the overall impression of a shotgun blast pattern.

4. The objects were estimated to be at 5,000 feet or more above the terrain, and were thought to be moving at a speed in excess of 500 MPH. (This figure was reached in view of the fact that the objects were out of sight in five seconds or less. The group seemed to be immediately below the clouds. Direction of flight was from WNW to ESE, and the objects were definitely flying a straight course.

5. Just before the objects were sighted, a loud roaring sound was heard, and was attributed to a strong wind blowing through the surrounding woods. However, as the objects approached and passed, the sound sharpened into a buzz much like that made by a group of Jet Aircraft. No exhaust trails were visible.

6. Photographs of the objects were not available. The following

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

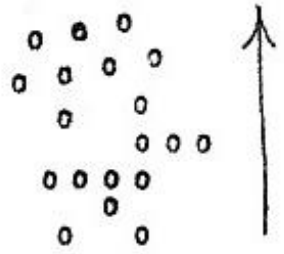
7-1155

[redacted]

UNCLASSIFIED

Ltr, Hq., 72nd Rcn Sq (VLR) Photo, Sub: "Report of Information on Flying Discs", dated 12 July 1948 (Cont'd):

is a sketch of the overall conformation of the group. "O" indicate individual objects, arrow indicates direction of flight:



GALEN E. NIEDENFUEHR
Captain, USAFR
Intelligence Officer

LFDIS 350 1st Ind 14 July 1948

HEADQUARTERS YUKON COMPOSITE WING, Ladd Air Force Base, APO 731, c/o Postmaster, Seattle, Washington

TO: Commanding General, Air Materiel Command, Wright - Patterson Air Force Base, Dayton, Ohio
ATTN: TSDIM

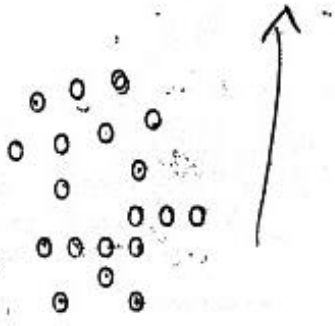
HOWARD A. BURD
Major, USAF
Staff Intelligence Officer

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR [illegible]

UNCLASSIFIED

[redacted]

color and numbering about 20. They were plainly visible and either spheroid or disc shaped. They appeared to be jockeying back and forth in the group formation which gave the overall impression of a shotgun blast pattern. The objects were thought to be moving in excess of 500 MPH at approximately 5,000 ft (immediately below the clouds) from WNW to ESE and were definitely flying a straight course. Just before they were sighted a loud roaring sound was heard which was attributed to a strong wind blowing through the surrounding woods. However, as the objects approached and passed, the sound sharpened into a buzz much like that made by a group of jet aircraft. No exhaust trails were visible. There were no photographs available.



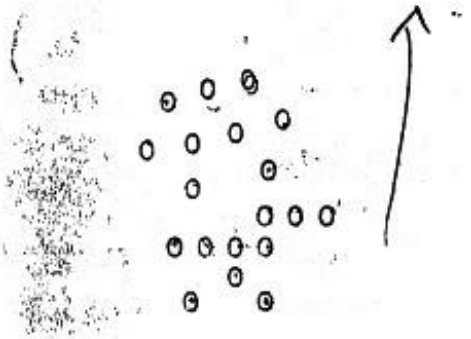
CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 145

1. Date 9 July 1948
2. Time 1205 AST
3. Location Fielding Lake
4. Name of observers 1st Lt. [redacted]
5. Occupation of observers (VLR) Photo
6. Address of observers 72nd RCN Sq (VLR) Photographic; c/o APO 731 c/o Postmaster Seattle Washington
7. Place of observation Fielding Lake, Alaska (63°11' - 145° 40' W)
8. Number of objects Approximately 20
9. Distance of object from observer 5,000 + above
10. Time in sight 5 seconds or less
11. Altitude 5,000 + immediately below the clouds
12. Speed over 500 MPH
13. Direction of flight WNW to ESE
14. Tactics Jockeyed back and forth in the group formation giving the impression of shotgun blast pattern but maintaining straight course
15. Sound Loud roaring sound which sharpened into a buzz
16. Size Dot-sized
17. Color grayish black
18. Shape Spheroid or disc-shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None visible
22. Weather conditions Bright and sunny with 5/10ths strato-cumulus cloud coverage
23. Effect on clouds None - flew immediately below them
24. Sketches or photographs sketch
25. Manner of disappearance N/S
26. Remarks: The objects resembled a group of dots, grayish black in

(over)

color and numbering about 20. They were plainly visible and either spheroid or disc shaped. They appeared to be jockeying back and forth in the group formation which gave the overall impression of a shotgun blast pattern. The objects were thought to be moving in excess of 500 MPH at approximately 5,000 ft (immediately below the clouds) from WNW to ESE and were definitely flying a straight course. Just before they were sighted a loud roaring sound was heard which was attributed to a strong wind blowing through the surrounding woods. However, as the objects approached and passed, the sound sharpened into a buzz much like that made by a group of jet aircraft. No exhaust trails were visible. There were no photographs available.



Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

UNCLASSIFIED

Incident #146 -- San Acacia Dam, New Mexico -- 17 July 1948

Lack of exhaust trails eliminates any possible astronomical explanation for this incident.

It seems more probable that the objects observed were, a) balloons at a much lesser distance than that estimated, b) aircraft in formation, or c) birds.

UNCLASSIFIED

[redacted]

[redacted]

7-3712-8

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted] Incident #146

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING 1650

SHAPE Overhead Circular

SIZE —

COURSE NNW

NO. IN GROUP 7

SOUND —

FLASH — SKETCHES —

DATE OF INFO 17 July 1948

LOCATION San Acacia Dam, N. Mex.

SOURCE USAF M/Sgts.

DATE IN TO ATIC —

COLOR Aluminum a/c at high altitude

(If est. alt. correct)

SPEED 1500 mph

ALTITUDE 20,000'

LENGTH OF TIME OBSERVED —

TYPE OF OBSERVATION Ground

MANEUVERS —

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

Pat Boles

[redacted] Incident #168

ATIC NO. ---

AF NO. ---

[illegible] NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 1330

NAME A/C with 2 decks and no wings

SIZE ---

COLOR ---

NO. IN GROUP 1

SPEED Same as V-2

PHOTOS --- SKETCHES ---

DATE OF INFO 20 July 1948

LOCATION Arnhem, Holland

SOURCE Civil Official

DATE IN TO ATIC ---

COLOR ---

SHAPE High (Comparable to V-2)

ALTITUDE Very high

LENGTH OF TRAIL ---

TYPE OF OBSERVATION Ground

REMARKS ---

Temporary ATIC Form 32
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #169 -- The Hague -- 20 July 1948

The information given here is too limited even for guesswork. It is extremely difficult to take at face value the report of an aircraft with two decks and no wings travelling with supersonic speed, even if "seen four times through clouds" by the chief of the Court of Damage and his daughter. It seems much more probable that the observers had a subjective impression of ordinary aircraft or a fireball. Even though these two items are at opposite ends of the scale, there is nothing in the evidence to favor one or the other.

In passing, it is interesting to note that this incident occurred just four days before the famous "Alatama space ship." Maybe our visitors from Mars were cruising around!

UNCLASSIFIED

[redacted]

[redacted]

Incident No. 168 -- 20 July 1948, 1330 Hours, Arnhem, The Hague.
One observer saw an object intermittently through clouds four times. The object had two decks and no wings, was said to be very high, with speed comparable to V-2.

AMC Opinion: Insufficient information. It may be well to point out that the V-2 is not visible in flight, therefore, it follows that this object would not have been visible as described if traveling at that speed.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

20 JULY 46

With 194 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physic[illegible] factors are taken into consideration, all of these [illegible] be explained rationally, as pointed out by Rand Corporat[illegible] [illegible] Fitts of Air Materiel Command Aero-Medical Laboratory [illegible] [illegible] "C").

Air Materiel Command [illegible] Medical Laboratory [illegible]

212 Incidents considered)

There are sufficient psychological explanations for the [illegible] unidentified flying objects to provide plausible explanations [illegible] ports not otherwise explainable. These errors in identifying [illegible] stimuli result chiefly from inability to estimate speed, distance, size.

All of the remaining 34 incidents are treated in detail in [illegible] report. These incidents form no pattern in regard to area of [illegible] type of object, or manner of performance. There are indica[illegible] ever, that [illegible] sightings were influenced by earlier [illegible] probably [illegible] not have been considered [illegible] or [illegible] [illegible] no publicity.

[illegible]

Project [illegible]

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix [illegible]) [illegible] common characteristics. Two of them, by statements of the [illegible] [illegible] not have been made had the witnesses not read of the [illegible] [illegible]ident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two [illegible] of appearance or performance were [illegible] alike. [illegible]

[illegible]

In the following section of this report, each remaining [illegible] [illegible] considered separately. It is not the intent to [illegible] character of observers, but each [illegible]

[illegible], 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, [illegible]

[illegible], 122, 134, 135, 151, 152, 154, 162, 168, [illegible], 183, [illegible], [illegible], [illegible], 215,

[redacted] Incident #163

ATIC NO. ——

AF NO. ——

REPORT NO. ——

DATE OF REPORT ——

TIME OF SIGHTING Hour before dark

SHAPE Round tending to spherical

SIZE Of weather balloon at 2,000'

COURSE E to W

NO. IN GROUP 1

BOUND ——

FIELD —— SKETCHES ——

DATE OF INFO 21 July 1948

LOCATION Van Nuys, Calif.

SOURCE Ord. Reserve Officer

DATE IN TO ATIC ——

COLOR Bluish luminescence like flourescent lamp which gradually changed to orange color at dusk

SPEED ——

ALTITUDE Great height

LENGTH OF TIME OBSERVED About an hour

TYPE OF OBSERVATION Ground

MANEUVERS Traveled a vertical arc of about 25° or more.

Balloon

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #163 -- VanNuys, California -- 21 July 1948

Since a complete description of this incident is given in numerous reports from Mt. Wilson Observatory and Griffith Planetarium, since the observations there were made with telescopes by experienced observers, and since their descriptions agree that the object was in all respects balloon-like, there is nothing that this investigator can add. The object was evidently an unidentified balloon.

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

   a. Balloons or ordinary aircraft:
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, (163) 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

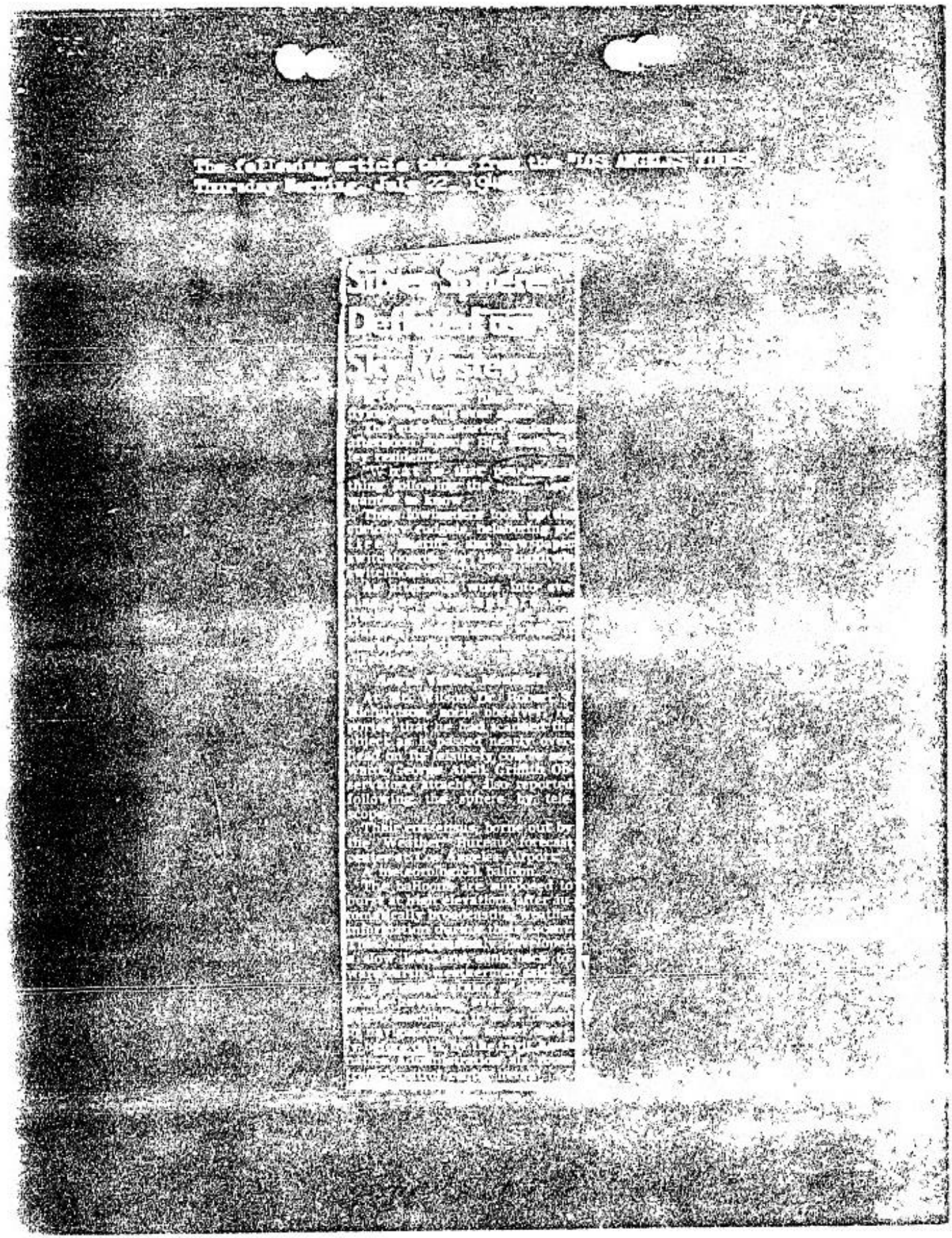
   b. Rockets, flares or falling bodies:
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. Miscellaneous (reflections, auroral streamers, birds, etc.):
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

   a. Lack of evidence precludes explanation:
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. Evidence offered suggests no explanation:
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.



HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-3/HWS/ra
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,
Andrews Air Force Base,
Washington 25, D. C.
ATTN: DSS

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flying objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes.

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks areusually made direct from the Project "SIGN" Office, MCIAXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not eliminate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	43				

2-21481-A

Hq AMC, Chief, Air Weather Service, Washington 25, D. C.
Subj: Project "SIGN"

4. The form used in interrogating witnesses to sightings is inclosed as a matter of interest. Comment as to possible improvement of the "Essential Elements of Information" in regard to routine synoptic balloon flights is invited.

5. It is requested that correspondence be forwarded to the Commanding General, Headquarters, Air Materiel Command, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman, Col, USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Dept

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

APOIR, Hq. USAF
Capt Trakowski, Geophysics Lab
Major Kodis, MCREEP
Colonel Neal, MCLAWS

T-22181-A

APPENDIX P

3/10% Electronics Station

Analysis of Project Orange Reports

AIR MATERIEL COMMAND
3160 Electronics Station
Cambridge Field Station
230 Albany Street
Cambridge 39, Mass.

ACT/Bs

000.92
In reply address both communication and envelope to the Commanding Officer and attention of following office symbol. ERH

April 18, 1949

SUBJECT: Analysis of Project "Grudge" Reported Incidents

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO

1. Reference is made to the letters from your Headquarters to this station of 22 November 1948, 6 December 1948, and 14 January 1949, Subjects: "Project 'Sign' ", requesting that reported incidents 1 through 172 be analyzed to determine whether or not these might have been caused by balloons launched by these laboratories.

2. A listing has been compiled of all balloons launched by these laboratories and its contractors for special atmospheric research purposes, from the first such launching to No. 101 on 17 November 1948. Each of these launchings has been compared with the reported incidents 1 through 172. Factors of comparison were date of launching and date of recovery with respect to date of reported incidents; place of launching and place of recovery with respect to the place of reported incidents, and possible deviations from the known flight path with respect to the place of reported incidents. So that your office may make an independent analysis, three copies of the launching list are inclosed.

a. Incidents No. 5 through No. 16 reported on 4 July 1947 throughout Oregon, Idaho and Washington gave, in general, descriptions of clusters or groups of objects. The 3 July 1947 balloon launching No. 8 at Alamogordo was a cluster of balloons and was not recovered, and so might be suspected of being the cause of these reports. However, although not recovered, this flight was terminated in the New Mexico Tularosa Valley only a few miles northwest of Alamogordo. That the balloons were downed was determined both by airplane spotting and by radio direction finding upon the balloon telemetering instruments. Recovery of the balloons and instruments was prevented by the impassability of the terrain.

b. Balloon release No. 11 of 7 July 1947 could compare with respect to date with incident No. 1 through No. 4, and again with incident No. 40. This balloon flight was again a cluster.

S-34560

The description of incident No. 40 is inconsistent with the appearance of balloon flight No. 11. Also, in consideration of the prevailing upper winds, it is very unlikely that the balloons would have gone more than a few miles westward of Alamogordo, although it must be admitted that a long flight west of the launching point could not be ruled out as impossible.

c. Incident No. 47 compares somewhat in time with balloon launching No. 10 of 5 July 1947. However, balloon No. 10 although not recovered was known to have been downed northeast of Albuquerque, New Mexico. It was not recovered due to impassability of terrain. Incident No. 113 is a reasonable description of the 20 ft. plastic balloon and instruments used by these Laboratories. This incident was on the date of balloon release No. 46 of 9 April 1948 at Alamogordo. However, the time of the reported incident (1506 CST) is about 1/2 hour before the time of balloon release (1432 MST), thus the incident could not have been that balloon.

d. It is of interest to note that incident No. 122 was reported by an employee of these Laboratories who had considerable experience in the use of balloons of all kinds, and could have been depended upon to know the appearance and behavior of a balloon if it was this he saw.

e. Incident No. 163 bears a fair description of the appearance of a large plastic balloon in sunset light. The object's disappearance could be accounted for either by its movement into the earth's sunset shadow or by natural defocusing of the observer's eyes. This incident could possibly have been balloon release No. 75 or No. 76 or 20 and 21 July 48 from Alamogordo. Balloon No. 75 was recovered at Hollister, California, which is in the Monterey Bay area, on 22 July 1948 and could have easily had a trajectory which would have been within sight of the Los Angeles area. Balloon No. 76 was never recovered. It is possible that it had a trajectory similar to No. 75.

f. All other reported incidents from 1 to 172 do not seem to have reasonable comparison with balloons launched by these Laboratories.

3. The balloons used by these Laboratories are now somewhat standardized. They are 20 feet long, plastic, white in color, and hem sphere-on-cone in shape. Nearly all launchings are made at the Holloman AFB at Alamogordo, New Mexico. Two photograph prints are inclosed showing the appearance and size of these balloons. The larger photograph shows the typical flight appearance at any altitudes where it would be visible. It is hoped that this information may be of some use to you in identifying future reports of incidents.

4. It is believed that certain of the items in the questionnaire "Checklist-Unidentified Flying Objects" produce insignificant and unreliable data from an observer. These are: 9. Distance of object from observer; 11. Altitude; 12. Speed; and 16. Size. For any unfamiliar object beyond the focal range of the human eyes (about 60 ft.), these four factors are mutually inter-dependent and therefore indeterminant unless at least one of them (and some observed angles) are known. Directly asking an observer about these indeterminants not only gets unreliable data but induces wild answers because the observer is led into making a statement about quantities for which he has no basis in fact. He will unconsciously assume knowledge of some one of these factors and so give incorrect information on all. That people (many of whom should know better) will arbitrarily give answers to two significant figures on these questions, which really cannot be answered at all, is proof of the unreliability of their information.

5. It is suggested that these four items on the questionnaire be replaced by questions which will yield answers possible of being independent facts in terms of the observer's best estimates of angles and time. From such data given by observers of the same object at two different places, a reliable calculated estimate could be made of the object's size, altitude, speed and path. These data should include:

a. An estimate of the angular size of the object. A quick but reasonable estimate can be made by comparing the angle subtended by the index finger held at arms length. The finger (7/8" wide) of an average man held at 26" to 30" (arms length) will subtend an angle of approximately two degrees. In this way angular size from about 1/2° to about 8° can be estimated.

b. The range of the object's flight in terms of the angle subtended by the observed path. If the object moves in a reasonably straight course it is important to observe the position at the beginning and the end of its course. After the flight has been completed a person can extend his arms toward the two points and also at 90° or 180° and by comparison estimate the angular extent of the flight. It is also important that information which will determine those directions relative to a compass point be given. If the angular course is associated with objects on the horizon, with roads, with the sun (if the time of day is also noted) or by the north star, the orientation can be rechecked at any later time.

c. The time required for the object to traverse the observed course. This is probably the most difficult estimate to make. Timing with a watch is the most satisfactory, but an observer is seldom prepared to do so. Seconds can be counted with good accuracy by saying,

-34560

"one flying saucer; two flying saucers, three flying saucers" ---etc. At a normal speaking speed. On the other hand it is not easy to count seconds and at the same time make all the other desirable observations. It must be remembered that when a person is excited his estimates of time are apt to be rather inaccurate.

d. Estimation of the elevation angle of the object. Almost all persons will overestimate elevation angles. This tendency can be reduced by the observer extending one arm vertically and the other horizontally to observe a 90° angle. The vertical arm can then be lowered to point to the observed object. In this way the observed angle can be compared with a 90° angle and a more accurate estimate obtained.

6. It is realized that it might not be possible for an observer to perform the opeations suggested in the preceding paragraph, during the period the object is sighted. If he would immediately reconsider what he saw and then estimate such measurements, he should be able to give quantitative answers accurate to at least 25%. In interrogating observers, they should also be asked to reconstruct their observations and then estimate these same factors. It is suggested that instructions for making such quick and estimated observations be given to weather observers, control tower operators, civil police, forest and fire rangers, and other such people who might have good chance of seeing unidentified flying objects. If any information concerning unidentified flying objects is given to the public, instructions for reliable observation should be included.

7. This organization will be pleased to be of any further assistance required in connection with this matter.

FOR THE COMMANDING OFFICER:

/s/ A. C. Trakowski, Jr.
A. C. TRAKOWSKI, JR.
Captain, USAF
Director, Base Directorate
for Geophysical Research

3 Incls
1. List of balloons launched (in trip)
2. 8" X 10" photo print of plastic balloon
3. 4" X 5" photo print of plastic balloon

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 163

1. Date 21 July 48
2. Time hour before dark
3. Location Van Nuys, Calif
4. Name of observer Capt [redacted] & wife (Ofd-Res)
5. Occupation of observor Ordnance Reserve Officer
6. Address of observor [redacted] Ave., Canoga Park, Calif
7. Place of observation Van Nuys, Calif.
8. Number of objects 1
9. Distance of object from observor overhead
10. Time in sight about an hour
11. Altitude great height
12. Speed N/S
13. Direction of flight toward the sun from the East or E to W
14. Tactics traveled a vertical arc of about 25° or more
15. Sound N/S
16. Size of weather balloon at 2000 ft
17. Color bluish luminescence like fluorescent lamp which gradually changed to orange color at dusk
18. Shape round tending to spherical
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions CAVU ground temperature 70-75°
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance snapped off like a lamp when you throw switch
26. Remarks: (Over)

Object appeared round and probably spherical. At first looked similar to weather balloon at about 2000 ft but there was no characteristic bobbing. The wind was blowing on the ground with fair strength and gusty yet the object was quite steady. In the time it was under observation (about an hour) it traveled thru a vertical arc of about 25° or more. After watching the object for a while the observer concluded that whatever it was the thing was at great height but not a star. It had a bluish luminescence like a fluorescent lamp and as the sun set the color gradually changed to an orange color at dusk and finally snapped off like a lamp when the switch is thrown. The outline was clear and sharp and symetrical (no fuzziness or blurring), the air clear with visibility unlimited. Direction of travel from East directly toward the sun.

[redacted] CONFIDENTIAL

UNCLASSIFIED

[redacted]
Canoga Park, Calif.

G-2
Air Materiel Command
Wright Field, Ohio

13 Aug 48

Gentlemen:

REPORT OF STRANGE OBJECT IN FLIGHT

On the evening of 22 July 48 my wife and I were having dinner in the patio of an open air market in Van Nuys, California. We arrived there about an hour before dark. Our attention was attracted by other patrons to a strange object in the sky almost directly overhead.

Description. It appeared to be round and probably spherical. At first it appeared to be a weather balloon at about 2000 feet but there was none of the characteristic bobbing. The wind was blowing on the ground in fair strength and gusty yet the object was quite steady. After watching it a while I concluded that whatever it was was at great height but not a star. It had a bluish luminescence like a fluorescent lamp and as the sun set the color gradually changed to an orange color at dusk and finally snapped off like a lamp when you throw the switch (at which moment I was looking right at it). In about an hour that I had been observing it, the object had traveled through a vertical arc of about 25 degrees or more. The outline of the object was clear and sharp and symetrical (no fuzziness or bluring); the air was very clear with visibility unlimited; ground temperature about 70-75 degrees dropping to about 60 degrees an hour after dark (two hour time lapse); direction of travel was from East directly toward the sun.

Very truly yours,

[redacted]
Capt. Ord-Res

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Hq AMC, Form No. 10-514 (Rev 20 Feb 48) [redacted] WF-1-25 MAR 48 150M

UNCLASSIFIED

6

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIAXO-3

HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

MCIAXO-3/HWS/aw

8 September 1948

SUBJECT: Project "SIGN"

TO: Chief
Los Angeles Procurement Field Office
1206 Santee St
Box J 849, Terminal Annex
Los Angeles 54, California
ATTN: Mr. William G. Sproull

1. This Command is currently engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena.

2. Reference is made to inclosed letter from [redacted] Variel Ave., Canoga Park, California, to Air Materiel Command, 13 Aug 1948, concerning an object observed in Van Nuys, California.

3. It is requested that Mr. [redacted] be interviewed and that a signed graphic statement be obtained. This statement should indicate the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, photographs or sketches, construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor, effect on clouds, diagram of flight pattern (if any), whether luminous or incandescent or if the object(s) appeared to be carrying lights.

4. In connection with this investigation, request that

a. Local teletype sequence of weather conditions and the Winds Aloft Report at the time of the sighting be obtained.

b. Local flight schedules of commercial and military aircraft flying in the vicinity at the time be checked.

c. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations, or any other, in the vicinity, be investigated.

5. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential".

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED
[redacted]

[redacted]

UNCLASSIFIED

AMC
Subject: Project "SIGN"

6. All material will be forwarded directly to Commanding General, Hq, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

BY COMMAND OF GENERAL McNARNEY:

James J. Hausman for
W. R. CLINGERMAN Lt Col USAF
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

1 Incl:
1. Cy ltr
dtd 13 Aug 48

Subj: Project "SIGH"
(Basic ltr dtd 8 Sep 48)

1st Ind. DO5F0SI/R3V:mb

Sub-District 5F OSI, (IG), Western District AF PFO, P. O. Box 3349, Terminal Annex, Los Angeles 54, California, 30 September 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTENTION: MCIAXO-3

1. Report of investigation transmitted herewith.

2. Request this office be advised whether further investigation is desired in this case.

R. E. Voshell
R. E. VOSHELL
Acting Chief
Sub-District Office 5F

Incl:
Cy ltr dtd 13 Aug 48
withdrawn 30 Sep
Report dtd 29 Sep 48 (Dupl)
added

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

 UNCLASSIFIED

[redacted]

[redacted] 24-4 163

UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

NO. 24-2	DATE 30 September 1948
REPORT MADE BY	Special Agent WILLIAM G. SPROULL
REPORT MADE AT	D05F, Western District AF Procurement Field Office
PERIOD	17, 21, 22, 23, 27, 28 September 1948
OFFICE OF ORIGIN	D05F, Western District AF Procurement Field Office
STATUS	CLOSED

TITLE

PROJECT "SIGN"
UNIDENTIFIED AERIAL OBJECT

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report

SYNOPSIS

Investigation requested by Commanding General, Air Materiel Command. Aerial object sighted in sky 21 July 1948, was viewed by qualified astronomical observers, through 3", 6" and 12" telescopes at Griffith Observatory, Los Angeles, California, and Mount Wilson Observatory, Pasadena, California. Aerial object described as a ribbed, pear-shaped balloon of latex color, with bright rectangular disk suspended from lower portion of balloon. Diameter of balloon approximately twenty-five (25) feet.

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
OSI, Wq. 2 CG, AMC(MCIAXO-3) 2 File 2	CG, AMC (MCIAXO-3)	

APPROVED

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]
Acting

UNCLASSIFIED

AFCSI FORM 4
23 JULY 1948

[redacted]

Rupert 9-1073, AF

DETAILS:

1. This investigation was requested by the Commanding General, Air Materiel Command, through COLONEL W. R. CLINGERMAN, Chief, Technical Intelligence Division, Intelligence Department, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, per letter dated 8 September 1948, Symbol MCIAIO-3. Letter contained report of sighting unidentified aerial object over Van Nuys, California, 22 July 1948, by MR. [redacted] Variel Avenue, Canoga Park, California, and requested attempt be made by this office to identify the object.

2. On 17 September 1948, MR. [redacted], Power Consultant, of 8531 Variel Avenue, Canoga Park, California, was interviewed regarding sighting of unidentified aerial object on 22 July 1948. MR. [redacted] referred to the letter of 13 August 1948 which he addressed to Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, offering description of object in question. His statement was substantially the same. MR. [redacted]'S additional remarks, based on interrogation by this agent, is included in a signed statement which is attached to this report as Exhibit I. MR. [redacted]'S impression of the object in question is that the object was spherical in shape and reflected a bluish color luminescence, such as a florescent lamp.

3. On 17 September 1948, MRS. [redacted], housewife, [redacted] Avenue, Canoga Park, California, was interviewed regarding sighting of aerial object over Van Nuys, California, on 22 July 1948. MRS. [redacted]'S statement is substantially the same as MR. [redacted]'S. A signed statement is attached to this report as Exhibit II. Her impression of the object in question was that object appeared to be spherical in shape, metallic in substance, reflecting the colors of yellow and orange and deeper hues such as purple.

AGENTS NOTES: MR. and MRS. [redacted] both stated the object in question was sighted on 22 July 1948. However, during the course of the interrogation, it was revealed by both MR. and MRS. [redacted] that it was on a Wednesday evening that the object was observed. The date, therefore, would have correctly been 21 July 1948 that the object was observed instead of 22 July 1948.

4. On 21 September 1948, DR. [redacted], Solar Observer, Mount Wilson Observatory, Pasadena, California; home address, [redacted] Avenue, Pasadena, California, was interviewed. DR. [redacted] was interrogated concerning his observation of unidentified aerial object which he observed through a 3" and 6" telescope at Mount Wilson Observatory between hours of 1900 and 2030 on 21 July 1948. DR. [redacted] described the object in question as consisting of a thin translucent outer envelope enclosing a sphere at the top; the whole of the object having the shape of a pear and beneath the pear-shaped assembly, a square yellow disk was attached by cords. A signed statement was obtained from DR. [redacted] giving all pertinent Data and is attached to this report as Exhibit III. DR. [redacted] stated that the information which was released to the Los Angeles newspapers in regard to the object in question was released by an assistant at Mount Wilson Observatory. The information released was erroneous and was given on snap judgment. DR. [redacted] pointed out that he overheard the assistant talking to the newspaperman on the telephone and heard the assistant state to the newsman that the

DETAILS:

1. This investigation was requested by the Commanding General, Air Materiel Command, through COLONEL W. R. CLINGERMAN, Chief, Technical Intelligence Division, Intelligence Department, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, per letter dated 8 September 1948, Symbol MCIAXD-3. Letter contained report of sighting unidentified aerial object over Van Nuys, California, 22 July 1948, by MR. [redacted] Variel Avenue, Canoga Park, California, and requested attempt be made by this office to identify the object.

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that the object was a weather balloon and that at that time, he ([redacted] told the assistant that he should not have made such a statement to the newspapers. However, no attempts were made to change the information given to the newspapers, as there was no proof that the object was not a weather balloon.

5. On 22 September 1948, MR. [redacted], Griffith Observatory attache, Los Angeles, California, was interviewed. MR. [redacted] stated that he was on duty at Griffith Observatory on the evening of 21 July 1948 and that he was handling the telephone switchboard; further that he did not observe the object in question as reported by the Los Angeles Times newspaper on 22 July 1948. But that instead, he informed the newspaper on the evening of 21 July 1948, when the newspaper called the Griffith Observatory to obtain information regarding the sighting of unidentified aerial object, that the object was a meteorological balloon. MR. [redacted] stated that this was the impression he had obtained from various people at the Observatory, being that the object was a meteorological balloon, thus his report to the Los Angeles Times.

6. On 23 September 1948, MR. [redacted], Telescope Demonstrator, Griffith Park Observatory; home address, [redacted] Avenue, Los Angeles, California, was interviewed regarding his observation of aerial object sighted on 21 July 1948. MR. [redacted] stated that he observed the object with a 12" refracting telescope and that the object was pear-shaped, appeared to be ribbed vertically, apparently composed of some sort of translucent materiel such as fibre glass and suspended from the body of the object was a rectangular metallic appearing disk, gold in color, and suspended from the disk was a length of cord or cable. The object was approximately 20 to 25 feet in diameter. A signed statement was obtained from MR. [redacted] by this agent, outlining in detail MR. [redacted] observation of object in question. This statement is attached to this report as Exhibit IV. MR. [redacted] submitted a rough sketch of the object in question. This sketch is being enclosed to the requester with its copies of this report. MR. [redacted] indicated that his impression was that the object in question was not a meteorological balloon and that MR. ABELL wrongly informed the newspapers. MR. [redacted] further stated that the geographic co-ordinates of the Griffith Observatory are as follows:

LATITUDE - 34° 6' 46.8" North
LONGITUDE - 118° 18' 5.5" West
ELEVATION - 1140' above sea level

7. On 28 September 1948, MR. [redacted], Superviser of charts, Los Angeles Weather Bureau, Los Angeles Airport, Los Angeles, California, was interviewed regarding reproduction of Winds Aloft Charts and pertinent data for the date 21 July 1948. MR. [redacted] furnished this agent with the 1300 hours and 1900 hours meteorological soundings for the date 21 July 1948, taken by the Los Angeles Weather Bureau. MR. [redacted] was questioned as to his knowledge of appearance and relative data concerning meteorological balloons. MR. [redacted] stated that there are two types of balloons currently used by weather stations in computing weather data. These balloons being the Darex balloon and a balloon manufactured by the Air Cruiser Corporation. Neither balloon would aptly fit the description of the object described by persons previously interviewed. MR. [redacted] stated that the average meteorological balloon was 5' in diameter at point of release and that the balloon, when at a 20,000 feet altitude,

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DOD DIR 5200.10

[redacted]

UNCLASSIFIED

would be approximately 10' to 12' in diameter and at 60,000 to 72,000 feet altitude, would be 18' in diameter and was designed to burst at this point and the instruments which were attached to the sounding device parachute to earth. MR. [redacted] checked all files of his office pertaining to releases of balloons in the greater Los Angeles area, but could find no record of a balloon other than ordinary meteorological balloons being released by any weather station, including Air Force and Navy installations in the area. MR. [redacted] further pointed out that the time of official sunset on 21 July 1945 was at 1902 hours and that there would be approximately twenty to twenty-five minutes of twilight remaining after sunset. Winds Aleft Charts obtained from MR. [redacted] are enclosed to the requester with its copies of this report. Clippings from Los Angeles newspapers with respect to the object are enclosed to the requester with its copies of this report.

CLOSED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

FNCID: #163

[redacted]

STATEMENT **UNCLASSIFIED**

Statement made by Mr. [redacted]ver, Power Consultant, Department of Water and Power, Van Nuys, California; home address, [redacted]venue, Conoga Park, California. 1230 hours, 17 September 1948, concerning object sighted in the sky, 22 July 1948, in the vicinity of San Fernando Valley, California:

"On the evening of 22 July 1948, between the hours of 1930 and 2030, my wife and I were having dinner in the patio of an open air market in Van Nuys, California. We arrived there about an hour before dark. Our attention was attracted by other patrons to a strange object in the sky almost directly overhead.

DESCRIPTION: It appeared to be round and probably spherical. At first, it appeared to be a weather balloon at about 2000 feet but there was none of the characteristic bobbing. The wind was blowing on the ground in fair strength and gusty yet the object was quite steady. After watching it a while, I concluded that whatever it was, was at great height but not a star. It had a bluish luminescence like a fluorescent lamp and as the sun set the color gradually changed to an orange color at dusk and finally snapped off like a lamp when you throw the switch (at which moment I was looking right at it). In about an hour that I had been observing it, the object had traveled through a vertical arc of about 25 degrees or more. The outline of the object was clear and sharp and symetrical (no fuzziness or bluring); the air was very clear with visibility unlimited; ground temperature about 70-75 degrees dropping to about 60 degrees an hour after dark (two hour time lapse); direction of travel was from East directly toward the sun.

ADDITIONAL INTERROGATION BY SPECIAL AGENT WILLIAM G. SPROULL

MR. SPROULL: Can you approximate the geographical location when you first sighted the object?

MR. [redacted] Directly over Van Nuys, about 25 or 30 degrees it travelled.

MR. SPROULL: Approximately what was the time when you first sighted this object?

MR. [redacted] I didn't know the exact hour, but it was about an hour before sundown.

MR. SPROULL: Who called your attention to the object?

MR. [redacted] Unidentified member of a group at the patio.

MR. SPROULL: What was the weather condition at the time?

MR. [redacted] Very clear sky. Visibility unlimited.

MR. SPROULL: What was your impression of [illegible] dimension of the object?

[redacted]

[redacted]

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

MR. HENRY GLOVER

INCID. #163

MR. SPROULL: What was the approximate size of the object?

MR. [redacted]: The size, as near as I could judge, would be a weather balloon at 2,000 feet. I am POSITIVE it was not a weather balloon.

MR. SPROULL: What would you approximate as the speed?

MR. [redacted]: That I wouldn't know except that it travelled about 25 or 30 degrees at approximately forty-five minutes to an hour.

MR. SPROULL: In what direction did it move?

MR. [redacted]: Overhead directly into the sun.

MR. SPROULL: Did you think it might be a reflection from anything?

MR. [redacted]: I thought it might be a reflection from the sunlight at first but then I couldn't account for the blue tinge.

MR. SPROULL: Did it glint or sparkle?

MR. [redacted]: No, it didn't sparkle at all. The light from the object was constant with a constant intensity but changed as the sun set lower until it turned toward an orange color. As the sun was setting, it became yellow and after the sun completely dropped, it became orange color. I was just observing this particular change of coloring, when it disappeared completely.

MR. SPROULL: What was the manner of disappearance?

MR. [redacted]: It disappeared like turning off [illegible]. I was looking directly at it, when it seemed to [illegible] as an incandescent light when one turns off the switch. There was no expansion and no change in dimension whatsoever. That is the last I saw of the object.

MR. SPROULL: Any tactics employed during flight of object?

MR. [redacted]: No change in altitude or direction.

MR. SPROULL: Was there any sound to this object?

MR. [redacted]: There was no sound whatsoever.

MR. SPROULL: Was there an exhaust trail?

MR. [redacted]: No exhaust trail at all.

MR. SPROULL: Did you notice the object was carrying any lights?

MR. [redacted]: There were no distinguishable, [illegible] except for the bluish light.

MR. SPROULL: [illegible]

MR. [redacted]: [illegible] came to my mind.

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[redacted]

6 1 + "A"

Incid #163

MR. SPROULL: Do you feel that you were observing a definite object?

MR. [redacted]: Yes, it had a definite sharp outline - something I had never seen before. At first I thought it might be a gaseous formation but it didn't have the characteristics of a meteor or comet and the outline was too definite and sharp to be gaseous. It instead appeared to be a definite material object. I had even considered that it might be an astronomical object caught in our Earth's rotation like the moon, but it travelled faster than the sun so it couldn't have been. It was travelling three times as fast as the sun and was going in the same direction as the sun.

MR. SPROULL: Do you know any of the persons who observed this object personally?

MR. [redacted]: No.

END OF STATEMENT

HENRY GLOVER
8531 Variel Avenue
Conoga, California

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

STATEMENT

Statement made by Mrs. [redacted] Conoga Park, California. 1215 Hours, 17 September 1948, regarding object sighted in the sky, 22 July 1948, in the vicinity of San Fernando Valley, California.

"On the evening of 22 July 1948, at Valley Market Town, while in the company of my husband, Mr. [redacted], we were having dinner in the patio when my attention was called by my husband to an object in the sky. This was approximately between the hours of 1930 and 2000, before dark. Upon gazing straight upward, the object seemed to be round and luminous. It appeared to be metallic changing to yellow-orange and to deeper hues, toward the blue, as darkness came. It seemed to be at a very great distance. In comparing the size, it would be as if I were looking at a platter accross a room at approximately twenty feet distance. There were no seeming gaseous elements, no rays or sound as far as I can remember. It seemed absolutely round. At the time, the sky was cloudless. There was no other object or air craft in the sky. In fact, it was the only object in the sky. Over a period of thirty minutes or more, the object moved from straight upward to a westerly direction. I should say that it travelled approximately twenty or thirty miles. This object moved in a steady gliding motion. There was no exhaust trail or vapors from this object. The color of this object changed gradually seeming to reflect the atmospheric conditions of nightfall. When next my attention was drawn to it, I no longer saw it. My attention was drawn to it, as stated above, by my husband who was standing with a group of eight or ten people who were also gazing at the object. The object was entirely different from anything I had ever seen. It did not appear to be a balloon or any advertizing device. It was a definite material object."

END OF STATEMENT.

Mrs. [redacted]

[redacted]

Conoga, California

Exhibit II

[redacted] (Office)
Pasadena 4, California
[redacted]

[redacted] Avenue (Home)
Pasadena 6
[redacted]

Wednesday, Sept. 22, 1948.

1. Location first sighted. The object was first seen at the Monastery of the Mount Wilson Observatory. The "Monastery" is the name applied to the place where the astronomers live while working on Mount Wilson. It is within a few yards of a mark at 34° 12' 55" N, 7 hours 52 minutes 14.3 seconds (105°) West, at an altitude above sea level of 5494 feet.

2. Date and Time of Sighting. About 7:00 PM, Pacific Daylight Saving Time, of July 21, 1948

3. Weather Conditions and Others who Sighted Object. The sky was clear and the visibility excellent. The people present who saw the object were Mr. [redacted] engineer at the Observatory; Mr. and Mrs. [redacted] stewards at the Monastery; [redacted], cook; Drs. [redacted] and [redacted] astronomers; Dr. [redacted], a visiting astronomer from the Princeton University Observatory; and myself. Mr. [redacted], night assistant at the 100-inch telescope, was present at dinner that evening but left early without seeing the object.

4. Persons who might have known of the Object or Tried to Photograph it. I know of no others who actually saw the object or who tried to photograph it.

Exhibit III

5. Construction, size, shape, etc. [redacted] and I viewed the object through a six-inch telescope on the mountain top about ten minutes after it was first sighted below at the Monastery. At the Monastery it was viewed through a portable three-inch telescope. Dr. [redacted] joined [redacted] and me while we were observing at the six-inch. [redacted], and I were the only ones who examined the object through the six-inch.

The nature of the object was immediately apparent through the six-inch, which enabled us to see it as if only a few yards away. It consisted of a thin translucent outer envelope enclosing a sphere at the top, the whole having the shape of a pear. Beneath this pear-shaped assembly a square yellow disk was attached by cords. I am sure of these facts.

I believe also that the thin outer envelope had a diamond shaped pattern as if criss-crossed by a network of cords. Also that the cords attached to the yellow disk extended beyond it.

As the object was unfamiliar to us and there was nothing nearby with which to compare it, we could not make an accurate estimate of its size. After thinking it over, however, I think we can get a good idea of its size as follows: I would estimate that the object appeared about 1/5 the diameter of the full moon or subtended an angle of 6'. Today (September 22) I called Mr. Swanock and asked him how big he thought the object was, without prompting from me he made an estimate of 1/3 the full moon, which is in good agreement.

Now an object 10,000 feet away that subtends an angle of 5' of arc has a diameter of 17.4 feet. If 20,000 feet away its diameter would be 34.8 feet; if distant 30,000 feet its diameter would be 52.2 feet, and so on. From the general appearance of the object I should say a diameter of about 25 feet would seem reasonable.

6. Color change. The outer envelope resembled a thin white membrane. The square disk below was distinctly yellow without marking. We observed no change in color.

7. Speed. When the object was first sighted at 7:00 P.M. it was slightly south of the Monastery and high overhead, probably over Sierra Madre. When last seen about 8:30 P.M., PDST, it was far to the west probably near the coast about 30 miles away. This would mean that it had moved 30 miles in 1.5 hours making its speed 20 miles per hour nearly straight west.

8. Part of Sky First Observed. I would estimate that it was directly south of the Monastery at an altitude of approx. 30°.

9. Direction of Travel. Nearly straight west as seen from Mount Wilson.

10. Manner in which Last Seen. The object was last seen about 8:30 P.M., PDST, [illegible] on sixty [illegible]

easily discerned through the outer envelope against the bright background of the sky. After sunset the object then appeared like a brilliant white star in the evening sky, much brighter than the planet Venus. It was very conspicuous owing to the fact that it was still illuminated by the sun's rays while the valley below was in shadow.

11. Maneuverability if any. During the time we observed the object it moved steadily westward without any sudden change in direction.

12. Approximate Altitude. At least 10,000 feet above mount Wilson which would make its altitude above sea level 15,000 feet. I told the reporter who called me from the L.A. Times that it was only about 9000 feet overhead but later realized that this was much too low.

13. Sound if any. No sound.

14. Exhaust Trails. No exhaust trails detected. They should have been readily visible through the six-inch telescope.

15. Odor. None.

16. Effects on Clouds or Sky Illumination. [illegible] The sky was exceptionally clear around the [illegible] during our observations.

17. Light [illegible]

18. Luminous or Incandescence or Lights of any kind. None.

Remarks

About 4:30 PM, I answered a call from the L.A. Times saying that they had received a report of a bright spot over the vicinity of Big Bear Lake. At the Observatory we supposed that this was merely another flying disk rumor and thought nothing of it. But when this remarkable bright object was seen sailing overhead after dinner we became greatly interested and excited. Someone got out the three-inch telescope and after taking a look exclaimed, "It's a balloon!"

We naturally speculated about the object a good deal that evening and surmised that it was probably a meteorological balloon of some kind. About half a dozen unidentified people called inquiring if we had seen the bright disk. I heard Ausnock tell someone that it was a meteorological balloon, but I cautioned him that we didn't know anything of the kind. When the L.A. Times telephoned a second time I described the object essentially as I have here, but emphasized that its nature was unknown to us. I guessed its altitude was 2000 feet but later realized it must have been much higher.

After returning to the office in Pasadena [illegible] Mr. Ausnock a copy of Popular Science Monthly for [illegible], 19[illegible], which had a picture on the cover of a new type of [illegible] balloon. I enclosed a [illegible] over Mount Wilson.

S T A T E M E N T

Statement made by [redacted], Telescope Demonstrator, Griffith Park Observatory, [redacted] Los Feliz Station, Los Angeles, California; home address, [redacted] Los Angeles 43, California. Statement taken by Special Agent William G. Spreull, 23 September 1948.

"The object in question was first noted by myself at approximately 6:30 P.M. Pacific Daylight Time, 21 July 1948, while I was leaving the East Telescope Dome, Griffith's Observatory. It had an altitude of about 60 degrees and an azimuth, from the south point, of about 225 degrees as nearly as I could tell. When I last observed the object at about 8:30 P.M. Pacific Daylight Time, the altitude, I would judge, was about 40 degrees and the azimuth about 100 degrees. The object was moving in a Westerly direction. As seen with the naked eye, the object appeared as a bright round disc with a very slow Westward motion. I first observed the object with a 12" refracting telescope when the object was at about 60 degrees, azimuth 140 degrees. The balloon or main body of the object was an excellent reflector of sunlight and apparently it was composed of some sort of translucent material such as fibre glass or the like. Suspended from the balloon was a rectangular metallic appearing disc appearing to be gold in color, and hanging from the disc was a length of cord or cable the length of which I could not determine. The object appeared to have ribs running vertically down the side of the main body. Upon further close examination through the 12" telescope, the object appeared to have a shape similar to a pear with the smallest portion hanging towards the bottom. I observed no lights nor any construction on the object such as wings or anything resembling a power plant of any sort. The object was magnified 125 times through the telescope. I would judge the altitude of the object to be at approximately 20,000 feet. The object continued to reflect sunlight even after the sun set because of its altitude. When observing the object, it was at times so brilliant that it was hard to continue looking through the telescope at it. I presume this was due to the reflection of the sunlight, off of the object on to the telescope. During the course the object traversed, it maintained a steady rate of motion and did not appear to be bobbing or maneuvering in any way. Occasionally the object appeared to swing and the rectangular metallic disc would present itself as a knife edge, indicating that the disc was flat with no thickness. I lost sight of the object at about 8:30 P.M. after dark which indicates to me that the object was not generating its own light. I do not know of anyone who photographed or made drawings of the object or personally observed it. I observed no exhaust trails, heard no sound, nor detected any odors with relation to the object.

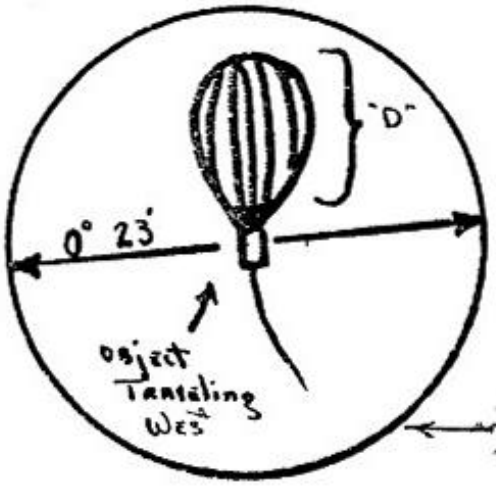
[redacted]

Exhibit VI

[redacted]

UNCLASSIFIED

Approximate Size of object as it Appeared in the Telescope



THE LENGTH "D" is EQUAL TO ABOUT SEVEN (7) MINUTES of ARC, OR ABOUT 0.23 THE SIZE OF THE FULL MOON

As Sketched By [redacted]
Reproduced By S.W.T.

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DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Page 6 of 6 pages

AMC Form No. 10-3
(Rev 29 Jul 47)

[redacted]

ROUTING AND RECORD SHEET

UNCLASSIFIED

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT Project "SIGN" Incident No. 163

TO MCIAXC FROM MCIAXO-3 DATE 9 Nov 48 COMMENT NO. 1.

Attn: Capt Harpster

1. Pursuant to authority contained in paragraph four (4) Technical Instructions 2185, Addendum No. 3, this Command, dated 11 February 1948, this Project has been authorized the assistance of all divisions and activities under the jurisdiction of the Air Materiel Command.

2. Your cooperation is requested in interpreting and analyzing the attached evidence from the viewpoint of the Electronics Sub-Division to enable possible identification of the object reported in our Incident No. 163.

3. The possibility that identification of the unidentified object may fall into purview of a domestic project, too highly classified to permit release at this date, is realized. However, it would be appreciated if advice were given to discontinue further investigation in this specific case, should this matter fall into that category.

4. Attention is invited to drawing on page 6, Exhibit "C" and to attached reproduction of "Popular Science Monthly", Exhibit "G" which shows a new type of meteorological balloon. See item 18, page 5, of statement submitted by Robert S. Richardson of the Mt. Wilson Observatory - Exhibit "C", and Exhibits "H" and "H2".

5. A similar request to this is also being made to the Air Weather Liaison Officer, this Command. Should circumstances so indicate, it is requested that coordination be effected with Colonel Neal, MCLAWS, telephone No. 5-8234 for preparation of comments and return to MCIAXO-3, ATTN: Capt. Sneider.

8 Incls
Exhibits "A" thru "H"

for C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

RRS/ej
65310
P 202F
B 288

MCIAXO-3 K-1954 MCIAXC 22 Nov 48 2

1. [illegible] indicate that the object [illegible] was the new meteorological balloon used by Dr. John Peoples [illegible] New York University [illegible] Balloon Research Project.

2. It is suggested that Dr. Peoples be contacted at [illegible] Air Force Base, Florida, [illegible], for data on release time, date, and place.

[illegible]

DECLASSIFIED
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

TO MCIAKO

CONFIDENTIAL

DATE 22 Nov 48 COMMENT NO. 2

3. Exhibit 2, par. 3 gives a good indication of what different people see in t same object.

8 Incls
n/c

CARL B. LINDSTRAND
Major, USAF
Chief, Electronics Analysis Sec.
Tech Intelligence Div

WRH/p
6-6324
E 263-
Post A-

(DO NOT WRITE BELOW THIS LINE)

CONFIDENTIAL

[redacted]

UNCLASSIFIED

Project "SIGN"

MCIAIC-3 10 Nov 48 1.

MCIAIS
ATTN: Col Neal
Air Weather Liaison Officer

1. Pursuant to authority contained in paragraph four (4) Technical Instructions 2185, Addendum No. 3, this Command, dated 11 February 1948, this office has been authorized the assistance of all divisions and activities under the jurisdiction of the Air Material Command to permit the successful conduct of this project, and is also authorized direct communication with all Army installations by Department of the Army letter dated 25 March 1948, subject, "Unconventional Aircraft".

2. Your cooperation in conjunction with that of the Air Weather Service is therefore requested for the purpose of interpreting and analyzing the evidence appended hereto, in order to provide certain conclusions which may prove or disprove a domestic origin for the anomaly herein described.

3. From the evidence submitted, does the configuration correspond to known domestic meteorological devices now in use?

4. Attention is invited to drawing, page 6, Exhibit "C", to attached reproduction from "Popular Science Monthly", Exhibit "G", which shows a new type of meteorological balloon, and to news items, Exhibits "H" and "H2". See item 18, page 3, of statement submitted by Robert S. Richardson of the Mt. Wilson Observatory (Exhibit "C"). Your comments and any action indicated will be appreciated.

5. Do the attached weather charts (Exhibit "F") fix a possible or probable point of release if object is identified as a domestic release?

6. A map chart of the probable course taken as influenced by the winds aloft data would be of use particularly in relation to possible points of meteorological balloon releases outside the greater Los Angeles Area within the critical periods of time. See paragraph four (4) page 2 of "DETAILS" Exhibit "E", as listed by Special Agent Wm G. Sproull, wherein he states that a Mr. Harvey checked all files pertaining to balloon releases in the greater Los Angeles area.

7. It is requested that a report be submitted directly to MCIAIC-3, ATTN: Captain Sneider.

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DOD DIR 5200.10

3 Incls
Exhibits "A" thru "H2"

[redacted]
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

[redacted]

The following article taken from
"DAILY NEWS" Los Angeles, Calif Thursday, July 22, 1948.

Silver Sphere Deflated as Sky Mystery

It was almost like with the flying disks all over again . . .

The queries started yesterday afternoon among Big Bear Valley residents.

"What is that pear-shaped thing following the sun?" they wanted to know.

Then lowlanders took up the curiosity cudgels, belaboring police, Sheriff's and newspaper switchboards by the hundreds.

As afternoon wore into evening, the silver sphere was tracked by thousands of neck-craning Southlanders while it moved slowly in a northwesterly direction.

Astral Visitor Identified

At Mt. Wilson Dr. Robert S. Richardson, solar observer, reported that he had scanned the object as it passed nearly overhead on its leisurely course seaward. George Abell, Griffith Observatory attache, also reported following the sphere by telescope.

Their consensus, borne out by the Weather Bureau forecast center at Los Angeles Airport:

A meteorological balloon.

The balloons are supposed to burst at high elevations after automatically broadcasting weather information during their ascent. This one apparently developed a slow leak and sank back toward earth, weathermen said.

A general warning of the balloons hovering over Los Angeles, describing it as a hazard

The following article taken from the "LOS ANGELES TIMES"
Thursday Morning, July 22, 1948

WM stirs ghosts of the flying discs

Memories of the flying disc phenomenon were revived last night as 1500 persons swamped police and fire department switchboards with telephone calls reporting a mysterious silver object soaring over Los Angeles.

With the experience of that frenzied time a year ago behind them, the police calmly checked around until they got word from the Mount Wilson Observatory that the mysterious silver object was a weather balloon.

The reports reaching police from citizens described the balloon as soaring, dipping, standing still, shooting across the sky, and moving north, east, south and west.

Mt. Wilson informed the police the balloon was drifting slowly with the wind in a westerly direction and had evidently been released in the vicinity of Big Bear Lake.

UNCLASSIFIED

ATIC NO. -----

AF NO. -----

REPORT NO. -----

DATE OF REPORT -----

TIME OF SIGHTING 0245

SHAPE ------

SIZE ------

COURSE SE

NO. IN GROUP 1

SOUND swishing

PHOTOS ----- SKETCHES --------

DATE OF UFO 24 July 1948

LOCATION Altoona, Pa.

SOURCE -----

DATE IN TO ATIC ------

COLOR -----

SPEED --------

ALTITUDE ------

LENGTH OF TIME OBSERVED 8-10 Seconds

TYPE OF OBSERVATION ground

MANEUVERS -------

UNCLASSIFIED

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

7-3212-8

'Flying Disk' Seen At Yakima, Wash.

Airport Men Twice Sight 'Moon-Sized' Blob

YAKIMA, Wash., July 25 (UP).—Hundreds of telephone calls flooded the Civil Aeronautics Administration office here today from persons who had seen a silvery, "moon-sized" flying "blob" wheeling across the sky above the city.

The apparition, termed "another flying saucer" by the C. A. A., was observed by two control tower men at the Yakima Airport, both of whom agreed as to its general description. Don Hunt, airport traffic controller, and George Robinson, aircraft communicator, said they saw it wheeling west of the city about 2 p. m. today. They saw it again at 4:20 p. m.

"At first I thought it was the planet Venus," said Mr. Hunt, a veteran of six years with the C. A. A. "But when I checked, I knew that the planet couldn't be seen in our vicinity at this time of year." Mr. Robinson said when he saw the silvery, flashing ball it looked as if it had "flashing lights, something like an air liner's fog lights."

But both agreed that it couldn't have been an air liner because there were none flying through Yakima at that time. And they know it wasn't a weather balloon because it was bucking the wind.

Mr. Hunt, who was one of the first to see the object, said, "I make my living by looking at the sky, but I've never seen anything like this."

Tell of Sky Monster

ATLANTA, July 25 (UP).—Two Eastern Air Lines pilots who reported seeing a huge, flame-shooting sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget." Captain C. S. Chiles, of Atlanta, and Co-Pilot John Whitted, of Hapeville, Ga., said they saw the huge ship, a wingless affair four times the circumference of a B-29 fuselage, during an E. A. L. flight from Houston, Tex., early yesterday.

In New York, Captain Lou Feldvary, pilot of another E. A. L. plane, said he and his co-pilot, A. J. Egger, had seen what appeared to be a rocket trail going very fast along the horizon in a southwesterly direction. Captain Feldvary said visibility was excellent. He said his co-pilot was a Navy veteran and a rocket expert but had never seen anything similar to the trail.

N. Y. H. T. July 25, 1948

YAKIMA, WASHINGTON

[redacted]

Incident #144

ATIC NO. ---

DATE INFO 24 July 1948

AF NO. ---

LOCATION 20 Mi. S of Montgomery, Ala.

REPORT NO. ---

SOURCE Airline Pilots

DATE OF REPORT ---

DATE IN TO ATIC ---

TIME OF SIGNING 0245

COLOR

SHAPE Cigar

SPEED 500-900 MPH

TYPE 100' Long - Diam. twice "B-29"

ALTITUDE 300 ft.

COURSE SE (toward Mobile)

LENGTH OF TIME OBSERVED 10-15 Sec.

NO. IN GROUP 1

TYPE OF OBSERVATION Aerial

SOUND ---

MANEUVERS Pulled up sharply with tremendous burst of flame

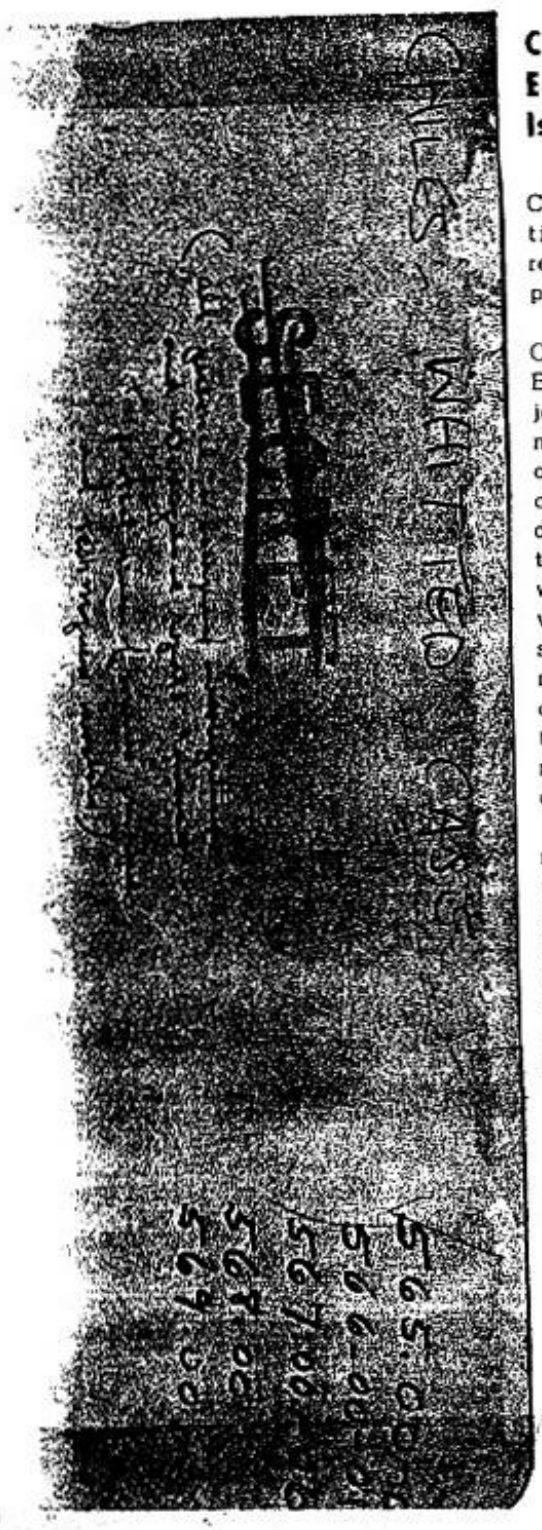
PHOTOS --- SKETCHES 2

Temporary ATIC Form 329
(2 Jan 52)

RETURN TO
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

K243.6012-1
24 Jul 1948

[redacted]



Capt. Clarence S. Chiles, Eastern Air Lines Pilot, Is Special Adviser

Although the detailed biography of Captain Chiles was not received in time for use in this issue, he will be recognized as one who played an important part in the UFO story in 1948.

It was in July of 1948 that Captain Chiles and the then 1st Officer John B. Whitted encountered a huge projectile-shaped device along the airway near Montgomery, Alabama. Chiles and Whitted both agreed that it was about 100 feet in length, twice the diameter of a B-29. Both men saw two rows of windows or ports through which a blue fluorescent glow was visible. The UFO, which they described as a machine traveling at 500 miles per hour or faster, veered sharply as it neared them and both reported they could feel the UFO's backwash rock their DC-3 as the strange object climbed steeply away.

Although Captain Chiles has not reported any UFO encounter since that date, he has maintained his interest in the saucer subject. As a veteran pilot who has had an extremely close range observation of a saucer, Chiles is well equipped to examine and evaluate authentic sighting reports for NICAP.

TAB	ITEM
1	Investigation by OSI dtd 2 Nov 48 and 16 Nov 48
2	IR # 102-122-79 dtd 20 Dec 1948
	EXHIBITS
	A [redacted] Investigation dtd 25-28 July 48
	B [redacted] (Passenger) Report dtd 31 July 1948
	C Aircraft Movement Data
	D Investigation dtd 9 September 1948
	E Agent Report dtd 11 August 1948
	F (Extracted for case dtd 26 July 1948)
	G Eastern Airlines Report
	H Work Sheet
3	Newspaper Clippings and Magazine Article.

[redacted] PSI Chile

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS UNCLAS
REPORT OF INVESTIGATION

FILE NO. 24-~~135~~ 40

DATE 2 November 1

REPORT MADE BY
Herbert F. Carson, Sa

REPORT MADE AT
8th Dist OSI (IG), Marietta AFB, Ga.

PERIOD
6 October 1949

OFFICE OF ORIGIN
8th Dist OSI (IG), Maxwell AFB, Ala.

STATUS
PENDING

REFERRED UPON COMPLETION

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT on 21 August 1948 at Montgomery, Alabama by Mr. [redacted]

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
AFCSI Letter #85, dated 12 August 1949.

SYNOPSIS

Captain [redacted] was interviewed and stated that he sighted an unidentified flying object 30 to 50 miles southwest of Montgomery, Alabama at approximately 0340, 23 July 1948, at an estimated altitude of 5000 feet. This object was flying northeast to southwest at an estimated speed of at least 500 miles per hour. [redacted] reported this to Eastern Air Lines Publicity Control Officials on 23 July 1948.

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DISTRICT COMMANDER

FILE STAMP

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AFCSI FORM 4
23 JULY 1948

[redacted]

RAFB 3-31-49-20,000

(([redacted] ((UNCLASSIFIED

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

DETAILS:

AT MARIETTA AFB, GEORGIA

1. At approximately 1400 hours, 6 October 1949, Captain [redacted], Eastern Air Lines, Atlanta, Georgia, stated that he had seen an unidentified flying object on 23 July 1948, which he assumed to be a secret type USAF aircraft, and reported same to the Eastern Air Lines Public Relations Representatives and Safety Board Officials.

2. On 6 October 1949, Captain [redacted], [redacted], Atlanta, Georgia, was interviewed and supplied the following data:

Date of sighting	23 July 1948
Time of sighting	0340 hours
Place of sighting	30 to 50 miles southwest of Montgomery, Alabama. Observer's position was from the cockpit of an Eastern Air Lines D-3 at approximately same altitude as unidentified flying object.
Number of objects	One (1)
Celestial phenomena	None.
Distance of object from observer	Observer had forward and going away view from about 2 to 3 miles distance.
Time in sight	5 to 8 seconds
Appearance of object	A double-decked cigar shape fuselage, illuminated thru apparent port-holes, resembling a D-3 6 without wings in size and appearance.
Direction of flight	Northeast to southwest.
Action of maneuvers	Object appeared to be traveling in straight and level flight at same altitude but to the right and in an opposite direction to

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[redacted] UNCLASSIFIED

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 3 November 1949

Tactics of maneuvers (cont'd)	that of observer. After passing abreast of airliner carrying observer, object tended to disappear upwards to the rear and disappeared into overcast.
Evidence of exhaust	A cherry red flame extended 50 to 75 feet to rear of object.
Effect on clouds	None.
Lights	The forward two-thirdsof cylindrical unidentified flying object appeared to have two well defined rows of cabin lights.
Support	No wings
Propulsion	Appeared to be result of jet power.
Control	Excellent - well coordinated gentle climbing turn into clouds prior to disappearance
Air ducts	None observed.
Speed	At least 500 miles per hours.
Sound	None audible.
Manner of disappearance	Disappeared into cloud bank to rear of observer, after slight climbing turn.
Weather	(At 3000) Visibility - Excellent, with 25 mile range. High - broken clouds - brilliant moonlight - faint trace of light breeze.

DATA TO THE OBSERVER

Name	Captain [redacted]
Address	[redacted] Atlanta, Georgia

[redacted] UNCLASSIFIED

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

Occupation	1st Pilot - Eastern Air Lines.
Place of business	Atlanta Office - Eastern Air Lines.
Pertinent hobbies	Photography.
Ability to determine	Excellent
Reliability of observer	During the war, observer was a Lt. Col. Pilot, USAF, in a command capacity on the Ascension Islands, with vast experience in judging and identifying aircraft.
Witnesses	[redacted], formerly with Eastern Air Lines. Address unknown.
	[redacted], Columbus, Ohio

Note: Captain [redacted] stated during the course of the interview that he has never sighted any unidentified flying object at any time other than at 0340, 23 July 1948.

- PENDING -

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[redacted]

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 34-185; DATE: 2 November 1949

INCLOSURES

The following inclosures are attached to each copy of report:

Incl. 1. Exhibit "A" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 24 July 1948.

Incl. 2. Exhibit "B" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 25 July 1948.

Incl. 3. Exhibit "C" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 26 July 1948.

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CLASSIFIED [illegible] 12 YEARS.
DOD [illegible].10

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 24 JULY 1948

- - - - - - - - - - - - -

Two Eastern Air Lines pilots reported Saturday that their plane Friday night passed a tremendous wingless aircraft that shot 40 feet of flame from the back end and was traveling 500 - 700 miles per hour.

Capt. [redacted]s and Co-pilot [redacted] said the object looked like a B-29 fuselage "blown up about 4 times" and was brilliantly lighted with 2 decks of big square windows. The object passed within several hundred feet of the DC-3 and then shot up into the clouds.

EXHIBIT 'A'

[redacted]

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ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 25 JULY 1942
(Three Column Spread)

- - - - - - - - - - - -

Large Photo of Childs and Whited

- - - - - - - - - - - -

Article with same information as 24th July with added speculation and denials by U. S. Air Force and Air Lines and plane manufacturers that the object was of U. S. make.

Passenger who also saw object identified as Mr. [redacted] of Columbus, Ohio, who stated that all he saw was a flash of fire pass the DC-3.

[illegible]

EXHIBIT B*

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 26 JULY 1949

- - - - - - - - - - - - -

People all over the country seeing objects.

Mrs. Noah Atkinson of Brookhaven, Georgia saw object.

C. M. Bowles, an Exposition Mills painter who lives near airport also saw object in past.

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EXHIBIT "G"

[redacted]

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COUNTRY: United States | REPORT NO. 102-[illegible]-79 | CLASSIFICATION: UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

DATE OF INFORMATION: Alabama, Georgia, and Virginia

FROM: Tech Intelligence Div, Intelligence Dept, Wright-Patterson AFB, Dayton, Ohio

DATE OF REPORT: 20 December 1948

DATE OF INFORMATION: 24 and 26 July 1948

EVALUATION: A-2

SOURCE: Robert R. Sneider, Captain, USAF — U. S. Citizens

REFERENCES: Proj. "SIGN" ltr, Dept. of the AF, Hq USAF, dated 30 Dec 47 "Flying Discs"

(Refer to enclosure(s) for additional comments not contained in this report. Use separate paragraphs for each comment. Indicate to which enclosure each comment refers.)

Detailed interrogations have been completed of persons reporting undetermined flying objects in the vicinity of Montgomery, Alabama, 24 and 26 July 1948, between the hours of 2130 and 0245.

Analysis has been made of the compiled statements and the other available evidence of each individual interrogated. The analysis was undertaken as only one of 219 reported incidents with an objective of arriving towards a definite pattern or trend in order to determine whether the objects reported were of domestic or alien origin, or a natural phenomena.

COMMENTS: Analysis of data under Incident #144 reveals that four separate cases are involved; one having occurred on 24 July 1948 and the others on the 26 July 1948. A preponderence of evidence is available to establish that in almost all cases an unidentified object was seen within the times stated and on the same dates over an extended area pursuing a general course South. Descriptions as to size, shape, color and movements are fairly consistent.

Robert R. Sneider

ROBERT R. SNEIDER
Captain, USAF
Project Officer
Special Projects Branch
Technical Intelligence Division
Intelligence Department

APPROVED:

[signature]

C. A. LLEWELLYN
Major, USAF
Actg Chief, Operations Section
Tech Intelligence Division
Intelligence Department

APPROVED:

[signature]

L. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

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T-80200

- (Orig. & 3 dup) Dir of Intell, Hq USAF
- Chief, Intell Dept, MCI
- Chief, Tech Analysis Div, MCIAT
- Ofc of Chief of Naval Opns, Attn: ONI

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div
Intelligence Department
Wright-Patterson AFB, Dayton, Ohio

102-122-79

1 5

A. ORIGIN:

In compliance with verbal instructions from Maj General Cabell, Director of Intelligence, AFOI, this Hq proceeded to investigate the report concerning the sighting of an unidentified aerial object in the vicinity of Montgomery, Alabama, occurring 24 July 1948 between the hours of 0140 and 0245 EST.

B. ACTION INITIATED:

1. On 25 July 1948, Major R. A. Llewellyn, Project "SIGN" Officer, Mr. A. Deyarmond, Technical Assistant to Col Clingerman, Mr. A. C. Loedding, Assistant Deputy for Technical Analysis Division, and Capt R. J. Groseclose, Security Officer, proceeded to Atlanta, Georgia, where they interviewed Capt [redacted] and Mr. [redacted] EAL pilots, and obtained their signed statements as to the anomaly observed. Copies of these statements together with drawings executed by [redacted] and [redacted] are appended as Exhibit "A". On 31 July 1948, Maj Llewellyn personally interviewed Mr. [redacted], the sole passenger awake during the hours of 0140 and 0245 EST, as to what he saw while a passenger aboard the DC-3 piloted by [redacted] and [redacted] His statement is attached as Exhibit "B".

2. Following the above interrogations, requests were disseminated to Hq USAF, Naval and commercial airlines by priority teletypes 2 Aug 1948 requesting data on aircraft movements in the general vicinity of Alabama, Florida, Mississippi, Georgia, South Carolina, Tennessee and North Carolina. Charts of these aircraft movements are submitted as Exhibit "C".

3. In compliance with Hq AMC letter dated 6 July 1948, the Sixth Office of Special Investigations (IG) District undertook an investigation pertaining to an aerial phenomena reportedly seen by various people within the 6th OSI District. A complete report of the various sightings, pages 1-16 is appended hereto as Exhibit "D". Further reports and statements as to reliability are also appended.

4. After the statements were received, a complete analysis as to the date and time, geographical location, and description of the object was charted. The completely assembled data, i.e., statements of witnesses, reliability statements, airline schedules and the collated data chart were forwarded to the various technical agencies to effect an evaluation and interpretation of the technological factors involved.

C. FACTUAL DATA:

1. The collated data chart (Exhibit "H") was drawn up to effect a trend or pattern in regard to the reported sightings.

a. From this chart it is evident that three or possibly four separate incidents were involved:

(1) That pertaining to sightings by [redacted]

(2) That of [redacted]

(3) That of [redacted]

(4) That of [redacted]

[illegible]

[illegible] DOCUMENT [illegible] MAY NOT BE [illegible] IN WHOLE OR [illegible] PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES [illegible]

[redacted]

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b. To exclude irrelevent factors in a systematic manner, the information presented in Exhibit "H" is presented in the order of occurrence and significance.

(1) Incident #1

a. Object was sighted 24 July 1948 between 0140 and 0150 EST from the ground at Robins Air Force Base, Macon, Georgia.

b. Object was again sighted from an altitude of 5,000 feet by [redacted] and [redacted] while flying a DC-3 some 20 miles south of Montgomery, Alabama. The time of the sighting was 24 July 1948 at approximately 0245 EST.

c. Both the [redacted] sighting and that of [redacted] and [redacted] describe the object as "cigar" or "cylindrical" in shape. (McKelvie perceived only the glow emitted by it)

d. All observers agree that the object was traveling in a general southerly heading and that it was trailed by a flame varying in color and that it behaved like a normal craft insofar as disappearing from the line of sight was concerned.

NOTE: It is a known fact that atmospheric conditions such as varying degrees of humidity and incidence of light refraction often influence the color of the light observed. This would serve to explain why many observers conflict in their descriptions as to color of light displayed by the object or its trail.

e. Four witnesses to this sighting are involved; three are trained observers. In no instance were there any indications of subversive or ulterior influences involved.

f. Both the [redacted] account and that of [redacted], [redacted] and [redacted] were officially made within a period of time that would preclude any chance of impressions being gained from radio or newspaper reports.

(2) Incident #2

Object #2 was observed by [redacted], [redacted] and [redacted] at 0230 hours 24 July 1948, while airborne, between Blackstone, Virginia, and Greensboro, North Carolina. This sighting is considered separately since the descriptions of speed as "meteoric" or "terrific", the manner of travel described as an arc or horizontal, and the fact that it "faded like a meteor" seem to indicate that the object seen was not the one observed in Incident 1.

(3) Incident #3

This object was observed between 2100 and 2300 hours 20th July 1948 at Chamblee, and Augusta, Georgia, by observers [redacted]. This object was not thought to be a meteor in that it maneuvered. The glow was described as varied in color but predominantly brilliant blue-white. The course was described as generally "southern"

Incident #4

[illegible]-60200

[illegible] OTHER THAN UNITED STATES AIR FORCE AGENCIES [illegible]

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[illegible]

[redacted]

(3) Incident #3 (Continued)

Although the dates seem to indicate that this sighting could not be the same as that described in Incident 1, yet the major portion of this testimony refers to a "blue white light". Observations in the first instance describe a "blue glow" running the entire length of the fuselage. When viewed from the ground it is logical to assume that the blue glow would be mostly visible.

NOTE: In this connection, Dr. Josef Allen Hynek, astro-physicist, OSURF, who is presently to serve as consultant on this project, has advised that it is possible for a celestial body to appear to travel in a straight line and slant downwards. (It is extremely improbable, although aerodynamically possible, for some objects to achieve an effect of lift through the forces generated during their flight through the atmosphere). It is his further opinion that it is impossible for any celestial body to maneuver violently and make sharp turns. It is extremely unlikely for heavenly bodies to appear to move slowly when passing through the lower layers of the atmosphere, but, from greater distances, it is possible to observe far-distant bodies for extended periods of time. Objective size is contingent upon (1) distance of the heavenly body from the earth and (2) its mass. The manner of disappearance of a meteor is like a light suddenly blinking off.

(4) Incident #4

Object #4 was observed by [redacted] Mr. and Mrs. [redacted], Mrs. [redacted], Mrs. [redacted] and Mr. [redacted] between the hours of 2045 and 2050, 26 July 1948, at Thomson, Georgia and Augusta, Georgia. Description of this object seems to indicate that it was a meteor. Five of the observers said that the object was "football shaped"; that it appeared to be a green light with a silvery tail and that it observed level flight. The last observer stated that the speed was "10,000 to 20,000 mph" and that "it appeared to be 1/4 the size of a full moon", and that "it was a multi-colored, brilliant light trailing burning fragments". The terrific speed together with the description of a multi-colored light trailing burning fragments seems to establish this object as a meteor.

5. COMMENTS:

1. The only incident which possesses absolute intelligence significance is [redacted] It is obvious that this object was not a meteor. There has been no [redacted] major inaccuracies [redacted] of the witnesses.

2. [redacted] establish areas of visibility [redacted] observers' [redacted]

3. [redacted] information from Ordnance, Army, Navy [redacted] AF Headquarters, Re-[redacted]

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T-80200

[redacted] UNCLASSIFIED

4. Apparently it is not of domestic origin since a thorough check of 225 flight schedules, both commercial and governmental, revealed that in only one instance did the reported flight paths cross. (See chart inclosed as Exhibit "I"). This single exception was the flight in a northwesterly direction of a C-47 enroute Robins AF Base to Olmsted Field, Pa. Its time of departure would have enabled it to have passed through the approximate areas on the 24 July 1948 where the sightings were reported. However, the factors of speed, direction of flight, maneuvers, configurations, lights and other factors rule out this one possibility.

5. Objects similar in configuration have been reported as follows:

a. Rocket-like objects capable of immense speed were seen during the past summer in broad daylight in Denmark, Norway and Sweden.

b. A wingless aircraft was observed moving at high speed at Obrechstreet, Arnheim, The Hague, Holland. The object was seen intermittently through clouds and was reported to have two decks.

6. Flying Fuselages (Torpedo or Cigar-Shaped Body)

a. While the cigar or torpedo shaped body represents an efficient form for the fuselage of an airplane or the body of a guided missile, in neither case has it been used as a primary lift producing surface. However, an extension of the Prandtl theory of lift indicates that a fuselage of the dimensions reported by the Eastern Airlines pilots [redacted] and [redacted] in the Montgomery, Alabama, incident could support a gross weight of approximately 12,000 pounds at an arbitrarily chosen stalling speed of 150 miles per hour, conservatively estimated. The Prandtl theory probably gives very conservative values of maximum lift for bodies of this shape. If a lift coefficient twice as great were used (such a value has been given by a German scientist from memory of his wind tunnel researches in Germany), a gross weight of 48,000 pounds could be supported at the assumed stalling speed.

b. Although the craft sighted by Whitted and Chiles was reported to be without wings or fins, it is possible it could have been equipped with extensible wings for take-off and landing, contained within the fuselage. In such a case a wing span of nearly 90 feet would be possible. If an aspect ratio of 5 were used (18 ft. mean aerodynamic chord), and if the wing design incorporated slots and flaps, the wing could support 115,000 pounds at a stalling speed of 150 mph. It is possible that the fuselage could also contribute lift with this arrangement, depending upon the incidence of the wing. This type of aircraft could also be partially supported in the take-off and landing condition by the vertical component of the jet thrust, if the landing and take-off took place with the fuselage axis, or the jet stream direction in a vertical or nearly vertical attitude. The further possibility that an extensible rotor, concealed within the fuselage, could have been used, would provide another method for landing and take-off that would allow wingless flight at very slow speed. Such a design could result in a relatively large [illegible] cruising range

c. While no stabilizing fins were apparent on the "[illegible]ge" reported by [redacted] and [redacted] it is possible that vanes [illegible] by a reserve system could have provided static stability, longitudinally and laterally. The same vanes could also have been used [illegible] static balance or trim, as well as control for maneuvering. A [illegible] reported [illegible] stability should be produced by a malicious use of flow-control [illegible] fuselage along the fuselage.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, USC, SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. INFORMATION OR PUBLICATION OF THIS REPORT, IN WHOLE OR IN PART, BY OR FOR THE UNITED STATES AIR FORCE MAY BE MADE ONLY AS AUTHORIZED BY AIR FORCE REGULATIONS.

[redacted]

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d. The above estimates regarding weight, controllability, stability, etc, are not intended to represent deductions regarding the exact nature of the torpedo or cigar-shaped aircraft which were sighted by the airline pilots, [redacted] and [redacted], and others, they are merely statements of possibilities, which are intended to show that such an aircraft could support and control itself by aerodynamic means. The propulsive system of this type of vehicle would appear to be a jet or rocket engine. The specific fuel consumption of engines of this type would be rather high. This, coupled with the fact that aerodynamic lift on such a body would be accompanied by high drag, places a serious limitation on the range of the aircraft for any particular gross weight. If this type of unidentified aerial object has extremely long range it is probable that the method of propulsion is one which is far in advance of presently known engines.

POWER SOURCES:

(a) The foregoing discussion is predicated upon the assumption that power sources presently available would have to be used. If an atomic energy powered engine were available, a small mass flow at a large velocity would accomplish the required lift and propulsive forces and the large energy expenditure would be of small importance.

(b) However, the heat exchange requirements for the atomic powered engine appear to demand physical dimensions of inordinate size that presently would preclude the use of this power plant for aircraft. Experimental work in progress to convert the energy of the atomic pile directly to electricity, rather than heat, offer the promise of a more compact atomic power plant.

e. It has been established by Project Rand investigations that world resources, technical attainments and existing materials are adequate to permit construction of a space ship.

CONCLUSIONS:

1. The flying anomaly observed, remains unidentified as to origin, construction and power source.

2. A definite trend of flight headings has evolved as generally south in bearing.

3. Supporting evidence from separate reliable sources establish existence of this configuration.

4. An aircraft of the configuration described could support itself in flight by aerodynamic means.

Robert R. Sneider
Robert R. Sneider
Captain, USAF
Project Officer

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[redacted]

Incid #/44

[redacted]

Supplement to Trip Report to Atlanta 25 - 28 July Inclusive

THRU: Col Clingerman

TO: Col McCoy

1. Personnel interviewed on this trip were Capt [redacted] EAL pilot, and [redacted] Co-pilot.

2. Pilot Chiles was flying an Eastern Airlines DC-3 as indicated:

Altitude:	5,000 ft
Speed:	150 MPH indicated airspeed
Airways:	Mobile to Montgomery Ala
Compass Heading:	50° to 60°
Estimated time of arrival:	0253 EST, Danley Fld

3. At 0145, 24 July 1948, Capt [redacted] sighted a red exhaust glow from some 700 feet ahead, above and to the right of the plane. He made the remark: "Look, here comes a new Army Jet Job." The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up very sharply and disappeared into a cloud. The description is essentially as follows:

> The object appeared to be a wingless aircraft, 100 ft long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [redacted] thought it had a "[illegible]" similar to a radar pole on the front and he had the impression there was a cabin with windows above - much like a pilot compartment - except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did [redacted]. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage. The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, [illegible] was there any wash [illegible] [illegible] was heard.

NOTE: Drawings by both pilots are in file under [illegible].

[redacted]

EXHIBIT A

INCID. #144

[redacted]

4. Co-Pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its [illegible] was very similar to that of [illegible] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated smaller windows or openings on the side. He estimated the object passed at greater distance than [illegible] Capt [redacted]. He saw the "exhaust" as a parallel wide flame which [illegible] from the entire rear of the object rather than from a [illegible] never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up". He stated it appeared at least half the length of the ship itself or approximately [illegible] ft.

5. Both pilots stated the night was clear with a bright moon and broken cloud over [illegible] of [illegible] 5,000 ft. Both [illegible] the object to be in sight approximately 10 to 1[illegible] seconds.

R. [illegible] LLE [illegible]LLYN
[illegible] USAF

[illegible]
[illegible] 310
Bldg [illegible]
[illegible]

DOWN[illegible]

[redacted]

EXHIBIT "A"

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH ARMY
Fort Sam Houston, Texas

452.1 AKADB

18 October 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M. CI

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as bove and to Control No. A-1917.

2. Attached WD AGO Form 341, Agent Report, same subject and file as above, dated 11 October 1948, forwarded for your information and any action necessary.

FOR THE COMMANDING GENERAL:

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

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Operations Section file

1st Ind

MCIAMD-3/RRS/aw

Hq AMC Wright-Patterson Air Force Base, Dayton, Ohio

NOV 5 1948

TO: Commanding General, Headquarters Fourth Army, Fort Sam Houston, Texas

1. The inclosure mentioned in paragraph 2 of basic communication has been withdrawn for necessary action by this Headquarters.

2. Request for further investigation is being initiated in accordance with authority contained in Department of the Army Letter dated 25 March 1948, subject, "Unconventional Aircraft".

FOR THE COMMANDING GENERAL:

[illegible] McCOY
Colonel, USAF
Chief, Intelligence Department

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13

[redacted]

[illegible]

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN

P. O. BOX 1418

ATLANTA 1, GA.

[illegible]

[redacted] [illegible] [redacted]

[illegible] 50 [illegible]

[illegible]

[illegible] 5000

[illegible]

[illegible]

10 to 15 [illegible]

[illegible]

[illegible] [redacted] [illegible]

[illegible] thik [illegible]

[illegible]

[illegible]

[illegible]

144

[illegible]

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN
P. O. BOX 1416
ATLANTA 1, GA.

[illegible] Trip 573 [illegible]

[redacted] (Co-pilot) (Pilot) } [illegible]

Saw [illegible] of [illegible] [illegible]

[illegible] 2.40 [illegible]

Check

Background of pilots [illegible] credibility.

Possibility of [illegible] air traffic [illegible].

Fadding

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN
P. O. BOX 1416
ATLANTA 1, GA.

7/26/48.

Capt [redacted] pilot. (Capt).
[redacted] Co pilot

ship DC-3
155 IAS.
gr y 16

Flying Mobile to Montgomery.
C/ Compass Heading 50 to 60°
5000 ft alt 0253 sight 0245
20 to 25 from Danley Field. [illegible] Montgomery

Clear at sighting
Coming towards above and slightly above.
Distance 1 mile or ½ mile
Time - 10 to 15 seconds
Speed ⅓ faster than common jets.

Clear moon lit night.
No noise.
Save information to company - thus to [illegible]
Easily 100 feet long. in slight dive and turning slight to right away
approached ~~head~~ approx head on about 700 feet above
and then leveled off into straight course until just about opposite them
~~and [illegible] turning away [illegible]~~
~~[illegible]~~
~~[illegible]~~ climbed sharply to higher level. [illegible]
[illegible] [illegible] [illegible]
[illegible]
[illegible]
[illegible]
[illegible] 30 to 50 feet [illegible]
[illegible] lines - square windows [illegible]

[redacted]

AFOIR (Tolbert)

TO: Maj Llewelyn

Reference your radio note of 29 July 1948 regarding Project "SIGN". [redacted] was relieved from active duty 30 December 1945. Discharged as a Major. Record looks good. Served approximately three (3) years. Promoted to Lt Col, Reserve, 9 Oct 1946. Primary MOS 1013. Pilot for Eastern Air Lines 15 Dec 1939 to 14 March 1942. Date of Birth: 28 June 1918.

[redacted] was relieved from active duty 14 December 1945 as 1st Lt. Record looks good. Served approximately two (2) years. Primary MOS 1093. Was bookkeeper prior to entering service. Date of birth: 28 June 1918.

[redacted]

[redacted]

STATEMENT OF [redacted] 1

I was flying co-pilot for Capt. [redacted] on Trip 576 which left Houston, Texas at 8:40 PM Eastern Standard Time, Friday night, July 22, 1948. At 0245 EST, we sighted a strange object coming toward us at a high rate of speed. We were at 5000 feet and our position was 25 miles southwest of Montgomery, Ala. The strange object had a stream of red fire coming from its tail. I assumed that it was a jet type airplane of the Army or Navy but as it came nearer I could see that it was much larger than any Army or Navy jet that I have ever seen or read about. It passed us on the right side of our DC-3. I estimate its speed in the neighborhood of 700 MPH but this is purely a rough estimate. We were holding a compass heading of 50 degrees and the object passed us going in the opposite direction. To me, the object seemed about a half-mile from us, flying straight and level. I could see no wings supporting the object.

The object was cigar shaped and seemed to be about a hundred feet in length. The fuselage appeared to be about three times the circumference of a B-29 fuselage. It had two rows of windows, an upper and a lower. The windows were very large and seemed square. They were white with light which seemed to be caused by some type of combustion. I estimate that we watched the object at least 5 seconds and not more than 10 seconds. We heard no noise nor did we feel any turbulence from the object. It seemed to be at about 5500 feet.

I asked Capt. [redacted] what we had just seen and he said that he didn't know. Capt [redacted] then contacted the company radio operator at Columbus, Ga., and aksed him to contact LawsonFld at Ft Benning, Ga., and find out if the Army had any jet or experimental planes in the vicinity. The company operator called us a few minutes later and stated that Lawson Field reported that they had no planes flying in our area. Capt [redacted] then reported back to the company radio operator saying that a strange aircraft just passed us and it looked like some type of rocket ship.

We passed up Columbus because of ground fog and dontinued on to Atlanta.

[redacted]

[redacted]

EXHIBIT "A"
18

page 3 of 6 pages

[redacted]

STATEMENT OF CAPTAIN CLARENCE S. CHILES :

Atlanta, Ga.
Aug 3, 1948

Mr. [redacted]
Eastern Air Lines
Miami, Fla.

The following is a report of an unidentified aircraft which was sighted by [redacted] and me, as we were twenty miles southwest of Montgomery, Ala. July 24, 1948, as we were on Eastern's trip 576.

At 2:45 A. M. we were cruising at 5,000 feet when there came, what looked like a Jet type of aircraft to our right and slightly above meeting us. It was a clear moonlight night with the visibility excellent; therefore, we were able to view the ship as it passed for a period of around ten seconds. It was clear there were no wings present, that it was powered by some jet or other type of power shooting flame from the rear some fifty feet. There were two rows of windows, which indicated an upper and lower deck, from inside these windows a very bright light was glowing. Underneath the ship there was a blue glow of light.

After it passed it pulled up into some light broken clouds and was lost from view. There was no prop wash or rough air felt as it passed.

After talking to the only passenger awake at the time; he saw only the trail of fire as it passed and pulled into the clouds. I called the company at Columbus and asked if there was any reported jet army craft and requested if the ATC had any aircraft under control. I was told that no such craft was reported by either source.

/s/ [redacted]

[redacted]
Capt E. A. L.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

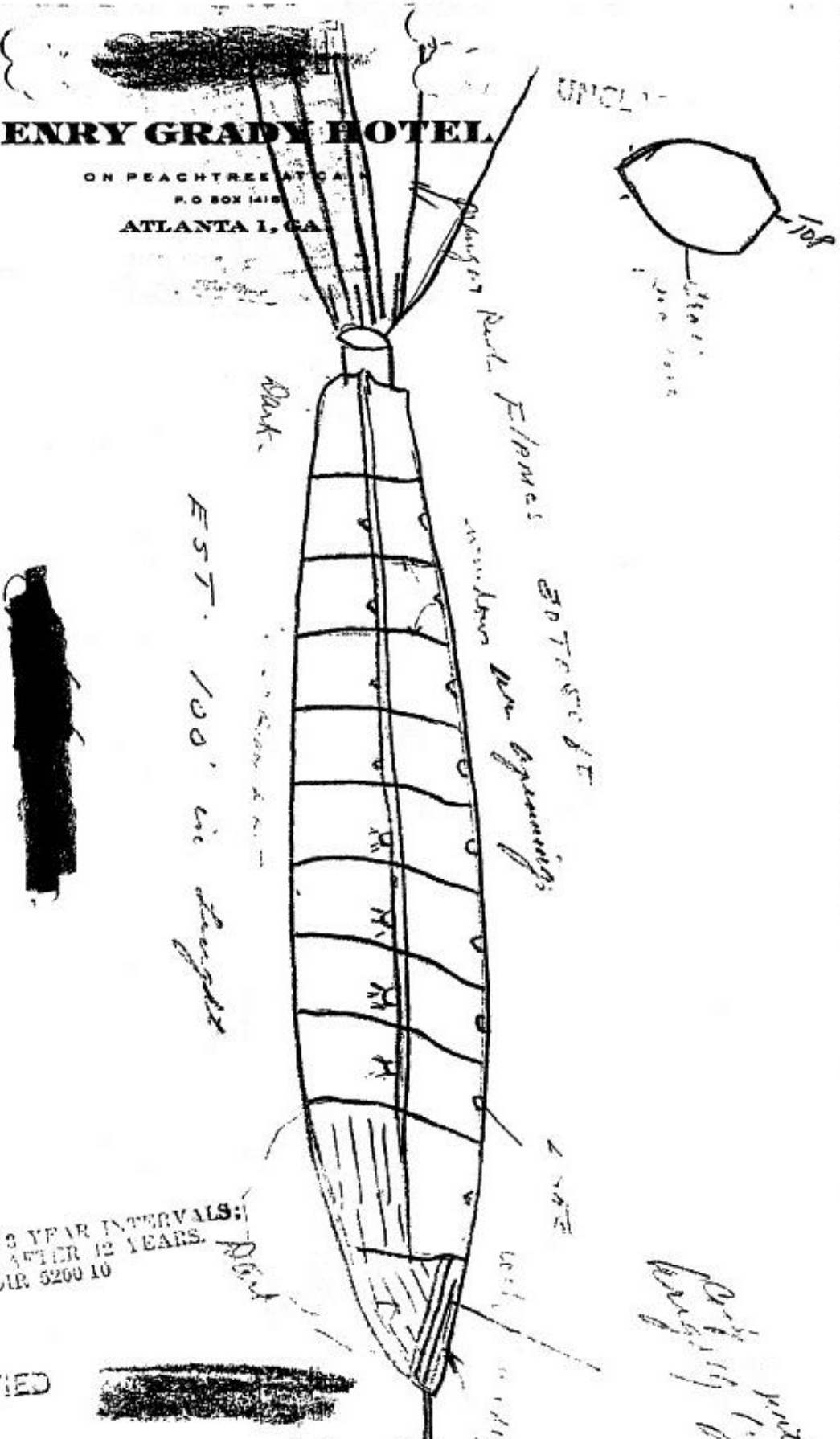
EXHIBIT "A"

HENRY GRADY HOTEL

ON PEACHTREE AT CA[illegal]

P.O. BOX 1418

ATLANTA 1, GA.



DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

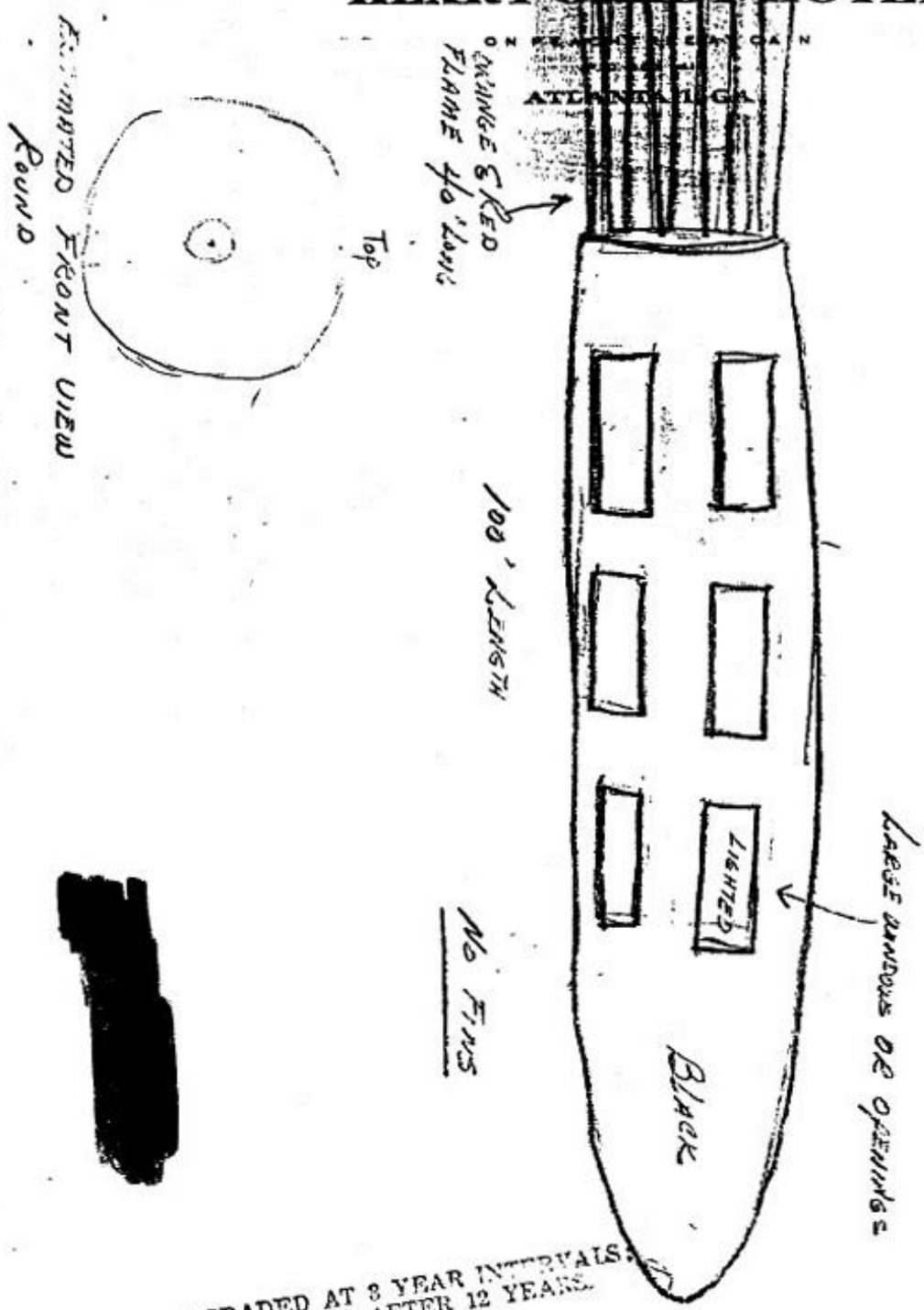
UNCLASSIFIED

EXHIBIT "A"

Page 5 of 6 Pages

Plan of the Private Dining Room

HENRY GRADY HOTEL
ON PEACHTREE AT CAIN
ATLANTA 1, GA.



[redacted]

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED [redacted]

EXHIBIT "A"

page 6 of 6 pages

[redacted]
INCIDENT

24 July 1948

After extensive investigations and studies; and consideration of all possible approaches and data pertinent to suggest at least one valid hypothesis or explanation to the sighting were exhausted --- the incident was appropriately classified as a true "Unknown".

[redacted]

INCIDENT

24 July 1948 said it was "dark"

The glow reminded Chiles of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominent about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. could'nt see this No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Capt [redacted] He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up".

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds, considered sufficient time for experienced pilots to determine whether the "ship" was a reflection, caused by some rare meteorological or astronomical phenomena -- or was a material object.

28
5 10

[illegible] "UNKNOWN"

[redacted]

INCIDENT

5

24 July 1948

Clay Margaret

340

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5,000 feet between Mobile and Montgomery, Alabama sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

500 ft

Captain [redacted] the pilot, immediately turned to his co-pilot, [redacted] and remarked: "Look, here comes a new Army jet job".

500 MPH

The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 ft. long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above -- much like a pilot compartment -- except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare.* He saw no occupants nor did [redacted] [illegible]sible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

[illegible] such a [illegible] dapple them

on such a body would be accompanied by high drag, places a serious limitation on the range of the aircraft for any particular gross weight. If this type of unidentified aerial object has extremely long range, it is probable that the method of propulsion is one which is far in advance of presently known engines.

POWER SOURCES

(a) The foregoing discussion is predicated upon the assumption that power sources presently available would have to be used. If an atomic energy powered engine were available, a small mass flow at a large velocity would accomplish the required lift and propulsive forces and the large energy expenditure would be of small importance.

(b) However, the heat exchange requirements for the atomic powered engine appear to demand physical dimensions of inordinate size that presently would preclude the use of this powerplant for aircraft. Experimental work in progress to convert the energy of the atomic pile directly to electricity, rather than heat, offer the promise of a more compact atomic powerplant.

Conclusions: 1. The flying anomaly observed, remains unidentified as to origin, construction and power source.

2. A definite trend of flight headings has evolved as generally south in bearing.

3. Supporting evidence from separate reliable sources establish existence of this configuration.

4. It has been established by Project Rand investigations that world resources, technical attainments and operating materiels are adequate to permit construction of a space ship. It is now aerodynamically feasible for subject configuration to fly. An aircraft of the configuration described could support itself in flight by aerodynamic means.

Robert R. Sneider
Capt, USAF
Project Officer

F-80200

[redacted]

Flying Fuselages (Torpedo or Cigar-Shaped Body)

6 a. While the cigar or torpedo shaped body represents an efficient form for the fuselage of an airplane or the body of a guided missile, in neither case has it been used as a primary lift producing surface. However, an extension of the Prädtl theory of lift indicates that a fuselage of the dimensions reported by the Eastern Airlines pilots [redacted] and [redacted] in the Montgomery, Alabama, incident could support a gross weight of approximately 12,000 pounds at an arbitrarily chosen stalling speed of 150 miles per hour, conservatively estimated. The Prädtl theory probably gives very conservative values of maximum lift for bodies of this shape. If a lift coefficient twice as great were used (such a value has been given by a German scientist from memory of his wind tunnel researches in Germany), a gross weight of 24,000 pounds could be supported at the assumed stalling speed.

b. Although the craft sighted by [redacted] and [redacted] was reported to be without wings or fins, it is possible it could have been equipped with extensible wings for take-off and landing, contained within the fuselage. In such a case a wing span of nearly 90 feet would be possible. If an aspect ratio of 5 were used (18 ft. mean aerodynamic chord), and if the wing design incorporated slots and flaps, the wing could support 115,000 pounds at a stalling speed of 150 mph. It is possible that the fuselage could also contribute lift with this arrangement, depending upon the incidence of the wing. This type of aircraft could also be partially supported in the take-off and landing condition by the vertical component of the jet thrust, if the landing and take-off took place with the fuselage axis, or the jet stream direction in a vertical or nearly vertical attitude. The further possibility that an extensible rotor, concealed within the fuselage, could have been used, would provide another method for landing and take-off that would allow wingless flight at very high speed. Such a design could result in a relatively large duration of flight and corresponding range.

c. While no stabilizing fins were apparent on the "flying fuselage" reported by [redacted] and [redacted], it is possible that vanes within the jet, operated by a gyro-servo system could have provided static stability, longitudinally, directionally and laterally. The same vanes could also have been used for accomplishing static balance or trim, as well as control for manuvering. A square tailed body of the type reported with the center of gravity sufficiently far forward can develop, approximately, a neutral stability and the possibility exists that definite static stability could be produced by a judicious use of flow-control slots located somewhere along the fuselage.

d. The above estimates regarding weight, controllability, stability, etc, are not intended to represent deductions regarding the exact nature of the torpedo or cigar-shaped aircraft which were sighted by [illegible] pilots, [redacted] and [redacted], and others, [illegible] statements of possibilities, which are intended to show that such an aircraft could support and control itself by aerodynamic means. The propulsive system of this type of vehicle would appear to be a jet or rocket engine. The specific fuel consumption of engines of this type would be rather high. This, coupled with the fact that aerodynamic lift

[redacted]

(4) Incident 4

Object #4 was observed by [redacted] Mr & Mrs. [redacted] Mrs [redacted] Mrs [redacted] and Mr. [redacted] between the hours of 2045 to 2050, 26 July 1948, at Chamblee, Georgia and Augusta, Georgia. Description of this object seems to indicate that it was a meteor. Five of the observers said that the object was "football shaped"; that it appeared to be a green light with a silvery tail and that it observed level flight. The last observer stated that the speed was "10,000 to 20,000 mph" and that "it appeared to be 1/4 the size of a full moon", and that "it was a multi-colored, brilliant light trailing burning fragments." The terrific speed together with the description of a multi-colored light trailing burning fragments seems to establish this object as a meteor.

D. COMMENTS

1. The only incident which possesses absolute intelligence significance is incident #1. It is obvious that this object was not a meteor. There has been no evidence to support any findings of unreliability, nor have there been any major inaccuracies on the part of the witnesses.

2. Weather reports establish areas of visibility as stated in the observers' reports.

3. Available information from Ordnance, Army, Navy and AF Weather Bureaus, Research Organizations, and other, failed to reveal any evidence of testing devices to which this incident could be attributed.

4. Apparently it is not of domestic origin since a thorough check of 225 flight schedules, both commercial and governmental, revealed that in only one instance did the reported flight paths cross. (See chart inclosed as Exhibit "I". This single exception was the flight in a northwesterly direction of a C-47 enroute Robins AF Base to Olmsted Field, Pa. Its time of departure would have enabled it to have passed through the approximate areas on the 24 July 1948 where the sightings were reported. However, the factors of speed direction of flight, maneuvers, configurations, lights and other factors rule [illegible] this one possibility.

5. Objects similar in configuration have been reported as follows:

a. Rocket-like objects capable of immense speed were seen during the past summer in broad daylight in Denmark, Norway and Sweden.

b. A wingless [illegible] was observed [illegible] at Obrechstreet, Arnheim, The Hague, Holland. The object was seen intermittently through clouds and was reported to have two decks [redacted]

T-80200

(2) Incident #2

Object #2 was observed by [redacted] and [redacted] at 0230 hours 24 July 1948, while airborne, between Blackstone, Virginia, and Greensboro, North Carolina. This sighting is considered separately since the descriptions of speed as "meteoric" or "terrific", the manner of travel described as an arc or horizontal, and the fact that it "faded like a meteor" seem to indicate that the object seen was not the one observed in Incident 1.

(3) Incident #3

This object was observed between 2100 and 2300 hours 25th July 1948 at Chamblee, and Augusta, Georgia, by observers [redacted], Mrs. [redacted] and [redacted]. This object was not thought to be a meteor in that it maneuvered. The glow was described as varied in color but predominently brilliant blue-white. The course was described as generally "southern". Although the dates seem to indicate that this sighting could not be the same as that described in incident 1, yet the major portion of this testimony refers to a "blue white light". Observations in the first instance describe a "blue glow" running the entire length of the fuselage. When viewed from the ground it is logical to assume that the blue glow would be mostly visible.

NOTE: In this connection, Dr. Josef Allen Hynek, astrophysicist, CSUSF, who is presently to serve as consultant on this project, has advised that it is possible for a celestial body to appear to travel in a straight line and slant downwards. (It is extremely improbable, although aerodynamically possible, for some objects to achieve an effect of lift through the forces generated during their flight through the atmosphere). It is his further opinion that it is impossible for any celestial body to maneuver violently and make sharp turns. It is extremely unlikely for heavenly bodies to appear to move slowly when passing through the lower layers of the atmosphere, but, from greater distances, it is possible to observe far-distant bodies for extended periods of time. Objective size is contingent upon (1) distance of the heavenly body from the earth and (2) its mass. The manner of distance range of a meteor is like a [illegible] suddenly blinking off.

T-80200

(1) That pertaining to sightings by [redacted] and [redacted]

(2) That of [redacted]

(3) That of [redacted]

(4) That of [redacted]

b. To exclude irrelevent factors in a systematic manner, the information presented in Exhibit "H" is presented in the order of occurrence and significance.

(1) Incident #1

a. Object was sighted 24 July 1948 between 0140 and 0150 EST from the ground at Robins Air Force Base, Macon, Georgia.

b Object was again sighted from an altitude of 5,000 feet by [redacted] while flying a DC-3 some 20 miles south of Montgomery, Alabama. The time of the sighting was 24 July 1948 at approximately 0245 EST

c Both the [redacted] sighting and that of [redacted] & [redacted] describe the object as "cigar" or "cylinderical" in shape. (McKelvie perceived only the glow emitted by it)

d All observers agree thatthe object was traveling in a general southerly heading and that it was trailed by a flame varying in color and that it behaved like a normal craft insofar as disappearing from the line of sight was concerned.

NOTE: It is a known fact that atmospheric conditions such as varying degrees of humidity and incidence of light refraction often influence the color of the light observed. This would serve to explain why many observers conflict in their descriptions as to color of light displayed by the object or its trail.

e Four witnesses to this sighting are involved: three are trained observers. In no instance were there any indications of subversive or ulterior influences involved.

f Both the [redacted] account and that of [redacted] and [redacted] were officially made within a period of time that would preclude any chance of impressions being gained from radio or newspaper reports.

A. ORIGIN:

In compliance with verbal instructions from Maj General Cabell, Director of Intelligence, AFCI, this Hq proceeded to investigate the report concerning the sighting of an unidentified aerial object in the vicinity of Montgomery, Ala, occurring 24 July 1948 between the hours of 0140 and 0245 EST.

B. ACTION INITIATED

1. On 25 July 1948, Major R. A. Llewellyn, Project "SIGN" Officer, Mr. A. Deyarmond, Technical Assistant to Col Clingerman, Mr. A. C. Loedding, Assistant Deputy for Technical Analysis Division, and Capt R. J. Groseclose, Security Officer, proceeded to Atlanta, Georgia where they interviewed Capt [redacted] and Mr. [redacted] EAL pilots, and obtained their signed statements as to the anomaly observed. Copies of these statements together with drawings executed by Chiles and Whitted are appended as Exhibit "A". On 31 July 1948 Maj Llewelyn personally interviewed Mr. [redacted] the sole passenger awake during the hours of 0140 and 0245 EST, as to what he saw while a passenger aboard the DC-3 piloted by [redacted] and [redacted] His statement is attached as Exhibit "B".

2. Following the above interrogations, requests were disseminated to Hq, USAF, Naval and commercial airlines by priority teletypes 2 Aug 1948 requesting data on aircraft movements in the general vicinity of Alabama, Florida, Mississippi, Georgia, South Carolina, Tennessee and North Carolina. Charts of these aircraft movements are submitted as Exhibit "C".

3. In compliance with Hq AMC letter dated 6 July 1948, the Sixth Office of Special Investigations (IG) District undertook an investigation pertaining to an aerial phenomena reportedly seen by various people within the 6th OSI District. A complete report of the various sightings, pages 1-16 is appended hereto as Exhibit "D". Further reports and statements as to reliability are also appended.

4. After the statements were received, a complete analysis as to the date and time, geographical location, and description of the object was charted. The completely assembled data, i. e., statements of witnesses, reliability statements, airline schedules and the collated data chart were forwarded to the various technical agencies to effect an evaluation and interpretation of the technological factors involved.

C. FACTUAL DATA

1. The collated data chart (Exhibit "E") was drawn up to effect a trend or pattern in regard to the reported sightings.

a. From this chart it is evident that three or possibly four separate incidents were involved:

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[redacted] INCIDENT (Cont)

out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Capt. [redacted] He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up".

The night was clear with a bright moon and broken cloud coverage of 3/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds, considered sufficient time for experienced pilots to determine whether the "ship" was a reflection, caused by some rare meteorological or astronomical phenomenon — or was a material object.

After extensive investigations and studies; and after consideration of all possibilities, approaches and pertinent data to suggest at least one valid hypothesis or explanation to the sighting were exhausted -- the incident was appropriately classified as a true "Unknown".

4

CHILES - WHITTED
INCIDENT

24 July 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5,000 feet between Mobile and Montgomery, Alabama, sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [redacted] the pilot, immediately turned to his co-pilot, [redacted], and remarked: "Look, here comes a new Army jet job". The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 ft. long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above -- much like a pilot compartment -- except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did Whitted. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage

The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. [redacted] thought the flame flared

B. I. D. No. 2410 ~ 100
Report No. _____

~~CONFIDENTIAL~~ ~~SECRET~~
(CLASSIFICATION)

_____ Enclosures
Copy No. _____

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From ~~Technical Intelligence Division, MEAFO-3~~ Date ~~12 November 1948~~

Source U. S. civilians in Georgia, Virginia & Ala. Eval. ~~A-2~~

Area Reported On ~~Alabama, Georgia & Virginia~~ Subject Unidentified Flying Objects Observed on nights of 24 and 26 July 1948

Reference ~~Proj "SIGN" ltr, (illegible) dated~~ 30 Dec 47 "Flying Discs"

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

Detailed interrogations have been completed of persons reporting undetermined flying objects in the vicinity of Montgomery, Alabama, 24 and 26 July 1948, between the hours of 2130 and 0245 hours.

Analysis has been made of the compiled statements and other available evidence of each individual interrogated. The analysis was undertaken as only one of 173 reported incidents with an objective toward arriving at a definite pattern or trend in order to determine whether the objects reported were of domestic or alien origin, or a natural phenomena.

COMMENTS: Analysis of data under Incident #144 reveals that four separate cases are involved; one having occurred on 24 July 1948 and the others on the 26 July 1948. A preponderance of evidence is available to establish that in almost all cases an unidentified object was seen within stated times and dates over an extended area, pursuing a general Southerly course. Descriptions as to size, shape, color and movements are fairly consistent.

ROBERT R. [illegible]
Capt, USAF
Project Officer
Special Projects Branch
Operations Section
Technical Intelligence Division
Intelligence Department

APPROVED:

C. A. GRIFFITH
Chief, Operations Section
Technical Intelligence Division
Intelligence Department

APPROVED:

W. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

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Massey

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1. The following comments are offered regarding conclusion number 4 of the attached report:

a. It does not appear logical to bring in a conclusion regarding space ships when it was not discussed in the body of the report. This is not a conclusion that is based on this report so it does not belong in "Conclusions".

b. The expression, "It is now aerodynamically feasible for subject configuration to fly" implies that it was not feasible until the report was written. This does not make sense.

2. It is suggested that a conclusion to replace that discussed above merely state that an aircraft of the configuration described could support itself in flight by aerodynamic forces.

1 Incl	A. B. [illegible]EYAMOND	ABD/amb
n/c	[illegible] for [illegible]	[illegible]-6398
	Tech Intelligence Division	F 218B
	Intelligence Department	B 233

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 24 July 48 Incident # 1446
2. Time 0230
3. Location BetweenBlackstone, Va.,and Greensboro, N.C.
4. Name of observer Capt Perry R. Mansfield
5. Occupation of observer Capt on 571/23 EAL
6. Address of observer EAL
7. Place of observation BetweenBlackstone, Va., and Greensboro, N.C.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3 seconds
11. Altitude N/S
12. Speed meteoric
13. Direction of flight Southerly
14. Tactics traveling horizontally
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions CAVU
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance "died out" in the distance
26. Remarks: (over)

At about 0230 on July 24, 1948, [redacted], pilot, and Capt [redacted] saw what they thought was an unusual meteor. It was brighter than any ever seen before and traveling in a horizontal direction, slightly above the horizon. It was observed for 3 seconds before it died out. At no time did it appear to travel in a downward direction. [redacted] discussed the matter that the meteor appeared to be traveling horizontally.

At the time they were traveling between Blackstone, Va., and Greensboro, S. C., the sky was clear and the visibility unlimited. They were on a magnetic heading of 240° and estima ted the object to be on a bearing of about 210° from them - that is - about 30° to the left of their heading. It appeared to be traveling in a southerly direction, above, but close to the horizon.

NOTE: There is a 15 minute variance in time f/this sighting (0230) to the rocket sighting at 0245 in ~~Atlanta~~ Montgomery some 400 to 475 miles distant. The time (0230) also tallies with Inc. 144a Pilot [redacted] account of sighting a jet or rocket trail just after leaving Blackstone.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 144a

1. Date 24 July 48
2. Time 0230
3. Location Near Blackstone, Va., enroute to Raleigh-Durham
4. Name of observer Louis Feldvary
5. Occupation of observer Pilot
6. Address of observer LGA
7. Place of observation Air - near Blackstone, Va.
8. Number of objects only the trail seen
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed terrific speed
13. Direction of flight 230°
14. Tactics Trail covered an 80° to 90° arc laterally
15. Sound N/S
16. Size N/S
17. Color N/S

Only trail seen - object not seen

18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Seemed to be a jet or rocket trail
22. Weather conditions at 0230 at Blackstone: 7/70 7 4GF 112/73/72/wsw 5/967. Greensboro and Raleigh-Durham 7/15 plus
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

Shortly after checking Blackstone, at approx 0230, a trail was picked up that appeared to be a jet or rocket trail. The object leaving thetrail was traveling at terrific speed in a southwesterly direction and as nearly as they could estimate they calculated the degree of travel as 230°

They were on a heading at the time of 215°. The jet or rocket trail at no time crossed their flight path. It was on the distant western horizon at approx 20° above the horizon. The trail covered an 80° to 90° arc laterally.

NOTE: There is a 15 minute difference in time f/this sighting (0230) to the rocket sighting at 0245 in ~~Atlanta~~ Montgomery some 400 to 475 miles distant.

NOTE: The above time (0230) tallies with another sighting by another pilot in the vicinity of Blackstone, Va., who saw a very unusual meteor that appeared to be on a bearing of about 210° from them traveling in a southerly direction above but close to the horizon.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS.

Incident # 144

1. Date 24 July 1948
2. Time 0245
3. Location 20 miles south of Montgomery, Ala.
4. Name of observer Pilot [redacted] & Co-pilot [redacted]
5. Occupation of observer Pilot and Co-pilot (EAL) Mr. [redacted] occupation N/S
6. Address of observer Atlanta Office of EAL
7. Place of observation air - 20 miles south of Montgomery, Ala.
8. Number of objects 1
9. Distance of object from observer 700 ft
10. Time in sight 10 to 15 seconds
11. Altitude 5,000 ft
12. Speed 500 to 700 MPH (See Atlanta Constitution - 25 July 48)
13. Direction of flight southwest toward Mobile and New Orleans
14. Tactics Pulled up sharply with tremendous burst of flame (Atlanta Constitution - 25 July 48)
15. Sound none
16. Size 100 ft long and about twice the diameter of a "B-29"
17. Color N/S
18. Shape Cigar-shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails red-orange flame with blue fluorescent glow running underneath the object
22. Weather conditions full moon, clear with broken cloud coverage of 4/10 at 6,000 ft
23. Effect on clouds N/S - pulled up into one.
24. Sketches or photographs 2 sketches
25. Manner of disappearance Disappeared into a cloud
26. Remarks: See attached statements.

[redacted]

[redacted]

UNCLASSIF[redacted]

Supplement to Trip Report to Columbus, Ohio - 31 July 1945
Re: Atlanta Sighting

THRU: Col Clingerman

TO: Col McCoy

1. The object of this trip was to interview [redacted], a passenger aboard the Eastern Airlines DC-3, the night of 24 July 1945.

2. Mr. [redacted] written statement is essentially as follows: He was occupying the 5th or 6th seat from the front of the plane on the right and would periodically glance out the window. There was a full moon which illuminated the ground and the skies and the ground could clearly be seen. Frequently they passed cumulus clouds. On one occasion as he was looking out he observed a sudden streak of light moving in a southeastern direction across the airway above the plane. He wondered if it were lightning but observed the flame moved in a straight line and not in a flare. The color was bright flame - he thought it was probably a light cherry red - although the edges were more of a yellow flame. He shifted his position in his seat for better observation, momentarily losing sight of it. Then he saw it again. He estimated the flame to be about 1/2 as far above the plane as the plane was above the ground. He saw no physical shape - only a streak of flame moving in a straight line. The whole experience was momentary so that detailed observation was absent. He heard no sound but stated that the vibration of the plane was much greater than normal and that it was not possible to hear any sound from the outside.

3. In the interview Mr. [redacted] stated to Maj Llewellyn that the pilots seemed quite excited and that they appeared nervous over the episode.

R. A. Llewellyn
R. A. LLEWELLYN
Major, USAF

RAL/aw
62310
Bldg 262
Post 203F

DOWNGRADED AT 3 YEAR
DECLASSIFIED AFTER 12
DOD DIR 5200.10

[redacted]

Statement of the Passenger in the Atlanta sighting observed the UFO —

Mr. [redacted]

Columbus, Ohio

Age: 43

Born: 12 March 1905 at Blairstown, New Jersey

Attended grade schools in New Jersey and Pennsylvania

Attended various high schools in New Jersey and Pennsylvania, but graduated from Kennett Square High School, Pennsylvania

Obtained Bachelor's degree in 1927 from the University of Pennsylvania

Obtained Master's degree in 1929 from the University of Pennsylvania

Studied for Doctor's degree at University of Pennsylvania, Northwestern and Columbia Universities

Former Supply Officer, USAF - did quite a bit of flying as passenger during World War II

At present is Assistant Managing Editor of the American Education Press, Columbus, Ohio

DECLASSIFIED

UNCLASSIFIED

Mr. [redacted] - Assistant Managing Editor of the

[redacted]

Columbus, Ohio

Former Supply Officer, USAF
Did quite a bit of flying as passenger
during World War II

DOWNGRADED AT 3 YEAR
DECLASSIFIED AFTER
DOD 5

INCIDENT # 144 24 July 1948

DOMESTIC AIRCRAFT MOVEMENTS

Originating Agency	Type A/C	Point of Departure	Date and Time Depart	True Air Speed	Point of Arrival	Date and Time Arrival	Remarks
USAF	C-47	Warner Robins Field Ga.	0256	160	Olmsted Field Pa.		

From 225 Flight Schedules screened from both military and Civilian only the above listed flight appeared to be in the area at the time incidents were reported to have been seen.

SECRET "C"

MCIAMD-3/SZH/aw

5 August 1948

MCIAMD-3

Regional Administrator
Civil Aeronautics Administration
Chicago Orchard Airport
Park Ridge, Illinois
ATTN: 3-295

SUBJECT: Project "SIGN"

Gentlemen:

This Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on 23 and 24 July 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Attention has been directed to your office as being the most qualified to furnish this Command with the above information.

Any cooperation you may give will be greatly appreciated.

Correspondence should be marked for the attention of MCIAMD-3 as indicated in the upper left-hand corner of this letter. This facilitates prompt handling of your communication.

Yours very truly

H. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

C
O
P
Y

August 11, 1948.

Headquarters, Air Materiel Command,
Wright-Patterson, AF Base,
Wright-Field, Ohio

Attention: Colonel W. R. Clingerman, USAF
Chief, Technical Intelligence Division,
Intelligence Department.

Subject: Project "SIGN".

With reference to your letter of August 5, 1948, your office symbol MCIAKO-3, concerning the subject matter.

It is believed you were misinformed as to which office might be able to furnish you with the desired info mation. The States of Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida are all in the Second Region, with Headquarters at Atlanta, Georgia; the Address being as follows: Regional Administrator, Civil Aeronautics Administration 84 Marietta Street, N.W., ATlanta, Georgia, Attention: 2 -280. In order to expedite receipt of the desired information by your office we are forwarding your letter of August 5th to the Second Region and reque ting that they supply you with the desired information.

Very truly yours,

Jas. H. Douglas
Supt., Flight Operations Branch,
Third Region

C
O
P
Y

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Second Region

[redacted] Atlanta 3, Georgia

August 17, 1948

Commanding General
Air Materiel Command
Wright Patterson AF Base
Wright Field, Ohio

Attention: MCIAAO-3

Sir:

Reference is made to your letter dated August 5, 1948, Subject: Project "SIGN", addressed to the Regional Administrator, Civil Aeronautics Administration, Chicago, Illinois.

Enclosed please find copies of letters addressed to the various airlines, which are self-explanatory.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

Enclosures: 7

18

84 Marietta Street, NW
Atlanta 3, Georgia

Second Region

August 13, 1943

Mr. [redacted]
Operations Manager
Pan American Airways, Inc.
P. O. Box 3311
Miami 31, Florida

Dear Mr. [redacted]

The Air Material Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1943, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
Eastern Air Lines, Inc.
P. O. Box 3581
Miami, Florida

Dear Mr. [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

50

[redacted],
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
Piedmont Aviation, Inc.
Winston-Salem, N. C.

Dear Mr[redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

5

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

[redacted]
Operations Manager
Delta Air Lines, Inc.
Municipal Airport
Atlanta, Georgia

Dear Mr. [redacted]

The Air Material Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Material Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Material Command

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
Florida Airways, Inc.
Municipal Airport
Orlando, Florida

Dear Mr. [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

[redacted], NW
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr [redacted]
Operations Manager
National Airlines, Inc.
3240 N. W. 27th Avenue
Miami, Florida

Dear [redacted]

The Air Material Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Material Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Material Command

Atlanta 3, Georgia

Second Region

August 16, 1948

[redacted]
Operations Manager
Chicago & Southern Air Lines, Inc.
Municipal Airport
Memphis 2, Tennessee

Dear [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

Delta — Atlanta — Municipal

Eastern — New York — Airlines Terminal
Park + 42 nd.

National — Jacksonville, Fla

Between 24:00 & 0800

[illegible] — none

[illegible] — To Atlanta at 2:25 am [illegible] Muscle Shoals.

[illegible] — To Atlanta 3:30 E arrv. Birmingham 3:25 C

[illegible] — To Atlanta 7:30 am arrv. Charlotte 7:04 am

" — To Columbus 3.11 am arrv. Atlanta 3:[illegible]9 am

" — To Atlanta 3:22 am arrv. Columbus 4:07 am

" — To Charlotte 3:23 am " Atlanta 4:55

" — To Atlanta 12:55 am " Tallahassee 2:37 am

" " " 3:40 am " " 5:08 am

" " Montg 4:50 am " " 7:04 am

" " Jacksonville 1:15 am " Atlanta 3:16 am

" " " 12:40 am " Columbus 2:17 am

[illegible] Montgomery 3:55 am " Mobile 5:10 am

" " Atlanta 8:15 am " Augusta 9:11 am

American Aviation Air Traffic Guide

An American Aviation Publication

Ed. Trade and Circulation Office — 139 No Clark

— Chicago 2, Ill. [illegible] State - 2154

ASC-251-D
(15-10-43)

PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SEH/dm

FROM: ASC

DATE 30 JULY 43

H. H. McCOY
COLONEL, AAF
CHIEF OF DIVISION

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: BOOK 3 SHAPE - SEE BELOW

~~XCEXXX~~

TELETYPE NO: XCIAXO-7-5

REQUEST THE FOLLOWING INFORMATION BE FORWARDED TO CG, HEADQUARTERS ASC, ATTENTION XCIAXO-3: TIME OF DEPARTURE OF ALL AIRCRAFT FROM YOUR BASE BETWEEN TWENTY-FOUR HUNDRED AND 0500 HOURS EASTERN WAR TIME TWENTY-FOURTH JULY 1943, TYPE OF AIRCRAFT, DESTINATION, TRUE AIR SPEED: TIME OF ARRIVAL OF ALL AIRCRAFT BETWEEN 2400 AND 0500 HOURS EASTERN WAR TIME TWENTY-FOURTH JULY 1943, TYPE OF AIRCRAFT, POINT OF DEPARTURE, TRUE AIR SPEED.

SIGNED INTELLIGENCE DIVISION

TO: COMMANDING OFFICERS OF AIR FOLLOWING BASES, ATTENTION OPERATIONS OFFICER

ALABAMA

✓ BROOKLEY AIR FORCE BASE
MOBILE 1

✓ NAVY CANAL DEFENSE FIELD
FOLEY 2

✓ CRAIG AIR FORCE BASE
SELMA 3

✓ GUNTER AIR FORCE BASE
MONTGOMERY 4

✓ HUNTSVILLE ARSENAL
HUNTSVILLE 5

✓ MAXWELL AIR FORCE BASE
MONTGOMERY 6

FLORIDA

✓ ALBERT WHITED COAST GUARD AIR STATION
ST. PETERSBURG 7

✓ EGLIN AIR FORCE BASE
VALPARISO 8

✓ JACKSONVILLE NAVAL AIR STATION
JACKSONVILLE 9

✓ KEY WEST NAVAL AIR STATION
KEY WEST 10

✓ McDILL AIR FORCE BASE
TAMPA 11

✓ MIAMI NAVAL AIR STATION
MIAMI 12

2-1,44

(CONTINUED)

COORDINATION	C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

ASC-231-D
(15-10-43)

A. G. P.	
PRIORITY	
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE
AIR SERVICE COMMAND TELETYPE NETWORK

FROM:

DATE

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO.

CLASS:

TELETYPE NO:

FLORIDA (CON'T)

✓ ORLANDO AIR FORCE BASE
ORLANDO 13

14 PENSACOL NAVAL AIR S AIR
CHEVALIER - PENSACOLA 14

✓ PENSACOL NAVAL AIR STATION
CORY - PENSACOLA 15

✓ TYNDALL AIR FORCE BASE
PANAMA CITY 16

GEORGIA

✓ ATLANTA NAVAL AIR STATION
ATLANTA 17

✓ CHATHAM AAF (MUNICIPAL AIRPORT)
SAVANNAH 18

✓ LAWSON FIELD AIR FORCE BASE
COLUMBUS 19

✓ MARIETTA AIR FORCE BASE
MARIETTA 20

✓ ROBINS AIR FORCE BASE
MACON 21

✓ TURNER FIELD
ALBANY 22

✓ [illegible] AIR [illegible] BASE 23
[illegible], [illegible] LINA

MISSISSIPPI

✓ JENKINS AIR [illegible]
JACKSON 24

✓ KEESLER AIR FORCE BASE
BILOXI 25

✓ KEY AIR BASE (NATIONAL GUARD)
MERIDIAN 26

SOUTH CAROLINA

✓ ANDREWS FIELD AIRPORT
FORT JACKSON 27

✓ COLUMBIA AIR BASE (NATIONAL GUARD)
COLUMBIA 28

✓ GREENVILLE AIR FORCE BASE
GREENVILLE 29

✓ SHAW AIR FORCE BASE
SUMTER 30

TENNESSEE

✓ MEMPHIS NAVAL AIR STATION
MEMPHIS 31

NORTH CAROLINA

✓ [illegible] FORT, MCAS, NORTH CAROLINA 32

✓ ELIZABETH CITY COAST GUARD AIR [illegible], N.C. 33

COORDINATION	C G OR C O	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZH/dw

FROM: AMC

DATE 2 August 48

H. M. McCOY
COLONEL, USAF
CHIEF OF INTELLIGENCE

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: COMMANDING OFFICER
PATUXENT RIVER NAVAL AIR STATION
PATUXENT, MARYLAND

~~CLASS:~~ 34

TELETYPE NO: ~~[illegible]~~ MCIAXO-6-4

REQUEST THE FOLLOWING INFORMATION CONCERNING THE FLIGHT OF THE LOCKHEED CONSTITUTION, NUMBER ONE SIX FOUR, FROM MOFFETT FIELD, CALIFORNIA TO [illegible]: TIME OF DEPARTURE FROM MOFFETT, TIME OF ARRIVAL, TRUE AIR SPEED, COURSE FLOWN. REPLY TO CG, HEADQUARTERS AMC, ATTENTION MCIAXO-3. SIGNED TECHNICAL INTELLIGENCE DIVISION

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

U. P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZH/dw

FROM: AMC

DATE 2 AUGUST 48

W. R. CLINGE AN
COLONEL, USAF
CHIEF, TECH INTELLIGENCE DIV
INTELLIGENCE DEPARTMENT
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: NATIONAL AIRLINES
JACKSONVILLE, FLORIDA 035

~~CLASS:~~

TELETYPE NO: MCIAXO-8-3

THIS HEADQUARTERS IS IN NEED OF THE FOLLOWING INFORMATION FROM YOUR ACTIVITY: TIMES OF ALL SCHEDULED NATIONAL AIRLINE FLIGHTS IN THE MISSISSIPPI, ALABAMA, GEORGIA, TENNESSEE, SOUTH CAROLINA, AND FLORIDA AREA BETWEEN MIDNIGHT AND FIVE A.M. ON TWENTY-FOURTH JULY 1948, AND THE TYPE OF AIRCRAFT FLOWN ON EACH FLIGHT. SIGNED TECHNICAL INTELLIGENCE DIVISION.

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P. S. T.	SUPPLY	BUDGET & FISCAL	OTHERS

60

PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZH/dw

FROM: AMC

DATE 2 AUGUST 48

W. B. CLENDENAN
COLONEL, USAF
CHIEF, TECH INTELLIGENCE DIV
INTELLIGENCE DEPARTMENT
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: EASTERN AIRLINES
AIRLINE TERMINAL
PARK AND 42ND STREETS
NEW YORK, NEW YORK

36

TELETYPE NO: MCIAXO-8-1

THIS HEADQUARTERS IS IN NEED OF THE FOLLOWING INFORMATION FROM YOUR ACTIVITY:

TIMES OF ALL SCHEDULED EASTERN AIRLINES FLIGHTS IN THE MISSISSIPPI, ALABAMA, GEORGIA, TENNESSEE, SOUTH CAROLINA, AND FLORIDA AREA BETWEEN MIDNIGHT AND FIVE A.M. ON TWENTY-FOURTH JULY 1948, AND TYPE OF AIRCRAFT FLOWN ON EACH FLIGHT.

SIGNED TECHNICAL INTELLIGENCE DIVISION.

COORDINATION

C. G. OR C. O	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

(0-43)

G.P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZH/dw

FROM: AMC

DATE 2 August 48

[illegible]
COLONEL, USAF
CHIEF, [illegible] INTELLIGENCE DIV
[illegible]
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: DELTA AIRLINES
ATLANTA MUNICIPAL AIRPORT
ATLANTA, GEORGIA

37

CLASS

TELETYPE NO: MCIAXC-8-2

THIS HEADQUARTERS IS IN NEED OF THE FOLLOWING INFORMATION FROM YOUR CITY: TIMES OF ALL SCHEDULED DELTA AIRLINE FLIGHTS IN THE MISSISSIPPI, ALABAMA, GEORGIA, TENNESSEE, SOUTH CAROLINA, AND FLORIDA AREA BETWEEN MIDNIGHT AND FIVE A.M. ON EIGHTY-FOURTH JULY 1948, AND TYPE OF AIRCRAFT FLOWN ON EACH FLIGHT. SIGNED TECHNICAL INTELLIGENCE DIVISION.

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

RD67

DSA146

RR UEDC

FM UES 527/CG MOAMA BROOKLEY AFB ALA 2213ØZ

TO CG ANC WRIGHT PAT AFB DAYTON OHIO

AF GRNC

MOEO-S-3 ATTN MCIAXO-3 PD FOLLOWING INFORMATION CORRECTS TELETYPE MOEO-S-1 DATED 2 AUGUST 1948 CLN B-26 AIRCRAFT ARRIVED BROOKLEY 2012 CST FROM LANGLEY AFB VA CMA TRUE AIR SPEED 260 CLN B-26 AIRCRAFT DEPARTED BROOKLEY 2132 CST FOR KELLY AFB TEXAS CMA TRUE AIR SPEED 260 PD SGD BASE EXEC OFFICER

03/2139Z

RF38

DSA47

RR UEDC

FM UES 03/CG MCANA BROCKLEY AFD ALA 0215002

TO CG ANC WRIGHT PAT AFB DAYTON OHIO

AF SRNC

MOEC-X-1 ATTN MCIAXC-3 PD REUTEL MCIAXC-7-3 FOLLOWING INFORMATION IS SUBMITTED PD

TYPE	TIME DEPT	DEST	AIR SPEED
B-26	0122	SNX	260
C-26	0012	LFI	260

SIGNED BASE EXECUTIVE OFFICER PD

3

[illegible] JGK

CO-13

RK [illegible]

FM [illegible] 13/CO 3[illegible] AS [illegible]

TO [illegible]/CG [illegible]

AF [illegible]

REURAD [illegible]-7-5 PD [illegible] REPORT IS [illegible]

OR [illegible] BETWEEN TWENTY-FOUR [illegible]

TWENTY FOURTH JULY CURRENT PD END [illegible]

CYN.. [illegible]-7-5 [illegible]

[illegible]

4

C21

RE172D

DCA335

CO-26

AR UEDC

FM UEAHL 1/CO GUNTER AF BASE MONTGOMERY ALA 042300Z

TO UEDC/CG HQ AMC CMA ATTN MCIAXO-3 WRIGHT PATTERSON AFB OHIO

AF GRNC

GAFB-15 PD REURTEL MCIAXO-7-5 PD NO AIRCRAFT ARRIVALS OR DEPARTURES BETWEEN TWENTY FOUR HUNDRED AND 0500 HOURS TWENTY FOURTH JULY 1948 THIS STATION SGD SULLEND COAB END

CFN GAFB-15 MCIAXO-7-5 0500 1948

24/2305Z

5

WUA083 GOVT PD HUNTSVILLE ARSENAL ALA AUG 2 [illegible] P

COMMANDING GENERAL AMC

WRIGHT AF BASE ATTN MCIAXOGAE

REURTT 2 AUG NEG REPORT SUBMITTED CMLHA 4-1-8

MCMILLIN HUNTSVILLE ARSENAL.

MCIAXOGAE 2 CMLHA 4-1-8 REURTT.

(614P

67

6

3200th HEADQUARTERS
~~3300th~~
502ND AIR UNIVERSITY WING
MAXWELL AIR FORCE BASE
MONTGOMERY ALABAMA

30/CAP/cm

6 August 1948

SUBJECT: Traffic To and From Maxwell Air Force Base Between 2400 and 0500 hours, 24 July 1948

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

Attached hereto, in compliance with TWX MCIAXO-7-5, your headquarters, is a report of traffic to and from Maxwell Air Force Base between 2400 and 0500 hours, 24 July 1948.

FOR THE COMMANDING OFFICER:

1 Incl:
Acft Log

C. A. PAIGE
Captain, USC
Adjutant

TRANSIENT AIRCRAFT LOG

OUTBOUND

AIRPLANE & NUMBER	DATE	PILOT	DEPARTED FOR	TRUE AIR SPEED	DEP.	ETA	ARR.	REMARKS
C-47, 7276	7-24	Lt Col Hollingsworth (B/G Randall)	Mitchel	160	0221	0741	0655	Home Stn: San Salvador
B-25, 8850	7-24	Lt Col Croom	Bolling	205	0052	0412	0405	Bolling
C-82, 7785	7-24	1st Lt Fox	MacDill	180	0142	0357	0405	Greenville, S.C

INBOUND

AIRPLANE & NUMBER	DATE	PILOT	DEP. FROM	TRUE AIR SPEED	DEP.	ETA	ARR.	REMARKS
C-47, 7276	7-23	Lt Col Hollingsworth (B/G Randall)	Kelly	160	2115	0115	0139, 24th	San Salvador
P-6, 5701	7-23	Clark	Jackson	Unknown 150	2316	0041	0035, 24th	
C-82, 7785	7-24	1st Lt Fox	Little Rock	180	No FX		0045	Greenville, S.C.

RA3 X

EUA013

EB11 P

NMNM UEDC

FM [illegible] CO [illegible] PETE FLA [illegible]17502

TO COMGEN HQ AMC WRIGHT PATTERSON AF BASE OHIO

BRMC

ATTENTION PAREN MCI-AXO PAREN X REUR WESTERN UNION MESSAGE [illegible]

ONE LUSCOMBE NC-[illegible]K DEPARTED [illegible] 24 JULY FOR MEMPHIS TENN [illegible]

TRUE AIR SPEED 100 MPH [illegible] LANDED MEMPHIS 1430 24 JULY [illegible] NO OTHER

AIRCRAFT DEPARTED OR LANDED ALBERT WHITLED FLD BETWEEN HOURS IN

QUESTION AS FAR AS IS KNOWN

CFN NC-[illegible] 0500 [illegible] PP [illegible]

[illegible]POET AUG DEMG

LHEX

8

RC[illegible]6

D A 96

LC 16

RR [illegible]

FM [illegible]

TO [illegible]/TECHNICAL INTELLIGENCE [illegible]

R E S T R I C T E D

SA CITE MCIAYO-7-5 FOLLOWING [illegible] PILOT READ

[illegible] TO MIAMI DEPTD [illegible] 23RD JULY [illegible]

[illegible]

[illegible]

71

9

ACT ... INFOR

... AUG 1 ... 2 ... 22

RE6

EUA041

EB70

PP UEDC

FMM BEMR 11/NAS OPSRAD JAX FLA 011719Z

TO CG AMC WRIGHT PAT AF BASE OHIO

GRNC

ATTENTION MCIAXO-2 REUR 311917Z THREE DEPARTURES CLN AT 0022 R5D DE-
PARTED FOR NORFOLK VA TAS 211 CMA AT 0033 R5D DEPARTED FOR GUANTANAMO
BAY CUBA TAS 135 CMA AT 0421 JRD DEPARTED FOR ANACOSTIA DC TAS
135 ... ARRIVALS

CFN MCIAXO-3 311917Z 0022 R5D 0210 PPEE R5D 135 PPUO 135

7317Z

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RAG

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PP [illegible]

2

FM [illegible] KWEST FLA 0103172

TO CG [illegible] C ATTN OPER OFF WRIGHT PAT AF [illegible]

[illegible]

REFUR 0119172 X NO AIRCRAFT ARRIVALS OR DEPARTURES THIS STUTION FOR [illegible] JULY

CFN [illegible]

0100202 AUG BENK

A

11

RE367

BAA59

AO 53

CY32

RR UEDC

FM UEMOY 25/CG 327TH BOMB WING MACDILL AFB TAMPA FLA 02/1555Z

TO CG AMC WRIGHT PATTERSON AFB DAYTON OHIO

AF GRNC

3692

FOR MCIAXO DASH THREE PD

AOA 0034 PD REUTT MCIAXO DASH SEVEN DASH FIVE CMA FOR THE PERIOD 2400 HOURS TO 0500 HOURS 24 JUL 48 ARRIVALS CLN NEGATIVE CMA DEPARTURES CLN NEGATIVE

CFN 0034 0500 24 48

/1620Z

7

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RE12 S

DAA22 CAO 23

PP UEDC

FM UEMO 1/CO OAFB ORLANDO FLO 021543Z

TO UEDC/CG HQ AMC ATTN MCIAXO-3 WRIGHT-PATTERSON AFB OHIO

AF GRNC

REF TWX MCIAXO-7-5 DTD 311917Z PD C-47 CMA 9346 ARRIVED OR 0011 FROM MAXWELL AFB CMA C-47 CMA 9346 DEPARTED OR 0050 PD PALM BEACH FLA CMA AIR SPEED 150 CLN C-47 6377 DEPARTED OR 0131 FOG BROOKS AFB CMA AIR SPEED 150 PD SCD DOENGES OPERATIONS OFF END WILLIAMS CO OAFB

692

CFN MCIAXO-7-5 311917Z C-47 9346 0011 C47 9346 0050 150 C-47 6377 0131 150

02/1545Z

14

#234

[illegible]C86

[illegible]UA[illegible]54

[illegible]2224

PP [illegible]

FM BE P 78/COMNATB PHCLA FLA [illegible]

TO CG [illegible] WRIGHT PATTERSON AFB OHIO

NAVY CRNC

ATTENTION [illegible] X [illegible] DEPARTURES [illegible] ARRIVAL

NATS [illegible] DEPARTED CORPU [illegible] ARRIVED [illegible] FIELD [illegible]446 [illegible]

[illegible]

CFN -3 [illegible] 0446 [illegible]

[illegible]

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14-15

RC6 TT

EUA036

[illegible]

PP [illegible]

FM DE P [illegible] COMMANDER [illegible] AIR [illegible] PNCL [illegible]

TO [illegible]

NAVY [illegible]

IN REF [illegible] TO YOUR [illegible] X NO FLIGHTS ARR [illegible] PT FROM CHEVALIER [illegible]

CORRY [illegible] X [illegible] TO [illegible] 24 JULY X [illegible] FLIGHT [illegible]

ARR [illegible] 24 JULY X FROM CORPUS CHRISTI [illegible]

CFN 3[illegible] [illegible] 24 [illegible]

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16

RF14

DSA29

SC-32

RR UEDLY

FM UAPM 16/CG TYNDALL AFB TYNDALL FLD FLA 022100Z

TO UEDLY/CG HEADQUARTERS' AMC WRIGHT PATTERSON AFB WRIGHT FIELD' CHI
AF GRNC

ATTN MCIAXP-3

TYA-46-50 PD REF TWX MCIAXC DASH SEVEN DASH FIVE CMA NO AIRCRAFT ARRIVED OR DEPARTED TYNDALL AF BASE TWENTY FOUR JULY ONE NINE - FOUR EIGHT BETWEEN THE HOURS ZERO ZERO ZERO ONE AND ZERO FIVE ZERO ZERO PD END LACEY

022200Z

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17

RE3

EUA025

ZB 7

PP UEDC

FM BERBN 1/NAS ATL 0100337

TO CG AMC WRIGHT PAT AF BASE DAYTON OHIO/ATTN OPCF/

GRNC

YOUR 3119172 X NO A/C ARRIVED OR DEPARTED

CFN 3119172

01/0040Z AUG BERBN

18

HEADQUARTERS
158th Fighter Squadron, S. E.
GEORGIA AIR NATIONAL GUARD
CHATHAM FIELD
SAVANNAH, GEORGIA

2 August 1948

Subject: Traffic at Chatham Field 24 July 1948.

To : Commanding General, Air Material Command, Wright-Patterson Air Force Base, Ohio. ATTN: Technical Intelligence Division.

1. Reference telegram your office MCIAXO-7-5, 31/1917Z, this is to advise no arrivals or departures of aircraft at this station between the hours of 2400 and 0600, 24 July 1948.

EARL C. BRUSHWOOD,
Lt Col., A. U. S.,
Commanding.

19

[illegible] 55

[illegible] 1[illegible]

[illegible]

[illegible] UEDLY

[illegible] UEAKD [illegible] CO LAJ[illegible]ON [illegible] [illegible]OLUMBU[illegible] GA [illegible]

[illegible] COMGEN [illegible] [illegible]RIGHT AND PATTERSON [illegible] OHIO (ATTN [illegible])

AF GRNC

[illegible]3 [illegible] PD

[illegible]FERENCE YOUR TWX MCIAXC-[illegible] [illegible] A [illegible]EGATIVE [illegible] [illegible]

[illegible]UBMITTED [illegible]

RB1[illegible]1

DL[illegible]

20

RR UEDC

FM UE[illegible]DL NBR13/ CO MAFB MARIETT AFB GA [illegible]3/1[illegible]Z

TO UEDC/ CG AMC WRIGHT [illegible] AFB OHIO TTN MCI[illegible]XO-3

[illegible]F GRMC

MAFWE--[illegible]-4 REUR TWX MCI[illegible]XO D SH SEVEN D-SH FIVE [illegible]D NEG[illegible]TIVE REPORT IS SUBMITTED PD END

[illegible]31[illegible]7

3

21

RE34KK

DAA72

FR UEDC

FM AUEM 17SB/WRAMA ROBINS AFB GA 022138Z

TO UEDC/CG AMC WRIGHT-PATTERSON AFB WRIGHT FLD OHIO

AF GRNC

WREO-8-12 PD REURTEL MCIAXO-7-5 CMA CHARLIE DASH FOUR SEVEN NO SIX SIX NINE SIX ARRIVED THIS STATION AT ZERO ONE ZERO SEVEN HOURS FROM RENO PD TRUE AIRSPEED ONE SIX ZERO PD CHARLIE DASH FOUR SEVEN NO SIX SIX NINE SIX DEPARTED THIS STATION FOR OLMSTEAD AT ZERO TWO FIVE SIX HOURS PD TRUE AIRSPEED ONE SIX ZERO END

CFM WREO-8-12 MCIAXO-7-5

02/2212Z

2

HEADQUARTERS
31st Fighter Wing
Turner Air Force Base, Albany, Georgia

ADBC-hr-JUC

452.09

3 August 1948

SUBJECT: Aircraft Departure Report

TO: Commanding General
Headquarters Air Material Command
Wright-Patterson Air Force Base, Ohio
ATTENTION: MCIAXO-3

Reference your T X MCIAXO-7-5, dated 31 July 1948, requesting departure and arrival of aircraft, this Base, 24 July 1948, a negative report is submitted.

FOR THE COMMANDING OFFICER:

E. M. THOMPSON
Major, USAF
Adjutant

PP UEDC

23

FM UEAQP 20/CC 19TH RECON WG POPE AFB FT BRAGG : C 021452Z

TO UEDC/CG AMC WRIGHT AFB DAYTON OHIO

AF CDHC

FOR MC IAXC-3

/037/

PEACP-0030 IN ANSWER TO AMC TWX CMA MC IAX 0-7-5 SEMICLN SUBJECT CLN LIST OF AIRCRAFT DEPARTING POPE AFB BETWEEN 2400 AND 0500 HOURS ON 24 JULY 1949 A NEGATIVE REPORT IS HEREBY SUBMITTED

CFN... PEACP-0030 AMC TWX MC IAX 0-7-5 2400 0500 24 1.4

02/29422

REPORTED AT 03/14137

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RE1A

KS-46

RR UEDC

FM UESDK 466CG KEESLER AFB KEESLER FLD MISS 0421352

TO CG AMC WRIGHT PATTERSON AFB WRIGHT FIELD OHIO

AF GRNC

L-1-8103 PD REURTWX MCIAXO-7-5 PD NO ARRIPALS OR DEPARTURES END

CFN G-1-8103 MCIAXO-7-5

WPRXWWQEZ

26

153RD FIGHTER SQUADRON (SE)
Mississippi Air National Guard
P.O. Box 1825
Meridian, Mississippi

WBG/of
4 August 1948

SUBJECT: Aircraft Departing this Station

TO : Commanding General
Headquarters AMC
ATTN: MCIAXO-3
Patterson Air Force Base, Ohio.

1. Reference telegram from your office dated 2 August 1948 requesting time of departure of all aircraft from this base between twenty-four hundred and 0500 hours 24 July 1948, type aircraft, destination, true airspeed and time of arrival of all aircraft between twenty-four hours and 0500 hours 24 July 1948, type of aircraft, point of departure and true air speed.

2. No military aircraft landed or departed from this base during the subject period.

For the Commanding Officer:

WILLARD B. GRACE
Capt. AC, Miss. ANG
Operations Officer

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RF6EVMV

EUB157

EAE15E

EF 11

RR UEDLY

/SUSP DULPE/

FM UEAJ 6/ COMMANDING GENERAL FORT JACKSON SC 21500Z

TO COMMANDING GENERAL HEADQUARTERS AMC WRIGHT PATTERSON AIR BASE OHIO

WD GRNC

REUTT MCIAXO-7-5 CMA NO ARRIVALS OR DEPARTURES DURING THE PERIOD COVERED IN SUBJECT TELEGRAM PD GNJDT

3/15147

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37.

RB67

D A9

AD13

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BA2

RR UEDC

FM UEML 1 /CO 31STH FC WG GAFB GREENVILLE S C 0313

TO UEDC/CG AIR MATERIAL COMMAND ATTN MCIAXO-3 WRIGT PATTERSON AFB

AF GRNC

ADGOP 31 DEEE 31 PD REWR MCIAXO-7-5 PD NO RPT NO AIRCRAFT ARRIVED OR DEPARTED GREENVILLE AFB S C DURING THE PERIOD TWENTY FOUR HUNDRED THROUGH 25 TWENTY FOUR JULY 1948 EMPENTISS COAB

314007

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RB96

DAA118

BS 8

RR UEDC

FM UEMLS 8/2[illegible]TH FTR WNG SH WH[illegible]FB SOC[illegible]R/[illegible]3123[illegible]Z

TO UEDZCG [illegible]C WRIGHT [illegible]ERSON FB WRIGHT FIELD OHIO/ [illegible]TTN: [illegible]CIAXO-3[illegible]

AF GRAC

ADO [illegible]3[illegible] [illegible]D REUTWX FM VEDC 4[illegible]E DTD 31 JUL 4[illegible] [illegible]D NEGATIVE RPT IS SUBMITED

END

CFN... 3[illegible] VEDC 40E 31 48

03/133 [illegible]

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RE5O

EUA027

EB 13

RR UEDC

FM BESD 1/NAS MPU TENN 010001Z

TO CG AMC WRIGHT PAT AF BASE OHIO ATTN MCIAXO-3

NAVY GRNC

REFUR 311917Z X NO AIRCRAFT ARRIVALS OR DEPARTURES THIS STATION BETWEEN 2400 AND 0500 HOURS 24 JULY 1948

CFN 010001Z 311917Z 2400 0500 24 1948

~~01/0001Z JEEEEEE~~ 01/0001Z AUG BESD

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ZC2242

EB71

PP [illegible]

FM [illegible] 16/CONDSEW MCAS CHERRY PT NC [illegible]

TO AMC WRIGHT PATTERSON AFB OHIO

[illegible]

REFURDIS 311917Z X NO ARRIVALS NO DEPARTURES [illegible]

CFN 311917Z

31/1735Z AUG [illegible]

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33

RCAV

EUA026

ED 12

PP UEDC

FM BEKJ1/CGAS ELIZ CITY N C 0120552

TO UEDC/CG AMC WRIGHT PAT AF BASE OHIO

INFO BEPJ/COMDT COGARD /AMC/ ATTN MCIAXC-3

CG GRNC

REUR 3119172 JULY X NO AIRCRAFT ARRIVED NOR DEPARTED BETWEEN 2400 AND 0500 24 JULY 1948

CSN 3119172 2400 0500 24 1948

[illegible] EKJ

RF72

EUA232

ED 98

RR UEDC

FM DEPPC 4/NAS PAXRIV MD 051303Z

TO CG AMC WRIGHT PATTERSON AFB OHIO

NAVY CINC

YCUR 0316137 X DEPARTURE 0022Z X CRUISING 1[illegible]000 FEET VIA GREEN3 RED 21 AND RED 20 X TRUE AIR SPEED NOT AVAILABLE X FOR FURTHER INFO CONTACT CO X R60 ON SIX FOUR

CFN 0316137 0022Z 1[illegible]000 E W9 WP P60

05/131 Z AUG DEPPC

COPY

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
WASHINGTON 25, D. C.
INTELLIGENCE DIVISION

4 August 1948

SUBJECT: Report of Unidentified Flying Object

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: TSDIN

1. The following report received from the Maxwell Flight Service Center, Maxwell Air Force Base, Montgomery, Alabama is quoted for your information:

"On 24 July 1948, the aircraft dispatcher on duty at Warner Robins AF Base notified the Maxwell Flight Service Center that a flouresscent squash-shaped object with a flaming exhaust had been sighted at 0250Z. This object was sighted by Mr. [redacted], a member of the civilian alert crew, who stated that the object appeared to be wingless and was headed south at terrific speed. Mr [redacted] estimated the object to be about twenty-five feet in lenght.

At 0315E Eastern Airlines Houston-to-Atlanta flight reported similar object in vicinity of Lawson AF Base, and was forced to alter course to avoid collision.

No further information available this Center."

2. An information copy of this report has been forwarded to the Directorate of Intelligence, United States Air Force.

JAMES A. [illegible]
Lt. Colonel, USAF
Chief, Intelligence
Division

[redacted]

93

Bsc ltr, AMC, 6 Aug 48, to WRAMA, sub: "PROJECT [illegible]"

1st Ind

Hq, WRAMA, Robins AFB, Robins Fld, Ga, 14 September 1948

TO: Commanding General, AMC, Wright-[illegible]
Ohio, ATTN: [illegible]

The investigations directed in connection with [illegible] been completed, and reports thereof are inclosed.

FOR THE COMMANDING OFFICER:

[illegible]

1 Incl
6th OSI Dist Spec Invest Rpt, File No. 333-5 (24-[illegible]), 9 [illegible]
w/11-page rpt & 4 exhibits

UNCLASSIFIED

HEADQUARTERS
AIR MATERIEL COMMAND
[illegible]
[illegible]

[illegible]

SUBJECT: [illegible]

AUG [illegible]

TO: Commanding General
Warner Robins Air Materiel Area
Robins Air Force Base, Georgia
ATTN: [illegible]

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Materiel Command units by Hq. USAF [illegible] letter dated 6 February 1948.

2. Teletypes from CO, Third Army, [illegible] Flt. Service Center, Maxwell A.F., Alabama, [illegible] personnel have sighted unidentified aerial phenomena:

Mr. [redacted]	[illegible]
Mr. [redacted]	[illegible]
Mrs. [redacted]	[redacted]
Mrs. [redacted]	[illegible]
Mrs. [redacted]	[illegible]
Mrs. [redacted]	[illegible]
Mrs. [redacted]	[illegible]
Mrs. [redacted]	[illegible]

3. It is requested [illegible] graphic statements [illegible] that observers indicate [illegible] time of [illegible] address [illegible] construction [illegible] first observed [illegible] [illegible] event [illegible] be [illegible]

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS REPORT

Office of Origin: Hq, Air Materiel Command, Dayton, Ohio — File No. 333 5 (24-1)

Reporting Office	Date	Period	Special Investigator
6th OSI District	9 Sep 1948	10 Aug - 25 Aug 1948	Walter M. Cassidy

Title	Character of Case
PROJECT "SIGN"	Special Investigation

SYNOPSIS

1. Basis for investigation:

At 1020, 8 August 1948, this headquarters was advised by letter, dated 6 August 1948, originating at Hq, Air Materiel Command, Dayton, Ohio, to conduct an investigation pertaining to an aerial phenomena reported by various people within
2. Facts: 6th OSI District.

At 0945, 10 August 1948, Lt Colonel Cropper interrogated Mr. [redacted], Robins Air Force Base employee, regarding an aerial phenomena witnessed by [redacted] while on duty at Robins Air Force Base the night of 23 July 1948. [redacted] stated the exact time and pertinent facts regarding the phenomena. [redacted] appears to be a competent and qualified observer.

On 19 August 1948, Special Investigator Cassidy contacted Robins Air Force Base Flight Operations and the Base Weather Station. All reports pertaining to weather conditions and relative time substantially support [redacted] statements made to Lt Colonel Cropper.

On 12 August 1948, S/A Montgomery, 111th CIC Det, contacted personnel at the Atlanta Naval Air Base and adjoining municipality regarding a reported aerial phenomena. It was generally agreed that the phenomena resembled a shooting star, despite the fact that course and altitude did not correspond to the characteristics of such an aerial phenomena.

During the period, 24 - 27 Aug 1948, Special Investigator Morris interviewed seven (7) residents of Augusta, Ga. regarding reported aerial phenomena. It was concluded that objects observed were not aircraft, but probably of meteoric nature.

Approved: Eugene C. Cropper
EUGENE C. CROPPER, Lt Col, USAF

Action copy forwarded to
CG, Hq, Air Materiel Command, Wright-Patterson AFB,

Distribution of copies

2 - CG, Robins AFB
2 - CG, Hq AMC
2 - OSI Hq
1 - 6th Dist File

24-1-1

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Exhibit "D"

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS:

At 0945, 10 August 1948, Lt Colonel Cropper, Acting District Commander, 6th District Office of Special Investigations, interrogated Mr. [redacted], Robins Air Force Base employee, regarding an aerial phenomena witnessed by [redacted] while on duty at Robins Air Force Base on the night of 23 July 1948. The following is a transcript of this interrogation:

"Q. 1. What is your full name, age, address, and employment?

A. 1. [redacted] I am 23, unmarried, and live at [redacted], Macon, Georgia. I am a member of the Transient Maintenance Alert Crew on the midnight shift - 2400 to 0800 hours.

Q. 2. Do you recall the date and time that you saw this object?

A. 2. It appeared on Friday night, the 23d of July 1948 between 0140 and 0150 hours, Eastern Standard Time. I was standing fire guard on a C-47, directly across from Operations, and I had to take down the take-off time which was between 0140 and 0150.

Q. 3. What was the weather condition?

A. 3. Good visibility and no clouds.

Q. 4. Were there any lights around you? Outside lights or beacons?

A. 4. I am not sure whether the flood lights on the hangar were on or off. I was facing the north looking away from any possible lights.

Q. 5. In what direction did you see this object?

A. 5. It was coming out of the north. I was facing the north and actually didn't see it until it got overhead, but it came out of the north and was in my view for about twenty seconds. The last I saw of it the object was taking a southwest course.

Q. 6. Describe in your own words what you actually saw from the time it appeared until it disappeared.

A. 6. The first thing I saw was a stream of fire and I was undecided as to what it could be, but as it got overhead, it was a fairly clear outline and appeared to be a cylindrical shaped object with a long stream of fire coming out of the tail end. I am sure it would not be a jet since I have observed P-84s in flight at night on two occasions.

DOWNGRADED [illegible]
DECLASSIFIED [illegible]

UNCLASSIFIED

[redacted]

DETAILS: (Cont'd)

Q. 7. Approximately what was the height and altitude of this object?

A. 7. Three thousand feet - - it could be lower or higher, at night it is difficult to judge distance.

Q. 8. What was the size and shape in comparison to the trail of fire?

A. 8. The trail of fire was longer than the cylindrical shape of the object.

Q. 9. Was the entire object illuminated? Describe its shape.

A. 9. I noticed a faint glow on the belly of the wingless object - - a phosphorescent glow.

Q. 10. Are you familiar with shooting stars?

A. 10. Yes Sir. I thought at first it was a shooting star or a meteor, but a shooting star falls perpendicular. This object was on a straight and level plane. When it disappeared it disappeared from sight due to distance rather than drop.

Q. 11. How did it differ from a shooting star or meteor in size and shape?

A. 11. I have only seen one or two meteors and they appear to be round or more or less ball-shaped and this object was long and cylindrical in shape.

Q. 12. What was the color of the light?

A. 12. It was a trailing faint blue flame.

Q. 13. Was there any moonlight at this time?

A. 13. I didn't pay too much attention to the moonlight. I wouldn't say for sure whether there was a moon.

Q. 14. Where did the light that illuminated the shape of the object seem to come from?

A. 14. It looked like it was close to the bottom deck.

Q. 15. Did it give you the impression that there were windows or holes and did the decks appear to be divided into sections?

A. 15. I am not sure. It would be hard to tell if there were windows and a divided deck could not be recognized from the ground.

UNCLASSIFIED

DECLASSIFIED
DOD 5200.9

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

Q. 16. Did you read the newspaper account of the two civilian pilots who saw this strange object about the same time and did the paper's description seem to refer to the object you saw?

A. 16. I read the write up about the rate of speed. I don't see how they could tell if it had square or round windows but the description seemed to fit my impressions.

Q. 17. Was there anyone with you when you saw this object?

A. 17. No Sir. I was standing in front of No. 2 engine and I tried to call the co-pilot's attention to the object in the sky. He had already put his headgear on before I could get his attention and the object was gone.

Q. 18. With whom did you first discuss this matter?

A. 18. I called the tower and asked them if they saw it. They didn't.

Q. 19. What was their reaction regarding this object?

A. 19. They thought I was drunk or seeing things.

Q. 20. Were you unusually fatigued at this time?

A. 20. No Sir, I had been merely reading Air Force magazines prior to this time.

Q. 21. Have you ever had occasion to read much or study Air Force magazines, experiments with guided missiles, objects, or similar material?

A. 21. No Sir, only what I could get out of Air Force and Aviation magazines.

Q. 22. Were you in the Air Force during the war?

A. 22. Yes Sir, I was an Aircraft Engine Mechanic with a rating of Buck Sergeant in the Ninth Air Force.

Q. 23. Is there anyone else on the Base who saw this particular object that you know of?

A. 23. No Sir.

Q. 24. What type of construction, color, size, and material did this object appear to resemble?

[redacted]

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

A. 24. I would say that it looked like it was about the size of a B-29. It might have been a little larger, in circumference. It was too large for a jet. It seemed to be a dark color and constructed of an unknown metallic type material.

Q. 25. What would you say its speed was in comparison with other type aircraft?

A. 25. About seven hundred miles per hour.

Q. 26. How did you arrive at that estimate?

A. 26. I have seen P-80 and P-84 type aircraft flying but this was one of the fastest objects I have ever seen. I saw German V-1s in the summer of 1944 and they were fast, but this one was even faster. This object was much larger. A V-1 is very small and only made about three hundred miles per hour speed.

Q. 27. How did it disappear?

A. 27. Just like an airplane in normal flight fading away from normal vision.

Q. 28. Was there any sound or odors at that time?

A. 28. I heard no sound and everything was quiet. No engines were warming up at that time.

Q. 29. How about the maneuverability and exhaust trail of this object?

A. 29. It was flying straight and level and took a changing southwest course while in sight. The flame seemed to be longer, maybe due to the object moving through the air.

Q. 30. Had you consumed any alcohol in the preceding four or five hours?

A. 30. No Sir, I do not drink.

Q. 31. Did you ever see any planes in "Buck Rogers" movies that resembled this object?

A. 31. Maybe the length and roundness resembled but as far as the wings, I couldn't tell if this object had any.

Q. 32. What did you say your educational background and Air Force experience was?

A. 32. I am a high school graduate and I was in the Air Force for four years.

UNCLASSIFIED

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

Q. 33. How long have you worked here?

A. 33. Since September 1947.

Q. 34. When did you get out of the Air Force?

A. 34. I was discharged in March 1947 as an enlisted reserve Buck Sergeant engineer.

Q. 35. Is there anything further you would like to add to aid in this evaluation?

A. 35. Yes Sir. During the Battle of the Bulge, a Sergeant and myself were on guard duty and saw something that resembled this object in question. We later found that we had witnessed the launching of a German V-2 rocket. It carried a stream of fire that more or less resembled this object. This object looked like rocket propulsion rather than jet propulsion, but the speed and size was much greater.

Q. 36. Did the altitude, speed, and size of this object have any similiarity to a meteor or shooting star?

A. 36. No Sir.

Q. 37. What else did you associate your thoughts with when you first saw this object?

A. 37. It looked like a rocket and was the shape of an XS-1. It was too large for an XS-1. My final conclusion was that it was energized by rocket propulsion.

Q. 38. Were you excited when you told the other people about this object?

A. 38. No Sir. They more or less kidded me about it and was informed that Flight Service wanted to see me.

Q. 39. Who did you talk to in Flight Service?

A. 39. I talked to a man over the interphone system but did not know his name. He wanted to know whether I was a civilian or military and asked me a few questions. I think Flight Service turned it over to Air Defense Command the next morning.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

July 13, 1961

Maj. William T. Coleman
SAFOI-3
Room 4C-922
The Pentagon
Washington 25, D. C.

Dear Bill:

On my return from the western swing I find a sizable amount of accumulated flying saucer material. I want to thank you and Major Friend, and Colonel Evans for all of the helpful material, including the suggestions for improving our chapters. Many thanks to all of you.

On my western trip I ran into a daytime sighting that was a honey. I was driving on Highway 54 from El Paso, Texas to Alamogordo, New Mexico, and I was in the outskirts of the latter city, having just turned west where the road meets the one coming from Las Cruces and the Holloman Air Force Base. The time was 4:00 p. m. The sun was shining, although the sky was heavily clouded toward the west. It had clearly been raining in the mountains and heavy dust storms had forced me to stop two or three times along the highway. I was suddenly startled to see a V-shaped formation of flying saucers heading eastward directly toward me. They appeared to have a reddish glow and were moving very rapidly. I had the impression that they were nearly at cloud level. They approached me rapidly and suddenly seemed to drop in on me. I then realized that they were merely a grouping of tumbleweeds carried aloft in the heavy wind. They were, perhaps, some hundred feet over head. The weird glow was caused by the illumination of the setting sun. Keep this in mind for similar reports.

[redacted] and I have been struggling to interpret the famous Rapid City, South Dakota, case of 12 August, 1953. The report has so many features that are suggestive of the mirage of a star, that we have strongly leaned to that interpretation. The bright star, Capella, which happens to be circumpolar at Rapid City, was indeed very close to the horizon, just east of north. We do not have very good times or estimates of the total duration of the sighting. I wonder if you have any additional material that you could send us, in view of the importance that the UFO boys attach to this sighting. In particular, we should like to know what is the radius in miles, of the radar screen and what was the frequency. The weather reports indicate

that a very sizable temperature inversion was present, and this was ample to magnify some of the radar and optical effects. The radar, especially, could have been deflected back to the ground and the moving object might have been some secondary reflection from the plane itself. Is there any additional information about the man who claimed to have checked the UFO against the triangle of stars, and deciding that it moved with reference to those stars? Sounds that it might have been autokinesis, unless this motion was really very sizable.

[redacted]ne further question that we have. A study of the [redacted] famous case indicates that the UFO was merely a meteor. Apparently this was a considered solution in the early days. We wonder why it was abandoned.

Thank you for the additional sightings, all of which are useful and lend freshness to the book. Also, I think you were going to send me one from the south, where airline pilots reported not only seeing a saucer but certain roughness of the air which, according to your own observation, was due to forest fire or oil well fire, or something of the sort.

Again, with our many thanks and best wishes, I am

Cordially yours,

[redacted]

DHM:gq

P.S. I'm scheduled to be in Washington on July 26. If time permits, I may run over to the Pentagon and talk with you some at that time.

[redacted]

CC: Maj. Friend
Col. Evans

[redacted]
Wheat Ridge, Colorado
February 17, 1960

AIR TECHNICAL INTELLIGENCE CENTER
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Sir:

Enclosed is an article concerning a mysterious silvery tubular flame-belching object that flashed through western Alaska skies late Sunday. I feel sure that this object is the same type object that almost collided with an Eastern Airlines DC-3 in 1948.

I would like to take this time to review this case for I think it is outstanding.

For on the evening of July 24, 1948, an Eastern Airlines DC-3 took off from Houston, Texas. It was on a scheduled trip to Atlanta, with intermediate stops in between. The pilots were Clarence S. Chiles and John B. Whitted. At about 2:45 a.m.; when the flight was 20 miles southwest of Montgomery, the captain, Chiles, saw a light dead ahead and closing fast. His first reaction, he later reported to an ATIC investigation team, was that it was a jet, but in an instant he realized that even a jet couldn't close as fast as this light was closing. Chiles said he reached over, gave Whitted, the other pilot, a quick tap on the arm, and pointed. The UFO was now almost on top of them. Chiles rocked the DC-3 up into a tight left turn. Just as the UFO flashed by about 700 feet to the right, the DC-3 hit turbulent air. Whitted looked back just as the UFO pulled up in a steep climb.

Both of the pilots had gotten a good look at the UFO and were able to give a good description to the Air Force intelligence people. It was a B-29 fuselage. The underside had a "deep blue glow." There were "two rows of windows from which bright lights glowed," and a "50-foot trail or orange-red flame" shot out the back.

By now, does ATIC know what the object was? If so, does ATIC also know where the object came from?

One thing for sure when you take a object traveling at tremendous speed about 2,000 to 3,000 feet above the earth, that is bullet-shaped could most certainly also be a B-29 fuselage [illegible] sit back and think.

I will be looking forward in hearing from you.

Sincerely yours,

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

   a. **High probability:**
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. **Fair or low probability:**
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. **Non-astronomical but suggestive of other explanations**

   a. **Balloons or ordinary aircraft:**
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. **Rockets, flares or falling bodies:**
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. **Miscellaneous (reflections, auroral streamers, birds, etc.):**
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. **Non-astronomical, with no explanation evident**

   a. **Lack of evidence precludes explanation:**
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. **Evidence offered suggests no explanation:**
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-46	DATE 16 November 1949
REPORT MADE BY EDWARD SUPE	
REPORT MADE AT DO #8, Maxwell AFB, Alabama.	
PERIOD 2 November 1949	
OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama	
STATUS CLOSED	

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT on 21 August 1948 at Montgomery, Ala by Mr. WILLIAM H. PERRY JR

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

AFCSI Letter #85, dated 12 August 1949

SYNOPSIS

Report of DO #6 indicated that the interview of Captain [redacted] Eastern Airlines Pilot, Atlanta, Georgia, disclosed that his sighting the 23 July 1948 did not occur on the same day as that reported by [redacted] the 21st of August 1948. No other pertinent information was developed and all outstanding leads have been investigated, therefore this report is considered closed by this office.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC	2	Commanding General	
Hq OSI	2	Air Materiel Command	
DO #6	2	Wright-Patterson AFB, Ohio	
CO, Maxwell AFB	2		
DO #5 (Info)	1	Hq AMC, ATTN: MCIAXO-3	
File	2		

APPROVED

[redacted]
District Commander

UNCLASSIFIED

AFHQ FORM 0-208 15 JAN 49 Replaces AFCSI Form 4, 23 Jan [redacted]

NOTE: EXHIBIT "F" REFERS TO SIGHTING 26 July 1948

Form No. 10-3 (Rev 29 Jul 47)

[redacted]

ROUTING AND R[illegible]D SHEET

[illegible]ATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbol to designate addressor and addressee.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT Intelligence Report - Project "SIGN"

THRU: ~~MCIAO~~ ~~Attn: Mr. Money~~ FROM MCIAXO-3 DATE 2 Dec 48 COMMENT NO. 1

TO: MCIAT
Mr. Deyarmond

The attached Intelligence Report, to be submitted to AFCIR, Washington, for their retention and file, is fo warded for coordination, comment and return to this office.

1 Incl
Intell Report

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

RRS/jjg
6-5310

MCIAXO-3 MCIAT 7 Dec 48 2

1. The following comments are offered regarding conclusion number 4 of the attached report:

a. It does not appear logical to bring in a conclusion regarding space ships when it was not discussed in the body of the report. This is not a conclusion that is based on this report so it does not belong in "Conclusions".

b. The expression, "It is now aerodynamically feasible for subject configuration to fly" implies that it was not feasible until the report was written. This does not make sense.

2. It is suggested that a conclusion to replace that discussed above merely state that an aircraft of the configuration described could support itself in flight by aerodynamic forces.

1 Incl
n/c

A. B. DEYARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Division
Intelligence Department

ABD/amb
6-6398
P 2138
[illegible]

DECLASSI[illegible]

[redacted]

T-30200-1

WF-L-13 MAR 48 2 MIL 600M

(CONTINUE ON OTHER SIDE)

109

[redacted]

MCIAXO-3/ [illegible]/aw
[illegible] Jan 49

MCIAXO-3

SUBJECT: Project "Sign" - Transmittal of Intelligence Report

TO: Office of the Chief of Naval Operations
Washington 25, D. C.
ATTN: ONI

1. Reference is made to Office of Chief of Naval Operations confidential letter, Serial 04423P32 dated 4 November 1948, subject "Reporting of Information on Flying Discs."

2. In compliance with request of referenced communication, a copy of Intelligence Report Number 102-122-79, subject: "Unidentified Flying Object" dated 20 December 1948 is forwarded herewith.

3. This report was prepared by technical personnel of the Technical Intelligence Division of this Headquarters.

FOR THE COMMANDING GENERAL:

1 Incl
Rpt No 102-122-79

[illegible] McCOY
Colonel, USAF
Chief, Intelligence Department

See also AFOIR
Cy also furnished MCIAT

[redacted]

110

- [illegible]2CO-F

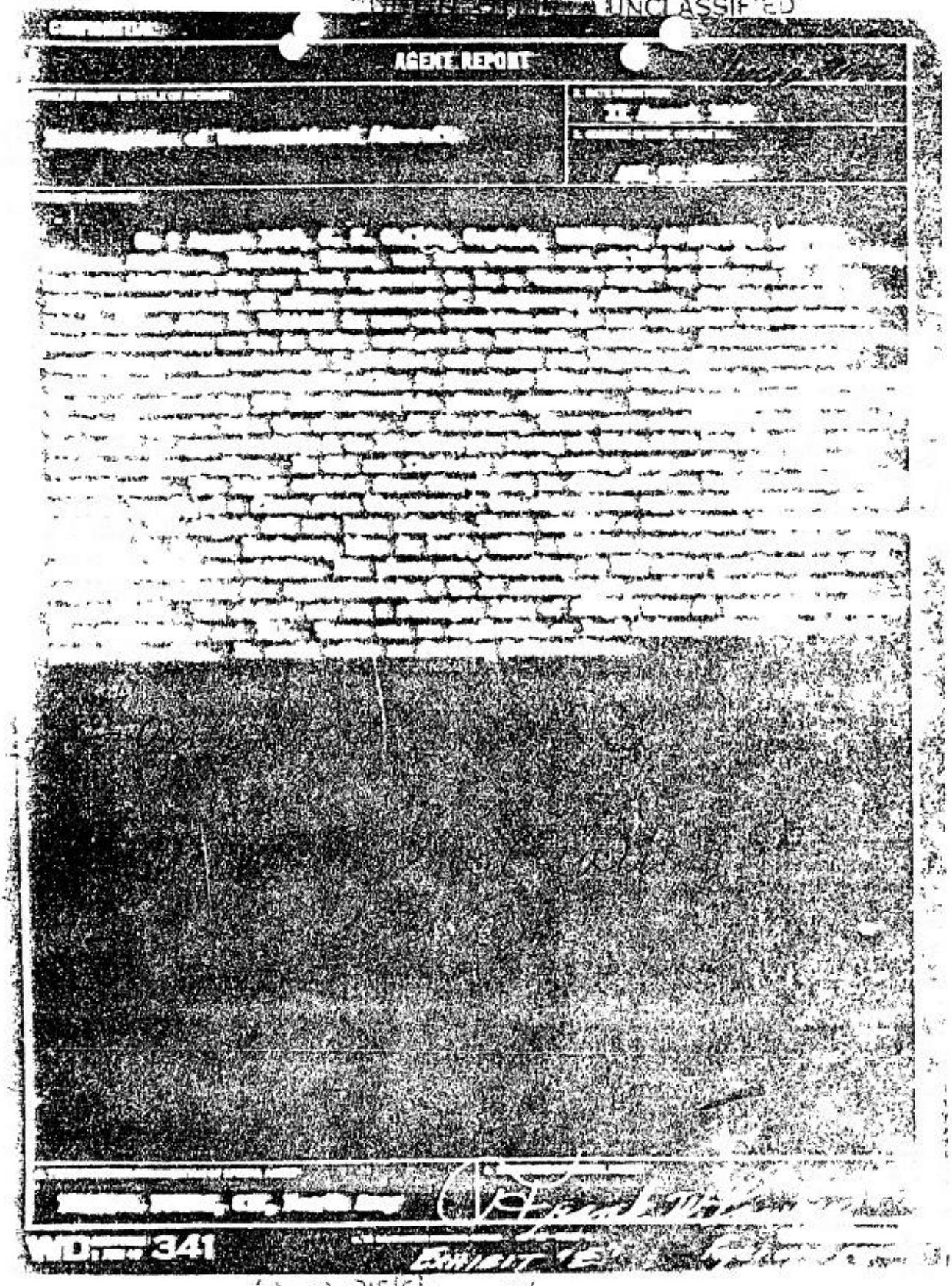
~~CONFIDENTIAL~~ UNCLASSIFIED

CONFIDENTIAL

AGENT REPORT

[illegible]

[illegible]



[illegible]

[illegible]

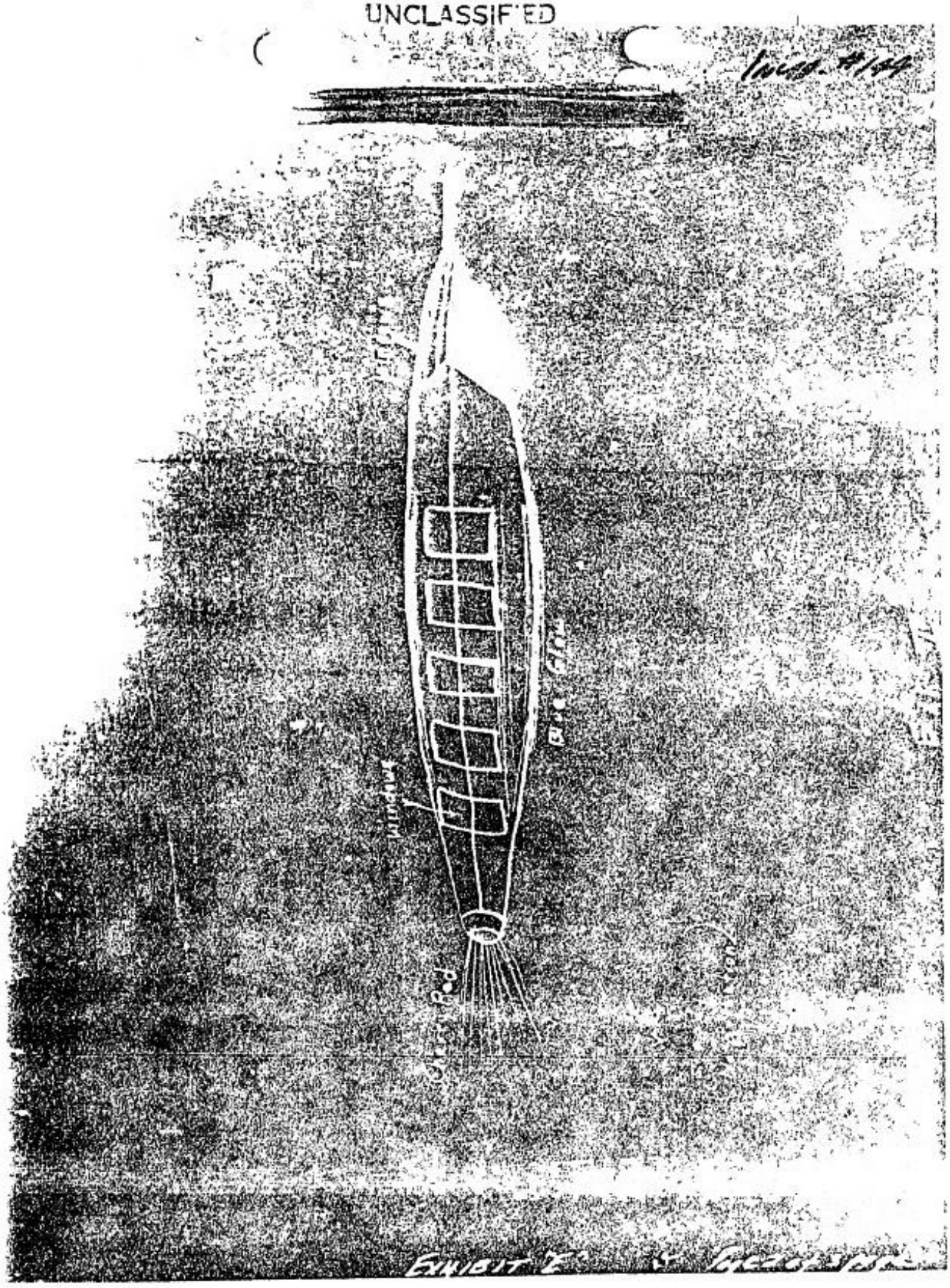
[illegible]

WD 341

EXHIBIT "E"

[illegible]

SIFIED



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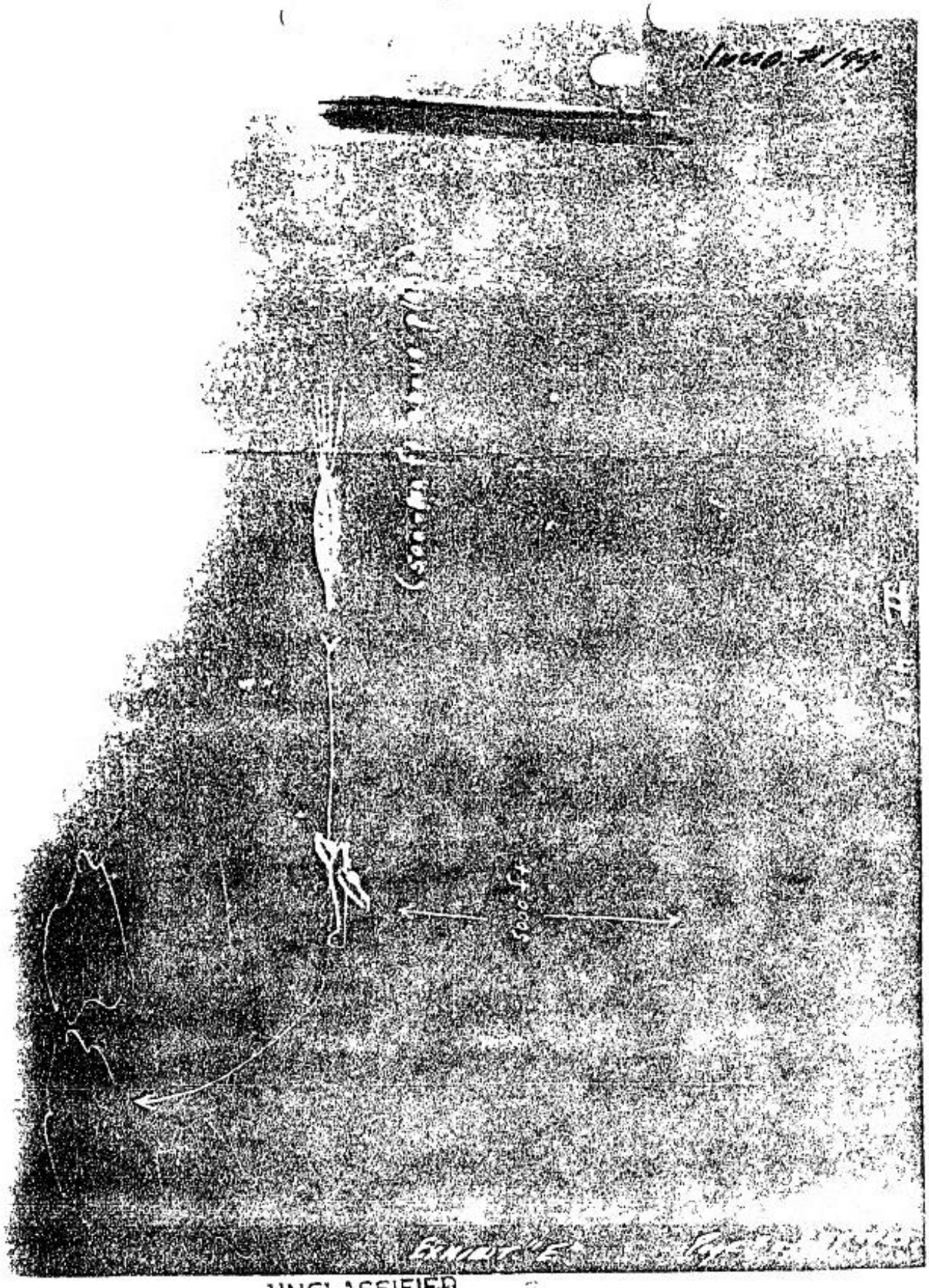


UNCLASSIFIED

Incident #144 -- near Montgomery, Alabama -- 24 July 1948
144a, b -- near Blacksburg, Virginia -- 24 July 1948

The famous "space ship" sighting reported in incident #144 should be compared with #108 and 206, and also with #144a and b, which together constitute a separate incident if facts are correct as given.

For #144, there is no astronomical explanation if we accept the report at face value. The sheer improbability of the facts as stated, particularly in the absence of any known aircraft in the vicinity, makes it necessary to see whether any other explanation, even though far fetched, can be considered. The two reliable pilots obviously saw something. If one extracts from their reports parts of the description -- "tremendous bursts of flame," "cigar-shaped," "disappeared into a cloud," "orange-red flame," "time in sight five to ten seconds" -- one sees that this much, at least, could be satisfied by a brilliant, slow-moving meteor. The orange-red flame is particularly suggestive. It is pertinent also, that the only passenger awake at the time the two pilots sighted the object gave a description that does not tally with that of a "space ship" but does agree with that of a meteor.

It will have to be left to the psychologists to tell us whether the immediate trail of a bright meteor could produce the subjective impression of a ship with lighted windows. Considering only the [redacted] sightings, the hypothesis seems very improbable. However, not included in the summary but mentioned in the

Incident #144, 144 a and b -- page 2

voluminous collateral material is the report of a qualified Eglin Air Base observer, who stated that he saw a cylindrical object trailing a red flash of fire, but did not discern any windows or a double deck; (admittedly, from the ground he would have had less opportunity to do so). The time of his observation is exactly one hour earlier, if both times are given in CST (as is stated). It is interesting to note, however, that Macon, Georgia, and Montgomery, Alabama, are both on the line of flight as described by the Montgomery observers.

If these two sightings refer to the same object, there are two possible interpretations: One is that the object was some type of aircraft, regardless of its bizarre nature. The distance between Macon and Montgomery is approximately 200 miles. From all reports the object was travelling definitely faster than 200 MPH, so would have covered the distance between the two points in much less time than that noted. (The schedule is, of course, correct for an ordinary aircraft.)

The other possible explanation is that the object was a fireball, in which case it would have covered the distance from Macon to Montgomery in a matter of a minute or two. If the Montgomery observers had seen only daylight [illegible]

[redacted]

UNCLASSIFIED

commercial airlines connecting cities using daylight savings time operate on it?), then there would be no discrepancy in the time.

The conclusion seems to be this: If the difference in time is real, the object was some form of aircraft travelling at 200 mph. If there is no time difference, the object must have been an extraordinary meteor. The observation from two such widely separated points is the focal point of the investigation -- if one assumes that the same object was observed in the two cases. That there were two separate objects can most likely be ruled out by the sheer improbability of more than one such extraordinary object being seen on the same night, travelling over the same course, exactly one hour apart.

UNCLASSIFIED

- more -

[redacted]

116

Incident #144, 144 a and b -- page 4

The object reported in incident #144a and 144b was very probably a meteor.

It should be noted that this object was travelling in the same direction as the one reported in #144, although separated by some 400 miles. It is not unusual for a fireball to be seen along a path several hundred miles long. There is a time discrepancy of 15 minutes between the observations, however; any connection between #144 and 144a-b (in considering the meteoric hypothecis) necessarily hinges on whether this time difference was real, or not.

FORM

Memorandum

TO Captain J. F. Gill ADDRESS

FROM [redacted] ADDRESS

SUBJECT Report of Meteor seen on July 24, 1948 DATE August 3, 1948

I. At about 0230 on July 24, 1948, [redacted] and I, as pilot and captain on 571/23, saw what I believe was an unusual meteor. It was brigher than any I have seen before, and travelling in a horizontal direction, slightly above the horizon. I estimate that I saw it for about 3 seconds before it died out. At no time did it appear to travel in a downward direction. [redacted] and I talked about what we had seen and discussed the fact that a meteor, caused by gravity, could still appear to be travelling horizontally.

II. At the time of this incident we were travelling between Blackstone, Va., and Greensboro, N. C. The sky was clear and the visibility unlimited. We were on a magnetic heading of 240 degrees and I estimate that the object was on a bearing of about 210 degrees from us, that is, about 30 degrees to the left of our heading. It appeared to be travelling in a southerly direction, above but close to the horizon.

[redacted]

[redacted]

EXHIBIT "G" Page 9 of 9 pages

FORM 100

[redacted]

Memorandum

TO	Capt. J. F. Gill	ADDRESS	LGA
FROM	[redacted]	ADDRESS	LGA
SUBJECT	Trip 573 Strange Object Sighted	DATE	August 5, 1948

Trip 573 checked Blackstone, Va. at 0219, July 24, 1948
Estimated Raleigh-Durham, N. C. at 0259
Flight Plan VFR Washington to Raleigh-Durham direct.
Weather at Blackstone at 0230 @/ 70 @ 4GF 112/73/72/ wsw5/987
Greensboro and Raleigh-Durham both had @/ 15 plus.

Shortly after checking Blackstone and as near as we can place the time, approximately 0230, we picked up a trail that appeared to be a jet or rocket trail traveling at a terrific speed.

The object leaving the trail was traveling in a southwesterly direction, and as nearly as we can place the degree of travel, 230°. Our heading at the time was 215°.

The trail at no time crossed our flight path. It was on the distant western horizon at approximately 20° above the horizon. The trail covered an 80° to 90° arc laterally.

[redacted]

[redacted]

EXHIBIT "G" Page 8 of 9 pages
119

File
8/4/8

EASTERN AIR LINES

INCORPORATED
MEMBER OF THE NATIONAL SAFETY COUNCIL
EASTERN AIR LINES BLDG.
10 ROCKEFELLER PLAZA
NEW YORK 20, N. Y.

July 30, 1948

Project Sign

Commanding General, A.M.C. Headquarters
Wright Field
Dayton, Ohio

Att: Col. McCoy - M.C.I.A.

Dear Colonel McCoy:

I am writing to you at the request of Captain Eddie Rickenbacker regarding a request made by a Mr. A. C. Loedding, who stated that he represented your office.

Mr. Loedding came to my office this noon in civilian clothes, showed me some travel orders, and an identification card, and requested information from me as to the occurrence over Alabama on Saturday morning, July 24th, where two of our pilots saw an aerial phenomenon on their flight path.

Mr. Loedding requested some information from us about the pilots and the event itself, together with a statement of policy from this company.

Before doing anything in connection therewith, Captain Rickenbacker has suggested that I write to you for confirmation of this request and whether I should give it to Mr. Loedding or send it directly to you.

I would very much appreciate your advising me on this matter not later than Monday, by sending me collect, if you will, at Circle 6-33[illegible].

Sincerely yours

[redacted]

[illegible]

No [illegible] 120

MCI

MCI/JSH/dm

23 August 1948

Mr. [redacted]
Eastern Air Lines Building
10 Rockefeller Plaza
New York 20, N. Y.

Dear Mr. [redacted]

Your letter dated 17 August 1948, inclosing data requested by our Mr. A. C. Loedding, has been received.

Your cooperation in this matter is appreciated, and the data will be turned over to Colonel McCoy upon his return from Washington, D. C.

Very truly yours,

A. A. ARNHYM
Lt. Colonel, USAF
Actg. Chief of Intelligence

EASTERN AIR LINES

[illegible]

August 17, 1948

Colonel Howard McCoy, M.C.I.
Office of the Commanding General, A.M.C. Headquarters
Wright Field
Dayton, Ohio

Dear Colonel McCoy:

I am enclosing herewith the data requested by your Mr. A. C. Loedding.

I have it meets your requirements.

Instructions have been issued that any flight personnel who again see any unusual craft will report them to our Vice President of Operations, Mr. Sidney L. Shannon, and we shall be glad to get in further touch with you.

Sincerely yours,

Stanley de J. Osborne
Vice President

SdeJOsz
Encl.

Memorandum

TO: S. L. Shannon — ADDRESS: New York

FROM: F. A. Stone — ADDRESS: [illegible]

SUBJECT: Capt. [redacted]
Pilot [redacted] — DATE: August 6, 1946

As per your request, I give you [illegible] employment of Capt. [illegible] and Pilot [illegible] Eastern Air Lines.

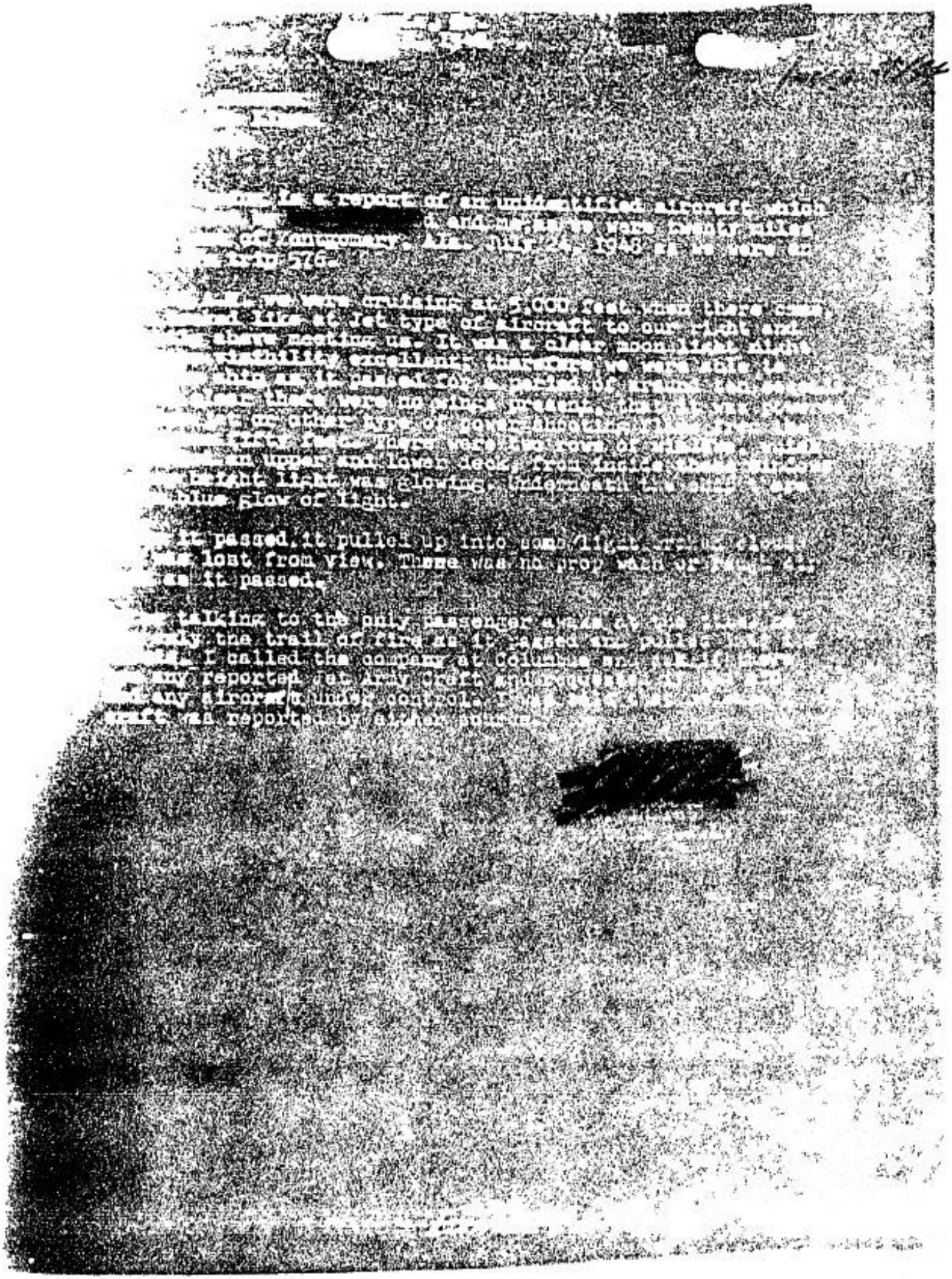
Capt. [redacted] - Capt. [redacted] was employed January 4, 1940. He served Eastern Air Lines as a co-pilot up until the time he went into the Army on March 14, 1942. He returned to Eastern Air Lines on October 2, 1945. During the period of [redacted] service as co-pilot with Eastern Air Lines, he showed above average ability with a progressive and conscientious attitude towards the company and his job. Immediately after he returned from the Army, he was checked out as captain, and started flying the line. He has had an exceptionally good record as captain, and appears to [illegible] tions in all details of his job. He works very [illegible] with the [illegible] AFC Centers, and has made any number of good suggestions to these company towards improvements and every day flying [illegible].

In my opinion, [redacted] is a very stable person. He is [illegible] and sincere in every respect, and his loyalty to Eastern Air Lines has been unquestionable.

Pilot [redacted] - Pilot [redacted] was released from the Army in November 1945, and applied for a position with Eastern Air Lines on November 27, 1945. His application was approved, and he was employed on July 1, 1946. Since that time, Pilot [redacted] has shown constant improvement, and his pilot progress report grades are above those of the average co-pilot. Pilot [redacted] is very conscientious, and in his work he appears to be very progressive. On our standard [illegible] he is now qualified as exceptionally good captain material.

In my estimation, Pilot [redacted] is of a stable nature, and is very truthful in his statements.

EXHIBIT "C" Page 2 of 7 pp.



[redacted]

[redacted]

EXHIBIT "G" Page 2 of 2 Pgs.

Memorandum

TO	Mr. Stanley C Osborne	**ADDRESS**	WYHQ
FROM	J. F. Gill	**ADDRESS**	LGAO
SUBJECT		**DATE**	August 6, 1948

Attached please find reports submitted to this office by Captains [redacted]d and [redacted] regarding an object sighted on July 24th.

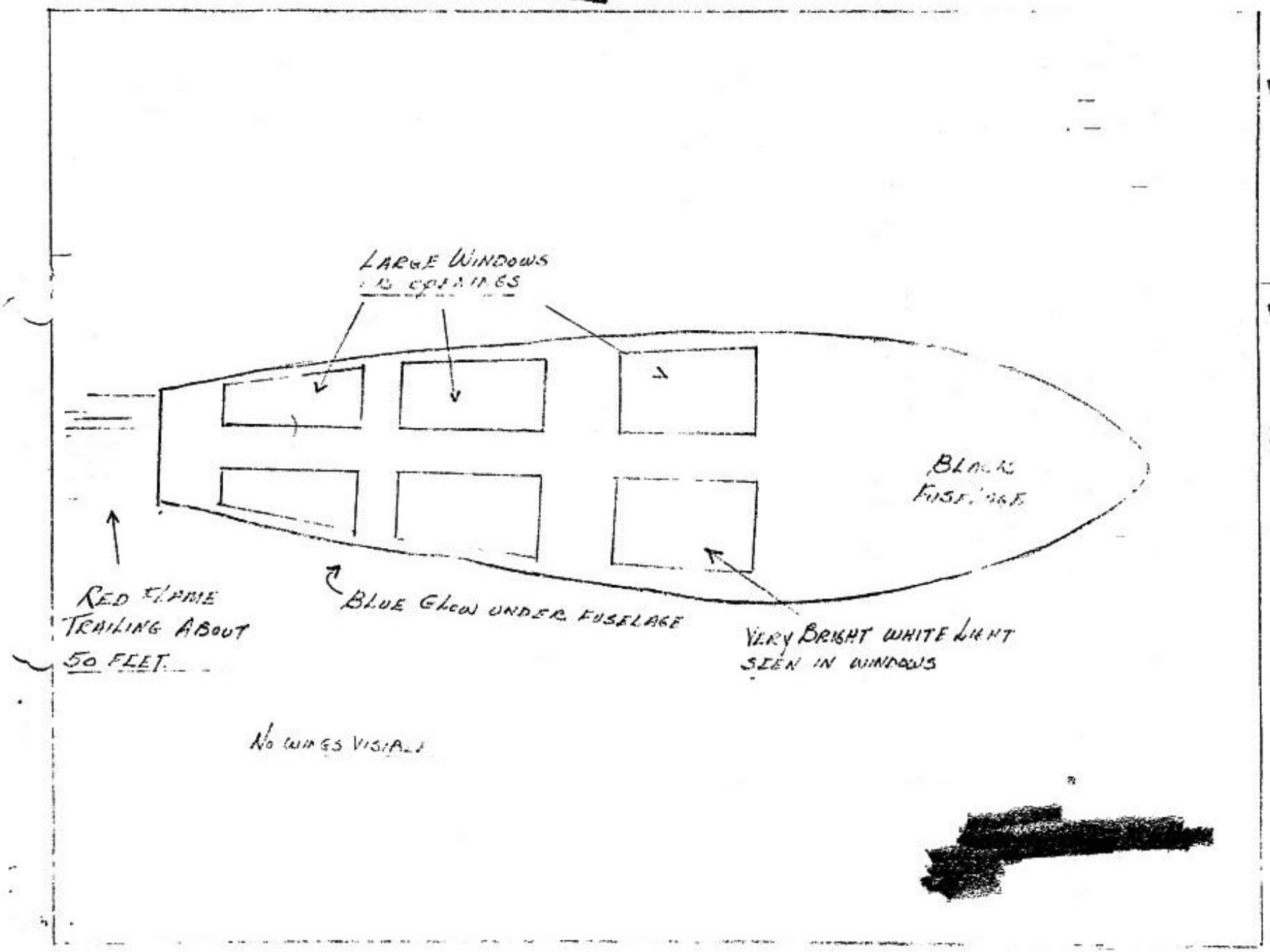
J. F. Gill

J. F. Gill

JFG:am
Enc. 2

[redacted]

EXHIBIT "C" Page 3 of 9 Pages


LARGE WINDOWS
BLACK
FUSELAGE
RED FLARE
TRAILING ABOUT
50 FEET
BLUE GLOW UNDER FUSELAGE
VERY BRIGHT WHITE LIGHT
SEEN IN WINDOWS
NO WINGS VISIBLE

Type of Luminosity Noted	Type of Exhaust Trails Noted	Sound(s) Noted	Maneuvers Performed	Manner of Disappearance	Unusual Features	Intelligence Eval.
Blue Glow along lower frame,	Tail Cone Flame longer than Object	None	Level Flight	Like Normal A/c		A-2
Bright Glow from within Blue Glow Underneath	50' Flame Shooting from Rear	None	Level Flight, Pulled up into Clouds	Pulled up into Clouds		A-2
"Same As Above"	"Same As Above"	None	"Same As Above"	Not Stated		A-2
"A Streak of light ~~Bright Blue Light~~	Bright Flame w/ Yellow Cheesy Red Edges	None	Straight Up	Up into Clouds		A-2
Not Stated	Like Jet or Rocket Tank	None	80°-90° Lateral Arc	Not Stated		A-2
Not Stated	Bright Meteor	Not Stated	Traveling Horizontally	Died out		A-2
Blue White Light	Not Stated	None	Climb, Sharp Turn to South	Sharp Turn to South		A-2
Red Light	Not Stated	Not Stated	Bobbing & Weaving, Up & Down	Not Stated		B-2
Luminous Glow	Not Stated	Not Stated	Up & Down	Not Stated		B-2
Bluish Light	Slight Trail	None	Bobbing & Weaving	Normal A/c		A-2
Light Even Distributed	Not Stated	Not Stated	Level Plane	Not Stated		B-2
Brilliant	6' Tail Reddish-Blue Tracking Light	Not Stated	Straight Line Slight Slant	Trees Blocked View		B-2
Brilliant Blue-White	followed By Another Ball	Not Stated	Level Plane	Gradually Disappeared		B-2
Green Light	Silver Colored Tail	None	Steady Flight Losing Altitude	Lost Altitude Like A/c, Light, Faded		B-2
Green Light	Silver Colored	None	Same As Above	Same As Above		B-2
Green Light	Silver Colored	None	Same As Above	Same As Above		B-2
[illegible]	[illegible]	None	[illegible]	[illegible]		
Brilliant	Burning Fragments	None	Level Plane	Not Stated	Do Not Burn out Like Star	A-2
Blue Glow along Lower Frame	Long Tail Cone Exhaust	No Sound	Level & Pull Up	Long Wingless Cylindrical Definite Object		A-2

No. Objs. Seen	Distance of Object From Observer	Direction of Flight	Estimated Altitude in Feet	Estimated Speed of Object	Estimated Size of Object	Color of Object	Shape of Object
1	3 000 FT	South West	3 000 FT.	700 MPH	Larger Than B-29	Dark	Cylindric
1	700 FT	South West	5 000 FT	700 MPH	Twice B-29 100' Long	Not Stated	Cigar Sha
1	½ mile	South West	5 500 FT	700 MPH	Large with Two Decks	Black Fuselage	Cigar Sha
1	2 500 FT	South East	7 500 FT	Not Stated	Not Stated	Not Stated	Not Stat
1	Distant Western Horizon	South West	20° Above Horizon	Terrific	Not Stated	Not Stated	Not Sta
1	Slightly Above Horizon	Southerly	Slightly Above Horizon	Not Stated 1	Not Stated	Not Stated	Not Stat
1	Very High	N.E. to S.E.	Very High	Very Fast	Like Shooting Star	Blue White Light	Not Stat
1	Not Stated	South West	Not Stated	Not Stated	Not Stated	Red Light Luminous	Not Sta
1	Not Stated	South West	5000 6000'	Not Stated	Not Stated	Same As Above	Not Stat
1	5 miles	South West	5000	Average Pass. A/c	Not Stated	Bluish Light	Not Stat
1	5,000'	NE to S W	5000-6000'	150 MPH	Not Stated	Normal Elect. Light Even Distributed	Right Tra
1	Not Stated	North-West	Not Stated	Very Fast	Kitchen Plate	Red Ball Fire Bluish Tint	Ball
1	Not Stated	East-To-West	Not Stated Lower Atmosphere	Not Stated	Large Shooting Star	Red Bluish White	Not Stat
1	Very High	South East	Not Stated	Not Stated	Football	Green Light	Not Stat
1	Very High	South-East	Not Stated	Not Stated	Football	Green Light	Not Stat
1	Very High	South-East	Not Stated	Not Stated	Football	Green Light	Not Stat
1	Very High	South-East	Not Stated	Not Stated	Football	Green Light	Not Stat
1	Very High	South-East	Not Stated	Not Stated	Football	Green Light	Not Stat
1	Not Stated	SW-To-N.W.	Not Stated	10,000 12,000 M.P.H.	¼ Full Moon	Multi Colored	Not Stat
1	700-3000'	South West	5200'	700 MPH	Larger Than B-29	Dark Color	Cylindri

Incident Case Number	Name and Occupation of Observer or Witness	Date of Sightings	Time of Sightings	Exact Geographical Location	Length of Time Object Observed
	MASSEY - Transient Maint Assist Crew member	24 July 48	0140-0150	Robins A.F., Ga. "Ground"	20 Sec
	CHILES - 1st Pilot DC-3	24 July 48	0245	20 miles S. Montg. Ala. "Air".	5-10 Sec
	WHITTED - 2nd Pilot DC-3	24 July 48	0245	"Same As Above"	5-10 Sec
	McKELVIE - M/S Passenger	24 July 48	0245 EST	"Same As Above"	Momentary
	FELDVARY - Pilot	24 July 48	0230	Blackstone Va "Air"	Not Stated
	MANSFELD & KINGSLEY Pilots	24 July 48	0230	Between Blackstone Va & Greensboro N.C "Air"	3 Sec
	AVERY - OBSERVER (OBSERVATION TOWER)	26 July 48	2100	US, NAB Chamblee Ga.	Few Sec
	RUSSELL - Newspaper man	26 July 48	2100-2130	Augusta Ga.	Few Sec
	BELL - T.T. Operator	26 July 48	2100-2130	Augusta Ga.	Not Stated
	BATTLE (Night Editor)	26 July 48	2050	Augusta Ga.	Not Stated
	ATKINSON (Printer)	26 July 48	2300	Augusta Ga.	Not Stated
	Mrs SKINNER (Housewife)	26 July 48	2145	Augusta Ga.	Not Stated
	Mrs PROVEAUX (Housewife)	26 July 48	2130	Augusta Ga.	Not Stated
	GALL M/S	26 July 48	2045	Chamblee Ga.	Several Sec
	SHAW M/S	26 July 48	2045	Chamblee Ga.	Several Sec
	Mr & Mrs SEBRING	26 July 48	2045	Chamblee Ga.	Several Sec
	Mrs HILL	26 July 48	2045	Chamblee Ga	Several Sec
	Mrs RENFROE	26 July 48	2045	Chamblee Ga	Several Sec
	NESMITH Chief Comm CAA	26 July 48	2140-2150	Augusta Ga	2 [illegible]

PREDOMINANT FEATURES
INCIDENT # 144

0245 Montg. Ala.
0140 0150 Chamblee Ga

5-20 Sec

HEADQUARTERS THIRD ARMY
Ft. McPherson, Georgia

AJACI-3 452.9

27 July 1943

SUBJECT: Unconventional Aircraft

TO : COMGENAMC
Wright-Patterson AFB
Dayton, Ohio
ATTENTION: MCI (Control No. A-1917)

Inclosed is newspaper clippings supporting TWX, this headquarters, dated 27 July 1943.

FOR THE COMMANDING GENERAL:

JOHN MEADE
Colonel, GSC
AC of S, G-2

1 Incl:
Newspaper clippings

[redacted] INCIDENT
24 July 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5000 feet between Mobile and Montgomery, Alabama, sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [redacted], the pilot, immediately turned to his co-pilot, [redacted], and remarked: "Look, here comes a new Army jet job." The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to the flight path, at a distance of approximately one-half mile. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 feet long, cigar shaped and about twice the diameter of a "B-29." It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above--much like a pilot compartment--except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did Whitted. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout." His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did [redacted]. He saw the "exhaust" as a parallel wide flame which [illegible] to come [illegible] the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up."

The night was clear with a bright moon and broken cloud coverage of 1/10 at 6000 feet. Both estimated the object to be in sight [illegible]

[illegible] was carried [illegible] for a time in [illegible] The [illegible] was made in 1948 by Dr. [illegible] Allen [illegible]. Current analysis of the data substantiates Dr. [illegible]'s conclusion and the case is evaluated as a meteor sighting.

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JULY 23, 1948 MONTGOMERY, ALABAMA (KEYHOE-1960 P 87) 3 WITNESSES

ON JULY 23, 1948, AN EASTERN AIR LINES DC-3 TOOK OFF FROM HOUSTON EN ROUTE TO BOSTON. CAPTAIN [redacted] IN COMMAND, HAD 8,500 FLYING HOURS. DURING THE WAR HE HAD BEEN A LIEUTENANT COLONEL IN THE AIR TRANSPORT COMMAND. FIRST OFFICER [redacted] WHO LATER MADE CAPTAIN, ALSO WAS A VETERAN. HE HAD FLOWN B-29-S.

AT 2,45 A.M. ON THE 24TH, THE DC-3 WAS TWENTY MILES WEST OF MONTGOMERY, ALABAMA, FLYING IN BRIGHT MOONLIGHT. SUDDENLY, A ROCKET-SHAPED OBJECT, BRILLIANTLY LIGHTED, CAME RACING ALONG THE AIRWAY.

IT FLASHED TOWARD US AT TERRIFIC SPEED, [redacted] SAID LATER. *I VEERED TO THE LEFT. IT VEERED SHARPLY, TOO, AND PASSED ABOUT SEVEN HUNDRED FEET TO THE RIGHT. IT WAS ABOUT ONE HUNDRED FEET LONG, CIGAR-SHAPED, AND WINGLESS. IT WAS TWICE THE DIAMETER OF A B-29.*

AS THE STRANGE OBJECT WENT BY, BOTH PILOTS SAW IT WAS DOUBLE-DECKED, WITH TWO ROWS OF WINDOWS OR PORTS. PROTRUDING FROM THE NOSE WAS SOMETHING LIKE A RADAR POLE.

A GLOW LIKE A BLUE FLUORESCENT LIGHT SHONE FROM INSIDE, SAID CAPTAIN [redacted] THOUGH HE COULD SEE NO OCCUPANTS, HE FELT THAT THE MYSTERY OBJECT WAS INTELLIGENTLY CONTROLLED. *JUST AS IT WENT BY,* HE REPORTED, *THE PILOT PULLED UP AS IF HE HAD SEEN THE DC-3 AND WANTED TO AVOID US. THERE WAS A TREMENDOUS BURST OF FLAME FROM THE REAR. IT ZOOMED INTO THE CLOUDS. ITS JET WASH ROCKING OUR DC-3.*

[redacted] ESTIMATED THE UFO-S SPEED AT FIVE HUNDRED TO SEVEN HUNDRED MILES AN HOUR. BOTH HE AND [redacted] AGREED THE EXHAUST WAS A RED-ORANGE FLAME, THIRTY TO FIFTY FEET LONG.

PASSAGE OF THE STRANGE OBJECT WAS OBSERVED BY THE ONLY PASSENGER WHO WAS AWAKE -- [redacted], ASSISTANT MANAGING EDITOR OF [redacted] IN THAT SWIFT GLIMPSE, [redacted] SAW NO DETAILS, BUT A CIVIL AIR PATROL CHIEF AT ROBINS AIR FORCE BASE, MACON, GEORGIA, CONFIRMED THAT A HUGE WINGLESS OBJECT MATCHING THE PILOTS- DESCRIPTION HAD RUSHED ACROSS THE BASE THAT SAME NIGHT.

****

FLYING FLOOR LAMP?

Everybody Seeing Speedy Sky Bogey

By CHARLES POU

Is that Thing no more than a wayward floor lamp?

Mrs. Noah Atkinson, of Brookhaven, saw it. And what did that Thing look like?

"A great big floor lamp, all lit up. Oh, it was beautiful!"

And C. M. Bowles, an Exposition Mills painter who lives near the Municipal airport, Sunday night, saw a "huge, brilliantly lighted object" streaking over Atlanta skies at maybe 30,000 feet. Mr. Bowles thinks the Thing was straight from Moscow.

Two Eastern Air Lines pilots first were startled by the newest astronomical "what-is-it" near Montgomery early Saturday. To them, it was "a wingless craft, spurting flame like a Buck Rogers rocket ship." Elsewhere, all over the country, that Thing was variously identified as:

What It Looked Like

1. An aluminum covered balloon.
2. A ball of fire.
3. An unusually bright light.
4. A red and blue flame that burst in mid-air
5. A flash of cherry red fire.
6. A meteor.

Mrs. Atkinson kept her Flying Floorlamp secret three weeks. But she knew she wasn't seeing things when she saw the Thing.

She and her husband, who also saw it, kept mum. The story really sounded a little silly until the two Eastern pilots saw their Thing gamboling and fire-breathing through air-line skies early Saturday morning.

Pretty and Fast

After that, she decided her tale could be told

"My husband and I were sitting on our front porch the night of July 5, and at a quarter to 9 o'clock we saw this Thing. Our front porch doesn't have a screen, and we were sitting near the edge where we could see good.

"I saw it first. It was not high up—about 200 feet, I guess, but it looked like it was right above the treetops. 'Looka there!' I yelled to my husband, and he saw it too.

"It looked like the top part of a floor lamp and it was the prettiest thing I ever saw. It came and passed so quick—I guess it must have been 500 miles an hour or faster."

And how [illegible] two airline pilots, [illegible] and John [illegible] Whitted [illegible] Atlanta.

Well, they [illegible] off today, armed with a camera. And they hope to bring back a picture of that Thing.

Strange Things Observed In The Sky Again

"Buck Rogers" Craft Seen In Alabama

By R. DEWITT MILLER

LOS ANGELES, July 25.—(UP)—Strange things in the sky again! This time something that looks like a gigantic Buck Rogers space rocket traveling between 500 and 700 miles an hour over Alabama.

Only a year ago there was the famous flying disc furore. Since then there have been numerous reliable reports of even stranger things in the sky. Now a detailed report by an airline pilot and co-pilot of this fantastic machine over Alabama.

In an article written exclusively for the United Press July 8, 1947, I said there had been thousands of reliable reports during the last 150 years of strange things in the sky.

Here are some more recent reports in addition to the "flying saucers":

Oct. 14, 1946—San Diego, Calif.—A strange, fantastic craft was reported maneuvering through the moonlit sky. One witness described it as "shaped like a bullet, leaving a thin trail of vapor behind."

Wilmington, O., Jan. 8, 1948—The Clinton county air base issued an official report on something in the sky seen by army personnel and thousands of civilians. It was described as "a flaming cone trailing a gaseous green mist."

Louisville, Ky., Jan. 8, 1948—A national guard flyer lost his life while chasing a wierd object in the sky.

I could cite 50 similar cases during the last two years.

Now comes the startling report of a "space rocket" [illegible] windows—again traveling at high speeds and reported by an airline pilot and co-pilot who had ample opportunity for observation.

What are these strange things in the skies? Here are a few possibilities:

1. Army experimentation — possible, but it doesn't seem reasonable that the army would allow top secret secret weapons to wander over the country fouling up commercial airline routes.

2. The product of some strange group of super scientists working in a secluded Shangri-La—an outside possibility, but it would be almost impossible to conceal the manufacturing facilities necessary.

3. Space ships from Mars, or somewhere else beyond this earth. This is a distinct possibility. Our scientists inform us that we may soon build space rockets, so why shouldn't beings on some other world beat us to it?

4. Objects out of other dimensions of time and space. This seems fantastic, but science has recently discovered startling facts about the possibility of unknown dimensions of time and space.

Airline Pilots See "Sky Monster"

ATLANTA, Ga., July 25.—(AP)—Two Eastern Air Line pilots who reported seeing a huge flame-shooting Buck Rogers sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget."

They said they will be flying the same route again this week and this time they'll be armed with still and movie cameras in case the giant craft turns up again.

154

TODAY'S WEATHER

CINCINNATI AND VICINITY: Increasing cloudiness and warmer with scattered thundershowers, high about 90; clearing and cooler tonight.

THE CINCINN

Copyright, 1948

108th YEAR NO. 108—DAILY ***** MONDAY MORN

Two Fliers Cling To Story Of Observing Sky Monster

BOTH AIRMEN

Scoff At Theory

It Was Meteor, Comet Or Army Balloon

Giant Sighted Over South Described As "Gadget Made By Man.

Atlanta, Ga., July 25—(UP)—Two Eastern Air Line pilots who reported seeing a huge flame-emitting Buck Rogers sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget."

They said they will be flying the same route again this week and this time they'll be armed with still and movie cameras in case the giant craft turns up again.

Capt. C. S. Chiles, Atlanta, and Co-Pilot John Whitted, Hapeville, Ga., claimed they saw the strange ship, a wingless affair four times the circumference of a B-29 fuselage, on a routine flight from Houston, Tex., early yesterday morning.

Today they refused to let skeptics shake their story. They denied suggestions that it might have been a meteor or comet, or an Army radar observation balloon.

SCORNS BALLOON THEORY.

Whitted, an Air Force pilot during the war with the rank of First Lieutenant, said he had worked with radar equipment overseas and the idea that the monster was a balloon was "fantastic."

Chiles agreed. He was an Air Force Lieutenant Colonel during the war, he said, and declared that "it was definitely not a balloon."

Chiles was also sure that it was not a meteor or comet. "It was a man-made gadget," he said, and it was definitely jet-propelled. The nearest thing he saw, Chiles said, were two rows of windows each about the size of "house-windows."

"The windows were all lighted up from inside," he said, "either by electricity or possibly by jet [illegible]. They were so easy to see."

"You could see right through the windows and out the other side," Chiles said. Neither pilot reported any sign of life aboard the "monster."

WITHIN 750 FEET

Both agreed that they passed the ship within 750 feet and then got about a 15-second glimpse.

They will leave here tomorrow on the same flight for Houston. On the way back, early Wednesday morning, they will pass over the spot where they saw the monster, Chiles said. He is a camera enthusiast and plans to take along a movie camera and also a still camera.

Chiles said he had a camera along when they spotted the monster Saturday but that it was locked in the ship and they couldn't get to it in time.

Only one of the plane's passengers aboard was awake at the time and he saw a "continuous light" at the time the pilots reportedly saw the craft. He was C. L. McKelvie, Columbus, Ohio. Chiles said he learned later that McKelvie also had a camera on a strap around his neck, but he didn't have time to use it.

Flame-Shooting Wingless Plane Reported Met in Alabama Skies

By The Associated Press.

ATLANTA, July 24.—Two Eastern Air Lines pilots said they met a wingless, two-deck plane early today southwest of Montgomery, Ala. They said the strange ship, shooting red flames and with a blue glow underneath the fuselage, passed the E. A. L. ship at 5,000 feet, headed toward New Orleans. The pilots said the stranger looked like a "Buck Rogers rocket ship."

The two pilots—Captain C. S. Childs and Co-pilot J. B. Whitted—were flying the Houston-to-Atlanta-to-Boston run. They left Houston, Tex., at 8:30 o'clock last night. They sighted the strange craft at 2:45 o'clock this morning twenty miles southwest of Montgomery.

After reaching Atlanta at 3:45 a. m. they told of their strange experience. Captain Childs said they first sighted the object up ahead when nearing Montgomery.

"It was in line almost with our flight," he said. "We veered off to the left and this object turned on its left. When it came nearer us, with better sight, its fuselage appeared to be about 100 feet in length and about four times the circumference of a B-28 fuselage.

"It had two rows of windows, an upper and a lower. They were square. Out of the rear of the ship were flames were shooting twenty-five to fifty feet. There was a blue glow underneath the fuselage. The ship appeared to be doing between 500 and [illegible] miles an hour, heading toward New Orleans.

"When it got alongside of us it pulled up with a tremendous burst of flame out of the rear. The flames were so bright they blinded us for seconds. Then the ship disappeared into the broken clouds. The motor was running intermittently and the ship could be seen for a few seconds and would then be obscured. The ship had no wings. It seemed to have an upper deck, and a lower deck and was fully lighted inside. We saw no occupants."

Of the twenty passengers Captain Childs said only one was awake and saw the other ship.

The third saucer classic did not involve a saucer at all, but a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-29." It was sighted the night of July 24, 1948, near Montgomery, Ala., by C. S. Chiles and J. B. Whitted, pilots of an Eastern Airlines plane. The underside of the thing had a "deep blue glow, there were "two rows of windows from which bright lights were glowing, and it had a 50-foot trail of orange-red flames!" Only one passenger of the flight was awake at the time. He saw only 'a trail of fire."

On the basis of later experience, the project was fairly sure that this was a meteor. At about the same time, a plane flying between Blackstone, Va., and Greensboro, S. C., reported independently that it had seen a "bright shooting star" in the direction of Montgomery.

The science-fiction boys, of course, converted the Chiles-Whitted-Something into another "mother ship." It was in sight for only a few seconds, was seen by only three people and then vanished into the black night. But it flies on endlessly in the pages of saucer lore, a transport from outer space packed to the gunwales with flying disks.

Jewish Am. July 24, '48

Macedonian question could cause an irreparable split between Yugoslavia, Bulgaria and Albania.

movement in Munich, said the Congress would discuss "Catholics and peace."

mental principals were fundamentally neglected.

"Our representatives at Lon-

Flame-Spitting Aerial Monster Rocked Their DC-3, Pilots Report

ATLANTA, July 24 (UP).—Two pilots of Eastern Air Lines today announced they had encountered a giant, wingless, flame-throwing aircraft straight out of Buck Rogers. Capt. Charles Shipe Chiles and John B. Whitted, his co-pilot, corroborated each other's report of the fantastic plane.

They were flying in a DC-3 Eastern Airliner at 5,000 feet about 20 miles southwest of Montgomery, Ala., early today when the thing came at them, they said.

It looked like a B-29 "blown up about four times" and stripped of its wings.

It cast a light more vivid than lightning, they said. They saw two decks of big square windows and "it was a man-made thing, all right," they added. Capt. Chiles said:

"The first thing that came to my attention was the long stream of flame coming out of the rear end of the plane, or whatever it was.

"Then I noticed the two rows of square windows—we couldn't see any people aboard.

"The aircraft seemed to be about four times the circumference of a B-29 fuselage but it was only a little longer. There were no wings whatever.

"The plane passed us on our right, then, as if the pilot had seen us and wanted to avoid us, it zoomed up at 500 to 700 miles per hour into the same cloud it came out of. A 40-foot red flame shot out its rear end.

"A luminous glow, like a giant flourescent light, ran along the belly of the thing."

As the aircraft passed them, they said, their DC-3 fluttered in the "prop-wash, jet-wash or rocket-wash."

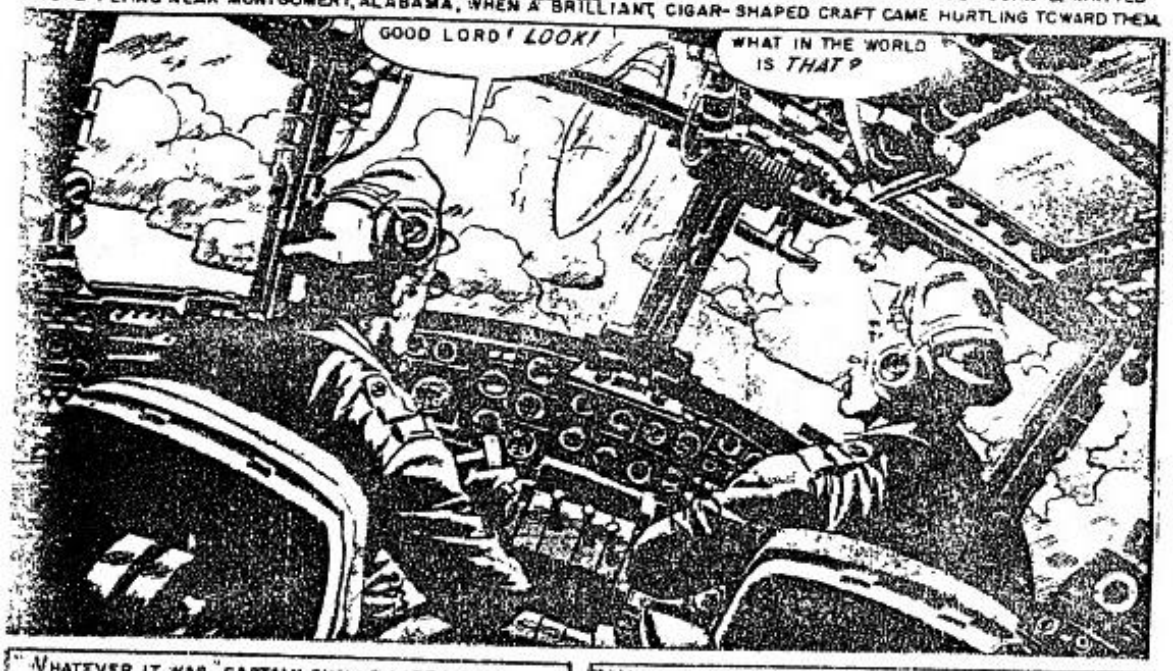
"It sent out tremendous shock waves," he added.

Chiles and Whitted said 20 passengers were aboard their plane but all were asleep except C. L. McKelvie of Columbus, O. They said McKelvie's story jibed with theirs when they talked about it later.

The EASTERN AIR LINES CASE

PROJECT SAUCER CASE NO. 144

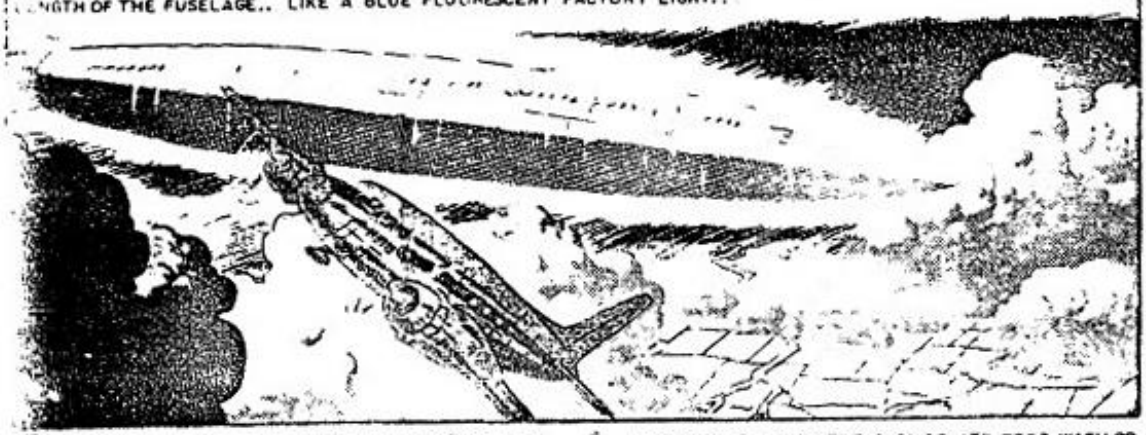
IN THE *OFFICIAL REPORT* OF THE STUDIES MADE BY *AIR MATERIEL COMMAND, WRIGHT FIELD, DAYTON, OHIO* IN ITS *"PROJECT SAUCER"*, THIS CASE WAS TERMED THE MOST "FANTASTIC SAUCER SIGHTING IN TECHNICAL INTELLIGENCE RECORDS." ON JULY 24, 1948, AT 2:45 A.M., CAPTAIN C.S. CHILES AND FIRST OFFICER JOHN B. WHITTED WERE FLYING NEAR MONTGOMERY, ALABAMA, WHEN A BRILLIANT, CIGAR-SHAPED CRAFT CAME HURTLING TOWARD THEM.



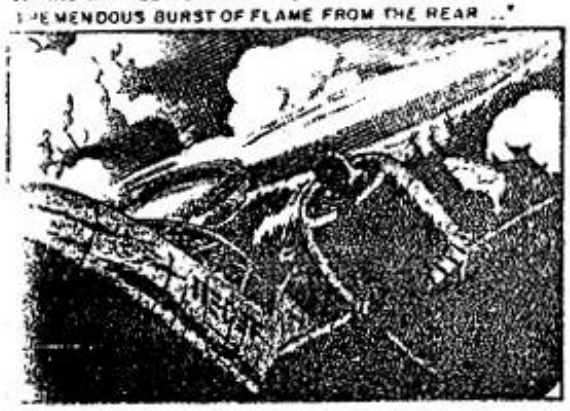
"WHATEVER IT WAS," CAPTAIN CHILES LATER TOLD PROJECT SAUCER" INVESTIGATORS, "IT FLASHED DOWN TOWARD US (HEADING SOUTHWEST) A WINGLESS AIRCRAFT 100 FEET LONG, CIGAR SHAPED, AND ABOUT TWICE THE DIAMETER OF A B-29 WITH NO PROTRUDING SURFACES."

"WE VEERED TO OUR LEFT IT VEERED TO ITS LEFT AND PASSED US ABOUT 700 FEET TO OUR RIGHT AND ABOVE US."

CHILES THEN WENT ON TO DESCRIBE THE OBJECT. HE SAID THE CABIN "APPEARED LIKE A PILOT COMPARTMENT, ONLY SMALLER." HE SAID THE ILLUMINATION INSIDE APPROXIMATED THE BRILLIANCE OF A MAGNESIUM FLARE. "WE SAW NO OCCUPANTS. FROM THE SIDE OF THE CRAFT CAME AN INTENSE, FAIRLY DARK BLUE GLOW THAT RAN THE ENTIRE LENGTH OF THE FUSELAGE.. LIKE A BLUE FLUORESCENT FACTORY LIGHT.."

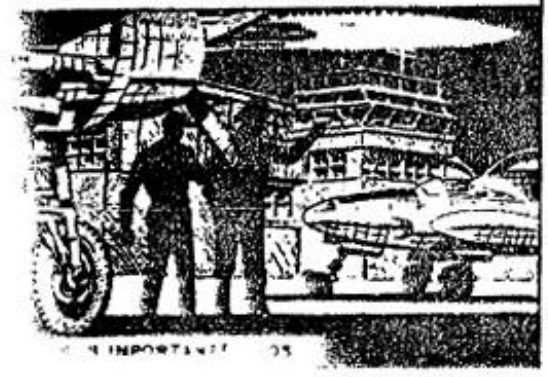


"THE EXHAUST WAS A RED-ORANGE FLAME." CHILES SAID IT EXTENDED 30 TO 50 FEET BEHIND THE OBJECT. "THEN" CHILES CONTINUED, "AS IF THE PILOT HAD SEEN US AND WANTED TO AVOID US, IT PULLED UP WITH A TREMENDOUS BURST OF FLAME FROM THE REAR .."



"..AND ZOOMED INTO THE CLOUDS, ITS PROP WASH OR JET WASH ROCKING OUR D.C.3.."

THIS SAME "SPACE SHIP" THE REPORT STATED WAS ALSO "SEEN BY GROUND OBSERVERS AT ROBBINS AIR FORCE BASE, MACON, GEORGIA (APPROXIMATELY ONE HOUR EARLIER) GOING IN A SOUTHERLY DIRECTION, TRAILING VARIED-COLORED FLAMES..."



THE REPORT THEN WENT ON TO APPLY THE *PRANDTL THEORY OF LIFT* TO THE INCIDENT, INDICATING THAT "A *FUSELAGE* OF THE *DIMENSIONS* REPORTED BY CHILES AND WHITTED *COULD* SUPPORT A LOAD COMPARABLE TO THE WEIGHT OF AN AIRCRAFT [illegible] AT FLYING SPEEDS IN THE SUB-SONIC RANGE." THE REPORT THEN CONCLUDED

"THE OBJECT IS STILL CONSIDERED 'UNIDENTIFIED'"

THIS "PROJECT SAUCER REPORT WAS MADE ON *APRIL 27, 1949* YET IN *DECEMBER* OF THAT *SAME YEAR MAJOR JERE BOGGS, A PROJECT INTELLIGENCE OFFICER,* STATED TO THE INTERNATIONAL NEWS SERVICE

CHILES AND WHITTED SAW A METEOR... A BOLIDE

WHY DID PROJECT SAUCER CHANGE [illegible] MIND?

Pilots See Huge "Mystery Aircraft" Over South

\TLANTA (Ju 24 (UP)—
so Eastern Airlines pilots re-
orted that their plane last night
assed a tremendous wingless air-
raft that shot a 40-foot flame out
back end and traveled between
and 700 miles an hour.

Capt. Clarence Sluge Chiles and
is co-pilot John B Whitted, told
sening the fantastic ship and
aid it looked li e a B-29 fuselage
down up about four ines."

The aircraft was brilliantly
hted and had two decks of big
uare windows i lumed. It
assed within several hundred feet
the pilot a DC 3 and then shot
p in the clouds, they said.

Cruising At Time

"We were cruising about 90 miles
uthwest of Montgomery Ala.,"
d Captain Chiles who was an
C ferry pilot on four ens dur-
g the war.

We looked out the right side of
e cockpit and saw a tremendous
ame. The first th g that came to
y attention was the long streak
flame coming out of the rear end.
One plane, or whatever it was.
Then I noticed the two rows of
uare windows—it was a mam-
oth thing, all right. An plane
ying people aboard. It was trav-
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"The plane passed us on the right
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A 40-foot red flame not out its
r end. It flamed out like a
t flame and along
he belly of the
Whitted, who
e Air Force he
the secret
need as much
en before.

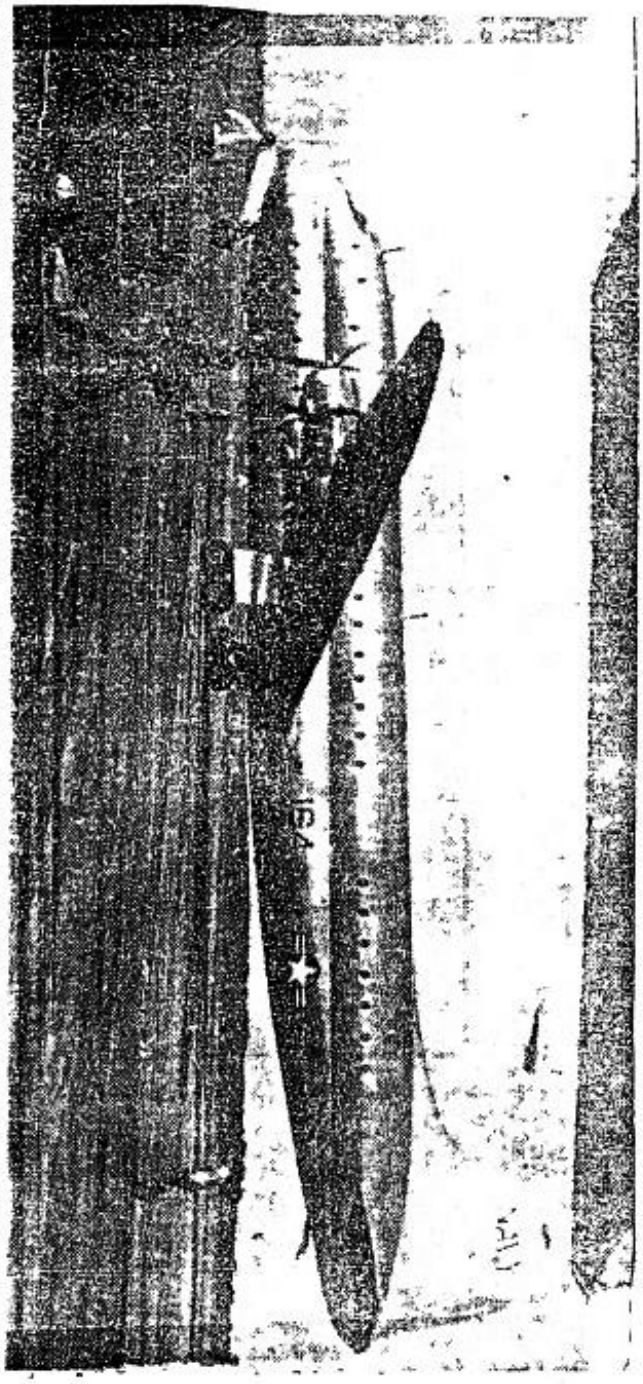
700 To 700"

I'd say that when I shot up into
e clouds it was going between
0 and 700 miles an hour," Whitted
ded.

As the aircraft passed them they
d their compass swung wildly
ttered in the prop wash jet
sh or rocket wash the pilots
d. "It sent tremendous
ke waves.

he brilliant li the airship
flame of its propellers
nothing blinding
the pilots
eastern plane was on route
Dallas. The mysterious craft was
en headed toward Mobile for
Orleans, the pilots said.

PLANES IN THE NEWS—NAVY'S CONSTITUTION—Patuxent, Md., July 26.—The Navy's largest airplane, the 97 ton Lockheed Constitution, taxis into the Naval Air Station after a 2600-mile flight from Moffett Field, Cal. Average speed for the huge plane was 260 miles per hour and this was the first time the ship had landed outside California. For other plane in the news, see two photo, below. (AP Wirephoto)



Atlanta Pilots Report Wingless Sky Monster

Constitution [illegible]

By ALBERT RILEY

Two Atlanta pilots of the Eastern Air Lines have baffled the [illegible] with a bizarre story of a [illegible] wingless, flame-shooting, [illegible]ble-decked aircraft they said [illegible]shed past their DC-3 airliner [illegible] 2:45 a. m., yesterday morning [illegible] 20 miles southwest of Montgomery, Ala.

[illegible] two fliers, Capt. Clarence [illegible] Chiles and his co-pilot, John [illegible] Whitted are puzzled themselves [illegible] what they saw 5,000 feet over [illegible]ama.

"[illegible] you look at one of those [illegible]tastic Flash Gordon rocket ships [illegible] the funny papers, you've got a [illegible]ture of what we saw," said Whitted.

"[illegible] early four times larger than a [illegible] resembled a B-29 fuselage [illegible] the wings off, Chiles said, [illegible] flames were shooting out of [illegible] tail 35 to 40 feet.

[illegible]aveling at a speed they esti[illegible]ed at between 500 and 700 [illegible] an hour, the mysterious air[illegible] was brilliantly lighted with [illegible]ecks of windows. Under[illegible] on the belly of the ship, [illegible] said there was a sort of blue [illegible]escent glow.

[illegible]ing a northeasterly course on [illegible]cheduled flight from Houston, [illegible]as, via New Orleans, to Atlanta, the two pilots saw the strange object whiz past them in a southwesterly direction, toward Mobile and New Orleans.

Both pilots, who served as Army fliers during the war, said they had never seen anything before that even faintly resembled the mystery craft, and they had no idea what it could have been.

Neither Army nor CAA officials could throw any light on the mystery, and an Air Force spokesman at Washington said that "obviously" this country has no plane resembling a double-decked, jet-propelled, wingless transport shooting a 40-foot flame out of its back end.

The pilots said there were 20 passengers aboard their plane, but all were asleep except one man, C. L. McKelvie, of 85 Hanelton Pike, Columbus, Ohio. McKelvie, said Chiles, told the pilots that he also saw the mystery aircraft.

"It was a moonlit night with some clouds," Chiles said, "and we were flying along on the regular airway, when we saw ahead and slightly above and to our right what appeared to be a tremendous jet of flame.

"We asked each other, 'What in the world is this?'

"It flashed down and we veered to the left and it veered to its left, and passed us about 700 feet to our right and about 700 feet above us.

"Then, as if the pilot had seen us and wanted to avoid us, it pulled up with a tremendous burst of flame out of its rear and and zoomed up into the clouds. Its prop-wash or jet-wash rocked our DC-3."

The pilots said they saw two rows of square windows on the craft, and Whitted said he counted six windows, but could see no occupants because the ship was going too fast.

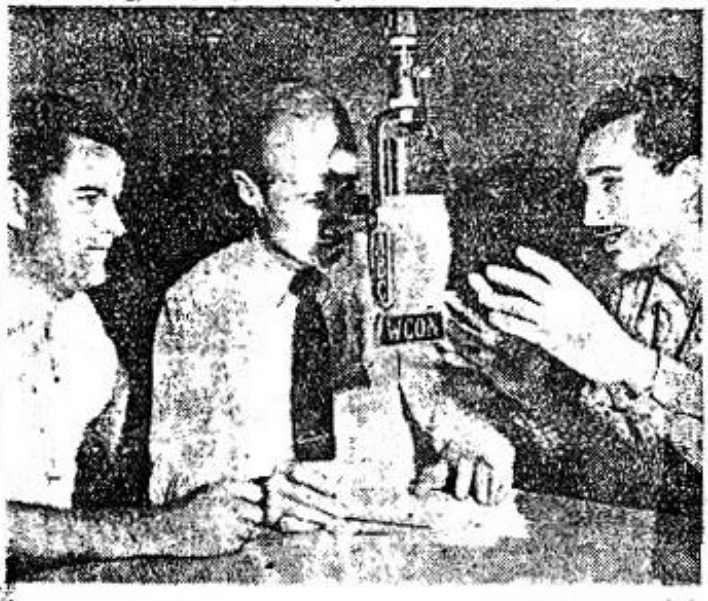
"It was a man-made thing all right," they said.

The light of the plane and its jet flames was so bright it almost gave them "lightning blindness," they said, and they had to turn up their instrument panel lights in their cockpit.

"After it passed us," Chiles said, we must have sat their for five minutes without saying a word we were so speechless."

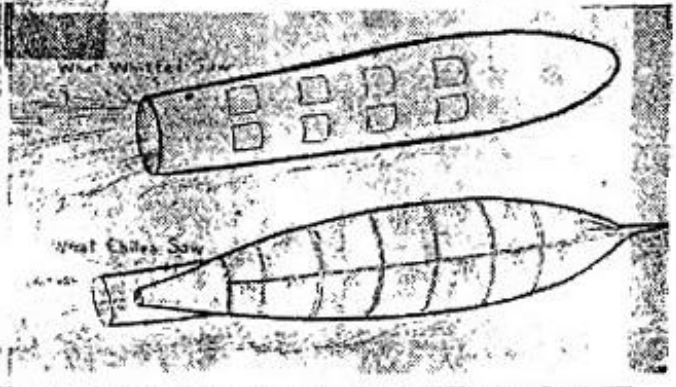
They reported by [illegible] they had seen and their message went to Maxwell Field [illegible] gomery [illegible] Fort [illegible] the [illegible] it again [illegible] lanta, [illegible] was incredible.

Chiles and Whitted [illegible] they were certain it was not a meteor or comet, because they had seen them before in the air.



Constitution Staff Photo—Pyan Sanders

DESCRIBE MYSTERIOUS "PLANE"—Co-Pilot John B. Whitted (left) and Pilot Clarence Shipe Chiles, of an Eastern Air Lines DC-3, tell Lockwood Doty, WCON News Director, how they saw a huge, strange, jet-propelled, double-decker, wingless aircraft whiz past them early yesterday morning near Montgomery, Ala.



PILOTS' DRAWINGS OF MYSTERY CRAFT

As a B-29 bomber pilot during [illegible] war, I saw some strange things [illegible] Japan," Whitted said, "but I [illegible] saw anything like that."

[illegible] reported "no [illegible] Field [illegible] Capt. Eddie [illegible] Lines [illegible] Ala.

[illegible] Wash[illegible] that [illegible] been [illegible] Boeing [illegible] under [illegible] he [illegible] connected far [illegible] and this [illegible] an observer into [illegible] was wingless. But the [illegible] propelled by conventional [illegible]

Pilots Report Flaming, Wingless Rocket Ship

ATLANTA, July 24.—(AP)—A strange wingless plane shooting red flame "like a Buck Rogers rocket ship" was described today by two Eastern Airline pilots. They called it a double-decked speedster making 500 to 700 miles per hour.

The pilot, Capt. C S Chiles and Co-Pilot J. B. Whitted, said they were flying the Houston-Atlanta-Boston run when they sighted the ship southwest of Montgomery, Ala., about 2.45 a m (CST)

It was in line almost with our flight," Chiles said. "We veered off to the left and this object turned to its left. When it came near to us, its fuselage appeared to be about 100 feet in length and about four times the circumference of a B-29 fuselage.

It had two rows of windows. Out of the rear of the ship red flames were shooting 25 to 50 feet. There was a blue glow beneath the fuselage. The ship appeared to be doing between 500 to 700 miles an hour, heading toward New Orleans

* * *

WHEN IT GOT alongside of us it pulled up with a tremendous burst of flame out of the rear. Then the ship disappeared into the broken clouds The ship had no wings. It seemed to have a upper deck and a lower deck and was fully lighted inside We saw no occupants."

At Montgomery, Maxwell and Gunnelly Army fields said they knew nothing about the report. The Civil Aeronautics Administration also said it had no information about the ship. The Air Force in Washington also said shed no light on the craft reported sighted over Montgomery, Ala., by two Eastern Air[illegible] described by a [illegible] today as "a [illegible]

'Sky Devil-Ship' Scares Pilots; Air Chief Wishes He Had One

EAL FL... Copilot Jo... AIRCRAFT ...hiles (right).

Out at Santa Monica, Cal., the famous Gen. George C. Kenney, chief of the Strategic Air Command, was bearded in his den. His eyes twinkled No, he said, cautiously, it wasn't one of his planes. The Army as yet hasn't got anything like the Thing seen over Montgomery.

Not Boeing Plane

"I wish we did," the general said wistfully "I sure would have liked to see that Thing"

So said William M. Allen president of the Boeing Aircraft Co., up at Seattle. "I'm pretty sure it isn't one of our planes," said Mr Allen, modestly

Almost identical statements issued by the Army Air Forces at Washington and the United States Weather Bureau at Montgomery tended to throw some light on this fantasy Both sources suggested that the Atlanta pilots had seen "sun dogs" or other weather [illegible] phenomenon. Those things, [illegible] are bright square, tinfoil [illegible] fastened to them. The boxes reflect sunlight and "give strange illusions" as they twist and turn. Maxwell Field said they send 'em up at six-hour intervals.

And Maxwell Field is at Montgomery.

Plane Makers Dubious About Alabama 'Thing'

By WILLIAM KEY

What was that Thing that scared the daylights out of two Atlanta Eastern Air Line pilots in the spooky hours Saturday morning?

Is there some stratospheric Loch Ness fire-breathing monster in the Milky Way run between Atlanta and New Orleans?

The pilots Capt C S Chiles of Atlanta, and Co-Pilot J B Whitted, of Hapeville, would like to know The Army Strategic Air Command would like to know Big airplane manufacturers also are curious, but slightly dubious

Pilots Chiles and Whitted told their thrilling story upon arriving at municipal airport here Saturday on the Houston-Atlanta, Boston run. Here is what they say they saw near Montgomery

A gigantic plane without wings, black against the night sky, streaking through the heavens at 5,000 feet altitude with a fiery comet's tail 25 to 50 feet in length. It had a 100-foot fuselage about four times the circumference of a B-29's, and two rows of brilliantly lighted square windows. Creepiest of all, it was a veritable Flying Dutchman of the skies. Nary a living soul was on aboard!

Continuous Light

The pilots admitted they had [illegible] pimples rising pick-a-back [illegible] nose pimples. What's more said one of the 20 passengers—[illegible] L McK [illegible] of Columbus, Ohio—was awake and saw the same thing.

[illegible] Bennett Square [illegible] now accurately they asked him—had he seen what the Atlanta pilots said he saw?

Well now, said Mr McKelvie—not exactly. He said he saw "no form of ship" whatever He saw a "continuous light speed past" his window.

But," added Mr McK., "I'm [illegible]

THE ATLANTA CONSTITUTION • Monday, July 26, 194

Hunters Support Airmen's Story Of Flame-Shooting Wingless Craft

A flame-shooting, wingless mystery aircraft reported seen by two Eastern Air Lines pilots early Saturday morning was linked yesterday with a strange sight observed in the sky about the same time by an Atlantan who was fox-hunting near Covington.

J. V. Morris, of 1092 Wyley St., S. E., said he and a friend, Lindsay Fall, of 1309 Metropolitan Ave., S. E., were fox hunting around Snapping Shoals on the Yellow River about 3 a. m. Saturday when they saw "an unusually bright light—as bright as a room," which appeared to be speeding westward. Morris said it was gone in a few seconds.

The time coincided with the hour the pilots, Capt. C. S. Chiles, and his co-pilot, John B. Whitted, said they saw the wingless "Buck Rogers" craft. They had reported seeing it at 2:45 a. m.

Meanwhile, Air Force, Coast Guard and civilian air officials, as well as plane manufacturers collectively declared they had never heard of anything like the leviathan Chiles and Whitted reported they saw on a night flight from Houston, Texas, to Atlanta.

But the pilots were untroubled by the skeptics. They announced they planned to arm themselves with cameras as they prepared to take off on another round trip flight to Houston. If they see anything on this flight they hope to record their observations on film—as proof.

Hunters Abet Story Of Wingless Aircraft

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Hundreds of telephone calls flooded the Civil Aeronautics Administration office in Yakima, Wash., today from persons who had seen a silvery, "moon-sized" flying "blob" wheeling across the sky above the ...

The apparition termed another flying saucer by the CAA, was observed by two control tower men at the Yakima Airport, both of whom agreed as to its general description.

Airport Traffic Controller Don Hunt and Aircraft Communicator George Robinson said they saw a silvery "moon-sized" object wheeling west of the city about 2 p. m. (PDT) today. They saw it again at 4:20 p. m.

An Indianapolis, Ind., housewife meanwhile reported she and her son and daughter saw a similar flame-spurting aircraft Thursday night, more than 24 hours before it was seen by the pilots. She described it as a ball of fire which shot two jets of flame downward at regular intervals. She said she watched it about three minutes.

Meanwhile, Air Force, Coast Guard and civilian air officials, as well as plane manufacturers collectively declared they had never heard of anything like the leviathan Chiles and Whitted reported they saw on a night flight from Houston, Texas, to Atlanta.

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* * *

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Montgomery, Maxwell and Gunnelly Army fields said they knew nothing about the report. The Civil Aeronautics Administration also said it had no information about the ship. The Air Force in Washington also could shed no light on the craft.

KENNETH SQUARE, Pa., July 24.—(AP)—A mystery plane, reported sighted over Montgomery, Ala., by two Eastern Airline pilots, was described by a Columbus, O., man today as "a flash of cherry red fire."

Clarence L. McKelvie, assistant managing editor of the American Education Press, said he was the only passenger on the Eastern Airlines Houston-to-Boston plane not asleep when the phantom craft was sighted.

"I saw no shape or form," McKelvie said.

These facts alone—the occurrence of scheduled showers and the number of well-plotted meteors observed during the period—point strongly to the probability that [illegible] the available records for the night of July 23 and morning of July 24 the period when this particular UFO appeared. The watcher in Alabama was not on duty, but another observer in Iowa counted fourteen meteors in one hour [23], more than double the rate for an average night. About an hour before the UFO appeared in Alabama ground observers at Robins Air Force Base near Macon, Georgia reported an unusually bright meteor going from north to south. A few minutes before the Alabama sighting two Air Force officers flying between Blackstone, Virginia, and Gainsborough, North Carolina, reported an unusually bright meteor traveling in a southerly direction.

When Chiles and Whitted observed their UFO its appearance and manner of motion were identical with those of many other bright meteors but the pilots, startled by the sudden apparition, misinterpreted what they saw. They probably overestimated the length of time the meteor was in view and they almost certainly underestimated the distance. Meteors notoriously mislead even the experienced observer, who often sees them disappearing "just behind the next hill, although they may actually be fifty or a hundred miles away. Although the night was moonlit and clear except for broken clouds, the witnesses had no fixed reference point by which to determine either distance or size.

There can be no doubt that Chiles and Whitted misinterpreted the appearance of an unusually brilliant meteor, its body glowing to white (the momentarily persisting luminous trained a meteor often has a veined or fibrous structure that could easily have suggested the "lighted window" and "cockpit") and blue incandescence (the glowing "undercarriage") as it rushed through the atmosphere some fifty miles or more away, shooting off flaming gases (the "exhaust") and vaporizing from the friction of the atmosphere. Fleeing beyond their range of vision ("pulling up into the clouds"), it probably burned and disintegrated before it reached the earth.

This fresh analysis, based on meteor records for July 1948 has led ATIC finally to remove the Chiles Whitted UFO from the category of Unknowns and, as Dr. Hynek suggested originally, add it to the file of recorded meteors.

check of the air traffic showed that no other planes had been in the area at the time, so the object could not have been a normal aircraft. Furthermore, other equally reliable witnesses reported seeing unusually bright meteors in the Southeast that night. Since the bare physical description of the UFO, apart from the inferences made, was identical with that of a fireball, Dr. Hynek concluded that it was an unusually bright meteor.

But the climate at ATIC that summer was not friendly to a prosaic explanation. Remembering the tragic death of Captain Mantell some six months earlier while he was chasing a UFO, still unidentified (p. 00), some officials were more than half ready to believe in invading space fleets as the answer to every puzzling phenomenon in the sky. They rejected the fireball explanation. Instead of accepting the Chiles-Whitted UFO as a meteor, they identified the other two meteors seen that night as UFOs!

And yet the evidence is overwhelming that the UFO *was* a fireball.

The major meteor showers that occur on schedule every year have accounted for hundreds of alleged UFOs over the last fifteen years. Several of these showers begin in mid-July and July 24 falls in a period of greatly increased meteor activity, when the earth is moving through the Aquarid streams and is encountering the forerunners of the Perseids. All during the year, and particularly during these weeks of shower meteors, amateur astronomers all over the country spend many evenings watching the sky, counting meteors, mapping their paths, and reporting the data to various observatories. On an average night outside the shower periods, if there are a few clouds and no moon, an experienced watcher may count about half a dozen meteors in an hour's time, but during a shower he usually sees many more. For the week of July 23 to 30, 1948, the records of the American Meteoritics Society, the Harvard College Observatory, and the Flower and Cook Observatory show that, in spite of the interference of a bright moon, large numbers of meteors were counted and the paths of many of them were mapped and plotted.

The reports from the Southeast for that week have particular interest for the Chiles-Whitted case. A regular observer in Alabama counted fifteen meteors in one hour's watching on the evening of July [illegible]. [illegible] apparently took a holiday, but many other persons saw a huge fireball that flashed over North Carolina and Tennessee at 9:36 P.S.T. Its radiant (AMS 2322), plotted from many reports, showed it to be a member of the Delta Aquarid stream, then approaching its maximum. Early on the morning of July [illegible] another fireball soared over Tennessee and apparently ex[illegible] a which he obtained the radiants AMS [illegible] and 2371 [p. 521].

wash or mechanical disturbance when the object [illegible] while the passenger did not report any vibration [illegible] of the plane. Some of the later versions of the incident gloss over these facts, however, and thus exaggerate the startling nature of the sighting. One account subtly implies the presence of a pilot in the UFO [22] and several state that, as the object passed the plane hit turbulent air [—, p. 61] or was "rocked" by the UFO [20, p. 21].

The most extensive description [illegible] of the UFO was a lighted pilot compartment or cockpit with a "snout" similar to a radar pole and that a kind of nozzle projected from the rear from which the flames fanned out to a width of some twenty to thirty feet. Whitted did not see a cockpit, a snout or a rear nozzle, he thought the flames flared out from the entire rear and were never any wider than the width of the UFO itself. The third witness, the passenger, saw no shape or form only a most brilliant streak of light that appeared and vanished before he was able to focus his eyes. As responsible officers, both pilots had obviously tried to separate the observed phenomena from their interpretation. They differed widely on the estimated distance of the UFO (the passenger did not offer an estimate). Chiles thought it passed them with a margin of only about 500 feet, but Whitted believed the distance to be more than ten times greater, about a mile and a half. However, when we remember that these men had the UFO in sight for only a small fraction of a minute and that their study of the side view ("windows," "cockpit," etc.) must have been limited to the instant of passing, these disagreements are not remarkable.

When Captain Chiles and Lieutenant Whitted reported their frightening experience, the Air Force made a prompt investigation. Since Captain Chiles explicitly stated his belief that the UFO was under intelligent control, the case required careful consideration. A

The Chiles-Whitted Sighting

The Chiles-Whitted UFO, sighted on July 24, 1948 is one of the most publicized of the classics. Although the object appeared, passed, and vanished in an interval of roughly ten seconds, and the descriptions given by the three witnesses differed on several vital points, Dr. J. Allen Hynek, astronomer consultant to ATIC, in his report of April 30, 1949, identified it as an undoubted meteor Nevertheless, as late as 1960 apparently not all Air Force officials had accepted this solution [20] The literature of saucerdom still cites the incident as indisputable proof of alien spaceships [19, pp. 78, 88]

On the evening of July 23 an Eastern Airlines DC-3 took off from Houston, Texas, en route for Boston, with an experienced pilot and copilot in the cockpit By 2.40 A.M. C.D.S.T July 24 the plane was a few miles southwest of Montgomery, Alabama, flying at an altitude of 5000 feet. The night was clear, and a bright moon just four days past full shone through a layer of broken clouds about 1000 feet above the plane. At 2 45 A M the pilot, Captain C S. Chiles, noticed a dull red glow some distance ahead, approaching from a little above and to the right of the plane He remarked to his copilot, Lieutenant J B Whitted, "Look, here comes a new Army jet job." [18] In the next few seconds, however, he changed his mind about the identity of the object As both men watched, the brilliantly glowing unknown continued to approach with incredible swiftness, apparently on a collision course, it seemed to veer slightly, passed the plane on the right almost level with and parallel to the flight path, then seemed to pull up sharply and disappear into the clouds Captain Chiles estimated that the object was in sight for about ten seconds. The one passenger who was awake, sitting at the right of the cabin, saw the light for only an instant as it flashed by

The brief impressions of these three witnesses were the sole foundation for newspaper stories that the plane had narrowly escaped collision with a spaceship

In their official report both pilots agreed on the general appearance of the UFO it looked like a wingless aircraft with no fins or protruding surfaces, was cigar-shaped about 100 feet long, and about twice the diameter of a B-29 superfortress It seemed to have [illegible] brilliant as a magnesium flare. An intense dark blue glow like a blue fluorescent factory light shone at the bottom along the entire length, and red orange flames shot out from the rear to a distance of some fifty feet Neither man heard any sound and neither saw any occupants. In their original report to ATIC both men stated that "no [illegible]

B/Ltr from AMC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

HEADQUARTERS, AIR WEATHER SERVICE Andrews Air Force Base, Washington 25, D. C.

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: MCLAXO

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	76	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
n/c

[redacted] SIGHTING
ALABAMA - GEORGIA
24 JULY 1948
Probable Astro (METEOR)